AMERICA'S WEEKLY MOTORSPORTS AUTHORITY

ALL MAJOR SERIES
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RESULTS AND PREVIEWS
RACING NATION
FEATURES AND PHOTOS
PERSONALITIES
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SINCE 1934

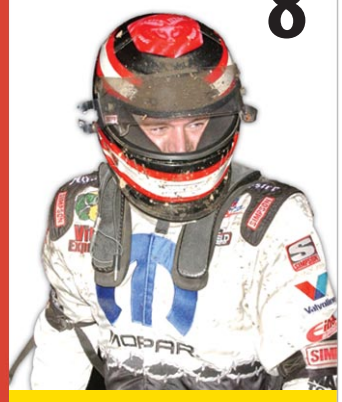
NATIONAL SPEED SPORT NEWS

Wise Works Magic On Indiana Dirt

Passes Teammate Levi Jones On Final Lap To Win Annual Silver Crown Hoosier Hundred

USAC SILVER CROWN

PAGE 8



SUBSCRIBE: Page 39



MAY 31, 2006 www.nationalspeedsportnews.com Vol. LXXIV, No. 21 $2.50



RUSS LABOUNTY PHOTO

INSTANT CLASSIC

Hornish Denies Marco Indy 500 Victory In A Finish For The Ages

INDIANAPOLIS 500

PAGES 3, 24-25



BILL WATSON/IRL PHOTO

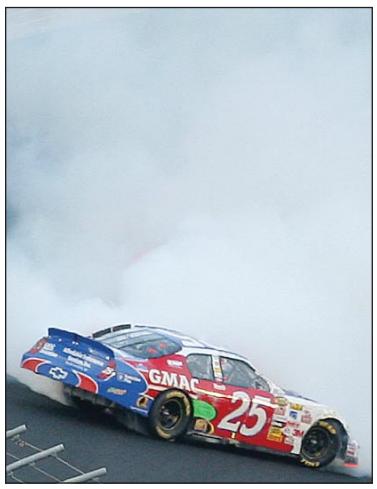
SAM'S CLUB: Sam Hornish, Jr. gulps the milk after winning Sunday's 90th Indianapolis 500. (At right) Hornish (6) beat rookie Marco Andretti in the second-closest finish in Indy history.

Kahne Ends Johnson's Reign In 600

NASCAR NEXTEL CUP

PAGES 2, 26-27

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KORY HALES PHOTO

END AROUND: Brian Vickers had his share of problems Sunday.

3-Headed Monster Stays Away From LMS

Race Is Relatively Clean Even With New Surface, Hard Tires, Less Fuel

By Ron Lemasters, Jr.
NSSN Correspondent

CONCORD, N.C. — With as many variables as the Coca-Cola 600 had to contend with, the resulting four-hour marathon came off surprisingly well.

NEXTEL CUP

Of course, it depends on who you ask.

New asphalt, a rock-hard Goodyear tire and 14-gallon fuel cells could have been a recipe for disaster. Instead, it was an entertaining event that produced a first-time Lowe's Motor Speedway winner and ended Jimmie Johnson's streak of Memorial Day victories at three.

Fourth-place finisher Mark Martin gave the new asphalt a passing grade.

"I'd say for the first time with the new asphalt, it gets an A," Martin said. "You don't get many of those. I want to compliment Goodyear, too. It was a hard tire to drive on, but it was a good race."

The track was uniformly praised for its raciness, even though the other

LMS: CONTINUED ON PAGE 26



HHP/HAROLD HINSON PHOTO

ALL BY HIMSELF: Kasey Kahne roars through turn four Sunday night at Lowe's Motor Speedway. He led a race-high 158 of 400 laps.

KAHNE IS ABLE

Johnson Dethroned As King Of Coke 600



AUTOSTOCK IMAGES

ADDICTED: Kasey Kahne won for the third time this season.

By Ron Lemasters, Jr.
NSSN Correspondent

CONCORD, N.C. — Kasey Kahne did something no one has done since 2002 — stop the Jimmie Johnson Express at Lowe's Motor Speedway.

NEXTEL CUP

Kahne simply ran away from Johnson over the closing laps of Sunday's Coca-Cola 600, posting a 2.114-second victory and further establishing himself as a contender for the Nextel Cup championship.

"Jimmie Johnson has been the winner here for a long time, and we were able to win tonight," Kahne said following his third victory of the season and the fourth of his Cup career. "To win in Charlotte is huge. The 600 is such a big weekend and such a big race."

Kahne led a race-high 158 of 400 laps, and when it was time to go in the latter stages, he did. Following a pit stop after Jeff Gordon's accident on lap 367, Kahne set his Dodge Charger after the lead.

On lap 369, he passed Johnson high in turn three for second, and a lap later slid low and picked off leader Carl Edwards exiting turn four. From there, it was a matter of clicking off the laps to the checkered flag.

"It was a heck of a battle," Kahne said of the stretch run. "My spotter

KAHNE: CONTINUED ON PAGE 26

NSSN RACING LINE

The Week In Motorsports For May 31

Alonso Wins For First Time On Tight Monaco Streets

MONACO — Fernado Alonso's Renault defeated Juan Pablo Montoya's McLaren by more than 15 seconds to win Sunday's Formula One race on the tight streets of Monaco. Michael Schumacher grabbed headlines not for his finish, but for stopping on the track during qualifying. The move triggered a controversy that lasted all weekend.

F-1 PAGE 32



JOHN MARSH PHOTO

Tyler's Victory Loosens Gordon's Stranglehold On Little 500

ANDERSON, Ind. — Pit strategy worked in Brian Tyler's favor Saturday at Anderson Speedway. Banking on a quick caution, Eric Gordon, a seven-time winner of the Little 500, opted not to pit with 186 laps to go. The race stayed green and paved the way for Tyler, a two-time USAC National Sprint Car champion who ran in the top five the entire night. "I just ran my own race," Tyler said.

USAC SPRINTS PAGE 10

Rising Stars	10
A Lesson In History	14
Through The Lens	15
Power Rankings	16
This Week On TV	16
Subscribe	39
Marketplace	46
New Products	50
The Final Lap	54



COMEBACK KID

Fast All Month, Hornish Blasts Past Andretti On Final Lap

JOHN COTE/IRL PHOTO

AMERICAN MADE: Sam Hornish, Jr. peels out of his pit box after making a stop during Sunday's 90th Indianapolis 500. The Defiance, Ohio, driver won the event for the first time.

Winner Nearly Lost His Chance But Produces Race's Second-Closest Finish

By Bruce Martin
NSSN Correspondent

INDIANAPOLIS — Sam Hornish, Jr. pulled off an incredible move yards from the checkered flag to win Sunday's 90th Indianapolis 500, driving another dagger into the heart of an Andretti.

INDY 500

Hornish earned his first Indy 500 triumph and a record 14th for team-owner Roger Penske. Hornish was the 10th different driver Penske has led to victory.

Coming down the final straightaway, Hornish dove to the inside of Marco Andretti and crossed the finish line .0635 second ahead of the rookie for the second-closest finish in Indy 500 history.

"I thought it was over when I didn't get by Marco going into turn three," said Hornish, who nearly passed Andretti on lap 198 but was forced to drop back. "For his first time to finish second, he had a heck of a ride. He should be proud of that."

HORNISH: CONTINUED ON PAGE 24

INDY 500 INSIDE

Race serves up another dose of heartbreak for the Andretti family. **PAGE 24**
Patrick: Eighth-place run was better than her effort last year. **PAGE 25**



RUSS LABOUNTY PHOTO

PUCKER UP: Sam Hornish, Jr. kisses the famed yard of bricks.

Merger Talks Crawling Along

IRL's George Calls Rumors Overblown; Reunification Not Imminent

By Bruce Martin
NSSN Correspondent

INDIANAPOLIS — It wouldn't be the Indianapolis 500 if there wasn't talk about a merger between the Indy Racing League and the Champ Car World Series.

INDUSTRY NEWS

IRL CEO Tony George reaffirmed Friday that while he is talking with Champ Car's Kevin Kalkhoven, there are significant details that must be discussed before any reconciliation between the rival series could become final.

"Is it close? In one word or less, no," George said. "It's moving along at its own pace."

George believes there are some overzealous and overanxious proponents of a merger who have tried to make it look like reunification was imminent when it's really not.

"My guess is it was somewhat planned or intentional, and I'm not sure what the intention was," George said. "That is why I think early on I've tried to quell expectations of an early resolution to a very

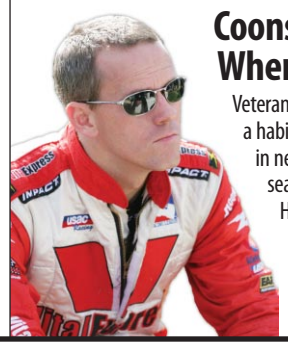
MERGER: CONTINUED ON PAGE 25

OPINIONS

ECONOMAKI: Spotters have unique impact on auto racing. **PAGE 4**
FRYER: 'Cars' premier mixes stars from Hollywood, NASCAR. **PAGE 5**
MARTIN: Penske's like a kid in a candy store at Indianapolis. **PAGE 25**

Argabright	4	Lemasters	27
Kerchner	5	Wade	31
Despain	6	Knutson	33

EXCLUSIVE



Coons, Jr. Is A Winner Wherever He Goes

Veteran driver Jerry Coons, Jr. has made a habit of winning in nearly every seat he finds. He's a regular in all three of USAC's national series as well as the Badger midgets.

MIDGETS & SPRINTS **PAGE 28**

WINNER'S LIST

Series	Winner	Where	Page
USAC Midgets	Bobby Santos III	Clermont, Ind.	8
WoO Sprints	Kevin Swindell	Concord, N.C.	34
WoO Sprints	Fred Rahmer	Mechanicsburg, Pa.	35
WoO Sprints	Fred Rahmer	Mechanicsburg, Pa.	35
NST Sprints	Jason Meyers	Attica, Ohio	36
NHRA Top Fuel	Doug Kalitta	Topeka, Kan.	30
NHRA Funny Car	Ron Capps	Topeka, Kan.	30
NHRA Pro Stock	Dave Connolly	Topeka, Kan.	30

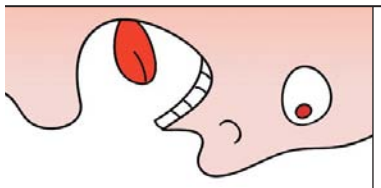
THE FINISH

Chris Economaki's Legacy Cemented At Indianapolis

INDIANAPOLIS — In honor of *NSSN* Editor Chris Economaki, Indianapolis Motor Speedway now has the Economaki Press Conference Room — located on the first floor of the media center.

"That's where writers can sit down and have give and take with the drivers," Economaki said.

A press facility at Pennsylvania's Pocono Raceway also is named after Economaki.



PUBLIC FORUM

Let your voice be heard

Prayer At The Track

How sad and how ironic that I should read Stew Reamer's article decrying prayer in public on the National Day of Prayer, established by none other than President Harry Truman and Congress in 1952. We are a nation built on prayer. To this very day, sessions of Congress are opened with a public prayer. How can it be that what is still good enough for our elected legislators can no longer be good enough for our electorate. Yes, those fans you see out there, that's our electorate.

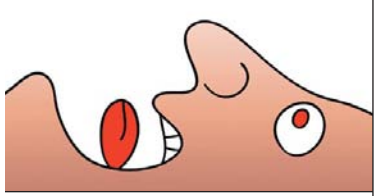
How ironic can it be for a member of the very segment of our society that is forever trumpeting freedom of speech should not granted it to Christians! I guess freedom of speech should only apply to those who agree with you!

And what is this "Conspicuous Christianity" business? Is that a new crime? A new threat? Please explain to me who has ever been harmed by conspicuous Christianity. And what, pray tell, is the "specter of the Christian Right?" You sound like the epitome of religious intolerance. How very ironic that the Christian's profession of faith in public has become a "specter," something to be feared! Imagine the hue and cry if we said that about the Jewish community or, heaven forbid, the Muslim community. But, I guess it has become fashionable to slander the broad Christian community in the national press these days. Maybe you're just jumping on the same bandwagon.

You know, I've been a racer and a race fan myself for 30-some years. In that time, I can't remember any racer ever complaining about a preacher, an announcer or the fans saying a little prayer for him. And, I can't remember any fan ever complaining about asking for a blessing on the day's event. It has become part of the tradition of racing. Do you get that? Tradition! So what's wrong with that? What really is the issue here?

Do you really and honestly believe that

FORUM: CONTINUED ON PAGE 55



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.



Indy's Big 'What If?'

Spotter's Role Now An Important Part Of Today's Racing

INDIANAPOLIS

When Indy 500 pit crews and racing insiders turned away from the track right after the dramatic final-straight-away pass of **Marco Andretti** by **Sam Hornish, Jr.** that gave him victory, the same question was heard over and over: "What if Marco's spotter had said, 'Move left, Marco?'" We'll never know. Spotters are now standard equipment at major big-track race meets, including NASCAR, Champ Car, ARCA and, of course, the IRL. A savvy race-wise veteran is situated high above the track giving him a view of the entire oval, and he communicates with his driver by radio. A spotter gaffe in Charlotte sent **Dale Jarrett** out of the Coca-Cola 600 on the very first lap!

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

The other Indy "what if" deals with the ECU ("engine control unit"), which according to crew chiefs can vary widely, whereas the sealed Honda engines in all 33 cars produced identical horsepower. Unlike the engines — which cannot be worked on — the ECU is adjustable by the team, and some had electronic specialists "retune" their ECUs. Would the race finish have been different if all the ECUs were identical? We'll never know.

Race day was so hot 225 spectators sought medical help when the thermometer hit 89 degrees. But 10th-place driver **Vitor Meira** had it tougher than most as his in-car water bottle malfunctioned and he had nothing to drink for the full three hours and 10 minutes of the race. At the finish, he quaffed three full water bottles.

When entertaining the press at his annual dinner, team-owner **Roger Penske**, who Sunday celebrated his 14th Indy 500 victory, revealed that in his early days he was offered a driver's test by car-owner **Al Dean**. He respectfully declined.

The other "big" Indy news was the stir 18-year-old **Stephanie Mockler** created in her magnificent drive to third place in Saturday night's USAC midget feature at IRP. Her moves on veteran drivers were the talk of the pits after the checkered flag waved. **Bobby Santos III** won his second-straight feature on a night when the Esslinger Ford engine was unbeatable.

For the second year in a row, all 33 drivers in the Indy 500 flew



JIM MORRISON PHOTO

ON THE RISE: Stephanie Mockler (left) was the talk of the town after her drive to third place Saturday night at Indianapolis Raceway Park. Here she chats with crew chief and car builder Bob East.

to New York City the day after final qualifying. Last year, it was to Times Square, but this year it was to the flight deck of the Aircraft Carrier Intrepid to meet the press. **Roger Yasukawa** missed the charter flight from Indy, so he rushed to the main terminal and bought an expensive one-way ticket to Gotham so he wouldn't be the only absentee. He said he had to shell out "big" bucks for the ticket.

No more! The old tradition of the national driving champion getting the right to wear No. 1 on his car has been changed by the IRL to the winning "team" getting that right. Hence **Michael Andretti**, an owner of the championship-winning Andretti Green team last year, carried the initial digit on his car in the 500.

Indy's headman, IMS President **Joie Chitwood**, is a manager par excellence. On the busy Friday preceding qualifying, he was walking around making small talk with members of the press

ECONOMAKI: CONTINUED ON PAGE 55

LITTLE 500 CONTINUES TO THRILL AFTER 58 YEARS

ANDERSON, IND.

AMERICAN SCENE



DAVE ARGABRIGHT

The crowd of people was shoulder to shoulder, patiently flowing through the opening in the Anderson Speedway fence. Most wore an expression of excitement and satisfaction, a look that said they were quite happy with the race they had just witnessed.

For the previous two hours and 12 minutes, they watched a terrific Little 500, the 58th running of the famed event.

They saw a little bit of everything: pageantry and anticipation; the most spectacular parade lap and start in all short-track racing; a dizzying show of wheel-to-wheel racing; and a terrific run by a terrific racer.

This was the night Brian Tyler vanquished the demons and finally won this race. It was his 13th attempt, and this event has often broken his heart in the past. Despite some strong performances, he could never quite seal the deal.

Tonight, he sealed the deal and then some. Eric Gordon is the greatest Little 500 driver in history; beating him takes some doing. But at this outing Tyler simply looked stronger than Gordon, and as the race moved to the closing stages, it was obvious that Tyler was the class of the field.

Great events have a way of always making you want to come back for more, and the Little 500 is no exception. Each year when it's over, there is a sense of sadness that it's another 365 days before we can watch it again.

Maybe it's because I was exposed to this event as a small kid, but the Little 500 has always held a very special place in my heart. It is quite unique in the sense that it couldn't possibly be duplicated. Yes, you could have another 500-lap sprint-car race, and you could probably even find a high-banked, quarter-mile race track on which to run it, but it still wouldn't be the same.

This old place has a familiarity, like the warm, contented feeling you get when you pull on a comfortable old jacket. Maybe you could buy a new jacket, but you can't quite get one to feel as good as the one familiar to you.

Each year at the Little 500, as Saturday afternoon softly fades to evening, you look around and see all the familiar faces. There is a core group of fans who share a powerful affection

ARGABRIGHT: CONTINUED ON PAGE 55

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The Audit Bureau

DIRT Officials Looking To Move Forward

CONCORD, N.C.

Newly appointed DIRT MotorSports CEO Tom Deery and COO Brian Carter led a group of high-level officials within the company, which kicked off a weeklong tour with the World of Outlaws Sprint Series at Lowe's Motor Speedway last week.

Clearly momentum is on their side with the announcements a week earlier that Deery had replaced the departed Paul Kruger and the increased investment of institutional backers in the series.

With a career in short-track racing, first as a promoter and later as head of NASCAR's Weekly Racing Series, Deery has the knowledge of the industry and the experience to manage a diverse business the likes of DIRT MotorSports.

Deery personally welcomed the competitors at the driver's meeting at LMS, thanked them for coming and invited them to stop and talk.

Both Deery and Carter told *NSSN* the most important thing for DIRT MotorSports officials is to "keep doing what we are doing."

FROM THE DESK



MIKE KERCHNER

Still, for most of those on the outside looking in, the big question is whether the competitors that left the World of Outlaws Sprint Series to form the National Sprint Tour will return next season. Many are running WoO events when their schedules allow. Jason Meyers, who was instrumental in the formation of NST, was among those in competition with the Outlaws here.

Carter recognizes the issue but says no special effort is in the works to unite the series. "I've personally welcomed those guys and thanked them for coming and racing with us, and I told them I hope they'll keep with us and they'll want to race with us, and that I want them to race with us," Carter said. "Beyond that, there is not much we can do."

Asked what's next on the agenda for DIRT, Deery said, "We have to get our late models beefed up a little. The sprints are in pretty good shape, and the DIRT Northeast modifieds just keep chugging along.

"We need to focus on getting more guys to our late-model races. We only had 26 cars at our last race, and we have that problem a lot. With our Dirty Dozen, a lot of guys think that when they come race with us they are racing for 13th or 14th," Deery continued. "We need to do something to change that."

> *"We have to get our late models beefed up a little. We need to focus on getting more guys to our late-model races. We only had 26 cars at our last race and we have that problem a lot."*
>
> **TOM DEERY**
> DIRT MOTORSPORTS CEO

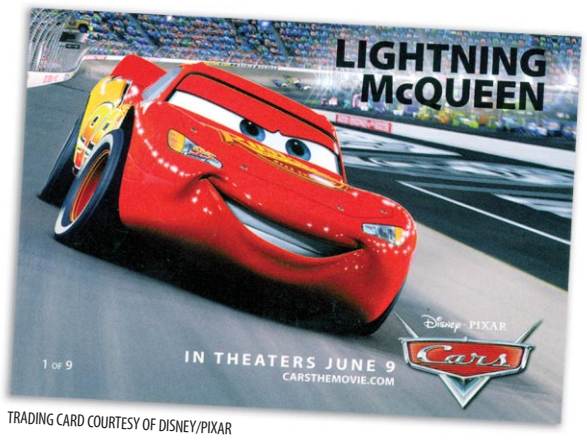
Deery also says DIRT will soon put more emphasis on the UMP modifieds, which it acquired a few years ago. "We haven't put much emphasis on that, but it is a great property, and we are going to begin putting more energy into that."

Deery, whose family recently sold Tucson (Ariz.) Raceway Park, said DIRT MotorSports has been targeting race tracks to purchase and has narrowed the list to four or five possibilities. DIRT already owns Lernerville Speedway, Rolling Wheels Raceway and Volusia Speedway Park.

Unlike some of his predecessors since Boundless Motor Sports purchased the World of Outlaws and DIRT nearly three years ago and changed the corporate name to DIRT MotorSports, Deery clearly understands the importance of grass-roots short-track racing to the success of DIRT and its touring divisions.

"All of the short tracks and all of the other touring divisions need to look and see where do we want to be in three years," Deery said. "We need the other sprint-car series and we need the short tracks if we are going to continue to grow."

To that end, Deery says he hopes to put together a Sprint Car Racing Summit that could take place later this summer. "We don't want to put any new rules in place or anything like that, we just want to get everybody together and talk about where we stand, where we are going and how we can help each other."



TRADING CARD COURTESY OF DISNEY/PIXAR

Black Asphalt Meets Silver Screen With 'Cars'

CONCORD, N.C.

One by one, they strolled down the red carpet — posing, schmoozing and smiling — as the grease of NASCAR met the glamour of Hollywood.

Cars were in town. Not the ones racing around Lowe's Motor Speedway. These were animated cars, and they caused a heck of a stir Friday night at Lowe's Motor Speedway.

"Cars," a clever story loosely based on NASCAR, made its world premiere in front of nearly 40,000 race fans and moviegoers. They were shoe horned into the turn-two grandstand and giggled through the animated film that creators Disney and Pixar hope will become a summer blockbuster.

NEXT GENERATION



BRIT FRYER

"Disney knows how to do it, and this is a fitting way to open a movie like this," said Bob Iger, president and CEO of the Walt Disney Co.

Four custom-built screens — five stories high and 15 stories wide — and DLP Cinema's fancy technology aside, it was the red carpet that sucked in curious onlookers. A late-afternoon drenching hardly had any affect, as poncho-covered fans leaned this way and stretched that way for any kind of glimpse of their favorite celebrity.

In no particular order, these famous faces graced the scene: Jimmie Johnson, Bonnie Hunt, director John Lasseter, Cheech Marin, Larry The Cable Guy, Richard Petty, Tony Shalhoub, Owen Wilson, the Disney brass and even Norman Mineta, the U.S. transportation secretary. Edie McClurg, of "Ferris Bueller's Day Off" fame for her role as the ditzy secretary Grace, was there, too. So was 81-year-old Paul Newman, but like a spring chicken he weaved down the red carpet, shunning interviews and photographs.

The biggest entourage belonged to Dale Earnhardt, Jr. — one of the last celebrities to arrive with some 20 family members tagging along. Junior, already with rock-star status in NASCAR, was in his element at the Hollywood-type function.

"Everybody's still screaming 'Junior,' so that's cool. I just hope I have good seats," said Earnhardt, who had a minor role in the film with two lines.

Being nestled in between crews from "Entertainment Tonight" and "Access Hollywood" for two hours offered a unique glimpse at what life is really like in show business. And it presented new evidence that NASCAR is indeed a mainstream sport.

"I have never been to (a premiere) like this. There are so many people. The turnout is amazing," said Wilson, whose voice brings his character, Lightning McQueen, to life.

In a world of automobiles instead of people, "Cars" tells the tale of McQueen's quest to win the Piston Cup. He's on his way to Los Angeles Int'l Speedway for the decisive season-ending race but gets sidetracked in the small Route 66 town of Radiator Springs. A cute Porsche 911 named Sally (voiced by Hunt) catches his eye, he befriends a goofy tow truck named Mater (Larry The Cable Guy) and McQueen learns life lessons under the tutelage of racing veteran Doc Hudson (Newman) — a 1951 Hudson Hornet.

"We certainly have high hopes for the movie," said Dick Cook, chairman of Walt Disney Studios. "But it really appeals to everyone from 3 to 103, so we think people are really going to like it."

"Cars" gets the green flag at theaters everywhere June 9.

Is The All-Star Event Even A Race Anymore?

VALLEY STREAM, N.Y.

I admit I am totally stumped by the huge success of the All-Star race held at Lowe's Motor Speedway. For years, this race has been a dog.

I had made up my mind to bypass this race for a live one. Something came up, and I had to stay home. In the mood for a good race, I was hopeful.

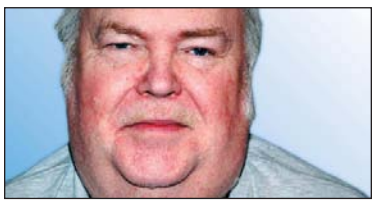
As it turned out, this year's edition was the worst ever. Yet the stands were full of enthusiastic fans. Have race followers forgotten what a good race is like?

They start with the "Open." Once again, this one was typical. Scott Riggs gained the lead on the second lap. It was, of course, the only pass for the lead. Not much else was going on since only a fan vote gets anybody into the All-Star race.

They still use that silly qualifying rule that has a pit stop included in it. This gives the NASCAR boys a chance to issue those salivating penalties they love to give out.

No matter who does the TV commentary, we always hear the same old thing. "It's going to be an old-fashioned Saturday night shootout," says Mike Joy, who might have been reading that from the script. Yeah, it was a shootout all right — with blanks. If this race seems as exciting as your Saturday night track, you might have to follow women's golf instead.

RACING JOURNAL



GARY LONDON

Oh yes, there was the "big one." Even though less than half the normal Cup field is out there, the best drivers that NASCAR has all crash into each other, so there were nine cars left for the finale.

Larry McReynolds's voice got so high from all the "excitement" he must have wakened every dog in the Southeast. What excitement?

In the final 20 laps with a million dollars on the line, Jimmie Johnson took the lead. Second-place Kevin Harvick wasn't close to Jimmie, and third-place Jeff Gordon was just as far behind Harvick.

So, the fans paid to sit there about six hours, thanks to rain delays, and what did they see? What have they done to this sport that we love?

Then the NASCAR shill, the cliche-ridden John Roberts, was talking about what would be the wonderful memories from this race. I'll pass on that one.

I get a lot of e-mails and talk to a lot of fans and it is unanimous. NASCAR racing has gotten so bad that actual racing is only a memory. Why is this? Well, their cars don't handle. If you run behind a guy, you take the air off his spoiler, he drifts outside and you go under him. That is not a race pass. If they run side by side, the inside cars gets loose and the guy can't finish the pass. Or like in Kasey Kahne's place in the All-Star race, you crash.

> *I have no idea why NASCAR no longer wants to stage good races anymore.*

Some resort to bumping the front guy out of the way. If he spins out, the offender in this case is never penalized. When the "victim" of that pays him back. He gets called into the pits and then to the "truck." He is told he retaliated. If that was me I'd say, 'If you knew I had to retaliate, that means I was spun out. Why wasn't the spinner dealt with?'

These Cup cars are such a mess that they change completely between pit stops. They need new tires all the time. Richard Petty, David Pearson, Cale Yarborough and all the rest used to race to the max, and they didn't need tires every 10 laps. Sure, the cars weren't as fast then, but they weren't sophisticated either.

I have no idea why NASCAR no longer wants to stage good races anymore. I wish it would get on the stick and do something. Like many of you, I'm tired of this.

I want to wish the very best to Bobby Hamilton.

I'd like him to join a very big "club" that I'm a member of, those of us who have survived cancer. Happily, this is much larger than it used to be. I heard from a lot of people when I went public. The key is early detection. I ask all of you to get checked out. Hang in there, Bobby. Thousands are pulling for you.

Voted off "American Idol" at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail at racewri771@aol.com.



STEVE SNODDY/IRL PHOTO

OUT FRONT: Sam Hornish, Jr. leads into the first turn Sunday.

Different Type Of Drama In This Year's Indy 500

CHARLOTTE, N.C.

Though the clocks declared it the second-closest finish in Indy 500 history, I would argue that circumstances made the 90th Memorial Day classic even more exciting than, say, Mears-versus-Johncock or Unser-over-Goodyear. This was a three-man race, not two, and the presence of father-and-son Michael and Marco Andretti among the top trio made for splendid theater. After 500 miles of interesting strategy and occasional outbreaks of ferocious lead swapping, the all-American fight for the victory and Hard-luck Hornish's narrow victory over teen-aged Marco were truly stirring.

TUNNEL TOPICS



DAVE DESPAIN

My pre-race trepidation about aging heroes out of retirement, seeking to re-live past glory, proved unfounded. Michael's latest Indy disappointment — first-to-third in the final four laps — was mitigated by his son's brilliance, which also quashed the whispered questions about the kid's readiness for Indy-car racing. Meantime, Eddie Cheever caused little fuss en route to 13th, and Al Unser, Jr. soldiered along mid-pack in a slow car until a debris-induced crash ended his day.

Danica Patrick's good luck last year, leading the race thanks to a caution she caused, was offset by bad fortune this year. An ill-timed yellow spoiled her chance to improve on a fourth-place rookie finish, but she drove smart, conservatively and effectively to eighth. Her performance was nicely documented but not breathlessly exaggerated by ABC, thanks in large part to a revised announcer lineup that benefited greatly from anchor Marty Reid's replacement of the hyperbolic Todd Harris.

Rusty Wallace, meantime, gets mixed reviews as an Indy TV analyst. He sometimes added but just as often he had to be corrected, often eagerly it seemed, by Scott Goodyear. Rusty's most revealing gaffe, enthusing on the cool-off lap that this was the most exciting Daytona 500 he'd ever seen, reminded us why he was there. After a year of live television on-the-job training, courtesy of the IRL, he'll be an excellent NASCAR analyst when ABC and ESPN return to the stock-car wars next season.

Speaking of ABC, they gave us the last 20 laps commercial-free, thanks to Capital One. Unfortunately, lots of folks apparently stayed home to enjoy the perk. You've heard attendance estimated at 400,000, but there are only a quarter-million seats with no infield spectating. Thanks to the TV Copter Cam, we clearly saw how many of those seats were empty, leaving the question of where the other half of that estimated crowd was hiding.

And that brings us to Team Penske. Helio Castroneves made an ill-conceived passing attempt on lapper Buddy Rice, which put the two guys who had won three of the last six 500s into the wall. Thus, the heavy lifting was placed on the shoulders of soft-spoken Ohioan Sam Hornish. But Sam's day seemed southbound as well. On a late pit stop, he dropped the clutch with the fueling hose still attached — he says Roger Penske told him to go — and the resultant drive-through penalty might have been disastrous. Instead, the cool-headed "Captain" made a quick switch to a fuel-conservation strategy and Sam did the rest…brilliantly. His drive from third to first in the final four laps was one for the ages, his first Indy finish in seven tries ending with a cold drink of milk. All in all, it was exactly the Indy 500 that the IRL badly needed.

We invite our *NSSN* readers and "Wind Tunnel" viewers to e-mail their opinions to WindTunnel@SpeedTV.com.

Pontiac Paces Memorial Day Grand Am GT

TRG Team Claims Top Two Spots At Lime Rock Park

LIME ROCK, Conn. — It was a Pontiac kind of day Monday at Lime Rock Park in the two-and-three- quarter-hour Grand American Rolex Sports Car Series GT race.

GRAND AM GT

Out front by a wide margin were the TRG GTO-Rs, which had been in charge from the start. Taking the victory were GT point-leaders Andy Lally and Marc Bunting, while their TRG partners, Kelly Collins and Paul Edwards, third in the point chase, claimed second.

Third, and maintaining the hold on second in the season championship contest, was the team of Robin Liddell and Wolf Henzler, who appeared to have garnered the pole Saturday, with their Tafel Racing Porsche 911 GT3, but were sent to the rear of the 17-car field for a spoiler infraction by Grand Am officials. Henzler, who started the race, worked his way to the front, carving past the slower traffic with apparent ease.

Still, it was the TRG Pontiac camp who held the balance of power on the short, 1.5-mile Lime Rock course. Also playing into TRG's hands was their strategy, the Kevin Buckler-led crew bringing Bunting in early during the event's only caution period to refuel, change tires and put Lally in. That paid off when Edwards, who held the top spot, pitted for his final stop, giving Lally more than a lap lead and an assurance that he could take time out for his final halt without any worries that anyone other than his sister car could challenge him for the triumph.

Still, there were some surprises, particularly the fourth-place finish posted by the Stevenson Motorsports Corvette of Tommy Riggins, which has made tremendous progress in its development and seems poised to challenge the top contenders in the near future.

Rounding out the top five was the Synergy Racing GT3 of Leh Keen and David Murry, which likewise showed promise for good things in the remaining races. Indeed, the GT set will be in action this weekend at Watkins Glen Int'l, where the outcome for the production and the Daytona Prototypes should be an unpredictable exercise.

Butler Did It

By Ken Sands

INVERNESS, Fla. — Keith Butler shot out from the pole starting position and never looked back to win Saturday's Central Florida Winged Asphalt Sprints feature at Citrus County Speedway.

CFSA SPRINTS

Stan Butler came on strong at the finish to take second, while Rusty Dixon, Jimmy Alvis and Scott Adema rounded out the top five.



GRAND AM PHOTO

PAID OFF IN THE PITS: Eric Curran and Jamie Holtom used pit strategy to win the Grand-Am Cup Street Tuner race Saturday.

Curran, Holtom Team Up To Defeat Lime Rock Foes

LAKEVILLE, Conn. — Eric Curran and Jamie Holtom scored their class-leading third victory — and fifth top-four finish — of the season Saturday, taking the Street Tuner victory in round five of the Grand-Am Cup Series at historic Lime Rock Park.

GRAND AM CUP ST

Curran took control from Holtom during a green-flag pit stop near the race's midpoint, and after the field completed their stops in the subsequent laps, the No. 01 Chevy Cobalt was in the lead.

Curran held off the pole-sitting BMW 330i driven by Will Turner, who teamed with Don Salama.

Brothers Hugh and Matt Plumb scored their second-straight podium finish with a third-place result in the No. 27 Acura RSX-S.

Auberlen Tops In Turner Camp

LAKEVILLE, Conn. — Bill Auberlen held off Turner Motorsport teammate Boris Said in Monday's Grand-Am Cup Grand Sport 200 at Lime Rock Park, claiming the victory along with co-driver Chris Gleason.

GRAND-AM CUP GS

Auberlen took control of the No. 96 BMW during the race's first full-course caution period and took the lead on lap 65 of the 130-lap event, but a late full-course caution allowed Said to close to his rear bumper for a 16-lap shootout. Auberlen and Said ran nose to tail throughout the closing laps, and Said looked for a few opportunities to pass his teammate, but the winningest driver in Lime Rock history prevailed by .748 seconds. It was the first victory of the season for Auberlen and Gleason.

Championship leaders Andy Lally and Spencer Pumpelly were third in the No. 49 Porsche 997. B.J. Zacharias and Terry Borcheller came home fourth, followed by Patrick Long and Brent Martini.

Scarallo Dominates Yet Again

LIME ROCK, Conn. — Joey Scarallo is collecting brooms. The sports-car racing veteran swept his second-straight American GT Challenge weekend by setting a qualifying record and winning both heat races at Lime Rock Park Saturday.

AMERICAN GT

Driving a Corvette prepared by Baucom Motorsports, Scarallo led every lap in both heats.

He finished ahead of Jack Busch, Charlie Webster, John Reisman and defending series champ Edison Lluch in the first heat. Lluch finished second in the second heat, followed by Dave Machavern, Busch and Mark Shaffer.

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IMS Photo by Dan Boyd

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Santos III Sleeps Well Night Before The 500

Mockler Charges From Back Of Pack, Stands Third On IRP Podium

CLERMONT, Ind. — Bobby Santos III dominated Saturday night's Night Before the 500 USAC National Midget Car Series event at Indianapolis Raceway Park. It was his second-consecutive victory.

USAC MIDGETS

Santos, this week in the No. 4 Beast/Ford owned by Janice East, finished more than four seconds ahead of Ron Gregory in the 61st edition of the race, capping a week in which he suffered problems with the car in two races but came away with victories twice.

"I couldn't believe how fast I drove past those guys at the start of the race. The car was unbelievable," Santos said. "When I got out front, I knew I just had to take my time and have a good race."

The domination presented by Santos, who won May 21 at Concord Motorsport Park in North Carolina, wasn't something most could have predicted.

He suffered through mechanical ailments prior to qualifying and pulled in before taking the green flag to start his run.

But he returned at the end of the qualifying line, and with one lap, set the night's fast time. He started sixth in the 50-lap event.

"We're pretty excited," Santos said. "We had an awesome race car. We've tested here before, but we didn't have time to play with the car today because we were playing with the motor.

"I think I had three laps on the track before we went racing tonight. It was just good knowledge of the track and good people setting up the race car. I'm lucky I was the one that got to drive it."

While Santos was busy buzzing around the .686-mile oval, the story of the night became Santos's teammate, Stephanie Mockler, who started 15th in the 26-car field and sliced through the pack like a veteran.

By lap eight, she had moved into ninth. She got between Toyota-powered Nine Racing teammates Dave Darland and Dave Steele and vaulted ahead of defending series champion Josh Wise on lap 16.

She caught Jerry Coons, Jr. and Michael Lewis on lap 39, passing Coons on lap 40 and battling with Lewis for several laps before taking the position.

She couldn't catch Gregory, who finished 4.485 seconds behind Santos.

Ecstatic about a personal best, Mockler — who has won two USAC regional races this year — received a standing ovation for her third-place finish.

"It was a great run for us ... a lot of fun," she said. "I just have to thank Ford, Clorox and East Enterprises. I ran with these guys last week, and it was awesome to get to run with them."

Lewis and Coons rounded out the top five.

Santos now sits third in points. Dave Steele holds a six-point advantage over Michael Lewis (155-149).

The summary:

Qualifications: 1. Bobby Santos III, Klatt 4, 21.178; 2. Jay Drake, Kunz 97, 21.337; 3. Jerry Coons, Jr., Wilke-Pak 11, 21.385; 4. Ron Gregory, Irvin 22, 21.389; 5. Josh Wise, Stewart 20, 21.395; 6. Bryan Clauson, Kunz 67, 21.429; 7. Cole Carter, Carter 7, 21.481; 8. Michael Lewis, Wagner 93, 21.485; 9. Billy Wease, Western Speed 80, 21.488; 10. Dave Darland, Nine Racing 9, 21.488; 11. Bradley Galedrige, Hamilton 129, 21.525; 12. Dave Steele, Nine Racing 9, 21.611; 13. Kevin Swindell, Venture 25, 21.612; 14. Brad Kuhn, James 74, 21.619; 15. Stephanie Mockler, East 6, 21.626; 16. Mario Marietta, Marietta 37, 21.663; 17. David Byrne, Byrne 20b, 21.671; 18. Ryan Kaplan, Kaplan 21k, 21.674; 19. Levi Jones, Stewart 21, 21.707; 20. Darren Hagen, Kunz 71, 21.722; 21. Travis Miniea, Fast Track 77, 21.742; 22. Justin Overfelt, Zephyr 78, 21.754; 23. Tom Hessert III, Hessert 5, 21.769; 24. Brian Olson, Olson 71x, 21.801; 25. David Gough, A & G 82, 21.842; 26. Richey Jacobs, Speed Chasers 114, 21.911; 27. Brad Loyet, Loyet 05, 21.981; 28. Erica Santos, Santos 98s, 21.990; 29. A.J. Fike, RFMS 32, 22.039; 30. Alex Pruett, Western Speed 60, 22.056; 31. Dan Drinan, Lewis 333, 22.067; 32. Scott Thoman, Thoman 88, 22.110; 33. Scott Pierovich, Pierovich 35, 22.112; 34. Kyle Nicholas, Stewart 29, 22.147; 35. Brandon Wagner, Wagner 92, 22.193; 36. Jimmy Light, Light 48, 22.386; 37. Teddy Beach, Beach 125, 22.432; 38. Nick Bohanon, Bohanon 33, 22.608; 39. Kevin Studley, Studley 57, 22.644; 40. Joe Liguori, Owen 28, 22.706; 41. Ryan Durst, Kahne 191, 22.733; 42. Joey Piliszczuk, Poliszczuk 8, 22.781; 43. Adam Nuetzel, Nuetzel 17x, 23.254; 44. Dustin Morgan, M & M 17, 23.668; 45. Nick Wagner, Wagner 94, no time.

First Qualifying Race (12 laps): Wease, Carter, Miniea, Galedrige, Mockler, Byrne, Gough, B. Wagner, Swindell, Beach, Jones, Drinan, Pierovich, Fike, Hessert, Durst, Loyet, Studley, Nuetzel.

Second Qualifying Race (12 laps): Lewis, Steele, Kuhn, Darland, Marietta, Overfelt, Kaplan, Olson, Nicholas, E. Santos, Jacobs, Bohanon, Light, Thoman, Poliszczuk, Hagen, Morgan, Pruett, Liguori.

Feature (50 laps): B. Santos, Gregory, Mockler, Lewis, Coons, Wease, Darland, Steele, Wise, Clauson, Byrne, Carter, Galedrige, Nicholas, Kaplan, Hagen, Kuhn, Wagner, Gough, Swindell, Drake, Miniea, Marietta, Beach, Overfelt, Olson.



DAVID E. HEITHAUS PHOTO

EAR TO EAR: Stephanie Mockler (left) is all smiles as she stands on the podium with winner Bobby Santos III (center) and second-place finisher Ron Gregory after Saturday night's Night Before the 500.

"I wasn't going to lift ..."

JOSH WISE



DAVID E. HEITHAUS PHOTO

MOPAR BLUE: Levi Jones (22) leads Tony Stewart Racing teammate Josh Wise during Friday's Hoosier Hundred at the Indiana State Fairgrounds. Wise passed Jones on the last lap to earn the victory.

WISE MOVE

Teammates Decide Hoosier Hundred In Dramatic Finish

BY MIKE O'LEARY
NSSN CORRESPONDENT

INDIANAPOLIS — "I didn't want to run second again," Josh Wise explained as he described the winning pass following Friday's 55th Hoosier Hundred at the Indiana State Fairgrounds.

Wise passed teammate Levi Jones on the final lap of the USAC Silver Crown Series event for his first victory of the season. Bud Kaeding, Dave Darland and Russ Gamester trailed Jones, who led the first 99 laps of one-mile dirt track.

USAC SILVER CROWN

The memory of the same race last year — when Wise was overtaken late — was still in his mind as the two Tony Stewart Racing machines began their last lap. When Jones kept his car low exiting the second turn, he left the door open for Wise to make a final charge.

"I just knew he was going to protect the bottom," Wise said. "I'd gotten my nose under him two or three times before that. The dirt was sandy below the top groove of the track, and when he rotated the car down low off the bottom, it gave me that stretch where the bite was, and I just let the car float up straight and got a big run. Basically, I wasn't going to lift until I saw the nose of his car drop."

Jones and Wise qualified at the front of the grid, with Jones taking the lead. Wise pressured Jones until the third circuit when he drove past. But a caution flag moved Wise back to second for the restart.



Josh Wise



Levi Jones

While the leaders were seldom challenged, Kaeding and Darland passed Gamester early. Single-car incidents eliminated Shane Cottle and Rich Tobias, Jr., and an engine failure sidelined defending race winner Teddy Beach on the 15th circuit. Two-time Silver Crown champion Dave Steele was running ninth when an overheating engine put him out.

Jones opened a one-second gap on longer green-flag runs and appeared to have the victory in hand when A.J. Fike and Hud Cone tangled in the third turn with two laps to go.

Wise pressed Jones on the last restart, sticking the nose of his machine inside the left rear of his teammate several times. But he knew Jones wasn't going to let him in that easy. When Jones pinched his car low coming on the last circuit, Wise found the bite on the outside and ran wheel to wheel into three.

"As he and I lifted, I kind of did the 'Oh man, I've plugged this thing in the fence on the last lap.' But luckily it sat on the right rear and didn't get up in the marbles," Wise admitted.

With more momentum through the turn, Wise charged ahead to an eight-car-length victory.

"I've ran it through my head a hundred times already," Jones said. "I did all I could do, and he was just able to carry it through one and two better. That's all I had left."

The summary:

Qualifications: 1. Josh Wise, Stewart 10, 32.533; 2. Levi Jones, Stewart 22, 32.870; 3. Bud Kaeding, BK/Leffler 29, 32.950; 4. Russ Gamester, Gamester 51, 33.122; 5. Dave Darland, Foxco 56, 33.138; 6. Mat Neely, RW 27, 33.235; 7. Tracy Hines, Indiana Underground 37, 33.542; 8. A.J. Fike, RFMS 32, 33.571; 9. Dave Steele, Team Six-R 1, 33.657; 10. Cole Carter, Carter 7, 33.811; 11. Hud Cone, Harris 91, 33.823; 12. Shane Cottle, Contos 4, 33.909; 13. Jerry Coons, Jr., Edwards/RE 199, 33.941; 14. Teddy Beach, Beach 15, 33.969; 15. Brad Kuhn, Mucci/Matczak 99, 34.025; 16. Davey Ray, Fattfro 114, 34.045; 17. Rich Tobias, Jr., RW 17, 34.141; 18. Ron Gregory, Irvin/Nolen 20, 34.495; 19. Brian Tyler, Team Six 21, R-34.509; 20. Kevin Huntley, SC 97, 34.619; 21. John Heydenreich, Bank 90, 34.627; 22. Ricky Stenhouse, Jr., Edwards 35, 34.902; 23. Wayne Reutimann, Jr., Reutimann 00, 34.962; 24. Steven Buckwalter, Hartenstine 65, 34.995; 25. Shane Hollingsworth, Irvin 48, 35.157; 26. Tom Capie, Capie 153, 35.291; 27. Randy Bateman, Bateman 55, 35.514; 28. Chris Urish, Urish 77, 35.592; 29. Brad Davis, Moore 89, 36.000; 30. Johnny Parsons, Nix 43, 36.001; 31. Chappy Knaack, Miller 36, 36.007; 32. Danny Long, Long 68, 36.055; 33. Alex Shanks, Baker 155, 36.418; 34. Bryan Clauson, BWB 25, no time; 35. Aaron Pierce, Pierce 26, no time; 36. Tony Elliott, Loucks 33, no time; 37. Jay Drake, BWB 52, no time.

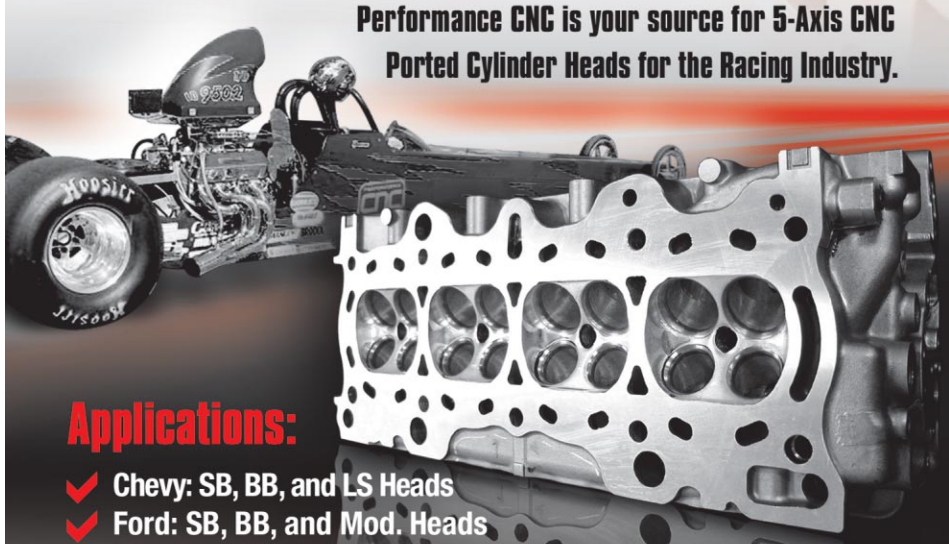
Qualifying Race (10 laps): Stenhouse, Cone, Reutimann, Hollingsworth, Buckwalter, Bateman, Parsons, Capie, Urish, Knaack, Davis, Long, Shanks, Pierce.

Feature (100 laps): Wise, Jones, Kaeding, Darland, Gamester, Hines, Tyler, Heydenreich, Coons, Parsons, Huntley, Kuhn, Reutimann, Stenhouse, Capie, Davis, Fike, Cone, Bateman, Shanks, Steele, Pierce, Neely, Urish, Carter, Hollingsworth, Knaack, Tobias, Beach, Long, Buckwalter, Cottle, Gregory, Ray.

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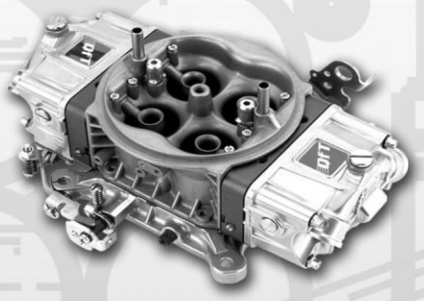
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RISING STARS

The best and brightest youngsters in racing

Kasemets Finally Gets A Call From Champ Car

By Rocky Entriken



TONIS KASEMETS FILE
Age: 32, Married
Series: Champ Car World Series
Hometown: Mundelein, Ill.

Tonis Kasemets might well have wondered if his number would ever come up. But last week the call finally came. A news conference was called. Questions were asked. Cameras flashed. Paul Gentilozzi grinned and spoke of how adding a second car to his Rocketsports team would boost its chances.

Kasemets smiled, said the right things, saluted sponsors and backers and his new team owner. But somewhere in the back of his mind he had to be thinking ... finally! At last I've made it. I'm going to be racing Champ Cars!

Later in the week he squeezed in an interview between seat fittings for the No. 18 Lola, looking forward to his June 18 debut at Portland. The locale for that first outing is not by chance. Portland is where he scored his first Atlantic Series victory last year.

"I want to have my first Champ Car race in a comfortable place, where I've had success in the past," Kasemets said.

Actually the 2005 Atlantic round at Portland was a doubleheader. Kasemets won both races, taking the second one from pole. A third victory at Road America among six podium finishes would lift the Estonian-born driver to second in the championship.



CHAMP CAR ATLANTIC PHOTO

MAKING THE MOVE: Tonis Kasemets will drive a second car for Rocketsports at Portland.

"It was the most hardest and most funnest season ever!" he said. "It's a very competitive series and it obviously connects to the Champ Car series so Champ Car owners can see it. You can meet them and make connections. They can go watch the live racing.

"There is a lot of drivers from Europe coming over, and they compare the drivers from America and from Europe.

"I did the go-karting from 8 to 18 years old in Europe," he said. "My dad did rallying in the early '80s. He was quite successful as a co-driver."

His father, Toomas, competed in Estonia during the last years of the Soviet Union, when international travel was but a distant dream.

Then the Soviet Union collapsed and dreams became possible. Kasemets left Estonia with hopes of becoming a racing driver ... an American racing driver.

"I think I'm American," he said. "I don't have citizenship, but I will get one. It's definitely in the plan, probably four years from now.

"I moved to the U.S. when I was 21 and started racing here when I was 24 in SCCA. I won the Runoffs in 2000. After that I went to do the Formula 2000 pro series. I did that for three years and after that in '04 did half a season in Atlantic and in '05 did the full season."

That Runoffs victory — an SCCA national championship in the amateur Formula Continental class — seems so long ago now. He won three races that first season of pro F2000, but the opportunities did not appear to enable him to move on. The story is a familiar one to racing's hopefuls.

"It's always the financial handicap. Each year we'd find a little more and a little more, but we haven't had the one big bunch (of money) fall into our lap."

Much of the help has come from Flexovit Abrasives, Kasemets's primary sponsor since 1998. Flexovit will be the title sponsor on his Champ Car. It is "at least" a six-race deal, but could be more if additional backing is found.

"I think now the hard work starts to stay here," Kasemets said.



DAVID SINK PHOTO

AND THEY'RE OFF: The field for Saturday night's 58th annual Pay Less Little 500 circulates behind the pace car on the quarter-mile oval at Anderson (Ind.) Speedway.

Tyler Ends Gordon's Streak

By Ken de la Bastide



DAVID SINK PHOTO

QUICK TUNE UP: Brian Tyler waits while his pit crew services his sprint car during Saturday's Little 500. Tyler won the race for the first time.

ANDERSON, Ind. — A decision not to pit with 186 laps remaining ended Eric Gordon's string of Pay Less Little 500 victories at five Saturday at Anderson Speedway.

Gordon, a seven-time winner of the Little 500, gambled that there would be another quick caution, but the race ran green for the next 112 laps, which allowed Brian Tyler to claim his first triumph in 13 starts in the prestigious race.

LITTLE 500

Tyler, a two-time USAC National Sprint Car champion, started in the middle of the second row and ran in the top five the entire evening. He collected more than $25,000 of the record $122,000 purse.

A near-capacity crowd was treated to tight racing between Tyler, Gordon and Tony Elliott in the middle stages of the race. With Elliott leading, Gordon and Tyler jockeyed for position, racing side by side and nose to tail for more than 20 laps.

But the key decision was made on lap 310, following a spin by Brad Armstrong.

Tyler and Elliott elected to stop for fuel and tires, and both went a lap down to Gordon and polesitter Aaron Pierce. Pierce's race ended with a blown engine on lap 348.

Tyler passed Gordon on lap 380 to become the second car on the lead lap and was closing by a second a lap for the lead. Tyler went to the outside of Gordon on lap 409 and completed the pass exiting the corner.

Gordon, who had to make a second stop, finally pitted on lap 434 and lost two laps in the process. He pitted a second time a few circuits later and lost another two laps.

Tyler led the final 90 circuits. Gordon finished second, four laps down, Elliott was third, three-time Little 500 winner Jeff Bloom came home fourth and Russ Gamester won rookie-of-the-race honors with his fifth-place finish.

It was a race of attrition, with only 11 of the 33 starters still running at the end.

"I just ran my own race," Tyler said. "I got into a rhythm at the finish. It was just our night. The crew did a great job. I knew if I could run consistent, I could win it, and when I got by Eric, I figured I was good."

"That was my call," Gordon said of the decision not to pit on lap 314. "I've been lucky here a million times and the pit strategy worked out. Tonight it went against us."

The finish:

1. Brian Tyler, 500; 2. Eric Gordon, 496; 3. Tony Elliott, 495; 4. Jeff Bloom, 494; 5. Russ Gamester, 494; 6. Tracy Hines, 481; 7. Danny Holtsclaw, 477; 8. Hud Cone, 474; 9. Wendy Mathis, 465; 10. Tim Barber, 456; 11. Dave Baumgartner, 453; 12. Doug Berryman, 363; 13. Aaron Pierce, 348; 14. Brad Armstrong, 292; 15. Shane Cottle, 279; 16. Tony Hunt, 265; 17. Tyler Underwood, 202; 18. Chris Jagger, 166; 19. Jason Blonde, 140; 20. Donnie Adams, Jr., 140; 21. Billy Puterbaugh, 137; 22. Jimmy McCune, 129; 23. Rob Chaney, 123; 24. Lee Boss, 110; 25. Ryan Litt, 110; 26. Marc Jessup, 108; 27. Bentley Warren, 107; 28. Kevin Newton, 86; 29. Mike Ford, 34; 30. Jeff Hackworth, 26; 31. Tom Fedewa, 9; 32. Troy Decaire, 9; 33. Tyler Underwood, 2.



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Apollo 11
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C&R Racing 9
Curb Records (points page) 32
Honda 24
Hot Seat 13
Klotz Synthetic Lubricant 7
Joe Gibbs Performance 10
National Speedway Directory 40
National Sprint Car Hall of Fame 13
Performance CNC 9
QuickFuel 9
Sentman Auctions 19
SPEED 16
T&D Machine Products 19
Valvoline 15

Race Tracks and Series

ARCA 19
Bloomington Speedway 38
Eldora Speedway 21
Gas City I-69 Speedway 40
Grand America Road Racing 11
Hagerstown Speedway 39
Lake Ozark Speedway 39
Mansfield Motor Speedway 38
NASCAR 17
National Sprint Tour 38
National Hot Rod Association (NHRA) 13
Pocono Raceway 18
POWRi Midget Series 38
Salem Speedway 37
Skagit Speedway 40
Toledo Speedway 40
Winchester Speedway 39
World of Outlaws Sprint Series 34

Performance Edge

Accu-Force Shock Dyno 49
Acordia of Indiana 47
Aero-Tec 49
All Pro Cylinder Heads 46
American Stock/M60 Media 48
ARP 48
Argo Manufacturing 48
ATI 48
B&M Racing 47
Barnes Systems 47
Barry Grant 47
Bell Racing 49
Bilstein Shock Absorbers 46
Boubin Tire (Real Wheels) 48
Brown & Miller Racing Solutions (BMRS) 46
Brodix Cylinder Heads 46
BSR Products 49
C&R Racing 47
C tech Aluminum Trailer Cabinets 48
Canton Racing Products 47
Carrillo 47
Cometic Gaskets 46
Comp Cams 47
CP Pistons 46
Crow Enterprizes 49
CV Products 46
Dart Machinery 47
Del West Engineering 46
Design 500 43
Display Structures 50
Donovan Racing Engines 49
DSR Fuel Systems 46
Dynatech 47
East Enterprises (Beast) 47
Edelbrock 47
Essex Part Services (Silkolene) 48
F&R Trailer Sales 48
Fidanza 46
Five Star Stock Car Bodies 49
FK Bearings 47
Flex-a-lite 47
Fragola Performance Systems 47
French Grimes Race Systems 47
G-Force South 48
Goodridge Performance Hose & Fittings 47
Hinchman Racing Uniforms 49
Howe Racing Enterprises 48
Hyperco 50
Hypertec 48
Impact Racing 49
Isky Racing Cams 46
JR Manufacturing (Champ Pans) 47
J&J Auto Racing 49
JE Pistons 46
Jegs High Performance Mail Order 46
Jesel Valvetrain Systems 46
Jiffy-tite 47
K&N Filters 50
Kear's Speed Shop 47
Kinsler Fuel Injection 46
Klotz Synthetic Lubricants 48
Kluhsman Racing Components 50
Lee Manufacturing 49
Lincoln Electric 47
Lunati 47
Mahle Motorsports 47
M&R Products 49
Malcuit 47
Marty's US RV 48
Melling Performance 46
Moroso Performance Products 47
Mr. Gasket 49
MSD Ignition 47
Neo Synthetics 48
Nicholas Machine 47
Ohlins 49
Penske Racing Shocks 49
Perfection Clutch (Zoom) 48
Performance CNC 47
Phoenix Fire Suspression 49
Pilot Race Gear 49
Port City Chassis 47
Powerhouse Products 47
Professional Products 46
Quickfuel 47
Race Bolt 49
Racing Plus 49
Racing Head Service 47
Red Line Oil 48
Rockett Brand Race Fuel 48
Roehrig Engineering 48
Scat Crank Shafts 47
Schneider Racing Cams 46
Scott Performance Wire 47
Seals-it 46
Simpson Race Products 49
Speedway Press 50
Spike Chassis 48
Star Transporters 48
Steve Smith Autosports 48
Stewart Development (Racepumps.com) 47
Stewart Warner 50
Sunoco Race Fuels 48
Sure Trac Systems (Amsoil) 48
Swift Springs 47
Sweet Manufacturing 49
T&D Machine Products 47
TCI 46
The Brake Man 47
Trackside Electronics 49
Trailer World 48
VanAlstine Manufacturing 47
VP Race Fuels 48
Waterman Components 46
Wilson Manifolds 47
Wilwood Disc Brakes 49
Xceldyne 47
Zander Radio Systems 48

Classifieds 51-52

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What's making news in motorsports

ATV Rider Dies In Thompson Accident

Vescori Succumbs To Injuries After Crashing With Kendrick

THOMPSON, Conn. — Todd Vescori was killed in practice at Thompson Motor Speedway Saturday in preparation for a Falcon Motorsports show at the track. Vescori and Kevin Kendrick were winding down their practice session when an accident occurred. Both were sent to Hubbard Hospital in Webster, Mass.

Falcon Motorsports shows feature all-terrain vehicles, streetbikes, pit bikes and rhinos. Both drivers were practicing in all-terrain vehicles.

"We were shocked and are deeply saddened by this accident," said company president Brent Sellew. "They were both pro-level riders and have been riding for a long time. Everyone at Falcon Motorsports is really upset by this and offer our condolences and prayers to both families."



AL MUNGER/ACM PHOTO

BETTER LUCK: Al Unser, Jr., shown here at Indianapolis Motor Speedway, is entered in the Six Hours at The Glen road race this weekend at Watkins Glen Int'l in New York.

Unser, Frisselles Team Up For Glen Six Hours

WATKINS GLEN, N.Y. — Two-time Indianapolis 500 winner Al Unser, Jr. will co-drive the Porsche-powered GlycoMax Doran with Burt and Brian Frisselle in the Six Hours at The Glen June 2-3.

This partnership continues a long relationship between the Frisselle and Unser families, as Unser won the 1982 Can-Am Championship in a Frissbee GR2, a car designed by Burt and Brian's father, Brad.

Doty Family To Be Honored At Belleville

BELLEVILLE, Kan. — Car owner Bud Doty and his grandson, Kevin Doty, Jr., have been named grand marshals for the 29th annual Mopar Belleville Midget Nationals July 29-30. Kevin Doty, Sr. was killed in an accident during a Badger Midget Series race last year. Kevin, Sr. is a former champion of the Belleville Nationals and also won the Hut Hundred in 1994. He also has five victories in the Pepsi Midget Nationals.

Busch, Truck Champs Heading To Disney

DAYTONA BEACH, Fla. — The champions of the NASCAR Busch Series and Craftsman Truck Series will hold their banquets at Disney's Grand Floridian Resort in Orlando, Fla., Dec. 8 and Dec. 10, respectively. The resort is just outside the gates of Disney's Magic Kingdom Park on the grounds of Walt Disney World.

The Busch Series banquet will wrap up the celebration of the series's 25th anniversary.

San Jose G.P. Inks 31 Corporate Sponsors

SAN JOSE, Calif. — The San Jose Grand Prix has reached agreements with 31 corporate sponsors for the 2006 event, which will be held on the streets of San Jose July 28-30. This more than doubles the 15 sponsors that were on board at this point last year.

Each of the corporate partners have a business and marketing presence in the greater Bay Area, specifically in San Jose. Most of the sponsors will have on-site marketing programs as well as corporate hospitality, advertising and employee entertainment.

Music City Motorplex Gets New Managers

NASHVILLE, Tenn. — Partin and Associates have been secured to manage Music City Motorplex.

Norm Partin will oversee the day-to-day operations of the track, while Athena Bagwell will assist in administrative duties at the speedway.

Torco Fuels To Back Virginia NHRA Run

GLENDORA, Calif. — Torco Racing Fuels has signed a multi-year agreement with the NHRA POWERade Drag Racing Series to be the title sponsor of the race at Virginia Motorsports Park. The inaugural event will be held Oct. 6-8 and is the 21st of 23 races on the NHRA schedule. The race is also the last chance for drivers to earn points towards the Budweiser Shootout all-star event at The Strip at Las Vegas Motor Speedway.

Drivers Named For K'ville Young Guns Challenge

KNOXVILLE, Iowa — Knoxville Raceway officials have announced the 25 drivers that are eligible to compete in the inaugural Hoosier Tire Midwest Young Guns Invitational June 2.

The drivers will race for the 10 spots in the Young Guns versus Masters Challenge later that evening.

A full list of the entries is available at knoxvilleraceway.com.

Stewart To Race In N.H. Modified Event

LOUDON, N.H. — Defending Nextel Cup champion Tony Stewart will enter the NASCAR Whelen Modified Tour race at New Hampshire Int'l Raceway July 15. Stewart will team up with Chase Racing, which fields modifieds for series regular Doug Coby.

Construction At Atlanta Motor Speedway Begins

HAMPTON, Ga. — Atlanta Motor Speedway is undergoing construction that will be completed in time for the NASCAR weekend Oct. 27-29. The trackside terrace RV camping center had grandstands removed, with sections being shipped to other facilities for recycling. The construction will allow for better views for fans in the infield.

Also, more than half of the footers for the winner's grandstand have arrived and are under construction. Grading in turn one is under way and will result in a widened concourse level.

Hooters Series To Have New Car Bodies

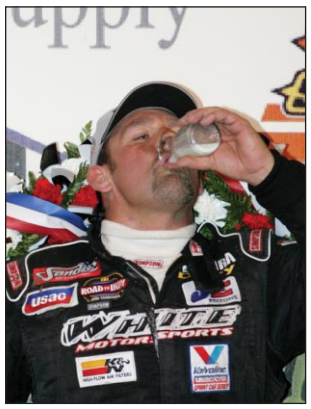
LONGS, S.C. — The USAR Hooters Pro Cup Series has reached an agreement with Five Star RaceCar Bodies to allow teams to use their products for the 2007 season. The Five Star Kevlar/Composite body is a low-maintenance, durable and affordable body that can be easily installed at the race shop or repaired at the track by simply replacing a damaged panel. The new body will be allowed in 2007 but will not be mandated until 2008.

Sprint Bandits Secure Midwest Tour Sponsor

TULSA, Okla. — COMP Cams has signed as a title sponsor for the O'Reilly Sprint Bandits Series swing through the Midwest, which takes place Aug. 8-19. The series will kick off the stretch Aug. 8 at Southern Iowa Speedway in Oskaloosa, Iowa and will wrap up Aug. 19 at Lakeside Speedway in Kansas City, Kan.

NUTS AND BOLTS

Velocity Sports & Entertainment has been chosen by Toyota Motor Sales USA to be its sponsorship agency for the company's expansion into the NASCAR Nextel Cup and Busch Series in 2007…**Sam's Town Hotel and Casino** has signed a multi-year agreement to be the title sponsor for the NASCAR Craftsman Truck Series race at Texas Motor Speedway in June as part of the Indy Racing League weekend at the track…**The ASCS Sprints on Dirt race** at Thunderbird Raceway in Michigan that was rained out May 13 has been rescheduled for June 24…**The NASCAR AutoZone Northwest Series and Whelen Modified Series** each had rainouts this weekend. The Northeast Series was scheduled to run at Yakima (Wash.) Speedway, but that event will be run June 17. The Modified Series was set to race at Stafford Motor Speedway in Connecticut May 26, but that race was rescheduled for July 4.



DOUG ALLEN PHOTO

GOT MILK? Tony Jones savors a cold drink of milk after his victory at Perris Auto Speedway.

Tony Jones 'Back Home Again' In Perris Winner's Circle

USAC-CRA SPRINTS

PERRIS, Calif. — Indiana-born Tony Jones found himself "back home again" in victory lane at Perris Auto Speedway, winning the USAC-CRA Sprint Car Series Salute to Indy feature for his first win since 2003.

Enjoying the moment, Jones climbed the front straightaway fence, wore the flower-covered wreath and drank the milk.

"I've always had big expectations for this race," said Jones. "I know it doesn't pay as much as the Oval Nationals, but with me being from Indy, my family being back there and my dad (Bubby Jones) having raced at Indy, this race means more to me than any other race."

Mike Spencer took the early lead, but Jones moved to the front on the 13th tour of the half-mile oval. He wasn't headed the remainder of the distance, with Spencer holding off Cory Kruseman for second.

Rickie Gaunt and Mike Kirby rounded out the top five.

The summary:

Qualifications: 1. Damion Gardner, Chaffin 50, 16.986; 2. Evan Suggs, Suggs 33e, 17.067; 3. Chad Boespflug, Gatten 90, 17.103; 4. Josh Ford, Ford 73, 17.203; 5. Rickie Gaunt, Smiley 2a, 17.248; 6. Charles Davis, Jr., Smiley 8a, 17.300; 7. Blake Miller, Keller 5, 17.328; 8. Mike Kirby, Kirby 96, 17.337; 9. Rip Williams, Jory 3, 17.342; 10. Tony Jones, Alexander 4, 17.368; 11. Mike Spencer, Engstrom 44, 17.375; 12. David Cardey, Giardina 59, 17.375; 13. Cory Kruseman, Crossno 38, 17.403; 14. Danny Sheridan, Kittle 18, 17.422; 15. Josh Williams, Williams 34, 17.575; 16. Alan Ballard, Shoemaker 0, 17.582; 17. J Hicks, Miller 66, 17.602; 18. Danny Ebberts, Acosta 77, 17.602; 19. Davey Pombo, Lancaster 14, 17.679; 20. Cal Smith, Smith 39, 17.746; 21. Tom Stansberry, Stansberry 75, 17.776; 22. J.J. Ercse, Ruth 25, 17.840; 23. Seth Wilson, Wilson 17, 17.890; 24. Bobby Cody, Sertich 92, 17.960; 25. Dwayne Marcum, Pratt 12, 17.968; 26. Mark Heidenreich, Heidenreich 22, 18.105; 27. Robert Ellis, Ellis 43, 18.110; 28. Verne Sweeney, Sweeney 98s, 18.160; 29. Nadine Keller, Keller 16, 18.372; 30. Jim Giardina, Giardina 58, 18.392; 31. Matt Stewart, Stewart 85, 18.513; 32. Eric Severson, Severson 36x, 18.857; 33. Joe Gunderson, Gunderson 57x, 19.619; 34. Rick Becker, Becker 67, no time; 35. Ludwig Solberg IV, Solberg 13, no time.

First Heat (10 laps): Stansberry, Gardner, Kruseman, R. Williams, Gaunt, Hicks, Keller, Marcum, Gunderson.

Second Heat (10 laps): Sheridan, Jones, Ebberts, Suggs, Heidenreich, Ercse, Giardina, Solberg, Davis.

Third Heat (10 laps): Spencer, Pombo, Miller, Wilson, Boespflug, Stewart, J. Williams, Ellis.

Fourth Heat (10 laps): Cardey, Ballard, Ford, Kirby, Sweeney, Smith, Severson, Cody.

Semi (12 laps): Gaunt, Boespflug, J. Williams, Davis, Cody, Hicks, Smith, Sweeney, Severson, Marcum, Stewart, Keller, Heidenreich, Gunderson, Solberg, Ercse, Giardina, Ellis.

Feature (40 laps): Jones, Spencer, Kruseman, Gaunt, Kirby, Sheridan, Gardner, Ballard, Suggs, Cardey, Pombo, Williams, Davis, Ford, Wilson, Ebberts, Boespflug, R. Williams, Stansberry, Cody, Hicks, Miller.

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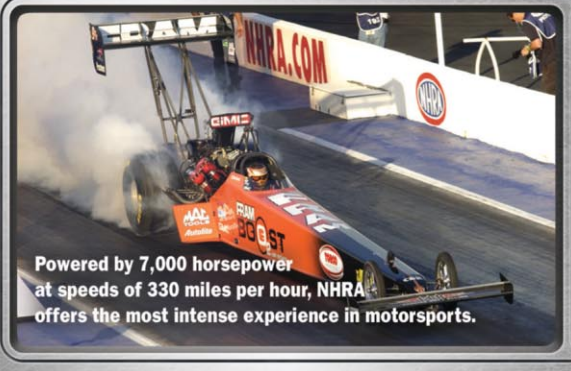
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July 15	Kings Royal NSCHoF Auction Eldora Speedway, Rossburg, Ohio
August 9-12	Knoxville Nationals Trade Show 4-H Show Pavilion, Marion Co. Fairgrounds
August 10	NSCHoF "Members Only" VIP Reception Second Floor, National Sprint Car Museum
August 11	Knoxville Nationals NSCHoF Golf Tourney Bos Landen Golf Club, Pella, Iowa
August 12	Knoxville Nationals NSCHoF Auction Second Floor, National Sprint Car Museum
September 9	Chico Gold Cup NSCHoF Golf Classic Bidwell Park Course, Chico, California

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DAVID E. HEITHAUS PHOTO

MOVE OVER: Jay Howard (7) tries to pass Wade Cunningham during the Freedom 100 Indy Pro Series race Friday at Indianapolis Motor Speedway. Cunningham took home the victory.

It's All Wade Cunningham

INDY PRO

INDIANAPOLIS — Wade Cunningham averaged a race record 184.679 miles per hour to win the Freedom 100 Indy Pro Series race Friday afternoon at Indianapolis Motor Speedway.

Starting from the pole, Cunningham led all 40 laps in a race that went caution free on the historic 2.5-mile speedway.

"Even though we led all 40 laps, it wasn't that easy," said Cunningham, who drove for team-owner Brian Stewart. "The first 20 went really smooth, and we had everything covered. But I don't know, with 15 laps to go, I developed a pretty bad gearbox problem in fifth gear, which is the gear I needed to run in.

"So, I had to shift to sixth and run around in a gear which wasn't suitable for a few laps, and that really allowed Jay (Howard) to catch back up and make a race of it. I didn't know if I had him covered because I didn't know if fifth gear was going to last those last few laps. But the team told me to keep my foot down, and I did and everything held out, so I'm super happy for that."

Cunningham completed the distance in 32 minutes and 29.323 seconds, beating Jay Howard to the checkered flag by .689 second.

"The idea was to be conservative on my tires and try and be fast the last few laps because, you know, the last few laps is what counts," Howard said. "I got a run on him, and, to be honest, a lot of the time when I was behind him. I really struggled to stay with him."



JIM HAINES/IRL PHOTO

IT'S A GO: Wade Cunningham gives the thumbs up after he averaged a race record of 184.679 miles per hour.

Jaime Camara, Chris Festa and Alex Lloyd rounded out the top five as all five drivers finished in the same position they started.

The biggest mover in the race was rookie driver Geoff Dodge, the Knoxville Fast Track to Indy entrant. Dodge started 19th and last in the field and advanced to finish eighth.

"Oh man, my first race at Indy and it's like — I'm holding back tears. We struggled yesterday. We had a motor problem in the second practice session," Dodge said. "We missed qualifying altogether, so we had to start at the back. These guys worked their butts off all day yesterday, and I'm so proud of them because they got the motor changed out and we got some laps in the warm-up session. I knew that Steve, my engineer, would have the car right, and it was. It was a Cadillac to drive."

The finish:

Showing driver, laps completed and money won: 1. Wade Cunningham, 40, $42,000; 2. Jay Howard, 40, $28,000; 3. Jaime Camara, 40, $22,500; 4. Chris Festa, 40, $19,000; 5. Alex Lloyd, 40, $18,000; 6. Jonathan Klein, 40, $17,500; 7. Bobby Wilson, 40, $17,000; 8. Geoff Dodge, 40, $16,000; 9. Tom Wood, 40, $15,500; 10. Nick Bussell, 40, $15,000; 11. Sean Guthrie, Dallara, 40, $14,000; 12. Tom Wieringa, 40, $13,000; 13. Matthew Hamilton, Dallara, 40, $12,000; 14. Brett Van Blankers, Dallara, 39, $11,000; 15. Tyce Carlson, Dallara, 39, $10,750; 16. Phil Giebler, Dallara, 39, $10,500; 17. Mishael Abbott, Dallara, 39, $10,250; 18. James Chesson, Dallara, 29, $10,000; 19. Jon Herb, Dallara, 15, $8,500.

Goeden, Whitney Collect IRA Accolades

IRA SPRINTS

Friday

SUPERIOR, Wis. — Former O'Reilly Bumper To Bumper IRA Outlaw Sprints Champion Donny Goeden returned to victory lane in convincing fashion Friday, topping Scotty Neitzel to score a $2,500 payday at Superior Speedway.

Goeden started the race chasing leader K.J. Skelton, who led the first seven circuits before Goeden powered into the lead. Neitzel joined the pair as the three put on a great battle for the top spot with Neitzel actually stealing the point away for a partial lap.

After such a long winless streak, Goeden was not to be denied as he began to pull away from Neitzel, crossing under the checkered flag by seven car lengths. Travis Whitney, Dave Uttech and Steve Meyer rounded out the top five.

The finish:

Donny Goeden, Scotty Neitzel, Travis Whitney, Dave Uttech, Steve Meyer, John Haeni, Mike Reinke, Bill Warren, John Sernett, Kim Mock, Ty Bartz, Ryan Irwin, Mike Stefka, Tim Sernett, Jerry Richert, Jr., Jason Johnson, Billy Balog, Ryan Wilson, Wayne Modjeski, K.J. Skelton, Jason Linnell, Scott Biertzer.

Saturday

SPRING VALLEY, Minn. — Travis Whitney captured the O'Reilly Bumper To Bumper IRA Outlaw Sprints portion of the Spring Challenge at Deer Creek Speedway Saturday night to post his first IRA victory of the season.

Mike Stefka powered to the early lead and paced the first 10 laps before Mike Reinke and Scotty Neitzel joined the fray as the trio waged a thrilling three-wide battle.

After a series of caution flags on lap 20 slowed the field, Whitney worked his way to the lead as Stefka faded to third. Neitzel took over the second, but Whitney proved too strong, relegating Neitzel to a runner-up finish. Reinke finish fourth ahead of Donny Goeden.

The finish:

Travis Whitney, Scotty Neitzel, Mike Stefka, Mike Reinke, Donny Goeden, John Haeni, K.J. Skelton, Jerry Richert, Jr., Kim Mock, Bill Warren, Randy Anderson, Steve Meyer, Scott Uttech, John Sernett, Bill Wirth, Ryan Irwin, Wayne Modjeski, Tim Sernett, Andy Hunt, Scott Biertzer, Jason Linnell, Alex Bliesner.

A LESSON IN HISTORY

A look back at the formative years of racing



BRUCE CRAIG COLLECTION PHOTO

EXPERIENCED DRIVER: Elfrieda Mais sits in a bobtailed racer at an unknown track — probably in the early 1920s.

Elfrieda Mais Played An Important Role In Racing

By Don Radbruch

With all the hype that accompanied early auto races, it's not surprising that women were used as a promotional tool. Dozens of women took part in exhibition races or performed stunts of various kinds. Sadly, most of the brave souls have been forgotten, but there is one lady — Elfrieda Mais — whose career is fairly well documented.

Born in 1892, Mais started racing in 1912 and spent the next three decades performing throughout the United States and Canada. Mais probably got started in racing through her brother, Johnny Mais, who was an early racer and finished 21st in the 1915 Indianapolis 500.

In the dark days of women's rights, Mais, so far as is known, was never allowed to take part in an actual race. Why? That was just the way it was. Her role was to drive one of the cars in a special event on the race card. She would attempt to set a "New Woman's World Record," engage in a match race against one of the regular drivers or even compete against an airplane.

Most of Mais's career was spent working for J. Alex Sloan, who promoted many IMCA races. The events were more "show biz," and the pretty blonde Mais fit in nicely. She was often billed as the "World Champion Woman Driver," and it wasn't too much of an exaggeration.

There is little doubt that most of the match races Mais competed in were at least semi-hippodromes, and the male drivers — probably with better equipment — made it look close. Nonetheless, to put on a good show Mais had to drive fast. In Toronto in 1924, she reportedly beat Louis Disbrow in a match race. Disbrow was no slouch as a driver and had four Indy starts. Around 1930, Sloan apparently wanted more action in his events, so a "Wooden Wall Crash" was put into the show.

Mais got the job of driving one of the race cars through a wooden wall set up on the front straightaway. The fairly substantial wall was often set on fire, and sometimes exploding dynamite was added to spice up the act. She probably did the stunt several times a week — it was routine, but dangerous.

Mais's home was in Indianapolis, but it's hard to say how much time she spent there. She was married to racer Ray LaPlante and must have spent most of her time on the road, as the IMCA fair circuit ran about 10 months a year.

It was near the end of the 1934 season when the burning-wall stunt turned to disaster at the Alabama State Fair in Birmingham. It's believed that a shift in the wind caused the flames to blow to one side, and Mais's car hooked one of the supports for the wall. She lost control and slammed into a road grader parked nearby. She died instantly.

Elfrieda Mais was an experienced driver. She turned many laps on lots of race tracks in different cars. At one point in her career there were news reports of an Indianapolis entry. This could have been just hype, but — true or not — American Automobile Ass'n officials announced her entry would not be accepted. It is too bad — odds are she would have made the show.

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





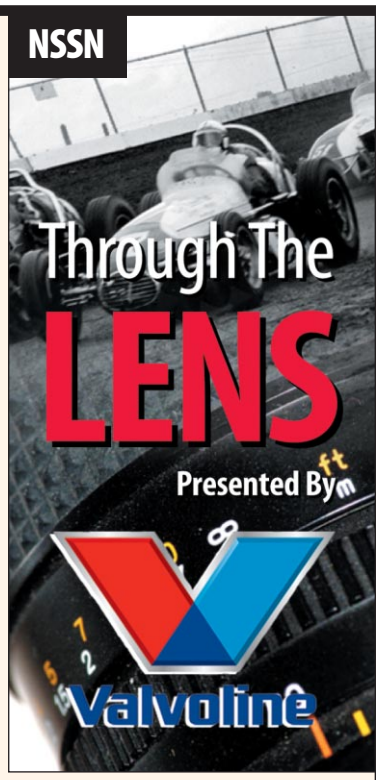








NSSN



A visual tour through the history of motorsports

KEVIN OLSON

One of the sport's most popular personalities, Kevin Olson is also one of the most successful midget racers of all time.

The Illinois native, who now competes sparingly, made a name for himself racing in the Badger Midget Auto Racing Ass'n, where he won five championships (1976, 1987, 1988, 1989 and 1997).

Olson went on to have great success in the USAC National Midget Series, winning the championship twice — 1982 and 1987. He owns 23 USAC National Midget victories.

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

Olson won the Turkey Night Grand Prix in 1983 and the Hut Hundred in 1996 . He was inducted into the National Midget Auto Racing Hall of Fame in 1997.

Featured on this page (clockwise from top left): A fashionable Olson entertaining the crowd at the 1997 Badger awards banquet; Relaxing in the cockpit of his midget during the 1989 season; Celebrating his 1997 Badger title with his children, and crew chief Greg Nelsen (top left) and owner Steve Lamers (top right); Sporting an open-face helmet while competing in the Chili Bowl Midget Nationals earlier this year in Tulsa, Okla.; Posing with his midget in 1983; Getting ready for USAC action in 1987 at the Peoria (Ill.) Civic Center.

— *NSSN* Archives

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Your guide to upcoming events

POWER RANKINGS

National Speed Sport News ranks the top 10 drivers from all forms of motorsports.



1 Sebastien Bourdais — Champ Car

Bourdais had the weekend off as the Champ Car World Series prepares for The Milwaukee Mile.



2 Jimmie Johnson — Nextel Cup

Johnson nearly won his fourth-straight Coca-Cola 600, finishing second to Kasey Kahne.



3 Fernando Alonso — Formula One

Alonso picked up his fourth victory of the season in Sunday's Grand Prix of Monaco.



4 Dan Wheldon — IRL

After leading much of the Indy 500, the defending champion finished fourth.



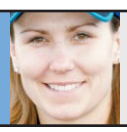
5 Ron Capps — NHRA Funny Car

Capps extended his point lead with his fourth victory of the season Sunday at Topeka, Kan.



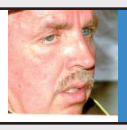
6 Sam Hornish, Jr. — IRL

Finally, the two-time Indy Racing League champion won the Indianapolis 500.



7 Melanie Troxel — NHRA Top Fuel

Troxel still holds a commanding point lead over Doug Kalitta, but lost in the second round.



8 Fred Rahmer — Winged Sprint Cars

Sweeping a pair of World of Outlaws features at Williams Grove, Rahmer has seven victories this year.



9 Helio Castroneves — IRL

The IRL point leader had a rough day at Indianapolis, crashing with Buddy Rice.



10 Kevin Harvick — Busch Series

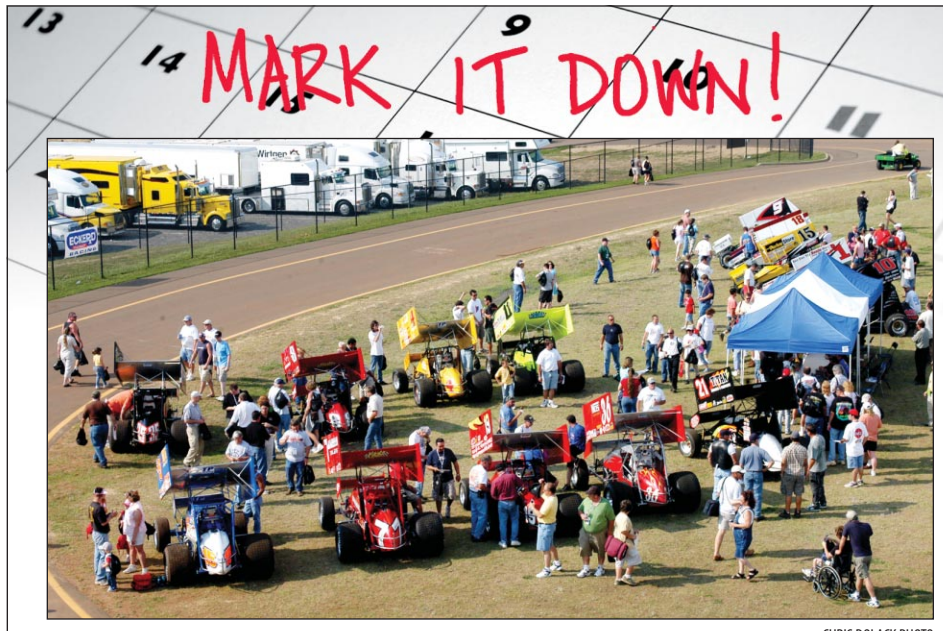
Harvick finished ninth and extended his Busch Series point lead but had a frustrating Coke 600.

Honorable Mention

Doug Kalitta has won three of the last five NHRA Top Fuel races and is closing on leader Melanie Troxel. Bobby Santos III has earned consecutive USAC midget triumphs.

Last Week

Indiana sprint-car driver Jon Stanbrough and NASCAR driver Tony Stewart, who has crashed in his last three races, dropped from the top 10.



CHRIS DOLACK PHOTO

AUTOGRAPH SESSION: World of Outlaws drivers signed autographs prior to the May 24 sprint-car event at The Dirt Track @ Lowe's Motor Speedway.

MOTORSPORTS CALENDAR

Date	Series	Track	Site	Type
June 1-2	World of Outlaws Late Models	Deer Creek Speedway	Spring Valley, Minn.	Late Models
June 1	World of Outlaws Sprint Series	Wayne County Speedway	Orrville, Ohio	Sprint Cars
June 1	United Sprint Car Series	E. Alabama Motor Speedway	Phenix City, Ala.	Sprint Cars
June 1	All Star Circuit of Champions	Wayne County Speedway	Orrville, Ohio	Sprint Cars
June 2-4	IHRA Drag Racing Series	Grand Bend Motorplex	Grand Bend, Ontario	Dragsters
June 2-3	USAC National Midget Series	Knoxville Raceway	Knoxville, Iowa	Midgets
June 2-3	Grand American Rolex Series	Watkins Glen Int'l	Watkins Glen, N.Y.	Sports Cars
June 2	NASCAR Craftsman Trucks	Dover Int'l Speedway	Dover, Del.	Trucks
June 2	ASCS Sprints On Dirt	I-96 Speedway	Lake Odessa, Mo.	Sprint Cars
June 2	USAC Midwest Ford Focus	Hawkeye Downs Speedway	Cedar Rapids, Iowa	Midgets
June 2	United Sprint Car Series	North Alabama Speedway	Tuscumbia, Ala.	Sprint Cars
June 2	All Star Circuit of Champions	Williams Grove Speedway	Mechanicsburg, Pa.	Sprint Cars
June 3	NASCAR Busch Series	Dover Int'l Speedway	Dover, Del.	Stock Cars
June 3	USAC California Ford Focus (P)	Madera Speedway	Madera, Calif.	Midgets
June 3	NASCAR Midwest Series	Colorado National Speedway	Erie, Colo.	Stock Cars
June 3	USAC Western Sprint Series	Madera Speedway	Madera, Calif.	Sprint Cars
June 3	NASCAR Southwest Series	Colorado National Speedway	Erie, Colo.	Stock Cars
June 3	USAC-CRA Sprint Car Series	Ventura Raceway	Ventura, Calif.	Sprint Cars
June 3	World of Outlaws Sprint Series	Eldora Speedway	Rossburg, Ohio	Sprint Cars
June 3	ASCS Sprints On Dirt	Butler Motor Speedway	Quincy, Mich.	Sprint Cars
June 3	USAC Northeast Ford Focus	Chemung Speedrome	Chemung, N.Y.	Midgets
June 3	United Sprint Car Series	Columbus Speedway	Columbus, Miss.	Sprint Cars
June 3	Bay Cities Racing Ass'n	Lakeport Speedway	Lakeport, Calif.	Midgets
June 3	Badger Midget Series	Raceway @ Powercom Park	Beaver Dam, Wis.	Midgets
June 4	NASCAR Nextel Cup	Dover Int'l Speedway	Dover, Del.	Stock Cars
June 4	Indy Racing League	Watkins Glen Int'l	Watkins Glen, N.Y.	IndyCars
June 4	Champ Car World Series	The Milwaukee Mile	West Allis, Wis.	Champ Cars
June 4	Indy Pro Series	Watkins Glen Int'l	Watkins Glen, N.Y.	IndyCars
June 4	World of Outlaws Sprint Series	Terre Haute Action Track	Terre Haute, Ind.	Sprint Cars
June 4	Badger Midget Series	Angell Park Speedway	Sun Prairie, Wis.	Midgets

ON THE AIR

A quick look at what's on television:

Friday

- USAR Hooters Pro Cup Series, from Jennerstown, Pa., noon, Speed
- Grand American Rolex Series, from Lime Rock, Conn., 2 p.m., Speed
- "NASCAR Live from Dover, Del.," 5 p.m., Speed
- Nextel Cup quals, 5:30 p.m., Speed
- Craftsman Truck AAA Insurance 200, from Dover, Del., 8 p.m., Speed

Saturday

- Busch Series quals, noon, Speed
- World of Outlaws Sprint Series, from Sarver, Pa., 1 p.m., Outdoor Channel
- Nextel Cup practice, 2 p.m., Fx
- Grand American Rolex Series, from Watkins Glen, N.Y., 2:30 p.m., Speed
- Busch Series StonebridgeRacing.com 200, from Dover, Del., 3:30 p.m., Fx
- "Tradin' Paint," 9 p.m., Speed

Sunday

- "Inside Drag Racing," 11 a.m., ESPN2
- "NHRA 2Day," 11:30 a.m., ESPN2
- "NASCAR RaceDay," 11:30 a.m., Speed
- Nextel Cup Neighborhood Excellence 400, from Dover, Del., 1:30 p.m., Fx
- Champ Car World Series, from West Allis, Wis., 2 p.m., Speed
- Indy Racing League Time Warner Cable Road Runner 225, from Watkins Glen, N.Y., 3:30 p.m., ABC
- "Speed News Sunday," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed







JOHN DA DALT PHOTO

NECK AND NECK: Randy Cabral (47) battles Jeff Horn for the lead Saturday at Seekonk Speedway.

Cabral Finds Vindication

NEMA MIDGETS

SEEKONK, Mass. — Nearly six months after suffering a disastrous wreck, Randy Cabral returned to Seekonk Speedway Saturday night and found vindication with his third-career victory at the third-mile asphalt oval.

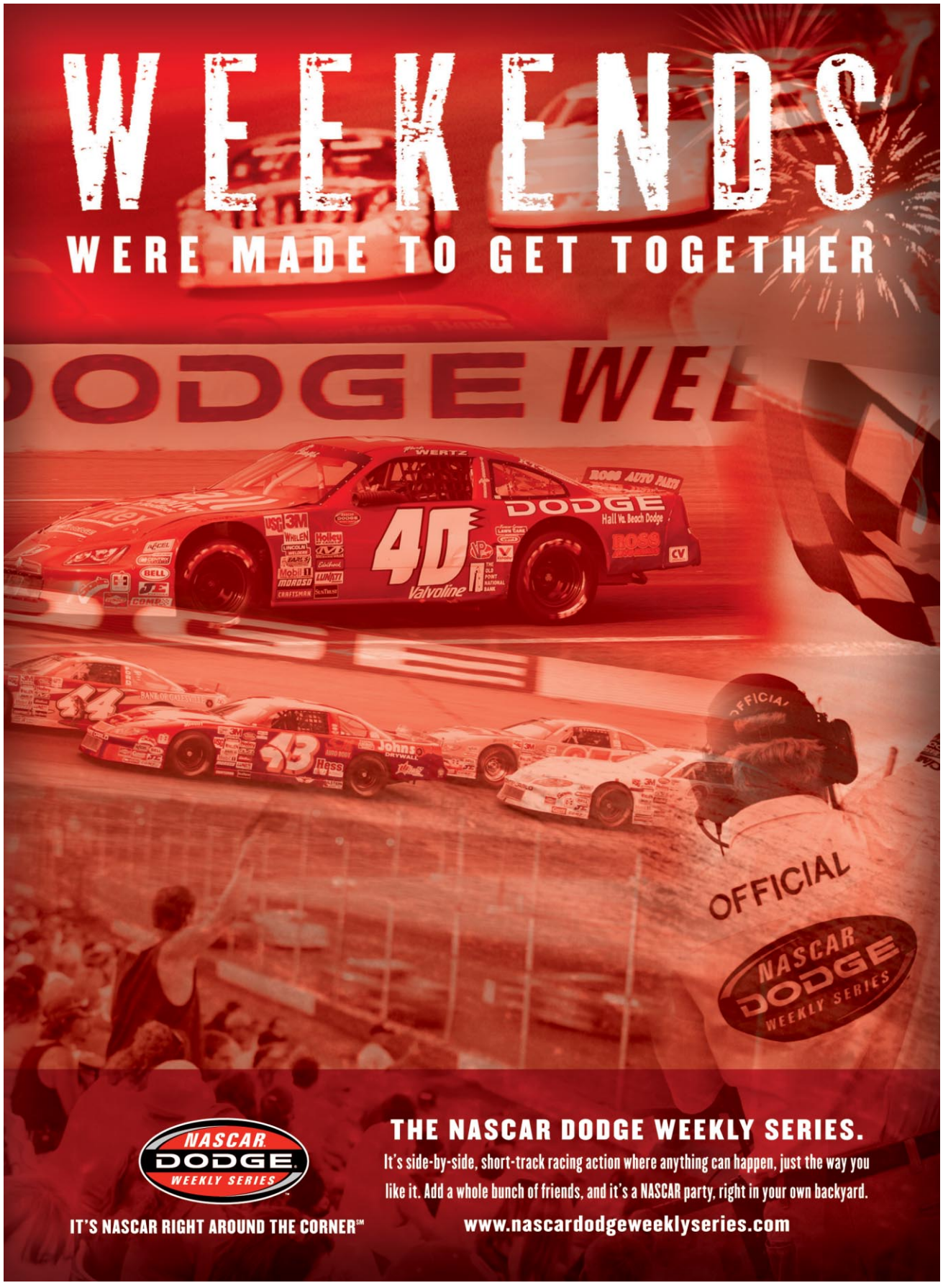
Starting eighth in the Northeastern Midget Ass'n feature, Cabral worked his way to the front using the high groove, tucking in behind leader Jeff Horn on lap eight.

Three laps later, following an aborted restart, Cabral rocketed past Horn on the outside to take the point.

For the next 14 laps, Cabral stretched his lead, beating Horn to the checkered flag by nearly two seconds. Ben Seitz, Shane Hammond and Mike Ordway, Jr. made up the rest of the top five.

The finish:

Randy Cabral, Jeff Horn, Ben Seitz, Shane Hammond, Mike Ordway, Jr., Greg Stoehr, Pete Pernesiglio, Barry Kittredge, Adam Cantor, Cory Cleary, B.J. MacDonald, Keith Botelho, Mike Lugelle, Ed Breault, Paul Lugelle, Bobby Kuiken, Kevin Park, Matt O'Brien, Chuck Morton, Mike Keeler, Joey Payne, Jim Pillion.





Eckert Shows The Way At Bolivar

BOLIVAR, Mo. — Rick Eckert became the first three-time World of Outlaws Late Model Series winner this season, earning $10,000 for topping the May 23 event at Bolivar Speedway USA.

WoO LMs

Eckert blasted from fifth starting spot to take the lead on lap six. He went on to win by 2.786 seconds over Chub Frank, who drove from 15th to finish second. Steve Francis led the first five circuits and held on to finish third, while Wendell Wallace and defending series champion Billy Moyer rounded out the top five on the three-eighths-mile dirt track.

"It was a beautiful night here in Missouri," said Eckert. "The car was really good most of the night. We hurt an oil pump after time trials, and with the help of Mark Richards and his crew we were able to get it changed just in time for the heat race. We finished second in the heat, and the car was real maneuverable in the dash, so we didn't change much on it for the main event. We were a little bit softer on tires than some of the other guys, so I figured we would try and get out front early and then try to fend them off at the end.

"Turns out I didn't have to hold off anybody. The car was just so good."

Josh Richards was the fast qualifier for the 26-car field, with a 14.740-second lap.

The finish:

Rick Eckert, Chub Frank, Steve Francis, Wendell Wallace, Billy Moyer, Clint Smith, Brian Birkhofer, Shane Clanton, Jimmy Mars, Earl Pearson, Jr., Terry Phillips, Darrell Lanigan, Eddie Carrier, Jr., Eric Jacobsen, Johnny Bone, Jr., John Blankenship, Tim McCreadie, Ronnie Lee Hollingsworth, Josh Richards, Jared Landers, Will Vaught, Dale McDowell, Matt Miller, Garrett Durrett.

Martin Likes Highway 3

ALLISON, Iowa — Don't be surprised if the first suggestion to make Highway 3 Raceway a regular stop on the Deery Brothers Summer Series schedule comes from Curt Martin.

DEERY LMs

The two-time IMCA Sunoco Late Model tour champion won May 24, as the series made its first visit to the track. Martin beat Rob Toland and Jeff Aikey to the finish to earn the $2,000 prize. Darrel DeFrance posted his best finish of the season in fourth, and Tom Darbyshire was fifth.

The fifth different winner in as many tour events this season, Martin's victory was his Deery career 25th and first since July 3, 2003.

The finish:

Curt Martin, Rob Toland, Jeff Aikey, Darrel DeFrance, Tom Darbyshire, Jay Johnson, Jeremiah Hurst, Mike Smith, Tony Moro, Darin Duffy, Dean Wagner II, Sam Halstead, Greg Kastli, Boone McLaughlin, Matt Ryan, Ron Gustaf, Eric Gustaf, Terry Neal, Mark Preston, Justin Reed, Ryan Griffith, Mike Murphy, Jr., Bobby Hansen, Ray Guss, Jr.

Johnson, Buckingham Triumph

Thursday

WHEEL, Tenn. — Ronnie Johnson won the 50-lap StormPay.com Dirt Late Model race Thursday night at Duck River Speedway.

Rather than celebrate his second victory of the season, as he climbed from his Miller Brothers Coal Warrior/604, R.J. was in more of a reflective mood.

STORMPAY LMs

"With this being Memorial Day weekend, I want to dedicate this win to my dad," Johnson said. "He passed away one year ago today, and he really helped me get started in racing."

After starting ninth, Johnson made his winning move on laps 25 and 26, passing David Gentry and leader Jay Brinkley.

Gentry finished second, with Daniel Miller, Brandon King and Johnny Stokes rounding out the top five.

The finish:

Ronnie Johnson, David Gentry, Daniel Miller, Brandon King, Johnny Stokes, Jeff Purvis, Jeff Smith, Jeff Fields, Shannon Buckingham, Denny Slayton, Jordy Nipper, Zach Nichols, Shane Roberts, Michael Page, Josh Lawwell, Jay Brinkley, Matt Barrett, Frankie Beard, Matt Odeneal, Carnell Parker III, Mike Bechelli, Steven Ashby, Matthew Turner, Scott Cook.

Saturday

CLARKSVILLE, Tenn. — Shannon Buckingham kept all challengers behind him Saturday night to win his second StormPay.com Dirt Late Model Series event of the season at Clarksville StormPay.com Speedway.

With the victory in the 50-lap race, Buckingham, who led wire-to-wire, increased his point lead in the series.

David Gentry finished second, with Ronnie Johnson, Zach Nichols, fast-qualifier Jeff Purvis and Jeff Smith completing the top five.

The finish:

Shannon Buckingham, David Gentry, Zach Nichols, Jeff Purvis, Jeff Smith, Terry Lumley, Ryan Gifford, Jordy Nipper, Steven Ashby, Ronnie Johnson, Carnell Parker III, Brian Caudle, Mike Bechelli, Jerry Trotter, Jay Sessoms, Shane Roberts, Jeff Fields, William Burns, Gil Smith, Jason Davis, Tony Albright, Frankie Beard, Michael Keener, Karl Willard.





Three Winners In USCS Speedweek

USCS SPRINTS

Friday

MALDEN, Mo. — Jerrod Hull won the opening round of O'Reilly United Sprint Car Series Speedweek Friday night at Malden Speedway.

Hull beat a stellar 28-car field from five states, leading the final 22 laps of the 30-lap event in the H & H Enterprises No. 94 Avenger-Wesmar.

Hull, who started sixth, was fourth on lap three and took third from Terry Gray on lap four. One lap later, he grabbed second from Danny Martin, Jr. and began chasing Kenny Adams.

Passing Adams on lap eight, Hull pulled away from a wild five-car battle for second.

Mike Ward emerged from the fight for second to take the spot, with Marshall Skinner, Adams and Gray rounding out the top five.

The finish:

Jerrod Hull, Mike Ward, Marshall Skinner, Kenny Adams, Terry Gray, Raymond Stull, Danny Martin, Jr., Lee Sowell, Derek Hager, Kenny Coke, Tom Winegardner, Dustin Barks, Matt Tiffany, Doc Sloan, Travis Senter, Bryn Gohn, A.G. Rains, Tom Winegardner, Jr., Eric White, Tyler Thompson, Ronny Howard, Jason Evans.



USCS PHOTO

SMILE: Ricky Stenhouse, Jr. and USCS President Pete Walton.

Saturday

WEST MEMPHIS, Ark. — Ricky Stenhouse, Jr. won round two of O'Reilly United Sprint Car Series Speedweek Saturday night at Riverside Speedway.

Stenhouse, who graduated from high school with honors Saturday afternoon, put his education to work and charged from ninth to the lead on lap 13.

He paced the rest of the way, despite the challenges of Eddie Gallagher during the closing laps. Raymond Stull, Kenny Adams and Marshall Skinner completed the top five.

The finish:

Ricky Stenhouse, Jr., Eddie Gallagher, Raymond Stull, Kenny Adams, Marshall Skinner, Danny Martin, Jr., Josh Baker, Ernie Ainsworth, Mike Ward, Tom Winegardner, Jr., Kenny Coke, Lee Sowell, Jerrod Hull, Henry Gustavus, Terry Gray, Ronny Howard, Matt Tiffany, Phillip Faulkner, Travis Senter, Dustin Barks, Brad Bowden, Eric White, Derek Hagar, Greg Merritt.

Sunday

CLARKSVILLE, Tenn. — Marshall Skinner became the third different O'Reilly United Sprint Car Series Speedweek winner in as many nights by winning the 30-lap event Sunday night at Clarksville Speedway. Skinner charged from a fourth starting position into second place on lap one and chased four-time O'Reilly USCS National Champion Terry Gray until lap 16, when Skinner stole the lead.

Skinner held off ASCS invader Gary Wright during the final 14 laps to take the victory.

Jerrod Hull finished third, with Gray and Sam Hafertepe rounding out the top five. Lee Sowell charged from 15th to finish sixth.

The finish:

Marshall Skinner, Gary Wright, Jerrod Hull, Terry Gray, Sam Hafertepe, Lee Sowell, Mike Ward, Matt Tiffany, Travis Rilat, Ricky Stenhouse, Jr., Kenny Adams, Dustin Barks, Ronny Howard, Brad Bowden, Gary Bell, Shane Nelson, Tom Winegardner, Jr., Danny Martin, Jr., Eric White, Derek Hagar, Tom Winegardner, Sr., Bryn Gohn, Darren Stewart.



ARCA

June Schedule of Events

Friday Night, June 2-Royal Truck/Trailer-Allen Chevrolet
Glass City Gold Cup 100-100 Lap LM Feature+FS, 4 Cyl.

TOLEDO SPEEDWAY

Friday Night, June 16-All American Coach Presents the-
Fastest Short Track Show in The World-
ISMA Super Modifieds & AVSS Super Sprints
Racing Every Friday Night Thru September

Saturday Night, June 17-Marco's Pizza Night
School Bus Figure 8's
Saturday Night, June 24,-
Moran Chevrolet/Cornwell Tools 100
Racing Every Saturday Night Thru September

FLAT ROCK SPEEDWAY

ARCA LINCOLN WELDERS TRUCK SERIES

Wednesday Night, June 7- Eldora (OH) Speedway
Saturday Night, June 24- EPH Tools 100
Steelback Sauble (Ont.) Speedway

ARCA RE/MAX SERIES

Saturday Afternoon, June 10-
Pocono Raceway (Live on SPEED 1pm EDT)
Friday Evening, June 16- HANTZ GROUP 200
Michigan Int'l Speedway (Live on SPEED 5pm EDT)

arcaracing.com

ARCA-(734)847-6726 Toledo Speedway-(419)727-1100 Flat Rock Speedway-(734)782-2480

PUBLIC AUCTION

All Chevy Motor Parts

DEI • RCR • HENDRICK

CSA AUCTION FACILITY
MOORESVILLE, NC

Tuesday, June 6 - Wednesday, June 7

Sale will start at 10:00 am each day • Doors open at 8:00 am

Sale Location: CSA Facility, 8955 East NC 152 HWY, Mooresville NC; From I-77 North of Charlotte to Exit 36, go East on 150 approx 6 mi to Junction 152, hang a right and go approx 2 _ mi to Sale Site; watch for CSA Auction Signs

Tuesday Night, June 6

Sale will start at 6:30 pm

Selling for *Herzog Motorsports* - Pit Boxes & Hand Tools

Williams Company of America, Inc. - Fine Office Furniture

Plus some race car & motor parts, if time allows. Also, same as new, 5th wheel Featherlite enclosed trailer - 44'

PARTIAL SALE LISTING:

(40) Bryant Crankshafts (new) - Piston Rings (new) - 50 sets of Carrillo Rods(new & used) - 50 sets of Jessel Roller Rockers - Rocker Bars & Hdw - 50 coils (new) - 20 sets SB2 Alum Heads (just taken off & real good) - 20 Nice Alum Radiators - 5 Bow-Tie Blocks - Bearings - Push Rods - Gaskets - Pistons - Wrist Pins - Oil Pans - Alum Dry Sump Tanks - Braided Line - Misc Fittings - Assorted Jessel Hdw - Assorted Bolts - Dry Sump Hdw - Ignition Parts of All Kinds - Camshafts - Clutches & Flywheels - Coolers - Lexan - Driveshafts - Hats & Rotors - Suspension Parts of All Kinds (new & used) - Front Drive Parts - Misc Alum Tanks - 9" Ford Gears - Power Steering Pumps & Tanks - GM Steering Boxes - Misc New Card Items - C/F Air Boxes Plus Other Pieces - 9" Ford Rear-end Hausings Plus Hdw - Axles - In-Line Filters - Plus many, many other unlisted very desirable sale ietms - Selling Appox 500 Lot No's per Sale Session

SPECIAL AUCTION ATTRACTION ON TUESDAY NIGHT THAT WILL INCLUDE THE FOLLOWING ITEMS:

For Herzog Motorsports - (Here's what everyone has been asking about as to when selling - For photos catch our website ....): (3) Outstanding Pit Boxes which are: #1 - Pit Road Tool Box - White in Color; Cover; Brakes with All The Extra's - Plus it is full of hand tools & etc that will be sold separate; #2 - Pit Road Electronic Box with all the computers - Pit Data plus all the systems you would need Race Day. This unit will sell all together; #3 - Crash Cart Pit Tool Box - It is loaded - Some items will sell w/Pit Box - some will sell separate

For Williams Company of America - (From Mooresville, NC): Very Good Quality Office Furniture - (4) Office Desks - Credenza's - Office Chairs - 2 Door Refrigerator - Microwave Oven - File Cabinets - Nice Wood Kitchen Table & Chairs - Conference Table & 8 Chairs - Computers & Hdw Plus Other Items. All Furniture is Oak in Color or Dark Brown.

Plus 2005 Feather-Lite 5th Wheel Enclosed Race Car Trailer - Heavy Duty - 7' Inside Height - 102" wide - 44' in Length - 6,000 lb Axles - Used Very Little - Same As New - Must See To Appreciate - Can View At Our Facility Anytime After June 1st.

TERMS OF SALE: Terms of sale is cash, traveler's checks, bank cashier checks, or money orders. Personal or Business Checks must be accompanied by an irrevocable Bank Letter of Credit submitted to Cashier on Sale Days. There will be a 10% buyers premium charged on each lot number sold. Driver's license or picture identification is required to register. All items sold "As Is, Where Is" with no guarantees or warranty expressed or implied. Owner or Auctioneer not responsible for accidents. Buyers must settle and remove all items at the end of each sale day. Announcements sale day take precedence over any printed matter.

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For more info. and photos visit our website at
www.sentmanauctions.com

UPCOMING EVENTS

Saturday, June 10 - CSA Auction Facility in Hillsboro, IN - selling Mary Stryker - Living Estate - Antiques - Collectibles - Etc.

Week of June 26 - CSA Auction Facility in Mooresville, NC - Robert Yates Racing - Here is the one everyone's been waiting for. This will be the Sale of 2006 for Ford Motor Parts. Items From Complete Motors - 150 Sets of Alum Heads - Blocks - Etc.

Saturday, July 8 - Jesse Meeks Real Estate & Auction, Eden, NC. Will be selling approx 2M in Real Estate Property

Saturday, July 15 - CSA Auction Facility in Hillsboro, IN - Race Car Parts; selling approx 600 lot No's

Week of July 24th - CSA Auction Facility in Mooresville, NC - 4 Day Sale for Jimmy Spencer - Andy Petree Racing and Others

Saturday, August 12 & Sunday, August 13 - Roy Lowe, Sr. Estate, Scottsburg, IN. A sale with a little of everything.

NASCAR BUSCH SERIES

RACE REWIND

Race 13 of 35: Carquest Auto Parts 300, May 27, 2006
Lowe's Motor Speedway, Concord, N.C.

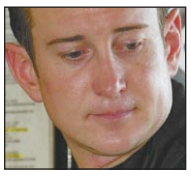
FINAL RESULTS

FIRST



Carl Edwards

SECOND



Kurt Busch

THIRD



J.J. Yeley

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	9	60	Carl Edwards	Ameriquest Mortgage Ford	200	$59,700	Running
2	7	39	Kurt Busch	Penske Truck Rental Dodge	200	39,150	Running
3	12	18	J.J. Yeley	Vigoro/The Home Depot Chevrolet	200	38,775	Running
4	6	42	Casey Mears	Texaco/Havoline Dodge	200	30,975	Running
5	18	8	Martin Truex, Jr.	Kraft/Ritz/Oreo Chevrolet	200	26,875	Running
6	13	29	Jeff Burton	Holiday Inn Chevrolet	200	24,100	Running
7	28	48	Jimmie Johnson	Lowe's/Kobalt Tools Chevrolet	200	21,925	Running
8	5	21	Kevin Harvick	U.S. Coast Guard Chevrolet	200	20,800	Running
9	23	06	Todd Kluever	3M Ford	200	34,050	Running
10	30	35	Regan Smith	POWERade Ford	200	32,205	Running
11	25	00	Johnny Sauter	FleetPride Chevrolet	200	35,830	Running
12	19	16	Greg Biffle	Ameriquest Mortgage Ford	200	18,075	Running
13	3	22	Kenny Wallace	AutoZone Ford	200	24,730	Running
14	24	27	David Green	Huggies Pull-Ups/Bi-Lo Ford	200	28,305	Running
15	15	32	Dave Blaney	ABF U-Pack Moving Chevrolet	200	17,400	Running
16	11	9	Kasey Kahne	Wisk Dodge	199	16,625	Running
17	20	10	John Andretti	Freedom Roads Ford	199	22,005	Running
18	32	38	Jason Leffler	Great Clips Dodge	199	21,805	Running
19	14	90	Elliott Sadler	CITI Financial Ford	199	16,025	Running
20	35	99	Michael Waltrip	Aaron's Dodge	199	16,600	Running
21	22	41	Reed Sorenson	Discount Tire Dodge	199	16,050	Running
22	34	50	Danny O'Quinn	Stonebridge Life Insurance Ford	199	21,505	Running
23	16	5	Kyle Busch	Lowe's/Shop-Vac Chevrolet	198	16,100	Running
24	21	11	Paul Menard	Menards/Johns Manville Chevrolet	198	21,415	Running
25	38	66	Scott Wimmer	Duraflame Quick Coals Ford	198	17,775	Running
26	41	77	Burney Lamar	Dollar General Chevrolet	198	26,845	Running
27	37	36	Tim Sauter	Lester Buildings Chevrolet	198	20,130	Running
28	42	25	Ashton Lewis, Jr.	U.S. Marines Ford	198	20,095	Running
29	8	20	Denny Hamlin	Rockwell Automation Chevrolet	198	15,575	Running
30	26	59	Stacy Compton	Kingsford/Bush's Beans Ford	198	20,455	Running
31	40	4	Boris Said	GEICO/Brymak Dodge	197	17,445	Running
32	4	6	Mark Martin	Ameriquest Mortgage Ford	188	15,500	Engine
33	36	88	Mark McFarland	U.S. Navy Chevrolet	187	19,895	Running
34	39	1	Mike Wallace	Miccosukee Gaming Dodge	184	25,040	Running
35	43	49	Randy LaJoie	Speed Zone Energy Drink Ford	174	17,320	Accident
36	17	2	Clint Bowyer	ACDelco Chevrolet	168	15,300	Running
37	29	47	Jon Wood	Armor All Ford	142	19,800	Accident
38	1	17	Matt Kenseth	Ameriquest Mortgage Ford	136	22,855	Engine
39	31	01	Jay Sauter	Western Union Chevrolet	127	19,760	Accident
40	27	7	Robby Gordon	Harrah's Chevrolet	125	15,190	Accident
41	33	0	Morgan Shepherd	RaceGirl Chevrolet	20	17,165	Oil Pressure
42	10	33	Tony Stewart	Old Spice Chevrolet	10	15,170	Accident
43	2	64	Jamie McMurray	Top-Flite XL Extreme Dodge	2	15,398	Accident

RACE STATISTICS

Race time: 2 hours, 43 minutes
Average speed: 110.735 mph
Victory margin: 2.458 seconds
Caution flags: 10 for 53 laps
Lead changes: 17 among 12 drivers
Lap leaders: Matt Kenseth pole; Jamie McMurray 1; Kenseth 2-8; Kurt Busch 9-40; Kenseth 41-64; Carl Edwards 65-68; Kevin Harvick 69; Casey Mears 70; J.J. Yeley 71-72; Kyle Busch 73; John Andretti 74; Kenny Wallace 75-76; Mike Wallace 77-78; Jason Leffler 79-80; Kenseth 81-132; Edwards 133-136; Mears 137-194; Edwards 195-200.

TALK OF TIME TRIALS

Matt Kenseth won his second Busch Series pole of the season with a time of 29.346 seconds (184.011 miles per hour). His first pole came at Las Vegas Motor Speedway. Jamie McMurray qualified second.

STANDINGS

FIRST



Kevin Harvick

SECOND



Carl Edwards

THIRD



Clint Bowyer

Top 10

1. Kevin Harvick	2,092	6. Greg Biffle	1,596
2. Carl Edwards	1,744	7. Kyle Busch	1,589
3. Clint Bowyer	1,653	8. Paul Menard	1,574
4. Denny Hamlin	1,642	9. Jason Leffler	1,436
5. J.J. Yeley	1,602	10. Johnny Sauter	1,432

First Flip For Edwards

Mears Runs Dry On Final Restart, Opens Winning Door At LMS

By Richard Hord
Editorial Assistant

CONCORD, N.C. — Early on, it looked like it was going to be Matt Kenseth's night, but a blown engine ended a dominant run. Later, Casey Mears's fuel gamble did not pay off.

All that worked in the favor of Carl Edwards, who won his first Busch Series race of the season Saturday night in the Carquest Auto Parts 300 at Lowe's Motor Speedway.

"The race tonight was great," Edwards said. "We had a lot of fun out there. Our car was good, but I knew we were going to have a fight with Casey at the end. I hate to see him lose the race that way, but it was great for our team."

It was Edwards's first Busch victory since winning Nov. 12 at Phoenix Int'l Raceway.

Kenseth's Ford led 53 of the first 132 laps, but engine failure ended his night.

"It is disappointing," said Kenseth, who finished 38th. "The team did a great job, and the car was fast. We had the car to beat tonight, and it's just a shame that we couldn't finish it."

Mears, who last pitted with 87 laps to go, took the lead after a caution on lap 135. He benefited from four cautions at the end that helped him conserve fuel. On the final restart with six to go, Mears's Dodge burped and allowed Edwards to get by. He finished fourth.

"It's pretty frustrating," said Mears, who is still looking for his first NASCAR victory. "I don't know what I have to do to win one of these races. We needed to gamble to win, but tonight the gamble didn't pay off."



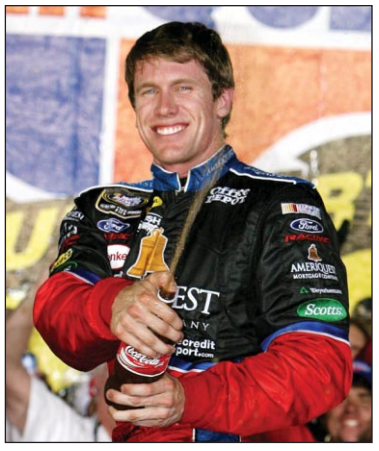
HHP/HAROLD HINSON PHOTO

GIVE HIM ROOM: Carl Edwards (below) performs his trademark back flip after winning Saturday night's Busch Series race in Concord, N.C.

Kurt Busch finished second in his third Busch start. J.J. Yeley was third, with Mears and Martin Truex, Jr. rounding out the top five.

Kevin Harvick, who at one point was two laps down, rallied and finished ninth. His recovery allowed him to stretch his point advantage to 348 points over Edwards, who climbed to second in the standings.

"We had a good car tonight," Harvick said. "We made a mistake on pit road and it got us behind, but the team didn't give up. We fought back, and the race car really helped us. That car was something else."



HHP/HAROLD HINSON PHOTO

Hard Hits Level McMurray, Stewart

By Richard Hord
Editorial Assistant

CONCORD, N.C. — **Jamie McMurray** and **Tony Stewart** were taken to a local hospital after being involved in accidents early in Saturday night's Carquest Auto Parts 300.

McMurray was leading on the first lap when his right-front tire went down, and he slammed the wall hard in turn four. Stewart got loose just after getting through the fourth turn. He hit the wall just past the start-finish line on lap 10, shattering the back end of the car.

Stewart had pain in his shoulder and back, but was evaluated and released. McMurray was sent to the hospital for a possible concussion, but he also was released.

Both drivers ran in the Nextel Cup race Sunday.

■ **Kenny Wallace** has struggled this season in his No. 22 Ford. His fortunes seemed to turn around in qualifying, as he put his car in the third position.

"It was a good lap," Wallace said. "We have been struggling. We have been working hard to get our program changed around. I would think this would be a fluke if we hadn't been running so good in practice."

Wallace finished 13th in the race.

BUSCH NOTES

■ Carquest Auto Parts and Lowe's Motor Speedway have extended their partnership through 2010, making Carquest the official auto parts store of the track as well as the title sponsor for the May Busch race. Carquest began sponsoring the race in May of 1997.

■ **Randy LaJoie** crashed late in the race, and a piece of debris left the track and sailed into the turn-four crowd. Two people sustained minor injuries. They were taken to a local hospital for examination.

■ ABF Freight System, Inc. and Braun Racing will team up with Nextel Cup regular **Dave Blaney** to contest the rest of the 2006 season. Blaney will pilot the No. 32 ABF U-Pack Moving Chevrolet.

■ Biagi-DenBeste Racing hired road-racing specialist **Boris Said** to drive the team's car at LMS.

Auggie Vidovich II, a NASCAR Southwest Series driver, will take over full time at Dover Int'l Speedway June 3.

■ **Brad Coleman**, a developmental driver for Brewco Motorsports, will make his Busch debut June 10 at Nashville Superspeedway.

The 18-year-old driver has made three starts in the ARCA RE/MAX Series, with two runner-up finishes.

Coleman will graduate from high school the week before the Busch race.

■ **Michael Waltrip** unveiled the No. 99 Dodge that his brother, three-time Cup champion **Darrell Waltrip**, will drive in the July 22 Busch race at Martinsville Speedway in Virginia.

"We have been talking about this for a long time," Michael said. "We decided that we had to do this sooner rather than later because he has to retire one day.

"For now, we are going with [the name] 'Another For My Brother' tour."

Martin Sweeps Weekend

Saturday

MOBERLY, Mo. — Coming from outside the sixth row, Randy Martin charged to his first Winged Outlaw Warriors 360-sprint-car victory of the season in Saturday's Scott Memorial at 24 Raceway.

Terry Hinck took the early lead, but Chad Meinholdt used a higher groove to take control on lap six.

WOW SPRINTS

Martin passed Meinholdt for the lead on lap 15 and led to the checkered flag, with Meinholdt second. Toby Brown started 20th and finished third. Rex Combs and Bryan Grimes followed.

The finish:

Randy Martin, Chad Meinholdt, Toby Brown, Rex Combs, Bryan Grimes, Eric Schrock, Mike Trent, Rusty Potter, Tracy Nichols, Sean Walden, Curtis Boyer, Terry Hinck, Brandon Gray, Frank Brown, Tony Crank, Ricky Ryun, Bobby Hawks, Lanny Carpenter, J.D. Black, Todd Frisbie.



KEN SIMON PHOTO

DIRT AND 'GRIME': Randy Martin (14) held off Bryan Grimes during WOW sprint-car competition.

Sunday

CALIFORNIA, Mo. — Randy Martin made it a perfect weekend with the O'Reilly Auto Parts Winged Outlaw Warriors, leading all 25 laps in the Woody Carpenter Memorial at Double X Speedway Sunday to grab his second victory of the weekend.

Starting from the outside front row, Martin jumped into the lead at the start followed by third-starting Bryan Grimes, who kept pace with Martin for the first five laps before Martin began to pull away.

Despite heavy lapped traffic, Grimes managed to wade through to challenge Martin in the waning laps and nearly pulled off the pass for the lead, but Martin held him off to earn his second WOW victory in a row.

Jon Corbin was third, followed by Eric Schrock and Jeff Wingate.

The finish:

Randy Martin, Bryan Grimes, Jon Corbin, Eric Schrock, Jeff Wingate, Tracy Nichols, Ryan Marsch, Rex Combs, Tony Crank, Gabe Maycock, Curtis Evan, Toby Brown, Mike Trent, Rusty Potter, Curtis Boyer, Terry Hinck, Tyler Blank, Rafe Essary, Lanny Carpenter, Jeff Stanley, Jesse Hockett.

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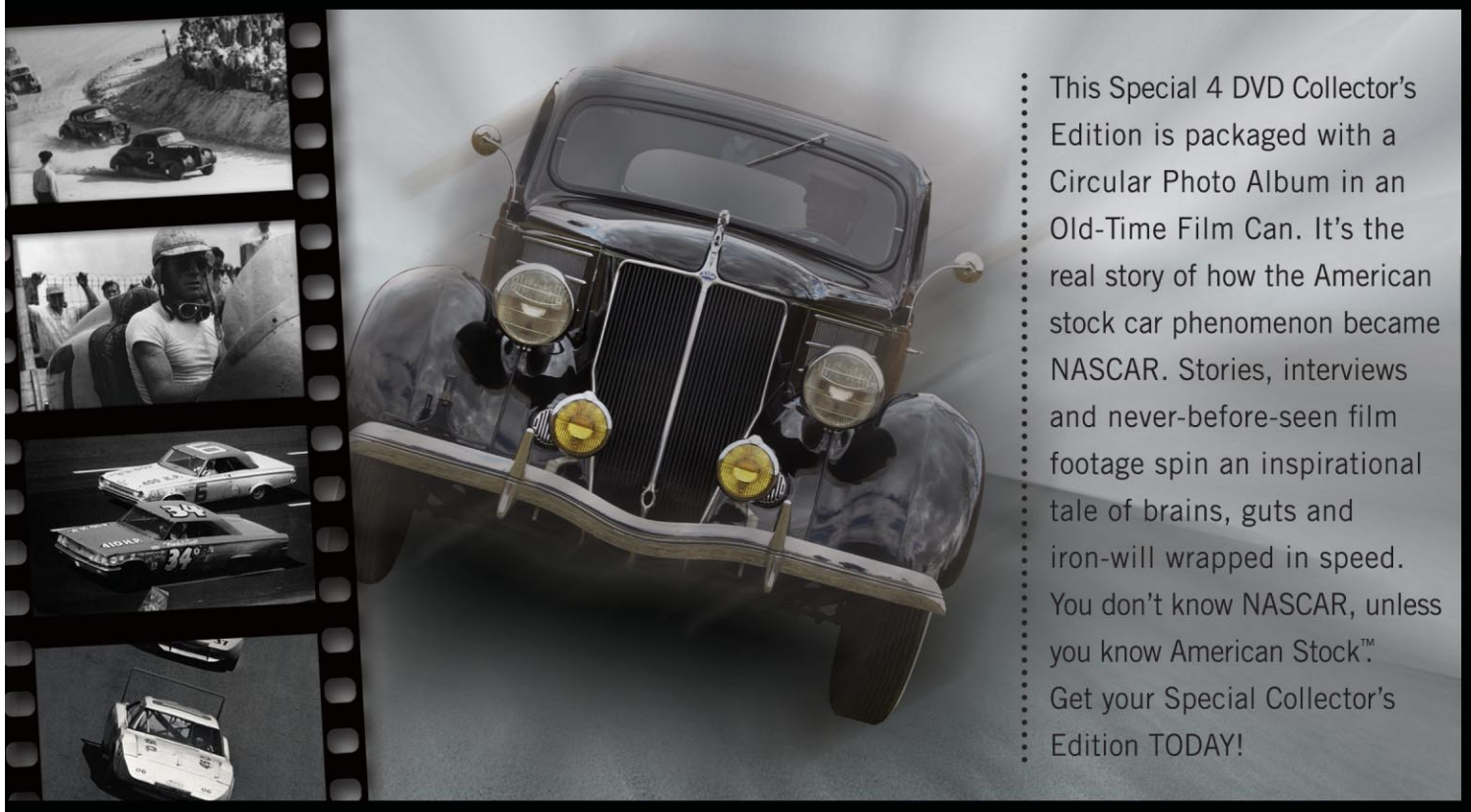
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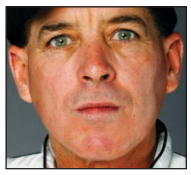
NASCAR CRAFTSMAN TRUCK SERIES

RACE REWIND

Race 7 of 25: City of Mansfield 250, May 27, 2006
Mansfield Motorsports Speedway, Mansfield, Ohio

FINAL RESULTS

FIRST



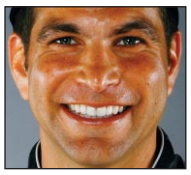
Ron Hornaday

SECOND



Jack Sprague

THIRD



David Starr

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	17	33	Ron Hornaday	Kevin Harvick, Inc. Chevrolet	250	$50,250	Running
2	9	60	Jack Sprague	Con-way Freight Toyota	250	30,875	Running
3	7	11	David Starr	Red Horse Racing Toyota	250	20,015	Running
4	6	23	Johnny Benson	Toyota Certified Toyota	250	13,825	Running
5	29	12	Joey Miller	Curb Records Toyota	250	15,050	Running
6	10	88	Matt Crafton	Menards/Energizer Chevrolet	250	10,650	Running
7	8	85	Dennis Setzer	Flex Fuel E85 Chevrolet	250	11,100	Running
8	12	16	Mike Bliss	Xpress Motorsports Chevrolet	250	10,850	Running
9	4	17	David Reutimann	Toyota Tundra Toyota	250	10,400	Running
10	33	59	Steve Park	Harris Trucking Dodge	250	9,450	Running
11	34	4	Timothy Peters	Dodge Motorsports Dodge	250	8,025	Running
12	13	14	Rick Crawford	Circle Bar Truck Corral Ford	250	10,140	Running
13	11	99	Erik Darnell	Scotts Ford	250	10,090	Running
14	31	25	Boston Reid	Woodard Racing Dodge	250	7,790	Running
15	1	30	Todd Bodine	Lumber Liquidators Toyota	250	10,465	Running
16	2	9	Ted Musgrave	Team ASE/Germain Dodge	250	10,890	Running
17	16	77	Brendan Gaughan	The Orleans Hotel Dodge	250	9,840	Running
18	14	18	Bobby Hamilton, Jr.	Fastenal Dodge	250	9,790	Running
19	3	6	Auggie Vidovich	Scotts Miracle-Gro Ford	250	9,740	Running
20	30	04	Scott Lagasse, Jr.	Dodge Hemi Dodge	250	10,090	Running
21	26	02	Kelly Sutton	Team Copaxone Chevrolet	250	9,665	Running
22	5	10	Terry Cook	Power Stroke Diesel Ford	250	8,390	Running
23	28	20	Marcos Ambrose	Team Australia Ford	250	8,365	Running
24	35	22	Bill Lester	Bill Davis Racing Toyota	250	7,340	Running
25	21	15	Kyle Krisiloff	Billy Ballew Motorsports Chevrolet	250	7,265	Running
26	20	08	Mike Greenwell	North Trail RV Centers Chevrolet	250	7,240	Running
27	27	13	Kerry Earnhardt	National Pork Board Chevrolet	249	7,215	Running
28	25	98	Eric Crocker	Cheerios/Betty Crocker Dodge	249	7,190	Running
29	19	5	Mike Skinner	Toyota Tundra Toyota	248	7,140	Running
30	18	75	Aric Almirola	Spears Manufacturing Chevrolet	230	7,115	Running
31	24	06	Chad McCumbee	MRD Motorsports Chevrolet	216	6,765	Running
32	22	07	Robert Turner	The Money Station Chevrolet	216	6,740	Running
33	32	1	Robert Richardson II	WinYourMortgage.com Dodge	213	6,715	Running
34	15	21	Bobby East	State Fair Corn Dogs Ford	208	6,690	Running
35	23	46	Kraig Kinser	CENTRIX Auto Finance Chevrolet	206	6,665	Rear End
36	36	40	Ryan Moore	Key Motorsports Chevrolet	162	6,639	Ignition

RACE STATISTICS

Race time: 1 hour, 59 minutes
Average speed: 62.999 mph
Victory margin: 0.961 second
Caution flags: 18 for 85 laps

Lead changes: Two among three drivers
Lap leaders: Todd Bodine 1-117; Ted Musgrave 118-119; Ron Hornaday 120-250.

TALK OF TIME TRIALS

Teammates Todd Bodine (right) and Ted Musgrave shared the front row for the City of Mansfield 250 at Mansfield Motorsports Speedway.

They were the only two drivers to lead the race for the first 119 laps until eventual winner Ron Hornaday, who started 17th, took the lead for good on lap 120.



NASCAR PHOTO

STANDINGS

FIRST



Todd Bodine

SECOND



Ted Musgrave

THIRD



David Reutimann

Top 10

1. Todd Bodine	1,140	6. Jack Sprague	935
2. Ted Musgrave	1,120	7. Dennis Setzer	922
3. David Reutimann	1,034	8. Matt Crafton	910
4. David Starr	948	9. Terry Cook	905
4. Johnny Benson	948	10. Mike Bliss	888

Veterans Shine At Mansfield

Hornaday Gets Best Of Sprague For First Victory Of Season

MANSFIELD, Ohio — Ron Hornaday finished the deal at Mansfield Motorsports Speedway Saturday, winning the NASCAR Craftsman Truck Series City of Mansfield 250 a year after a restart penalty cost him a victory in the $472,421 event.

Hornaday, who benefited from pit strategy that gave his Kevin Harvick, Inc. Chevrolet the lead at mid-race, held off persistent challenges from veterans Jack Sprague and David Starr to collect his record 28th series victory.

Hornaday, a few weeks shy of his 48th birthday, last won in March 2005 at Atlanta Motor Speedway. He averaged 62.999 miles per hour as a series-record 18 caution periods consumed 85 of 250 laps around the half-mile oval.

Hornaday, who led the final 131 laps before a crowd estimated at 22,500 after 2005 series champion Ted Musgrave pitted his Toyota for fuel, won $50,250. He edged Sprague by .961 second.

The winner agreed that he was being cautious through 10 restarts after being penalized for jumping a restart while leading the 2005 race.

"Last year, there was a misunderstanding of the rules," said Hornaday. "I tried real hard to pay attention (to NASCAR)."

Hornaday started 17th in the 36th truck field that was gridded by points because rain washed out qualifying. Front-row starters and Germain Motors teammates Todd Bodine and Musgrave delayed their stops until the 118th and 119th laps, respectively, after which Hornaday, who had already pitted, took a lead he never relinquished.

Sprague, who finished second a year ago and won the race in 2004, also pitted his Conway Freight Toyota early — on lap 29 — as did Starr, whose stop in the Red Horse Racing Toyota came at lap 44 along with Hornaday.

Both were doubtful of stretching their fuel to the end but benefited from the numerous caution flags.

"It depended on how many cautions you'd get," said Starr. "It was kind of a gamble."

Admitted Sprague, "I'm shocked we made it."

Johnny Benson finished fourth, with rookie Joey Miller fifth.

Bodine finished 15th and Musgrave 16th — advancing from 28th and 31st after their pit stops. Bodine led the race's first 117 laps with Musgrave leading two laps after his teammate pitted.

"We had a plan to pit early … and I kept calling (on the radio) and asking, 'When to pit, when to pit?' They kept changing the strategy," said Musgrave, who finished outside the top four for the first time in seven races. "It was the wrong one. By the time we came in, there was no time to get back to the front."

Bodine maintained the point lead, heading Musgrave by 20 points.

Former Boston Red Sox outfielder Mike Greenwell finished 26th in his NASCAR debut.



NATE MECHA/HIGH SIERRA PHOTO

SWEET SUCCESS: Ron Hornaday (33) secures the victory Saturday at Mansfield (Ohio) Motorsports Speedway.

Myers's Gamble Pays Off In King Taco 200

IRWINDALE, Calif. — A gamble on an early pit stop paid off for Andrew Myers as he held off hard-charging Eric Holmes by inches to win the King Taco 200 at Irwindale Speedway Saturday.

The victory gives Myers wins in two of the three events he has entered while running a limited schedule this year in the NASCAR Grand National Division, AutoZone West Series.

"Our strategy was really based on the car's performance and where we ended up," he said. "We started 12th and got some laps under us. Basically, the car wasn't handling to my liking. It was very loose. It didn't have a lot of forward bite. So by about lap 50, I was burning up the right rear tire."

Myers informed his crew of the situation and the decision was made to pit early.

"I talked to Jamie (Aube) on the radio and told him we needed to make a change," Myers said. "They wanted to bring the car in as soon as we could. Around lap 50, when we got that first yellow, we decided to come in and take two right side tires and gas it up and make the chassis adjustments."

Eric Holmes finished second, with Eric Holmes, Scott Gaylord, Tim Woods III and Mike Duncan rounding out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Andrew Myers, Chevrolet, 200, $7,063; 2. Eric Holmes, Chevrolet, 200, $5,063; 3. Scott Gaylord, Chevrolet, 200, $3,263; 4. Tim Woods, III, Ford, 200, $2,263; 5. Mike Duncan, Chevrolet, 200, $2,513; 6. Mike David, Ford, 200, $2,413; 7. Steve Portenga, Ford, 200, $2,263; 8. Brian Ickler, Chevrolet, 200, $1,663; 9. Daniel DiGiacomo, Chevrolet, 200, $2,300; 10. Brett Thompson, Chevrolet, 200, $2,038; 11. Johnny Borneman, Ford, 200, $1,513; 12. Barry Bradshaw, Pontiac, 200, $1,175; 13. Stan Silva, Jr., Chevrolet, 200, $1,150; 14. Justin Lofton, Chevrolet, 200, $1,363 15. Jim Inglebright, Chevrolet, 200, $1,838; 16. Jack Sellers, Pontiac, 199, $1,313; 17. Takuma Koga, Chevrolet, 196, $1,025; 18. Bobby Hillis, Pontiac, 193, $1,263; 19. Brian Pannone, Ford, 190, $1,263; 20. Eric Hardin, Chevrolet, 180, $1,763; 21. Rick Wall, Ford, 156, $1,000; 22. James Bruncati, Ford, 155, $1,263; 23. Peyton Sellers, Chevrolet, 145, $1,763; 24. Chris Oddo, Chevrolet, 123, $1,000; 25. Austin Cameron, Chevrolet, 49, $1,763.



MIKE KEON PHOTO

HIGH FLYING: Andrew Myers scores the victory Saturday in the King Taco 200.

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POINTS PAGE



Richard Petty's Curb/STP Pontiac
· Winner at Daytona



Dale Jarrett with his Curb/ Busch Grand National Car

Top 5/Busch Grand National Championship



Dale Earnhardt with his Curb Records Winston Cup Championship Car



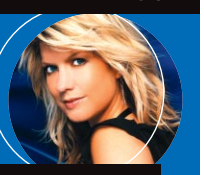
Aaron Fike - 2006 Curb Agajanian Busch NASCAR



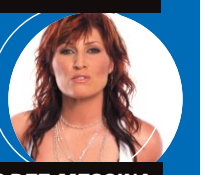
Johnny Sauter stands next to his 2003 Channellock/Curb Records Busch car - Winner at Richmond



HANK WILLIAMS JR.



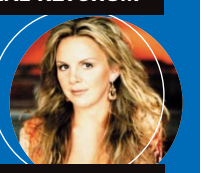
NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



AMY DALLEY



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LYLE LOVETT



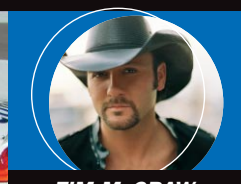
CLAY WALKER



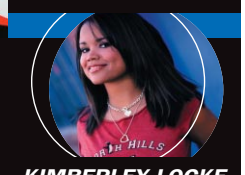
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TIM McGRAW



KIMBERLEY LOCKE



SELAH



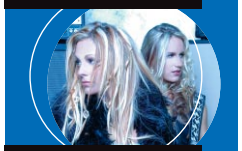
STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



HANK III



RAY STEVENS



TRICK PONY



COWBOY CRUSH



LEANN RIMES

Nextel Cup

1. Jimmie Johnson	1,861
2. Matt Kenseth	1,752
3. Mark Martin	1,652
4. Tony Stewart	1,630
5. Dale Earnhardt, Jr.	1,590
6. Kasey Kahne	1,569
7. Jeff Gordon	1,451
8. Jeff Burton	1,450
9. Kyle Busch	1,437
10. Kevin Harvick	1,426
11. Casey Mears	1,374
12. Denny Hamlin	1,362
13. Greg Biffle	1,340
14. Carl Edwards	1,331
15. Clint Bowyer	1,287
16. Dale Jarrett	1,271
17. Elliott Sadler	1,259
18. Jamie McMurray	1,241
19. Kurt Busch	1,192
20. Reed Sorenson	1,187

Busch Series

1. Kevin Harvick	2,092
2. Carl Edwards	1,744
3. Clint Bowyer	1,653
4. Denny Hamlin	1,642
5. J.J. Yeley	1,602
6. Greg Biffle	1,596
7. Kyle Busch	1,589
8. Paul Menard	1,574
9. Jason Leffler	1,436
10. Johnny Sauter	1,432
11. Kenny Wallace	1,371
12. Burney Lamar	1,352
13. Matt Kenseth	1,350
14. Reed Sorenson	1,347
15. Jon Wood	1,308
16. Ashton Lewis, Jr.	1,254
17. John Andretti	1,251
18. Jamie McMurray	1,214
19. Mark McFarland	1,211
20. Todd Kluever	1,198

Craftsman Truck

1. Todd Bodine	1,140
2. Ted Musgrave	1,120
3. David Reutimann	1,034
4. David Starr	948
5. Johnny Benson	948
6. Jack Sprague	935
7. Dennis Setzer	922
8. Matt Crafton	910
9. Terry Cook	905
10. Mike Bliss	888
11. Erik Darnell	880
12. Rick Crawford	856
13. Ron Hornaday	848
14. Bobby Hamilton, Jr.	848
15. Mark Martin	844
16. Brendan Gaughan	774
17. Aric Almirola	730
18. Mike Skinner	691
19. Joey Miller	686
20. Kyle Krisiloff	658

Indy Racing League

1. Helio Castroneves	156
2. Sam Hornish, Jr.	144
3. Dan Wheldon	139
4. Scott Dixon	120
5. Tony Kanaan	119
6. Kosuke Matsuura	95
7. Dario Franchitti	89
8. Bryan Herta	89
9. Marco Andretti	88
10. Vitor Meira	84
11. Danica Patrick	83
12. Scott Sharp	82
13. Felipe Giaffone	73
14. Tomas Scheckter	67
15. Buddy Lazier	66
16. Buddy Rice	63
17. Eddie Cheever, Jr.	56
18. P.J. Chesson	54
19. Ed Carpenter	37
20. Michael Andretti	35

Champ Car World Series

1. Sebastien Bourdais	102
2. Justin Wilson	77
3. Mario Dominguez	69
4. Andrew Ranger	58
5. Alex Tagliani	56
6. Paul Tracy	54
7. Cristiano da Matta	47
8. A.J. Allmendinger	45
9. Will Power	40
10. Nelson Philippe	35
11. Jan Heylen	31
12. Katherine Legge	29
12. Bruno Junqueira	29
14. Oriol Servia	27
15. Dan Clarke	24
15. Charles Zwolsman	24
16. Antonio Pizzonia	11
17. Nicky Pastorelli	10
18. Jimmy Vasser	7

Formula One Drivers

1. Fernando Alonso	64
2. Michael Schumacher	43
3. Giancarlo Fisichella	27
3. Kimi Raikkonen	27
5. Juan Pablo Montoya	23
6. Felipe Massa	20
7. Jenson Button	16
8. Rubens Barrichello	13
9. Ralf Schumacher	8
9. Nick Heidfeld	8
11. David Coulthard	7
12. Mark Webber	6
12. Jacques Villeneuve	6
14. Nico Rosberg	4
15. Christian Klein	1

Formula One Manufacturers

1. Mild Seven Renault F-1 Team	91
2. Scuderia Ferrari Marlboro	63
3. Team McLaren Mercedes	50
4. Lucky Strike Honda Racing F-1 Team	29
5. BMW Sauber F-1 Team	14
6. Williams F-1 Team	10
7. Panasonic Toyota Racing	8
7. Red Bull Racing	8

World Of Outlaws

1. Donny Schatz	2,266
2. Daryn Pittman	2,144
3. Jac Haudenschild	2,133
3. Joey Saldana	2,133
5. Craig Dollansky	2,108
6. Brooke Tatnell	2,028
7. Chad Kemenah	2,025
8. Terry McCarl	1,936
9. Jeremy Campbell	1,828
10. Justin Henderson	1,803

National Sprint Tour

1. Tim Kaeding	712
2. Steve Kinser	682
3. Danny Lasoski	669
4. Jason Meyers	646
5. Tim Shaffer	631

NHRA Top Fuel

1. Melanie Troxel	748
2. Doug Kalitta	652
3. Brandon Bernstein	608
4. David Grubnic	558
5. Larry Dixon	509

NHRA Funny Car

1. Ron Capps	781
2. John Force	672
3. Robert Hight	552
4. Eric Medlen	528
5. Tony Pedregon	508

NHRA Pro Stock

1. Greg Anderson	632
2. Jason Line	559
3. Jim Yates	543
4. Erica Enders	518
5. Dave Connolly	508

USAC Silver Crown

1. Bud Kaeding	159
1. Brian Tyler	159
3. Dave Steele	123
4. Aaron Pierce	122
5. Wayne Reutimann, Jr.	104

USAC Sprints

1. Josh Wise	477
2. Levi Jones	455
3. Bud Kaeding	448
4. Darren Hagen	429
5. Mat Neeley	417

USAC Midgets

1. Dave Steele	155
2. Michael Lewis	149
3. Bobby Santos III	147
4. Jerry Coons, Jr.	140
5. Ron Gregory	134

USAC Western Midgets

1. Tyler Brown	348
2. Jerome Rodela	325
3. Matt Mitchell	303
4. Chase Barber	263
5. Garrett Hansen	255

Indy Pro Series

1. Jay Howard	153
2. Jeff Simmons	122
3. Nick Bussell	112
4. Bobby Wilson	108
5. Raphael Matos	105

NASCAR West Series

1. Mike David	636
2. Steve Portenga	617
3. Eric Holmes	608
4. Mike Duncan	565
5. Jim Inglebright	557

NASCAR Southeast Series

1. J.R. Norris	350
1. Jason Hogan	350
3. Ricky Turner	325
4. Dusty Williams	305
5. Gary Helton	299

World of Outlaws Late Models

1. Tim McCreadie	1,116
2. Steve Francis	1,100
3. Billy Moyer	1,096
4. Shane Clanton	1,084
5. Darrell Lanigan	1,080

Hooters Pro Cup Northern

1. Benny Gordon	790
2. Jeff Agnew	672
3. Johnny Rumley	626
4. Shelby Howard	618
5. Jack Bailey	616

SUPR Late Models

1. Rob Litton	906
2. David Ashley	878
3. Jason Ingalls	832
4. Patrik Daniel	803
5. Kenny Merchant	775

NCRA Late Models

1. Steve Kosiski	300
2. Al Humphrey	290
3. Joe Kosiski	245
4. Mark Wyman	240
5. Kelly Boen	240

IRA Sprints

1. Mike Reinke	773
2. Scotty Neitzel	764
3. Travis Whitney	758
4. Bill Warren	732
5. Donny Goeden	724

ASCS National Tour

1. Nick Smith	1,186
2. Gary Wright	1,159
3. Jesse Hockett	1,116
4. Travis Rilat	1,091
5. Jason Johnson	1,083

ASCS Sprints on Dirt

1. Mike Brecht	446
2. Ken Mackey	432
3. Gregg Dalman	430
4. Gary Fast	428
4. Kyle Patrick	428

ASCS Patriot Sprints

1. Rick Swarthout	451
2. Chuck Hebing	450
3. Bryan Howland	439
4. Dave Wickham	418
5. Nick Bashford	387

ASCS Gulf South Region

1. Greg Rilat	838
2. Chris Sweeney	818
3. Gary Watson	812
4. Lane Whittington	770
5. Ray Allen Kulhanek	753

ASCS Rocky Mtn. Region

1. Patrick Bourke	528
2. Jake Pierson	522
3. Keith Rauch	502
4. Jeff Heffner	500
5. Nick Haygood	495

ASCS Southern Tour

1. Butch Pendergrass	694
2. Scott McClaren	688
3. Coby Adams	676
4. Lance Moss	664
5. Johnny Bridges	637

ASCS Midwest Region

1. Brian Brown	296
2. Jake Peters	292
3. Dusty Zomer	274
4. Jeff Mitrisin	268
5. Mike Chadd	268

Badger Midget Series

1. Brad Kuhn	438
2. Brandon Waelti	275
3. Davey Ray	267
4. Danny Stratton	247
5. Scott Hatton	209

NCRA Modifieds

1. Greg Stephens	300
2. Brian Franz	275
3. Marc Robe	260
4. Brian Powers	250
5. Johnny Allen	245

Point standings through Sunday



Brad Noffsinger - Top 5 USAC Silver Crown Championship



Tim Grose - NHRA Winternationals Champ



Billy Boat - Top 10 Indianapolis 500 Top 5 IRL Championship



Tom Sneva - Top 10 CART Indy Car Championship



Kasey Kahne with the Kahne/ Curb Records 2006 Sprint Car

RACE REWIND

INDY RACING LEAGUE

Race 4 of 14: Indianapolis 500, May 28, 2006
Indianapolis Motor Speedway, Indianapolis

FINAL RESULTS

FIRST



Sam Hornish, Jr.

SECOND



Marco Andretti

THIRD



Michael Andretti

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	6	Sam Hornish, Jr.	Marlboro Penske Dallara-Honda	200	$1,744,855	Running
2	9	26	Marco Andretti	NYSE Group Dallara-Honda	200	698,505	Running
3	13	1	Michael Andretti	Jim Beam/Vonage Dallara-Honda	200	480,105	Running
4	3	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	200	566,405	Running
5	5	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	200	340,405	Running
6	4	9	Scott Dixon	Target Chip Ganassi Dallara-Honda	200	361,005	Running
7	17	27	Dario Franchitti	Klein Tools Dallara-Honda	200	307,905	Running
8	10	16	Danica Patrick	Team Argent Panoz-Honda	200	285,805	Running
9	8	8	Scott Sharp	Delphi Dallara-Honda	200	283,805	Running
10	6	4	Vitor Meira	Harrah's/Panther Dallara-Honda	199	267,705	Running
11	12	20	Ed Carpenter	Vision Racing Dallara-Honda	199	264,805	Running
12	25	5	Buddy Lazier	Dreyer/Reinbold Dallara-Honda	199	274,805	Running
13	19	51	Eddie Cheever, Jr.	Cheever Racing Dallara-Honda	198	235,805	Running
14	18	52	Max Papis	Cheever Racing Dallara-Honda	197	249,305	Running
15	7	55	Kosuke Matsuura	Panasonic ARTA Dallara-Honda	196	227,805	Running
16	28	12	Roger Yasukawa	Playa Del Racing Panoz-Honda	194	248,805	Running
17	24	21	Jaques Lazier	VideoPoker.com Panoz-Honda	193	239,205	Running
18	29	88	Airton Dare	Octane Motors Panoz-Honda	193	216,805	Running
19	32	98	P.J. Jones	Curb Records Panoz-Honda	189	234,305	Running
20	16	7	Bryan Herta	XM Satellite Radio Dallara-Honda	188	234,805	Running
21	21	14	Felipe Giaffone	ABC Supply Co. Dallara-Honda	177	227,305	Running
22	15	90	Townsend Bell	Rock & Republic Dallara-Honda	161	204,555	Suspension
23	26	17	Jeff Simmons	Team Ethanol Panoz-Honda	152	202,305	Accident
24	27	31	Al Unser, Jr.	A1 Team USA Dallara-Honda	145	200,305	Accident
25	2	3	Helio Castroneves	Marlboro Penske Dallara-Honda	109	280,355	Accident
26	14	15	Buddy Rice	Team Argent Panoz-Honda	109	224,805	Accident
27	11	2	Tomas Scheckter	Vision Racing Dallara-Honda	65	195,305	Accident
28	31	61	Arie Luyendyk, Jr.	CheapCaribbean.com Panoz-Honda	54	196,055	Handling
29	30	97	Stephan Gregoire	Effen Vodka Team Panoz-Honda	49	193,305	Handling
30	23	41	Larry Foyt	A.J. Foyt Racing Dallara-Honda	43	192,305	Handling
31	33	18	Thiago Medeiros	PDM Racing Panoz-Honda	24	202,555	Electrical
32	22	92	Jeff Bucknum	Life Fitness Dallara-Honda	1	193,805	Accident
33	20	91	P.J. Chesson	Carmelo Hemelgarn Dallara-Honda	1	216,555	Accident

RACE STATISTICS

Race time: 3 hours, 10 minutes, 58.7590 seconds
Victory margin: .0635 second
Caution flags: Five for 44 laps
Lead changes: 14 among seven drivers
Lap leaders: Sam Hornish, Jr. pole; Helio Castroneves 1-9; Dan Wheldon10-34; Hornish 35-37; Tony Kanaan 38; Wheldon 39-107; Scott Dixon 108-110; Wheldon 111-124; Dixon 125-127; Wheldon 128-129; Hornish 130-144; Wheldon 145-182; Kanaan 183-193; Michael Andretti 194-197; Marco Andretti 198-199; Hornish 200.

STANDINGS

FIRST



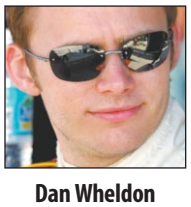
Helio Castroneves

SECOND



Sam Hornish, Jr.

THIRD



Dan Wheldon

Top 10

1. Helio Castroneves	156	6. Kosuke Matsuura	95
2. Sam Hornish, Jr.	144	7. Dario Franchitti	89
3. Dan Wheldon	139	7. Bryan Herta	89
4. Scott Dixon	120	9. Marco Andretti	88
5. Tony Kanaan	119	10. Vitor Meira	84

HORNISH:

Marco Leads Michael An Andrettis 2-3 Finish

CONTINUED FROM PAGE 3

When Hornish got out of his Dallara-Honda, he took a big swig of milk, then doused it over his head in celebration.

"I love it, nothing better right now," said Hornish, who became the 65th different winner of the race. "It's been a long month, and not everything went our way today, but we had a plan and we were fast when we needed it."

Michael Andretti finished third in his comeback Indy 500. He led with five laps to go before being overtaken by son Marco. Hornish drove by Michael's Dallara-Honda and went after Marco.

Hornish closed too rapidly with two laps to go and nearly ran into Marco's back in the third turn.

"I thought I blew it," Hornish said. "I had a good run on him and got to the inside. Sometimes discretion is the better part of valor. I figured I came all this way, give myself one more shot at it."

"I almost won this thing," Marco Andretti said. "I knew I had a shot at it. I thought I won it on the last lap.

"I don't know where that speed came from. I guess they were saving it. I defended my line once and I thought I had it. ... It's a bummer. Second is nothing."

Last year's Indy 500 winner, Dan Wheldon, dominated, leading five times for 148 laps before a punctured tire on lap 183 dropped him back. He finished fourth, followed by Tony Kanaan. Danica Patrick finished eighth.

There were five caution periods for 44 laps, and Hornish won at an average speed of 157.085 miles per hour.

After being denied so many chances to win the Indianapolis 500, Michael Andretti was in position by using fuel strategy. With five laps to go, 43-year-old Andretti was in front of his 19-year-old son heading into the first turn. By the end of the next lap, Marco was in front.

Marco's grandfather, Mario, was one of the greatest drivers in Indy 500 history but made it to victory lane just one time in 1969. Father Michael drove his 15th race here and remains winless.

The third-generation Andretti came so close only to see the coolest driver in the field on a 96-degree day score one for the ages. But this was a day when Hornish was able to calculate his move and score the biggest victory of his career.

"To go out there and to just dream of someday coming here and being able to race is one thing, being able to realize that goal," Hornish said. "Everything I've done as far as being an Indy-car driver then was a bonus. I never dreamed of winning the Indy 500 until I came here for the first time.

"I have to keep holding back today. I keep getting emotional about it."



STEVE SNODDY/IRL PHOTO

SNUBBED: Michael Andretti, who has led the most laps ever in the Indianapolis 500, finished third in his return Sunday.

Andretti Heartbreak Lives On At Brickyard

By Bruce Martin
NSSN Correspondent

INDIANAPOLIS — The storylines changed in the five final laps, but the stars of this drama were familiar because of their heartbreak in the Indianapolis 500.

Once again, it was the Andrettis who were in the spotlight in Sunday's 90th Indy 500, only this time it was Michael and 19-year-old son, Marco, who captured the attention of the fans, just as Mario and Michael had done for so many years.

Michael Andretti retired following the 2003 Indy 500 so that he could concentrate on his team ownership at Andretti Green Racing. But as Marco's racing career began to flourish and it became obvious he was on the fast track to the Indy 500. Michael wanted to share the experience.

So, he decided to come out of retirement and drive.

For a few moments, it appeared he would be rewarded by winning the Indy 500 for the only time in his career. While the drivers in front of him had to pit one more time, Michael's sequence made him the one of the few drivers on the lead lap who could make it to the finish without another stop.

When the green flag waved for the final five-lap chase, Michael was in front and the crowd of more than 350,000 fans roared. But two laps later, young Marco came charging down the frontstretch, pulled alongside his father's race car and looked like Rick Mears in 1991 when he passed Michael on the outside of the first turn.

Personally disappointed but proud for his son, Michael thought he would at least get to see his son win at Indy in his very first 500.

Sam Hornish, Jr. made sure that didn't happen.

He passed Michael for second, and then in the last turn of the last lap, Hornish drove to the inside of Marco and beat him across the finish line in the race's second-closest finish.

"I'm very glad I came back," Michael said. "It was so special to race Marco out there, racing the way we did, racing almost for the win. It was a dream. I was really impressed with him ... really impressed the way he drove. He was patient but aggressive.

"Like a champion. The kid is amazing."



Eighth Place Pleases Patrick

By Bruce Martin and Drew Brown

INDIANAPOLIS — **Danica Patrick's** eighth-place finish in Sunday's Indianapolis 500 was in her view even better than last year's fourth-place effort.

IRL NOTES

Although she didn't finish as well, she avoided a pit-lane miscue or a spin that she experienced last year.

"I should be happy with myself, but I guess I'm just frustrated with what could have happened," said Patrick.

The second-year driver for the Rahal-Letterman team wasn't lucky when it came to cautions. She made her final stop on lap 183 under green, but six laps later a caution came out when **Felipe Giaffone** hit the wall.

"So that hurt us," Patrick said. "I thought if we had caught a break and got a yellow at the right time we might have had a top-five finish."

■ One of the scariest moments Sunday came when **Helio Castroneves** and **Buddy Rice** collided in a turn-four accident that ended the race for both former champions.

The two made contact as Castroneves attempted to dive under Rice on lap 110. The pair locked wheels and made hard contact with the turn-four wall.

Rice said he slowed to avoid cars in front of him.

"Those guys were a couple of wide, said Rice. "(I) checked up, went down into four, and I had no idea Helio was there."

In five previous starts plus the laps Sunday, Castroneves had completed 1,089 consecutive laps before the accident. "It is frustrating," said Castroneves.

"There is interesting driving out there. I just want to say, I guess my average (Indianapolis finishing position) is going to go high now."

■ **Thomas Scheckter** looked to be one of the fastest cars early in the race, but for the third time in five years his day ended against the wall.

"I was trying a little hard, and I just got loose," Scheckter said.

Scheckter's turn four accident appeared to send part of his car's wing onto the frontstretch, where **Jaques Lazier** hit the debris sending it into the stands.

Speedway officials said five spectators were slightly injured as a result of debris in the stands.

■ Hemelgarn Racing teammates **Jeff Bucknum** and **P.J. Chesson** both enjoyed less than a minute of competition.



DAN HELRIGEL/IRL PHOTO

GREEN FLAG: (From left) Helio Castroneves, Dan Wheldon and Sam polesitter Hornish, Jr. lead the 33-car field to start Sunday.

The pair was running near the back of the field after completing the first lap when Bucknum spun, collecting Chesson before they slammed the turn-two wall.

■ After **Vitor Meira** qualified sixth, his Panther Racing team secured sponsorship from Harrah's Entertainment for the Indy 500.

■ Seven-time Tour de France winner **Lance Armstrong** drove the Chevrolet Corvette Z06 pace car.

■ Chesson was more philosophical if not more flamboyant than the four other rookies describing their first experience at Indianapolis.

"I've been able to realize that dreams, when they come true, are as good as you thought they'd be," said Chesson. "I've told everybody this month that I've fulfilled so many of my dreams in the past 10 days of my life that I'm happy to die tomorrow. I've flown in an F-16. I've gone to fires in fire trucks. I've knocked stuff over in bulldozers. I've qualified for the Indy 500, and I've been with a lot of really good-looking girls."

■ Marlboro Team Penske's **Rick Rinaman** earned the True Grit award as a long-term chief mechanic who has overcome adversity to return to the top.

The $15,000 cash award from C&R Racing honors the crew chief who "exemplifies outstanding achievement in racing." Rinaman, a 23-year veteran with Penske Racing, owns six Indianapolis 500 victories, including three as chief mechanic.

■ Panther Racing officials announced plans to create the Panther Education Center, a motorsports-themed learning facility.

The team is partnering with Decatur Township, a suburban school district in Indianapolis, to create the facility that will include interactive experiences for the visiting students.

The program is expected to be in full swing next year and will teach elementary and middle-school students a variety of motorsports-related skills such as logistics, financial planning, engineering, mechanics, journalism and race-day activities.

■ Texas Motor Speedway President **Eddie Gossage** visited Indianapolis on Friday and issued a $100,000 invitation to **Al Unser, Jr.** and **Michael Andretti** to come race at his 1.5-mile oval near Fort Worth.

Gossage said he is offering $100,000 sponsorship fee if Andretti and Unser would "unretire" and participate in the June 10 race at TMS.

Unser and Andretti came out of retirement to race at Indianapolis.

■ **Eddie Cheever**, Unser and Andretti came out of retirement to race at Indianapolis Motor Speedway, but **Adrian Fernandez** remains content to watch.

Fernandez, who owns four starts at Indianapolis including a sixth-place finish in 2004, said his duties last weekend were strictly as the owner of Fernandez Racing that fields cars for **Scott Sharp** and **Kosuke Matsuura**.

"It won't be that difficult," the 43-year-old Mexican said when asked to predict his emotions at the start. "If I cannot run in the right situation then I don't really want to do it."

MERGER:

George Says Momentum Is Beginning To Build

CONTINUED FROM PAGE 4

complicated situation."

While IRL owner Chip Ganassi believe the sides are on the brink of a merger, George and Kalkhoven remain diligent in their talks.

"That's part of what Chip does, and it's my job to listen and it's my job to do what I think is in the best interests of the sport generally and the Indy Racing League and the Indianapolis Motor Speedway specifically," George said. "There are certain journalists who like to throw a wet blanket on things and keep beating down on things, but the reality is there is some momentum building.

"Unification, for the right reasons if done the right way, would be just what open-wheel racing needs. But it would be a gross error on our part to do it for the wrong reasons and for the wrong way."

Penske Shows That Indy Is In His Blood

INDIANAPOLIS

As he approaches his 70th birthday, Roger Penske shows no signs of slowing down at the Indianapolis 500.

As a team owner, Penske won the Indy 500 for a record 14th time on Sunday with Sam Hornish, Jr.'s dramatic victory, nipping rookie Marco Andretti at the start/finish line. His cars have started on the pole 13 times and on the front row 33 times.

At 69, Penske looks just as excited as when he arrived as an Indy 500 team owner for the first time in 1969.

"I'm more excited than I was back then," Penske said, "I'm as fired up today as I was when we came here to run the cars in 1969. This race day is still the biggest sporting event around the world. You see it; you feel it; you're there; there's no question about it.

"If you want to win a race, it's the Indianapolis 500. It's certainly a lot bigger than the Daytona 500."

Although Penske's arrival as a team owner was in 1969, his history at the Indianapolis 500 could have begun four years earlier behind the wheel of a race car, not from the pit box.

"I had a job, Jim McGee called me and wanted me to take my rookie test here at Indy," Penske recalled. "I had a family and a job responsibility, so Mario Andretti took his rookie test in that car. I made a decision at the end of 1965 that I was going to get out of racing. I had an opportunity to get a Chevrolet dealership in Philadelphia, and back then you couldn't get a dealership and be a race-car driver at the same time.

"I couldn't get insurance or a loan at the bank if I was a race driver."

Penske became a sports-car team owner in 1967 and 1968 and took a Corvette to the 24 Hours of Daytona with Mark Donohue as a driver.

"We got Sun Oil to sponsor us for $1,500 and some fuel," Penske recalled. "That was the start of it, and here we are today."

Penske attended the Indy 500 for the first time in 1951 with his father, who worked for a company that represented International Nickel.

The company sponsored part of the Lap Prize Fund. There was a show car at the house the company used for hospitality.

Penske, then a young lad, had his picture taken in the show car. He then attended the race and watched Lee Wallard win the 40th Anniversary of the 500.

"At that point, it got in my blood," Penske said. "I didn't realize I'd be sitting here 55 years later trying to figure out how to win the race."

Penske admits cars were in his blood at an early stage of his life.

Penske arrived at the Speedway in 1969 with one car, the Sunoco-Simonize Special, driven by the late Donohue, who started fourth and finished seventh in his rookie year.

The old wood-frame garages were replaced by the modern Gasoline Alley garages. The square Control Tower has been replaced by the massive Pagoda. There are other changes at the Speedway, but Penske remains a constant, for the most part.

When he arrived as a team owner at Indy for the first time in 1969, his team was in sharp contrast to the greasy-fingered mechanics that worked away in Gasoline Alley. A hard day's work could be seen by grease stains on the shirts of the mechanics.

That wasn't the case with Penske Racing.

"We came here initially we put a yellow tile floor down, we polished the floor every night, our sponsor was Sunoco, which was blue and yellow, and our crew dressed in the same uniforms," Penske recalled. "They kidded us; we were the college boys with the polished wheels and the crew haircuts.

"Then, when we didn't make the show in 1995, they were calling for Dr. Jack Kevorkian on the P.A. to come and get us, so we have gone from one end to the other around here."

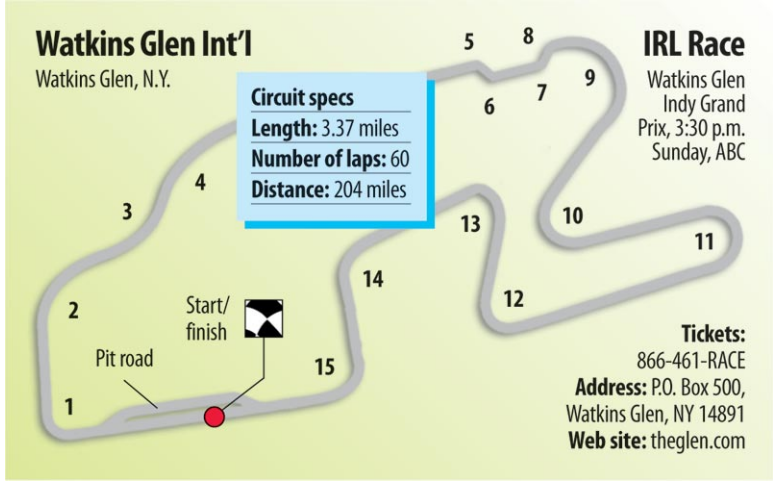
More often, however, Penske has ended up on top more than any single individual ever at Indy.

LAST WORD



BRUCE MARTIN

UP NEXT



RACE REWIND

NASCAR NEXTEL CUP

Race 12 of 36: Coca-Cola 600, May 28, 2006
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kasey Kahne

SECOND



Jimmie Johnson

THIRD



Carl Edwards

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	9	9	Kasey Kahne	Dodge Dealers Dodge	400	$428,114	Running
2	3	48	Jimmie Johnson	Lowe's Chevrolet	400	288,236	Running
3	22	99	Carl Edwards	Office Depot Ford	400	201,050	Running
4	21	6	Mark Martin	AAA Ford	400	166,100	Running
5	6	17	Matt Kenseth	R+L Carriers Ford	400	180,366	Running
6	11	31	Jeff Burton	Cingular Wireless Chevrolet	400	154,520	Running
7	7	16	Greg Biffle	National Guard Ford	400	134,650	Running
8	33	26	Jamie McMurray	Smirnoff Ice Ford	400	158,825	Running
9	8	11	Denny Hamlin	FedEx Freight Chevrolet	400	111,000	Running
10	23	41	Reed Sorenson	Target Dodge	400	119,275	Running
11	34	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	400	140,071	Running
12	10	66	Jeff Green	Best Buy Chevrolet	400	131,033	Running
13	1	10	Scott Riggs	Valvoline/Stanley Tools Dodge	400	147,075	Running
14	36	15	Paul Menard	Menards/Johns Manville Chevrolet	400	95,525	Running
15	2	19	Jeremy Mayfield	Dodge Dealers Dodge	400	134,116	Running
16	41	7	Robby Gordon	Jim Beam Black Chevrolet	400	98,075	Running
17	5	43	Bobby Labonte	Go-GURT Dodge	400	134,646	Running
18	19	01	Joe Nemechek	U.S. Army Chevrolet	399	121,245	Running
19	15	07	Clint Bowyer	Jack Daniel's Chevrolet	399	101,725	Running
20	4	18	J.J. Yeley	Interstate Batteries Chevrolet	399	132,575	Running
21	27	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	399	115,833	Running
22	31	32	Travis Kvapil	Tide Chevrolet	399	104,908	Running
23	30	42	Casey Mears	Texaco/Havoline Dodge	398	124,933	Running
24	14	70	Johnny Sauter	Haas Automation Chevrolet	398	85,750	Running
25	39	45	Kyle Petty	MyCokeRewards.com Dodge	397	108,308	Running
26	40	21	Ken Schrader	U.S. Air Force Ford	397	114,664	Running
27	38	4	Scott Wimmer	AERO Exhaust Chevrolet	397	86,825	Running
28	16	14	Sterling Marlin	Ginn Clubs & Resorts Chevrolet	396	95,847	Running
29	35	78	Kenny Wallace	Furniture Row Chevrolet	396	83,175	Running
30	26	38	Elliott Sadler	M&M's Ford	396	113,958	Running
31	25	40	David Stremme	Lone Star Steakhouse Dodge	396	90,900	Running
32	29	22	Dave Blaney	Caterpillar Dodge	395	82,775	Running
33	24	44	Terry Labonte	Carquest Chevrolet	393	83,600	Running
34	12	29	Kevin Harvick	Reese's Caramel Cup Chevrolet	373	119,461	Running
35	18	12	Ryan Newman	Alltel Dodge	369	127,808	Running
36	13	24	Jeff Gordon	DuPont Chevrolet	360	133,111	Accident
37	17	25	Brian Vickers	GMAC Chevrolet	331	90,050	Running
38	28	5	Kyle Busch	Kellogg's/"Cars" Chevrolet	313	99,935	Accident
39	20	2	Kurt Busch	Miller Lite Ford	290	122,858	Running
40	42	96	Tony Raines	DLP HDTV Chevrolet	264	81,715	Engine
41	43	55	Michael Waltrip	NAPA Dodge	116	81,605	Brakes
42	32	20	Tony Stewart	The Home Depot Chevrolet	32	135,456	Accident
43	37	88	Dale Jarrett	UPS Ford	0	113,817	Accident

RACE STATISTICS

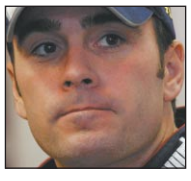
Race time: 4 hours, 39 minutes
Average speed: 128.840 mph
Victory margin: 2.114 seconds
Caution flags: 15 for 66 laps
Lead changes: 37 among 16 drivers
Lap leaders: Scott Riggs 1-35; Elliott Sadler 36; Michael Waltrip 37; Riggs 38-49; Jeff Gordon 50-67; Travis Kvapil 68; Jimmie Johnson 69-92; Greg Biffle 93; Riggs 94-96; Jeff Green 97-109; Mark Martin 110; Green 111-113; Martin 114-130; Jeff Burton 131; Riggs 132-144; Biffle 145-161; Scott Wimmer 162; Denny Hamlin 163-180; Kasey Kahne 181-200; Hamlin 201-203; Biffle 204-248; Riggs 249; Kahne 250-289; Riggs 290-291; Matt Kenseth 292; Kahne 293-305; Riggs 306; Burton 307-317; Bobby Labonte 318; Martin 319-320; Kahne 321-336; Riggs 337-359; Carl Edwards 360-370; Kahne 371-400.

TALK OF TIME TRIALS

Scott Riggs collected his first pole of the season with a speed of 187.865 miles per hour. His Evernham Motorsports teammate, Jeremy Mayfield, was second.

STANDINGS

FIRST



Jimmie Johnson

SECOND



Matt Kenseth

THIRD



Mark Martin

Top 10

1. Jimmie Johnson	1,861	6. Kasey Kahne	1,569
2. Matt Kenseth	1,752	7. Jeff Gordon	1,451
3. Mark Martin	1,652	8. Jeff Burton	1,451
4. Tony Stewart	1,630	9. Kyle Busch	1,437
5. Dale Earnhardt, Jr.	1,590	10. Kevin Harvick	1,426



HHP/ALAN MARLAR PHOTO

NIGHT MOVES: Casey Mears (42) collects Kyle Busch (5) during Sunday's Coca-Cola 600. J.J. Yeley (18) moves to the grass to avoid the accident.

KAHNE:

Johnson's Car Lacks Speed To Keep Up With Kahne

CONTINUED FROM PAGE 2

(his cousin Kole) told me that (Matt) Kenseth was coming. Jimmie and Carl were side by side and I really had nowhere to go, so I was trying to figure it out.

"Finally, the high side opened, and I got Jimmie in three and four and Carl on the bottom a lap later."

Once he got to the lead, Kahne knew he had the horse to go the distance.

"It was (turning) 10 times better than it was the stop before that," Kahne said. "I knew we had a car that could race, and that's all I ever wanted here, to have a car that could race with Jimmie at the end. Every time you get to the end of the race, you know Jimmie Johnson is the guy you've got to beat. We finally got to that point."

Johnson finished second, followed by Edwards and Roush Racing teammate Mark Martin. Kenseth was fifth in another Roush car.

Johnson for one thought he had the race wired when he took four tires on the final stop and the rest of the contenders took two.

"We just didn't have enough speed at the end," Johnson said.

Roush Racing put all five of its cars in the top 10 for the first time since Aug. 22, 2004, at Michigan. Greg Biffle was seventh, and Jamie McMurray finished eighth.

Tony Stewart, who entered the race second in points, melted the bead on his right-front tire just 33 laps into the race and clobbered the turn-one wall. The impact, on the heels of his hard crash Saturday night in the Busch Series race, left Stewart with a fractured right shoulder blade.

To make things worse, he finished 42nd and dropped to fourth in points, losing 138 markers to Johnson.

Kyle Busch, running in the top 10 on lap 314, was eliminated when Casey Mears lost the handle on his Dodge and clipped Busch's rear quarter panel. Busch hit the wall and came to rest in the infield. From there, he jumped out, carried his HANS device to the frontstretch and tossed it at Mears as the latter went past. A NASCAR official was hanging onto his right arm, so Busch tossed it with his left — and missed.

The 21-year-old Busch was summoned to the NASCAR trailer following the race, along with crew chief Alan Gustafson.

New asphalt, hard Goodyear tires and a smaller fuel cell resulted in 15 cautions on the evening, seven less than last year. All but five of the 15 were for crashes or spins.



KORY HALES PHOTO

PIT ROAD: Kasey Kahne's Evernham Motorsports team services his Dodge Sunday during the Coca-Cola 600.

LMS:

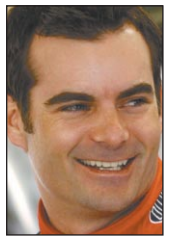
Gordon Lashes Out; Some Give Stamp Of Approval

CONTINUED FROM PAGE 2

two parts of the equation tended to limit it somewhat.

Jeff Gordon was not a big fan of the tires, and it showed in his post-accident and post-race comments.

"The tires were horrible, the worst I think I've ever run on," the four-time series champion said. "They can't grip the race track with a tire like this. It's not necessary. We don't want to blow tires, but we want to be able to race, too."



Jeff Gordon

Fifth-place finisher Matt Kenseth said the track and tires were all right. But the fuel cell didn't thrill him.

"It's fine," Kenseth said of the track and tire combination. "Some people made it work better than others. The surface is great, the small fuel cell made it interesting on pit road. Hopefully, we won't have that small fuel cell next time and maybe a little softer tire, but the pavement is awesome."

Jeff Burton thought the tires did better than expected.

"It's fun slipping and sliding around," Burton said. "I think it's more of a challenge to the team and the driver. I actually like them."

Runner-up Jimmie Johnson put it in perspective.

"It's hard to argue with the fact that we didn't have any tire issues, tires exploding," Johnson said. "If we have enough time on the tire, we'll all learn to adjust our cars to it and put on a good race.

"I'm hoping that the track loses some grip and we can come back on a softer tire and more than anything come back with the right fuel cell in the car."

All-Star-Winning Chevy Back For 600

Yates General Manager Latest Casualty In Team Shake-Up

By Mike Kerchner
Senior Editor

CONCORD, N.C. — After **Jimmie Johnson** won the Nextel All-Star Challenge, his crew chief, **Chad Knaus**, said the team would be bringing a "better" car for the Coca-Cola 600. However, Johnson talked Knaus into changing plans and bringing back the All-Star-winning Chevrolet.

"I think I left here (media center) and Chad came in after. When I saw him when I was leaving, and he said he'd heard that I wanted to bring this car back," Johnson explained. "And I said, 'Absolutely, let's bring it back.' He asked me if we could sit on it overnight. And the next morning we talked, and he'd already had the guys in the shop working on this car and getting it turned around."

NASCAR NOTES

✻■ Robert Yates Racing has struggled with performance, and driver **Dale Jarrett** recently announced he will leave the team at the end of the year to drive for Toyota.

As a result, heads have begun to roll in the Yates camp with the firing of RYR General Manager **Eddie D'Hondt**.

"We are re-evaluating the way we are doing business from the top down," said team-owner **Robert Yates**. "This is a performance-based business, and we have to evaluate the performance of where our cars are now. That begins with understanding our cars."

"Right now, we are a victim of our own success," Yates said. "For so many years we were successful with the formula we used to run this team. We stayed small and didn't grow as fast as the technology in the sport has grown. What worked five years ago doesn't work now. We know we've fallen behind in that respect."

As well, **Raymond Fox III** has been moved to the Nextel Cup Series shop to work with **Elliott Sadler's** No. 38 team.

■ Team-owner **Rick Hendrick** said the state of the Busch Series with the high level of participation from Cup teams and drivers has changed the way he will look at developing drivers.

"Right now, we've been through the driver-development program," Hendrick said. "It's an expensive process with the change in the attitude of the Busch Series. A few years back, if you had a young guy, he could make the field and there weren't a ton of Cup drivers there. It's really hard today to train young people and bring young drivers along. The Truck Series is the way to go.

"The Busch Series is where you really want them, but there's only so many spots available. I'm guilty. I'm one of the owners that have Cup drivers too (in the Busch Series) so I'm talking about myself. We're forced because the drivers want to drive in the race. We need the track time. It's hard to find a venue to run some of these young people in and find the talent.

"I think you're going to see more and more folks have to go to the Truck Series, then move them up into Busch."

■ On the verge of missing his first Cup race in 261 starts after failing to qualify, **Michael Waltrip** bought the No. 74 car owned by McGlynn Racing and qualified by **Derrike Cope**. The car was repainted in NAPA colors, but owner points went to the McGlynn team.

■ Hendrick also confirmed crew chief **Chad Knaus** is under contract through 2007.

"Chad's under contract through '07. I don't know how that all got on the street that we weren't re-upping Chad. Usually with crew chiefs about a year in advance is enough. We're happy with Chad. I think Chad is happy there," Hendrick said. "He plays a big part in not just the 48 team but our whole organization. We look for Chad to be with us for a long time. We talked this week about trying to go ahead and finish up a contract with him to go ahead and put that to bed."

■ **Jeremy Mayfield** turned 37 on Saturday and addressed rumors about his future.

"I'm driving for **Ray Evernham** Motorsports," he said. "Speculation starts when you're not running good. Things happen and you end up in the rumor mill. You're not only running bad, trying to get out of the hole you're in, but then that stuff starts. That's normal. It happens."

■ **Dale Earnhardt, Jr.** believes it is difficult for new teams entering the Cup Series to compete with the existing operations.

"I don't know if you could build a team from scratch anymore like some of these guys are trying to do now. You've got these new multiple-car teams that just won't let you in," he said. "It's like the mom & pop country store down the road that are getting run out of town by 7-Eleven. But you can't even start that stuff up no more, you know what I mean? I don't know if I'd really come out of the box with something new as opposed to being a part of something already there."

■ **Kyle Busch** pled guilty to improper driving and was fined $150 as a result of a misdemeanor reckless driving charge he received in Richmond, Va., last month. The 20-year-old driver also had to pick up the tab for $61 in court costs.

■ **Elliott Sadler** bruised his knee when he fell from the stage during an appearance at Speed Channel's "Trackside" program on location in downtown Charlotte. He raced in both the Busch race and the Cup race.

■ Nextel Cup Series rookie **David Stremme** will compete in the Hantz Group 200 ARCA RE/MAX Series race June 16 at Michigan Int'l Speedway. He will fill in for **Steve Wallace**, who has a Busch Series commitment at Kentucky Speedway the same weekend, in the RWI No. 61 Dodge.

■ Truck Series driver **Bobby Hamilton** was named the first-quarter winner of the National Motorsports Press Ass'n/Pocono Spirit Award. Hamilton is undergoing treatment for head-and-neck cancer and helped organize the Craftsman for a Cure charity event.

■ **Ricky Rudd** kept a low profile during the first five months of his retirement from Nextel Cup racing, but the Virginia native was back in a race car this week, testing a Grand American Road Racing Championship Daytona Prototype owned by Synergy Racing at Mid-Ohio Sports Car Course. Rudd is expected to compete in several Grand Am events later this year.

■ Polesitter **Scott Riggs** thought he had lost a cylinder during the final practice of the day Saturday. The crew changed the spark plugs and looked for loose plug wires and Riggs returned to the track. After running three laps, he returned to the garage and told the crew that everything was fine.

Editorial Assistant Richard Hord contributed to this report.



RICH ICELAND PHOTO

HOT SEAT: After Sunday's 15th-place finish, how secure is Jeremy Mayfield's seat at Evernham Motorsports?

Kahne Takes A Major Step With 600 Victory

CONCORD, N.C.

Another Coca-Cola 600 is in the books, and for the first time in quite a while. Jimmie Johnson wasn't the winner.

Kasey Kahne was, and the prevailing emotion following that victory was, "It's about time."

Kahne has been wicked-fast since he first strapped into one of Ray Evernham's Dodges in 2004. He hasn't, for the most part of that time, been the kind of cagey racer he was Sunday night at Lowe's Motor Speedway.

Part of that can be explained away by his youth. Another part can be chalked up to inexperience, and some more can be attributed to the fact that racing has its share of bad luck.

On Sunday night, however, Kahne took the step that might just propel him into The Chase and into contention for a series title.

A couple of years ago, Kahne had a chance to win this race but lost it in a battle with Roush Racing's Mark Martin.

"I was going for a million dollars, trying to put on a great show for the fans," Kahne said. "I just lost the car. Mark got close to me and took the air off and I ended up losing it. It was a tough race: we would have loved to have won that one.

"Tonight was ours."

Indeed it was. When he passed first Johnson and then Carl Edwards on consecutive laps to take the lead with less than 30 laps remaining, you sort of knew it was over. Oh sure, everyone kept waiting for Johnson or Edwards to make a run at Kahne, but it never materialized.

"I just couldn't catch him," Johnson said after the race. "The way the race ran out, I don't think I would have had a shot at the 9, but maybe I'd have been a little closer to him."

Johnson, who knows a thing or two about being fast at Lowe's, said he couldn't believe that Kahne was so fast in the late stages of the race.

"I couldn't believe that the speed that Kasey could have at the beginning of the run and still carry it to the end," he said.

WIDE OPEN



RON LEMASTERS, JR.

Kahne and his crew made the adjustments that they hadn't made in the past when they had chances to win, and that was the difference.

"We just kept working together to figure out the right adjustments," Kahne said. "I knew we needed to make some big adjustments to win this race. The guys stepped up on pit road, adjusted the right rear and put some tape on the front, and the car took off."

So, Sunday night at Lowe's Motor Speedway just might wind up as the magic moment when Kahne and his crew finally started to deliver on all the promise they've shown in the past three seasons.

All three of Kahne's victories this season have come in the car he won with on Sunday, and it was the first time he'd won a race without starting on the pole.

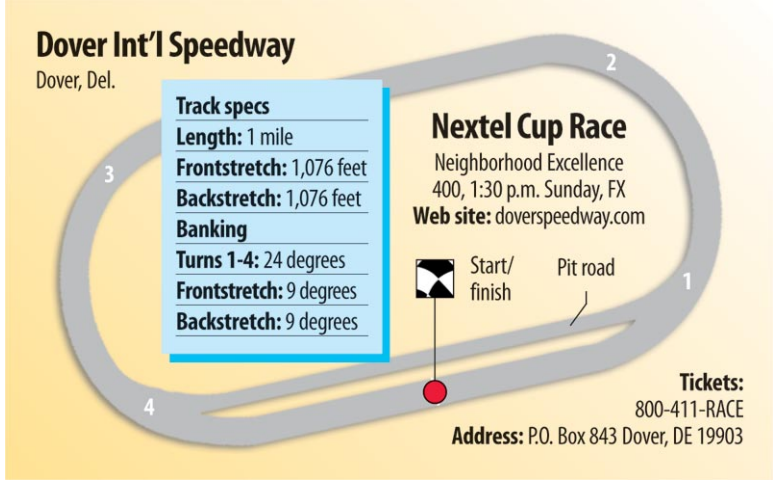
It's about time.



HHP/HAROLD HINSON PHOTO

ALL ALONE: Kasey Kahne won the Coca-Cola 600 by 2.114 seconds Sunday at Lowe's Motor Speedway in North Carolina.

UP NEXT



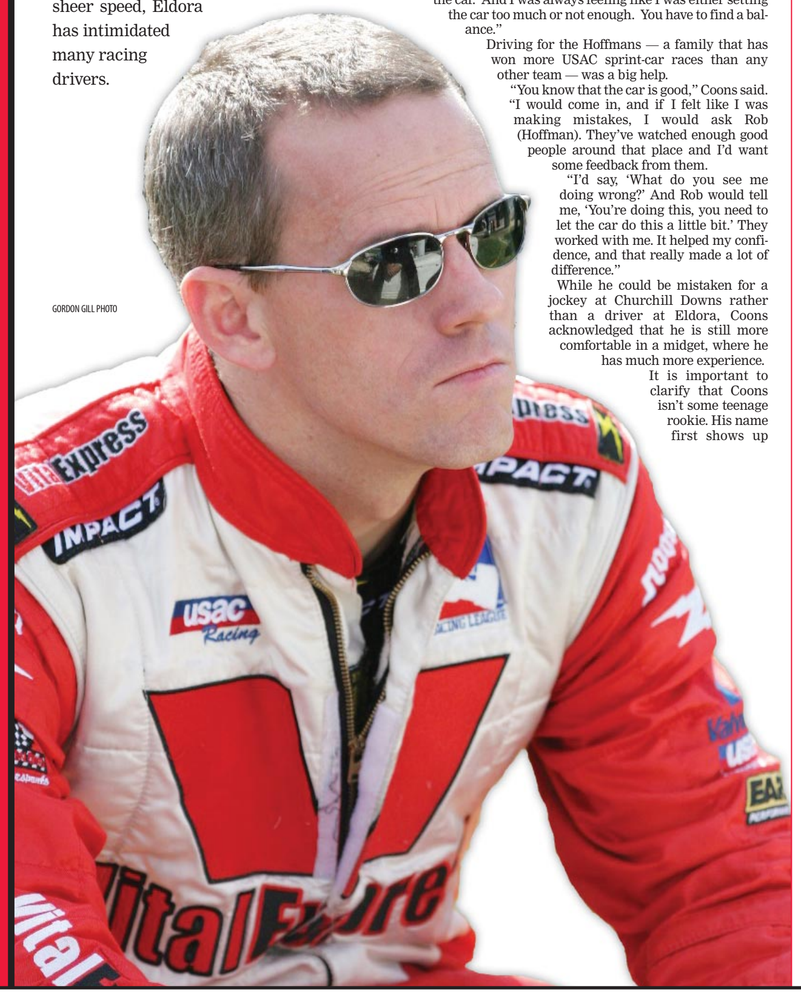
SEARCH AND SEIZE

Coons Sniffs Out Winning Seats Wherever He Goes, Capitalizes

By Mike O'Leary
NSSN Correspondent

At Ohio's Eldora Speedway, the frame of a winged sprint car will bow from the centrifugal forces when running through a turn at top speed. The non-winged sprint cars aren't nearly as fast, but Eldora's wide, high-banked turns still allow them to carry plenty of momentum when dicing wheel to wheel.

While fans like it for the sheer speed, Eldora has intimidated many racing drivers.



GORDON GILL PHOTO

Winning at Eldora is a milestone of any driver's career. Everything has to be just right — no mistakes, no failures and no bad luck. When Jerry Coons, Jr. took the checkered flag at Eldora in April, capturing the opening event of the 2006 USAC National Sprint Car Series schedule, it was huge.

"That's probably the biggest win that I've had because Eldora is a place that did intimidate me a lot," Coons admitted. "I struggled there. It was one of the places that I never could adapt to for some reason, especially in a sprint car. So, to be able to go there and win was just incredible.

"I just had a hard time. Eldora is a weird place. As big as the corners are and as fast as you're going, you've got to run straight. But at the same time you don't run the place straight like you do a Belleville. You still have to set the car. And I was always feeling like I was either setting the car too much or not enough. You have to find a balance."

Driving for the Hoffmans — a family that has won more USAC sprint-car races than any other team — was a big help.

"You know that the car is good," Coons said. "I would come in, and if I felt like I was making mistakes, I would ask Rob (Hoffman). They've watched enough good people around that place and I'd want some feedback from them.

"I'd say, 'What do you see me doing wrong?' And Rob would tell me, 'You're doing this, you need to let the car do this a little bit.' They worked with me. It helped my confidence, and that really made a lot of difference."

While he could be mistaken for a jockey at Churchill Downs rather than a driver at Eldora, Coons acknowledged that he is still more comfortable in a midget, where he has much more experience.

It is important to clarify that Coons isn't some teenage rookie. His name first shows up in USAC's records in 1987, nearly 20 years ago. At that time, he was just 16 years old and had already claimed a victory in his father's midget at El Paso's Speedway Park. He was racing regularly in a regional USAC series based near his home in Tucson, Ariz., and occasionally went on the road to run events like the Turkey Night Grand Prix at Ascot Park.

After years of racing and winning in midgets and sprints, a big break came in 1996 when Rusty Kunz hired Coons to drive at the Belleville Midget Nationals and he got to know John Godfrey, founder of the Stealth chassis business. Big breaks only work when you take advantage of them, which Coons did, capturing the Friday preliminary feature and finishing 10th in Saturday's nationals.

This led to a ride in the Esslinger "house car" in 1997 and a late-season opportunity to race with Larry Martz at Eldora and Terre Haute.

"I had never been to either one of those race tracks," Coons said. "We were OK at Eldora (finished ninth), and I know Larry felt bad. He said he put the wrong compound of tire on. Then I was leading Terre Haute when we ran out of fuel with five laps to go. So, it was at that point that I thought, 'I think I can race with these guys.'"

It was a turning point for Coons. He was ready to race full time on USAC's national tour, and Godfrey introduced him to Mark Dailey, who was manager and chief mechanic for CED Racing — one of the top Stealth teams. Coons competed in the Turkey Night Grand Prix at Ventura with CED, finishing seventh, and then went to Las Vegas, where he ran fifth ahead of CED teammate J.J. Yeley.

He raced full time with CED the next two seasons and showed that he belonged. In 1998, he notched eight midget victories in races sanctioned by USAC, Badger, MARA and NAMARS, and recorded another Belleville preliminary victory and finished fourth in USAC's national midget standings. The next year, even though Coons scored a victory at 16th Street Speedway — the converted Indianapolis Indians ballpark — and stepped up to third in the points, the CED team was beginning to unravel around the edges.

"We should have been a lot better in 1999," Coons said. "We had a lot of motor issues and DNFs. If it wasn't for that we would have had a really good shot at winning the championship. We ran some in 2000, but it was real spotty. I actually ran more sprint-car stuff, I just didn't race a lot in 2000."

Good rides became hard to find, and the high point of a difficult year was a one-off opportunity in Keith Kunz's midget that resulted in a USAC victory at Michigan's Hartford Speedway Park.

The next couple of seasons weren't much better, as Coons began working his way back into a full-time ride. In 2001, he drove a limited midget schedule for John Lawson and collected a USAC victory on the asphalt of Anderson Speedway. He also had 13 starts in USAC's Silver Crown series, where he recorded three runner-up finishes and earned the most-improved driver award.

If Coons became frustrated, it didn't show. That's not his style. He's low-key and soft-spoken, and when he says something, you have the feeling you can take it to the bank. He hadn't made the long journey from Arizona's dirt tracks to USAC's national series to give up without a fight. He made the most of his opportunities and raced every chance he had. When the cards didn't fall right, he kept his head up and looked to the next race. In time, it started to pay off.

When Tracy Hines moved up to NASCAR's Craftsman Truck and Busch series, it opened a couple of doors. Hines was the full-time driver in the Wilke-Pak midget. The team asked Coons to substitute.

"There's just not a lot of full-time rides, especially in the midget series," Coons said. "Tracy has been with Wilkes a long time and there's loyalty there, which is good. I respect that. Certainly any opportunity is good, so I jumped in and filled in there."

With Coons and Hines splitting the driving, the Wilkes captured the midget car-owner title. In nine races, Coons finished fifth or better in all but two and recorded the team's only victory, on Salem's high banks. Racing for three different teams during the season, Coons finished second in the standings and won the Belleville Nationals.

"You have to work your way into it," Coons said. "Doing that last year, having good runs and being there opened up the door for this year, to be in the car full time. You kind of have to take the bad with the good, and sometimes things just take a little bit of time to work out."

The situation with the Hoffman Racing sprint car was similar. They asked him to drive the dirt races when Hines wasn't available. The arrangement paid dividends when he scored his first USAC National Sprint Car victory on the opening night of the Western World Open at Phoenix's Manzanita Speedway — a track he ran often while cutting his racing teeth. The performance led to Coons returning to the seat of the Hoffman machines at dirt tracks this year.

After the up-and-down roller-coaster ride the past decade, Coons is now in the busiest season of his career. He has returned to the seat of the R.E. Technologies Silver Crown cars for selected events.

In addition to his USAC duties, he is again wheeling Carl Warnke's midget in Badger competition at Sun Prairie (Wis.) and other races, including the POWRi series, as their schedules allow.

If he has learned anything, it is to be versatile and take advantage of every opportunity. The season began at the Chili Bowl, included midget racing in Australia before coming back for USAC's opening events at Phoenix, then added midget and winged sprint-car competition in Arizona. And as Coons pointed out, "Of the seven races I've won so far this year, they've been in six different cars."

Which brings us full circle to the victory in the opening sprint-car event at Eldora. While he is a strong contender for the 2006 midget title, he is also painfully close to being in the mix for the USAC sprint-car championship as well. Last season, he finished seventh in points, even though he only ran one pavement event.

"All you can do is go run all of the dirt shows and work on getting all of the pavement that you can. There are just not a lot of guys running both, so that's the frustrating part," Coons said. "Looking at where you're at and thinking, 'Well, if we could have averaged a 10th-place finish in the pavement shows, this is where we could be in points.'

"You have to take what they give you. It's all about versatility and seizing opportunities."



GEORGE LEVY PHOTO

JERRY COONS, JR. FILE

Birthdate: April 12, 1972
Hometown: Tucson, Ariz.
Marital status: Wife, Teresa
Where he came from: Coons began in go-karts at age 9 and midgets at 14. He ran with the Arizona midgets in 1987, earned the most-improved driver award that year and went on to win nine races in 1989. His USAC debut came in a 1987 midget event.
Where he is now: Coons is a regular in all three of USAC's national touring series. He drives the No. 11 Wilke-Pak midget, the No. 69 Hoffman sprinter on dirt and the Carl Edwards/Riley Technologies Silver Crown machine. He also is running the full Badger Midget schedule.

USAC Sprint Car Standings

Driver	Points
1. Josh Wise	477
2. Levi Jones	455
3. Bud Kaeding	448
4. Darren Hagen	429
5. Bryan Clauson	417
6. Mat Neely	416
7. Dave Darland	378
8. Jay Drake	353
9. Jerry Coons, Jr.	349
10. Brady Short	259

USAC Midget Standings

Driver	Points
1. Dave Steele	155
2. Michael Lewis	149
3. Bobby Santos III	147
4. Jerry Coons, Jr.	140
5. Ron Gregory	134
6. Jay Drake	121
7. Dave Darland	117
8. Billy Wease	116
9. Cole Carter	104
10. Stephanie Mockler	98



GEORGE LEVY PHOTO

MR. EVERYTHING: Jerry Coons, Jr. works around USA Race Park on his way to victory in the April 15 Arizona Sprint Car Ass'n event in Tucson. "Of the seven races I've won so far this year, they've been in six different cars," said Coons, who's also a regular in USAC's three national series and with the Badger Midget Series.

> *"You have to take what they give you. It's all about versatility and seizing opportunities."*
> **Jerry Coons, Jr.**

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 9 of 23: O'Reilly NHRA Summer Nationals, May 28, 2006
Heartland Park Topeka, Topeka, Kan.

FINAL RESULTS

TOP FUEL



Doug Kalitta

FUNNY CAR



Ron Capps

PRO STOCK



Dave Connolly

Top Fuel

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
FIRST ROUND								
1	Melanie Troxel	6.492	177.30	def.	16	Alan Bradshaw	9.793	86.32
15	Doug Herbert	4.981	282.13	def.	2	Cory McClenathan	5.010	294.95
3	Doug Kalitta	4.667	310.20	def.	14	Rod Fuller	6.684	303.23
4	Tony Schumacher	4.678	302.75	def.	13	Bob Vandergriff, Jr.	4.820	253.37*
12	Clay Millican	4.833	278.86	def.	5	David Baca	6.891	116.58
11	David Grubnic	4.700	302.82	def.	6	J.R. Todd	4.696	301.74
10	Morgan Lucas	4.727	279.32	def.	7	Hillary Will	4.707	305.08
8	Brandon Bernstein	4.625	301.27	def.	9	Larry Dixon	4.755	295.08
SECOND ROUND								
10	Morgan Lucas	4.785	261.93	def.	15	Doug Herbert	4.984	251.63
8	Brandon Bernstein	4.648	311.27	def.	1	Melanie Troxel	4.786	293.09
3	Doug Kalitta	4.748	293.73	def.	11	David Grubnic	9.990	88.81
12	Clay Millican	4.772	289.38	def.	4	Tony Schumacher	6.133	155.08
SEMIFINAL								
3	Doug Kalitta	4.712	304.39	def.	10	Morgan Lucas	5.016	241.37
8	Brandon Bernstein	4.707	304.12	def.	12	Clay Millican	5.129	249.35
FINAL								
3	Doug Kalitta	4.675	310.98	def.	8	Brandon Bernstein	4.691	307.09

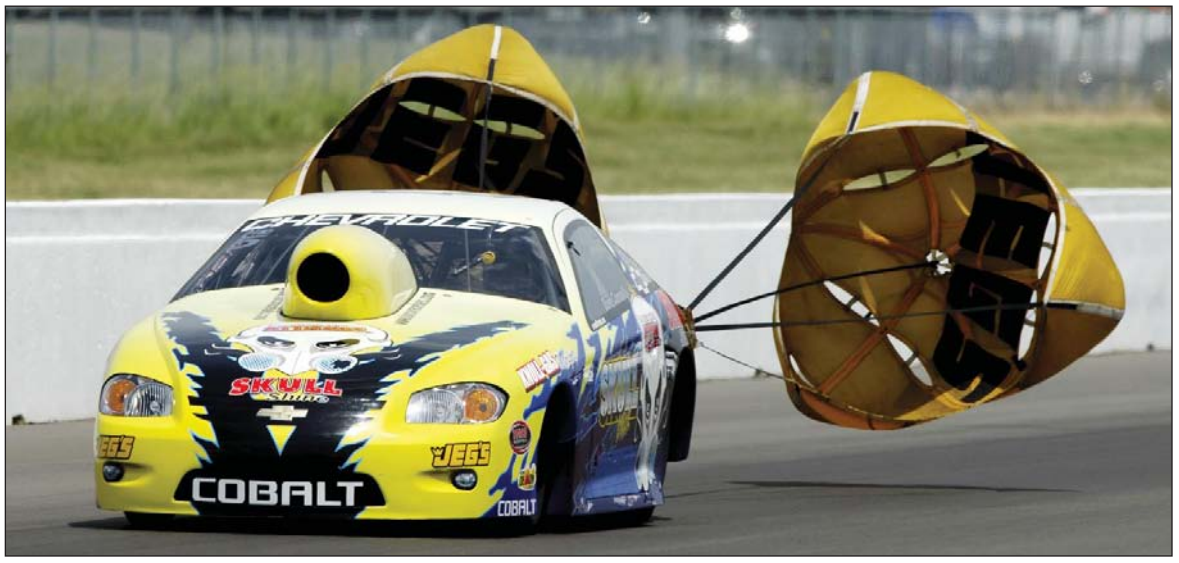
Funny Car

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
FIRST ROUND								
1	Robert Hight	4.964	298.07	def.	16	Gary Densham	5.362	201.73
2	John Force	4.846	304.39	def.	15	Tim Wilkerson	5.087	289.20
3	Eric Medlen	4.977	301.54	def.	14	Mike Ashley	4.972	300.53
4	Ron Capps	4.993	296.57	def.	13	Cruz Pedregon	5.104	291.32
5	Whit Bazemore	4.997	301.33	def.	12	Tommy Johnson, Jr.	5.019	299.53
6	Tony Pedregon	4.985	295.14	def.	11	Tony Bartone	5.253	253.14
7	Scott Kalitta	4.939	293.98	def.	10	Phil Burkart	5.108	292.20
8	Gary Scelzi	4.946	303.03	def.	9	Frank Pedregon	6.118	164.79
SECOND ROUND								
4	Ron Capps	4.985	295.92	def.	5	Whit Bazemore	4.994	298.40
6	Tony Pedregon	5.044	294.43	def.	3	Eric Medlen	5.097	251.53
2	John Force	5.381	256.94	def.	7	Scott Kalitta	8.876	89.43
1	Robert Hight	4.977	293.09	def.	8	Gary Scelzi	5.008	297.61
SEMIFINAL								
2	John Force	4.968	295.85	def.	6	Tony Pedregon	5.092	261.67
4	Ron Capps	4.974	299.46	def.	1	Robert Hight	4.989	295.14
FINAL								
4	Ron Capps	4.992	293.54	def.	2	John Force	6.162	150.53

Pro Stock

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
FIRST ROUND								
1	Erica Enders	13.039	65.21	def.	16	Max Naylor	6.869	201.13*
2	V Gaines	6.828	201.55	def.	15	Mark Pawuk	6.883	200.59
3	Dave Connolly	6.827	201.70	def.	14	Ron Krisher	6.847	200.77
4	Greg Anderson	6.832	201.52	def.	13	Mike Edwards	6.814	201.58
12	Warren Johnson	6.842	201.55	def.	5	Jim Yates	6.846	201.49
6	Rickie Smith	6.844	201.79	def.	11	Richie Stevens	6.884	200.11
7	Allen Johnson	6.852	201.01	def.	10	Jason Line	6.852	201.16
9	Kurt Johnson	6.849	201.04	def.	8	Larry Morgan	6.845	201.49
SECOND ROUND								
9	Kurt Johnson	6.848	201.94	def.	1	Erica Enders	14.745	56.00
4	Greg Anderson	6.826	201.79	def.	12	Warren Johnson	6.860	201.25
2	V Gaines	6.845	201.61	def.	7	Allen Johnson	6.868	200.71
3	Dave Connolly	6.839	201.22	def.	6	Rickie Smith	6.848	201.46
SEMIFINAL								
3	Dave Connolly	6.845	201.22	def.	2	V Gaines	6.833	201.31
9	Kurt Johnson	6.8962	200.95	def.	4	Greg Anderson	6.843	201.37
FINAL								
3	Dave Connolly	6.844	201.34	def.	9	Kurt Johnson	6.836	201.70

** — Denotes red light*



DAVE KOMMEL PHOTO

FULL SPEED AHEAD: Pro Stock driver Dave Connolly releases his parachutes after a round at Heartland Park Topeka Sunday afternoon. Connolly became the first driver to win more than once in Pro Stock this season.

Connolly, Kalitta, Capps Take Wallys

TOPEKA, Kan. — POWERade Series point-leader Ron Capps made it a perfect three-for-three in 2006 final rounds against John Force when he sped past the tire-spinning NHRA icon Sunday in the Funny Car finals at the O'Reilly Summer Nationals.

Capps, who extended his lead to 109 points, was joined by Top Fuel driver Doug Kalitta and red-hot Pro Stock racer Dave Connolly in the winner's circle at Heartland Park Topeka, site of the Memorial Day Weekend $1.9 million O'Reilly NHRA Summer Nationals presented by Castrol GTX.

Although Force holds a hefty 37-to-15 lead in lifetime head-to-head races against Capps, he's just 7-5 versus Capps when a trophy is on the line, including the dismal 0-3 mark he's accrued this year.

"It's fun running so tight against Force," said Capps, who became the first driver to win in the new Dodge Charger body. "When we get to the final it always seems like it's him in the other lane. It's hard to build a cushion. You get to a final and you end up hoping you don't lose the race and give him back 20 points.

"It's so brutal."

The Topeka final started off favoring Force, as he left the starting line three hundredths of a second ahead of Capps's Brut hot rod. But Force started hazing his tires at 400 feet and Capps was able to scoot past for an easy 4.992-second, 293.54-mile-per-hour victory over Force's resigned 6.162-second run at 150.53 mph in the Castrol GTX Ford Mustang.

Mac Tools racer Kalitta handed Budweiser's Brandon Bernstein his second-career final-round loss in 12 tries with a wire-to-wire job. Both of Brandon's final-round losses have come against Kalitta, who trimmed Melanie Troxel's championship lead from 154 to 96 points at this event. Kalitta has won three of the last four races.

"We've definitely got some good momentum going right now," Kalitta said. "A lot of it has to do with the great support we get from our teammates. It's a great team effort over here with Connie (Kalitta) leading the whole thing. We're having some fun and we feel like we can give anyone a run this year."

The first repeat winner in the Pro Stock class, Connolly has triumphed in two of the last three races since crew chief Tommy Utt took over tuning duties on his Skull Gear Chevrolet Cobalt. He's moved from 12th to fifth place in the rankings during his recent streak.

"It's been a complete 180-degree turnaround since Tommy came on board," Connolly said. "The deal is that all engines are run differently with the chassis you use. The fact Tommy has worked with Cagnazzi horsepower before made it super easy for him to come in here and apply what he knows to our car. He didn't need to adjust to anything new."

Greg Anderson's semifinal finish helped him increase his lead in the POWERade standings from 30 to 73 points over teammate Jason Line.

For the ninth time in nine events to begin the 2006 season, neither of the No. 1 qualifiers in the nitro categories (Melanie Troxel in Top Fuel or Robert Hight in Funny Car) won the race. Troxel was ousted by Bernstein in the quarterfinals while Hight was beaten by Capps in the semifinals.

Wally Parks Honored With The Bob Russo Founder's Award

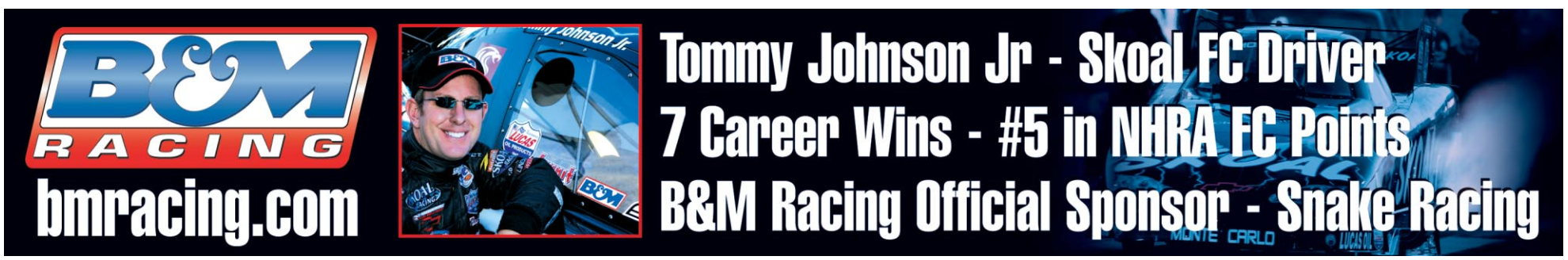
INDIANAPOLIS — Wally Parks, at age 93 the oldest living patriarch of a modern motorsports organization, was honored Saturday with the Bob Russo Founder's Award by the American Auto Racing Writers & Broadcasters Ass'n.

The announcement was made at AARWBA's annual breakfast at the Indianapolis Motor Speedway. It is presented annually to a member who has worked diligently to further the organization in its goals to represent the media who cover the sport of motor racing throughout the United States

Parks was cited for his profound interest, tireless efforts and undying dedication to auto racing as exemplified by Russo throughout his lifelong career.

Russo died Sept. 17, 1999, at the age of 71.

Parks, founder of the National Hot Rod Ass'n and the Wally Parks NHRA Motorsports Museum, is a longtime member of AARWBA. He created the Museum to keep alive the history of hot rodding, drag racing and other forms of motorsport.



Petty's Words Surprise Lady Drag Racers

By Susan Wade
NSSN Correspondent

INDIANAPOLIS — Richard Petty chose a poor weekend to restate his opinion that women don't belong in motorsports.

"I just don't think it's a sport for women. And so far, it's proved out. It's really not," the NASCAR legend said.

He evidently doesn't keep up with the National Hot Rod Ass'n or what happened at the O'Reilly Spring Nationals at Heartland Park Topeka.

Top Fuel's Melanie Troxel and Pro Stock's Erica Enders led their respective fields after qualifying. In joining Funny Car's Robert Hight, they marked the first time in NHRA history that two women have earned No. 1 qualifying positions at the same event. Enders became the first female in NHRA history to lead the Pro Stock lineup.

"These are the kind of things we should expect to happen," Troxel, Top Fuel point leader in the Skull Shine/Torco Dragster, said. "So many women have come before us that it's just a non-event to me. I'm not surprised one bit that women are doing well. What's good to see is that good drivers are getting opportunities with good teams, and some of those drivers just happen to be female."

Petty also said of female race-car drivers, "It's good for them to come in. It gives us a lot of publicity. It gives them publicity. But as far as being a real true racer, making a living out of it, it's kind of tough."

In the NHRA, where Shirley Muldowney beat the boys as a three-time Top Fuel champion and Angelle Sampey has earned three Pro Stock Motorcycle titles, gender is not a hot topic, but Petty's comments did draw reaction.

Said Enders after earning her distinction, "I was a Petty fan — until yesterday. But there are some people that are stuck in the old day and that are chauvinistic, and I think it just goes to show, I don't know, their ignorance. We're out here, trying just as hard. And you know when given the opportunity, like Melanie and myself, Hillary Will, Angelle Sampey and Karen Stoffer, and Danica [IRL's Patrick], I think when given the opportunity we can definitely prove ourselves. I think gender plays absolutely no role in what we do."

Troxel, too, said she thought Petty's opinion was outdated.

"Well, you know, he's certainly entitled to his opinion, and with all due respect to him, I think he grew up in a different time and a different place," the 33 year old said. "And I don't really think that his opinions are necessarily relevant in this day and age."



DAVE KOMMEL PHOTO

FAST IN RED: Mac Tool's driver Doug Kalitta and Brandon Bernstein competed for the top spot in the O'Reilly NHRA Summer Nationals.

Kalitta Chops Into Troxel's Point Lead

TOPEKA, Kan. — **Doug Kalitta**, clutching the third Wally statue he has won in the past four Top Fuel finals, sent a special hello to his father, **Doug, Sr.**, who was home in Michigan battling lung cancer.

The Mac Tools Dragster driver's victory came in the 50th final-round appearance of his drag-racing career. The title in Topeka is his 27th NHRA national-event victory.

NHRA NOTES

"It was important for us to capitalize today after **Melanie [Troxel]** got knocked out early," he said.

Kalitta, second in the standings, sliced Troxel's lead from 154 points to 96 heading into the June 8-11 Carquest Nationals at Route 66 Raceway at Joliet, Ill.

He had gotten a jolt at Columbus, Ohio, the previous Sunday, when **Larry Dixon** halted his eight-round eliminations streak in round one. "Ever since we lost that first round in Columbus, I've wanted to jump back in the car," Kalitta said.

■ **John Force** is second in the Funny Car standings, 109 points behind leader and Topeka winner **Ron Capps**. And the entire Force Racing contingent, including No. 3 **Robert Hight** and No. 4 **Eric Medlen**, are all within 144 points of each other. At Topeka, the trio — in order: Hight, Force, Medlen — qualified 1-2-3.

"This is a good deal, except no one who has qualified No. 1 this year [in Top Fuel or Funny Car] has ended up winning the race," Hight said after earning his second-straight No. 1 berth. Force Racing has swept all nine No. 1 qualifying awards this season (Force 4, Hight 3, Medlen 2). However, the 16 No. 1 qualifiers in Top Fuel and Funny Car this season have fared badly in eliminations, with no winners and only one runner-up.

■ Funny Car contender **Del Worsham** failed to qualify, snapping his streak of 97 straight appearances. His last DNQ came at the March 2002 Gatornationals in Gainesville, Fla.

He said he won't whine about his situation, but he did say that the qualifying dynamics have changed.

"It is what it is, and we're not going to cry about it," Worsham said. "We're not on suicide watch. We're not screaming and yelling at each other. We just blew it on Friday and had too steep a hill to climb today. We didn't make the perfect run, and we came up short."

Strategizing about the Friday night session, though, has become critical, he said.

"These Friday night runs are great for the fans and great for the tracks, and I understand why we do it, but the schedule really worked against us here," Worsham said. "It gets to be 'all or nothing' with the late run on Friday, and you just can't mess up on that one if the daytime temperatures are up. So, of course, we had a gremlin, it caused the cylinder to drop and we ended Friday outside the field."

■ **Morgan Lucas** extended his winning streak against **Hillary Will** to 4-0 in the opening round of Top Fuel eliminations. Will looked as though she might break her jinx against Lucas, but he used a quicker reaction time (.083 second to her .125) to defeat her with a slower 4.727-second elapsed time at 279.32 mph. Will ran a 4.707 at 305.08. However, he is 0-5 this season against **Melanie Troxel**.

■ In a battle of champions, **Clay Millican** halted his head-to-head losing streak against **Tony Schumacher** at six races. Millican, the five-time International Hot Rod Ass'n champion, was off the starting line first in his Koretsky/Werner/Motel 6/OCC Dragster, and Schumacher smoked the tires on his U.S. Army Dragster in their quarterfinal pairing. Millican, who qualified 12th, won his opening-round matchup against No. 5 **David Baca** when Baca's last-minute lane choice backfired. Baca also went up in smoke right away. Millican lost in the semifinals to **Brandon Bernstein**.

■ **Erica Enders** dodged a bullet in her first-round Pro Stock matchup against **Max Naylor**. Her Slammers Ultimate Milk Chevy Cobalt encountered a mechanical problem and coasted to the finish line with a 13.039-second elapsed time at 65.21 mph. But Naylor took off too early and was disqualified. Her luck ran out against eventual runner-up **Kurt Johnson** in the quarterfinals, as she had tire shake and he took off and ran away for the victory.

Snake Has Too Much To Offer To Be Sponsorless

INDIANAPOLIS

Skip Allum said his first self-imposed task as Snake Racing Team Manager was to ask boss Don Prudhomme for his goals or some sort of mission statement for the organization.

He asked, "Before I make any decisions with you or on my own representing you, I need to know: What are you about? What's the one thing I need to always keep in mind about you?" Replied Prudhomme, "My desire to grow the sport."

Said Allum, "That's what it all boiled down to."

For example, Prudhomme, he said, might "call the NHRA and say, 'Hey, I watched the telecast the other day, and the grass didn't look too green along the dragstrip. Maybe when we go back there next year, we can spray-paint that green so it looks better on television, that when people watch it, it'll look more like a Cup race or a football game. It'll have a better presentation." He comes up with things like that all the time. He's very, very, very detailed oriented.

"At first I thought, 'Wow. How high maintenance is this deal going to be?' But then I thought about it and I said, 'Maybe there are only a few certain, select individuals — the Prudhommes and the Penskes and other successful businessmen — who have that attention to detail and that passion that gets them to that level."

But once they get to that level, how, better yet why, must they operate from square one again?

That's the situation into which Prudhomme has been thrust with Miller Brewing Company's announcement last week that it won't be back as sponsor for popular two-time champion Larry Dixon's Top Fuel dragster.

Jackie Woodward, Miller's vice-president of programming, media and marketing assets, said this was a difficult but necessary decision, for the company strives to make the most effective use of its marketing expenditures.

"We want to thank Don Prudhomme, Larry Dixon and the entire Prudhomme Racing team for being such great partners and brand representatives [during] the past 11 years," Woodward said. "It has been an honor to be associated with them – including NHRA Top Fuel championships in 2002 and 2003 — and we look forward to celebrating several successes on the track together during the rest of this season."

That's it for 11 bust-your-butt years?

Prudhomme said, "Our time with Miller has been very productive and enjoyable, and I would like to thank everyone at Miller, from the folks in Milwaukee to the many distributors that have supported Larry and our team through the years.

"Snake Racing," he said, "has always prided itself in representing our sponsors in a professional, responsible and successful way, both on and off the race track."

The Prudhomme-Miller partnership began in 1995, as Dixon burst onto the scene, winning four races that included the first of his three prestigious U.S. Nationals triumphs en route to NHRA Rookie of the Year honors. Dixon also became only the third rookie ever to win the $100,000 Budweiser Shootout. He also set national elapsed-time records and finished third in the standings in his inaugural season.

Dixon has earned 38 Top Fuel victories and ranks No. 3 on the all-time list. He's just one away from tying Kenny Bernstein for No. 2 and needs just 14 more to tie Joe Amato for the most ever in the class.

So, Larry Dixon deserves better than a pile of Miller Lite empties.

And Don Prudhomme deserves better than being forced to go hat in hand to a Corporate America that doesn't seem to understand the excellent value of a drag-racing sponsorship.

Surely some enlightened company will come to the rescue — and soon — of this man who has a desire to see the sport grow.

Friends don't let friends drive unsponsored.

THE STRAIGHTLINE



SUSAN WADE

UP NEXT

Carquest Auto Parts NHRA Nationals, June 8-11, Route 66 Raceway, Joliet, Ill.

STANDINGS

TOP FUEL



Melanie Troxel

FUNNY CAR



Ron Capps

PRO STOCK



Greg Anderson

Top Three

1. Melanie Troxel	748	1. Ron Capps	781	1. Greg Anderson	632
2. Doug Kalitta	652	2. John Force	672	2. Jason Line	559
3. Brandon Bernstein	608	3. Robert Hight	552	3. Jim Yates	543

FORMULA ONE

RACE REWIND

Race 7 of 18: Grand Prix de Monaco, May 28, 2006
Circuit de Monaco, Monaco

FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Juan Pablo Montoya

THIRD



David Coulthard

Fin.	St.	Driver	Country	Team	Laps
1	1	Fernando Alonso	Spain	Mild Seven Renault F-1 Team	78
2	4	Juan Pablo Montoya	Colombia	Team McLaren Mercedes	78
3	7	David Coulthard	Great Britain	Red Bull Racing	78
4	5	Rubens Barrichello	Brazil	Lucky Strike Honda Racing F-1 Team	78
5	22	Michael Schumacher	Germany	Scuderia Ferrari Marlboro	78
6	9	Giancarlo Fisichella	Italy	Mild Seven Renault F-1 Team	78
7	15	Nick Heidfeld	Germany	BMW Sauber F-1 Team	77
8	10	Ralf Schumacher	Germany	Panasonic Toyota Racing	77
9	21	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	77
10	12	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	77
11	13	Jenson Button	Great Britain	Lucky Strike Honda Racing F-1 Team	77
12	16	Christijan Albers	Netherlands	MF1 Racing	77
13	18	Scott Speed	United States	Scuderia Toro Rosso	77
14	14	Jacques Villeneuve	Canada	BMW Sauber F-1 Team	77
15	17	Tiago Monteiro	Portugal	MF1 Racing	76
16	20	Franck Montagny	France	Super Aguri Honda	75
17	6	Jarno Trulli	Italy	Panasonic Toyota Racing	72
18	11	Christian Klien	Austria	Red Bull Racing	56
19	8	Nico Rosberg	Germany	Williams F-1 Team	51
20	3	Kimi Raikkonen	Finland	Team McLaren Mercedes	50
21	2	Mark Webber	Australia	Williams F-1 Team	48
22	19	Takuma Sato	Japan	Super Aguri Honda	48



JOHN MARSH PHOTO

HUGS ALL AROUND: Fernando Alonso celebrates with his team after winning Sunday's Monaco Grand Prix.

RACE STATISTICS

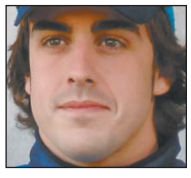
Race time: 1 hour, 43 minutes, 43.116 seconds
Average speed: 93.644 miles per hour
Victory margin: 14.567 seconds
Fastest lap: Michael Schumacher, Ferrari, 1:15.143

TALK OF TIME TRIALS

Michael Schumacher came to a controversial stop during the closing laps of Saturday's qualifying. The move forced Fernando Alonso to slow just enough — he timed in second — but he was later awarded the pole position.

STANDINGS

FIRST



Fernando Alonso

SECOND



Michael Schumacher

THIRD



Giancarlo Fisichella

Top 10

1. Fernando Alonso	64	6. Felipe Massa	20
2. Michael Schumacher	43	7. Jenson Button	16
3. Giancarlo Fisichella	27	8. Rubens Barrichello	13
3. Kimi Raikkonen	27	9. Ralf Schumacher	8
4. Juan Pablo Montoya	23	9. Nick Heidfeld	8



JOHN MARSH PHOTO

RIGHT OF WAY: Fernando Alonso's Renault rounds a corner ahead of Juan Pablo Montoya's McLaren during Sunday's Monaco Grand Prix. Alonso won on the famed street course for the first time.

Typical Monaco

Alonso Survives Technical Circuit; Mistakes Bite Others

By Dan Knutson
NSSN Correspondent

MONACO — Fernando Alonso won the Monaco Grand Prix while his opposition struggled with various woes.

"This is a special place for any driver to win a race, for the history, for what it represents to F-1 and because it is such a big challenge to get through the race with no mistakes," he said.

Alonso didn't put a wheel wrong as he started from the pole and led all but one lap in his Renault. For most of the first 50 laps, he had Kimi Raikkonen's McLaren Mercedes less than half a second behind.

"I was quite surprised by Raikkonen's speed," Alonso said, "but I knew that I had to control my pace as well to look after the tires. We seemed to have more problems with the rear wear than our competitors, but I managed the situation to keep the tires fresh for the end of the stints, and to build a gap when I needed it."

McLaren believed it had a fuel and pit strategy that would get Raikkonen out ahead of Alonso, but it became a moot point after a heat shield broke and the McLaren's wiring loom caught fire.

"Our strategy would probably have meant that I would have been able to take the lead after the second series of pit stops," Raikkonen said, "but we really lost out when the safety car came out."

The safety car came out after Mark Webber, who was running a strong third in his Williams Cosworth, parked his car in a dangerous spot with its own wiring loom fire. The two retirements elevated Juan Pablo Montoya's McLaren to second place.

"As is often the case in Monaco, I really struggled with traffic and lost too much time to Fernando to be able to mount a challenge when I had a clear track ahead of me," Montoya said. "The car was good, and I think we could have won today if things had gone our way. However, Monaco is such an unpredictable race where you have to be in the right place at the right time."

Part of that unpredictability included David Coulthard finishing third to score the first podium finish for Red Bull Racing.

"I had a lot of fuel in that last stint, a very long stint, and obviously just had to control the way I pushed the car," he said. "I was somewhat fortunate with some of the other cars dropping out, but that's the challenge of Monaco. This is a great reward for everyone in the team when you consider what a difficult winter and a difficult start to the season we've had."

Rubens Barrichello would have been third but for a penalty for pit lane speeding in his Honda. He ended up fourth ahead of Michael Schumacher's Ferrari. The latter had been moved to the pack of the grid following his pranks in qualifying and eventually started the race from pit lane with a fresh engine in his Ferrari.

Rossi Shuts Door On Four-Wheel Dream

By Dan Knutson
NSSN Correspondent

MONACO — MotoGP champion Valentino Rossi has decided to stick to two wheels.

"No Formula One, at least for the moment. I'm staying with bikes," Rossi said in a statement. "I will carry on racing in MotoGP for a while yet."

Rossi had several competitive tests with Ferrari and seriously thought about switching to F-1.

"It was a beautiful experience from a technical, and above all human, point of view," he said. "I thank Luca di Montezemolo, team boss (Jean Todt) and the whole team for giving me such a great opportunity. I believe my work in motorcycling is not yet finished. I still have so much to do and will carry on in MotoGP for a while."

Michael Schumacher said that Rossi might have had difficultly adapting to F-1.

"In a way we are sad not to see him here," he said. "On the other side, it is understandable in a way because he probably thinks that he knows what he has in his world and maybe a little more difficult to know the world of F-1 and how you may adapt to all the different circumstances.

"Although I think he has a very high talent he could have done in terms of driving, but it is not only the driving, there are a lot of other things that are important, and so it is a bit sad, but that is the way it is."

While Rossi was quick, what is not known is if he could pull that last vital half a second out of a car.

Technical director Ross Brawn said Ferrari was impressed by Rossi.

"It's difficult to predict what the final results would have been," Brawn said, "but he was very impressive with all the running we did, impressive enough that we would have considered him seriously if we had the capacity to offer him to drive for us and if he wanted to do it."

Felipe Massa said he never was worried about the threat of Rossi taking his seat at Ferrari.

"I never thought Rossi could come straight into F-1 with Ferrari," he said. "There is a big leap between doing tests and becoming a regular Ferrari race driver."

Harsh Criticism For Michael

From Alonso To Villeneuve, Drivers Aren't Happy With Schumacher

By Dan Knutson
NSSN Correspondent

MONACO — **Michael Schumacher's** move to block the track in qualifying was condemned around the paddock. Here is a sample of what was being said.

Jackie Stewart: "When I saw that, I said, 'That wasn't an accident.' "

Juan Pablo Montoya: "Was it really a mistake? I'm not so sure."

Jacques Villeneuve: "That is the kind of thing that I could not bring myself to do, so I don't know what goes through your mind when you actually decide to do something like that when you know that the rest of the world will see it."

Keke Rosberg: "That's the lowest trick I've ever seen."

Kimi Raikkonen: "I don't believe that he really had any problems."

Flavio Briatore: "Someone who was seven times a world champion wants us to believe that he didn't do it on purpose ... it's fairyland. And given that we are not Snow White and the Seven Dwarfs, I think that what he did was unsporting and against everything. It's really astonishing what he did. Incredible."

Mark Webber: "I constantly tell myself that he does not need to do this kind of stuff, but why does it always seem to happen?"

Pat Symonds: "We were surprised to see Michael make a suspicious mistake ... that looked as if it had come from a novice driver, not a world champion. There is no doubt that this cost us pole position."

Fernando Alonso: "I have my opinion and I won't tell it here."



JOHN MARSH PHOTO

UNDER YELLOW: The Ferrari team pushes Michael Schumacher back to the paddock after he came to a controversial stop during qualifying.

F-1 NOTES

■ **Edouard Michelin** died in a boating accident May 26 after the fishing boat he was in sank in the Atlantic Ocean off the west coast of France's Brittany region. He was the co-managing partner of the Michelin tire company since 1999, and he made headlines last year with sharp criticism of the way the FIA applies the rules in auto racing.

The top three drivers did not spray the champagne after the race as a mark of respect to Michelin.

■ **Rubens Barrichello** wore **Tony Kanaan's** helmet colors in the Monaco Grand Prix while Kanaan wore Barrichello's colors in the Indy 500.

"It is just because Monaco is so special, and I think Indianapolis is special as well," Barrichello said, "so we swapped colors for the weekend."

■ Seven-time Tour de France winner **Lance Armstrong** stopped off in Monaco on Thursday, where he met up with seven-time titlist Schumacher before heading to Indianapolis, where he drove the pace car at the Indy 500.

■ **Jean Todt** confirmed that Ferrari will officially announce its 2007 driver lineup at the Italian Grand Prix Sept. 10.

■ This year's Monaco Grand Prix marked the 40th anniversary of the debut of **Bruce McLaren's** F-1 team. The livery of the original car was white with a green stripe because of funding provided by **John Frankenheimer's** movie "Grand Prix" that was filmed during the race and needed cars to match those in the script.

Bruce had only four people to assist him in Monaco in 1966, whereas in 2006 McLaren Mercedes had 137 personnel, including drivers, engineers, mechanics, support crew, marketing and hospitality people at the race.

Of the original workforce in 1966, two are still currently working within McLaren Racing. American **Tyler Alexander** travels with the team as a systems engineer, and **Ray Rowe** works as a gearbox mechanic.

Over the years, McLarens have won 148 grands prix, 122 pole positions, 11 driver championships, eight constructor titles, three Indianapolis 500s, five Can-Am championships and the Le Mans 24 Hours.

■ Red Bull team director **Christian Horner** said he would jump naked into the swimming pool at the team's hospitality area if one of his drivers finished on the podium. After **David Coulthard** took third, Horner did just that, but he wasn't completely in the buff after wrapping himself in a Superman cape.

■ **Franck Montagny** will continue to drive for Super Aguri in the upcoming races in England, Canada and the United States.

■ The FIA has opened the bidding process for companies who want to be the sole F-1 tire supplier from 2008 through 2010. Michelin will withdraw from F-1 at the end of this season, leaving Bridgestone as the only tire company in 2007. Bridgestone is the favorite to win the 2008 bid.

The manufacturer must supply the tires free of charge to all teams in sufficient quantities as specified by the rules. Each team will be given 300 sets per year for testing, 12 sets (some of which can be 50-percent size) for wind-tunnel testing, plus some tires — unsuitable for track use — for show cars.

In exchange, the manufacturer can advertise itself as the "official tire supplier to the FIA Formula One World Championship," and the drivers on the podium after the race will wear hats with the company logo.

■ Ferrari has signed a three-year sponsorship agreement with Telecom Italia, whose Alice brand will replace Vodafone (which goes to McLaren) in 2007.

■ Renault boss Briatore has listed five drivers that top the team's list to replace **Fernando Alonso** next year.

"In our car, today, there are three or four drivers who could win races," he said. "Michael Schumacher, Alonso, (**Kimi**) Raikkonen and (**Giancarlo**) **Fisichella**, who has shown he can win races with us. For the future, there are drivers like (**Lewis**) **Hamilton**, or (**Heikki**) **Kovalainen** who could possibly win championships."

"Our job is to make sure we have the car to attract those drivers," Briatore added, "and to do that, we need to be quicker than the opposition. That is the priority, and at the moment, we are delivering."

■ To promote **Johnnie Walker's** don't-drink-and-drive campaign, **Juan Pablo Montoya** arrived in Monaco by train. But, as he lives in Monaco and had already been at the track for a press conference earlier in the day, somebody had to drive him to the next train station down the line so that he could "arrive" by train.

■ **Bruno Senna**, nephew of six-time Monaco Grand Prix winner **Ayrton Senna**, competed in the Porsche Michelin Supercup race. His goal was to gain experience on the track for racing on it in the future, but he retired on the first lap. **Richard Lietz** won the race.

■ **Lewis Hamilton** earned his third GP2 win of the season with a dominating victory in Monaco.

Paddock Shuns Schumacher For Dirty Trick

MONACO

"You should not even be allowed to drive a race car when you do stuff like that," Jacques Villeneuve said of Michael Schumacher's blatant attempt to block the track in the final moments of qualifying and thus preserve his pole position.

If there were any supporters of Schumacher outside the Ferrari camp, they were few and far between. Indeed, I did not hear a single positive comment from anyone not with the Prancing Horse squad.

"It is like Mike Tyson biting someone's ear off, isn't it?" Mark Webber asked. "If it (what Schumacher did) is deliberate, it is absolutely rubbish. It is massively below the belt."

This is what happened Saturday.

In the waning moments of the final qualifying session, all the fast guys were out on the track making one last attempt to improve their lap times.

Schumacher had the provisional pole and was ahead of the others on the track. His time in sector two was slower than his best lap, however, while at the same time Fernando Alonso and Webber were going quicker overall. If they had finished the lap, the qualifying order would have been Alonso, Webber and Schumacher. Kimi Raikkonen might have been faster than the Ferrari as well.

Coming into the slow Rascasse turn — the second-to-last corner on the track — Schumacher locked up his front tires and slid wide. The onboard TV cameras show him turning the steering wheel left in a right-hand corner.

Schumacher didn't hit the barrier but stalled. That brought out the yellow flags, meaning that all the drivers behind him had to slow down.

Was it a deliberate move?

"I hope it was," Villeneuve said, "because if that was a mistake, then he should not even have an F-1 license. If you can make a mistake like that and not do it on purpose, then you should not even be allowed to drive a race car. So, I hope for his sake that he will end up saying that he did it on purpose, because there is no way you can make a mistake like that."

It took the stewards more than seven hours to come out with a ruling deleting all of Schumacher's times and sending him to the back of the grid. After reviewing video and telemetry data and talking to Schumacher and Ferrari personnel, the stewards stated that Schumacher had "arrived at turn 18 at a speed little different from the previous fastest lap" and that they could find "no justifiable reason for the driver to have braked with such undue, excessive and unusual pressure at this part of the circuit (and they) are left with no alternative but to conclude that the driver deliberately stopped his car on the circuit."

Schumacher said if he was guilty of anything it was "driving too fast and making an error." He remained defiant.

"Whatever you do in certain moments, your enemies believe one thing and the people who support you believe another," he said.

Of course, this is not the first time Schumacher has been at the center of controversy. The two most infamous incidents came in 1994, when he crashed with Damon Hill and thus won the championship, and in 1997 when he crashed into Villeneuve in a failed attempt to keep the Canadian from winning the title.

"You can only give someone the benefit of the doubt so many times," Villeneuve said. "It is a shame because he didn't need to do that. He has seven world championships, the most pole positions, the most victories. Why do that when it is only going to make you look bad? I don't understand it."

Villeneuve is right. Schumacher is one of the most gifted drivers of all time.

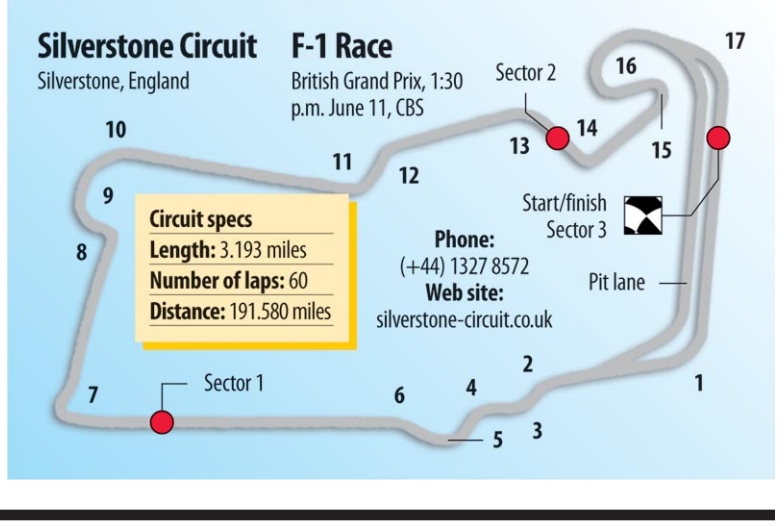
He does not need to resort to dirty tricks to win, but this was one of those times when his integrity took a beating.

ACROSS THE POND



DAN KNUTSON

UP NEXT



RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 16, 17 and 18: May 24, 26-27

FINAL RESULTS

WINNER



Kevin Swindell

Wednesday

May 24, Dirt Track @ Lowe's Motor Speedway, Concord, N.C.

Qualifications: 1. Justin Henderson, Oswalt d1, 12.461; 2. Brooke Tatnell, Rush Racing 8, 12.568; 3. Joey Saldana, Kahne 9, 12.633; 4. Donny Schatz, Schatz 15, 12.660; 5. Tyler Walker, Forbrook 5, 12.715; 6. Danny Smith, Smith 4, 12.724; 7. Daryn Pittman, Titan Racing USA 21, 12.725; 8. Jason Meyers, Elite Racing Team 14, 12.736; 9. Dion Hindi, Hindi 11d, 12.778; 10. Tony Bruce, Jr., Bruce 18t, 12.810; 11. Chad Kemenah, Kemenah 15k, 12.846; 12. Kevin Swindell, Swindell 1, 12.865; 13. Brandon Martin, Martin 11m, 12.867; 14. Tim Shaffer, McCarl 24, 12.869; 15. Jason Solwold, Carnahan r19, 12.873; 16. Paul McMahan, Stewart 20, 12.886; 17. Jason Johnson, Row 41, 12.889; 18. Bob Bennett, ACME 3, 12.956; 19. Gary Wright, TH Racing 1x, 12.968; 20. Becca Anderson, Woodring 19, 12.989; 21. Jeremy Campbell, Campbell 10c, 13.015; 22. Bill Rose, Rose 6, 13.018; 23. Jason Martin, Martin 36, 13.019; 24. Jesse Hockett, VKCC Motorsports 75, 13.022; 25. Craig Dollansky, Karavan 7, 13.058; 26. Jac Haudenschild, Wright 35, 13.082; 27. Travis Rilat, Threatt 29, 13.090; 28. Stevie Smith, Smith 19s, 13.110; 29. Brian Carlson, SC Motorsports 18, 13.393; 30. Justin Collett, Collett 69, 13.399; 31. Lance Moss, Cox 7m, 13.543; 32. Matt Linder, Linder 1xt, 13.672; 33. Lee Jacobs, Meggitt 8j, 13.692; 34. Josh Wells, Wells 6w, 13.780; 35. Johnny Bridges, Bridges 07, 13.824; 36. Butch Pendergrass, Pendergrass 11b, 13.860; 37. Randy Helton, Helton 27x, 13.880; 38. Brian Smith, Smith 11, 13.948; 39. Doug Gold, Gold 8x, 13.986; 40. Jimmy Burns, Burns 1b, 14.012; 41. Jeff Young, SSJJ Motorsports 29j, 14.026; 42. Coby Adams, SSJJ Motorsports 28, 14.067; 43. Scott McClaren, McClaren 21m, 14.078; 44. Greg Wilson, Warnimont 20w, 14.135; 45. Kris Brooks, SSJJ Motorsports 27, 14,327; 46. Brian Thomas, Thomas 67, 14.740; 47. Josh Harris, Harris 44, 14.776; 48. Dale Arnold, Gold 22, 15.276; 49. Brandon McLain, McLain 21x, 15.676; 50. Eddie Hamilton, Hamilton 90, 21.046; 51. Abe Sherwood, Sherwood 44j, 24.508.

First Heat (8 laps): Johnson, McMahan, Hockett, Meyers, Henderson, Carlson, Hindi, Jacobs, Helton, Dollansky.

Second Heat (8 laps): Solwold, Pittman, Martin, Haudenschild, Tatnell, Bruce, Bennett, Collett, B. Smith, Wells.

Third Heat (8 laps): Kemenah, Wright, Shaffer, D. Smith, Saldana, Rilat, Rose, Moss, Bridges, Gold.

Fourth Heat (8 laps): Swindell, Campbell, Martin, S. Smith, Anderson, Linder, Burns, Pendergrass, Walker, Schatz.

C Main (10 laps): 1. Wilson; 2. Young; 3. Adams, $125; 4. Brooks, $100; 5. McClaren, $100; 6. Hamilton, $100; 7. Arnold, $100; 8. Thomas, $100; 9. McLain, $100; 10. Bridges, $100; 11. Pendergrass, $100; 12. Helton, $100; 13. B. Smith, $100; 14. Gold, $100; 15. Burns, $100; 16. Sherwood, $100; 17. Harris, $100.

Dash (8 laps): Swindell, Kemenah, Meyers, Pittman, Tatnell, Henderson, Saldana, Martin, Shaffer, Smith.

B Main (12 laps): 1. Schatz; 2. Walker; 3. Hindi; 4. Rilat; 5. Bennett, $200; 6. Carlson, $180; 7. Rose, $175; 8. Dollansky; 9. Jacobs, $150; 10. Linder, $150; 11. Collett, $150; 12. Moss, $150; 13. Young, $150; 14. Bruce, $150; 15. Wilson, $150; 16. Wells, $150.

Feature (25 laps): 1. Swindell, $10,000; 2. Kemenah, $5,500; 3. Tatnell, $3,200; 4. Shaffer, $2,800; 5. Schatz, $2,500; 6. Meyers, $2,300; 7. Pittman, $2,200; 8. Saldana, $2,100; 9. Dollansky, $1,250; 10. Walker, $2,000; 11. S. Smith, $1,500; 12. Henderson, $1,200; 13. Hindi, $1,100; 14. Anderson, $1,050; 15. Rilat, $1,000; 16. Campbell, $900; 17. B. Martin, $800; 18. J. Martin, $800; 19. Solwold, $800; 20. Wright, $800; 21. McMahan, $800; 22. Hockett, $800; 23. D. Smith, $800; 24. Johnson, $800; 25. Haudenschild, $800.

WINNER



Fred Rahmer

Friday

May 26, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Craig Keel, Pottorff 9k, 16.821; 2. Jason Solwold, Carnahan r19, 16.845; 3. Daryn Pittman, Titan Racing USA 21, 16.897; 4. Donny Schatz, Schatz 15, 16.907; 5. Mark Smith, Zemco 1, 16.943; 6. Fred Rahmer, Kline 22, 16.949; 7. Tim Shaffer, McCarl 24, 16.955; 8. Brian Leppo, Leppo 71, 16.966; 9. Doug Esh, Leach Bros. 30, 16.979; 10. Joey Saldana, Kahne 9, 17.017; 11. Todd Hestor, Lyons 4h, 17.051; 12. Brooke Tatnell, Rush Racing 8, 17.077; 13. Brian Carlson, SC Motorsports 18, 17.092; 14. Lance Dewease, Postupack 25, 17.094; 15. Don Kreitz, Kreitz 69k, 17.100; 16. Craig Dollansky, Karavan 7, 17.108; 17. Jeff Shepard, Shepard 4j, 17.161; 18. Jim Siegel, Siegel 59, 17.199; 19. Keith Kauffman, Middlesworth 7k, 17.208; 20. Alan Cole, Sorokach 35a, 17.217; 21. T.J. Stutts, Beam 88, 17.221; 22. Alan Krimes, Krimes 87, 17.222; 23. Jac Haudenschild, Wright 35, 17.248; 24. Stevie Smith, Smith 19s, 17.255; 25. Todd Shaffer, Allebach 5w, 17.266; 26. Chad Layton, Apple 12, 17.280; 27. Ryan Bohlke, Bohlke 18b, 17.283; 28. Greg Hodnett, Hamilton 77, 17.285; 29. Eric Stambaugh, Swope 4s, 17.330; 30. Mark Coldren, Coldren 07, 17.332; 31. Kyle Pruitt, Miller 22z, 17.347; 32. Becca Anderson, Woodring 19, 17.365; 33. Niki Young, Neiderer 10n, 17.367; 34. Danny Smith, Smith 4, 17.371; 35. Bob Bennett, ACME 3, 17.374; 36. Chad Kemenah, Kemenah 15k, 17.385; 37. Justin Henderson, Oswalt d1, 17.388; 38. Jeremy Campbell, Campbell 10c, 17.410; 39. Bill Rose, Rose 6, 17.419; 40. Michael Carber, Carber 69, 17.480; 41. Todd Shaffer, Allebach 5w, 17.514; 42. Sean Michael, TH Racing 1x, 17.514; 43. Dan Shetler, Chiapelli 98, 17.538; 44. Brian Montieth, Premiere 21b, 17.666; 45. Rick Lafferty, Lafferty 0, 17.683; 46. Jason Martin, Martin 36, 17.718; 47. Dion Hindi, Hindi 11d, 17.729; 48. Chris Meleason, Meleason 8m, 17.907; 49. Mike Erdley, Lisi 11, no time.

First Heat (8 laps): S. Smith, Shepard, Esh, Dollansky, To. Shaffer, Young, Keel, Leppo, Stambaugh, Wells, Henderson, Lafferty.

Second Heat (8 laps): Haudenschild, Solwold, Kreitz, Layton, Coldren, Siegel, Ti. Shaffer, Campbell, Michael, Martin, Saldana, D. Smith.

Third Heat (8 laps): Dewease, Rahmer, Kauffman, Krimes, Hestor, Bohlke, Bennett, Shetler, Rose, Pruitt, Pittman, Hindi.

Fourth Heat (8 laps): Stutts, Schatz, Tatnell, Cole, M. Smith, Carlson, Kemenah, Montieth, Hodnett, Anderson, Carber, Meleason.

C Main (10 laps): 1. Henderson; 2. Campbell; 3. Wells, $100; 4. Carber, $100; 5. Montieth, $100; 6. Michael, $100; 7. Rose, $100; 8. Shetler, $100; 9. Martin, $100; 10. Hindi, $100; 11. Lafferty, $100; 12. Meleason, $100; 13. Erdley, $100.

Dash (8 laps): Rahmer, M. Smith, Schatz, Esh, Solwold, Hestor, Dewease, Dollansky, Tatnell, Kreitz.

B Main (12 laps): 1. Keel; 2. Pittman; 3. Ti. Shaffer; 4. Leppo; 5. Siegel, $150; 6. Hodnett, $125; 7. Stambaugh, $100; 8. Carlson, $100; 9. Kemenah, $100; 10. Campbell, $100; 11. Bohlke, $100; 12. Henderson, $100; 13. Pruitt, $100; 14. Anderson, $100; 15. Young, $100; 16. Bennett, $100; 17. Saldana, $100; 18. D. Smith, $100.

Feature (25 laps): 1. Rahmer, $5,000; 2. Schatz, $3,000; 3. M. Smith, $2,500; 4. Esh, $2,200; 5. Pittman, $2,100; 6. Dewease, $2,000; 7. Solwold, $1,800; 8. Tatnell, $1,600; 9. Ti. Shaffer, $1,500; 10. Hestor, $1,300; 11. Kreitz, $1,200; 12. Layton, $1,100; 13. Dollansky, $1,000; 14. Shepard, $700; 15. Cole, $600; 16. Kauffman, $600; 17. To. Shaffer, $600; 18. S. Smith, $600; 19. Keel, $600; 20. Stutts, $600; 21. Haudenschild, $500; 22. Leppo, $500; 23. Coldren, $500; 24. Krimes, $500.

WINNER



Fred Rahmer

Saturday

May 27, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Dion Hindi, Hindi 11d, 17.348; 2. Jason Solwold, Carnahan r19, 17.406; 3. Joey Saldana, Kahne 9, 17.478; 4. T.J. Stutts, Beam 88, 17.491; 5. Lance Dewease, Postupack 25, 17.546; 6. Daryn Pittman, Titan Racing USA 21, 17.573; 7. Brian Montieth, Premiere 21b, 17.630; 8. Craig Dollansky, Karavan 7, 17.658; 9. Brian Leppo, Leppo 71, 17.680; 10. Stevie Smith, Smith 19s, 17.688; 11. Chad Layton, Apple 12, 17.705; 12. Bob Bennett, ACME 3, 17.744; 13. Michael Carber, Carber 69, 17.765; 14. Sean Michael, TH Racing 1x, 17.840; 15. Greg Hodnett, Hamilton 77, 17.886; 16. Todd Shaffer, Allebach 5w, 17.909; 17. Craig Keel, Pottorff 9k, 17.966; 18. Ryan Bohlke, Bohlke 18b, 18.034; 19. Jeff Shepard, Shepard 4j, 18.086; 20. Danny Smith, Smith 4, 18.094; 21. Tim Shaffer, McCarl 24, 18.140; 22. Todd Hestor, Lyons 4h, 18.208; 23. Justin Henderson, Oswalt d1, 18.219; 24. Don Kreitz, Kreitz 69k, 18.230; 25. Kyle Pruitt, Miller 22z, 18.134; 26. Jeremy Campbell, Campbell 10c, 18.336; 27. Jac Haudenschild, Wright 35, 18.341; 28. Brian Carlson, SC Motorsports 18, 18.383; 29. Jim Siegel, Siegel 59, 18.388; 30. Josh Wells, Wells Bros. 6w, 18.472; 31. Brooke Tatnell, Rush Racing 8, 18.475; 32. Niki Young, Neiderer 10n, 18.489; 33. Bill Rose, Rose 6, 18.512; 34. Alan Cole, Sorokach 35a, 18.518; 35. Jason Martin, Martin 36, 18.543; 36. Chad Kemenah, Kemenah 15k, 18.572; 37. Eric Stambaugh, Swope 4s, 18.580; 38. Paul McMahan, Stewart 20, 18.778; 39. Becca Anderson, Woodring 19, 18.912; 40. Chris Meleason, Meleason 8m, 19.030; 41. Alan Krimes, Krimes 87, no time.

Pre-qualified drivers: Fred Rahmer, Donny Schatz, Mark Smith, Doug Esh.

First Heat (8 laps): To. Shaffer, Leppo, Dollansky, Ti. Shaffer, Hindi, Stambaugh, Siegel, Pruitt, Rose, Keel.

Second Heat (8 laps): S. Smith, Hodnett, Montieth, Solwold, Campbell, McMahan, Cole, Wells, Bohlke, Hestor.

Third Heat (8 laps): Layton, Saldana, Haudenschild, Pittman, Tatnell, Henderson, Michael, Shepard, Martin, Anderson.

Fourth Heat (8 laps): Carber, Dewease, Kemenah, Kreitz, Young, Stutts, Carlson, Meleason, Bennett, D. Smith.

C Main (10 laps): 1. Young; 2. Cole; 3. Stambaugh, $125; 4. Rose, $100; 5. Martin, $100; 6. Anderson, $100; 7. Meleason, $100; 8. McMahan, $100; 9. Krimes, $100.

Dash (6 laps): Rahmer, Schatz, Esh, Saldana, Solwold, Dewease, Dollansky, Pittman, Montieth, M. Smith.

B Main (12 laps): 1. Hindi; 2. Keel; 3. Stutts; 4. Michael; 5. Shepard, $200; 6. Henderson, $180; 7. Bennett, $175; 8. Siegel, $160; 9. Bohlke, $150; 10. Young, $150; 11. Campbell, $150; 12. Wells, $150; 13. Tatnell, $150; 14. Cole, $150; 15. Carlson, $150; 16. Pruitt, $150; 17. Hestor, $150; 18. D. Smith, $150.

Feature (30 laps): 1. Rahmer, $12,500; 2. Esh, $6,250; 3. Schatz, $4,250; 4. Dewease, $3,800; 5. Solwold, $3,600; 6. Dollansky, $3,350; 7. Layton, $3,250; 8. Stevie Smith, $2,750; 9. M. Smith, $2,400; 10. Ti. Shaffer, $2,250; 11. Hodnett, $2,200; 12. Michael, $1,800; 13. To. Shaffer, $1,600; 14. Haudenschild, $1,400; 15. Kemenah, $1,250; 16. Kreitz, $1,250; 17. Keel, $1,000; 18. Leppo, $1,000; 19. Montieth, $1,000; 20. Carber, $1,000; 21. Pittman, $900; 22. Hindi, $900; 23. Stutts, $900; 24. Saldana, $900.

STANDINGS

Top 10

1. Donny Schatz	2,266	6. Brooke Tatnell	2,028
2. Daryn Pittman	2,144	7. Chad Kemenah	2,025
3. Jac Haudenschild	2,133	8. Terry McCarl	1,936
3. Joey Saldana	2,133	9. Jeremy Campbell	1,828
5. Craig Dollansky	2,108	10. Justin Henderson	1, 803

UP NEXT

June 1, Wayne County Speedway, Orrville, Ohio

June 3, Eldora Speedway, Rossburg, Ohio

June 4, Terre Haute Action Track, Terre Haute, Ind.



HHP/HAROLD HINSON PHOTO

SAILING THROUGH: Kevin Swindell picked up his first World of Outlaws Sprint Series victory May 24 at The Dirt Track @ Lowe's Motor Speedway in Concord, N.C.

Swindell Dominates Return To Lowe's Dirt

Teenager Impresses By Leading All 25 Laps For First Outlaws Victory

By Mike Kerchner
Senior Editor

CONCORD, N.C. — It was only a matter of time before Kevin Swindell would win his first World of Outlaws Sprint Series race. and that time came on one of racing's most important stages May 24 at The Dirt Track @ Lowe's Motor Speedway.

With a healthy crowd in the stands and many of the racing industry's behind-the-scenes players walking the pits, the 17-year-old son of three-time WoO champion Sammy Swindell, led all 25 laps of the Eckerd Outlaw Showdown in the No. 1 owned and prepared by his father.

"This is amazing. I just told myself to breathe those last five laps because I was a little too excited," said Swindell, who qualified 12th but made it into the dash when Tony Bruce, Jr. and Donny Schatz failed to transfer through their heats. Then with the top 10 inverted in the dash, Swindell led all 10 laps to earn the pole for the feature.

"My dad put an incredible race car together tonight," said Swindell, who won in his first start at the four-tenths-mile race track where his father won the very first race in 2000. "We've been waiting a while to win one of these and we finally did."

Chad Kemenah shared the front row with Swindell and took the lead at the green flag, but the start was aborted when Becca Anderson and Jac Haudenschild tangled in the first turn, with Haudenschild flipping his No. 35.

Swindell got the jump on the restart and was never headed. Kemenah shadowed the teenager's every move as the field worked lapped traffic during the middle stages of the race, but a yellow flag on lap 16 cleared the track for Swindell, and he was undaunted the rest of the way.

Kemenah finished second, with Brooke Tatnell, Tim Shaffer, who was subbing for injured Terry McCarl, and Schatz rounding out the top five.

Schatz, the series point leader, had an interesting night. He qualified fourth, spun in his heat, but battled back to grab a transfer position, only to be docked two positions for jumping a restart. Thus, he had to run the B main, which he won, but missed the chance to compete in the dash.

As a result, he started 12th in the feature and had the fastest car on the track during the closing laps of the event.





CHRIS DOLACK PHOTO

SO CLOSE: Donny Schatz had a chance to add another Williams Grove Speedway victory to his resume, but he was beaten by Pennsylvania native Fred Rahmer.

Rahmer Edges Schatz

Local Hero Scores One For Posse As Outlaws Invade Grove

By Tony Veneziano

MECHANICSBURG, Pa. — After round one at Williams Grove Speedway on Friday night, two heavyweights were left standing in the World of Outlaws Sprint Series two-day event.

In one corner, representing the Pennsylvania Posse, it was Fred Rahmer in the Miller Brothers J&J, who picked up a thrilling win in the preliminary feature, passing Schatz with three to go.

In the other corner, representing the Mean 15, it was Donny Schatz in the ParkerStore J&J, the WoO point leader who was just inches and 0.16 of a second away from picking up another victory at the famed half-mile oval.

Both drivers, along with Mark Smith and Doug Esh, were locked into the 10-car dash on Saturday night. Daryn Pittman rounded out the top five after starting 12th.

Rahmer began the night on the pole by virtue of winning the dash, though he did not take the lead until lap 23 of the 25-lap event. Schatz powered to the point on the first lap and built on that lead at the midway point of the race.

Schatz was setting a torrid pace when he caught heavy traffic. That helped Rahmer close the gap, but first he had to slide around Smith before he could target Schatz. Rahmer kept his car locked to the bottom of the track, which produced wicked fast speeds all night.

Schatz was not going to go down without a fight and made a valiant effort on the last lap, as he pulled alongside Rahmer coming off the fourth turn and finished 0.158 second behind.

"I was messing around there on the bottom," said Rahmer. "Obviously Donny is a real good racer here. I just got lucky. Those lapped cars played in my favor. We've been on the short end of that stick, so tonight it was good to get on the other end."

Schatz, who has four main-event victories this season, tops on the World of Outlaws trail, viewed the night as a learning experience for Saturday night's feature.

"The guy that wins the first night doesn't always win the second night," said Schatz. "Fred beat me. That's all you can say. He did a better job than I did in traffic. To finish first, you have to first finish. We had a good enough race car, and they didn't beat my race team, they beat me tonight."

Rahmer Completes Grove Sweep

By Tony Veneziano

MECHANICSBURG, Pa. — Fred Rahmer, the leader of the Pennsylvania Posse, dominated Saturday night's World of Outlaws Sprint Series event at Williams Grove Speedway, completing a sweep of the two-day program at the historic half-mile dirt track.

Having won the preliminary-night feature, Rahmer then won the dash and shared the front row with Donny Schatz. Schatz challenged early in the 30-lap event, but Rahmer eventually pulled away, with Doug Esh taking second from Schatz on lap 16.

With a lap to go, Schatz pulled alongside Esh on the high side, but Esh held on to secure the top two spots for the vaunted Pennsylvania Posse.

Schatz finished third, with Lance Dewease and Jason Solwold rounding out the top five.

Rahmer took the lion's share of the prize money back to Salfordville, Pa., pocketing nearly $15,500 for his weekend's work.

"We were good in the dash, and then Donny and I had a heck of a race," Rahmer said. "We knew it was going to rubber up, and we were fortunate to be able to stay in front. Donny runs so good here that I knew I could not afford to let him get out in front when it rubbered up. I guess I got lucky again. Every time you win, you are lucky to some point."

Rahmer now has 72 victories at Williams Grove, in addition to six track championships, both the best in the storied history of the track.

Esh might not have the experience of Rahmer and Schatz at Williams Grove, but he certainly challenged them this weekend.

"We maybe needed to get into lapped traffic and him to make a mistake, but that's pretty tough for Fred to make a mistake," Esh said. "To come out of here with a second and a fourth, we're happy with that. It definitely builds momentum for us. We're not full-time guys, and we just have a lot of fun doing it."

Schatz, the series point leader, ran in the top four all evening and was very happy after the race.

"It was a great race track," said Schatz. "It was slick and there were guys passing all over. I raced with Fred side by side and he raced me clean. You can't say enough about a guy like that. We could have used each other up, but we didn't. We raced clean, and that's what it's all about. It's a pleasure to be able to race like that. He was the better car, and I was happy to see the better car win."

World Of Outlaws Enjoys 'Big' Return To Dirt Track

By Mike Kerchner
Senior Editor

CONCORD, N.C. — Without a doubt, the return of the World of Outlaws Sprint Series to The Dirt Track @ Lowe's Motor Speedway after a two-year absence was a resounding success.

WoO NOTES

Bolstered by the support of local 360 sprint cars, the race drew 52 sprint cars (there were also 40 late models) and with beautiful weather a strong walk-up crowd led to a attendance estimated at 10,000.

As well, LMS Director of Events **Roger Slack** and track prep man **Randy Grove** seem to finally have a grip on the surface that has created issues during past sprint-car events at the four-tenths-mile oval. The surface was smooth and racy throughout the program, and once hot laps began there was no track maintenance performed.

Among the participants were drivers that run regularly with other sprint-car groups, including the National Sprint Tour, All Star Circuit of Champions, American Sprint Car Series National Tour, ASCS Southern Region, United Sprint Car Series, United Racing Company and the Pennsylvania Posse. Drivers from 20 states were on hand.

■ The World of Outlaws Sprint Series last competed at The Dirt Track @ Lowe's Motor Speedway in May of 2003, and **Blake Feese** won the last race at the four-tenths-mile oval and used the victory as a springboard to a short-lived NASCAR career with Hendrick Motorsports.

Feese was walking the pits here, greeting old friends and looking for work.

"I'll have a sick feeling when they start the cars here in a little while," Feese said. "I want to be out there so bad."

Feese said he'd love to land a full-time sprint-car ride, saying, "This feels like home to me." He still resides in the Charlotte area and is working to get back into the Truck Series or the Busch Series.

"I've made a lot of connections down here, and I need to keep pursuing it, but regardless of whether it's NASCAR or a sprint-car ride, I don't have the money to be buying a ride."

■ With **Terry McCarl** having broken his leg when a driveline broke in his car at Sharon Speedway, National Sprint Tour driver **Tim Shaffer** drove the No. 24 at LMS and Williams Grove. McCarl is expected to miss six weeks, but with his car ranking near the top of the points, it will continue to race with other drivers in the seat.

Meanwhile, **Randy Hannagan** flew back to California to be with his ailing mother, and his team solicited the help of veteran racer **Gary Wright**, who parked his own car for the night and drove the No. 1x to a 20th-place finish.

Sean Michael piloted the car at Williams Grove.

■ A track worker was seriously injured prior to the race when he climbed out of the packer car he was driving and was struck by another packer car. **Chris James**, 40, had both of his legs crushed in the incident, and both were later amputated below the knee. He remains a patient at Carolinas Medical Center.

■ The World of Outlaws debuted a new qualifying system, forgoing traditional single-car qualifying for group qualifying, with four cars on the track at a time. Despite complaints from most of the competitors, the system appeared to work fairly well.

DIRT MotorSports CEO **Tom Deery** was looking forward to seeing how the procedure would work and said it is possible it could be implemented at future events. "Even if it doesn't shorten up the program, it will spice it up, with more than one car on the track at once," he said.

■ Central Pennsylvania car owner **John Mickel** and his son, driver **Bob Bennett**, made the trip to LMS, leaving after getting off work on Tuesday. The pair raced Wednesday and immediately left to make the Thursday night program at Susquehanna Speedway Park in Pennsylvania.

Bennett recently debuted a new JEI chassis, and his performance has stepped up as a result. "I'm an old-school racer, and I thought I could build one myself that would be better," Michel said. "But I got tired of working on those old cars, and we ordered a car from **Barry Jackson** (JEI) because he's local and he builds nice cars to our specs. I like it. Bob loves driving it. We've already ordered another one."

■ Defending NASCAR Nextel Cup Series champion **Tony Stewart** got dirty — literally — at the Dirt Track Wednesday night. While on hand watching his car and driver **Paul McMahan**, Stewart was one of many that came to the assistance of **Craig Dollansky** after the series regular crashed in his heat race. At one point nine men, including Stewart, Dollansky and fellow WoO drivers **Daryn Pittman** and **Brooke Tatnell**, were thrashing on Dollansky's No. 7 preparing it for the B main.

■ **Shane Hmiel**, suspended from NASCAR for life for violating the drug policy, was back in a race car, driving in the Fastrak Late Model Series. Hmiel made the feature, but finished last. **Kenny Wallace** and **Ken Schrader** were both in competition. Wallace missed the feature, and Schrader was involved in a crash during his heat race and was finished for the night.

RACE REWIND

NATIONAL SPRINT TOUR

Race 11: May 28

FINAL RESULTS

WINNER



Jason Meyers

Sunday

May 28, Attica Raceway Park, Attica, Ohio

Qualifications: 1. Tim Kaeding, Kaeding 11k, 12.046; 2. Tim Shaffer, Parsons 6, 12.099; 3. Jason Solwold, Carnahan r19, 12.300; 4. Phil Gressman, Renfro 1r, 12.325; 5. Shane Stewart, Rudeen 26, 12.357; 6. Jason Meyers, Stockbridge 14, 12.403; 7. Caleb Griffith, Griffith 12, 12.412; 8. Dale Blaney, Fisher 2, 12.456; 9. Rob Chaney, Ashworth 92, 12.497; 10. Brock Mayes, Mayes 1b, 12.507; 11. Lucas Wolfe, Helm 11h, 12.545; 12. Craig Mintz, TG Racing 8s, 12.549; 13. Paul McMahan, Stewart 20, 12.564; 14. Byron Reed, Reed 5, 12.567; 15. Lee Jacobs, Burmeister 16, 12.626; 16. Neil Shepherd, Shepherd 4n, 12.634; 17. Steve Kinser, Kinser 11, 12.641; 18. Danny Lasoski, Roth 83, 12.648; 19. Andrew Palker, Kirian K, 12.650; 20. Todd Kane, Kane 78, 12.657; 21. Greg Wilson, Warnimont w20, 12.673; 22. Chad Blonde, Blonde 5b, 12.683; 23. Brian Paulus, P&P 28, 12.705; 24. Kevin Huntley, Grove 70, 12.770; 25. Mark Keegan, Keegan X, 12.838; 26. Ben Rutan, Ferkel 0, 12.844; 27. Bobby Clark, Meggitt 8, 12.870; 28. Bryan Scott, Farmer 37z, 12.902; 29. Brandon Martin, Martin 11m, 12.911; 30. Jason Sides, Sides 7s, 12.913; 31. Jamie Miller, Becker 7b, 12.948; 32. Jamie Martin, Martin 15m, 12.968; 33. Mike Linder, James 3L, 12.999; 34. Tim Hunter, Hunter 2h, 13.051; 35. Jason Dukes, JT Enterprises 3, 13.107; 36. Roger Shammo, Shammo 10, 13.260; 37. Keith Baxter, Baxter 1b, 13.463; 38. Joe Cheeseman, Cheeseman 55c, 13.896.

First Heat (10 laps): Wilson, Kinser, McMahan, Stewart, Kaeding, Keegan, Linder, B. Martin, Baxter, Chaney.

Second Heat (10 laps): Lasoski, Blonde, Mayes, Reed, Meyers, Sides, Shaffer, Hunter, Cheeseman, Rutan.

Third Heat (10 laps): Palker, Paulus, Wolfe, Jacobs, Solwold, Clark, Miller, Dukes, Griffith.

Fourth Heat (10 laps): Kane, Huntley, Shepherd, Blaney, Gressman, Mintz, J. Martin, Scott, Shammo.

First Dash (6 laps): Meyers, McMahan, Mayes, Jacobs, Gressman, Kaeding.

Second Dash (6 laps): Reed, Blaney, Solwold, Stewart, Shepherd, Wolfe.

B Main (12 laps): Shaffer, Keegan, Mintz, B. Martin, Miller, Sides, Dukes, Hunter, Baxter, Shammo, Clark, Griffith, Scott, Linder, J. Martin, Cheeseman, Rutan.

Feature (40 laps): 1. Meyers, $10,000; 2. Blaney, $5,500; 3. Reed, $3,200; 4. Kinser, $2,800; 5. McMahan, $2,500; 6. Stewart, $2,300; 7. Wilson, $2,200; 8. Kane, $2,100; 9. Lasoski, $2,050; 10. Keegan, $2,000; 11. Mayes, $1,500; 12. Jacobs, $1,200; 13. Kaeding, $1,100; 14. Huntley, $1,050; 15. B. Martin, $1,000; 16. Paulus, $850; 17. Solwold, $750; 18. Shepherd, $700; 19. Wolfe, $700; 20. Palker, $700; 21. Mintz, $700; 22. Shaffer, $700; 23. Blonde, $700; 24. Gressman, $700.

UP NEXT

June 2, Bloomington Speedway, Bloomington, Ind.
June 6, Fremont Speedway, Fremont, Ohio



FRAN ENGLECKE/NST PHOTO

COMING THROUGH: Jason Meyers (14) goes to the high side to pass Byron Reed on Sunday night.

Meyers Breaks Through

By Scott Hall

ATTICA, Ohio — When the National Sprint Tour made its Ohio debut Sunday night at Attica Raceway Park, it was the 11 NST touring stars versus the local Attica contingent. When the dust cleared after 40 laps, Jason Meyers earned the $10,000 payday in the race sponsored by Kistler Engines.

Meyers flew back to Ohio after running second in a race at Calistoga, Calif., the previous night. Meyers held off Ohio drivers Dale Blaney and Byron Reed in a race that was slowed by 10 yellow flags.

"Finally we got a win," Meyers said. "My engine builder, Charlie Garrett, Hoosier Tires, Maxim chassis and everyone on the crew did a great job tonight. What a blessing to drive for this race team. We've had a good year, we just haven't got to victory lane and we finally got 'er done."

Meyers ran down early leader Byron Reed and made his winning pass on lap 25.

Reed began to fade and was fourth on lap 28 when another caution flew. Meyers led the next portion of the race, with Jason Solwold second. Solwold was poised to make a pass in lapped traffic on lap 37 when he tangled with Brian Paulus and the pair spun, forcing the 10th yellow flag, which became a fuel stop.

Meyers motored away for the victory over Blaney and Reed. Steve Kinser, who started at the back after a first-lap crash, came back for fourth, with Paul McMahan fifth.

"We were really good all night," Blaney stated. "We weren't real, real good in the feature, we just hung around all night. We just held our own."

Reed ended up third after a mid-race bobble.

"For some reason, in the middle of the race it got to where I couldn't run the curb anymore, so I had about two bad laps and then gathered myself back in and got it straightened out," he said. "You can't make any mistakes when running with these guys."

The event was run Sunday evening after rains washed out Friday's originally scheduled date.

In the 20-lap limited-late-model main, Mike Bores led only the last two laps in a door-banging victory over Bill Hahn. Tim Sabo, Ryan Missler and Steve Sabo trailed.

Local Drivers Impressive In Attica Run

By Scott Hall

ATTICA, Ohio — When the traveling sprint-car stars come to town, the local drivers like to protect their home turf. Well the Attica and Ohio drivers made it a draw with the NST regulars Sunday night, with the NST taking five of the top-10 finishing positions and the locals taking the other five spots. The loudest roar of the night from the Attica crowd came on the first restart of the main when **Steve Kinser** got sideways and collected **Danny Lasoski**. Kinser was able to restart, and Lasoski went pitside for repairs and also returned. Kinser quickly sliced back through the pack and ended up fourth at the end. **Dale Blaney** and **Byron Reed** got the second biggest ovations for their top three finishes, while NST point-leader **Tim Kaeding** had a rough night and ended up 13th after collisions with lapped cars on two separate occasions.

NST NOTES

■ The NST brought its own scoreboard to Attica, which was set up in the infield. The ButlerBuilt-sponsored display lists the AMB transponder lap times for the fans.

■ **Jason Sides** and **Tim Shaffer** missed the cut in their heats and were forced to run the B main. Shaffer won the B, and Sides did not qualify. Shaffer was then sent to the rear after a lap-two incident with **Phil Gressman**.

■ Seventh-fastest qualifier **Caleb Griffith** flipped on the start of his heat. In only his second night out in his own No. 12, he was not injured. He was leading the B main but bicycled in turn two, and when his car landed, a rear tire flattened, eliminating him from the race.

■ When the National Sprint Tour rolled into Attica Raceway Park, several teams were grumbling early in the evening. The $20 NST transponder rental fee was not popular with the local set, and the pumping of several engines before warm-ups was less popular.

■ In a fan friendly move, to determine the twin dash lineups, a dozen children are chosen from the stands. Each one is paired up with a driver, and the child chooses the pill for the driver's dash starting position. Then the faster time trialer of the two dash winners chooses the inside or outside lane for the A main.

■ Sunday's field was made up of 11 NST regulars: **Todd Kane** and **Keith Baxter** from K-C Raceway, All Star drivers **Greg Wilson**, **Dale Blaney**, **Tim Hunter** and **Chad Blonde**, freelance drivers **Rob Chaney** in **Denny Ashworth's** No. 92 and Indiana drivers **Kevin Huntley** and **Neil Shepherd**, plus 18 Attica regulars. Chaney revealed he's only driving **Stan Courtad's** No. 9x in non-wing shows this season, and the winged No. 9x Chaney drove several times is on loan to him from Courtad.

■ Local driver **Phil Gressman** (first to take time) was the only local driver to crack the top six in time trials with the fourth quickest lap, while **Dale Blaney** (last out) was eighth quick on a track very soft and rutted in turns three and four during time trials because of eight inches of rain the week prior.

Belfiore Takes Advantage Of Roundy's Crash At Waterford

ISMA MODIFIEDS

WATERFORD, Conn. — Patience paid off for Justin Belfiore Saturday night at Waterford Speedbowl.

Belfiore was patiently racing fourth when a crash in front of him handed him the lead as he claimed his second International SuperModified Ass'n triumph.

When Brent Roundy crashed in front of leader Randy Ritskes, Ritskes and the other leaders were caught up in the accident, handing the point to Belfiore.

"I just don't know what to say. In the beginning there when (Chris) Perley and those guys started pulling by me, I was trying to stick to my guns, but I was wondering if I was waiting too long. For once in my life I was glad I was patient," Belfiore explained. "I was fortunate. It seems like I had something or someone else helping me out tonight with all the wrecks and things going on. I'm just ecstatic."

Dave McKnight finished second. Nokie Fornoro was third, with Scott Martel and Mike Lichty following.

The finish:

Justin Belfiore, Dave McKnight, Nokie Fornoro, Scott Martel, Mike Lichty, Ray Graham, Jr., Jeff Holbrook, Mark Sammut, Brandon Bellinger, Mike Badessa, Joe Petro, Dave Trytek, John Torrese, Larry Lehnert, Kyle Carpenter, Vern Romanoski, Randy Ritskes, Robby Summers, Chris Perley, Rick Wentworth, Brent Roundy, Randy Wimert, Bob Magner, Lou Cicconi, Dan Osmeloski, Bobby Haynes.

Rahe, Hansen Split Tucson Weekend

Saturday

TUCSON, Ariz. — Chris Rahe topped Saturday night's USAC Western Midget Car Series feature at USA Race Park.

USAC WESTERN MIDGETS

Rahe outbattled Johnny Rodriguez for the victory on the three-eighths-mile dirt track, with Tyler Brown, Greg Bragg and Chase Barber rounding out the top five.

The finish:

Chris Rahe, Johnny Rodriguez, Tyler Brown, Greg Bragg, Chase Barber, Bugs Norbury, Randy Pankratz, Dustin Burkhart, John Sarna, Garratt Boyden, Josh Lakatos, Garrett Hansen, Matt Mitchell, Jerome Rodela, Mike Courtney.

Sunday

TUCSON, Ariz. — Garrett Hansen picked up the victory on the second night of a two-night stand for the USAC Western Midget Car Series at USA Race Park.

The event was declared official after 35 of the 40 scheduled laps following Matt Mitchell's crash on lap 36. He was hospitalized with minor burns to his legs.

Hansen held off Chase Barber for the victory, with Johnny Rodriguez, Mike Leslie and Jerome Rodela completing the top five.

The finish:

Garrett Hansen, Chase Barber, Johnny Rodriguez, Mike Leslie, Jerome Rodela, Greg Bragg, John Sarna, Jeremy Sherman, Chris Rahe, Randi Pankratz, Matt Mitchell, Tyler Brown, Bugs Norbury, Dustin Burkhart.

Howard Triumphs

HOOTERS

JENNERSTOWN, Pa. — Shelby Howard won Saturday night's Giant Food Stores 250 Hooters Pro Cup Series Northern Division stock-car race at Jennerstown Speedway.

Howard took the lead from Benny Gordon on lap 146 and paced the remainder of the 250-lap affair on the half-mile asphalt oval.

Driving Tony Stewart's No. 20 Pontiac, Howard beat Gordon under the checkered flag by .368 second, with Bobby Gill, Johnny Rumley and Jody Lavender finishing the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Shelby Howard, Pontiac, 250, $10,200; 2. Benny Gordon, Ford, 250, $11,000; 3. Bobby Gill, Ford, 250, $5,500; 4. Johnny Rumley, Chevrolet, 250, $5,100; 5. Jody Lavender, Ford, 250, $3,500; 6. Jack Bailey, Ford, 250, $3,000; 7. A.J. Frank, Chevrolet, 250, $3,700; 8. Eric Corbett, Ford, 250, $2,600; 9. Mart Nesbitt, Ford, 250, $2,900; 10. Lonnie Rush, Jr., Chevrolet, 250, $250; 11. Andrew Rogers, Ford, 249, $2,200; 12. L.W. Miller, Ford, 249, $2,100; 13. Brett Butler, Pontiac, 248, $3,000; 14. Jim Crabtree, Jr., Chevrolet, 248, $1,900; 15. Jamey Caudill, Ford, 248, $1,800; 16. Michelle Theriault, Ford, 247, $1,600; 17. Derek Kale, Pontiac, 247, $1,600; 18. Cameron Dodson, Chevrolet, 246, $2,100; 19. Gabi DiCarlo, Ford, 246, $1,600; 20. Eric Sartin, Chevrolet, 245, $1,600; 21. Jason Mignogna, Pontiac, 245, $1,700; 22. Gerry Bruce, Ford, 243, $1,400; 23. Joe Harrison, Jr., Chevrolet, 239, $1,600; 24. Aaron Will, Ford, 237, $1,400; 25. Ken Butler III, Pontiac, 223, $1,400; 26. Rick Markle, Pontiac, 151, $1,650; 27. Sam Fullone, Chevrolet, 151, $1,650; 28. Todd Peck, Chevrolet, 149, $1,250; 29. Travis Miller, Ford, 138, $1,250; 30. Dominick Casola, Pontiac, 136, $1,250; 31. Gary St. Amant, Chevrolet, 104, $1,250; 32. Clay Rogers, Ford, 81, $1,250; 33. Jeff Agnew, Ford, 73, $2,050; 34. Woody Howard, Chevrolet, 27, $2,250; 35. Shane Huffman, Chevrolet, 24, $1,250; 36. Tim Bainey, Jr., Ford, 22, $1,650.

Three Straight For Brad Kuhn

BADGER MIDGETS

SUN PRAIRIE, Wis. — Point-leader Brad Kuhn increased his lead by capturing the MGD Memorial 50-lap Badger Midget Series feature Sunday night at Angell Park Speedway.

Kuhn became the first driver since Aaron Fike in 2002 to win three straight events.

Polesitter Dean Erfurth jumped into the lead at the start, while Kuhn, who earlier won the Trophy Dash and B main, began moving up from outside row three.

Scott Hatton took the lead on lap 12, with Kuhn third. The race was stopped on lap 32 when Randy Koch's car caught fire. Two laps after the restart, Hatton jumped the cushion and flipped, handing the point to Kuhn.

Kuhn held off Erfurth the remainder of the distance, with Brandon Waelti, Chad DeSelle and Justin Allgaier following.

The finish:

Brad Kuhn, Dean Erfurth, Brandon Waelti, Chad DeSelle, Justin Allgaier, Davey Ray, Aaron Fiscus, Ryan Durst, Mike Hess, Rob Keelan, David Gough, Buddy Luebke, Kurt Mayhew, Ric Forbes, Scott Hatton, Randy Koch, Nick Lundgreen, Kenny Adams, Danny Stratton, Doug Schenck, Jimi Quin, Jerry Coons, Jr.

Curry Returns With Vigor

CRA

MARNE, Mich. — Tim Curry won a thrilling Berlin 125 CRA Super Series late-model event Saturday night at Berlin Raceway.

Curry, whose business has kept him out of a race car lately, showed no signs of rust, first breaking the track record in qualifying and winning the battle on the track against Scott Hantz and Billy Shotko.

A yellow flag on lap 117 set up an eight-lap shootout, with six drivers in contention. Curry powered inside of Hantz going into turn three to claim the lead on lap 121. He held off Hantz for the victory.

Rookie Alec Carl came on to finish third, with Greg Usher and Michael Gaier rounding out the top five.

The finish:

Tim Curry, Scott Hantz, Alec Carl, Greg Usher, Michael Gaier, Billy Shotko, Jack Landis, Jeremy Lepak, John Van Doorn, Tommy St. John, Tom Hernly, Jr., Andy Ponstein, Jeff Lane, J.R. Roahrig, Brian Wiersma, Dan Vander Molen, Rick Turner, Terry Van Haitsma, Rich Segvich, Eddie Van Meter, Sondi Eden, Blake Bjorkland, Chris Gabehart, Danny Jackson, Scott Baker, Donny Klotz, Andrew Conklin, Kenny Tweedy, Jason Shively.

Myers Beats Back Brother

ASA MODS

ELKIN, N.C. — Burt Myers picked up the victory in Friday night's inaugural ASA Southern Modified Tour race at Friendship Motor Speedway.

The fast qualifier, Myers had to work his way forward from the third row. After several attempts to take the lead from his brother, Jason, he finally made the pass on lap 57 of the 100 lapper on the third-mile asphalt track.

He led the rest of the way, with Jay Foley second. Jason Myers, Josh Nichols and Kevin Powell followed.

The finish:

Burt Myers, Jay Foley, Jason Myers, Josh Nichols, Kevin Powell, Brandon Hire, Luke Fleming, Danny Baker, Darryl Krentz, Junior Miller, Greg Butcher, Earl Baker, Chris Fleming, Matt Parsons.

Osborne Falls Behind Abold

USAC FOCUS

SEEKONK, Mass. — Second-generation racer Jeff Abold won Saturday night's USAC Northeast Ford Focus Midget Car Series race at Seekonk Speedway.

Abold took the lead from Ryan Osborne on lap 17 and led the remainder of the 25-circuit event on the third-mile asphalt oval. Osborne finished second, ahead of Sean Carman, Ryan Smith and Shawn Gosselin.

The finish:

Jeff Abold, Ryan Osborne, Sean Carman, Ryan Smith, Shawn Gosselin, Ginny Quinones, Jesse State, John Seaman, P.J. Stergios, Abby Martino, Kyle Bonsignore, Dan Moore, Jeremy Tsishlis, Dana Messier, Aaron Wall, Matt Bettencourt, Stephanie Stevens, Andrew Barrows, Nick Wean.

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Bires Bests Menard

ASA LMs

OREGON, Wis. — Rookie driver Kelly Bires earned his first ASA Late Model Series Challenge Division feature Saturday night at Madison Int'l Speedway.

Bires started sixth and took the lead from Charlie Menard on lap 125 of the half-mile asphalt oval. Bires led the remainder of the 200-lap event to take the victory.

Chad Wood, who broke the track record in qualifying, came on strong during the second half of the race and finished second, while 16-year-old Landon Cassill finished third. Menard and Bobby Stremme rounded out the top five.

The finish:

Kelly Bires, Chad Wood, Landon Cassill, Charlie Menard, Bobby Stremme, Brent Downey, Travis Dassow, Jake Ryan, Bobby Wilberg, Jonathan Eilen, Ken Wills, Nick Schumacher, Eddie Hoffman, Kris Stump, Jeff VanOudenhoven, Ryan Carlson, Peter Cozzolino, Mark Hartline, Bill Tomlinson, Dale Nottestad, Andrew Morrissey, Frank Kreyer, Jack Smith, Jesse Smith, Terry Schoppenhorst, Dan Lensing, Jesse Saunders, Troy Hintzche.

Hogan's Victory Yields Point Lead

NASCAR SE

SOUTH BOSTON, Va. — Jason Hogan tossed his hat in the ring in the battle for the final NASCAR AutoZone Elite Division Southeast Series championship.

Hogan won Saturday night's Salute to Armed Forces 150 at South Boston Speedway, moving into a tie for the point lead with J.R. Norris, who finished second.

"We just had an awesome car tonight, and it was a pleasure to drive because all the guys on this team have worked so hard to put me in the best equipment that they possibly can," Hogan said. "To win the last Southeast Series race here at South Boston means the world to me, and it's something I'll never forget — this is a big win for me.

"We've always been real good at South Boston, but not good enough to win like we did tonight. To be in the championship race with a guy like J.R. Norris is great, and I couldn't pick a better guy to be racing against."

Gary Helton, Ricky Turner and Dusty Williams rounded out the top five in the 17-car field.

The finish:

Jason Hogan, J.R. Norris, Gary Helton, Ricky Turner, Dusty Williams, Jeff Fultz, Josh Hamner, Eddie Stivers III, Ted Mickelson, Walter Sutcliffe, Chip Brindle, Michael Britt, Michael Foy, Don Young, Ryan Lawler, Joe Mattress, Justin Wakefield.

Johnson Dominates

DIRT MODS

WEEDSPORT, N.Y. — Danny Johnson became the first three-time winner of the Advance Auto Parts Super DIRT Series Bill McNabb Hall of Fame Classic 100 at Cayuga County Fair Speedway on Sunday.

Outside polesitter Vic Coffey led the early going with eighth-starting Johnson cracking into the top five on lap 20. Defending HoF Classic winner Tim Fuller ducked under Coffey on a lap-25 restart and Johnson mirrored the move a lap later.

Johnson shadowed Fuller for the next 12 laps before again finding the groove low out of turn four on lap 40 to grab the lead for good.

Gary Tomkins battled his way from the 13th starting spot to move into second and began to cut into Johnson's lead, but traffic kept him at bay.

The finish:

Danny Johnson, Gary Tomkins, Tim Fuller, Vic Coffey, Pat Ward, Steve Paine, Jimmy Phelps, Billy Decker, Tom Sears, Jr., Dale Planck, Alan Johnson, Justin Haers, Stewart Friesen, Kyle Jacobs, Frank Cozze, Chuck Bower, Billy Dunn, Joe Isabell, Ryan Phelps, Dan Williams, Sean Beardsley, brett Hearn, matt Sheppard, Kenny Staffoord, Butch Tittle, Tim McCreadie, Steve Hulsizer, Vince Vitale, Kevin Bates, Bob McCreadie.



Hagen Never Leads, But Wins

USAC SPRINTS

ANDERSON, Ind. — Darren Hagen didn't officially lead a lap of the June 24 Sam Pierce Chevrolet 50 USAC National Sprint Car Series feature at Anderson Speedway.

But he was credited with leading the most important lap — which happened to be lap 35 — in the rain-shortened event, giving Keith Kunz Motorsports its second-straight victory.

Hagen and leader Daron Clayton tangled on lap 35. Hagen had his front wheels even with Clayton's rear wheels going into turn three when contact occurred. The tangle sent Clayton spinning and into the outside wall, while Hagen barely kept the car from spinning and continued.

The field spent the next few minutes circling through the infield, and finally — after Clayton's car was removed from the track — the rain returned for the second time and the race was declared official.

Clayton was placed on the tail of the lead lap and credited with finishing 14th.

Dave Darland finished second, with his teammate, Dave Steele, third. Defending series champion Levi Jones and Eric Gordon rounded out the top five. Steele broke his track record, taking the top qualifying spot in 11.279 seconds.

The summary:

Qualifications: 1. Dave Steele, Walker/Guiducci 11, 11.279; 2. Bryan Clauson, Kunz 67, 11.280; 3. Darren Hagen, Hagen 71, 11.287; 4. Tracy Hines, Dynamics 69, 11.341; 5. Tim Barber, Pierson 14, 11.465; 6. Daron Clayton, Clayton 92, 11.472; 7. Levi Jones, Stewart 21, 11.478; 8. Mat Neely, Neely 6, 11.493; 9. Dave Darland, Walker/Guiducci 11d, 11.494; 10. Eric Gordon, Bowman 2, 11.512; 11. Kody Swanson, Ram 50m, 11.514; 12. Tom Hessert, Hessert 5h, 11.515; 13. Bobby Santos III, Santos 98s, 11.519; 14. Brady Short, Short 36, 11.602; 15. Bud Kaeding, 2B Racing 2b, 11.614; 16. Jay Drake, BWB 62, 11.620; 17. Lee Boss, Boss 8b, 11.621; 18. Marc Jessup, Jessup 14j, 11.632; 19. Josh Wise, Stewart 20, 11.635; 20. Brian Gerster, Davis/Gerster 27, 11.636; 21. Aaron Pierce, Blake 81, 11.685; 22. Ryan Litt, Litt 07, 11.686; 23. Shane Cottle, Contos 4, 11.694; 24. Scotty Weir, Weir 22w, 11.753; 25. Kyle Nicholas, Stewart 29, 11.962; 26. Donnie Adams, Jr., Adams 17, 11.976; 27. Rex Norris III, Norris 63, 11.982; 28. Danny Holtsclaw, Holtsclaw 3h, 11.985; 29. Tyler Underwood, Thunderwood 4x, 12.039; 30. Shawn Norris, Norris 04, 12.057.

First Heat (8 laps): Boss, Pierce, Santos, Barber, Steele, Darland, Nicholas, Underwood.

Second Heat (8 laps): Litt, Jessup, Clayton, Clauson, Gordon, S. Norris, Short.

Third Heat (8 laps): Wise, Cottle, Swanson, Kaeding, Hagen, Jones, R. Norris.

Fourth Heat (8 laps): Gerster, Hines, Weir, Drake, Holtsclaw, Hessert, Neely.

Semi (12 laps): Steele, Hagen, Jones, Neely, Gordon, Darland, Hessert, Short, Holtsclaw, Nicholas, R. Norris, Underwood, S. Norris.

Feature (50 laps): Hagen, Darland, Steele, Jones, Gordon, Neely, Swanson, Boss, Gerster, Wise, Pierce, Kaeding, Hines, Clayton, Weir, Barber, Clauson, Cottle, Litt, Santos, Drake, Jessup.



DON HOLBROOK PHOTO

LAP LEADER: Luke Icke topped Saturday night's East Meets West Midget Challenge at McCool Junction, Neb.

Forbes & Icke Hit The Junction

POWRI MIDGETS

Friday

McCOOL JUNCTION, Neb. — Rik Forbes took the checkered flag on the opening night of the annual East Meets West Midget Challenge Friday at Junction Motor Speedway.

Forbes outdistanced the competition, with polesitter Luke Icke finishing second ahead of Gary Taylor, Don Droud, Jr. and Cody Brewer.

The finish:

Rik Forbes, Luke Icke, Gary Taylor, Don Droud, Jr., Cody Brewer, Russ Harper, Craig Carey, Steve Knepper, Mike Woodruff, Mike Hess, Nick Knepper, Toni Rossi, Chad McDaniel, Jim Doyle, Jimi Quin, Kyle Rayburn, Garrett Hood.

Saturday

McCOOL JUNCTION, Neb. — Luke Icke led every lap to win the second night of the East Meets West Midget Challenge featuring the O'Reilly POWRi National Midgets and Rocky Mountain Midget Racing Ass'n Saturday at Junction Motor Speedway.

Ike made a clean sweep of the night by winning all events he raced in.

Following Icke to the line was Mike Hess, who passed Chad McDaniel with only three laps to go.

The finish:

Luke Icke, Mike Hess, Chad McDaniel, Gary Taylor, Mike Woodruff, Cody Brewer, Steve Knepper, Don Droud, Jr. , Russ Harper, Garrett Hood, Rik Forbes, Nick Knepper, Jimi Quin, Toni Rossi, Kyle Rayburn, Andy Mason, Craig Carey.

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June 11 — Selinsgrove Speedway, Selinsgrove, PA (570) 374-6270
June 14 — Davenport Speedway, Davenport, IA (800) 825-4832
June 18 — Tri-City Speedway, Granite City, IL (618) 931-7836
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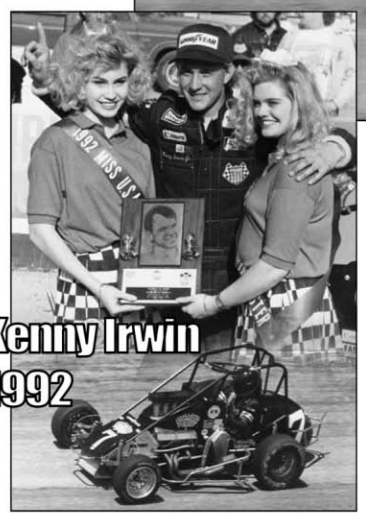
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Modifieds Get Busy Up North

Thursday

JEFFERSON, S.D. — Kelly Shryock stole the $2,000 winner's prize from Ryan Ruter as the O'Reilly Auto Parts United States Modified Touring Series USMTS MODS kicked off the All-Star Challenge with 49 cars Thursday night at Park Jefferson Speedway.

Ruter started on the outside the front row and took command at the green flag. At the front of the pack, Ruter paced the first dozen laps before relinquishing the lead to Shryock, who led the rest of the way for his fifth victory of the season.

Ruter momentarily surrendered second to Dean Mahlstedt on the restart with two laps to go but battled back to claim the runner-up paycheck.

Mike and Al Hejna followed Mahlstedt across the finish line to claim the fourth and fifth spots, respectively.

The finish:

Kelly Shryock, Ryan Ruter, Dean Mahlstedt, Mike Hejna, Al Hejna, Tommy Myer, Brad McEwan, Jon Tesch, Mike Steensma, Jason Friesen, Brent Bohmont, Matt Gilbertson, Dirk Kirk, Zack VanderBeek, Mike Wedelstadt, Reese Coffee, Bob Moore, Mark Noble, Mike Jensen, Ricky Stephan, Mark Elliott, Kevin Larkins, Mike Hansen, Jay Noteboom, Steve Kosiski, Chevy Hadan.

Friday

SLAYTON, Minn. — Last weekend, Kelly Shryock brought a new race car to Batesville (Ark.) Speedway and spanked the competition, only to finish second after getting a flat tire late in the event.

Since then, he has remained the man to beat. Nobody has done it yet.

Shryock continued his onslaught with a knockout punch of the 41-car field at Murray County Speedway Friday night.

Ryan Ruter grabbed the lead at the start, but Shryock took over on lap five. Just like Thursday, the fat lady started warming up at that point. Thirty-five laps later, she was singing loud and clear for the seven-time defending USMTS champion, who logged his series-leading sixth victory.

Ruter took the runner-up spot for the second-straight night, while Jon Tesch was third. Zack VanderBeek scored his best paycheck of the season with a fourth-place finish, while Tommy Myer filled the top five.

The finish:

Kelly Shryock, Ryan Ruter, Jon Tesch, Zack VanderBeek, Tommy Myer, Jason Krohn, Mike Hejna, Mike Steensma, Josh Reisch, Brad McEwan, Jason Friesen, Mark Elliott, Matt Gilbertson, Al Hejna, Jeff Schluetter, Jay Poidinger, Corey Dripps, Ron Luitjens, Marlin Kracht, Garry Oskerson, Brent Bohmont, Dean Mahlstedt, Tyson Kraft, Mark Noble, Kevin Larkins, Mike Wedelstadt.

Saturday

SPRING VALLEY, Minn. — After recording back-to-back runner-up finishes on Thursday and Friday, Ryan Ruter found redemption at Deer Creek Speedway Saturday as he led wire to wire to claim his second O'Reilly Auto Parts United States Modified Touring Series victory of the 2006 season.

Thursday at Park Jefferson (S.D.) Speedway and again Friday night at Murray County Speedway in Minnesota, Ruter snagged the top spot in the main event, only to watch the $2,000 top prize slip away to Kelly Shryock.

Ruter never saw the 13th-starting Shryock Saturday night, but Shryock saw him. After disposing of 11 competitors, Shryock moved into the second spot and set his sights on Ruter. Time ran out for Shryock. However, he hugged the back bumper of Ruter's modified as the pair crossed under the checkered flag.

The finish:

Ryan Ruter, Kelly Shryock, Al Hejna, Tommy Myer, Steven Wetzstein, Bob Timm, Brad Waits, Neil Eckhart, Mark Noble, Brad McEwan, Steve Arpin, Zack VanderBeek, Bobby Sorensen, Jason Friesen, Joey Schaefer, Mike Hejna, Chuck Stanton, Mike Sorensen, Corey Dripps, Mike Wedelstadt, Les Duellman, Nate Wasmund, Tim Donlinger, Jeff Schluetter.

Sunday

KASSON, Minn. — The O'Reilly Auto Parts United States Modified Touring Series made its season debut at Dodge County Speedway Sunday night, and with more than a dozen caution flags, Tommy Myer was right where he needed to be to avoid all of it to grab his first checkered flag of the year in the fifth annual Minnesota Spring Fling.

Myer started on the pole for the 35-lap event, jumped into the lead on the first lap and never looked back, pocketing $2,000 for his winning effort.

Zack VanderBeek was second, followed by Kelly Shryock, Al Hejna and Mike Sorensen.

The finish:

Tommy Myer, Zack VanderBeek, Kelly Shryock, Al Hejna, Mike Sorensen, Steve Arpin, Brad Waits, Steve Wetzstein, Dan Chapman, Pat Graham. Brad McEwan, Corey Dripps, Mike Wedelstadt, Jason Friesen, Ryan York, Ron Ver Beek, Chris Oertel, Jay Poidinger, Tom Paulson, Joe Wernecke, Darwin Karau, Mark Noble, Bob Timm, Mike Hejna, Ryan Ruter, Neil Eckhart, Matt Gilbertson.

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DIRT MotorSports, Inc.
Dirt Truck Racing Series
Indy United Racing League
MTRS Racing Series
UARA-STARS Series
West Coast Pro Truck Series
Wolfpack Challenge Series

MID ATLANTIC

Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Hagerstown Speedway

Hagerstown, Md.
May 26, 2006
Late Model
1. Jeremy Miller
2. Gary Stuhler
3. Andy Anderson
Late Model Sportsman
1. Pete Weaver
2. Scott Palmer
3. Barry Miller
Enduro Dash
1. Charlie Pensinger
2. Derek Riley
3. Danny Holmes

Allegany County Speedway

Cumberland, Md.
May 27, 2006
Late Model
1. D.J. Troutman
2. Dave Troutman
3. Chris Harr
Limited Late Model
1. Kevin Weyandt
2. Matt Sponaugle
3. Matt Emerick
Street Stock
1. Jimmy Iser, Jr.
2. Bob Jay
3. Daniel Cornman
Hobby Stock
1. Travis Stickley
2. Marcus VanMeter
3. Lincoln Rithey
8-Cylinder Junk Car
1. Brian Shaffer
2. Jim DeArmitt
3.Chad Gambol

Langley Speedway

Hampton, Va.
May 27, 2006
Late Model
1. Casey Wyatt
2. Danny Edwards
3. Jeff Shiflett
Super Street Stock
1. Tommy Sweeney
2. Dale Parro
3. Ritchie German
INEX Legends
1. Cameron Patrick
2. Jeremy Cook
3. Don McLaughlin
Wolf Truck
1. Jill Brinson
2. Rob Hughes
3. Eric Schaffer
Pro-6
1. Casey Sipe
2. Bill Mullis
3. J.B. Sipe

Trail-Way Speedway

Hanover, Pa.
May 27, 2006
600cc Micro Sprint Car
1. Jake Murphy
2. Rick Stief
3. Shawn Seifert
270cc Micro Sprint Car
1. Sean Stolz
2. Billy Laughman
3. Dave Schreiber
Scramble
Feature No. 1
1. Tim Diello
2. Randy Crunkilton
3. Dale Sheeler
Feature No. 2
1. Shawn Crunkilton
2. Buddie Jeffers
3. Tim Thompson
4-Cylinder Starlite Oval
1. Kevin Henry
2. Joseph Flanary
3. Shawn Crunkilton
6-Cylinder Starlite Oval
1. Nathan Herr
2. Kyle Martin
3. Buddie Jeffers
Limited Scramble
1. Damien Eckert
2. Broc Lawrence
3. C.H. Schildhaver

Mahoning Valley Speedway

Lehighton, Pa.
May 27, 2006
Modified
1. Scott Lesher
2. Rod Snyder
3. Tom Flanagan
Late Model
1. Joe Kehrli
2. Francis Gross III
3. Pat Hargan
Street Stock
1. Todd Ahner
2. Mark Deysher
3. Randy Ahner
Pro-4 Late Model
1. Frankie Althouse
2. Jeremy Miller
3. Kevin Graver, Sr.
Factory Stock
1. Justin Steigerwalt
2. Randy Ahner, Sr.
3. Keith Knappenberger
4-Cylinder
1. Dave Freundt
2. Jeff Bartron
3. Jason Zastko

New Egypt Speedway

New Egypt, N.J.
May 27, 2006
Modified
Feature No.1
1. Frank Cozze
2. Ryan Gofown
3. Billy Pauch
Feature No. 2
1. Jimmy Horton
2. Rick Grosso
3. Bucky Kell
Sportsman
1. Willie Osmun
2. Billy Tanner IV
3. Mike Lyons
Super Stock
1. Kory Fleming
2. Ron Coverly
3. Pat Freiberger
SS Sprint Car
1. Kevin Nagy
2. Art Liedl
3. Ian Borden

Mercer Raceway Park

Mercer, Pa.
May 27, 2006
Sprint Car
1. Rob Eyler
2. Danny Holtgraver
3. Rod George
Modified
1. Brad Rapp
2. Gary Smoker
3. Steve Young
Stock Car
1. Brian Booher
2. Terry Wheeler
3. Rick Lanigan
Strictly Stock
1. Carl Early
2. Bryan Wagner
3. Bill Klick, Jr.

Virginia Motor Speedway

Saluda, Va.
May 27, 2006
Late Model
1. Tom Cohick
2. Sommey Lacey, Jr.
3. Jared Powell
Sportsman
1. Walker Arthur
2. Robert Marshall
3. Donnie Owens
Modified
1. Bret Hamilton
2. Brian Dobie
3. Brent Bordeaux

South Boston Speedway

South Boston, Va.
May 26, 2006
Late-Model Stock Car
1. Drew Herring
2. Joe Denning
3. Wayne Ramsey
Pure Stock
1. Joey Conner
2. Nick Igdalsky
3. Quain Moore
Allison Legacy Series
1. Matthew Godley
2. Jonathan Kornegay
3. Casey Holt

Grandview Speedway

Bechtelsville, Pa.
May 27, 2006
Modified
1. Kevin Hartnett
2. Ray Swinehart
3. Kerry Kratz
Late Model
1. Randy Stoudt
2. Harry Neiman
3. Rick Todorow



PAUL OYLER PHOTO

FULL HOUSE: Dave Murdick (61), Mark Flick (2) and Jim Rasey race past a packed grandstand during BRA modified action at Tri-City Speedway in Pennsylvania Saturday.

Susquehanna Speedway Park

Newberrytown, Pa.
May 25, 2006
Sprint Car
1. Greg Hodnett
2. Alan Krimes
3. Fred Rahmer
Xtreme Stock Car
1. Larry Hughes, Jr.
2. Mike Goodwin
3. Matt Smith
Legends
1. Randy Kissinger
2. Jason Rochelle
3. Ronnie Dunstan
Sportsman
1. Smokey Snellbaker
2. Jason Fry
3. Scott Dellinger
Late Model
1. Scott McCann, Jr.
2. Charles Potts
3. Carl Billet
Street Stock
1. Bob Gutshall
2. Chad Smith
3. Wes Alleman
Mini Van
1. Timothy Watson
2. Scott Keller
3. Jeff Svendsen

Port Royal Speedway

Port Royal, Pa.
May 27, 2006
Sprint Car
1. Cliff Brian
2. Mike Erdley
3. Rick Lafferty
Late Model
1. Tim Gray
2. Jim Yoder
3. Mike Hess
Pro Stock
1. John Heane
2. Steve Stitt
3. Terry Naugle
Powder Puff
1. Jen Powell
2. Niki Dalton
3. Amanda Dalton

Hill Valley Speedway

Orbisonia, Pa.
May 27, 2006
600 Mini Sprint Car
1. Jim Young
2. Tyler Walton
3. Chris Crull
270 Mini Sprint Car
1. Ryan McAndrew
2. Sean McAndrew
3. Robert Robertson
Mini Stock
1. Kyle Wiser
2. Dave Leidy
3. Shawn Moore
Thundercar
1. John Rasp
2. Tracey Linn
3. Joe Hawbaker

Tri-City Speedway

Franklin, Pa.
May 28, 2006
Super Sprint Car
1. Bob Felmlee
2. Andy Priest
3. Brent Covell
Modified
1. Russell King
2. Rex King
3. Kevin Bolland
E-Mod
1. Shawn Shingledecker
2. Todd Roncaglione
3. Jeff Taylor
Pro Stock
1. Doug Iorio II
2. Ron Laskey
3. Gerry Bruce
Thundercar
1. Josh Seippel
2. Jeff Manners
3. Charlie McMillen

Selinsgrove Speedway

Selinsgrove, Pa.
May 27, 2006
Pro Stock
1. Gary Beward
2. AJ Stroup
3. Neil Langtry
Roadrunner
1. Keith Bissinger
2. Gary Kersetter
3. Cory Long

Selinsgrove Speedway

Selinsgrove, Pa.
May 28, 2006
410 Sprint Car
1. Chad Layton
2. Alan Cole
3. Lance Dewease
Late Model
1. Jason Covert
2. Donnie Schick
3. Chris Shuey

Path Valley Speedway

Spring Run, Pa.
May 27, 2006
Modified Lite
1. Lynn Knepper
2. John Gerula
3. Eddie Benedict
6-Cylinder Strictly Stock
1. Jeff Dicken
2. Danny Gelwick
3. Jason Ege
4-Cylinder Strictly Stock
1. Dakota Hutchinson
2. Barron Taylor
3. Keith Walls
Truck
1. Joe Racine
2. Aaron Shaffer
3. Dave Kitzmiller
8-Cylinder
1. Larry Risser
2. Joe Daywalt
3. Travis Park

Old Dominion Speedway

Manassas, Va.
May 27, 2006
Late Model
1. Frank Deiny, Jr.
2. Bruce Stachitas
3. Franklin Butler
Grand Stock
1. Duncan Molesworth
2. Greg Compton
3. Mark Cropp
Mini-Modified
1. Scott Roux
2. Ken Datesman
UCAR
1. Steve Purks

Gamblers Raceway Park

Clearfield, Pa.
May 28, 2006
Late Model
1. Matt Gaston
2. Bobby stokes
3. Jake Shady
Modified
1. Bob Garvey
2. William Blum
3. Derek Rodkey
Street Stock
1. Gary Little
2. Tom Williams
3. Jamie barber
Pure Stock
1. Jason Peters
2. Paul Kot
3. Craig Bainey
4-Cylinder
1. Kyle Parson
2. Bob McMillen, Sr.
3. David Weidow

Natural Bridge Speedway

Natural Bridge, Va.
May 27, 2006
Late Model
1. David Bennett
2. Mike Ayers
3. Gerald Wolfe, Jr.
Sportsman
1. Chris Barger
2. Tim Stalnaker
3. Shad Cooper
Street Stock
1. Bobby Thompson
2. David Brogan
3. Stephen Campbell
Pure Stock
1. Coray Brown
2. Danny Bryant
3. Fred Giles

TRACK

Shenandoah Speedway

Shenandoah, Va.
May 27, 2006
Super Stock
1. Brian Short
2. John Nance
3. Sean Ballantine
Legends
1. Patrick Molesworth
2. Nick Carlson
3. Tyler Long
Mini Truck
1. Ryan Petre
2. Al Daily
3. Tony Groff
Mini Cup
1. Steven Cox
2. Ryan Preacher
3. Chris Chilson
Baby Grand
1. Hunter Pearce
2. Roger Freeze
3. Jason Lutz
Virginia Mini Cup
1. Michael Cusson
2. Jamie Ruley
3. Corey Berkstresser

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

REGIONAL NOTES

Third-generation racer Evan Funk recently earned his first 360-sprint-car victory in only his third race in a sprint car. The triumph came at Washington's Skagit Speedway…**Jay Lyle has been racing various types of cars** for more than 42 years and recently collected his first Central Missouri Speedway victory, winning a street-stock feature at the three-eighths-mile dirt track…**With an abbreviated schedule in its final season,** the NASCAR Midwest Series for late models has seen many of its competitors return to short-track weekly racing. Steve Carlson, an eight-time series champion, is racing at LaCrosse Fairgrounds Speedway, along with Steve Holzhausen. The pair squared off in the May 20 late-model feature, with Holzhausen edging Carlson at the checkered flag...**Toledo (Ohio) Speedway recently unveiled** a new state-of-the-art lighting system at the half-mile asphalt oval. The change didn't slow Ron Allen, who sailed to his third late-model victory of the season…**Late-model-stock driver Butch Hamlett hadn't visited** Virginia's Motor Mile Speedway in nearly three years, but that didn't stop him from winning in his return to the half-mile asphalt oval. He led the final 24 laps in a 100-lap event. "I'm in disbelief," he said. "I haven't been up here in three years and I still can't believe it."..**Kory Abbot earned his fifth-consecutive** Legends car victory May 20 at Orlando (Fla.) Speedworld…**Jeff Taylor posted his first pro stock victory** of the season May 20 at Oxford Plains Speedway in Maine. It was the 64th of his career, ranking him third all-time at the track behind Mike Rowe and Al Hammond…**Gary Young, Jr. won the 300th modified race** held at Ace Speedway in Altamahaw , N.C. May 19 and got married the following afternoon…**Niel Shepherd, the teenage son of former All Star sprint-car champion Terry Shepherd,** won his first sprint-car race May 19 at Butler Speedway in Quincy, Mich…**Iowa teenager Rager Phillip**s had a big weekend recently. On May 19, he earned his first sprint-car victory, holding off Billy Alley to win at Lee County Speedway in Iowa. Two days later, Phillips graduated from high school…**Pennsylvania high-school senior Michael Carber** nearly pulled off a similar feat at Williams Grove Speedway. Carber appeared to have his first sprint-car triumph in hand when Greg Hodnett passed him on the final lap of a recent 25 lapper.





A weekly report of action from across America

I-94 Raceway
Sauk Centre, Minn.
May 27, 2006
ASA Super Late Model
1. Trent Snyder
2. Andy Hanson
3. James Leffler
Modified
1. Rich Snyder
2. Tony Robertson
3. John Notch
Legends
1.Tyler Sjoman
2. Jon Lewerer
3. Matt Hendrickson
Thundercar
1. Jason Schroepfer
2. Matt Hoeschen
3. Lance Stueve
UCAR
1. David Bolstad
2. Dan Bolstad
3. Dean Peterson

35 Raceway
Frankfort, Ohio
May 27, 2006
Pro Dwarf
1. Mike Weaver
2. Dennis Lamphier
3. John Evans
600cc Mini Sprint Car
1. Mark Ritenour
2. Dan Lewis
3. Shane Haubeil
Mini Late Model
1. Eric Arledge
2. Junior Lemaster
3. Estill Scarberry
4-Cylinder Stock Car
1. Chip Truitt
2. Alan Newman
3. Tom McVey
Sportsman
1. Ricky Taylor
2. Kevin Rittenhouse
3. Jim Monst

Canby Speedway
Canby, Minn.
May 27, 2006
Pure Stock
1. Tony Konold
2. Sara Oftedahl
3. Brandon Louwagie
WISSOTA Street Stock
1. Reed Storley
2. Corey Tammen
3. Wade Tirrel
WISSOTA Midwest Modified
1. Terry Bertamus
2. Brian Johnson
3. D.J. Tesch
WISSOTA Mod-4
1. Derek Zieske
2. Justin Bjorklund
3. Jamie Flickinger
WISSOTA Super Stock
1. Rick Whitlock
2. Steve Weber
3. Bob Holtquist
WISSOTA Modified
1. Scott Ward
2. J.J. Schuelke
3. Todd Stark

LaCrosse Fairgrounds Speedway
West Salem, Wis.
May 27, 2006
Late Model
1. Mark Lamoreaux
2. J. Herbst
3. Jon Barrette
Sportsman
1. John Olson
2. Lucas Korish
3. Aaron Hass
Thunderstock
1. Andy Barney
2. Jamie Dummer
3. Jeff Stumlin

Lawrenceburg Speedway
Lawrenceburg, Ind.
May 27, 2006
Modified
1. David Cook
2. Mike Redinger
3. Jeff Harris
Super Stock
1. Jerry Back
2. Jim Focht
3. Wayne Hizer
1200 Mini-Sprint Car
1. Lynn Ambrose
2. Kellen Conover
3. Boyd Wolff

the CONTINGENCY CONNECTION
TRACK

Bluegrass Speedway
Bardstown, Ky.
May 27, 2006
Late Model
1. Tim Tungate
2. Dustin Neat
3. Joey Daniel
Modified
1. Don Adams
2. Jimmy Payne
3. Kelly Warren
Sportsman
1. Kevin Wilson
2. Barry Chesser
3. Bo Wilson
Street Stock
1. Roy Skaggs
2. Avral Thompson
3. Robbie Settles

Wayne County Speedway
Orrville, Ohio
May 27, 2006
Super Late Model
1. Rick Bond
2. Jeremy Canada
3. Travis Brookover
Modified
Feature No. 1
1. Rob Stambaugh
2. Berry Jacobs
3. Took Wiles
Feature No. 2
1. Kyle Brown
2. David Liles
3. Rory Reed
Pure Stock
1. Frank Oriti
2. Troy Anderson
3. Chad Craver
Mini Stock
Feature No. 1
1. Dale Beckett, Jr.
2. Neil Nisly
3. Ed Ray
Feature No. 2
1. Neil Nisly
2. Dale Beckett, Jr.
3. Steve Miller

Shadyhill Speedway
Medaryville, Ind.
May 27, 2006
UMP Modified
1. Nick Allen
2. Brad DeYoung
3. Bub Patrick
Super Street
1. Adam Loehmer
2. Lenny Brinkley
3. Butch Toosley
I-Mod
1. Toby Howard
2. Kyle Cooper
3. Aaron Shidler
Pure Street
1. A.J. Cooley
2. Scott Minter
3. Travis Cooley
Barefoot Mini
1. Bobby Brooks
2. Roy Adams
3. Matt Norem

the CONTINGENCY CONNECTION
TRACK

I-55 Raceway
Pevely, Mo.
May 27, 2006
UMP Late Model
1. Randy Korte
2. Brian Shirley
3. Jimmy Owens
UMP Modified
1. Bobby Bittle
2. Jerry Grither
3. Ray Walsh
UMP/AARA Sportsman
1. Troy Naeger
2. Mike Nicholson
3. Chuck Adams
AARA Pro-4 Stock
1. Conrad Miner
2. Chris Fisher
3. Mike McMullin

St. Francois County Raceway
Farmington, Mo.
May 26, 2006
Sprint Car
1. Joey Montgomery
2. Tim Montgomery
3. Tommy Worley, Jr.
Modified
1. Kasey Nations
2. Scott Weber
3. Kenny Kennedy
Pure Street
1. Michael Abney
2. Chris Boyd
3. Shawn Griffin

St. Francois County Raceway
Farmington, Mo.
May 27, 2006
Sprint Car
1. Tommy Worley, Jr.
2. Dale Howard
3. Joey Montgomery
Modified
1. Brent Thompson
2. Billy Smith
3. Matt Eaton
Multi
1. Casey Barnhouse
2. Joey Boyd
3. Brian Steele

Corbin Speedway
Corbin, Ky.
May 27, 2006
Late Model
1. Brian Roberts
2. Ben Petrey
3. Brian Royalty
Sportsman
1. Russell Smith
2. Jerrod Foley
3. Gary Grant
Super Truck
1. Tim Hollis
2. Don Hollis
3. Jerry Brock
Chevette
1. Brent Tincher
2. Randell Fox
3. Anthony Wagers
Pure Street
1. Josh Brock
2. Roger Meadors
3. Tony Lambert
Slammer
1. Dan Rose
2. Keith Lovett
3. Ron Troxtell
Mini Slammer
1. Chad Parker
2. Travis Travillian
3. Clifford Wagers

Butler Speedway
Quincy, Mich.
May 26, 2006
Sprint Car
1. Chad Blonde
2. Jamie Miller
3. Ken Mackey
Late Model
1. Rusty Schlenk
2. Tom Stafford
3. Tim Wilber
Sportsman
1. Scott Gaff
2. Jeff Flowers
3. Zach Henderson
Street Stock
1. Eric Swan
2. Steve Crane
3. Jarrett Rendell

Shady Bowl Speedway
DeGraff, Ohio
May 27, 2006
Modified
1. Mike Carroll
2. Stan Perry
3. Josh Smith
Late Model
1. Chad Poole
2. Jim Lewis
3. Chris Parker
Street Stock
1. Rodney Roush
2. Shawn Stansell
3. Chris Sellers
Dwarf Car
1. Brandon Bayse
2. Bob Bayse
3. Brent Williams

Jackson Speedway
Jackson, Minn.
May 27, 2006
Sprint Car
1. Lee Grosz
2. Scott Winters
3. Joe Riedel
Modified
1. Eric Dailey
2. Garry Oskerson
3. Jim Horejsi
Limited Sprint Car
1. Jeff Luhmann
2. Ben Crees
3. Bruce Anderson
Stock Car
1. Trent Schroeder
2. Jim Larson
3. Matt Hagedorn
Hobby Stock
1. Cody Lucas
2. Jim Johnson
3. Dan Strandberg

Muskingum County Speedway
Zanesville, Ohio
May 27, 2006
Late Model
1. Rick Aukland
2. Bart Hartman
3. Doug Dodd
Modified
1. Rick Auklan
2. Larry Moran
3. Jess Hartman
Pure Stock
1. Brad Parker
2. Tim Skelton
3. Scott Wolford
4-Cylinder
1. Nick Timberlake
2. Ryan Erskine
3. Andy Parks

Grundy County Speedway
Morris, Ill.
May 26, 2006
Late Model
1. Andy Marchiniak
2. Tom Smith
3. Jeremy Spoonmore
Sportsman
1. Jeff Olson
2. Josh Higgins
3. Jeremy Bloomberg
Street Stock
1. Karl Kwaz
2. Nick Clubb
3. Ed Mahoney
4-Cylinder
1. Kris Koppers
2. Jason Claypool
3. Tony Blowers

Rice Lake Speedway
Rice Lake, Wis.
May 27, 2006
Late Model
1. Tony Bahr
2. Duane Mahder
3. Ashley Anderson

Red Cedar Speedway
Menomonie, Wis.
May 26, 2006
Late Model
1. Joel Cryderman
2. John Kaanta
3. Jake Redetzke

Sharon Speedway
Hartford, Ohio
May 27, 2006
Sprint Car
1. Ed Lynch, Jr.
2. Andy McKisson
3. Jarod Larson
Modified
1. Rex King
2. Brian Swartzlander
3. Russell King
E-Mod
1. Alan Dellinger
2. Jeff Sharp
3. Bob Diver
Stock Car
1. Dan Lewis
2. Steve D'Apolito
3. Sonny Wisler
Green Flag Sprint Car
1. Andy Paden
2. Nate Stein
3. Guy Griffin

Midway Speedway
Lebanon, Mo.
May 26, 2006
Late Model
1. Chris Carlson
2. Joe Morris
3. Jerrod Harris
Modified
1. Jim Roach
2. Jason Russell
3. Eric Hudson
Bomber
1. Shawn Winfrey
2. Missy Shaw
3. Jack Hamer
Winged Sprint Car
1. Clint Todd
2. Joe Todd
3. Mike Williams

Langlade County Speedway
Antigo, Wis.
May 27, 2006
Stock Car
1. Kevin Lamberries
2. Larry Karcz
3. Rod Snellenberger
Modified
1. Jeremie Hedrick
2. Pat Zdroik
3. John Peters
Truck
1. Travis Rank
2. Forrest Crandall
3. Jeff Becker
Street Stock
1. Gerry Kesperek
2. Jeremy Wolfe
3. Scott VanProoyen
Late Model
1. Tim Buhler
2. Gordie Seegert, Jr.
3. Ron Berna

U.S. 36 Raceway
Osborn, Mo.
May 26, 2006
4-Cylinder Stock
1. James Downs
2. Frank Reed
3. Matt Marrant
A-Modified
1. Steve Starmer
2. Danny Holt
3. Brett Dempsey
B-Modified
1. Darren Shaw
2. Jeff Marriott
3. Hugh Eddy
Factory Stock
1. Jon Boller, Jr.
2. Debbie Beaty
3. Jimmy Scearce
Street Stock
1. Derrick Iddings
2. Jon Boller, Jr.
3. Jake Cameron
Winged Sprint Car
1. Larry Ball
2. Tim Newman
3. Kim Kennedy

Golden Sands Speedway
Plover, Wis.
May 26, 2006
Super Late Model
1. Kenny Richards
2. Mark Eswein
3. Jeff Kendall
Super Stock
1. Mike Brooks
2. Roger Stanczyk
3. Wes Coon
4-Cylinder
1. Adam Eckes
2. Dalle Kravlovetz
3. Casey Koback

Rockford Speedway
Loves Park, Ill.
May 27, 2006
NASCAR Grand National
1. Chad Smith
2. Fred Nason
3. Gilbert Brewer
NASCAR Late Model
1. Ricky Bilderback
2. Josh Nelms
3. Bill Hobson
NASCAR Roadrunner
1. Gene Marocco
2. Dan Carlson
3. Alex Papini
Mini Indy
1. Neal Gillentine
2. Grant Greenfield
3. Kenny Marcellis
Rascal Outlaw
1. Chris Bedore
2. John LeSage
3. Bill Gundlach

Calumet County Speedway
Chilton, Wis.
May 26, 2006
Grand National Sportsman
1. Jeff Muehlbauer
2. Gregg Haase
3. Bob Cullen
Street Stock
1. Jason Dyer
2. Mike King
3. Wes Rabe
Challenger
1. Ryan Eickert
2. John Mahlberg
3. Rob Dollevoet
Salvage-4
1. Tyler Smith
2. Jason Juech
3. Hank Horn

Kil-Kare Speedway
Xenia, Ohio
May 26, 2006
Late Model
1. Tony Brunke
2. Dick Dunlevy, Jr.
3. Gary Estes
Modified
1. Shawn Gray
2. Jason Mahaffey
3. Terry Humphrey

Cedar Lake Speedway
New Richmond, Wis.
May 27, 2006
Street Stock
1. Jason Vandekamp
2. Mark Froelich
3. Chris Gullickson
Midwest Modified
1. Jeff Marshall
2. Jason Gross
3. Justin Schill
Super Stock
1. Larry Boumeester
2. Dan Carlson
3. Tim Borgeson



RICK SHERER PHOTO

CHANGE OF DIRECTION: David Harrison (10) took a wild ride in his 410 sprint car as fans scatter away from the fence Saturday night at Ohio's Fremont Speedway.

Hey Racers, Listen UP
SUPPORT THESE SPONSORS, RUN THEIR DECALS, WIN PRODUCT COUPONS — WITH CONTINGENCY CONNECTION.



A weekly report of action from across America

Modified
1. Joey Jensen
2. Scott Splittstoesser
3. Jason Miller
Super Late Model
1. Terry Casey
2. Brent Larson
3. Eric Breeschoten

Fremont Speedway

Fremont, Ohio
May 27, 2006
410 Super Sprint Car
1. Mike Linder
2. Bryan Scott
3. Dale Blaney
305 Sprint Car
1. Brad Bowman
2. Bill Kraylek
3. Chris Andrews
Dirt Truck
Feature No. 1
1. Steve Sabo
2. Craig Hoffman
3. Art Howey, Jr.
Feature No. 2
1. Steve Sabo
2. Brian Arnold
3. Art Howey, Jr.

the CONTINGENCY CONNECTION TRACK

Madison Int'l Speedway

Oregon, Wis.
May 26, 2006
Hobby Stock
1. Mike Storkson
2. Kyle Stark
3. John Robinson II
Bandit
1. Stephen Scheel
2. Steve Dickson
3. Tyler Kelley

Ponderosa Speedway

Junction City, Ky.
May 26, 2006
Late Model
1. Johnny Wheeler
2. Victor Lee
3. Michael Chilton
Modified
1. Arnold Adams
2. Victor Lee
3. Don Adams
Bomber
1. Gary Thompson
2. Peydon Pelphrey
3. Rick King
Chevette
1. Chase McWhorter
2. Randy Maybrier
3. Shane Irvin

Jacksonville Raceway

Jacksonville, Ill.
May 26, 2006
Pony Stock
1. Rich Mueller
2. Glenn Carmean
3. Mike Martin
Street Stock
1. Jim Farley
2. Cleatus Coats
3. Travis Copley
Modified
1. Mike Harrison
2. John Seets, Jr.
3. Kelly Kovski
360 Sprint Car
1. Matt Sutton
2. Korey Weyant
3. Ryan Jamison

Slinger Super Speedway

Slinger, Wis.
May 28, 2006
Late Model
1. Lowell Bennett
2. David Prunty
3. Al Schill
Modified
1. Ron Schmitt
2. Jason Feyereisen
3. Dale Prunty
Sportsman
1. Mike Graczkowski
2. Scott Ascher
3. Jeff Holtz
Limited Late Model
1. Jerry Eckhardt
2. Jason Thomas
3. Chris Ratajczyk

Waynesfield Motorsports Park

Waynesfield, Ohio
May 27, 2006
Sprint Car
1. Jeff Babcock
2. Andy Bibler
3. Darryl Banks
Truck
1. Scott Shackelford
2. Luke Katterheinrich
3. Roger Keysor
Stock Car
1. Jeff Babcock
2. Barney Craig
3. Lenny Guyton

Toledo Speedway

Toledo, Ohio
May 28, 2006
Late Model
1. Dave Kuhlman
2. John Doering, Jr.
3. Brent Jack
School Bus Figure-8
1. Denny Stilwell
2. Joe Koester
3. Mike Swycheck
Street Stock
1. Jimmy Rae
2. Lonnie York
3. Troy Brehmer

Columbus Motor Speedway

Columbus, Ohio
May 27, 2006
Late Model
1. Gary Estes
2. Donnie Hill
3. Dick Dunlevy
Modified
1. Bob Grubaugh
2. Ray Muncy
3. Shawn Gray
Sport Stock
1. Beau Davis
2. Phil Gussler, Jr.
3. James Harding
Compact
1. Mike Baum
2. Bob Thompson
3. Michael Hyler

Flat Rock Speedway

Toledo, Ohio
May 28, 2006
Enduro
1. Tristan Dupuis
2. Mike Bershback
3. Rick Johnson
4-Cylinder
1. Ray McClure
2. Bill Litogot
3. Tim Wade

Lorain Speedway

South Amherst, Ohio
May 27, 2006
Modified
1. Stacey Gerken
2. Dave Shymske
3. Andy Hoskinson
Grand National
1. Tate Gerken
2. Mark Smith
3. Chuck Carver
Spectator Stock
1. Ryan Gullatta
2. Kevin McCall
3. Chad Lemmerman

Shawano Speedway

Shawano, Wis.
May 27, 2006
Late Model
1. Nick Anvelink
2. Justin Ritchie
3. Gordie Seegert
Modified
1. Eric Scribner
2. Jeremie Hedrick
3. Lance Arneson
Stock Car
1. Brian Bruechert
2. Junior Karcz
3. Rod Snellenberger
Limited Late Model
1. Jeff Curtin
2. Aaron Wickersheim
3. Troy Springborn
Sport Mod
1. Craig Hoffman
2. Joe Reuter
3. Mike Czarapata

Lake Ozark Speedway

Eldon, Mo.
May 27, 2006
Modified
1. Steve Payne
2. Danny Crane
3. Steve Cain
Late Model
1. Joe Morris
2. Chris Carlson
3. Tom Krankel
Street Stock
1. Tim Brown
2. Troy White
3. Dale Berry
Hobby Stock
1. Jason Bond
2. Dave Buchman
3. Chris Lapp

Bloomington Speedway

Bloomington, Ind.
May 27, 2006
Sprint Car
1. Kevin Briscoe
2. Brady Short
3. Jon Stanbrough
Modified
1. Ray Humphrey
2. Lee Hobbs
3. Jeff Bland, Jr.
Super Stock
1. Jeremy Hines
2. Gerald Todd
3. Joe Lucas

the CONTINGENCY CONNECTION TRACK

Central Missouri Speedway

Warrensburg, Ohio
May 27, 2006
Modified
1. Gary Blackburn, Jr.
2. Chad Lyle
3. Lee Hibner
Street Stock
1. Marc Carter
2. Jay Lyle
3. Nathan Himes
305 Sprint Car
1. Josh Fisher
2. Austin Alumbaugh
3. Zack Goulden
B-Modified
1. Wayne Stevens
2. Greg Marrant
3. Tony Nelson
Limited Late Model
1. Brett Rollert
2. Walt Imhoff
3. Owen Evinger



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Lebanon Valley Speedway

New Lebanon, N.Y.
May 27, 2006
Modified
1. Kenny Tremont
2. Brian Berger
3. J.R. Heffner
358 Modified
1. Andy Bachetti
2. Donnie Corellis
3. Ray Hoard
Sportsman
1. Chris Tryon
2. Art Collins
3. Ryan Larkin
Pro Stock
1. Jay Corbin
2. Don Carlson
3. Paul LaRochelle
Limited Pro Stock
1. Nick Hilt
2. Kyle Hosier
3. George Miles
Pure Stock
Feature No. 1
1. Mike Eichstedt
2. Randy Meyers
3. Larry Ball
Feature No. 2
1. Jesse Murphy
2. Dave Streibel
3. Jeff Kreutziger
Feature No. 3
1. Pete Weigand
2. Al Relyea
3. Bob Palmer
Feature No. 4
1. Kevin Winters
2. Brian Houghtaling
3. Robert Hammell

Unity Raceway

Unity, Maine
May 27, 2006
Super Street
1. Joey Doyon
2. Donnie York
3. Ajay Picard
Wildcat
1. Andy Migliore
2. Jon Fortier
3. Carl McAlpine
Late Model Pro-4
1. Justin Drake
2. Steve Rackliff
3. Jim Dennis
Mini Stock
1. Carl McAlpine
2. Paul Shorette
3. Tammy Knowlton
Mini Truck
1. Kevin Nutting
2. Mike Rackliff
3. Paul Quirion

Lancaster Raceway Park

Buffalo, N.Y.
May 27, 2006
Late Model
1. T.J. Johnson
2. Tim Windagle
3. George Skora III
SST Sportsman
1. Russ Gian
2. Jerry Gradl, Jr.
3. Frank Booker
Super Stock
1. Dave Johnson
2. Mike Scott
3. Rick Widmer
Street Stock
1. Scott Mutka
2. Tim Garlock
3. Joe Mergl

Five Mile Point Speedway

Kirkwood, N.Y.
May 24, 2006
Modified Southern
1. Rich Keehle, Jr.
2. J.R. Crouse
3. Joel Batzel
IMCA Modified
Feature No. 1
1. Mike Stolarcyk III
2. Gary Dence
3. Dale Caswell
Feature No. 2
1. Tom Eiklor
2. Gary Dence
3. Dale Caswell
Pure Stock
1. Charlie Gilbert
2. Darl Ellis, Jr.
3. Jeremy Shaw
Figure-8
1. Mark Andrus
2. Don Lantz, Jr.
3. Steve Simpson

Five Mile Point Speedway

Kirkwood, N.Y.
May 27, 2006
Modified
1. James Cornell
2. Doug Hendricks
3. Joey Grammes
Sportsman
1. Shaun Walker
2. Eric Palmer
3. Bill Deckelman
Street Stock
Feature No. 1
1. Jerry Tonti
2. Dave Luff
3. Paul Strohl
Feature No. 2
1. Joe Krisovich
2. Dave Luff
3. Les Gillette
Pure Stock
1. Charlie Gilbert
2. Darl Ellis Jr.
3. Shane Wolf
Dirt Modified
1. Mike Murphy
2. Jeff Richardson
3. Jimmy Halpin

Fulton Speedway

Fulton, N.Y.
May 27, 2006
DIRT Big-Block Modified
1. Pat Ward
2. Danny Johnson
3. Alan Johnson
Dirt Sportsman
1. John Barker
2. Matt Fink
3. Jim Witko
Sportsman
1. Sam Reakes IV
2. Jeremy Pitcher
3. Shawn Donath
DIRT Pro Stock
1. Billy Clark
2. Jack Terrell
3. Jason Parkhurst
Pure Stock
1. Ron Hawker
2. Dave Mannise
3. Joe Briere
4-Cylinder Super Stock
1. Joey Delacruz
2. Todd Williamson
3. Jim Money
4-Cylinder Enduro
1. Chad Guthrie
2. Jerry Herbert
3. Morris Mathews

Holland Speedway

Holland, N.Y.
May 27, 2006
Late Model Pro Stock
1. Will Thomas
2. Mark Bliss
3. Bill Matuszak
Pro Modified
1. Neil Dietz, Jr.
2. Jason Kline
3. Chuck Anderson
TQ Midget
1. Erick Rudolph
2. Jared Turnbull
3. James Michael Friesen
Charger
1. Marty Hughes
2. Jerry Kosmowski
3. Joe Exk
Pro-4
1. Sean Kirsch
2. Dan Nellist
3. Shawn Lafferty
Figure-8
1. Dave Zimmer
2. Sharon Hughes
3. Rob Willard
Championship Series
1. Geoff Hack
2. Todd Suckow
3. Mike Loughran

Oxford Plains Speedway

Oxford, Maine
May 27, 2006
Strictly Stock
1. Kurt Hewins
2. Tommy Tompkins
3. Guy Childs
Pro Stock
1. Al Hammond
2. Jeremie Whorff
3. Scott Moore
Late Model Stock
1. Shawn Martin
2. Dennis Spencer, Jr.
3. Travis Adams
Limited Sportsman
1. David Vaughn
2. Kenny Harrison
3. Carey Martin
Mini Stock
1. Dan Morris
2. Jim Childs
3. Larry Melcher
Pass Modified
1. Chris Staples
2. Dana Grover
3. Jason Taylor

Waterford Speedbowl

Waterford, Conn.
May 27, 2006
SK-Modified
1. Frank Mucciacciaro, Jr.
2. Chris Pasteryak
3. Tommy Fox
Late Model
1. Jay Stuart
2. Bruce Thomas, Jr.
3. Tim Jordan
Mini Stock
1. Danny Field
2. Chris Williams
3. Chuck Rogers
Sportsman
1. Billy Gertsch, Jr.
2. John Puglisi
3. Al Stone III

Canandaigua Speedway

Canandaigua, N.Y.
May 27, 2006
Dirt Street Stock
1. Mike Minutolo
2. Frank Burnell
3. Wayne Ellison
Dirt Sportsman
1. Kevin Ridley
2. Todd Henderson
3. Paul Guererri
Dirt Modified
1. Gary Tomkins
2. Matt Sheppard
3. Todd Burley

the CONTINGENCY CONNECTION TRACK

Cayuga County Fair Speedway

Weedsport, N.Y.
May 28, 2006
Street Stock
1. Wayne Nelson
2. Frank Burnell
3. Nick Rizzo
Vintage Stock Car
50's and 60's
1. Bill Kisselstein
2. Phil Claussen
3. Brad Litzenberger
70's
1. John McNamee
2. Alley Amell
3. Clay McNamee
Sportsman
1. Russ Hefti
2. Joe Williams, Jr.
3. Roy Bresnahan

Airborne Speedway

Plattsburgh, N.Y.
May 28, 2006
Modified
1. Don Scarborough
2. Leon Gonyo
3. Mike Bruno

Thunder Road Int'l Speedbowl

Barre, Vt.
May 28, 2006
Late Model
1. Brent Dragon
2. Eric Williams
3. Roger Brown
Sportsman
1. Joe Steffen
2. Reno Gervais
3. Justin Hart
Street Stock
1. Joel Hodgdon
2. Gary Mullen
3. David Allen
Warrior
1. Jeremy Perkins

Utica-Rome Speedway

Vernon, N.Y.
May 28, 2006
358-Modified
1. Bobby Varin
2. Willy Decker
3. Todd Burley
Sportsman
1. Steve Way
2. Mike Button
3. Kyle Lewis
Pro Stock
1. Jerry Holmes
2. Robert Langeuin
3. Jim Normoyle
Pure Stock
1. Russ Marsden
2. Curt Prevo
3. Ron Hawker
Sprint Car
1. Steve Poirier
2. Dan Kuzsubinski
3. Alain Bergeron
Mini Sprint Car
1. Don Harvey, Jr.
2. Mike Kiser
3. Rich Wood, Jr.

Wyoming County Int'l Speedway

Perry, N.Y.
May 28, 2006
Sportsman
1. Wayne Lent
2. Don Pringle
3. Dick Kluth
Late Model
1. Billy Ray Pruitt
2. George Skora III
3. Barry Gommer
Super Stock
1. Bobby Lippa, Jr.
2. Bob Herman
3. Jim Steffenhagan, Jr.
4-Cylinder
1. Dan Scott
2. Bill Verwys
3. Ryan Harvey



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Thunderhill Speedway

Mayetta, Kan.
May 27, 2006
IMCA Modified
1. Todd Dart
2. Jay Matthias
3. Jared Siefert
IMCA Stock
1. Ben Kroll
2. Pat Davister
3. Troy Muench
IMCA Hobby Stock
1. Ed Anschutz
2. Dave Degrave
3. Keith Kickbusch
Street Stock
1. Scott Reinhardt
2. John Sternard
3. Dennis Weidner
4-Cylinder
1. Kip Burlo
2. Jeremy Dubois
3. Kenny Malcore
Bomber
1. Joe Kraul
2. Dan Merkle
3. Jared Baughman

Beatrice Speedway

Beatrice, Neb.
May 27, 2006
Modified
1. Tom Petracek
2. Johnny Saathoff
3. Dan Nelson
Limited Modified
1. Craig Evers
2. Bill Lux
3. Tom Vanover, Jr.
IMCA Stock Car
1. James Griffith
2. Todd Laflin
3. Tyler Phelps
Factory Stock
1. Roy Armstrong
2. Lyle Slama
3. Delmar Wells
IMCA Hobby Stock
1. Eric Chab
2. Kyle Vanover
3. Justin Fritzson
IMCA Sport Compact
1. Nate Canham
2. Peter Kruse

Butler County Motorplex

Rising City, Neb.
May 26, 2006
Hornet
1. Dan Alt
2. Chuck Wergin
3. Austin Brauner
IMCA Hobby Stock
1. Nick Topil
2. Rich Small
3. Ron Allen
IMCA Stock Car
1. Shane Stutzman
2. Mike Nichols
3. Eric Remplel
Limited Late Model
1. Travis Dickes
2. Les Siebert
3. Mike Marushak
IMCA Modified
1. Bob Zoubek
2. Scott Bivens
3. Johnny Saathoff

Salina Highbanks Speedway

Salina, Okla.
May 27, 2006
Oil Capital Racing Series
1. Christi Mack
2. Shane Pace
3. Ricky York

Iowa State Fair Speedway

Des Moines, Iowa
May 22, 2006
IMCA Late Model
1. Mike Smith
2. Darrell DeFrance
3. Todd Cooney
ICMA Modified
1. Greg Cox
2. Jimmy Gustin
3. Todd Inman
IMCA SportMod
1. Jacob Murray
2. Kyle Wahlert
3. Ryan Lundy
IMCA Stock Car
1. Steve Curtis
2. Randy Killen
3. Gary Bass
IMCA Hobby Stock
Feature No. 1
1. Bill Bonnett
2. Kevin Fee
3. Mike Johnston,
3. Rob Allison
Feature No. 2
1. Rex Bonnett
2. John Yaw, Sr.
3. Adam Bonnett
Truck
1. Josh Hull





A weekly report of action from across America

2. Rick Clark
3. Matt Waugh

Davenport Speedway

Davenport, Iowa
May 26, 2006
IMCA Late Model
1. Kevin Blum
2. Hershel Roberts
3. Tom Darbyshire
V-8 Modified
1. Milo Veloz, Jr.
2. Jerry Connors
3. John Bull
Street Stock
1. Rob Henry
2. Matt Burroughs
3. Korey Peterson
B-Modified
1. Jeremy Marquette
2. Pat Fennelly
3. Jake Waterman
INEX Legends
1. Keith Moline
2. Rick Harris
3. Eric Barth
4-Cylinder
1. Dustin Kay
2. Justin Kay
3. Todd Sibley

Lakeside Speedway

Kansas City, Kan.
May 26, 2006
Grand National
1. Gene Claxton
2. Chad Clancy
3. Keith Cobb, Jr.
Modified
1. John Allen
2. Chad Lyle
3. Kerry Davis

Knoxville Raceway

Knoxville, Iowa
May 27, 2006
410 Sprint Car
1. Billy Alley
2. Skip Jackson
3. Kerry Madsen
360 Sprint Car
1. Jon Corbin
2. Josh Higday
3. Joe Beaver

Macon County Speedway

Macon, Ill.
May 26, 2006
Kid Kart
1. Gage Cox
2. Jess Warner
3. Cody Anderson
16 and Under Chevette
1. Zack Bandy
2. Kody Graves
Open Chevette
1. Jeff Savage
2. Justin Bandy
3. Billy Knoblett
Stock Chevette
1. Johnny Warner
2. Freddy Bandy
3. Paul Ramsey
Front-Runner
1. Joe Wall
2. Billy Templeton
3. Josh York

Southern Iowa Speedway

Oskaloosa, Iowa
May 24, 2006
USRA Hobby Stock
1. Nathan Wood
2. Joe Ferguson
3. Jared Sanders
USRA Stock Car
1. Colt Mather
2. Brad Pinkerton
3. Brian Mitrisin
USRA Modified
1. Brandon Banks
2. Terry Walker
3. Brad Stephens

Culbertson Speedway

Culbertson, Neb.
May 27, 2006
IMCA Modified
1. Bobby Haines
2. David Murray, Jr.
3. Jay Schilling
IMCA Stock Car
1. Caleb Peters
2. Bob Chalupa
3. Todd Chrisman
Hobby Stock
1. Jason Koch
2. Aaron Koch
3. Jebb Tally
Mini Truck
1. Cindy Murray
2. Brice Riley
3. Leelan Bieker

Outlaw Motor Speedway

Muskogee, Okla.
May 27, 2006
Modified
1. Steve Lacy
2. Dan Leatherman
3. Gary Andrews
Economy Modified
1. Jake Kelley
2. Dalton Clay
3. Patrick Goodnight
Hobby Stock
1. Ray Hutcherson
2. Dale Richardson
3. Brookin Stephens
Pure Stock
1. James Gillean
2. Andy Simmons
3. Yogi Combs

Dawson County Raceway

Lexington, Neb.
May 28, 2006
Modified
1. Ronnie Wallace
2. Jay Steffens
3. Chuck Stryker
Stock Car
1. Jason Smith
2. Dan Walker
3. Jim Hagan
Hobby Stock
1. Jason Koch
2. Jeromy Wagner
3. Derek Thiem
Late Model
1. Robert Leonard
2. Chris Avery
3. Robby Leonard

Huset's Speedway

Brandon, S.D.
May 28, 2006
Outlaw Sprint Car
1. Mark Dobmeier
2. Micah Schliemann
3. Jake Peters
360 Sprint Car
1. Johnny Cressman
2. Brandon Rokusek
3. Casey Abbas

Linn County Speedway

Pleasanton, Kan.
May 27, 2006
Modified
1. Tim Karrick
2. Rodney Sigg
3. Dan Nasalroad
Grand National
1. Gene Claxton
2. Nick Newton
3. Jimmy Winkler
Factory Stock
1. Robert Brown
2. Chris Whalen
3. Bobby Ohrenberg

Creek County Speedway

Kellyville, Okla.
May 27, 2006
360 Sprint Car
1. Danny Smith
2. Roy Larkin
3. Shane Pace



Florida
Georgia
North Carolina
South Carolina
Tennessee

the CONTINGENCY CONNECTION TRACK

New Smyrna Speedway

New Smyrna, Fla.
May 27, 2006
Super Late Model
1. David Rogers
2. Jared Allison
3. Bobby Fleckinger
Sportsman
1. Travis Towell
2. Dale Howard
3. Mike Pletka
Modified
1. Jim Flynn
2. Shain Held
3. Alan Bruns
Super Stock
1. Ron Whaley
2. Bobby Holley
3. George Spears
Strictly Stock
1. Anthony Robinson
2. Jay Mullins
3. Paul Kitner
Mini Stock
1. Tim McPhail
2. Dick Laszlo
3. Jamie Dixon

Concord Motorsport Park

Concord, N.C.
May 27, 2006
Late Model
1. Terry Brooks, Jr.
2. Shane Brafford
3. Bryan Thomas
Limited Late Model
1. Brian Conforth
2. Kenneth Cook
3. Randy McAnulty
Pure Stock
1. Steve Irvin
2. Brian Love
3. Chad Allmon
Fast And Furious-4
1. Ben Smith
2. Brad Ballard
3. Jake Simpson
Redneck Racers
1. Jim Cook
2. Dave Knith
3. Dave Hutchinson

Columbia Motorsports Park

Lake City, Fla.
May 27, 2006
Super Late Model
1. Kevin Durden
2. David Hodges
3. James Powell
Open-Wheel Modified
1. Dave Barber
2. Kurt Jett
3. Jason Garver
Street Stock
1. Brad Fiene
2. Russell Patterson
3. Don McKay
Pure Stock
1. John Roling
2. Clay McRae
3. Shane Taylor
TQ Late Model
1. Johnny Lieupo
2. Derek Suits
3. Brenner Palmiter
Hornet
1. Danny Brickert
2. Mike Marcellino
3. Kit Tapper

the CONTINGENCY CONNECTION TRACK

Volunteer Speedway

Bulls Gap, Tenn.
May 27, 2006
Super Late Model
1. Mike Smith
2. Bobby Giffin
3. Vic Chandler
Limited Crate Late Model
1. Matt Barrett
2. Jensen Ford
3. Brad Kenyon
Open-Wheel Modified
1. Stanley Donahoo
2. Wayne James
3. Jerry Broyles
Hobby Stock
1. Jon Cook
2. Dustin Shaver
3. Everett Cobb
Mini Stock
1. Chuck McMahan
2. Brent Hensley
3. Randy Lane
Front-Wheel-Drive
1. Scotty McMurray
2. Josh Driskell
3. Keith Helton

East Bay Raceway Park

Tampa, Fla.
May 27, 2006
Outlaw-4
1. Chad Rose
2. Jim Coursen
3. Zach Amundsen
Limited Sprint Car
1. Michael Smith
2. Danny Jones
3. Paulie Milum
Late Model
1. David Schmauss
2. Roger Crouse
3. K.D. Kelly
Street Stock
1. Steve Johnson
2. Daniel Lewis
3. Buck Woodhouse
Limited Late Model
1. J.R. Prather, Jr.
2. Tommy Evonosky
3. Tim Gay

Harris Motor Speedway

Rutherfordton, N.C.
May 26, 2006
Limited
1. David Ayers
2. Scott Morgan
3. Robert Bradley
Stock-8
1. Johnny Hipp
2. Chris Lytle
3. Kenneth Bowers
Renegade
1. Nathan Pierce
2. Ricky Hines
3. John Owensby
Super Stock-4
1. Stacy Brock
2. Andy Mattison
3. Chris Holmes
Street Stock-4
1. Randy Powell
2. Erik Summey
3. Scott Smith
Young Gun
1. Blake Kirby
2. Mackenzie Norris
3. Summer Tessneer

East Lincoln Speedway

Stanley, N.C.
May 27, 2006
Stock-4
1. Scott Cook
2. Johnny Toney
3. Jamie Major
Rookie-4
1. Mary Woody
2. Aaron Webb
3. Darryl Roark
Sprint Car
1. Tony Clements
2. Jon Hager
3. David Iee
IMCA Modified
1. Richard Clew
2. Eric Thompson
3. Ronnie White
Late-Model Modified
1. Tim Sigmon
2. Ronnie White
3. Shawn Martin
Stars of Tomorrow
1. Stephanie Clew
2. Timothy Carroll
3. Dylan O'Daniel

Bowman Gray Stadium

Winston-Salem, N.C.
May 27, 2006
Modified
1. Randy Butner
2. Jeremy Stoltz
3. Tim Brown
Sportsman
Feature No. 1
1. Steve Holleman
2. Tommy Neal
3. Chad Brooks
Feature No. 2
1. Billy Gregg
2. Kenny Bost
3. David Adams
Street Stock
1. John McNeal
2. Jim Shoaf
3. Donnie Martin
Stadium Stock
Feature No. 1
1. Michael Wells
2. Kevin Yates
3. Dale Barneycastle
Feature No. 2
1. Tony Teague
2. Marty Freedle
3. Shaun Cockerham

Cleveland Speedway

Cleveland, Tenn.
May 27, 2006
Hobby Stock
1. Jim Twiggs
2. Todd Hernandez
3. Kenny Stanfield
Late Model
1. Jamie Perry
2. Billy Mayo
3. Jake Knowles
Limited Late Model
1. Chris Beavers
2. Nick Yancy
3. Danny Pippens
B-Hobby
1. Arva Lee Brooks
2. Lee Hogan
3. Patrick Wilson
Pony Stock
1. Jimmy Brown
2. Scott Ledford
3. Greg Henderson
Front-Runner
1. Brad Cross
2. Richard Clowers
3. Kenny Barker

the CONTINGENCY CONNECTION TRACK

Music City Motorplex

Nashville, Tenn.
May 26, 2006
NASCAR Grand National Sportsman
1. Terry Jinnette
2. Mark Steagall
3. Dick Steagall
NASCAR Late Model
1. Mark Day
2. Willie Allen
3. Keeton Hanks
NASCAR Super Truck
1. Ricky Bolden
2. John Earheart
3. Blake Carter

Caraway Speedway

Asheboro, N.C.
May 27, 2006
Late Model
1. Nathan Buttke
2. Jerame Donley
3. Brad Brinkley
Limited Late Model
1. Brent Weaver
2. Wayne McHone
3. Dustin Rumley
Mini Stock
1. Nathan Bess
2. Coy Beard
3. Chris Deaton
Super Mini Truck
1. Ron Thayer
2. Scottie York
3. Butch Oakley
Cab Car
1. Gary Dillard
2. Herbert Delosh
3. Jim Mitchem
UCAR
Feature No. 1
1. David Edwards
2. Tony McMasters
3. Steve Teague
Feature No. 2
1. Greg Cook
2. Keith Brame, Jr.
3. Mickey Phillips

Atomic Motor Speedway

Lenoir City, Tenn.
May 27, 2006
Late Model
1. Joe Armes
2. Brett Wyatt
3. Mark Douglas
Sportsman
1. Charles Hurst
2. Randy Satterfield
3. Clyde Stanton
Open Wheel
1. Mike Freeman
2. Joey Whittenburg
3. Billy Farmer
Pure Mini
1. John Cobb
2. Rocky McNabb
3. Donnie Benson
Pure Street
1. Jason Capps
2. David Price
3. Steve Welch

Rome Speedway

Rome, Ga.
May 28, 2006
Late Model
1. Mike Head
2. Jody Knowles
3. Chuck Padgett
Super Late Model
1. Jason Smith
2. Tom Maddox
3. Ricky Williams



Alabama
Arkansas
Louisiana
Mississippi
Texas

Talladega Short Track

Eastaboga, Ala.
May 27, 2006
Super Late Model
1. Danny Peoples
2. Jason Smith
3. Chris Mullinax
Sportsman
1. Ivan Meeks
2. T.J. Alford
3. Dennis Collins
IMCA Modified
1. Charlie Chapman
2. Eric Smith
3. Scottie Hiett
Thundercar
1. Tyler Hurst
2. Darrell Hamilton
3. Charles Nobles
Crate Late Model
1. Logan Yates
2. Lee Burdette
3. Jason Wilson
Hot Shot
1. Brian Ferguson
2. Alvin Gaddy
3.James McAvoy
Street Stock
1. Phillip Haynes
2. Tater
3. Rex Rhodes

Riverside Speedway

West Memphis, Ark.
May 27, 2006
Hobby Stock
1. Don Brown
2. T.J. Hughes
3. Christy Kirkman
Mini Stock
1. Bud Ward
2. Jeff Swindell
3. Steve May

Heart 'O Texas Speedway

Waco, Texas
May 26, 2006
IMCA Modified
1. G.W. Egbert
2. P.J. Egbert
3. Kenny Stone
Sport Mod
1. Keith Green
2. Shannon Dulock
3. Cody Frank
Stock Car
1. Chad Estes
2. Jason Honey
3. B.J. Dulock
Hobby Stock
1. Stephen Robison
2. Nathan Sodek
3. Chandler Simons
Street Stock
1. Paul Bolfing
2. Jackie Heste
3. Doug Andrews
Pure Stock
1. Melvin Kemp
2. David Sawyer
3. Kirk Tidwell

Texas Thunder Speedway

Alvin, Texas
May 27, 2006
Modified
1. G.W. Egbert
2. P.J. Egbert
3. Dan Roberts
SportMod
1. Keith White
2. Shad Stevens
3. Trace Crawford
Stock Car
1. P.J. Egbert
2. Eric Jones
3. Ron Simpson
Street Stock
1. Joe Fuller
2. Robert Simmerman
3. Mitch Tierney



Arizona
California
Nevada
New Mexico
Oregon
Washington

the CONTINGENCY CONNECTION TRACK

The Bullring @ Las Vegas Motor Speedway

Las Vegas, Nev.
May 27, 2006
Super Late Model
1. Justin Johnson
2. Dustin Ash
3. Mike Haslam
Late Model
1. Dan Howell
2. Glenn Burke
3. Doug Matter
Legends Master
1. Rick Rogas
2. Fletcher Hammond
3. B.J. Bollman
Legends Pro
1. Johnny Morrissey
2. Bear Rzesnowiecky
3. Jonathan Mawhinney
Legends Semi-Pro
1. Jeremiah Wagner
2. Beau Hutchinson
3. Phillip Morrissey
Charger
1. Mario Opipari
2. Jim Petrie
3. Brian Matzke
Bullring Bomber
1. Vinny Raucci
2. Matt Larson
3. Marvin Reeder
Bandolero Bandit
1. Jacob Bishop
2. Blake Leuth
3. Andre Prescott
Bandolero Young Gun
1. Jimmy Rouse
2. Mitchell Taylor
3. John Davis

Stockton 99 Speedway

Stockton, Calif.
May 27, 2006
Western Late Model
1. Mark Holeman
2. Pete Anderson Jr.
3. Dave Byrd
West Car Series Late Model
1. Shannon Mansch
2. Kyle Cattananch
3. Bobby Butler
American Limited Stock Car
1. Donny Darter
2. Joe Allen
3. Chad Holman
Pro-4 Truck
1. Nathan McNeil
2. Jason Dalrymple
3. Bryan Hitchcock

Barona Speedway

Barona, Calif.
May 27, 2006
Factory Stock
1. Chris Wilder
2. Ken Schleicher
3. John Krempp, Sr.
Pro Dwarf Car
1. Kevin Drake
2. Tom Clodt
3. Jim Scribelito
Sportsman Dwarf Car
1. Joe Luna
2. Tim Armitage
3. Aaron Taft
Street Stock
1. Pat Bradley
2. Mike Lerwill
3. Bill Sanchez
IMCA Modified
1. Josh Thompson
2. Eric Evans
3. Don Pannel
Pony Stock
1. Marty Schmidt
2. Steve Dickerson
3. Paul Dyke

Evergreen Speedway

Monroe, Wash.
May 27, 2006
Bomber
1. Darin Stordahl
2. Duane Schosboek
3. Steve Ptacek
Super Figure-8
1. Doug Delfel
2. Rick Dietz
3. Steve Peters

Irwindale Speedway

Irwindale, Calif.
May 27, 2006
Late Model
1. Travis Thirkettle
2. Ryan Partridge
3. Mike Johnson
Grand National
1. Andrew Myers
2. Eric Holmes
3. Scott Gaylord

Hey Racers, Listen UP
SUPPORT THESE SPONSORS, RUN THEIR DECALS, WIN PRODUCT COUPONS — WITH CONTINGENCY CONNECTION.

Sweeney Scores

WILLIS, Texas — Chris Sweeney scored his first American Sprint Car Series Gulf South Region victory in nearly four years by topping Saturday night's 25-lap feature at the Gator Motorplex.

ASCS GULF SPRINTS

Posting his first victory since July of 2002, Sweeney outlasted the efforts of both Greg Rilat and Darryl Wills to snare his second career ASCS Gulf South triumph aboard the Custom Automotive-powered Humble Paint & Body No. 93 Maxim.

Wills finished second, with Rilat, Scottie McDonald and Gary Watson rounding out the top five.

The finish:

Chris Sweeney, Darryl Wills, Greg Rilat, Scottie McDonald, Gary Watson, Brad Best, Allen Kulhanek, Rod Craddock, Jamie Will, Richard Cooper, Tommy Bryant, Larry Hartwell, Lane Whittington, Michael Herrington, Brandon Berryman, A.J. Weaver, Mike Henderson, Trey Schmidt, Kent Lewis, Jr., Channin Tankersley.

Long-Awaited Sprint Victory For Swarthout

JAMESTOWN, N.Y. — Rich Swarthout won the first sprint-car race he ran in April of 2004. Victory number two finally came Saturday night at Stateline Speedway.

ASCS PSG SPRINTS

Swarthout started sixth in the Bobcat of Buffalo ASCS Patriot Sprint Group event, but quickly made his move to the front, taking the lead on a lap-four restart.

"I threw a new setup in the car tonight, and it worked pretty well I'd say," said Swarthout in victory lane. "I'm just so glad I finally have another win."

The finish:

Rich Swarthout, Brad Knab, Geoff Quackenbush, Dave Wickham, Nick Bashford, Jared Zimbardi, Chris Muhleisen, Ken Swan, Don Adamczyk, Joe Middlemiss, Rob Pietz, Pup Nystrom, Jeremy Barnard, Tim Zack, Bryan Howland, Mike Lauterborn, Chuck Hebing, John Schuyler, Tim Barnard, Jamie Collard.

Dalman Does Saturday Special

MERLIN, Ontario — Gregg Dalman topped the competition as the Engine Pro ASCS Sprints on Dirt visited South Buxton Raceway Saturday night.

ASCS SOD SPRINTS

Polesitter Kevin Atkins took the early lead but failed to avoid the spinning Jim Goetgeluck on lap 13.

Dalman inherited the lead and raced to his third-career SOD triumph. Point-leader Mike Brecht finished second, with Dain Naida, Tim Norman and Kyle Patrick following.

The finish:

Gregg Dalman, Mike Brecht, Dain Naida, Tim Norman, Kyle Patrick, Gary Fast, Ken Mackey, Davey Brown, John Riegling, Louie Carufel, J.R. Stewart, Joe Bares, Mike Galajda, Kevin Job, Jim Goetgeluck, Chris Webster, Jim Davies, Kevin Atkins, Garry Evans.



LONNIE WHEATLEY PHOTO

FIRST RUN: Dave Ely roared into victory lane in his first O'Reilly American Sprint Cars on Tour event at Wythe Raceway Friday.

Ely Breaks Through, Smith Nips Johnson

Friday

WYTHEVILLE, Va. — Pennsylvania's Dave Ely made the most of his first O'Reilly American Sprint Cars on Tour appearance by racing to victory lane in Friday night's 25-lap feature at Wythe Raceway.

ASCS SPRINTS

Ely got a friendly nod from Lady Luck when a red flag nullified Travis Rilat's pass for the lead on the seventh round and held on the rest of the way to notch his first-career O'Reilly ASCS National Tour feature triumph aboard Gene Francowiak's Don Ott-powered F-5 chassis.

"The car was working really good tonight. I slipped up that one time just a little bit and Travis got by me, but then we caught a break there," Ely commented. "This is a great win and wow, it's been quite a while since I got a real trophy like that."

After earning the second most passing points through heat-race action, Ely earned the pole for the main event by winning the five-lap Pole Dash.

Ely outgunned fellow front-row starter Travis Rilat for the point at the outset, but it wasn't long before Rilat began challenging for the lead. Rilat looked high and low before successfully slipping underneath Ely exiting turn four. Rilat then charged into the lead a straightaway later on the seventh round.

But Rilat's pass for the lead was negated moments later when Darren Stewart coasted to a halt in turn four, putting Ely back in front.

Dustin Daggett was coming through the field and was challenging Sean McClelland for third when he flipped wildly in turn four.

Both Rilat and McClelland dropped from competition, leaving Ely to hold off Lance Moss for the victory. Eighth-starter Jesse Hockett finished third, with Tony Bruce, Jr. and Justin Collett following.

The finish:

Dave Ely, Lance Moss, Jesse Hockett, Tony Bruce, Jr., Justin Collett, Nick Smith, Josh Weller, Abe Sherwood, Jan Howard, Gary Wright, Trey Robb, Jason Johnson, Brian Smith, Coby Adams, Travis Rilat, Eddie Hamilton, Scott McClaren, Sean McClelland, Butch Pendergrass, Dustin Daggett, Jimmy Burns, Darren Stewart.

Saturday

SALUDA, Va. — Nick Smith padded his O'Reilly American Sprint Cars on Tour National point lead by winning Saturday night's 30-lap feature at Virginia Motor Speedway.

Smith prevailed in a torrid mid-race duel for the lead with Jason Johnson and Jesse Hockett, taking command on the 20th round then checking out in the final handful of laps to post his second ASCS National Tour victory of the season by nearly a straightaway aboard the Ostrich-powered MPHG Promotions No. 15s J&J.

While Smith gridded the feature field outside the fourth row, it was front-row outside starter Jan Howard outgunning polesitter Hockett for the lead. Howard paced the opening rounds in front of Hockett and Sean McClelland, as Smith and ninth-starter Jason Johnson wasted little time moving toward the front of the field.

Johnson needed just two laps to crack the top five. He then picked up another position when fourth-running Darren Stewart stopped on lap five.

While Smith raced past Dustin Daggett a lap later to crack the top five, Johnson took third from McClelland and charged past Hockett for second before taking the lead on lap 12.

The lead trio of Johnson, Hockett and Smith diced for the point in furious fashion for several laps before Smith emerged with a lead he wouldn't relinquish.

Johnson held on to the runner-up slot, with Howard claiming the show position. Justin Collett and Daggett rounded out the top five.

The finish:

Nick Smith, Jason Johnson, Jan Howard, Justin Collett, Dustin Daggett, Josh Weller, Sean McClelland, Trey Robb, Jesse Hockett, Gary Wright, Tony Bruce, Jr., Abe Sherwood, Sam Hafertepe, Jr., Jeff Young, Jon Eldreth, Coby Adams, Johnny Bridges, Lance Moss, Dave Ely, Brian Smith, Butch Pendergrass, Darren Stewart, Travis Rilat, Kris Brooks.

Haygood, Rauch Climb Mountain

Saturday

OLATHE, Colo. — Nick Haygood's third stint in the lead of Saturday night's 25-lap American Sprint Car Series Rocky Mountain Region event at Thunder Mountain Speedway proved to be the charm.

ASCS ROCKY SPRINTS

After Sid Blandford, Jr. and Keith Rauch each led a portion of the way, Haygood finally took the victory aboard Rick Lowery's USA Performance Engines No. 1 Maxim after trading the point with Patrick Bourke on the white-flag lap.

Patrick Bourke was second, followed by Todd Plemons, Jeff Heffner and Brett Ream.

The finish:

Nick Haygood, Patrick Bourke, Todd Plemons, Jeff Heffner, Brett Ream, Larry Lapoint, Eric Miller, Jake Pierson, Josh Fellows, Dustin Hall, Kass Cornella, Mark Sweet, Chad Corkin, Rick Montgomery, Keith Rauch, Greg Schaefer, Julie Jamison, Sid Blandford, Jr.

Sunday

OLATHE, Colo. — Keith Rauch raced into the lead on the fourth round and never looked back as he posted his first American Sprint Car Series Rocky Mountain Region victory of the year in Sunday night's 25-lap feature at Thunder Mountain Speedway.

For Rauch, the 2004 ASCS Rocky Mountain Region champion, it was the perfect remedy for the disappointment of suffering a broken front-end while battling for the lead in the latter stages of Saturday night's feature.

Jake Pierson held second, with Saturday night winner Nick Haygood claiming the show position. Greg Schaefer and Eric Miller filled the top five.

The finish:

Keith Rauch, Jake Pierson, Nick Haygood, Greg Schaefer, Eric Miller, Larry Lapoint, Josh Grady, Brett Ream, Josh Fellows, Jeff Heffner, Dustin Hall, Chad Corkin, Rick Montgomery, Kass Cornella, Julie Jamison, John Jacob, Todd Plemons, Mark Sweet, Patrick Bourke.

Red-Flag Benefits Jake Peters

MCCOOL JUNCTION, Neb. — South Dakota's Jake Peters took full advantage of a timely red flag to win Friday night's 25-lap American Sprint Car Series Midwest Region feature at Junction Motor Speedway.

ASCS MW SPRINTS

Point-leader Brian Brown slipped around Peters on the 14th round for the point, only to have the move negated for Michael Woodruff's turn-four tumble.

Given a reprieve, Peters led the rest of the way to snare his first ASCS Midwest Region victory aboard the Weseman-powered Folkens Brothers Trucking/Bubba Farms No. 57x Schnee.

"That first yellow couldn't have come at a better time for me," Peters said. "I came up on the lapped car and got in a little too hard and got off the bottom and Brian got by me."

Brown was second, with Mike Chadd, Rick Ideus and Jon Corbin rounding out the top five.

The finish:

Jake Peters, Brian Brown, Mike Chadd, Rick Ideus, Jon Corbin, Doug Lovegrove, Dusty Zomer, Seth Brahmer, Don Droud, Jr., D.J. Johnson, Jeff Mitrisin, Luke Cranston, Jack Dover, Jeff Lowery, Gene Ackland, Halverstadt, Ryan Roberts, Chad Humston, Mike Woodruff, Eric Jobe.

Heimbach Shoots The Gunn

SELINSGROVE, Pa. — Blane Heimbach had the home track advantage and won the 358/URC Sprint Challenge Jack Gunn Memorial Saturday night at Selinsgrove Speedway.

URC SPRINTS

Heimbach, a former champion at Selinsgrove Speedway, earned a hefty $3,000 for the 30-lap United Racing Club Advance Auto Parts event.

Fifty-five cars were on hand, with Greg Coverdale setting the fast time.

Brook Weibley was the early leader, trying to shake off runner-up Kramer Williamson. Out of nowhere came Blane Heimbach, already racing in third after passing URC defending champion Curt Michael.

Heimbach was second on lap five and had his sights set on Weibley, who had a big lead. Heimbach quickly began to trim down that lead. After a dogfight battle, Heimbach took the lead on lap 15 and ran to hide from the rest of the field.

Nate Snyder came on strong in the second half of the race and finished second, with Jason Clauss, Kramer Williamson and Phil Walter completing the top five.

The finish:

Blane Heimbach, Nate Snyder, Jason Clauss, Kramer Williamson, Phil Walter, Kevin Welsh, Mark Bitner, Kevin Nouse, Kyle Purks, Brook Weibley, Bryan Golden, Randy West, Chris Coyle, Bill Brian, Jr., Scott Flammer, Midge Miller, Curt Michael, Scott Pursell, Tim Hogue, Greg Coverdale, Lenny Krautheim, Mike Walter, Jason Shultz, Adrian Shaffer, Colby Womer.

Gray Beats Veteran Michnowicz

VENTURA, Calif. — Thomas Gray led all 20 laps of Saturday night's USAC California Ford Focus Dirt Series feature at Ventura Raceway.

USAC FOCUS

Gray held off veteran competitor Bobby Michnowicz for his first series victory, while Keith Janca, Keith Iaia and Chris Veach rounded out the top five.

The finish:

Thomas Gray, Bobby Michnowicz, Keith Janca, Keith Iaia, Chris Veach, Cameron Veach, Quintin Crye, Jenna Frazier, Jody Bandfield, Aaron Schankerman, Gordy Edwards, Joe Fabozzi, Ricky Kirkbride, Brett Engstrom, J.R. Williams, Brian Camarillo, John Nickel, Dennis Howell, Nic Faas, Nick Carlson.

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Saturday

LAFARGEVILLE, N.Y. — Following in the footsteps of Krissy Dow and Erin Crocker, 19-year-old Jessica Zemken bested a stout field of sprint cars to collect her first Empire Super Sprints nativepoker.com feature.

ESS SPRINTS

The popular victory came at the Can-Am Motorsports Park Saturday, where the crowd cheered wildly as Zemken celebrated with a wing dance in victory lane.

Starting sixth, Zemken swept past defending champion Lance Yonge on lap two and kept her No. 17 ahead of the field through the remainder of the 25-lap event on the half-mile dirt track.

"I can't believe I won. I'm just lost for words," Zemken said. "I wasn't too good in my heat, so I watched Lance (Yonge) in the dash. He then gave me some tips on running turns one and two. I took what he said and it helped me greatly. I guess it helped me in passing him! But, it just shows you what kind of person he is. He was the first to congratulate me also."

Justin Barger finished second, with Yonge third. John Smith III and Jeff Cook rounded out the top five.

The finish:

Jessica Zemken, Justin Barger, Lance Yonge, John Smith III, Jeff Cook, Doug Emery, Jason Barney, Rick Wilson, Nick Fratto, Luke Eriksen, Jeff VanDusen, Mike Stelter, Dan Kaszubinski, Matt Norrie, Tommy Wickham, Blake Breen, Russ Bennett, Doug Norrie, Alain Bergeron, John Karklin, Jr., Bob Podolak, Kyle Drum, Ray Preston, Steve Poirier, Billy White, Gordy Button.

Sunday

VERNON, N.Y. — The nativepoker.com Tour for the Empire Super Sprints has held three events this season and all three winners earned their first ESS triumphs.

The latest was former modified racer Steve Poirier, who passed Dan Kaszubinski with three laps remaining and romped to his first sprint-car victory at Utica-Rome Speedway Sunday.

"I never thought I would get a win this early. ESS has so many good drivers and teams I'm just honored to be a winner with them," said Porier. "I really didn't expect to do this well this early, especially here. I have never been to Utica-Rome, but it's a nice big, wide track. I felt very comfortable here, and the car just got faster as the race went on."

Kaszubinski finished second, with another French-Canadian, Alain Bergeron, third. Bubby Kerrick and Lance Yonge rounded out the top five.

The finish:

Steve Poirier, Dan Kaszubinski, Alain Bergeron, Bubby Kerrick, Lance Yonge, Jeff Cook, Mike Stelter, Russ Bennett, Jeff VanDusen, Bob Podolak, Jason Barney, Doug Emery, Nick Fratto, Kyle Drum, Warren Alexson, Cory Sparks, Matt Norrie, Doug Norrie, Justin Barger, Jessica Zemken, John Karklin, Jr., Jeremy Barnard, Chuck Hebing, Shawn Donath, John Smith III, George Ely.

NEW PRODUCTS

NASCAR Nextel FanView



The Nextel FanView integrates the audio of race-day scanners with live video, statistics and audio replay to give at-track fans the ultimate view of NASCAR racing.

The in-your-palm FanView captures the live excitement of Nextel Cup races with data and visuals. Some of the features include priority scanning, seven in-car camera angles, color graphics that are continuously updated with statistics and lap times and audio replay that allows fans to rewind team communications.

The FanView — good for Busch Series and Craftsman Truck events, too — is now available to rent for $50 per day or $70 per race weekend. It will go on sale this summer.

Sprint Nextel, sprint.com



Tuner Series Wire Sets

Prestolite Wire Corporation has introduced its new Tuner Series Wire sets for the sport compact performance/tuner market.

Prestolite's exclusive design offers lower electrical resistance, allowing Tuner Series sets to provide up to 22 percent more millijoules of energy to the spark plug when compared to OEM carbon core or wire-wound products. The advanced polymers and manufacturing techniques used on all Tuner Series cable jackets also serve as barriers to water intrusion.

Prestolite Wire Corp.
330 Southwell Blvd.
Tifton, GA 31794
1-877-WIRESET
prestolitewire.com

Curtis Fast Lug

Curtis Racing has introduced the C-11 Curtis Fast Lug — a new tool designed to reduce the time needed to adhere lug nuts to wheels.

The Curtis Fast Lug tool eliminates approximately 80 percent of the time that it takes to apply adhesive to the nuts and place them manually on the wheel one by one.

The tool also is designed to hold five lug nuts at the same time, and each pocket has permanently inserted magnets that securely hold the nuts in place, even when the tool is inverted and placed on the wheel.

Curtis Industries, Inc.
West Hills Industrial Park
105 West Park Dr.
Kittanning, PA 16201
(724) 545-8333





Free All Oil

New Free All deep-penetrating oil features a patented, silicone-free formula that quickly dissolves rust and corrosion, removing the need for torching, drilling, hammering or chiseling to free a frozen fastener or part.

Free All is offered in 12-, six- and two-ounce spray cans and half-ounce single-use bottles. Free All will not damage painted surfaces and is available in selected auto-parts stores.

Federal Process Corporation, 4620 Richmond Rd.
Cleveland, OH 44128; (800) 660-6140; freealloil.com

CLASSIFIEDS

RACING MARKETPLACE

INDEX

1. Indy Cars
2. Champ Cars
3. Sprint Cars
4. Mini/Micro Sprints
5. Midgets
6. Supermodifieds
7. Modifieds
8. Stock Cars
9. Formula Cars
10. Sports Cars
11. Dragsters
12. Go-Karts
13. Legends Cars
14. Vintage/Classic Cars
15. Parts/Engines
16. Tools
17. Trucks/Haulers
18. RVs/Campers
19. Safety Equipment
20. Collectibles
21. Apparel
22. Books/Magazines
23. Videos/Photos
24. Tickets
25. Positions Available
26. Positions Wanted
27. Rides Available
28. Rides Wanted
29. Services
30. Trade Shows
31. Auctions
32. Real Estate
33. Business Opportunities
34. Sponsorships
35. Miscellaneous

Champ Cars 2

☆ ☆ ☆ ☆ ☆

WANTED: Vintage / 1970-1980 Gambler sprint cars and dirt champ cars plus misc. parts. Any location or condition! (813) 390-8626. PO Box 340236, Tampa, FL 33694.

Sprint Cars 3

COMPLETE SPRINT CAR OPERATION. Pavement sprint with fresh 360 engine. GMC dually, 32' enclosed trailer, Indy type push cart, custom aluminum fuel tower. All first class and ready for Little 500. Tons of spares. (281) 354-7395.

FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED**: Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.

☆ ☆ ☆ ☆ ☆

WANTED: Vintage / 1970-1980 Gambler sprint cars and dirt champ cars plus misc. parts. Any location or condition! (813) 390-8626. PO Box 340236, Tampa, FL 33694.

MAXIM 2004 complete roller, 39/86 Winters rear end, DMI driveline, Pro Shocks, Weld wheels, HRP wings with wing value, power steering pump KSE Pro Lite with DTR, Crow belts, no seat, complete Red Devil brake system, 28 gal Outlaw tank, Saldana high mount radiator. $8,500. (573) 864-0505.

Sprint Cars 3

FOR SALE: Complete sprint car operation. Multiple championships, wing and non-wing. Five wins and track records in 2005. $35,000 for everything. (765) 457-4267.

Mini/Micro Sprints 4

BAILEY MINI SPRINT (1200), Muzzy Kaw engine. Lots of extra bars, radius rods, complete front axle, two new top wings, motor, tires and wheels (two LR, three RR), two fronts, gears, Jacob's ladder. $8,000. John (765) 583-2843. 22' enclosed trailer available.

Midgets 5

2004 USAC DIRT MIDGET. Freshened Fontana. Titanium/trick everything! Many extras. Everything new. Can deliver. (562) 209-1234.

FOR SALE: Complete Ford Focus motor. Freshened winter 2005. Everything you need to go racing, just put in your chassis . . . cool chrome coated header with both muffler and straight pipe collectors, clutch assembly and lever, brand new BMRS plumbing, two starters, two ignitions. Asking $7,800. Call (704) 763-1069 or email ldtrausch@hausmotorsports.com.

866.455.2531 x103
For Ad Placement

Stock Cars 8

FOR SALE: Late Model Monte Carlo Lefthander chassis, Rhyne concept, Jerico, Butler, best of everything! Turnkey, Racing Electronics radios included! Extra wheels! Never wrecked! $16,500. (708) 430-3809.

Vintage/Classics 14

1988 STANTON ROLLER: Doty history, never altered, no wrecks, in Phoenix. (602) 992-3574.

KAIN 4-BAR MIDGET, '70s Edmunds copy, "181" Mercruiser, dirt and pavement set-ups, very clean, lost of spares. Nice open trailer. $11,500. (530) 432-2065.

☆ ☆ ☆ ☆ ☆

WANTED: Vintage / 1970-1980 Gambler sprint cars and dirt champ cars plus misc. parts. Any location or condition! (813) 390-8626. PO Box 340236, Tampa, FL 33694.

T Q, Honda powered, eight laps since complete rebuild. Championship car 15 years ago. $3,500. (951) 735-7848.

Parts/Engines 15

410 KISTLER, ex-Beefpacker motor, one race since fresh, Brodix block and GB2300 heads, Carrillo rods, and JE Pistons, all the best. Call Michael Lewis (559) 474-1408.

Parts/Engines 15

ASCS 360 USA Performance, 12 nights from new, three nights since fresh, CP Pistons, Dyer rods, lt/wt Callies crank, MSD ignition, Peterson oil tank with tank filter and remote oil filter, 4-stage oil pump, lightened Dart block, 2-7/16 new style Hilborn injection. $20,000. (573) 864-0505.

DMI BULL DOG rear end, internal coupler, titanium lower shaft, titanium stub shaft, new in box. (1) set DMI bird cages never run. Both $2,100 o.b.o. Will ship. Roddy Ent. (530) 391-5924.

FOR SALE: 355 Chevy motor, complete. Air filter, JE Pistons, Crower shaft rocker, Crower rods, Brodix WeldTech heads, Waterman 400 fuel pump, Peteson sump pump, MSD ignition, Lunati crank, 2-5/8 Kinsler injection, Little-M block, titanium valves. One race since new. $10,000 o.b.o. Rodney Westfall (937) 416-6967.

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

MOPAR MIDGET ENGIN SOLD ...only, never ...$26,000 o.b.o. (586) 292-8176.

WANTED: V6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Parts/Engines 15

☆ ☆ ☆ ☆ ☆

MIDGET 110 AND 120 OFFY PARTS. Cam housings, gear towers, new cases, main bearing web & complete engines new and used. Main and rod bearings. (502) 366-4156 or (502) 367-0146.

TWO ED PINK Ford midget motors, fresh. One Foxco 355 Champ car motor. One Hawk midget chassis, latest update with many spares. Call Glenn at (317) 248-8727 or (317) 809-5073.

Call Sara at 704•455•2531 x103 to place an ad today!

Tools 16

ENGINE REBUILDERS: We specialize in selling used and rebuilt engine-rebuilding equipment. We offer a quality product at a cost savings to you. Contact Sam Farris for an inventory list! Farris Equipment Sales, 3001 I-27, Lubbock, Texas 79404. (800) 882-1808 or (806) 762-4337 fax. www.farrisequipment.com.

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for $1,695 list. Check out our website for information and special prices. (305) 215-2202.

Trucks/Haulers 17

1999 S&S TRAILER, set-up for sprint car, aluminum floor, lots of cabinets, 110 lighting, 12 volt interior lights, triple-axle w/aluminum wheels, gooseneck with hydraulic lift, two roof air conditioning units, 7 ft fold down bench, two tire racks. $17,000. (573) 864-0505.



2001 CUSTOM 50' sprint trailer, 12.5 Onan, 12' lounge, all aluminum cabinets for storage, used less than 5,000 miles. Email or call for complete list of extra's and more pictures. (979) 777-8031 or armatys7@gte.net.



2003 HAULMARK FL 112, 430 CAT, 16 ft box, 7 ft slide, 12KW, sat TV, 102,000 miles. Asking $90,000. (620)

NATIONAL SPEED SPORT NEWS – CLASSIFIED AD MARKETPLACE

ATTENTION ADVERTISERS: Thousands of readers turn to our classifieds each week. Sell your racing goods and services fast with a classified ad in *National Speed Sport News!* As an added bonus, we will place your ad on-line at **www.nationalspeedsportnews.com** absolutely FREE. Placing your ad on-line helps sell your goods and services even faster by reaching readers 24 hours a day, 7 days a week. In addition, our exclusive classified ad email-notification feature has produced stunning results in record time. What are you waiting for?

DEADLINE: THURSDAY – 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.
Ads not received in time will run in the following issue.

To place a classified ad, follow these 5 simple steps:

STEP 1 – CIRCLE THE CATEGORY that best describes your item.

If you do not choose a category, your ad will be classified "miscellaneous."

1. Indy Cars	8. Stock Cars	15. Parts/Engines	22. Books/Magazines	29. Services
2. Champ Cars	9. Formula Cars	16. Tools	23. Videos/Photos	30. Trade Shows
3. Sprint Cars	10. Sports Cars	17. Trucks/Haulers	24. Tickets	31. Auctions
4. Mini/Micro Sprints	11. Dragsters	18. RVs/Campers	25. Positions Available	32. Real Estate
5. Midgets	12. Go-Karts	19. Safety Equipment	26. Positions Wanted	33. Business Opportunities
6. Supermodifieds	13. Legends Cars	20. Collectibles	27. Rides Available	34. Sponsorships
7. Modifieds	14. Vintage/Classic Cars	21. Apparel	28. Rides Wanted	35. Miscellaneous

STEP 2 – WRITE your ad below. ADD the number of words. TYPE OR PRINT CLEARLY.

NSSN is not responsible for errors caused by illegible copy or uncategorized items.

_____

_____

_____

_____

_____

_____

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_____

Use additional paper if needed . . .

TOTAL NUMBER OF WORDS: _____

SPECIAL CLASSIFIED OFFER!
Place a classified ad for one week and get one week FREE!
Offer not valid on internet orders. Call for details.

STEP 3 – MAKE YOUR AD STAND OUT. (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

PHOTOS*
Black & white photo $10 per week ❑
Color photo $15 per week ❑
*$180 maximum photo fee for consecutive ad run.

BORDERS – to be placed around the ad.
Shadow Box - ❑ $7 per week ❑
Plain Box - ☐ $6 per week ❑

SYMBOLS – to be placed above first line of ad.
Row of Flags ⚐⚐ $5 per week ❑
Row of Stars ☆☆ $5 per week ❑
Row of Check Marks ✔✔ $5 per week ❑
No Ad Enhancements ❑

Ad Enhancements total : $ _____

STEP 4 – TOTAL YOUR COST HERE.

Total words _____ x $.70 $ _____
Total cost for ad enhancements + $ _____
Price for one week = $ _____
Multiply by number of weeks to run ad* x _____
TOTAL AD COST $ _____

*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

70¢ per word
$10 minimum per week!

STEP 5 – PAYMENT. MUST ACCOMPANY ORDER!

NO REFUNDS.

NAME: _____
ADDRESS: _____
CITY/STATE/ZIP: _____
PHONE: _____

MAIL AD WITH PAYMENT TO:
NSSN . PO Box 1210 . Harrisburg, NC 28075-1210
FAX AD TO: 704-455-3147
PHONE: 866-455-2531 x103
EMAIL:
classifieds@nationalspeedsportnews.com
FAX . EMAIL . PHONE ORDERS – VISA/MC ONLY

❑ Visa ❑ Mastercard ❑ Discover ❑ AmEx
Card No. _____ Security Code* _____
*(last 3 digits on back of Visa, MC, Discover • 4 digits on front of AmEx)
Exp. Date _____ Signature _____

PLACE YOUR CLASSIFIED AD ONLINE!
www.nationalspeedsportnews.com

NSSN RACING MARKETPLACE

CLASSIFIEDS

Trucks/Haulers 17



FORD L8000, 375hp CAT, 13-speed OD, air brakes and suspension. New alloy wheels and 16 ply tires. 1996 Conversion, 16' lounge, full galley, bath and shower, sleeps four, central A/C, quiet diesel, 3KW inverter charger, 250 gallons fuel, sharp unit. 2000 44' Pace BigFoot, 11' tall, 8x8 lounge, black leather and A/C, C-tech cabinets, power rear door, 48" flap, low miles, no corrosion. $60,000 o.b.o. Will separate. Mike (414) 303-7079. Email: mhohnstein@wi.rr.com. Pics @ www.freewebs.com/rigandtrailer.



'81 PETERBILT w/ 9' box and '94 Elite 45' trailer. Set-up for sprint car. Two generators and one air compressor. $35,000. Las Cruces, NM. Mike (505) 524-3895.



'92 INTERNATIONAL toterhome with 38' sprint car trailer. Air cond, gen, lights, cabinets, tire & gear racks. $35,000 for both. (734) 856-1046.



2001 PROFESSIONALLY built toterhome on 1994 8100 International with Cummins M11, 9-speed Road Ranger, air ride, air brakes. Conversion is powered by 7.5K Hanco generator, set-up as lounge with overhead bunk, full bath, A/C, ref., micro, sink, cherry cabinets with enclosed TV, sound system. Trailer is a 46 ft, 2001 United trailer powered by a 7000 watt Onan, 3.3 hp compressor, A/C, dbl side doors, winch, lots of tire racks and cabinets trough out. $125,000. (530) 622-1884.



2005 UNITED SPECIALTIES 14' Trendsetter toter conversion on a 1998 Freightliner FLD 120, M11 Cummins, 10-speed, 8KW Onan diesel generator, full kitchenette, full bathroom, fresh, grey and black water tanks, full entertainment with TV / DVD / AM / FM / CD stereo, sleeps six. 1998 United Expressline 40' race trailer, triple 7,000 air brake torsion axles, 2' additional height, full walk on roof, 48" side door, rear ramp door, full aluminum cabinet package, tire racks, 30 amp panel, smooth aluminum floor, aluminum interior walls, full 110V electrical package. Very nice set-up. Graham Trailers. Ida Grove, IA. (800) 238-8314. www.grahamtrailers.8m.com. **TRAILER SOLD! TRUCK STILL AVAILABLE - CALL FOR BEST PRICE!!!**

Trucks/Haulers 17



2003 SOUTHWEST 40 ft. tri-axle trailer, VERY LOW MILES, race ready, must sell $17,500. Call (888) 346-6151, ask for Clark.

Collectibles 20

COLLECTIBLES AVAILABLE: Notepads, list pads, hat pins, decals, patches, postcards, magazines, programs, collector cards and sets. Original paintings, stitchery. Specializing in building models. www.geocities.com/jlracing05. JL Racing Designs & Collectibles. Fred & Diane Liebl (414) 489-9563. 4442 S. Pine Avenue, Milwaukee, WI 53207.

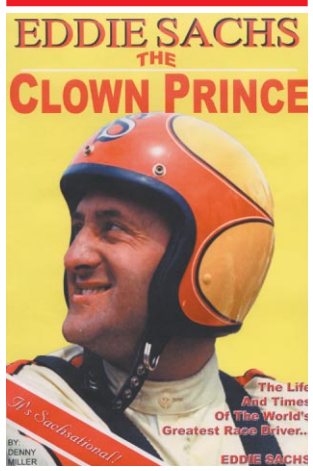
TWO DECADES Indy 500 programs. 1970's - 1980's. Good condition '70s. Mint Condition '80s. No driver insert '71. $200. (4119) 636-7731.



WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also seriously seeking Cox Thimble Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

WWW.RACEDIECAST.COM: Old & new diecast. All types of race cars. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing Inc., 251 Ella Street, Eunice, LA 70535.

Books/Magazines 22

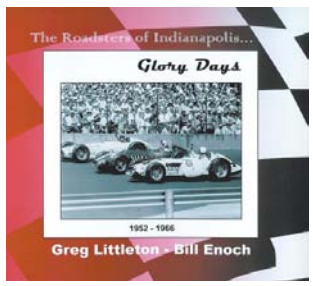


EDDIE SACHS - THE CLOWN PRINCE OF RACING. 600+ pages of the Life and Times of the "World's Greatest Driver." Softback, $25; Hardback w/ 30 minute Sachs speech CD, $40; CD only, $15. Add $7.50 S/H. Remit checks: Russlend-Miller, 4733 Torrance Blvd. #639, Torrance, CA 90503. www.eddiesachs.com. It's SACHSATIONAL!!!

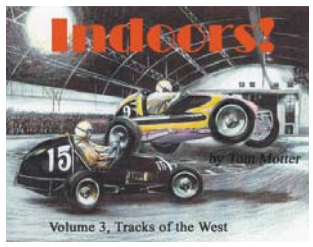
Great Racing Stories
SmokeyYunick
Fireball Roberts
Don Oldfield
SmokeyYunick.com

Books/Magazines 22

BOOK SIGNING. Saturday, June 24th, 2006. 9 am to 5 pm. Renowned motor racing authors: Willem Oosthoek, Buzz Rose, Gary Doyle, Tom Motter, Jim Chini and Artist Joe Henning. Each a specialist in his field. Signing held at Fred Chaparro's Book Stop. 1508 A. W. Magnolia Blvd., Burbank, California 91506. (818) 845-1202.



HARDBACK BOOK. "The Roadsters of Indianapolis . . . Glory Days 1952-1966" by Greg Littleton and Bill Enoch. Every roadster entry at Indianapolis with pictures (most never before published) of nearly every car. 545 pictures of 541 entries. Indianapolis history of every roadster as chronicled through the years. Information never before published. This will be the roadster reference book. $69.95 plus $5.50 s/h. $4.20 sales tax for Indiana residents. Send check to: Littleton Enterprises, 1009 Towhee Drive, Columbus, IN 47203. To order online, visit www.roadstersofindianapolis.com.



GREAT FATHERS DAY GIFT! INDOORS! The history of indoor midget racing on the West Coast by Tom Motter. Relive the eye burning, throat choking, ear shattering, in-your-lap thrills of midgets on a tiny indoor track! From 1949 at Oakland, through 1990 in Reno, you'll get all the excitement of indoor racing with tons of full-page photos! A limited edition of 1,000 hard cover books. ORDER NOW! From: Vintage Images, Dept SN, 10042 El Chorlito Dr., Rancho Cordova, CA 95670-3128. Call: (916) 361-8674. Send check for $69.95 + $10.00 s/h. CA res. only, add 7% sales tax.

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BOOKS ABOUT RACING: NASCAR, Indy and more. $15 each. Call for list. (864) 697-4346.

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FATHERS DAY SPECIAL: Valley County Thunder, The History of Racing At Ord, Nebraska. Read about the greats who raced at Ord, Leonard Kerbs, Johnny Gerber, Lloyd Axel, Joie Chitwood, Red Campbell, Jerry Blundy, Deb Snyder, Lloyd Beckman, Bobby Parker and many more. Also, Big Car Thunder, sprint cars on America's Fair Circuits, Volume I. Read about Emory Collins, Bobby Grim, Jud Larson, Harold Leep, Gordon Woolley, Lloyd Beckman, Jan Opperman, Gary Bettenhausen, Shane Carson, Sammy Swindell, and many others. Each book $56.95 postage paid, or both books for $76.95 postage paid, plus receive a free copy of the 2006 Fastrack Pictorial. Fastrack Publishing, 4268 Knox St., Lincoln NE 68504. (402) 466-6608.

Videos/Photos 23



Tickets 24

FOR SALE: Indy 500 & all NASCAR races. All grandstands, penthouses, vistas, decks and terrace seats. Huge selection, large groups welcome. Daytona, Las Vegas, Atlanta, Bristol, Texas, Martinsville, Talladega, Richmond, Charlotte, Dover, Michigan, Chicagoland, Brickyard, New Hampshire, Phoenix. Huge selections reasonably priced. Rooms available for Indy races. **Buy online at www.racedaytickets.com, Great Seats Company, (800) 407-9058.**

Positions Available 25

OPERATIONS MANAGER/CHIEF MECHANIC: Private collection needs energetic, very detailed master mechanic to manage, maintain & repair a fairly large Dallas based vintage & modern car/motorcycle collection. A non-smoker with race car preparation experience and his own tools required. Competitive, salaried position with great benefits. Please fax resume & cover letter in confidence to (214) 363-0291.

Auctions 31

GAVEL AUCTION … Tuesday, July 18, 6 pm. 212 Performance Road, Mooresville, NC. Info and pictures at www.gavelauction.com. NCAL #6177. (704) 658-9906.

SUCCESSFUL AUTO RACING AUCTIONS!
Charlie Sentman
AUCTIONEER
IN #AU01010258 • NCAL #2245
PO Box 188 • Waveland, IN 47989
IN Office: 765-435-2646
NC Office: 704-799-2660
cwsentman@sbcglobal.net or
mvannice@wico.net

RACING AUCTION: Sat. June 17, 9 am, ARCA Team Dispersal! Elliott engine, rear gears & housings, transmissions, radiators, oil coolers & pumps, headers, shocks, springs, str. boxes & pumps, heads, seats, tachs, clutches, starters, firebottles, brake & suspension parts, NEW BGN chassis, plus racks / carts / jacks / lots more! Many items NEW! Location: Former RaDiUs Motorsports Shop, 4921 N. Hwy 16, Denver, NC. See phillipwalkerauctions.com for details / photos / terms. Phillip Walker Auctions, NCAL #2462, #7761.

Real Estate 32

30x60 STEEL BUILDING with office, laundry, bath and three bedroom home on three commercial lots. Fremont, OH. $245,000. (317) 753-5333.

FOR SALE: Michigan asphalt oval short track. (517) 304-3838.

Real Estate 32

DAYTONA AREA REAL ESTATE.



Call direct (386) 566-8805. Email dpardus@cfl.rr.com.



5,000 SQ. FT. HOME, five bedrooms, four bathrooms, theater, security, 40x80 two-level race shop with living area and bar on three acres. Very private but very convenient for big rigs. 15 miles north of Indianapolis, IN. $975,000. (317) 753-5333.

2-FOR-1 TUESDAYS EVERYDAY
When you place an ad in the classified section of NSSN, your ad gets posted on our website - FREE!

Business Opportunities 33

LOOKING TO EARN extra cash for yourself, race track or for a fund raiser and have a love of racing? If so, selling *National Speed Sport News* is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area you can earn extra cash while at the same time watching some of the best racing America's short-tracks has to offer. For more information contact Lindsey Trausch at (866) 455-2531 ext. 113 or via email at lindseyt@nationalspeedsportnews.com.

NUCLEAR RACING. For Sale: The name says it all. www.nuclearracing.com.

BECOME A *FASTWAX* DEALER. Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

RACE TRACK FOR SALE: Midwestern 3/8-mile high banked paved oval, 70 acres, seating for 6,000. Turn-key opportunity with 2006 schedule in place and currently operating. Top notch facility, nothing needed but a new owner. $675,000. Terms possible. The Stratford Associates (broker). (269) 372-4103.

Sponsorships 34

SPONSORSHIP MARKETING HELP IS HERE!
Custom proposals - consulting
Special Offers
www.saxtonsponsormarket.com
(215) 752-7797.



HHP/HAROLD HINSON PHOTO

BREAKING AWAY: Rodney Franklin (2) pulls away from the field May 24 at The Dirt Track @ Lowe's Motor Speedway.

Rambo Tracks Down Crate Late Modelers

By Mike Kerchner
Senior Editor

CONCORD, N.C. — Dennis "Rambo" Franklin traded the lead several times with Buddy Smith, but pulled away down the stretch to win the May 24 Goodyear Fastrak Challenge Late Model Series feature at The Dirt Track @ Lowe's Motor Speedway.

FASTRAK

The series, which features standard dirt late models equipped with "crate" engines that reduce costs and equalize competition, brought 40 cars to the four-tenths-mile oval.

Franklin and Smith raced side by side for most of the first 10 laps, but Franklin was dominant during the remainder of the 25-lap feature to pick up the $2,000 top prize.

Smith finished second, ahead of Jonathan Davenport, Mike Duvall and John Pursley.

The finish:

Dennis Franklin, Buddy Smith, Jonathan Davenport, Mike Duvall, John Pursley, Marty Reid, Matthew Daniels, Lee Cooper, Bradley Partin, Chris Ferguson, Johnny Thomas, Chris Steele, Rob McLaughlin, Glen Herrington, Justin Sims, Andy Blackwood, Jim Bob Davis, Brad Hall, Bubba Russell, Anthony Meadows, Scott Morgan, Chris Carlson, Timbo Mangum, Kenny Peeples, Shane Hmiel.



DANA GARRETT/IRL PHOTO

SPILLED MILK: Dan Wheldon stops in pit lane during the 90th Indianapolis 500 Sunday. Wheldon finished fourth.

Wheldon's Glass Half Empty At Indy 500

By Bruce Martin
NSSN Correspondent

INDIANAPOLIS — There were times in Sunday's 90th Indianapolis 500 when it appeared that Dan Wheldon would score an easy victory at Indy for the second year in a row.

INDY 500

On lap 62, he was leading by 17 seconds as he was putting car after car one lap down.

The only other drivers that seemed to be able to keep him in sight were his teammate at Target/Chip Ganassi Racing, Scott Dixon, and Penske Racing's Sam Hornish, Jr.

As the milestone marks at Indy reached the 100-, 200-, 300- and 400-mile points, it was Wheldon in front. He seemed certain to collect the whole set by being in front at the 500-mile mark.

But this is the Indianapolis 500 and rarely has the driver leading on lap 190 been the same driver who leads the final lap of the race at 200.

Wheldon wouldn't even have to wait that long. He gave up the lead when former Andretti Green Racing teammate Tony Kanaan passed him on lap 183 when a punctured tire forced him to go wide in turn four and drop back. He pitted for four tires and fuel one lap later.

Wheldon dominated, only to leave disappointed. He finished fourth in a race where he led 148 laps out of 200.

"It's disappointing we got a puncture and had to pit off sequence," Wheldon said. "It's just tough. I had a very good car. It's very good in traffic. It was good all day long, and we didn't win."

Instead of tasting the sweet milk in victory lane for the second year in a row, the only taste in Wheldon's mouth was bitter.

"Well, you know, it's the Indianapolis 500, and boy I hate to admit it, but I guess it's what makes the race so exciting," Wheldon said afterwards. "We seem to dominate, and I think Target Chip Ganassi Racing and Honda did a fantastic job."

It was also disappointing for his teammate from New Zealand.

Scott Dixon may have only led twice for six laps, but he was often hooked to the rear gearbox of Wheldon's Dallara/Honda as the two tried to fend off the competition.

On lap 170, Wheldon led Dixon by just .2022 seconds as the top five was separated by 1.5752 seconds. But on lap 171, Dixon got the word from Indy Racing League officials that he was being black-flagged for blocking.

After serving his drive-through penalty, Dixon finished sixth.

Ten cars out of the 33 that started the race completed all 200 laps.

"I don't know, you hold your position. I let him (Kanaan) by at the end; he really had a run," Dixon explained. "You don't want to make it easy for them all the time. It happens to you, you get people to do it to you, it's just how they call it.

"It's so up and down."

Hornish Speeds On Carb Day

By Bruce Martin
NSSN Correspondent

INDIANAPOLIS — Sam Hornish, Jr. dominated the preliminaries, left his competition in Methanol fumes during qualifications and was once again the fastest driver during "Carburetion Day" Friday.

Hornish's Dallara/Honda ran 21 laps in Friday's final practice session with a fast lap at 220.698 miles per hour around the 2.5-mile Indianapolis Motor Speedway.

"I don't know if it's a good feeling or a bad feeling," Hornish said. "Everything has gone so well this month and the car is good. But I also know what my luck is here.

"If I don't win, I'll be forever remembered as the fastest guy of the month who couldn't win on race day."

The No. 3 Marlboro Team Penske pit crew of Helio Castroneves turned in record pit stops to defeat Dario Franchitti's Andretti-Green team in the final round of head-to-head competition during the annual pit-stop competition.

It was the ninth victory for Penske Racing since the competition began in 1977.

Defending Champ Franz Wins Again

PARK CITY, Kan. — Three-time defending O'Reilly/National Championship Racing Ass'n Modified Series champion Brian Franz picked up his first series victory of the year Saturday with a victory at 81 Speedway.

NCRA MODS

Franz beat out Ryan McAninch to record his 19th-career victory, still topping the NCRA all-time list of victories.

Marc Robe, Greg Stephens and Mike Jarvis rounded out the top five.

The finish:

Brian Franz, Ryan McAninch, Marc Robe, Greg Stephens, Mike Jarvis, Marc Hurd, Greg Skaggs, Alan Dix, Marlin Farr, Brian McGowen, Scott Green, Brian Casey, Don Renfro, Shannon Gilchrist, Conner Ward, Brian Powers, Shane Gerber, Travis Govern, Brad Johnson, Jeff Erickson.

Sherman Cashes In

PHOENIX — "Show me the money" proved to be the inspiration for the Arizona Sprint Car Ass'n drivers in Saturday night's Salute to Indy, a Tribute to Wayne Weiler at Manzanita Speedway.

ASCA SPRINTS

The purse was the largest ever for an ASCA point race, and 31 sprint cars were on hand at the half-mile oval as Jeremy Sherman claimed the $2,200 paycheck after his fifth victory of the season.

Sherman took the lead from Josh Pelkey on lap 39 and led the remainder of the 50-lap race. Pelkey finished second, ahead of Mike Colegrove, R.J. Johnson and Rickey Hood.

The finish:

Jeremy Sherman, Josh Pelkey, Mike Colegrove, R.J. Johnson, Rickey Hood, Nathan High, Bobby Boone, Bruce St. James, Chad Boat, Mike Mundy, Ryan Linder, Jeff Henry, Shon Deskins, Seainn Hendricsen, Bernie Smith, Bob Ream, Jr., Marty Miller, Mike Martin, Mike Leslie, Dana Fite, Chris Bonneau, Andy Reinbold, Matthew Rossi, Brandon Lane.

Adams Bashes NARA Modifieds

BARDSTOWN, Ky. — Don Adams led 24 of 25 laps to win the sixth annual Mod Squad Bash for the NARA Battle of the Bluegrass Modified Series Saturday night at Bluegrass Speedway.

NARA MODS

Leonard Pierce led the first lap, but Adams took over on lap two and was never headed the remainder of the event. Jimmy Payne finished second while Kelly Warren, Tommy Bailey and Dustin Linville rounded out the top five.

The finish:

Don Adams, Jimmy Payne, Kelly Warren, Tommy Bailey, Dustin Linville, Benji Lee, Sam Murphy, Sr., Adam Gootee, Robbie Gullion, Shon Flanery, Dion Benningfield, Joey Kramer, Raffo Elmore, Butch Shay, Jeff Johnson, Brandon Green, Elliott Despain, Josh Lucas, Troy Teegarden, Freddy Garmon, Joey Jones, Todd Coffman, Greg Payne, Leonard Pierce, Miguel Coffey.



SUE STEVENSON PHOTO

UNDERDOG ON TOP: Jeremy Miller timed 44th out of 51 entries at the beginning of the Mid-Atlantic Championship Series 59th Anniversary Classic. Miller soared pass the competition and won the race.

Fairytale Ending Comes To Life With Jeremy Miller

HAGERSTOWN, Md. — What Jeremy Miller did Saturday night to win the Mid-Atlantic Championship Series 59th Anniversary Classic worth $10,000 ended like a Cinderella story. There's no question that he earned every dollar of it.

MACS LMs

Miller timed a dismal 44th out of 51 entries and passed cars all night. Starting on the last row in the fourth heat and not making the cut, he started seventh in the second B main and won without the aid of a caution.

In the feature, he started 17th and again, without the aid of a caution, his final pass was on Gary Stuhler to lead from the 36th lap.

"We just kind of struggled through the night," Miller said. "We were back there scratching our heads, and I told the guys 'Don't get down. I think this is working for our best because we got to race a lot more than other guys did tonight'. We just kept playing with our car, and it got better and better. One thing about Hagerstown, the track's always nice and you can start in the back, and if you're good, you can go to the front."

The finish:

Jeremy Miller, Gary Stuhler, Andy Anderson, Steve Shaver, Bob Close, Jim Bernheisel, Roy Deese, Jr., Bo Feathers, Jason Covert, Jack Pencil, Rob Blair, Dan Stone, Mike Balzano, Kirk Ryan, Devin Friese, Denny Chamberlain, Dutch Davies, Donnie Schick, Ray Kable, Jr., Nathan Durboraw, Mike Atherton, Allen Brannon, Billy Decker, Davey Johnson.

Steve Kosiski Soars Past Competition, Brother Joe

By Randy Fisher

DONIPHAN, Neb. — Steve Kosiski bided his time, gradually moved to the front and recorded his fifth-career O'Reilly NCRA Late Model Series victory, as 52 cars showed up for the season opener at Mid-Nebraska Speedway.

NCRA LMs

Kosiski started on the second row, alongside defending NCRA champion Kelly Boen, but polesitter Al Humphrey took the early lead.

Mark Wyman and Humphrey traded the lead several times in the early laps, but Kosiski passed his brother, Joe, for third on lap 14 and tracked down the leaders.

On lap 20, he took second and three laps later grabbed the point. He led the rest of the way for the $2,600 triumph, with Humphrey, Wymon, J. Kosiski and Boen rounding out the top five.

The finish:

Steve Kosiski, Al Humphrey, Mark Wyman, Joe Kosiski, Kelly Boen, Kyle Berck, Davey Nall, John Anderson, Delbert Smith, Ben Shaller, Dean Moore, Mike Wiarda, Brett LaFollette, Dave Garman, Jim Clifton, Eddie Moore, Greg Larson, Billy Murphy, Jerry Wearner, Junior Coover, Steve Kempt.

Leaty Leads 100 Laps In Evans Memorial

OSWEGO, N.Y. — Mike Leaty led all 100 laps to win his first Race of Champions Asphalt Modified Tour victory in Saturday night's Richie Evans Memorial at Oswego Speedway.

ROC MODS

Leaty charged into the lead from the outside pole with defending ROC champion Matt Hirschman moving up from fifth starting spot to take second.

Hirschman dogged Leaty for the entire race, twice getting underneath Leaty for the lead only to get boxed in by a lapped car.

Hirschman waited patiently for Leaty to make a mistake, but the leader was flawless as he held off Hirschman for the $3,500 victory. Eric Beers was third, followed by Zane Zeiner and Jan Leaty.

The finish:

Mike Leaty, Matt Hirschman, Eric Beers, Zane Zeiner, Jan Leaty, Chuck Hossfeld, Bobby Holmes, Sege Fidanza, Lee Sherwood, Earl Paules, Pete Brittain, Ryan Preece, Tom McGrath, Tony Hanbury, Karl Hehr, Billy Putney, Phil Slater, Bill Mislin, Wesley Swartout, Larry Jackson, Wilbur Hebing, John Markovic, Dave Wollaber, Daren Scherer, Alex Hoag, Tommy Cloce, Jimmy Blewett, Bill Chandler, Sr., Rusty Smith.

NSSN THE FINAL LAP



JOE SECKA PHOTO

KEEPING COMPANY: As a crew member prepares Jason Solwold's car for Sunday's National Sprint Tour event, a stuffed pink panther looks on at Attica (Ohio) Raceway Park. Solwold's car carries a pink panther logo upon its top wing.



DAVID E. HEITHAUS PHOTO

ONE OF MANY STOPS: Scott Riggs leads the field onto pit road early in Sunday night's Nextel Cup Coca-Cola 600.



DAVID E. HEITHAUS PHOTO

TERMINAL DAMAGE: Al Unser, Jr. hits the wall in turn three on lap 145 of Sunday's Indianapolis 500. The two-time winner ended up 24th.



DAVID E. HEITHAUS PHOTO

ALL-NAME TEAM: Hud Cone works ahead of Chappy Knaack during Saturday's 10-lap qualifying race before the Hoosier Hundred USAC Silver Crown event at the Indiana State Fairgrounds.



JOHN MARSH PHOTO

MEDITERRANEAN FLAVOR: Fernando Alonso, Juan Pablo Montoya and David Coulthard flash through a corner during Sunday's Formula One Monaco Grand Prix. Alonso started from the pole and led nearly the entire race.



KORY HALES PHOTO

STOCK-CAR SPARKLER: Brian Vickers's right-front wheel grinds on the Lowe's Motor Speedway surface Sunday night.

ECONOMAKI:

Much Toyota Talk, But Figures Aren't All True

CONTINUED FROM PAGE 4

and others involved in the 500. When asked if he did not have work to do, his smiling response was, "It's all done. I have a great staff."

Geico Insurance, which began its racing involvement in 2002 with NASCAR driver **Mike Wallace** and his Biagi Bros. Car, has come to Indy with its gecko, the six-inch alligator-like lizard it uses for promotion. On Carburetion Day, Gecko drew a crowd touting **Al Unser, Jr.**, driver of the Geico-sponsored A1 Team USA No. 31 Dreyer & Reinbold entry.

Hard-drinking fans now have a race-related Vodka to swill. Holland's Effen Vodka was the primary sponsor of the Team Leader No. 97 owned by **Kent Baker** and **Greg Beck** with the help of **Mike Curb** and **Cary Agajanian** and wheeled by **Stephan Gregoire**. Just so you know, in Dutch "effen" means smooth.

Toyota's entry into NASCAR has created lots of dialogue — and some concern. Garage-area talk would have one believe Japan's biggest automaker will pay **Michael Waltrip** $62 million over five years to run his planned two-car Nextel Cup team, which could explain **Dale Jarrett's** surprise jump after 12 years with Robert Yates Racing's Ford equipe to Waltrip's fledgling Toyota organization. RYR co-owner **Doug Yates** said his company matched Toyota's initial offer in hopes of keeping Jarrett until his retirement, but he decided to go anyway. At Saturday night's IRP midget race, Toyota's National Motorsports Manager, **Les Unger,** stated vociferously, "We are not paying Michael Waltrip one penny. We are supplying engines [and] technology and helping him build chassis. He will have to find his own sponsors." In addition to the Ford fans of Jarrett being upset, newspaper reports indicate car owners **Jack Roush** (Ford), **Chip Ganassi** (Dodge) and **Roger Penske** (Dodge) are concerned over Toyota's "personnel raids" on their garage staffs. Toyota pleads innocent on this matter, saying it is the teams, not Toyota, that are doing the hiring. Toyota's race chief, **Jim Aust**, has taken a low-profile approach to the company's entry into NASCAR, apparently seeking a "one of the boys" identity in the garage. The Camry has been submitted to NASCAR for approval, which is expected July 1, as has its engine, which should get its approval from NASCAR by Sept. 1. Testing is expected to start next month. According to **Lee White**, Toyota's NASCAR Field Director, the company's "Car of Tomorrow" prototype is ready for showing. In addition to Nextel Cup, Toyota, already successful in Truck racing, has a new Tundra pickup in NASCAR's inspection line, awaiting July 1 approval, and the company is also working on a Busch GN car for the '07 season.

Now that this year's Indy 500 is history, **Nicole Manske**, Indy's pretty WISH-TV reporter, will leave Channel 8 for a job at Speed Channel. 500 day was her last on the job.

The audio for the "Speed City" opening of last year's ABC Indy 500 telecast recently won a 2006 Sports Emmy Award for its producer, Indy-based Earshot Audio Post, headed by **Brice Bowman** and **Rich Such**. Bowman got his gold statuette earlier this month at the Lincoln Center awards function in New York City.

Apparently the possibility of an Indy Racing League street race in downtown San Antonio, Texas, is more than just a rumor. IRL's VP of development, **John Lewis**, visited the west Texas city recently to explore details.

Don't worry about Darlington Raceway going away. Alongside NASCAR's first and oldest superspeedway, South Carolina's Darlington Raceway Museum contains the first "official" NASCAR Hall of Fame. Track President **Chris Browning**, unfazed by plans for a multi-million-dollar HoF 90 miles away in Charlotte, is busy adding cars and other attractions. The hall of fame portion of the museum is under the direction of the National Motorsports Press Ass'n, which is very active in promoting and expanding its offerings. The winning car of the first Southern 500 in 1950, **Johnny Mantz's** Plymouth, **Herb Thomas's** fabled Hudson plus cars driven by **Fireball Roberts**, **Joe Weatherly** and **Fonty Flock** are on display there.

Former IRL staff lawyer **Ken Ungar** has hung out his own shingle. Ungar Strategies in Carmel, Ind., is a business-oriented undertaking, and Ungar's first client is American Honda. And racing engine specialist Ilmor is now affiliated with the racing engine aspect of American Honda. Ilmor's U.S. boss **Paul Ray** and HPD headman **Robert Clarke** were a busy pair at the speedway on Pole Day.

Win on Sunday, advertise on Tuesday. When **Roger Penske's** two-car Porsche team ran 1-2 in the Mid-Ohio ALMS race after DNFs at Sebring and Houston, a four-color, half-page Porsche ad appeared in the *Wall Street Journal* reminding all that the taste of victory never sours. For you tech types, DNFs for both of the P2 Porsches were the same each time, input shafts at Sebring and dogs knocked off gears at Houston.

When **Kerry Packer**, Australia's richest man well known for his love of motorsports and who had his own kart track built on his New South Wales residence, died last Christmas, his entire family was helicoptered from Sydney 300 miles to the huge funeral on his giant horse ranch. He was an active supporter of auto racing in his country.

Another Wheeler. **Humpy Wheeler's** son, **Trip**, long with the Charlotte office of the Radiate Group, is moving over to Velocity Sports and Entertainment as vice-president and GM of its new Charlotte office, with emphasis on motorsports clients, which include Toyota. Best of luck, Trip.

Zak Brown, the marketing man who heads Just Marketing in Indianapolis, plans to add offices in New York City and Charlotte to concentrate on clients concerned with NASCAR.

It looks like **Danica Patrick** had to find time to squeeze in her Indy 500 drive after traveling to 20 cities to promote her book, "Crossing the Line."

ARGABRIGHT:

The Little 500 Is Habit Forming

CONTINUED FROM PAGE 4

for this race, and you see them here every year. Most of them say the same thing: "I wouldn't miss this race for anything in the world."

I suppose that's why tonight's running was the 58th Little 500. An event doesn't make 58 unless it's something very special indeed.

Sometimes, when I allow myself to sink into the silly world of worry, I'm scared that the Little 500 might go away. For me personally, that would leave an enormous void on the last Saturday night in May. It's not that I'm afraid the event isn't successful; by all appearances it's as strong as ever, and tonight's excellent race surely turned another batch of first-time visitors into Little 500 lifers.

That's an interesting thing: not only is the race itself unique — a 500-lap sprint-car race —but the people filling these grandstands aren't mere spectators, they're junkies — Little 500 junkies. For us, there are two seasons: Little 500 season, spanning Wednesday through Saturday of the Holy Week each May, and off-season, when we're counting the days until the next Little 500.

The fans aren't the only ones who feel this way. Racers also become Little 500 junkies. They often come here the first time out of curiosity and sometimes with too much confidence. How hard can it be to win this thing, anyway? Rarely does anyone win it on the first try, but the hook is often set. They become intrigued, then infatuated, and finally they're addicted, and they can't help themselves. Each May, they tow through the gate, loving every minute of it.

Old timers talk of the fabulous moments they've witnessed here over the past 58 years and of heroes like Cherry and Alspaugh and Beale and Harrison. Middle-aged people talk of Bloom and Carman and Frey and Riddle. Young bucks rave about Warren and Steele and Gordon, and now Tyler.

Little 500 junkies, one and all.

Old or young, from all directions and from all different walks of life, we are united in our passion for the most exciting two hours in short-track racing: the Little 500. Nothing else you'll ever see is quite like it, and everybody needs to see it at least once.

Be careful, though. The Little 500 is habit forming. Fifty-eight years and still going strong.

FORUM:

Prayer, Toyota And The Indianapolis 500

CONTINUED FROM PAGE 4

just because they're out at a race track on a Sunday, that many, if not most, of these fans aren't truly God-fearing people? And so what if some drivers are not Christians or even God-fearing? How painful is it really for a non-believer to listen to his or her friends say a little prayer for them once in a while?

You should take your own advice and stay away from politics and religion. Clearly, you have nothing of value to say about either. If you can't write about racing, go write for some other publication. Do you think we subscribers are so dull as to think just because you throw in a mention or two about NASCAR that your lame editorial was about racing? Get a life!

You guys are the ones who are always saying racing is "about the fans." So, if you believe that, then why do you turn around and trash these very fans? I expect your own demographic data will show that approximately 80 percent of your fans identify themselves as Christians. Or, don't you really believe your own data and your own rhetoric? Do you just publish this tasteless dribble once in a while to see if your subscribers can read?

Please explain to me how and when religion has ever been a problem or an issue in the pits. This is laughable. It sounds to me like the rantings of somebody who has either lost his depression medication or has run out of things to write about racing. Maybe it's just time to retire. Amen to that, brother!

It has been said many times, by people greater than myself, that the strength of America is in her churches. How very sad for the voice of a sport that I enjoy so dearly to be heard trying to silence the voices of that strength. I will miss it dearly. Please cancel my subscription, effective immediately.

Frank Keil
Clarkston, Mich.

Remember Pearl Harbor

Dec. 7, 1941, was "a day that will live in infamy." Infamy means a state of extreme dishonor. It's also a date which should be remembered forever.

Sadly, the Waltrip brothers, Bill Davis, Todd Bodine, Ted Musgrave and all of the other forgetful people, including Brian France, have forgotten that date, or have dollar signs clouded their memory, or is it Japanese yens?

Sure, it was over 60 years ago. Tell that to the 1,177 brave Americans still entombed in Arizona, or the more than 3,000 brave Americans killed that day when the cowardly Japanese snuck up on us, or how about the other atrocities the Japanese committed during World War II. Tell that to General Motors, Ford and Chrysler when they go belly up!

The movie "Pearl Harbor" should be required viewing for you greedy, money-grabbing morons. God forbid when I pass on, I don't have to ride in a Toyota-built hearse, as you sure won't catch this American in a Japanese-built piece of junk.

Mel White
Snellville, Ga.

All About The Money

I have a question that should be presented to Nextel Cup Series officials. The France family should be asked, "Are you people just in this sport for the money before making decisions such as letting Toyota in our American sport?" We, the fans, should be the only ones to make that decision. The sport started as an American sport and should remain that way.

To the drivers who are for it, Michael Waltrip, etc., they are lucky to have a ride anywhere. It looks as if they are grasping for anything.

Larry Little
Clinton, Mo.

Talking Indy

I have a lot of stuff that I want to bring up.

First off, I share Penske Team Manager Tim Cindric's fond memories of Bump Day at the Speedway. When fans speak about the magic of Indy, then certainly Bump Day back then truly added to the mystique. My favorite memory was in 1979 when John Mahler made a last-minute banzai run in Bill Finley's Eagle. You would have really thought Mahler and that crew had won the race.

I agree somewhat with Gary London's feelings on the popularity of today's IndyCar drivers. I think a big part of the problem is that the American talent is being developed primarily through front-engine racing cars. I am no driver, but I've got to think that it probably makes a big difference in the feel department between a driver weaned on front-engine cars versus a driver brought up exclusively through the rear-engine ranks. Nearly all of the IRL's big guns were go-kart phenoms.

The other half of this problem is the fact that IndyCars are horribly expensive and many owners simply will not gamble on drivers who possess solely front-engine experience. Add to this the now age-old problem of rich drivers buying their way in and you see what we get.

I also want to say that there is no real continuity in driver names in IndyCars. For instance, where is Alex Barron? Last year, he didn't stand a snowball's chance in you-know-where of being competitive with a Toyota engine. The guy can flat-out race, and yet, where is he? Buddy Lazier fans were stunned and bewildered when he was not in the full-time IRL Series in 2004. Buddy got in some good equipment for the 500 last year and got the chance to compete like we know he can. The guy's record at Indy is nothing short of unbelievable.

I feel sad for guys like Helio Castroneves who regularly run on the ragged edge in front of half-filled stands. Sometimes, I can just imagine some of the NASCAR drivers sitting in their motor homes on race day and laughing about all of the adulation and popularity they seem to have suddenly acquired. Oh, the miracle of American commercialism and marketing.

Finally, on an unrelated topic, I can empathize with Dave Argabright's depression over the foul weather on Pole Day. My brother and I have given up trying to bring fans to the Speedway on Pole Day. The weather keeps going in the toilet, and with gas prices the way that they are, we just cannot risk it. We were there for race day, though.

By the way, there were a few historical errors with the "Through The Lens" of Roberto Guerrero. He finished second to Rick Mears on his maiden outing, not Danny Sullivan. Also, I am pretty sure that he suffered his severe accident at Indy in the fall of 1987, not 1989. Don't take my correction personally, though. I wrote The Speedway over the winter and asked them why they kept displaying the wrong winning car for Tom Sneva in their yearly programs. The car that they had pictured was a Theodore chassis, not a March 83 chassis. They agreed with me and said that they would make the correction.

Rick Borden
Mason, Ohio

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