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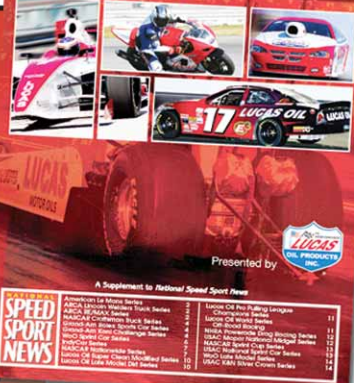


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2008 RACING SCHEDULES



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Francis Crowned New Colossal King

WOO LMS

PAGE 2



PHIL CAVALI PHOTO

APRIL 23, 2008

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Vol. LXXVI, No. 16

\$3

FINALLY

Patrick First Female To Win In IndyCar

IRL INDYCAR

PAGES 3, 22-23



SHAWN PAYNE/IRL INDYCAR PHOTO

FEMALE FIRST: Danica Patrick removes her helmet after winning Sunday's Indy Japan 300 at Twin Ring Motegi in Japan. The victory was Patrick's first in the series.

Power Claims Champ Car Series Finale

CHAMP CAR

PAGES 3, 24-25



'Ky. Colonel' Reigns Over Colossal 100

Francis Leads Wire To Wire To Dethrone Bloomquist

By SHEENA BAKER
PRODUCTION EDITOR



HHP/HAROLD HINSON PHOTO

VICTORIOUS: Steve Francis hoists the traditional winner's sword after his victory Saturday night in the Circle K Colossal 100.

Bloomquist had trouble early, starting with Eddie Carrier, Jr.'s lap-one spin in turn four. He briefly cracked the top 10 before pitting multiple times. Bloomquist's night ended in a multi-car snarl on lap 82.

Lanigan's hopes of Colossal glory ended with 10 laps to go when his Lanigan Autosports/Gotta Race Rocket suffered rearend problems. When Francis saw Lanigan falter, he became concerned for his own fuel situation because of excessive caution laps throughout the event.

"It was the race that didn't want to end," Francis said. "I've led a lot of these (caution-plagued) things and usually something happens to me right at the end, so when I see Darrell coasting down through there, I figured he was out of fuel and I was worried I might be next."

COLOSSAL: CONTINUED ON PAGE 30

CONCORD, N.C. — The last time the World of Outlaws Late Model Series visited The Dirt Track @ Lowe's Motor Speedway, Steve Francis stood in victory lane as the 2007 series champion. On Saturday night, Francis returned to the winner's circle, this time as champion of the third-annual Circle K Colossal 100.

Starting on the pole for the 100-lap, \$50,000-to-win feature, it was smooth sailing for the Ashland, Ky., native who led wire to wire to snag the victory by 3.007 seconds over second-place finisher Chris Madden.

From the start of the race, Francis knew he had the car to beat.

"I was so impressed when I drove my car in the corner the first lap, I just thought, 'Well, if we can just keep from breaking something, we can win this,'" Francis said of the No. 19f Reliable Painting/Valvoline Rocket. "Actually, it's probably the best car I've ever had in a 100-lap race. It just never changed a characteristic the whole race."

Darrell Lanigan, Shannon Babb and Chris Madden all took shots at Francis, but no one had enough to get past the leader.

"The car was just absolutely phenomenal tonight. We never even had to run a lap hard. We had a lot left if we needed to go," said Francis, who is known as The Kentucky Colonel. "That's just unbelievable to get a car that good against this level of competition."

"When you get a car that good, it just makes your job a lot easier."

Francis's Colossal score was his first World of Outlaws triumph of the season and the 15th of his career, tying him with Rick Eckert for second on the series' all-time win list. The win also put an end to Scott Bloomquist's stranglehold on the event.

Bloomquist, who captured the first two Colossal victories, was never a factor in the race. After starting 17th,

WAYS & MEANS

Former Driver Doesn't Know The Word Quit

FOREST CITY, N.C. — Still nestled here, almost downtown, is a quaint building that houses the race shop of Jimmy "Smut" Means.

Means, who'll be 58 years old next month, has lived here long enough that he feels right at home in this western North Carolina community on U.S. Highway 74.

Means left his home in Huntsville, Ala., in 1982 to move here, seeking to build a successful career in motorsports.

He's still trying today and hasn't had much more success than he had 30 years ago.

By JACK FLOWERS
NSSN CORRESPONDENT

INSIDE LOOK

"I've done things on a small budget for years," says Means, "but I've always managed to keep going. I love the sport and don't have any intentions of quitting unless I can't manage it any more."

Today, Means runs a NASCAR Nationwide Series team with Derrike Cope driving his No. 52 race car. He's done that for close to eight years with little success.

It's a low-budget operation, compared to most of the other full-time Nationwide teams.

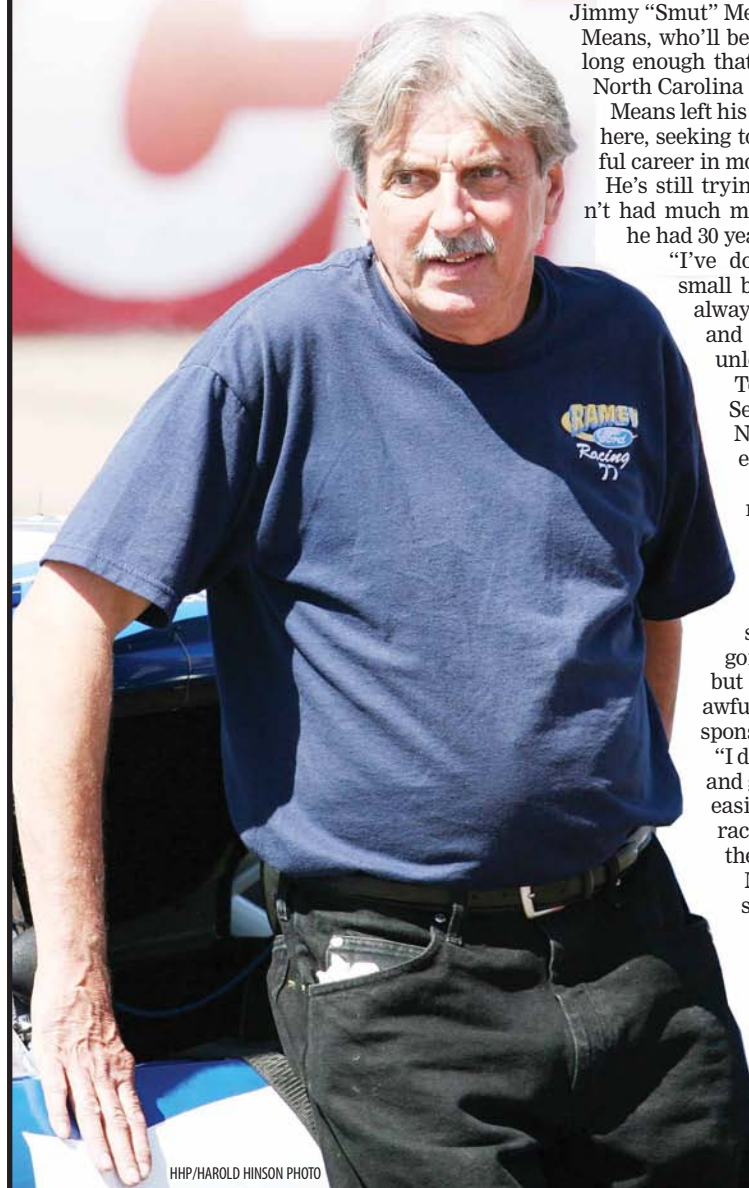
"I think I've got more invested in one fuel cell for that race car than I've ever had in a complete race car before this," said Means. "We try to survive and keep going on what we make out of race purses, but it's not what it use to be and it's getting awful hard to keep going without full-time sponsorship help."

"I don't know how much longer I can survive and go on like this. They're not making it any easier for the one-car, independently owned race teams. It's all so big business, even in the Nationwide Series, today."

Means has fought an uphill battle ever since he ran his first NASCAR Cup race in 1976.

"I had done fairly well and won a lot of races before I came to Cup," said Means. "We were running short-track races at Nashville (Tenn., the old fairgrounds speedway), Huntsville and Birmingham (Ala.)." Means was the track champion at Huntsville and

MEANS: CONTINUED ON PAGE 31



HHP/HAROLD HINSON PHOTO

NSSN
RACING
LINE

The Week In Motorsports
For April 23, 2008

Goossens, Mathews Knock Off Ganassi Team In Mexico City

MEXICO CITY — It's hard to keep good racers in check. It's even harder to do so when they've won as frequently as Scott Pruett and Memo Rojas have.

Yet, Saturday as the two Chip Ganassi drivers were trying for their third-straight Grand American Rolex victory of 2008, that's exactly what Marc Goossens and Jim Mathews did.

GRAND AM
PAGE 6



GRAND AM PHOTO

Hagan Breaks Winless Streak With Victory At The Rock

ROCKINGHAM, N.C. — Matt Hagan spent two seasons trying unsuccessfully to find the winner's circle in IHRA's Pro Modified class. He moved into a Nitro Funny Car for the 2008 season — a move that has agreed with him so far.

Hagan secured his first-career Nitro Funny Car round win on his way to his first-career national event victory at the 37th annual IHRA Spring Nationals at Rockingham Dragway.

IHRA
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'SIGH OF RELIEF'

Patrick Makes History With Late-Race Pass For Indy Japan 300 Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOTEGI, Japan — Danica Patrick finally put to rest the question, "Is she ever going to win?" in the IndyCar Series.

Patrick made history on the other side of the earth by winning Sunday's Indy Japan 300 at Twin Ring Motegi, taking the lead with two laps to go and becoming the first female driver to win an IndyCar race.

Although there have been female drivers who have won in drag racing, Patrick is the first female to win in a major closed-course racing series.

Patrick, in tears in victory lane, passed race-leader Helio Castroneves, who was trying to save fuel and make it to the finish.

But it was Patrick who played the perfect strategy.

"It's been a long time coming, finally," Patrick said. "I can't say the last fuel stint was hard. We were taking it easy and taking care of the car. I was fast and managing to save fuel. I had been saving a little extra fuel and didn't want to make the mistake of pushing really hard to get by Helio.

"Finally," Patrick, who burst into the racing scene as an IndyCar rookie in 2005, was able to celebrate the win in Japan with her family.

"Finally, finally, she worked so hard, she worked so hard," said Patrick's mother, Bev. "We finally got the win that everybody has been waiting for. Thank God. This is awesome."

Her father, T.J. Patrick, called it the

RELIEF: CONTINUED ON PAGE 22



SHAWN PAYNE/IRL INDYCAR PHOTO

DANICA'S DAY: Danica Patrick hugs the Indy Japan 300 trophy in victory lane Sunday at Twin Ring Motegi in Japan. It was Patrick's first IndyCar triumph.

Patrick Comes Full Circle At Motegi's Twin Ring

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOORESVILLE, N.C. — Just 19 hours after she had driven to victory in Sunday's Indy Japan 300 at Twin Ring Motegi,

Danica Patrick was talking to the media following the Toyota Grand Prix of Long

Beach — the final race in Champ Car Series history.

But the historic occasion everyone wanted to talk about had happened on the other side of the earth, in the rural area of Motegi, Japan, 65 miles north-east of Tokyo.

Patrick immediately flew back to the United States, where she arrived just in time for the closing laps of the Long

Beach Grand Prix.

"That big relief finally came off, but the next week and probably few months is when it will start to unfold, and we'll see stuff happening," Patrick said. "It started in Japan three years ago when I qualified on the front row. That was kind of the start of everything, so it was only

PATRICK: CONTINUED ON PAGE 22



AL STEINBERG PHOTO

WILL'S POWER: Will Power leads Justin Wilson at the beginning of Sunday's Toyota Grand Prix of Long Beach.

Power's Prowess Garner's LB Prize

By **JOHN OREOVICZ**
NSSN CORRESPONDENT

LONG BEACH, Calif. — The 34th annual Toyota Grand Prix of Long Beach provided a glimpse into what might have been had the Champ Car World Series answered the bell for a full season.

Will Power took a convincing victory for KV Racing Technology, besting rookie Franck Montagny of Forsythe-Pettit Racing by 5.094 seconds, with Mario Dominguez claiming the first podium for the local Pacific Coast Motorsports team.

Meanwhile, presumed favorites Newman/Haas/Lanigan Racing had a troubled race, with pole winner Justin Wilson lasting just 12 laps before his Panoz-Cosworth suffered a mechanical failure. St. Petersburg victor Graham Rahal didn't fare much better, losing a lot of time in a mid-race clash with Montagny to finish 13th.

But this year's Long Beach race wasn't about the start of a new season of Champ Car racing. Instead, it was the final race for the formula of 2.6-liter turbocharged single-seat cars after almost 30 years of CART and Champ Car World Series sanction.

The remains of the Champ Car series are being merged into the Indy Racing League and its IndyCar Series, and Sunday's race at Long Beach actually counted toward the IndyCar Series championship.

It was basically a one-race championship, of which the biggest storyline in the overall scheme of things was determining how much of a boost the Long Beach participants would get in the IndyCar standings.

Power was the big winner in that respect, jumping to fifth place in the IndyCar points heading into next weekend's race at Kansas Speedway.

Sunday on the 1.97-mile Long Beach course, it wouldn't have mattered what kind of car Power was driving. He led 81 of the 83 laps, only dropping back on pit stops.

"The last 15 or 20 laps, I just cruised," said Power, a 27-year old native

POWER: CONTINUED ON PAGE 24

OPINIONS

ECONOMAKI: Grab your calculator to grasp the F-1 purse structure. **PAGE 4**

KERCHNER: Not every race can be a barn burner. **PAGE 5**

MARTIN: Patrick's historic day comes in historic season. **PAGE 23**

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Wade	5	Argabright	35

EXCLUSIVE

Dirt Track Preparation Takes Experience, Special Formula

When you set out to learn about dirt-track preparation, you quickly realize that creating a first-class racing surface is a lot like cooking classic pit barbecue. Both involve relatively simple ingredients, but demand long hours of hard work and infinite patience. Both are as much an art as a science, and no one who has mastered either art is anxious to tell all their secrets.

DIRT TRACK PREP 101
PAGES 20-21

WINNER'S LIST

Series	Winner	Where	Page
ALMS	Werner/Lucas	Long Beach, Calif.	6
Atlantic	Simona De Silvestro	Long Beach, Calif.	6
Nationwide	Kyle Busch	Mexico City	8
USAC Sprints	Shane Cottle	Gas City, Ind.	10
USMTS	Howard Willis	Beaumont, Texas	18
USMTS	Steve Holzkamper	Willis, Texas	18
Golden State	Bud Kaeding	Petaluma, Calif.	18
Hooters Pro Cup	Danny Abold	South Boston, Va.	31

THE FINISH

"It's very hurtful. What it does is prove beyond a shadow of a doubt that there are so many who don't do research. It's truly not fair at all."

NHRA PIONEER **SHIRLEY MULDOWNY**
ON THE MEDIA'S PORTRAYAL OF
DANICA PATRICK'S INDYCAR VICTORY



► PUBLIC FORUM

Let your voice be heard

Fox Made Bad Call

NASCAR: Was this a wake-up call?

As a 60-year fan of NASCAR, I was appalled at the way Fox Sports treated the race from Phoenix. During the pre-race show, Fox cut in to show the balance of the Yankees-Red Sox baseball game.

Sure, the announcers kept saying, "race fans, we'll get you back to the start of the race."

They lied. Fox did not return to the race until after the start. The cars were going down the backstretch.

NASCAR, you had better take heed. Take care of your core fans before you slide back to a second-tier sport. Fox treats you like you already have.

Lynn A. Holmes
Liverpool, N.Y.

More Political Debate

I wonder if Stan recognized the irony of his letter that you published in your April 16 issue. He wrote to suggest you not publish letters with political themes. Then, he uses the same bitter, partisan political phrases you hear on Fox News and from the intellectual cripples of talk radio.

I guess he believes only his political views are cerebral enough to "soil" your publication.

Paul Luiz
Nipoma, Calif.

Merger Means Little

Out of desperation, IRL and Champ Car finally merged with hopes of growing and regaining the prominence they once enjoyed. However, it is obvious that it will only be more of the same with little hope for the future until they change their basic business mode and get back to more ovals and "grassroots" local track support.

Also, a variety of chassis and engines would greatly improve interest in the series. As everyone with the exception of Tony

FORUM: CONTINUED ON PAGE 39



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.



Long Division Necessary

Or A Calculator, To Determine Formula One Payoffs

MIDLAND PARK, N.J.

Savvy TV commentator **Bob Varsha** has somehow penetrated the secrecy of Formula One's prize money. In a detailed note to this writer, he explains that the total purse — a figure few have ever known — is divided into three parts; 20 percent which goes to the top 20 qualifiers based on qualifying times, two percent of that figure for first, down to four-tenths of one percent for 20th. Then, 45 percent of the total is devoted to car placings at the quarter mark, halfway mark, three-quarter distance and the race finish. The remaining 35 percent goes to the teams, says Varsha, half of it based on constructor points gained over the two previous half seasons, and the other half divided equally among the top 10 teams based on points scored over the previous two half seasons. No one is saying what the total dollar figures are.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

However, garage-area estimates indicate the \$100 million fine handed Team McLaren by the FIA would be lowered by half, based on prize money won by the team that year. If so, that would indicate a lot of zeroes are found in the total purse figure. You do the math.

Of the plenitude of racing offered on TV this past weekend, there were far too many empty seats to suit this observer. Poorly populated grandstands were seen in Iowa (ARCA RE/MAX), Mexico City (Grand Am and Nationwide), Japan (IRL) while Long Beach (ALMS and Champ Car) did the best job of the weekend in filling seats, though there were plenty empty. A big round of applause for **Danica Patrick** and her well-deserved but surprising IRL victory in Saturday's Bridgestone Indy Japan 300. Little did anyone foresee such an outcome for, with 10 laps remaining at Twin Ring Motegi, Danica was back in seventh position. Japanese video gave us a look at Danica's happy husband, heretofore unseen on TV. Her victory should be a big boost for Indy 500 ticket sales and should Danica win the pole position for the Indy 500, it could trigger an overnight grandstand sellout.

NASCAR officials overseeing Sunday's Nationwide Series race in Mexico City get a plug from this reporter for keeping yellow flags to a minimum. They gave minor spinners, etc., an opportunity to get going without waving the yellow flag.

I hope I'm wrong, but weren't **Graham Rahal** and **Jimmy Vasser** the only American-born drivers in the 20-man field in Sunday's



SHAWN PAYNE/IRL PHOTO

WINNING LADY: Danica Patrick claimed her first IndyCar Series victory Sunday at Twin Ring Motegi.

Champ Car finale at Long Beach?

Unlike the recent decision by the ALMS to "go green" this year, employing biofuels and other technical and operative changes to benefit our environment, the Sports Car Club of America looks at such issues differently. At the executive level of this popular stateside car club there is strong belief the U.S. government will, some day, issue a nationwide ban on the use of leaded gasoline. With that in mind, SCCA says it is actively working on an appropriate date to announce its ban on use of leaded fuel in club racing. Because many — the majority? — of club racing engines are high-compression units that require leaded gasoline, the club plans to make its leaded fuel ban announcement well ahead of its effective date so competitors can "use up" their current equipment which demands leaded-gasoline. Not an easy task.

Seeking young buyers, Toyota is employing its racing presence to attract young Americans to its brand. The past two weekends Toyota has conducted free hands-on advanced driving skills exercises at Atlanta Motor Speedway. The four-hour "Toyota Driving Expectations" programs offers teen-aged drivers at-track time at the wheel in Toyotas under the direction of

ECONOMAKI: CONTINUED ON PAGE 39

Drag Racing's Other Professor Has Made His Own Path

ROCKINGHAM, N.C.

Bruce Litton seems oddly professorial in a sport that already has its trademark "Professor" in the person of Warren Johnson.

Litton records data into a notebook as his crew gets the Lucas Oil Top Fuel dragster ready for an early pass over the weekend at the IHRA's Spring Nationals at Rockingham Dragway.

Maybe it's the salt-and-hold-most-of-the-pepper hair and the easy tone of his voice. Had Litton chosen a different path — one with, say, turns — maybe you could imagine a tweed jacket and a 10 a.m. lecture.

Instead, you get a race-car driver with 33 years of climbing that ladder. You get a family man with a couple of decades of building those bridges. You get a businessman who has built a trailer business into a success.

Have there been some tough knocks?

Like those 10 finals losses during the 2002 IHRA season?

Or maybe like that 2006 crash at the IHRA North American Nationals that sent him skidding what must have seemed like miles along a cement guardrail. It was horrendous and destruc-

ALL THE MARBLES



JOHN CLAYTON

tive enough to earn its way onto Youtube.

Or maybe like being one good run away from his first championship last fall at Rockingham in the World Finals and having an excruciating wait for an oiled track to be cleaned up?

"(Waiting) just something you have to prepare yourself mentally for in racing, particularly in drag racing," Litton said. "You've just got to get out of the car and relax - take a break.

"I was at peace. I knew what he had to do and needed to do. It's something we'd been striving for for a long time."

The wait was 30 minutes or so, but it seemed "like quite a while" longer.

Besides, that wait last fall just showed a little bit of Litton's mettle. With a championship and a three-decade-plus-old dream on the line, Litton waited just a few minutes more and then coolly got the job done, setting the low e.t. for the final round and creating a Rockingham memory that rivals the first victory that came here during the 1999 Spring Nationals. His wife,

CLAYTON: CONTINUED ON PAGE 39

NATIONAL
**SPEED
SPORT
NEWS**

America's
Weekly
Motorsports
Authority

SINCE 1934



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

THE KAY PUBLISHING
COMPANY

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

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

nationalspeedsportnews.com

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

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

© Copyright 2008
Kay Publishing Company Inc.

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

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**The
Audit
Bureau**

Imagine, Heat Races In NASCAR

CONCORD, N.C.

Sitting at The Dirt Track @ Lowe's Motor Speedway Friday night, I watched late-model veterans Chub Frank and Scott Bloomquist battle back and forth lap after lap in their heat race as if the 10-lap event was the Circle K Colossal 100 A-main.

Chubzilla and the Voodoo Child weren't racing for the \$50,000 winner's prize or the unique sword and medieval knight's helmet awarded to the race victor. They were just racing to race and to earn transfer spots into Saturday night's 100-lap feature.

The heat format isn't unique to the World of Outlaws Late Model Series; it's commonplace throughout local short-track racing across the country. It's a quick, do-or-die situation.

And that's when the thought struck me: What if NASCAR was formatted like this?

NASCAR could implement heat races of six drivers each where the top three finishers transfer to the main event. The remaining competitors who don't earn transfer spots through their heats could still race in two 10-lap B-mains for six final transfer spots. The A-main then could feature 30 cars, 13 fewer than the series' current 43-car field.

Such a format would eliminate the almost absurd top 35 owner's points rule, put an emphasis on the go-or-go-home scenario and reduce the presence of field fillers. Drivers would no longer be guaranteed a starting spot. They would have to race their way in, or try to beat the traffic home.

If Dale Earnhardt, Jr. or Jimmie Johnson fail

IN THE GROOVE



SHEENA BAKER

to earn a transfer spot in their heats or in their B-mains, they don't make the feature. It's that simple.

Without a guaranteed spot, heat races would be almost as important as the feature itself. And coming in 10-lap hits, the races would offer up the type of hang-it-out action that die-hard race fans crave.

NASCAR spectators have seen similar set ups in previous all-star events across the street at The Dirt Track's 1.5-mile big sister. The All-Star Race has had everything from inversions to transfer spots in the past in an attempt at Saturday night short-track style events, but NASCAR's point-paying races continue to retain normal one-car, two-lap qualifying sessions and remain at their usual 400-500 mile, three-hour lengths.

Of course, NASCAR would never adopt such a policy in today's money- and sponsor-driven world. What sponsor would ever pony up the money to back a car that may only be a back marker in a heat or a B-main? Would teams bounce drivers who can't qualify for main events faster than Cup teams are currently trading competitors who can't make the top 35 in points or who can't qualify for races? Would fans accept the new format knowing that the Earnhardts, Johnsons and Gordons may not make the feature?

There are a lot of questions and too much risk there for NASCAR to take a step in such a dramatic direction, even if the sanctioning body has launched a program urging fans to support local tracks and local racing.

Oh well. It was a nice thought anyway.

Some Races Are Just Stinkers

CONCORD, N.C.

Not every race can be a barn burner. And Saturday night's Colossal 100 at The Dirt Track @ Lowe's Motor Speedway was not. It was one of the worst races we've ever seen. With 16 yellow flags and one red, the race saw Steve Francis lead all 100 laps in a race that took nearly 90 minutes to complete.

While the 2007 Colossal was spectacular, this year's third edition was punctuated by late afternoon rain showers that left the track sloppy and left competitors scrambling for what would be the proper tire choice and car set-up come feature time.

Both of those factors clearly played into the chaos that was the Circle K Colossal 100. Interestingly, the guests of honor in the Circle K suite were all gone long before the checkered flag waved shortly before midnight. Along with them went many from the largest grandstand crowd in the three-year history of the race.

Another factor was a number of bone-headed drivers who with minor problems, including flat tires insisted upon stopping on the track and bringing yellow flags.

Here's an idea — the race paid \$50,000 to win, subtract \$1,000 from the pay off for every yellow flag, and add \$1,000 for every pass for the lead.

During the B mains, we stood nearby as teammates Tim McCreadie and eventual winner Francis discussed car set-up and tire choice with their crews. The wet track was a major factor in the choices they made. One

FROM THE DESK



MIKE KERCHNER

crew member argued the track would not reach its fastest point until midway through the feature, and McCreadie believed a cushion would be available throughout the feature.

The drivers discussed the possibility of stopping for tires midway through the race depending on how quickly the track came in and other factors, but the

numerous caution flags limited the green-flag racing and kept the track from ever taking rubber.

The carnage began on the first lap when Eddie Carrier, Jr. spun in front of the field and many competitors were forced to slow down. Two-time defending race winner Scott Bloomquist was among them. Bloomquist slowed so dramatically, he actually was passed by race leader Francis. However, the yellow flag never waved until the third lap, at which point, Bloomquist was allowed to retake his starting position prior to the resumption of the race.

It was the first of a series of whacky on-track accidents that punctuated the event.

In the end, Francis led every lap from the pole and admitted after the race that he never really had to push it.

Many competitors left with wrecked race cars and hot tempers they blamed on the format, the race track and anything else they could think of.

Meanwhile, Lowe's Motor Speedway and World of Outlaws had to live with what was perceived by many as a "crappy" race. Everyone that is except Francis, who took the \$50,000 top prize to the bank.

Setting The Record Straight On Behalf Of NHRA's Leading Ladies

SEATTLE

The only places I have seen Danica Patrick are in the garage area at Indianapolis, on the podium at a gathering celebrating the use of Ethanol in racing, on a life-sized cardboard cut-out in a souvenir store and on a box of Hostess Twinkies at a Meijer store in Avon, Ind.

Oh, and in a picture in Sunday morning's newspaper as winner of the Indy Japan 300 at the Twin Ring Motegi.

Congratulations to her and her Andretti Green Racing team. Boos to the members of the media who didn't do their homework.

The *New York Times*' Dave Caldwell wrote, "Danica Patrick became the first woman to win a major auto race on Sunday, using successful fuel strategy to capture an IndyCar Series event in Motegi, Japan."

Curt Cavin claimed in the *Indianapolis Star* that "Patrick became the first woman to win a major auto race by capturing the

IndyCar Series' event at the Twin Ring Motegi circuit in Japan."

Dave Lewandowski of indycar.com wrote, "Patrick, competing in her 50th IndyCar Series race, became the first female to win a major auto racing event on a closed-course circuit."

The designation is because Jutta Kleinschmidt of Germany won the Paris to Dakar Rally in 2001.

Gentlemen, start your ingenuity.

That's right — be original. Try something new — such as understanding what you cover. Be the first to put Patrick's achievement in perspective. Say that Patrick became the first woman to win an IndyCar Series event. Period.

While Patrick recorded a personal milestone and should be proud of her accomplishment, she likely would be the first to acknowledge that it is one victory. The National Hot Rod Ass'n — drag racing — has not one, but two women who have earned three professional series titles: Shirley Muldowney (Top Fuel) and Angelle Sampey (Pro Stock

THE STRAIGHTLINE



SUSAN WADE

Motorcycle).

On a day when Muldowney rejoiced in Patrick's victory and those by the International Hot Rod Ass'n's Laurie Cannister (Alcohol Funny Car) at Rockingham, N.C., and Swiss driver Simona De Silvestro in the Atlantic Championship race at Long Beach, Calif., the racing trailblazer lamented the media oversight.

"It's very hurtful," said Muldowney, the woman who established that females are capable of dominating on the track. "What it does is prove beyond a shadow of a doubt that there are so many who don't do

research. It's truly not fair at all."

She spoke for the long line of female race winners in drag racing. She spoke for eight other women who have won major national events in the 57-year history of NHRA — Shelly Anderson, Lori Johns, Lucille Lee, Cristen Powell and Melanie Troxel in Top Fuel and Sampey, Peggy Llewellyn and Karen Stoffer in Pro Stock Motorcycle.

Last September, Llewellyn became the first black woman to win an NHRA race. Sampey has won 41 races and led the field 44 times.

Ashley Force leads the NHRA Funny Car standings. Barbara Hamilton, in 1964, was the first female to receive an NHRA license, and in 1966, Shirley Shahan broke the gender barrier in NHRA competition, winning the Stock class trophy at the Winternationals in Pomona, Calif. This column doesn't have enough space to list the names of NHRA and IHRA female competitors, who, incidentally, are not novelties in drag racing.

Italy's Maria Teresa de Filippis broke through in Formula One in the late 1950s, and Lella Lombardi followed in the mid-70s. Also on the F-1 scene have been Giovanna Amati, Desire Wilson and Divina Galica. So please, let Patrick enjoy simply being a racer and a winning racer — and stop canonizing her with false credentials. She is capable of earning her own, legitimate ones.

Such ignorance by reporters is shameful. Industry insider Michael Knight said in his SpinDoctor500 blog, "This, once again, proves that some other sanctioning organizations and wide sections of the mainstream news media look down on drag racing as 'blue collar' and not up to their white-collar 'major status.'"

Perhaps here is the appropriate place to remember that NHRA drag racing was for years the second-most watched form of motorsport behind NASCAR — while the open-wheel owners were quarreling, posturing and chasing away fans.



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AL STEINBERG PHOTO

AT THE FRONT: The Audi wheeled by Marco Werner and Lucas Luhr leads the field through the streets of Long Beach during Saturday's American Le Mans Series race in the California beach city.

Audis Surprise At Long Beach

LONG BEACH, Calif. — What a difference 12 months can make. The LMP2 prototypes dominated the action during the 2007 American Le Mans Series event at the Toyota Grand Prix of Long Beach, while the LMP1 Audis struggled.

ALMS

But this past Saturday was a different story, with the Audis prevailing on a course where few expected them to, while the best the LMP2 set could do was the third-place posted by David Brabham and Scott Sharp in the Highcroft Racing Acura ARX-01b, the first LMP2 triumph for Highcroft Acura, and the first for the Japanese car maker since the Andretti-Green team pulled off the trick at Sebring in 2007.

Claiming first overall was the R10 turbocharged diesel of Marco Werner and Lucas Luhr, while Audi teammates Emanuele Pirro and Frank Biela were a close second.

The race started with the Audis down on the grid, well off the qualify-

ing pace. The Penske RS Spyder of Patrick Long and Sascha Maassen dominated the opening laps and the pair's sister car of Timo Bernhard and Romain Dumas led after the initial exchange of pit stops, but the Audis kept coming.

As the race passed its mid point, Werner found a way around Dumas. As the Audis maintained a narrow but consistent advantage over their LMP2 opponents, the space between Dumas and Brabham, who had long since gotten by Maassen, began to disappear at a rapid pace. With less than two laps left, Brabham squeezed by Dumas to lead the two Penske Porsches to the flag.

Afterwards, Brabham summed up his feelings, saying, "To win this race like we did was special. The team was on the radio to me in the closing laps, so I knew I didn't have much time to get by, so I went for it, and it worked."

Sharp put it even more simply, noting, "It was incredible." As for Werner, he too was a model of simplicity. As he put it, "I thought we

would be OK today despite the bumpiness of this track because I knew we'd be better under braking, and we had the advantage in torque."

Even though the LMP2 cars didn't win outright, they did occupy the remainder of the top 10, a remarkable achievement in itself.

In 11th overall, and first among the GT1 production cars, was the factory Corvette of Jan Magnussen and Johnny O'Connell, while their Corvette teammates, Olivier Beretta and Oliver Gavin, crossed the line right behind in 12th to garner the runner-up slot in the top assembly line-based category.

Close on the tails of the two Chevrolet sports cars in 13th was the Tafel Racing Ferrari 430GT of Dominik Farnbacher and Dirk Mueller, who finished a scant few feet ahead of the Flying Lizard Porsche GT3RSR of Jorg Bergmeister and Wolf Henzler, with the second Flying Lizard GT3, driven by Johannes van Overbeek and Patrick Pilet, only a few more feet behind.

Hometown Winner In Speed GT Action

LONG BEACH, Calif. — In front of ecstatic friends and family, Huntington Beach, Calif., driver Brandon Davis won his home race for the first time, earning an SCCA Speed GT triumph Saturday at the Grand Prix of Long Beach.

SPEED GT

GT division point-leader Randy Pobst and Andy Pilgrim finished second and third, respectively.

Starting from the pole, Davis's No. 10 ACS/Sun Microsystems Ford Mustang was beaten off the standing start by Pobst who took the lead heading into Turn 1. But Pobst would run wide, handing the lead back to Davis

and falling to sixth.

Pobst worked his way back to second, but was unable to wrest the lead from Davis, who won for the first time since the 2006 Denver Grand Prix.

Davis was able to hold off Pobst through two more restarts from full-course yellows, before the fourth and final full-course yellow on lap 26 meant the 28-lap, 62.529-mile race would end under yellow. It was Davis's second-career victory, his first coming in an SCCA Speed Touring Car in 2006 at the Denver Grand Prix.

"It really feels amazing to win here," Davis said. "Before my dad even got into racing, when he was just a guy who liked cars, we would come out

and watch Long Beach every year. Then, he started to run Trans-Am and started working with Boris [Said]. We actually got the first win for the team here in Trans-Am. I was there for all of that and to be able to be the guy that gives the team a win at Long Beach is very special."

Davis reset the Long Beach Speed GT lap record en route to the win, lapping the 1.968-mile street circuit in 1:26.205 (82.185 miles per hour).

The finish:

Brandon Davis, Randy Pobst, Andy Pilgrim, Michael Galati, James Sofronas, Jason Daskalos, Mike Davis, Jeff Altenburg, Cindi Lux, Jeff Courtney, Tim McKenzie, Sonny Whelen, Claudio Burtin, Tony Gables, Michael McCann, Stu Frederick, Gunter Schaldach, Phillip Martien, Joey Scarallo, Paul Brown, John Bourassa, Robb Holland, Eric Olberz, Ritch Marziale, Eric Curran, Dino Crescentini, Robert Foster, Tomy Drisi.

De Silvestro Wins One For The Ladies In Atlantic Test

BY DAN JACK

LONG BEACH, Calif. — In a race that featured only one caution and not a lot of passing, Swiss driver Simona De Silvestro won the Imperial Bank Atlantic Challenge of Long Beach in her Nuclear Clean Air Energy Swift on Sunday.

ATLANTIC

It was the opening round in the Cooper Tires Presents the Atlantic Championship Powered by Mazda.

Polesitter Jonathan Bomarito led the first 23 laps of the 38-lap race held on the 1.968-mile Grand Prix circuit. On the 24th lap, Bomarito went off at turn one, and rejoined the race in fifth, which is where he finished. De Silvestro took the lead at that point, and held off Alan Sciuto and Kevin Lacroix for her first Atlantic victory.

One of the fastest cars, belonging to Carl Skerlong, brushed the wall in the first turn of the first lap and lost a lap after pitting for repairs. Despite a spirited run in which he passed many cars, Skerlong still finished last, one lap down, the only car in the 23-car field not to complete the full distance. "It was a tough weekend, especially on Friday," De Silvestro said, "but we got everything together. For the race, I was pretty confident because the car felt really good."

The only caution was for debris, the yellow coming out on lap 26 for three laps. It was an apprehensive time for De Silvestro.

"On the restart, I was a little nerv-



Simona De Silvestro

ous," De Silvestro admitted, "because I had never done a restart (as the leader). I thought maybe Alan would come close, but I think I did a good job and just kept going. It's awesome."

De Silvestro becomes the first woman to win an Atlantic Championship race since Katherine Legge won in San Jose in 2006. Legge also took the 2005 Long Beach Atlantic race.

The finish:

Simona De Silvestro, Alan Sciuto, Kevin Lacroix, Jonathan Summerton, Jonathan Bomarito, Daniel Morad, Markus Niemela, Junior Strous, Andreas Wirth, James Hinchcliffe, Dane Cameron, David Garza, Greg Mansell, Henri Karjalainen, Frankie Muniz, Douglas Soares, Dominick Muermans, Louis Schiavo, Leo Mansell, Brian Thienes, Mike Forest, Greg Minium, Carl Skerlong.

Goosens & Mathews Steer Riley To Victory Lane In Mexico City

MEXICO CITY, Mexico — It's hard to keep good racers in check. It's even harder to do so when they've won as frequently as Scott Pruett and Memo Rojas have.

Yet, Saturday as the two Chip Ganassi drivers were trying for their third-straight Grand American Rolex victory, Marc Goossens and Jim

Mathews pushed their Riley-Mathews Pontiac across the line a few feet ahead of the similar Lexus-powered Telmex entry of Pruett and Rojas.

Making things even more interesting was the fact that the third member of this nose-to-tail train was the new Krohn Racing Pontiac Lola, a car still in the early stages of development, of Nic Jonsson and Ricardo Zonta.

Coming home fourth, a relatively distant several more seconds in arrears was the Gainsco Pontiac Riley of reigning Rolex titlists Jon Fogarty and Alex Gurney.

It was, in fact, somewhat of a throwback to the earlier days of the Rolex tour when "bumping" and "grinding" were a normal part of the racing "routine."

And, it paid off in what was for the fans an entertaining race. However, that entertainment came at a price in broken equipment and escalated tem-

pers — facts that only highlighted the tight Rolex spring schedule, which will see the series back in action this weekend at Virginia Int'l Raceway.

The unwanted action started early and stayed late, and included a frontstretch bumping match between Rojas, who was leading at the time, and Fogarty, who was trying to take the position away. Although no penalties resulted, Fogarty was less than pleased, while Rojas merely shrugged the matter off.

Even so, the most serious incident of the day involved the BMW Riley of Matt Plumb and the SunTrust Pontiac Dallara of Max Angelelli. The two got together in the tight right hander leading on to the frontstretch. For whatever reason, the left front of Plumb's Riley tapped the right rear of Angelelli, sending both hard into the guardrail, and leaving the SunTrust entry with an almost completely wrecked front end.

The privately entered Stevenson Motorsports Pontiac GXP-R of Robin Liddell and Andrew Davis surprised everyone, leading the GT division across the line over the similar Banner Racing GXP-R of Paul Edwards and Kelly Collins. The Franbacher-Loles Porsche 911 GT3 coupe of Pierre Kaffer and Dirk Werner was third.

Don Schumacher Set To Appeal \$100G Fine

BROWNSBURG, Ind. — Don Schumacher Racing is using diplomatic measures to try to resolve its conflict with the National Hot Rod Ass'n in the wake of the \$100,000 fine it levied April 13 during eliminations at The Strip @ Las Vegas Motor Speedway. DSR has indicated through its public-relations spokesman that it planned to file an appeal April 21 regarding the dispute about the source of nitromethane that NHRA discovered April 12 in the five-car pit area.

NHRA

Graham Light, NHRA senior vice president of racing operations, said DSR had four barrels of nitromethane from an illegal, or unapproved, source and imposed the punishment. Team owner Don Schumacher said both Light and NHRA President Tom Compton told him in a verbal conversation that the supplier of that fuel was legal for competition.

Don Schumacher Racing attorney Cory A. Watkins sent a lengthy letter to Compton, asking that the facts of the matter be reevaluated by the sanctioning body, claiming the fuel in question was actually

purchased from an NHRA approved supplier that had bought it from Pro Nitro.

Alan Johnson, crew chief for the Don Schumacher Racing Top Fuel car steered by Tony Schumacher, lashed out at the media.

"First and foremost, I want to

make it absolutely clear that there has never been any Pro Nitro in the U.S. Army team pit area or in our trailer during an NHRA national event weekend," Johnson said in a lengthy statement. "As a result, the U.S. Army team has never used Pro Nitro in qualifying or

on race day.

"To be sure, the success of the U.S. Army Top Fuel team has been under close scrutiny for some time now and we have complied with all requested inspections and fuel tests. Additionally, we have consistently volunteered entire data

recordings from our onboard computer for NHRA Technical Department review.

"Our team has worked very hard and made personal sacrifices to honorably achieve the goals that we have set for ourselves and for our sponsors, including the U.S. Army."



AL STEINBERG PHOTO

TOYOTA STARS: Jamie Little (left) won the celebrity portion of the Toyota Pro/Celebrity race at the Toyota Grand Prix of Long Beach, while Craftsman Truck Series regular Mike Skinner (right) was the pro winner.

ESPN's Jamie Little Tops Long Beach Celebrities

By DAN JACK

LONG BEACH, Calif. — ESPN reporter Jamie Little ran a smart race and ended up in victory lane at the Toyota Pro/Celebrity Race Saturday.

The race went 10 laps around the 1.968-mile street course as part of the

Toyota Grand Prix of Long Beach. The 12 celebrities and six pros drove identically prepared Toyota Scion TCs.

Pro Division winner Mike Skinner was right behind Little at the end. In fact, there was some confusion at the end: The field was given the one lap to go sign from the starter's stand, but the checkered flag didn't wave at the end of the 10th lap.

"They did something NASCAR would never do," Skinner said. "They admitted they made a mistake and corrected it."

In the Pro/Celebrity format, the amateur celebrity field gets a 30-second head start. Polesitter Brad Lewis led the first nine laps. Little was "asleep" at the start, and dropped to fourth.

Meanwhile, NASCAR Craftsman Truck Series driver Skinner was slicing his way

through the field and was up to fifth when a crash by Basketball Hall-of-Famer Nancy Lieberman caused a local yellow.

Lewis slowed for the incident, allowing Little, now in second, to close in. After taking the one lap to go sign, Skinner had worked his way up to third, behind Little, who was pressuring Lewis.

When Lewis checked his mirror, he missed a turn, hitting the tire barrier. Little blasted into the lead and then the confusion began. After passing the start-finish line, Little started celebrating, and Skinner went by her. In the end, the race went to Little, with Skinner second.

"I got jumped at the start," Little said. "But I was calculating in going past people. Overall, I made some mistakes, but I am so thrilled. I wanted to prove I could do it, not just talk about it."

The race raised considerable funds for Racing for Kids, which benefits children's hospitals in Long Beach and Orange County.

The finish:




Jamie Little, Mike Skinner, Daniel Goddard, William Fichtner, Tony Pedregon, Whit Bazemore, Drew Lachey, Marty Nothstein, Brad Lewis, Bud Gordon, Wilmer Valderamma, Graig Barto, Eric Dickerson, Raymond Cruz, Beccy Gordon, Sarena Traver, John Salley, Nancy Lieberman.

RACE REWIND

NASCAR NATIONWIDE SERIES

Race 9 of 35: Mexico 200, Sunday, April 20
Autodromo Hermanos Rodriguez, Mexico City, Mexico

FINAL RESULTS

FIRST	SECOND	THIRD
		
Kyle Busch	Marcos Ambrose	Scott Pruett

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	6	20	Kyle Busch	Doosan Infracore Toyota	80	\$113,345	Running
2	4	59	Marcos Ambrose	Kingsford with Hickory Ford	80	88,043	Running
3	2	40	Scott Pruett	Fastenal Dodge	80	72,843	Running
4	3	60	Carl Edwards	Scotts Watersmart Ford	80	57,250	Running
5	7	9	Patrick Carpentier	Auto Value Dodge	80	56,368	Running
6	8	2	Clint Bowyer	BB&T Chevrolet	80	47,500	Running
7	21	29	Scott Wimmer	Holiday Inn Chevrolet	80	52,878	Running
8	28	88	Brad Keselowski	U.S. Navy Chevrolet	80	51,838	Running
9	24	1	Mike Bliss	Micosukee Resorts Chevrolet	80	52,343	Running
10	12	66	Steve Wallace	Atreus Homes Chevrolet	80	51,068	Running
11	33	99	David Reutimann	Aaron's Dream Machine Toyota	80	44,100	Running
12	19	7	Mike Wallace	Geico Toyota	80	49,868	Running
13	11	12	Sam Hornish, Jr.	Penske Truck Rental Dodge	80	43,175	Running
14	32	5	Adrian Fernandez	Lowe's Chevrolet	80	49,518	Running
15	17	64	Max Papis	Atreus Homes Chevrolet	80	49,343	Running
16	13	27	Brad Coleman	Carino's Italian Grill Ford	80	49,268	Running
17	9	11	Jason Keller	America's Incredible Pizza Chevrolet	80	49,043	Running
18	16	22	Ruben Pardo	Telcel/Learjet Dodge	80	48,618	Running
19	26	28	Kenny Wallace	Phantom EFX Chevrolet	80	48,493	Running
20	23	37	Rafael Martinez	Canel's/Scotiabank Ford	80	42,900	Running
21	36	38	Jason Leffler	Great Clips Toyota	80	48,318	Running
22	22	6	David Ragan	Discount Tire Ford	80	41,800	Running
23	41	4	Landon Cassill	Micosukee Resorts Chevrolet	80	49,618	Running
24	42	61	Kevin Lepage	Un-sponsored Ford	80	48,168	Running
25	30	81	D.J. Kennington	MC2/NPPL Dodge	80	48,293	Running
26	14	17	Erik Darnell	CitiFinancial Ford	80	41,600	Running
27	37	98	Alex Garcia	Dixien/Omni-Source Chevrolet	80	41,550	Running
28	27	24	Brian Simo	Hefty Brand Chevrolet	80	47,968	Running
29	25	41	Kyle Krisloff	Polaroid Dodge	80	47,918	Running
30	35	30	Stanton Barrett	4Caring.org Chevrolet	80	41,650	Running
31	18	47	Kelly Bires	Clorox Ford	79	47,788	Transmission
32	15	33	Ron Hornaday, Jr.	Camping World Chevrolet	79	47,728	Running
33	1	16	Colin Braun	3M Ford	77	50,693	Running
34	10	86	Antonio Perez	Chivas Racing-TELMEX Dodge	76	41,190	Running
35	5	25	Boris Said	No Fear/Team Smithfield Ford	54	47,628	Accident
36	20	32	Michel Jourdain	Mexico Tourism Toyota	39	47,593	Accident
37	34	09	Kevin O'Connell	General Environmental Chevrolet	32	41,090	Accident
38	38	31	Kenny Hendrick	Grandstay.net/Interush Chevrolet	30	41,035	Handling
39	29	84	Jose Luis Ramirez	The Perfect Game/Rayerre Dodge	28	40,985	Electrical
40	31	90	Chris Cook	Un-sponsored Chevrolet	20	40,900	Brakes
41	43	91	Larry Gunselman	Un-sponsored Chevrolet	17	40,815	Handling
42	40	52	Scott Gaylord	Un-sponsored Ford	12	40,745	Brakes
43	39	01	Kertus Davis	RACEGIRL Chevrolet	1	40,625	Accident

RACE STATISTICS

Race time: 2 hours, 57 minutes, 25 seconds
Average speed: 68.124 miles per hour
Victory margin: .737 second
Caution flags: Seven for 18 laps
Lead changes: 10 among seven drivers

Lap leaders: Colin Braun 1; Scott Pruett 2-16; Braun 17; Carl Edwards 18; Patrick Carpentier 19; Jason Keller 20; Scott Wimmer 21-33; Kyle Busch 34-46; Edwards 47-50; Pruett 51-71; Busch 72-80.

TALK OF TIME TRIALS

Nineteen-year-old Colin Braun won the pole award for the Corona Mexico 200, lapping the Autodromo Hermanos Rodriguez in 88.217 seconds at 102.756 mph. It was Braun's first pole in three NASCAR Nationwide Series races.

STANDINGS

FIRST	SECOND	THIRD
		
Clint Bowyer	Carl Edwards	Kyle Busch

Top 10

1. Clint Bowyer	1,339	6. Brad Keselowski	1,153
2. Carl Edwards	1,330	7. Mike Bliss	1,136
3. Kyle Busch	1,273	8. Jason Leffler	1,062
4. David Reutimann	1,195	9. Mike Wallace	1,039
5. David Ragan	1,165	10. Kelly Bires	996



HHP/ALAN MARLER PHOTO

MEXICO MOVERS: Sprint Cup regulars Kyle Busch (20) and Carl Edwards make their way around the road course at Autodromos Hermanos Rodriguez in Mexico City Sunday afternoon. Busch won the race.

Strike Three For Busch

MEXICO CITY — Kyle Busch got on his radio and advised anyone who was listening that Scott Pruett would get dumped if he kept blocking Busch as they battled for the lead Sunday in the NASCAR Nationwide Series Corona Mexico 200 at Autodromo Hermanos Rodriguez.

Pruett didn't need to hear those words. He already had been there, done that.

Having been tapped by teammate Juan Pablo Montoya battling for the lead last year, Pruett let Busch by with nine laps remaining and Busch sprinted to his third-consecutive NASCAR Nationwide Series victory. A few laps before the pass for the win, Busch had been hammering hard on Pruett's bumper.

"He was just blocking a little bit too much, I believe," said Busch, who had never won a NASCAR race on a road course. "Now, I understand why he got dumped last year. And if it came down to it, it was going to be again. He smoked the tires, and I was able to get by him."

Pruett also got passed by Marcos Ambrose for second, but held on to finish third.

"(Busch) shoved me a few times, telling me he was getting anxious to go," said Pruett, who led 36 of the 80 laps. "Instead of getting turned around and my car tore up like last year, I gave him (room) and thought I could hold on and Marcos came up as well."

"It was a good run, not a great run." Ambrose scored his career-best finish while also annoying several drivers, including Busch and Boris Said. After an accident knocked Said out of the race with 28 laps remaining, Said pointed angrily at Ambrose.

"It's going to cost him a car one day — I'm going to go over and apologize to his team (now for that)," Said explained afterward. "He either



JEFF GROSS/GETTY IMAGES PHOTO

CAUGHT IN THE SPRAY: Kyle Busch celebrates his third-consecutive NASCAR Nationwide Series triumph Sunday in Mexico City.

made a mistake or he's incredibly stupid, and I don't think he'd make a big mistake like that. I wouldn't expect it from him."

"I'm not going to get mad, I'm just going to get even."

Ambrose publicly apologized for the accident with Said.

"If I could take it back, I would," Ambrose said. "I didn't mean to get into Boris. He's a great racer. I've idolized him in the past and still do. If I could turn the clock back, I would. It's just hard racing up there."

Carl Edwards finished fourth, Patrick Carpentier was fifth and point-leader Clint Bowyer sixth. Bowyer leads Edwards by nine points and Busch by 66.

Busch had not planned to run the entire season, but now has won three-consecutive events.

"The consideration is there, but still it's one round and a race-by-race deal," Busch said. "I'm not going to let anything out of the bag quite yet — I'm not even sure if there's anything left in the bag to let out."

Series rookie Colin Braun won the pole for the fourth NASCAR race held in Mexico City, but was involved in one of the many crashes during the event that seemed to last three days, but was completed in two hours, 57 minutes and 25 seconds.

The race included seven yellow flags and two red flags and was completed at a snail's pace of 68.124 miles per hour.

Racin' Cajun Wins Another One With ASCOT

WHEATLAND, Mo. — Jason Johnson bested a field of 51 entries to snare his third O'Reilly American Sprint Cars on Tour National series triumph of the year Saturday night at Lucas Oil Speedway.

ASCOT

Lucas Oil Speedway.

Advancing from fifth starting position aboard Lanny Row's Wesmar-powered No. 41 Eagle, Johnson passed Brian Brown on the 12th round and led the rest of the way on the state-of-the-art three-eighths-mile dirt track.

"That really was a racer's race track tonight," Johnson said. "You could run high, you

could run low, and you could cut across in the middle of the corners or do anything you needed to do."

With Johnson starting the feature in the third row, Brown and Jason Sides led the way to the green flag. And after a pair of early incidents, the final 23

laps ran off in non-stop fashion.

Brown, who topped the O'Reilly ASCoT National series at Lucas Oil Speedway in 2006, outdueled Sides for the early lead.

Johnson wrestled third from Sides on the seventh lap and

took second from Zach Chappell on lap 10. Slicing through traffic two laps later, Johnson used the high side of turns one and two to surge past Brown.

Once in front, there was no stopping Johnson as he lapped up to 11th place in the

process of notching his 31st career ASCS National Tour victory.

Danny Lasoski battled past Chappell for second on the 22nd round and held the position to the line.

Chappell claimed third, with Sides racing past Brown in the

final moments to take fourth. Brown finished fifth.

The finish:

Jason Johnson, Danny Lasoski, Zach Chappell, Jason Sides, Brian Brown, Jack Dover, Wayne Johnson, Kenneth Walker, Travis Rilat, Gary Wright, Don Drou, Jr., Garry Lee Maier, Randy Martin, Toby Brown, Eric Baldaccini, Nick Smith, Gary Taylor, Kathryn Minter, J. Kinder, Chris Tarrant, Terry Hinck, Matt Fox, Natalie Sather, Jay Russell, Josh Fisher.

Tankersley On Fast Trax

CHATHAM, La. — Seventeen-year-old Channin Tankersley charged from five rows deep to capture his first American Sprint Car Series victory by

ASCS GULF

topping Saturday night's 25-lap ASCS

Coastal vs. Gulf South Region event at Fast Trax Speedway.

With Tankersley starting 10th, defending series champion Gary Watson paced the opening three rounds before Chris Sweeney took command.

Sweeney fought off Watson and Greg Rilat over the next several rounds before the young Tankersley raced by on the top side of the track.

Sweeney settled for second, with Rilat, Travis Elliott and Don Young filling the top five.

The finish:

Channin Tankersley, Chris Sweeney, Greg Rilat, Travis Elliott, Don Young, Jimmy Brooks, Michael McNeil, Gary Watson, Terry Monroe, Ronny Howard, Lane Whittington, Tommy Bryant, Billy Melton, Neil McCarl, Clint Angelette, Ryan Hall, Travis Knighton, Ray Allen Kulhanek, Brandon Berryman, Brandon Com.

Davis Repeats In Canyon Go

TUCSON, Ariz. — Charles Davis, Jr. recorded his second-consecutive Discount Tire Co.

ASCS CANYON

American Sprint Car Series Canyon

Region victory Saturday night at USA Race Park.

Starting fourth, Davis wasted little time disposing of front-row starters Josh Pelkey and Bryan Swinehart en route to his eighth-career series victory and first in Tucson.

Point-leader Jeremy Sheman was second, with Nathan High, 11th-starter Andrew Reinbold and Pelkey filling the top five.

The finish:

Charles Davis, Jr., Jeremy Sheman, Nathan High, Andrew Reinbold, Josh Pelkey, Jeremy Reagles, Mike Martin, Thomas Ogle, Ronnie Clark, Jay Ervine, Derek Williams, Derek Sell, Steve Tellas, Bobby Taylor, Bryan Swinehart, Seainn Hendricsen, Mike Rux, Jr., Nick Aiuto, Mike Leslie, R.J. Johnson, Dennis Krob.



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▶ THIS AND THAT

▶▶ PHOTO OF THE WEEK



HEIN BROTHERS PHOTO

ON THE GAS: Matt Neely (2), Brad Kuhn (2B) and Tracy Hines (21) race through the first and second turns during USAC Sprint Car action Friday at Gas City (Ind.) I-69 Speedway.

▶▶ WHO IS THE BEST MIDGET DRIVER?

In early June, *National Speed Sport News* will be presenting a special section celebrating the 75th anniversary of the first midget race, which was held in Sacramento, Calif., on June 4, 1933.

Thus, we are asking our readers to help us answer the question of who is the best midget car racer they have ever watched and to tell us why.

You may do this by sending an e-mail to mikek@nationalspeedsportnews.com or via a traditional letter in the mail sent to: Best Midget Driver, *National Speed Sport News*, P.O. Box 1210, Harrisburg, N.C. 28075.

We hope to share the results with our readers both within that issue and on our Web site at www.nationalspeedsportnews.com.

We look forward to reading your opinions.

▶▶ BOOK OF THE WEEK

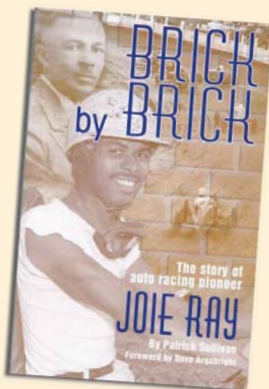
Brick By Brick, The Story Of Auto Racing Pioneer Joie Ray

By Patrick Sullivan

Pioneer auto racer Joie Ray was the first African American driver to obtain an AAA license. After his first race at Salem, Ind., in 1949, Ray raced sprint cars and stock cars before retiring in 1963.

Ray's life and career has been commemorated in this book, which was released April 13, one year after Ray's death at age 83.

The 208-page book includes 119 historic photos taken during Ray's long career. \$22.50. Available from American Scene Press, www.americanscenepress.com.



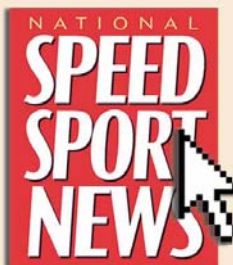
▶▶ BY THE NUMBERS

543

Most World of Outlaws Sprint Series feature victories (STEVE KINSER)



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"In many ways, National Speed Sport News is a Hall of Fame of its own, both to the motorsports industry and the newspaper industry. Our halls and shelves are covered with old-time auto racing posters as well as remnants of the newspaper business the way it used to be."

— Mike Kerchner, April 15 blog

■ Coming Together: NASCAR's Kevin Harvick and NHRA's Bob Vandergriff, Jr. may partner to field a Top Fuel dragster under Harvick-Vandergriff Motorsports.



GINNY HEITHAUS PHOTO

LOW RIDER: Shane Cottle (4) blasts under Levi Jones en route to winning Friday night's USAC National Sprint Car Series opener at Gas City (Ind.) I-69 Speedway.

Cottle Knows Gas City

By MIKE O'LEARY

GAS CITY, Ind. — Shane Cottle christened his full meal deal with Contos Racing by capturing the season opener for the USAC National Sprint Car Series Friday night at Gas City I-69 Speedway.

On the first night of a planned Friday/Saturday doubleheader,

Cottle outran Dustin Morgan, Brad Sweet and defending series champion Levi Jones for the victory.

"It means everything," Cottle said after the victory on his home track. "It means we're on top. If you come here and don't make the show, you're struggling to chase the points all year. Hopefully, we can keep this momentum and the points championship."

Although the box score only shows one lead change, when Cottle pushed the Contos's Chalk under Sweet on lap 18, it was a furious battle, with Jones and Cottle constantly trading spots and both passing Sweet, only to be repassed, throughout the race.

Sweet took the lead from Morgan, the polesitter, on the opening circuit, with Cottle following on the next lap. The track was tricky, with nearly all of the drivers working to stay as low as possible, not slide out of the moisture, spin their tires and get passed. Jones was one of the few to try the top line, but wasn't able to maintain his run off the turns. Morgan lurked in fourth, watching the dice for the lead and smartly pressing the M&M DRC into second in the closing laps.

A track champion in weekly racing at Gas City, Cottle put that experience to use. On the 18th circuit, Sweet slipped off the bottom in turn four and nearly came to a stop as he struggled for grip, while Cottle quickly drove through the opening. On the 27th circuit, Morgan grabbed second in turn four. Veteran Dave Darland claimed an impressive fifth-place finish after taking a provisional and starting at the tail.



DAVID E. HEITHAUS PHOTO

WINNING HAND: Shane Cottle enjoys his victory Friday night at Gas City (Ind.) I-69 Speedway.

"If your car wasn't free to run it, you were in trouble," Cottle said. "Our car was too tight most of the night and we kept tuning on the shocks and finally got where we could halfway get around the corner."

Jones called it a chess match. "I got by Cottle once and Sweet messed up the next corner and we both pushed up and Cottle got by both of us," he explained. "I was just trying to make the top work so that we could maybe get a run on those guys and slam the door into one but it just never played out that way."

The summary:

Qualifications: 1. Brady Bacon, Kahne 99, 12.924; 2. Levi Jones, Stewart 20, 13.062; 3. Chad Boat, Boat 30, 13.124; 4. Shane Cottle, Contos 4, 13.128; 5. Brad Sweet, Kahne 9, 13.159; 6. Daron Clayton, R & B 10, 13.210; 7. Dustin Morgan, M & M 93, 13.220; 8. Brandon Petty, Walker/Guiducci 11, 13.253; 9. Kenny Biro, Biro 22, 13.317; 10. Robert Ballou, MPHG 81, 13.449; 11. Chris Windom, Windom 17, 13.474; 12. Jesse Hockett, VKCC 75, 13.514; 13. Scotty Weir, Edison 10e, 13.554; 14. Brett Burdette, Burdette 17b, 13.560; 15. Bill Rose, Rose 6, 13.662; 16. Josh Spencer, Batchelder 66, 13.676; 17. Kyle Robbins, Robbins 17r, 13.677; 18. Jon Stanbrough, Fox 53, 13.700; 19. Cole Whitt, Kunz 67k, 13.742; 20. Hunter Schuereberg, Triple Crown 1h, 13.762; 21. Damien Gardner, Leffler 71, 13.772; 22. Matt Goodnight, Goodnight 39, 13.783;

23. Ted Hines, Hines 12, 13.791; 24. Josh Clemons, Clemons 71c, 13.844; 25. Jonathan Hendrick, Hendrick 68, 13.862; 26. Thomas Meseraull, R & B 10t, 13.863; 27. Steve Ott, Ott 0t, 13.888; 28. Jerry Coons, Jr., Dynamics 69, 14.015; 29. Bret Mellenberndt, Mellenberndt 97, 14.022; 30. Rex Norris III, Norris 63, 14.028; 31. Darren Hagen, Kunz 67, 14.058; 32. Dave Darland, Pace 44, 14.089; 33. Brad Kuhn, 2B Racing 2b, 14.091; 34. Blake Fitzpatrick, Fitzpatrick 10f, 14.095; 35. Steve Barth, Barth 14b, 14.168; 36. Matt Westfall, Westfall 54, 14.180; 37. Shane Matthews, Matthews 167, 14.265; 38. Tracy Hines, Stewart 21, 14.298; 39. Casey Shuman, Hazen 57x, 14.497; 40. Billy Puterbaugh, Puterbaugh 16, 14.504; 41. Brady Short, Short 36, 14.566; 42. Dakota Armstrong, C & A 7A, 14.683; 43. Mat Neely, Reid 2, 14.706; 44. Travis Welpott, Welpott 18, 14.802; 45. Kevin Studley, Studley 57, 14.879; 46. Critter Malone, Phillips 71p, 37.253.

Qualifying Race (8 laps): Fitzpatrick, Kuhn, Westfall, Tracy Hines, Barth, Shuman, Welpott, Puterbaugh, Matthews, Malone, Short, Neely, Armstrong, Studley.

First Heat (10 laps): Weir, Mellenberndt, Biro, Gardner, Sweet, Robbins, Bacon, Hendrick, Fitzpatrick.

Second Heat (10 laps): Stanbrough, Jones, Clayton, Meseraull, Kuhn, Burdette, Goodnight, Norris, Ballou.

Third Heat (10 laps): Hagen, Whitt, Ott, Morgan, Westfall, Windom, Rose, Boat, Ted Hines.

Fourth Heat (10 laps): Coons, Hockett, Clemons, Schuereberg, Darland, Tracy Hines, Cottle, Petty, Spencer.

Semi (12 laps): Cottle, Sweet, Ballou, Petty, Bacon, Kuhn, Rose, Windom, Boat, Robbins, Westfall, Tracy Hines, Hendrick, Darland, Ted Hines, Burdette, Norris, Fitzpatrick, Goodnight, Spencer.

Feature (30 laps): Cottle, Morgan, Sweet, Jones, Darland, Weir, Ballou, Stanbrough, Whitt, Schuereberg, Coons, Bacon, Biro, Gardner, Hagen, Ott, Clayton, Mellenberndt, Hockett, Petty, Meseraull, Kuhn, Clemons, Hines.

Michael's Mission

URC Star Wins First For New Owner

DELMAR, Del. — Five-time defending United Racing Company sprint-car champion Curt Michael was on a mission Saturday night at Delaware Int'l Speedway.

URC

Michael, driving Bill Gallagher's No. 5g, earned \$2,000 for winning the 25-lap URC Sprint Series feature on the half-mile oval. It was just Michael's second night driving for Gallagher.

Michael started 10th in the 25-car field and grabbed the lead

on lap 11. He set the pace the remainder of the distance en route to his 36th-career URC triumph.

Randy West finished second, followed by Joey Biasi, Brian Seidel and Robbie Stillwaggon.

Justin Collett finished the race in fifth, but was disqualified in post-race inspection due to an engine infraction.

The finish:

Curt Michael, Randy West, Joey Biasi, Brian Seidel, Robbie Stillwaggon, Chris Coyle, Dave Ely, Kyle Purks, Ed Aikin, Kevin Welsh, Joe Zuczek, Mark Bitner, Becca Anderson, Davey Sammons, Jason Clauss, Jamie Bodo, Adam Gordon, Brandon Weibley, Mares Stellfox, Kramer Williamson, J.J. Grasso, Scott McClaren, Scott Pursell, Dave Betts.



DOUG ALLEN PHOTO

MILLER TIME: Blake Miller (93) drove the Jeff Gardner/Roy Miller Freightlines No. 93 to victory Saturday during sprint-car action at Victorville (Calif.) Auto Raceway.

Miller Pockets \$5,000 For Victorville Victory

By ROBERT MAYSON

VICTORVILLE, Calif. — Blake Miller took home the \$5,000 first-place prize after he drove the Jeff Gardner/Roy Miller Freightlines No. 93 Sled to a 40-lap victory Saturday

at the Victorville Auto Raceway.

Miller started third in the open-competition non-winged sprint-car event and immediately moved into second behind leader Seth Wilson.

With fast-qualifier Mike Spencer charging to the front from the seventh starting spot, Wilson would pace the 22-car

field for the first 22 circuits before giving way to Miller.

Spencer moved into second and would take the lead from Miller on the 25th lap. However, mechanical woes sidelined Spencer two laps later giving the lead back to Miller.

Once back out front, Miller successfully withstood numerous challenges from Wilson and Tony Jones.

Jones, who started eighth, finished second, ahead of Davey Pombo, Josh Ford and Robert Ellis.

The finish:
Blake Miller, Tony Jones, Davey Pombo, Josh Ford, Robert Ellis, Cody Williams, Shon Deskins, Alan Ballard, Eric Severson, Don Gansen, Heidi Tresler, J.J. Erce, Seth Wilson, John Aden, Tyler Brown, Mike Spencer, Jimmy Crawford, Aaron Altaffer, Josh Williams, Billy Blinn, Rodney Argo, Jordan Hermansader.



TOM PARKER PHOTO

ZOOM-ZIM: Paul Zimmerly (60) and Nic Faas battle for the lead during USAC Western Midget Car Series action Saturday at Altamont Motorsports Park. Zimmerly went on to win.

Zimmerly Wires Midgets

TRACY, Calif. — Paul Zimmerly took the lead on lap 16 and was never headed as he and his Western Speed Racing team gave Toyota its first USAC Western Midget Car Series victory Saturday night at Altamont Motorsports Park.

The victory also is the first Western Midget Series triumph for the 20-year-old Zimmerly. The Ridgefield, Wash., native qualified eighth, worked forward and took the

lead from Evan Margeson on lap 16.

From there he set the pace on the quarter-mile asphalt oval, with Michael Faccinto finishing second in the event that was checkered flagged because of an accident after 23 of the scheduled 25 laps.

Daniel Bedford, Levi Roberts and Steven Mathews filled the top five.

The finish:

Paul Zimmerly, Michael Faccinto, Daniel Bedford, Levi Roberts, Steven Mathews, Mark Atkinson, Viktor Sinzig, Evan Margeson, C.J. Sama, Kerstin Smutty, Nic Faas, Garrett Hansen, Alfred Galedrige, Jr., Tony Hunt, Robby Jossett, Marco DeGeorge, Shannon McQueen, Ricky Ehrigott, Chad Nichols, Scott Pierovich.

McClish On Top At Altamont

TRACY, Calif. — Brian McClish picked up his first U S A C Western Sprint Car Series triumph of the season

WESTERN SPRINTS

Saturday night at Altamont Motorsports Park. McClish took the lead from Ryan Kaplan on lap 14 and paced the remainder of the 50-

lap event on the quarter-mile asphalt oval.

Nick Rescino, Jr. finished second, while fast-qualifier and point-leader Tanner Swanson was third. Greg Anderson and Chase Scott filled the top five.

The finish:

Brian McClish, Nick Rescino, Jr., Tanner Swanson, Greg Anderson, Chase Scott, Eric Humphries, JoJo Helberg, Ryan Kaplan, Tim Skoglund, Porter Smith, Snake Livemash, Tim Barber, Jimmy Riddell, Tony Hunt, Shauna Hogg, John Sarale.

Bridges Rules Dillon

DILLON, S.C. — Former O'Reilly United Sprint Car Series/ AOAS Champion Johnny Bridges won the 35-

USCS

Lap O'Reilly U S C S Asphalt Thunder Tour main event at Dillon Motor Speedway Saturday night.

Bridges began the night as fast qualifier and with a heat win.

The victory was the third of his USCS career.

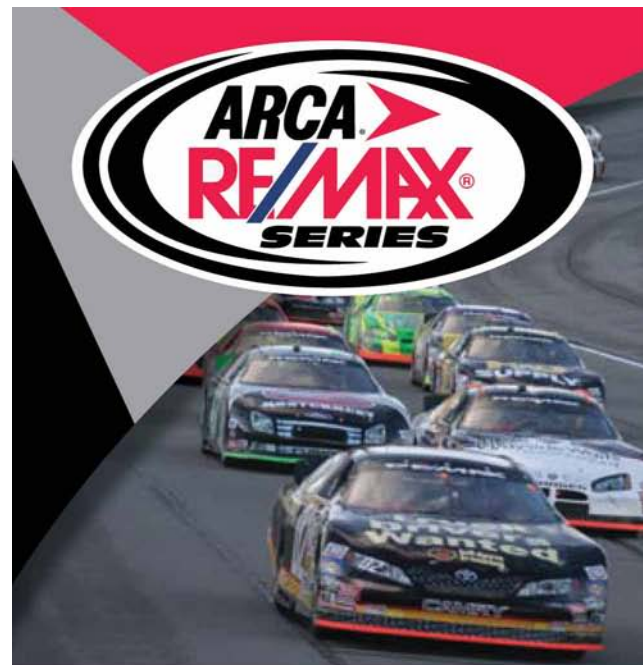
Bridges bolted to the lead on a restart after the initial green

flag was interrupted by a crash, overtaking Wayne Reutimann, Jr., who later retired due to suspension breakage.

From there, Bridges was forced to hold off the challenge of defending USCS champion Terry Gray, who settled for the runner-up spot. Derek Hagar was third ahead of Brit Adam Jackson in fourth and Doug Day in fifth. Brad Wickham returned to the track after a 15-year hiatus to finish sixth.

The finish:

Johnny Bridges, Terry Gray, Derek Hagar, Adam Jackson, Doug Day, Brad Wickham, Bronzie Lawson, Brandon Rekow, Wayne Reutimann, Jr., David Thorman, Wayne Reutimann, Sr., Wendy Mathis.



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What's making news in motorsports

POWER RANKINGS

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

Billy Moyer

No. 21 Moyer Victory Circle Late Model
Moyer's mechanical problems hampered him at the Colossal 100, where he finished 21st after setting fast time during qualifying. But his April 15 victory at Lernerville Speedway was his 10th of the season. He also has 18 top-10 finishes and 16 top-five finishes in 23 starts this season.

NO. 1



RONSKINNERPHOTOS.COM PHOTO

REST OF THE BEST

2. Kyle Busch

No. 18/20 Toyotas, NASCAR Sprint Cup/Nationwide Series
Busch went south of the border to claim his third-straight Nationwide Series victory on a road course in Mexico City.

3. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
Edwards finished fourth in Mexico City, notching his second-straight top-five Nationwide Series finish to go with three Sprint Cup victories.

4. Jeff Burton

No. 31 Chevrolet, NASCAR Sprint Cup Series
The Sprint Cup point leader has been a model of consistency this season, but will need a strong effort at Talladega to maintain his lead.

5. Kimi Raikkonen

No. 1 Ferrari, Formula One
Raikkonen looks to maintain his championship lead as F-1 heads to the Catalunya Circuit this weekend for the Spanish Grand Prix.

6. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
If the weather ever cooperates with the WoO, we may learn whether Meyers can build on his early season success.

7. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA Top Fuel
After consecutive victories to start the season, Schumacher will try to rebound and make it past the quarters at the Southern Nationals.

8. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The Ganassi Racing duo saw its string of victories stopped at two, but still managed a second-place finish at Mexico City.

9. Helio Castroneves

No. 3 Team Penske, Dallara-Honda, IndyCar Series
Castroneves is without a victory this season, but consecutive second-place finishes have propelled him to the point lead.

10. Spencer Massey

Mitch King Motorsports Top Fuel Dragster, IHRA
Massey earned his second victory in as many IHRA starts at "The Rock" after getting his Top Fuel license about two weeks ago.

Honorable Mention

ARCA rookie Matt Hawkins, making his series debut, won Saturday's Prairie Meadows 250 at Iowa Speedway...Scott Sharp and David Brabham drove Acura to its first ALMS LMP2 victory at Long Beach.

Last Week

Kyle Busch moved up from No. 4 to No. 2 on the list after securing a third-straight Nationwide Series victory, skipping over NASCAR rivals Jeff Burton and Carl Edwards. Spencer Massey debuts at No. 10.

Simon Pagenaud Lands ALMS Ride

*Will Drive Acura
For Gil De Ferran*

BRASELTON, Ga. — Former Indy 500 winner and two-time CART champion Gil de Ferran on Monday unveiled further plans for de Ferran Motorsports and its competition in the American Le Mans Series this season.

Team owner and driver de Ferran will team up with 23-year-old ex-Champ Car Atlantic champion Simon Pagenaud for the remainder of the 2008 American Le Mans Series, starting at the fourth round of the championship, the Larry H. Miller Dealerships Utah Grand Prix presented by Grand & Little Hotels.

De Ferran Motorsports also announced it is in the process of completing a sponsorship contract with Panasonic, which will utilize its association with the team to promote its relationship with Acura and the ELS Surround premium audio system.

"Considering this started as a conversation about a potential race team only a few months ago, it is quite emotional to witness what has happened and see it become reality," said de Ferran.

Entries Rolling In For Midget Nationals

KNOXVILLE, Iowa — The field for the seventh-annual Knoxville Midget Nationals, which is scheduled for June 20-21 at Knoxville (Iowa) Raceway, continues to grow.

The latest entries include Chad Boat, Jerry Coons, Jr., Dave Darland, Bobby East, Aaron Fike, Scott Hatton, Tracy Hines and Levi Jones.

With these drivers, the field has grown to 16 entrants from six states. The event is sanctioned by the U.S. Auto Club (USAC), the Badger Midget Auto Racing Ass'n (BMARA), POWRI and the Southern Midget Racing Series.

Entry forms are available at www.knoxvillraceway.com.

New Pilot Program Unveiled By USAC

SCHERERVILLE, Ind. — USAC Regional Pavement Sprint Car competition is set to debut its new pilot program on May 28.

Designed to develop sprint-car racing talent much like the Regional Midget Series has done for USAC National Midget Racing, the three-race slate has high expectations for success.

Each of the three races will be 30 laps in distance, and two will be run at Illiana Motor Speedway on May 26 and Aug. 6. The second race is scheduled for June 18 at Plymouth (Ind.) Speedway.

SportSouth To Carry ASA Southeast Tour

DAYTONA BEACH, Fla. — The new RC Cola/MoonPie ASA Southeast Asphalt Tour has signed a deal with SportSouth beginning this spring that will provide television coverage of at least 10 of its



ALMS PHOTO

CHECKING IN: Driver Simon Pagenaud (left) confers with team owner and co-driver Gil de Ferran during a recent test for the team's Acura sports car.

18 races this season.

The first event to be aired is the Watermelon 100 from Watermelon Capital Speedway in Cordele, Ga., May 7 at 8 p.m. (EDT).

"Although we will have nationwide coverage, SportSouth will be the key component in our television package," said Stan Narrison the promotions manager of ASA SAT. "This element is key to our strategy. Once fans and competitors get a taste of our brand of racing via our SportSouth coverage, they will want to join us in person."

For the event and broadcast schedule, visit www.asasoutheast.com.

HARF Elects New Officers

GREENWOOD, Ind. — Hoosier Auto Racing Fans (HARF) held new officer elections March 22 at the Ray Skillman Auto Museum in Greenwood.

Elected as the new president and historian of HARF, Bob Black will serve with Vice Presidents Danny Laycock and

Roger Hughes. Also elected were Vicki Black (membership secretary and treasurer); Dru Laycock (recording secretary); Sam Richey (sergeant-at-arms); George Seats (public relations) and Edie Richards (co-public relations).

NASCAR's Mexican Series Gains Sponsor

ANN ARBOR, Mich. — MAHLE Clevite has signed a three-year deal to sponsor the NASCAR Corona Series in Mexico, expanding its involvement in grassroots racing.

MAHLE Clevite also sponsors the NASCAR Sprint Cup, Nationwide and Craftsman Truck series in addition to its grassroots sponsorship of the NASCAR Canadian Tire, Grand National Camping World Regional and Whelen All-American series.

"Our new agreement to sponsor Mexico's most important stock-car racing series not only supports our existing relationship with NASCAR," said Ted Hughes, brand and communications

manager, MAHLE Clevite. "But it also gives us the opportunity to further our commitment to grassroots racing in North America."

Knoxville Masters Classic List Grows

KNOXVILLE, Iowa — Low-buck veteran Rev. Mark Amenda, current American Sprint Car Series (ASCS) Gulf South Region points runner-up Greg Rilant and 2008 National Sprint Car Hall of Fame inductee Kramer Williamson have all officially entered the 16th-annual Knoxville Masters Classic.

The Classic is scheduled to be run on May 30 at Knoxville Raceway. Williamson, the runner-up in the inaugural McCroskey Chevrolet Tournament of Champions at Knoxville in 1997, will be inducted into the Hall of Fame on May 31.

In addition, Indy 500 veteran Johnny Parsons, Jr. and 1983 Eldora Nationals winner Gary Lynch are both seeking quality rides in the winged 360-cubic-inch sprint-car race for drivers age 50 and over.

Family Force Gets Road-Course Lessons

TOOELE, Utah — NHRA Funny Car point-leader Ashley Force along with John Force Racing teammates Robert Hight and Mike Neff completed the two-day Ford Racing High Performance Driving School at the state-of-the-art Miller Motorsports Park April 17.

All three drivers were put through a variety of driving courses as well as classroom review, making their laps behind the wheel of high performance Miller Mustang GTs, Mustang Challenge cars, and they even took some time to work on their handling skills inside the Ford Skid Car.

The goal of the two-day course was to give the drivers a new driving experience as well as expose them to the Mustang GT.

NUTS AND BOLTS

The O'Reilly USMTS National Tour events that were rained out April 12-13 at LaSalle (Ill.) Speedway and Quad City Raceway in East Moline, Ill., have been rescheduled for May 31 and June 1. In addition, the O'Reilly USMTS National Tour event at Nobles County (Minn.)

Speedway will be moved to June 29... The ASA Late Model Series has rescheduled the Glass Breaker 125 for May 4 at Toledo (Ohio) Speedway... Lipton Tea will sponsor the NASCAR Nationwide Series event at Richmond Int'l Raceway, which will be held under the lights on May 2... The Advance Auto Parts World of Outlaws Sprint Car Series event scheduled for April 19 at Tri-State Speedway in Haubstadt, Ind., was postponed due to rain and has been rescheduled for July 6... New Hampshire Motor Speedway has a new Web site, designed with a fan forum, audio, video and photo galleries as well as weekly interactive polls to keep fans up to date on activities and growth at NHMS. Visit www.nhms.com to view the new Web designs.

O'Reilly USMTS National Tour driver Zack Vanderbeek will carry sponsorship from Cheetos and Casey's General Stores for at least 10 races... The USAC-sanctioned Rich Vogler Classic at Winchester (Ind.) Speedway was rained out this past weekend and has been rescheduled for April 27... Tony Stewart, a two-time NASCAR champion and owner of Eldora Speedway, will make what his representatives term "a big" announcement prior to the Dirt Late Model Dream's opening ceremonies June 7.



ARCA PHOTO

A PAIR OF MATTS: Matt Hawkins (39) charges under Matt Carter en route to winning Saturday's ARCA RE/MAX Series race at Iowa Speedway. It was his first ARCA triumph in his first series start.

Hawkins Wins In First Start

NEWTON, Iowa — Rookie Matt Hawkins wasted no time in asserting himself among the ARCA RE/MAX Series ranks. Hawkins, in his career-first series start, tracked down

ARCA RE/MAX

Matt Carter just in time, rubbing fenders just enough and cruised on to win the Prairie Meadows 250 Saturday afternoon at Iowa Speedway.

The 20-year-old driver, in the JaniKing-Racing Radios Dodge, drove under Carter through turns one and two with six laps to go to earn the momentous victory.

"I have some great guys behind me," said Hawkins, who led three times for 12 laps. "We came here to run up front and we did. Working traffic wasn't terrible because the field got strung out enough that I could pass cars fairly easily. But, once I got up with the fastest seven cars, that was a different story. It was hard to

pass those guys. When I got into Matt (Carter) with about seven to go, I just lost the nose and got into him. It certainly wasn't intentional and I hope he knows that."

Carter, in the Stine Seed-Fort Dodge Animal Health-Pork Ford, got tight in the final laps and gave up two more spots before the checkered flag waved. Regardless, Carter, who led 117 of the 250 laps, was credited with the Aaron's Lap Leader award for leading the most laps, and finished fourth.

"The contact (between Hawkins and Carter) was really no big deal," said Carter. "He was faster than we were and would have passed us anyway. He apologized; everything's fine."

Justin Allgaier, who led 83 laps, not only passed Carter with four laps to go, but was closing in on the eventual winner before time ran out. Allgaier, in the AG Tech-Hoosier Midwest-Simpson Safety Chevrolet, finished sec-

ond, five lengths away from Hawkins.

"We had temperature problems and that caused us to have some long pit stops," said Allgaier, who lost six positions on pit road during his final stop. "We had too much tape on the nose, but when we removed that it took away the downforce on the front of the car. We tried to get the car right for the long runs, but the weather threw everyone for a curve. It's really a good thing that it was cold when we had the open test here because we were more prepared to deal with the weather today."

Frank Kimmel, in an unsponsored Ford, charged from the 39th starting position to finish third, earning the Casite Hard Charger award.

"The car ran very well all day," said Kimmel. "It's (the car) actually a combination of a few cars that we pieced together. We're actually off to the best start ever in the ARCA RE/MAX Series, we just need a

sponsor to see us through the rest of the year."

Eighteen-year-old rookie Jesse Smith, in only his second career series start, finished a career-best fifth in the Lloyd's Barbeque-Spam-Hormel Foods Dodge after leading three laps.

In all, there were 13 lead changes among seven drivers while nine cautions, all for minor incidents, slowed the field for 54 laps.

The finish:

Showing driver, car and laps completed: 1. Matt Hawkins, Dodge, 250; 2. Justin Allgaier, Chevrolet, 250; 3. Frank Kimmel, Ford, 250; 4. Matt Carter, Ford, 250; 5. Jesse Smith, Dodge, 250; 6. Scott Speed, Toyota, 250; 7. Ken Butler III, Toyota, 250; 8. Bryan Silas, Chevrolet, 250; 9. Patrick Sheltra, Chevrolet, 250; 10. Tayler Malsam, Dodge, 250; 11. Tom Hessert III, Ford, 249; 12. John Wes Townley, Ford, 246; 13. Robb Brent, Chevrolet, 246; 14. Mike Harmon, Chevrolet, 244; 15. Bobby Gerhart, Chevrolet, 244; 16. Pierre Bourque, Dodge, 243; 17. Dominick Casola, Dodge, 243; 18. Billy Leslie, Ford, 243; 19. Ricky Stenhouse, Ford, 242; 20. Jake Francis, Dodge, 241; 21. Norm Benning, Chevrolet, 240; 22. Donny Kelley, Chevrolet, 239; 23. Darrell Basham, Chevrolet, 238; 24. Michael Phelps, Dodge, 234; 25. Brad Smith, Ford, 224; 26. Gabi DiCarlo, Toyota, 213; 27. Alli Owens, Chevrolet, 204; 28. Michael Annett, Toyota, 175; 29. James Buescher, Dodge, 118; 30. Tim Mitchell, Ford, 92; 31. Todd Hansen, Chevrolet, 81; 32. Todd Bowsher, Ford, 78; 33. Tom Berte, Chevrolet, 68; 34. Troy Wangerin, Dodge, 57; 35. Dexter Bean, Chevrolet, 37; 36. Justin Lofton, Dodge, 27; 37. Mike Koch, Chevrolet, 9; 38. Jeremy Petty, Chevrolet, 7; 39. Grant Enginger, Ford, 4; 40. Barry Layne, Chevrolet, 2; 41. A.J. Genail, Dodge, 2.

New Kimmel Teams Coming Up To Speed

By CRAIG MURPHY
NSSN CORRESPONDENT

NEWTON, Iowa — Nine-time defending ARCA RE/MAX Series champion Frank Kimmel has found a couple of downsides associated with starting a new team.

Finding sponsorship for a start-up team hasn't been an easy task, and weather tends to impact new teams more than others.

Both were clearly evident last weekend as the ARCA series rolled into Iowa Speedway for the Prairie Meadows 250, the first race of the season at the seven-eighths-mile track.

Kimmel's red No. 44 Ford, a former Robert Yates Racing machine, was completely bare of sponsorship. That's not what one would expect of a car

driven by man with a record nine series titles and 71 victories.

"Yeah, it's a little different," Kimmel said with a chuckle Saturday morning in the garage area. "The economy has everyone nervous."

Rain washed out all on-track activity on Friday, pushing the lone practice session of the weekend to a single session Saturday morning and forcing qualifying to be scrapped.

The field was set by 2007 owner points, putting Larry Clement's new driver Matt Carter on the pole and forcing Kimmel to start 39th.

"We felt like we had a car that could qualify in the top 10," Kimmel said. "We'll just try to stay of trouble. We have plenty of time. You just try to avoid the carnage and get to the end."

That's indeed what Kimmel did, coming home a solid

third. In three races to date, Kimmel has finished fifth, fourth and now third.

Weather pushed the start of practice to 8:30 a.m. Saturday morning, but track-drying efforts on race morning pushed that back. Cars took to the track behind the pace car at 9:15 a.m., and finally got the green at 10.

The already-short practice session was cut shorter when Michael Annett had an oil line come off, resulting in his Bill Davis Racing Toyota catching fire along the frontstretch.

Annett pulled his car to a stop near turn one and climbed out uninjured while his team got the spare car out.

"Our cars are so close it really doesn't matter," Annett said. "We'll take some stuff from that one, and put it on this one. We were seventh on the board when we blew up. It

was really good."

Also impressed with the Rusty Wallace-designed track was Barry Dodson, Wallace's crew chief from his 1989 NASCAR Winston (now Sprint) Cup championship season.

"This is probably the best track I've ever been in, bar none," said Dodson, now crew chief for young Gabi DiCarlo. "I was working to help develop Steven Wallace when Rusty was talking about this facility. You experience the three big things here: handling, aerodynamics and horsepower. It's a great facility."

"I don't see how NASCAR couldn't look here," Dodson added, noting he feels the sanctioning body should start with a Craftsman Truck Series and move up from there. "It is an ideal race track."

Christman Leads Every Lap As ARCA Trucks Hit Anderson

ANDERSON, Ind. — ARCA Lincoln Welders Truck Series veteran Steve Christman led flag to flag to win the season-

ARCA TRUCKS

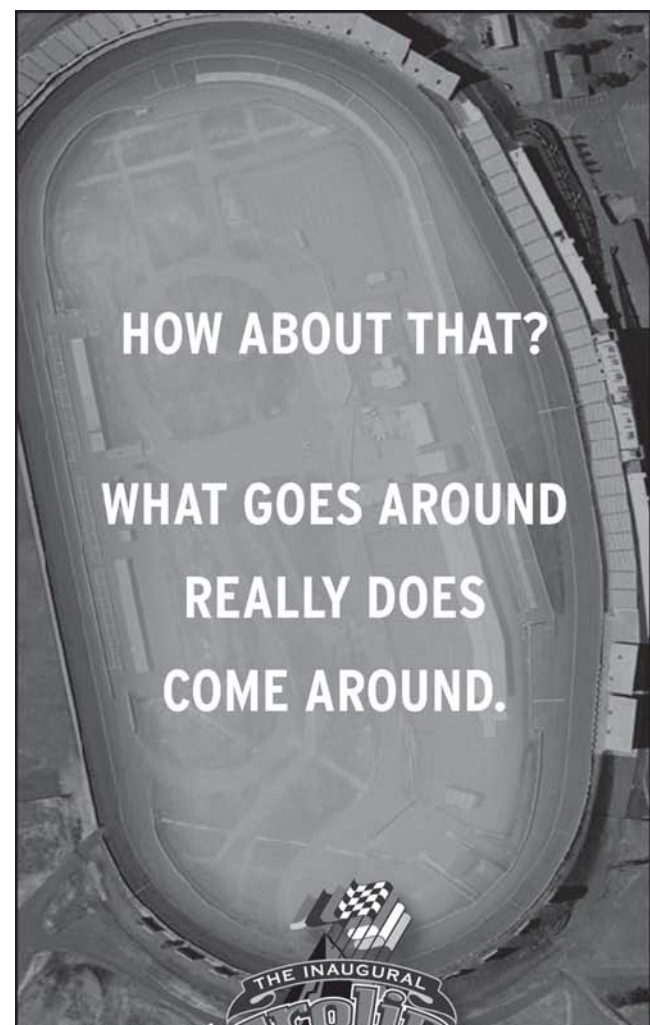
opening Lincoln Welders 100 Saturday night at Anderson Speedway.

Christman, debuting the new Bagman chassis in his Chevrolet, started second, jumped into the lead at the onset and held the point to the very end.

Christman held off Rob Jones most of the distance, but when Jones got loose late in the race, Paul Hahn rallied to finish second. Jones was third, ahead of pole winner Robbin Slaughter and Bill Withers.

The finish:

Steve Christman, Paul Hahn, Rob Jones, Robbin Slaughter, Bill Withers, Ron Wells, Nick Gullatta, Norm Weaver, Mark Otting, Ashley Hawkins, Brad Yunker, Tim Schafer, Kenny Kirsch, Frank Wilson, Jr., Mike Young, Duane Bischoff, Nathan Trepkowski, Paul Vanderhoff, Tully Esterline, Levi Mansfield.



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BRING IT AROUND AGAIN

Holmes Beats Teammate

KYLE, Texas — For a majority of the race, Eric Holmes had just one car to get around to reach victory lane in the Allstate Texas Thunder 150 at Thunder Hill Raceway.

But because that one car was his teammate, Austin Cameron, Holmes knew it would take a combination of caution and aggression in securing the win in the NASCAR Camping World Series West event Saturday night.

“The car was fast,” Holmes said. “I knew if I got the lead, I could drive away from those guys. I just knew I had to get by him. It’s hard when you’re racing your teammate. You can’t be too aggressive. But lots of times you’ve got to be aggressive, so you don’t make a mistake. You’ve got to be on your game.”

The break Holmes needed came just after a caution. He restarted on the outside lane, but darted to the inside of Cameron coming off turn two to make the pass. “I got a good start that last time and got underneath him and he slipped,” Holmes said of passing his Bill McAnally Racing teammate.

Although Holmes quickly established a bit of a margin over second place, it was not completely clear sailing to the finish. An overheating engine left him concerned if he would make it to the checkered flag.

“We started overheating at about lap 50 or 60 and I really didn’t think the motor was going to hold up,” Holmes said. “But the NASCAR spec engine really held together.”

After making the winning pass on lap 132, Holmes went on to cross the finish line with a margin of victory of 1.181 seconds, netting \$9,000 in prize money and posted awards.

It was the second win in three races this season by the Escalon, Calif., driver and the fourth of his career.

Cameron finished second, while David Mayhew, Eric Hardin and Jim Inglebright rounded out the top five.

The victory by Holmes gives Toyota three victories in three races in the NASCAR Camping World Series West. Holmes trails Mike David by 17 points in the driver’s standings.



DENNY STRIMPLE/NASCAR PHOTO

CRY OUT LOUD: Eric Holmes celebrates victory in Saturday’s NASCAR Camping World Series West event at Thunder Hill Raceway in Texas.

The finish:

Showing driver, car, laps completed and money won: 1. Eric Holmes, Toyota, 150 laps, \$9,000; 2. Austin Cameron, Toyota, 150, \$5,050; 3. David Mayhew, Chevrolet, 150, \$3,750; 4. Eric Hardin, Chevrolet, 150, \$2,800; 5. Jim Inglebright, Chevrolet, 150, \$4,000; 6. Jason Bowles, Ford, 150, \$2,300; 7. Mike David, Ford, 150, \$2,850; 8. Jeff Barkshire, Dodge, 150, \$2,515; 9. Mike Gallegos, Chevrolet, 150, \$1,675; 10. Jason Patison, Ford, 150, \$1,650; 11.

Kristin Bumbera, Chevrolet, 150, \$1,600; 12. Jim Wam, Chevrolet, 150, \$1,575; 13. Brett Thompson, Chevrolet, 150, \$2,050; 14. Jeff Jefferson, Chevrolet, 150, \$1,500; 15. Wes Banks, Ford, 150, \$1,450; 16. Moses Smith, Toyota, 150, \$1,900; 17. Pat O’Keefe, Chevrolet, 150, \$1,875; 18. Jamie Dick, Chevrolet, 149, \$1,850; 19. Jack Sellers, Chevrolet, 148, \$1,786; 20. Johnny Borneman, Ford, 145, \$1,750; 21. Lloyd Mack, Ford, 100, \$1,225; 22. Daryl Harr, Chevrolet, 75, \$1,700.

Sellers Breaks Through In The East

GREENVILLE, S.C. — Peyton Sellers rebounded from a brush with the wall and hasty repairs on pit road to win his first-career NASCAR Camping World Series East event Saturday night at Greenville-Pickens Speedway.

The 24 year old won the An American Revolution 150 presented by Kevin Whitaker Chevrolet in dramatic fashion over 17-year-old rookie

Austin Dillon, who was competing in his first NASCAR series event.

Sellers took the lead from Dillon, his Andy Santerre Motorsports teammate on lap 128, and held off the Richard Childress Racing developmental driver to win the season-opening event. Dillon is Childress’s grandson.

Sellers won the Coor’s Light Pole

Award for the event. Sellers’s No. 44 Strutmasters.com Chevrolet slipped in turn one on lap 59, bouncing off the turn-one retaining wall. The caution flag came out for debris on the track from Sellers’s car. His crew made quick repairs and sent their driver out for the restart as the 22nd car in the 30-car field.

Dillon led 75 laps and was out front until lap 128 when Sellers re-emerged in front. The two then dived for the lead to the end of the event, which was extended by six laps due to a late-race caution flag. Joe Gibbs Racing development driver Marc Davis finished third, followed by rookie Ben Stancill and Eddie MacDonald.

Completing the top 10 were rookie Ricky Carmichael, Jody Lavender, Jamie Hayes, Steve Park and rookie Trevor Bayne.

During post-race technical inspection, possible issues with the shocks on the No. 44 were found. The parts in question will be taken back to the NASCAR Research & Development Center in Concord, N.C., for further evaluation.

The finish:

Showing driver, car, laps completed and money won: 1. Peyton Sellers, Chevrolet, 150 laps, \$9,000; 2. Austin Dillon, Chevrolet, 156, \$5,265; 3. Marc Davis, Toyota, 156, \$3,200; 4. Ben Stancill, Chevrolet, 156, \$2,500; 5. Eddie MacDonald, Chevrolet, 156, \$3,500; 6. Ricky Carmichael, Chevrolet, 156, \$1,650; 7. Jody Lavender, Ford, 156, \$1,500; 8. Jamie Hayes, Chevrolet, 156, \$1,900; 9. Steve Park, Chevrolet, 156, \$1,300; 10. Trevor Bayne, Chevrolet, 156, \$1,275; 11. Buster Bennett, Ford, 156, \$1,150; 12. John Salemi, Chevrolet, 156, \$1,148; 13. Max Dumarey, Chevrolet, 156, \$1,125; 14. Richard Johns, Dodge, 156, \$1,100; 15. Brian Ickler, Chevrolet, 155, \$1,100; 16. Rogelio Lopez, Chevrolet, 155, \$1,100; 17. Jeff Anton, Chevrolet, 155, \$1,100; 18. Jesus Hernandez, Chevrolet, 155, \$1,100; 19. Kyle Gattanch, Chevrolet, 155, \$1,100; 20. Dustin Delaney, Chevrolet, 154, \$1,100; 21. Jonathan Smith, Dodge, 154, \$1,100; 22. Alan Tardiff, Chevrolet, 154, \$1,075; 23. Matt Kobyluck, Chevrolet, 154, \$1,050; 24. Jeffrey Earnhardt, Chevrolet, 153, \$1,025; 25. Derek Thorn, Ford, 153, \$1,000; 26. Ryan Duff, Chevrolet, 153, \$1,000; 27. Scott Bouley, Chevrolet, 150, \$1,000; 28. Craig Goess, Toyota, 141, \$1,000; 29. Bobby Hamilton, Jr., Dodge, 129, \$1,000; 30. Bryon Chev, Chevrolet, 14, \$1,000.

▶ A LESSON IN HISTORY

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A look back at the formative years of racing



RON HEDGER PHOTO

MUSEUM PIECE: The famed Batmobile wheeled by Gary Balough in 1980 now sits in the Saratoga (N.Y.) Auto Museum.

Balough’s Batmobile Created Quite A Stir At Syracuse

By RON HEDGER

Simply put, the Gary Balough-driven “Batmobile” was the car that changed the face of DIRT modified racing overnight after decades of incremental evolution.

Already a three-time Super DIRT Week winner (1976-78) in Anthony Ferraiuolo’s sleek No. 73 Gremlin built by Grant King, the Floridian returned to Syracuse for the 1980 Schaefer 200 with a modified eons beyond the wildest dreams of the DIRT faithful.

“As soon as I saw that car, I knew I was racing for second place,” declared 1979 winner Jack Johnson.

A collaboration of winning sprint-car driver and modified designer Kenny Weld, Indiana-based fabrication ace Don Brown, king engine builder and former racer Whip Mulligan, former NASCAR star Pete Hamilton and a host of other outstanding talents, the car was nominally a Lincoln Continental.

While the other cars — mostly Gremlin bodied — were as narrow as possible, the 460-cubic-inch Chevrolet-powered No. 112 was extremely wide with tapered “wings” between the roll cage and door panels and flexible skirts at the bottom of the doors. It also had an extremely high roof, as the rulebook had a minimum but not a maximum, height. Aerodynamics had come to DIRT.

When Balough qualified at 112.65 miles per hour, more than four miles per hour faster than front-row companion Sammy Beavers, his competition unraveled. Some screamed that the car had an unfair advantage, while others worked furiously, building “new” bodies overnight.

Merv Treichler returned with a roof raised well above the roll cage, Frank Cozze, Kenny Brightbill and Buzzie Reutimann installed panels to push the doors way out and Billy Taylor’s car, wheeled by NASCAR ace Geoff Bodine, sported a huge internal wing. But it was all in vain.

Balough built a two-second lead over Dave Leckonby on the first lap and ran away from the field, leading 98 of 125 laps. Eddie Lynch inherited the lead when Balough made his pit stop, with Cozze and Reutimann both leading briefly before Balough ran them down. Reutimann finished second, ahead of Cozze and Bodine, with Ken Brenn fifth in the first “conventional” modified.

But what hurt the most was that his competitors felt Balough had never gone as fast as he could and was just playing with them.

Balough and Weld, among the most talented racers ever, both vanished from the sport for years as they served prison sentences following federal convictions for the drug trafficking that paid for their racing endeavors. Balough eventually returned to Syracuse in 2000, but struggled on a wet track and did not qualify.

DIRT rewrote the rulebook for 1981, limiting body dimensions with rules that led to cars that closely resemble those raced today. But it’s safe to say that every DIRT modified, 358 modified and sportsman car built since 1980 is a descendent of the No. 112 Batmobile.

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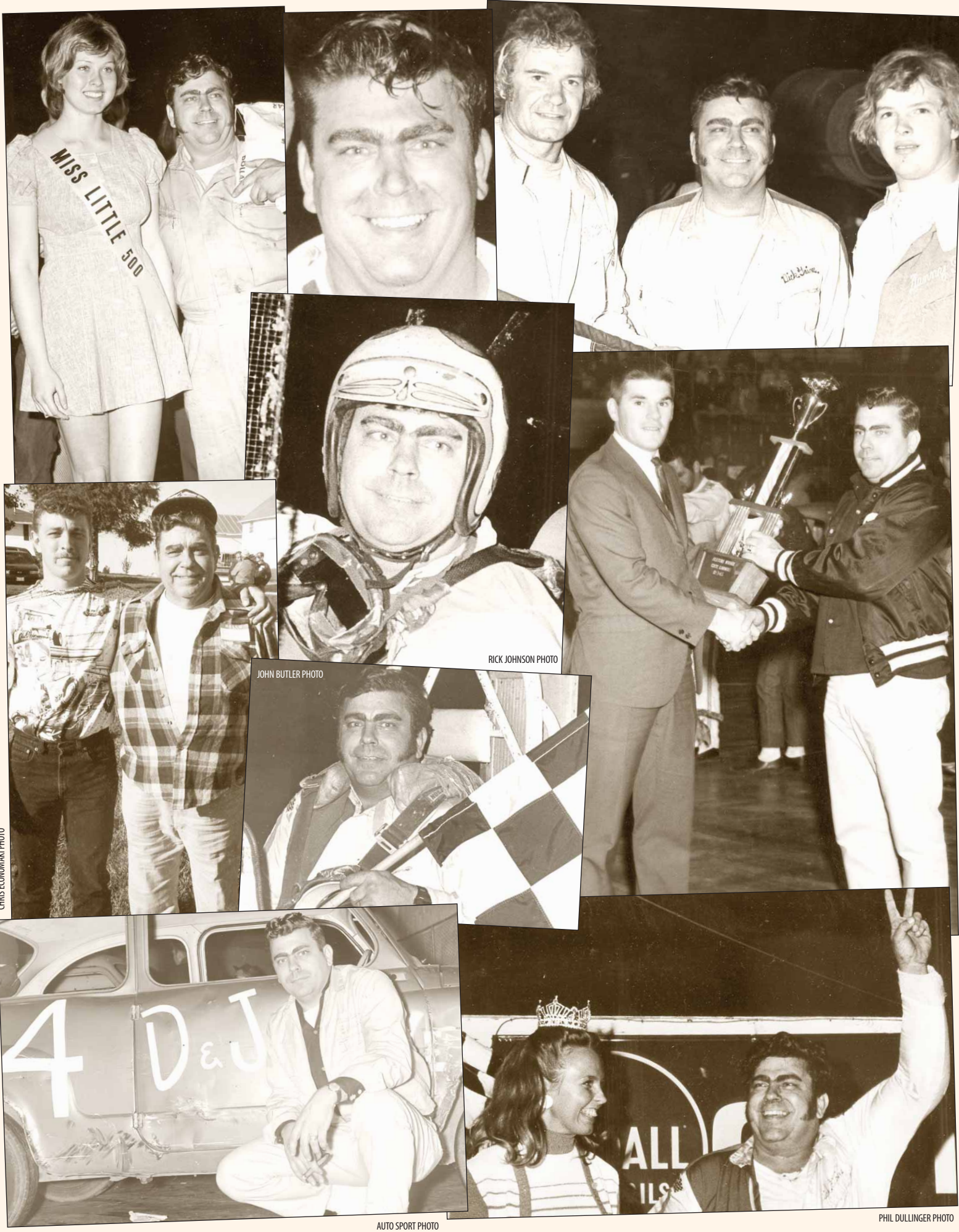
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A visual tour through the history of motorsports

DICK GAINES

Dick Gaines is remembered as one of the country's toughest sprint-car drivers and one of the best.

Born in Floyd's Knob, Ind., Gaines raced mostly in his native state and won more than 600 features in 30 years.

Gaines received much of his fame from

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his time driving for legendary team owner Dizz Wilson.

Together, the pair won 164 races during a five-year span in the 1960s. Later, Gaines drove for Karl Kinser and won the 1974 Knoxville Nationals, passing Jan Opperman on the final lap.

Gaines and Kinser worked together for eight years, winning numerous races, including the Little 500.

Gaines died in 2000 at age 64. His son Dickie is a popular sprint-car driver on the Indiana non-winged circuit.

Featured here (clockwise from top left): Celebrating a Little 500 win; In victory lane in 1968 at Bloomington Raceway; On the podium at Whitewater Valley Speedway in 1977 with Rick Ferkel (left) and Danny Smith (right); Receiving a feature trophy from Cincinnati Reds second baseman Pete Rose in 1965; Waving to fans after his Knoxville Nationals win; At Cincinnati Gardens; In victory lane in 1977 at Lawrenceburg Speedway; With his son Dickie in 1995; Behind the wheel.

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: April 24-27.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA in Phoenix, 11 a.m., ESPN Classic
- ARCA RE/MAX Series Prairie Meadows 250 from Iowa Speedway (taped), 12 p.m., Speed
- Classic NASCAR: 1994 Winston Select 500, 2 p.m., ESPN Classic
- "On the Edge," 4:30 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic NASCAR: 1989 Holly Farms 400, ESPN Classic, 1 a.m.
- F-1 Spanish Grand Prix practice, 8 a.m., Speed
- "Inside Grand Prix," 9:30 a.m., Speed
- Classic Drag Racing: 2003 NHRA Gatornationals, 11 a.m., ESPN Classic
- "NASCAR Confidential," 1 p.m., Speed
- "NASCAR Live," 2 p.m., Speed
- NASCAR Sprint Cup Aaron's 499 practice, 2:30 p.m., Speed
- "NASCAR Live," 3:30 p.m., Speed
- NASCAR Nationwide Series Aaron's 312 qualifying, 5 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 7:30 p.m., Speed
- NASCAR Sprint Cup Aaron's 499 practice (taped), 8:30 p.m., Speed
- "NASCAR Live," 9:30 p.m., Speed

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "NASCAR Now," 1 a.m., ESPN2
- "Inside Grand Prix," 1 a.m., Speed
- F-1 Spanish Grand Prix qualifying, 8 a.m., Speed
- NASCAR Sprint Cup Aaron's 499 qualifying, 11 a.m., Speed
- "NASCAR Countdown," 2:30 p.m., ABC
- NASCAR Nationwide Series Aaron's 312, 3 p.m., ABC

TUNE IN TO ...

The NASCAR Sprint Cup Aaron's 499 from Talladega (Ala.) Superspeedway at 1 p.m. Sunday on Fox.

- "Motorsport Hour," 5 p.m., Versus
- "NCTS Setup," 5:30 p.m., Speed
- NHRA Southern Nationals qualifying, 6 p.m., ESPN2
- NASCAR Craftsman Truck Series O'Reilly Auto Parts 250, 6 p.m., Speed
- ARCA RE/MAX Series Kansas Lottery \$150 Grand, 8:30 p.m., Speed
- "NASCAR Performance," 10:30 p.m., Speed
- "Tradin' Paint," 11 p.m., Speed
- "On the Edge," 11:30 p.m., Speed

Sunday

- "NCTS Setup," 2 a.m., Speed
- NASCAR Craftsman Truck Series O'Reilly Auto Parts 250 (taped), 2:30 a.m., Speed
- NASCAR Nationwide Series Aaron's 312 (taped), 4 a.m., ESPN2
- F-1 Spanish Grand Prix, 7:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR in a Hurry," 11 a.m., Speed
- "NASCAR RaceDay," 11:30 a.m., Speed
- NASCAR Sprint Cup Aaron's 499, 1 p.m., Fox
- IRL IndyCar Series Road Runner Turbo Indy 300, 5 p.m., ESPN2
- NHRA Southern Nationals, 7 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

— all times Eastern

MOTORSPORTS CALENDAR

- April 24-27 National Hot Rod Ass'n
Atlanta Dragway, Commerce, Ga., Dragsters
- April 25 Advance Auto Parts World of Outlaws
Huset's Speedway, Brandon, S.D., Sprint Cars
- April 25 ARCA RE/MAX Series
Kansas Speedway, Kansas City, Kan., Stock Cars
- April 25 Lucas Oil Late Model Series
Bedford Speedway, Bedford, Pa., Late Models
- April 25 O'Reilly American Sprint Cars on Tour
Paris Motor Speedway, Paris, Texas, Sprint Cars
- April 25 O'Reilly POWri National Midget Series
Morgan County Speedway, Jacksonville, Ill., Midget Cars
- April 25-27 Speed World Challenge Series
Virginia Int'l Raceway, Alton, Va., Sports Cars
- April 26 NASCAR Nationwide Series
Talladega Superspeedway, Talladega, Ala., Stock Cars
- April 26 NASCAR Craftsman Truck Series
Kansas Speedway, Kansas City, Kan., Stock Cars
- April 26 Advance Auto Parts World of Outlaws
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- April 26 World of Outlaws Late Model Series
Lebanon I-44 Speedway, Lebanon, Mo., Late Models
- April 26 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- April 26 USAC Rocky Mountain Sprint Car Series
Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars
- April 26 USAC Western Sprint Car Series
Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars
- April 26 USAC Calif. Paved, Utah Ford Focus Series
Rocky Mountain Raceways, Salt Lake City, Utah, Midget Cars
- April 26 Hooters Pro Cup Series
Concord Motorsport Park, Concord, N.C., Stock Cars
- April 26 ASA Late Model Series
O'Reilly Raceway Park, Clermont, Ind., Late Models
- April 26 Grand Am Koni Challenge Series
Virginia Int'l Raceway, Alton, Va., Sports Cars
- April 26 Lucas Oil Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- April 26 O'Reilly American Sprint Cars on Tour
I-30 Speedway, Little Rock, Ark., Sprint Cars
- April 26 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- April 26 All Star Circuit of Champions
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- April 26 American-Canadian Tour
Oxford Plains Speedway, Oxford, Maine, Late Models
- April 26 O'Reilly POWri National Midget Series
Macon Speedway, Macon, Ill., Midget Cars
- April 26 Golden State Challenge
Thunderbowl Raceway, Tulare, Calif., Sprint Cars
- April 26 United Racing Company
New Egypt Speedway, New Egypt, N.J., Sprint Cars
- April 26 Interstate Racing Ass'n
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Sprint Cars
- April 26 Bay Cities Area Racing Ass'n
Madera Speedway, Madera, Calif., Midget Cars
- April 27 NASCAR Sprint Cup Series
Talladega Superspeedway, Talladega, Ala., Stock Cars
- April 27 IRL IndyCar Series
Kansas Speedway, Kansas City, Kan., Indy Cars
- April 27 Firestone Indy Lights Series
Kansas Speedway, Kansas City, Kan., Indy Cars
- April 27 Formula One World Championship
Circuit de Catalunya, Catalunya, Spain, Formula Cars
- April 27 Grand Am Rolex Series
Virginia Int'l Raceway, Alton, Va., Sports Cars
- April 27 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- May 1 Advance Auto Parts Super DIRTcar Series
Virginia Motor Speedway, Jamaica, Va., Modifieds



STEVE ETHERINGTON PHOTO

PICTURESQUE: Spectators watch the racing action during last May's Spanish Grand Prix at the Circuit de Catalunya near Barcelona.

MARK IT DOWN!

April 27, Formula One World Championship Spanish Grand Prix

Circuit de Catalunya, Spain, Formula One Cars

After a three-week break, the Formula One World Championship heads to Barcelona for a three-event European swing. Last season, Ferrari's Felipe Massa survived a first-corner bump and run from Fernando Alonso to take the Spanish Grand Prix, his second-straight score of the season.

- May 2 NASCAR Nationwide Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars
- May 2 ASCS Coastal Region
Baton Rouge Raceway, Baton Rouge, La., Sprint Cars
- May 2 O'Reilly United Sprint Car Series
Mileback Speedway, Gray Court, S.C., Sprint Cars
- May 2-3 Lucas Oil Late Model Series
Kentucky Lake Motor Speedway, Calvert City, Ky., Late Models
- May 2-4 National Hot Rod Ass'n
Gateway Int'l Raceway, Madison, Ill., Dragsters
- May 3 NASCAR Sprint Cup Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars
- May 3 USAC Lucas Oil National Sprint Car Series
Brownstown Speedway, Brownstown, Ind., Sprint Cars
- May 3 USAC Calif. Paved, Utah Ford Focus Series
The Bullring @ Las Vegas Motor Speedway, Las Vegas, Nev., Midget Cars
- May 3 O'Reilly American Sprint Cars on Tour
Lake Ozark Speedway, Eldon, Mo., Sprint Cars
- May 3 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- May 3 ASCS Sooner Region
Mid-America Speedway, South Coffeyville, Okla., Sprint Cars
- May 3 ASCS Sprints on Dirt
Crystal Motor Speedway, Crystal, Mich., Sprint Cars
- May 3 ASCS Coastal Region
Pike County Speedway, Magnolia, Miss., Sprint Cars
- May 3 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- May 3 Badger Midget Series
Charter Raceway, Beaver Dam, Wis., Midget Cars
- May 3 Golden State Challenge
American Valley Speedway, Quincy, Calif., Sprint Cars
- May 3 Interstate Racing Ass'n
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars
- May 3 O'Reilly United Sprint Car Series
Tri-County Racetrack, Murphy, N.C., Sprint Cars
- May 3 Bay Cities Area Racing Ass'n
Ukiah Speedway, Ukiah, Calif., Midget Cars
- May 4 ARCA RE/MAX Series
Rockingham Speedway, Rockingham, N.C., Stock Cars
- May 4 ARCA Lincoln Welders Truck Series
Winchester Speedway, Winchester, Ind., Stock Cars
- May 4 Advance Auto Parts Super DIRTcar Series
Rolling Wheels Raceway, Elbridge, N.Y., Modifieds
- May 4 American-Canadian Tour
Thunder Road Int'l Speedbowl, Barre, Vt., Late Models
- May 4 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midgets
- May 9 NASCAR Nationwide Series
Darlington Raceway, Darlington, S.C., Stock Cars
- May 9 Advance Auto Parts World of Outlaws
Tri-City Speedway, Pontoon Beach, Ill., Sprint Cars
- May 9 USAC Lucas Oil National Sprint Car Series
Bloomington Speedway, Bloomington, Ind., Sprint Cars
- May 9 O'Reilly American Sprint Cars on Tour
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- May 9 ASCS Gulf South Region
Motorama Speedway, Beaumont, Texas, Sprint Cars
- May 9 All Star Circuit of Champions
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 9 O'Reilly POWri National Midget Series
Tri-City Speedway, Granite City, Ill., Midget Cars

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



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LEIF TILLOTSON PHOTO

THREE WIDE: American-Canadian Tour late-model racers go three-wide during the season opener for the series at New Hampshire's Lee USA Speedway.

ACT's Teenage Sensation

LEE, N.H. — Eighteen-year-old stock-car racing sensation Joey Polewarczyk, Jr. blistered the American-Canadian Tour field at Lee USA Speedway Sunday, earning his second-career victory at the New Hampshire Governor's Cup 100.

Polewarczyk took the lead from pole-sitter Larry Gelinas after starting third,

and dominated the balance of the event to take the win in just over 46 minutes. Polewarczyk's no-frills car was the class of the field, at times leading by more than a full straightaway.

Eddie MacDonald won a late-race battle with Scott Payea, Randy Potter and Cris Michaud to take second-place honors. MacDonald finished fifth in a 150-lap NASCAR Camping World East event at

Greenville, S.C., on Saturday night and flew into New England on Sunday morning.

Michaud finished third from his 19th-starting position ahead of Payea and Potter.

The finish:

Joey Polewarczyk, Jr., Eddie MacDonald, Cris Michaud, Scott Payea, Randy Potter, Ricky Wolf, Jr., Eric Chase, Patrick Laperle, Ron Henry, Brent Dragon, John Donahue, Mark Hayward, Larry Gelinas, Jamie Fisher, Chris Bergeron, Scott Dragon, Ryan Nolin, Pete Potvin III, J.R. Baril, Rick Thompson, Jr., Bobby Dragon, B.J. Piekarski, Donald Theetge, Miles Chipman, Wayne Hilliwell, Jr., Claude Leclerc, Jeff Labrecque, Jr., Jean-Paul Cyr, Bobby Baillargeon, Nick Sweet.

Minnesota Men Shine At Home

ELKO, Minn. — A great crowd saw Jake Ryan lead a trio of hometown drivers to the top three finishing positions in Saturday night's ASA Kwik Trip Midwest Tour event at Elko Speedway. It was Ryan's first victory in the traveling

late-model series.

"We were chasing the car all day, and I thought we were just going to be a second-place car, but we kept chasing the set up and made some big changes at the break and that got us to the win," Ryan said.

After battling Ryan throughout the event, Fredrickson finished second, while Jacob

Goede made it a sweep for the Minnesota drivers.

Tim Schendel and Donny Reuvers rounded out the top five.

The finish:

Jake Ryan, Dan Fredrickson, Jacob Goede, Tim Schendel, Donny Reuvers, Andrew Morrissey, Travis Sauter, Nick Murgic, Steve Anderson, Josh Vadnais, Jeff Storm, Chris Wimmer, Darrin Giles, Kyle Calmes, Russ Blakely, Jonathan Eilen, Jason Schneider, Bryan Roach, Nathan Haseleu, Matt Kocourek, Joel Theisen.

A Battle Between Father And Son

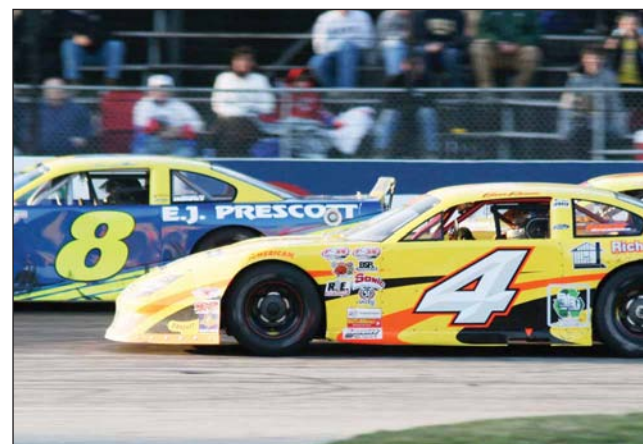
SCARBOROUGH, Maine — A race-long battle between father and son came down to mere inches Saturday as Mike Rowe edged his son, Ben Rowe, at the

finish line of the Pro All Stars (PASS) North super-late model season opener at Beech Ridge Motor Speedway.

Mike Rowe finished .001 second ahead of Ben Rowe, while Travis Benjamin, who also challenged for the length of the race, was a half-car length back in third.

PASS sophomore Adam Bates scored a career-best fourth-place finish and Bub Blodeau rounded out the top five.

In PASS modified action, Andy Shaw returned to the series with a victory, while Terry Merrill took the check-



LEIF TILLOTSON PHOTO

ON THE BOTTOM: Mike Rowe (4) works traffic en route to a PASS late-model triumph at Beech Ridge Motor Speedway.

ers in the sportsman division.

The finish:

Mike Rowe, Ben Rowe, Travis Benjamin, Adam Bates, Bub Blodeau, Cassius Clark, Scott Chubbuck, Kirk Thibeau, Derek Ramstrom, Richie Dearborn, D.J. Shaw, Donnie Whitten,

Johnny Clark, John Fleming, Kelly Moore, Steve Knowlton, Alex Haase, Jay Sands, Harry Olsen, Steve Berry, Rick Martin, Jimmy Chambers, Scott Mulken, Gary Monugno, Gary Bellefleur, Aaron Ricker, Gunnar Josselyn, Jim McCallum, Bill Rodgers, Gary Smith, Trevor Sanborn.

19-Year-Old Jimmy Lang Rules Georgia

SENOIA, Ga. — Nineteen-year-old Jimmy Lang won for the second

time in as many races this season, taking the ASA Late Model Series Georgia Showdown Saturday at New Senoia Raceway.

Lang assumed the lead on

lap 12 after the first- and second-place cars of Chris Dilbeck and Travis Cope collided and were sent to the rear of the field.

From there, Lang led the remaining 87 laps.

Colt James maneuvered masterfully through lapped traffic to reach Lang's bumper, but was never able to

seriously challenge for the point.

David Odell, Justin Leonard and Bubba Pollard rounded out the top five.

The finish:

Jimmy Lang, Colt James, David Odell, Justin Larson, Bubba Pollard, Roger Delp, Blake Lehr, Dustin Dunn, Chad Pierce, Rob Partelo, Jeremy Gerstner, John Gerstner, B.J. Holley, Michael Pilla, Gene Kirila, Kyle Eastham, Will Hannah, Chris Dilbeck, Max Gresham, Jody Knowles, Casey Neal, Casey Gaudill, Travis Cope, Jason Taghikhani.

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Hagan Breaks Through

ROCKINGHAM, N.C. — Matt Hagan spent two seasons trying unsuccessfully to find the winner's circle in IHRA's Pro Modified class. He moved into a Nitro Funny Car for the 2008 season — a move that has agreed with him so far.

Hagan secured his first-career Nitro Funny Car round win on his way to his first-career national event victory at the 37th annual IHRA Spring Nationals at Rockingham Dragway, defeating Paul Lee in the final round.

Hagan got a gift in the final when Lee's car, which had been flawless all weekend, finally stumbled. Lee was ahead by 0.2 second at half-track and Hagan, making just his second Funny Car start, thought his own Cinderella story was over.

"I knew I had a bad light," Hagan said, "and I said, 'Oh man, it's over now.' It went into (tire) shake. I pedaled it (feathered the throttle) real quick. When I went around him, I was shaking already. I've been after one of these for a long time. Two years in Pro Mod. My tuner, Jay Lewis, made it all happen for me today. I couldn't have a better tuner."

Rookie sensation Spencer Massey kept his record perfect in the IHRA

Nitro Jam Drag Racing Series, upsetting No. 1 qualifier Bruce Litton for the second-consecutive race.

Massey, 25, won the season-opening Amalie Texas Nationals at San Antonio just six days after qualifying for his Top Fuel license and hooking up with car owner Mitch King. He beat Litton in the first round of that race. He stopped the reigning series champion in the final at Rockingham.

Massey never trailed in Sunday's final. He had a .038-.069 advantage at the starting line and never looked back, his 4.712 second, 313.51-mile-per-hour effort covering Litton's 4.764 at 310.13 mph.

Other winners included Carolina favorite-son Elijah Morton, who upset defending champion John Montecalvo in the Pro Stock final and Laurie Cannister, who kept her 2008 record perfect in the Alcohol Funny Car class by besting two-time former series champ Rob Atchison.

In Pro Modified, Canadian Kenny Lang proved that the third time is indeed a charm by driving his 1953 Chevy Corvette to an uncontested victory over defending champion Scotty Cannon, to whom he lost in last year's Spring Nationals. Lang has been to only three IHRA tour finals — all three at Rockingham, where he was runner-up to Mike Janis at last

October's World Finals.

Pro-Am winners included Brett Nesbitt, who doubled up in Quick Rod, adding the Spring Nationals title to the Summit All-Stars championship he earned on Saturday. Malinda Bertozzi, wife of multiple world champion Anthony Bertozzi, claimed the Top Dragster title while Sandy Wilkins prevailed in Top Sportsman, Bernard Weaver in Super Rod, Marshall Smith in Hot Rod, Jeff Tripp in Super Stock and Dan Fletcher in Stock.

The finals:

Top Fuel: Spencer Massey, 4.712 seconds, 313.51 mph def. Bruce Litton, 4.764 seconds, 310.13 mph.

Nitro Funny Car: Matt Hagan, Chevy Monte Carlo, 5.227, 269.35 def. Paul Lee, Monte Carlo, 5.367, 244.83.

Pro Modified: Kenny Lang, Chevy Corvette, 6.540, 194.86 def. Scott Cannon, Pontiac Firebird, broke.

Alcohol Funny Car: Laurie Cannister, Chevy Camaro, 5.716, 231.40 def. Rob Atchison, Chevy Monte Carlo, 5.876, 244.60.

Pro Stock: Elijah Morton, Ford Mustang, 6.345, 219.65 def. John Montecalvo, Chevy Cobalt, 6.336, 220.51.

Top Sportsman: Sandy Wilkins, Chevy Cavalier, 7.169, 191.05 def. Travis Harvey, Chevy Camaro, 12.908, 104.19.

Top Dragster: Malinda Bertozzi, Dragster, 6.629, 188.78 def. Edward Carecia, Dragster, 5.928, 237.25.

Super Stock: Jeff Tripp, Chevy Monte Carlo, 10.759, 104.27 def. Anthony Bertozzi, Pontiac Grand Am, foul.

Stock: Dan Fletcher, Chevy Camaro, 11.299, 89.68 def. Lee Zane, Pontiac Firebird, 10.771, 121.58.

Quick Rod: Brett Nesbitt, Dragster, 8.929, 171.66 def. Jacob Elrod, Dragster, 8.919, 161.69.

Super Rod: Bernard Weaver, Dodge Daytona, 9.887, 150.40 def. Calvin Butler, Oldsmobile Cutlass, foul.

Hot Rod: Marshall Smith, Sr., Chevy Chevelle, 10.910, 120.51 def. John Furr, Chevy Nova, 10.921, 139.85.



MATT SUBLETT PHOTO

WESTERN WARRIORS: Bud Kaeding (29) works under Sean Becker during Golden State Challenge competition at Petaluma (Calif.) Speedway.

Cold Wind Can't Stop Kaeding At Petaluma

By GARY THOMAS

PETALUMA, Calif. — Bud Kaeding overcame cool temperatures and the challenges of Jason Statler to win Saturday night's Golden State Challenge sprint-car feature at Petaluma Speedway.

Kaeding started on the pole and the two-time USAC Silver Crown champion took the lead. However, Tyler Walker swept past to lead on the second lap. Sean Becker was on the move and he moved to the top of the three-eighths-mile oval and grabbed the lead on lap four. Walker regained the lead on lap nine.

Becker bobbed on lap 11 and Walker

regained the lead. But Walker tangled with a lapped car on lap 18 and the resulting crash eliminated Walker and point-leader Jonathan Allard from the tussle.

Becker gained the lead, but Brent Kaeding flipped on the restart. As cars were being pushed off, Becker pulled off with low oil pressure. Bud Kaeding inherited the lead and went on to his first GSC victory since July 2006.

Statler finished second, ahead of Mike Henry, Kyle Hirst and Evan Suggs.

The finish:

Bud Kaeding, Jason Statler, Mike Henry, Kyle Hirst, Evan Suggs, Alissa Geving, Dave Lindt, Shane Golobic, Art McCarthy, Pat Harvey, Brent Kaeding, Ken Fredenburg, Ricky Wright, Jason Botsford, Jeff Parady, Brent Bjork, Clint Simpson, Mark Workentine, Dan Simpson, Sean Becker, Jonathan Allard, Tyler Walker, Mike Mossi, Bradley Terrell.

Two Texas Shootout Winners

Friday

BEAUMONT, Texas — Howard Willis sat on the pole and paced all 30 laps of the O'Reilly USMTS Southern Series event at the Golden Triangle Raceway Park Friday night.

A stout field of 61 top-flight modified drivers and their machines were on

hand for the first night of the second annual Texas Shootout.

The only challenge to Willis's lead came from Jason Hughes, who gave the crowd their money's worth. Working his way through the pack from 13th, Hughes was among the leaders on lap 13 when contact from another car sent Hughes spinning.

He battled from the rear of the field to battle Willis during the final four laps. Willis held on, with Hughes second, ahead of David Mitchell, Dustin Hyde and Morgan Bagley.

The finish:

Howard Willis, Jason Hughes, David Mitchell, Dustin Hyde, Morgan Bagley, Kyle Pleasant, Randy Timms, Wes Armstrong, Tracy Denby, Phil Dixon, B.J. Robinson, David Smith, John Whittington, Cody Smith, Scott Green, Adam Epperson, Shane Hebert, David Horner, Jeff Hoegh, Bryan Rowland, Jeremy Ross, Steve Miller, Steve Pugh, Steve Holzkamper.

Saturday

WILLIS, Texas — A standing-room-only crowd saw Steve Holzkamper claim the final round of the second annual Texas Shootout Saturday at Gator Motorplex in a race which saw nine lead changes among four drivers on the quarter-mile oval.

Polesitter Michael Robertson and Johnny Scott traded the lead early, with John O. Whittington moving to the front on lap 14. Holzkamper took the lead on lap 25, but Whittington battled right back to lead laps 26 and 27.

Holzkamper led lap 28 and Whittington lap 29 before Holzkamper took the lead for good on lap 30, pacing the final 11 circuits.

Randy Timms came on to finish second, with Tommy Weder, Jr., Jamie Burford and Robertson rounding out the top five.

The finish:

Steve Holzkamper, Randy Timms, Tommy Weder, Jr., Jamie Burford, Michael Robertson, Derick Grigsby, Jon Tesch, Jason Hughes, Morgan Bagley, Corey Babbitt, Kyle Pleasant, John O. Whittington, Jeremy Ross, Bobby Malchus, Jeff Hoegh, Keith Green, Bryan Rowland, B.J. Robinson, Mark Smith, Brandon Kenny, David Mitchell, Scott Green, Johnny Scott, Howard Willis.

Drag Racing — An Eighth Or A Quarter?

By JOHN CLAYTON
STAFF WRITER

ROCKINGHAM, N.C. — Two-time and defending IHRA Alcohol Funny Car champion Laurie Cannister set new speed records on the eighth-mile strip at San Antonio (Texas) Raceway, using the same setup and equipment used for quarter-mile passes.

The IHRA's season opener was the only time its drivers will be on an eighth-mile strip this season as they return to the more familiar quarter-mile layouts such as Rockingham (N.C.) Dragway.

For Cannister, whose first Alcohol Funny Car title came in 2002, her record-setting weekend came while running a quarter-mile setup installed by her tuner and husband, Dale Cannister.

"Our quarter-mile setup seemed to work well on the eighth-mile," Laurie said. "We ran it, got a national record with it and it all worked pretty well." Cannister set records for elapsed time (3.731 seconds) and speed (198.32 miles per hour) on the eighth-mile.

While the Cannisters chose the

quarter-mile setup, they opted against changes in either or both transmission and rear-end gears they could have selected.

"There's a lot of combinations you could use," said Cannister, noting that most of the speed of any run comes from the first eighth-mile, in first and second gear.

But the top-end speed comes in third gear, which is barely punched when the chutes are thrown on the eighth-mile strips.

"It's tough to get off the throttle at the eighth-mile," she said. "(On a quarter-mile) you shift into third right at mid-track and your run isn't over until you hit the quarter mile. When you shift into third, that's when the car really starts hauling the mail out the other end.

"For me, it was tough to step off the throttle after the eighth-mile."

Similarly, the Top Fuel team of Bruce Litton and the Nitro Funny Car team of Matt Hagan made no changes from their quarter-mile

setups.

"You always want the car to run as hard as it can for 830 feet, which is at the eighth-mile," said Jay Lewis, crew chief for Hagan's Chevrolet Monte Carlo SS. "There's not a lot that I change, per se, from the quarter-mile... When you run an eighth-mile, you still want to get there as fast as you can, you just don't run the other half."

And that wasn't a real problem for Hagan, a Nitro Funny Car rookie, either. His test sessions in the preseason

had not gone past 1,000 feet, roughly a fifth-mile.

While the IHRA's lone eighth-mile stop doesn't overly tax crews with changes, the quarter-mile strips feel a lot more like home.

Cannister said that second eighth-mile is where the fun is as a driver.

"We enjoy going to San Antonio, everyone is wonderful. I won't complain about it," said Lewis. "But drag racing was built on the quarter-mile and that's where it belongs."

"Our quarter-mile setup seemed to work well on the eighth-mile. We ran it, got a national record with it and it all worked pretty well."

Laurie Cannister

Ratliff Banks \$3,000 Bluegrass Opener

NORTH VERNON, Ind. — Justin Ratliff earned the \$3,000 top prize as the O'Reilly Battle of the Bluegrass DirtCar Series opened its dirt-late-

model season Friday night at Twin Cities Raceway Park.

Don O'Neal led from the pole and paced the first 37 circuits of the quarter-mile oval, but Ratliff moved around O'Neal on lap 38 and raced away for his second-career victory in the series.

O'Neal took runner-up honors, followed by Steve Barnett, Kevin

Claycomb and defending series champion Victor Lee, who was the fast qualifier for the 35-car field.

The finish:

Justin Ratliff, Don O'Neal, Steve Barnett, Kevin Claycomb, Victor Lee, Jason Keltner, Cody Mahoney, Zach Carney, Mike Jewell, Brandon Kinzer, Tim Tungate, Tyrel Todd, Larry Gray, Arnie Fields, Joe Janowski, Doug Smith, David Webb, Jason Durham, Scott James, Jerry Rice, Rohn Moon, Chris Combs.

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Super Aguri Seeks Investors

By DAN KNUTSON
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — The Super Aguri team is scrambling to find new investors/owners after the takeover by Magma Group fell through.

“Super Aguri F-1 team confirms that it has been informed by Magma Group, the potential purchasers of the team, that its investors no longer wish to fund the intended acquisition,” a team statement said.

F-1 NOTES

“It is with deep regret that Aguri Suzuki is now forced to consider the future of the team. However, negotiations with other parties continue.”

It was speculated that the team would not race in the upcoming Spanish Grand Prix. But while Super Aguri didn't make it to the Barcelona test last week, its transporters were sent to the track for the race.

Honda, which already partially supports the team, may come to the rescue at least temporarily.

“Even if we have the money to go to Spain we might not be able to carry on after that,” team co-owner Fumio Akita told Reuters. “It's impossible to predict what will happen but it could now depend on Honda.”

Bernie Ecclestone has bailed out teams in the past and may do so again to keep 22 cars on the grid.

■ **Fernando Alonso** won't be getting out of his Renault contract early to join Ferrari in 2009, according to Flavio Briatore who told the Swiss newspaper *Blick*: “Even if we don't return to being a winning team, Fernando will leave no earlier than 2010.”

■ **Max Mosley's** lawyers have filed a

motion in French courts to ban Internet access to the Mosley sex video in that country.

■ Toro Rosso team principal **Franz Tost** says it's highly likely that **Sebastian Vettel** will switch to the Red Bull team in 2009.

■ Having built up and stored up a number of aerodynamic, chassis and suspension updates for their cars during the first three races of the season, the teams finally got a chance to test them at Barcelona last week. All of the teams except Super Aguri tested, and all had major upgraded packages.

As always, with the teams at different points in their programs, it was difficult to get a read on who had made the best improvements.

Furthermore, Bridgestone brought along some slick tires, which will replace the grooved tires in 2009, and the drivers on slicks were comfortably faster than those on grooves.

Felipe Massa (Ferrari), **Rubens Barrichello** (Honda), **Fernando Alonso** (Renault) and **Mark Webber** (Red Bull) were respectively quickest during the four days of testing.

■ **Sebastien Bourdais** set back Toro Rosso's new car program when he heavily damaged the new STR3 after crashing it during his first day of testing. The STR3 was to race in the Turkish Grand Prix, but that debut may now be delayed.

■ Bridgestone gave each of the teams nine sets of its latest development slick tires to try out during the Barcelona test. That grip was good

enough for the cars on slicks to lap more than a second faster than those on grooved dry-weather tires.

The 2009 rules that permit slicks also ban tire blanket warmers, and many of the drivers have raised concerns about safety as cars coming out of the pits on cold tires will be considerably slower than those lapping on hot tires.

Bridgestone believes it can solve the problem by using variable compounds that will allow the tires to quickly get up to the correct operating temperature on the track.

■ **Gerhard Berger** visited with high ranking business people in Kuwait to explore possibilities of the country creating a Kuwaiti F-1 team in the long run and Kuwaiti F-1 sponsors

in the near future.

■ **Kimi Raikkonen** says that the McLaren drivers were struggling a bit because they do not have a vastly superior car.

“If you don't have as good a package as you had last year, then it is harder not to make a mistake,” he said.

■ **Lewis Hamilton** admits he was too reckless after getting mired in the pack in Bahrain and this led to his collision with Fernando Alonso. It's a mistake he says he won't make again.

“You learn something at every race even if you win,” Hamilton said. “I think we have come a long way, and looking to the next race I feel very, very confident we can do a better job.”

“I think we have come a long way, and looking to the next race I feel very, very confident we can do a better job.”

LEWIS HAMILTON

Defiant Max Mosley Not Giving Up Yet!

By DAN KNUTSON
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — A defiant Max Mosley has vowed to fight to hold on to the Presidency of the FIA until 2010 despite calls for him to resign following the revelation that he took part in a five-hour S&M sex orgy in a London apartment.

“The fundamental reason [I have not resigned] is that the people who elected me, the presidents of all these clubs worldwide, a number of them have written, and for every letter I've had from a club president saying ‘I think you should step down’ or ‘I think you should consider your position,’ I've had...more than seven who said ‘you've absolutely got to stay, don't give an inch,’ and ‘this is the most outrageous invasion,’ and suggesting that there's more to this than meets the eye, which of course there may be.”

“It would then be impossible to turn around to all these people, the great majority, and say, ‘no I'm going to walk away,’ even if I'm inclined to. But my inclination is to stay and fight.”

Mosley reiterated his earlier claims that, while intensely embarrassing now that they have been revealed, his sexual activities were legal, private matters between consenting adults. And he again

denied that there were any Nazi overtones.

“The Nazi aspect of that is absolutely untrue,” he said. “In fact, it was a deliberate, cold-blooded, calculated lie, to which there's no basis at all, and witness the fact that when they [*The News of the World*] print the story, they have nothing to back it up.”

While Mosley says he is getting support from the various automobile and sporting clubs under the FIA umbrella, they are not going public with their views as they prefer to wait until Mosley faces an official but secret vote on his future June 3.

Even if they do vote for him to stay on, Mosley, 68, revealed that he will not seek reelection in 2010.

The South African motorsports association is the latest club to ask him to resign.

“I haven't seen the video, but people's private lives don't concern us,” managing director Beulah Schoeman told the *Associated Press*. “It brings not only the FIA, but motorsport, into disrepute.”

Mosley will make his first appearance in his official capacity since the scandal broke when he attends the World Rally Championship round in Jordan this weekend. The country invited him to be the guest of honor as it hosts the first ever WRC event in an Arab country.

“But my inclination is to stay and fight.”

MAX MOSLEY

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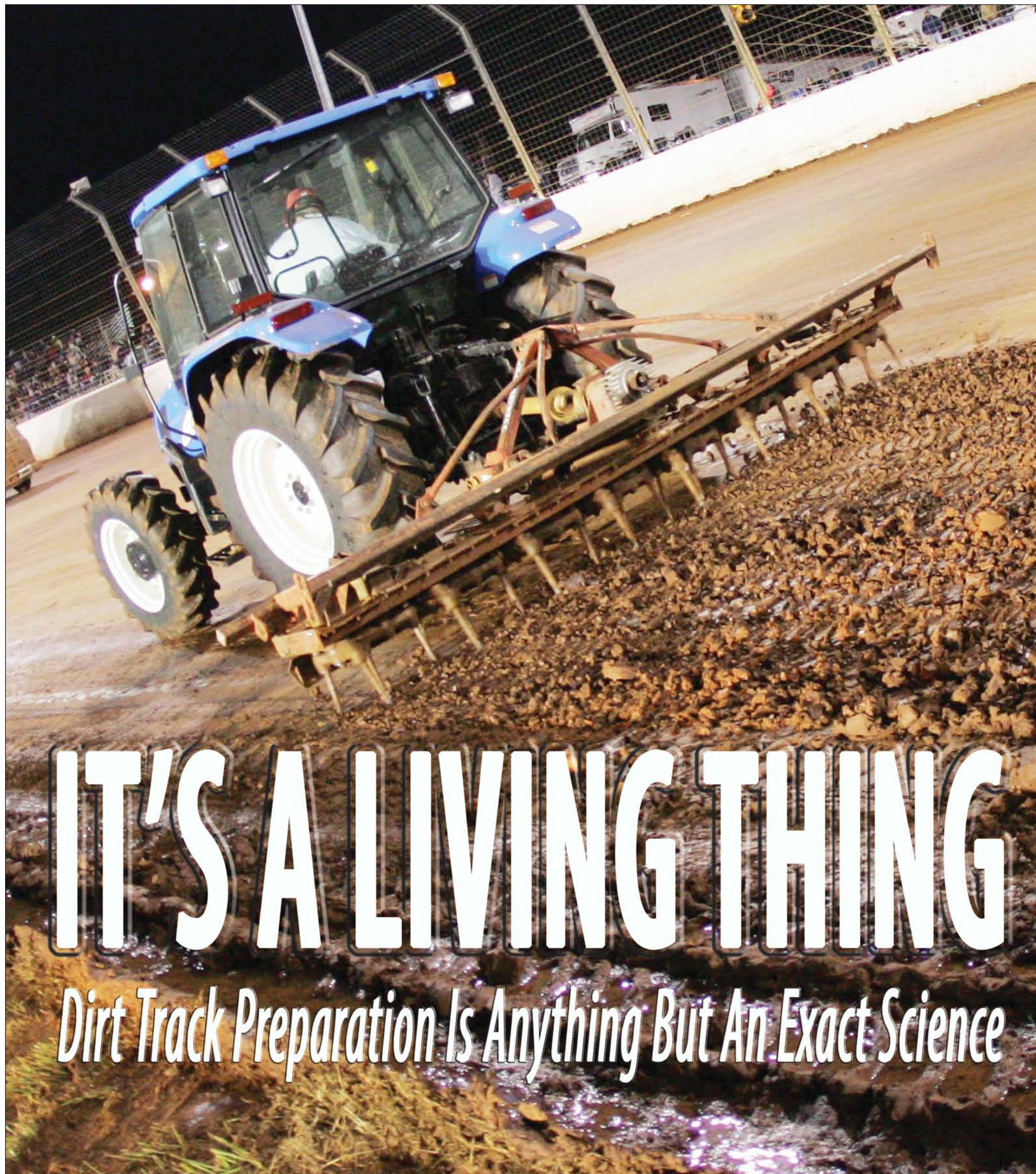
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IT'S A LIVING THING

Dirt Track Preparation Is Anything But An Exact Science

When you set out to learn about dirt-track preparation, you quickly realize that creating a first-class racing surface is a lot like cooking classic pit barbecue. Both involve relatively simple ingredients, but demand long hours of hard work and infinite patience. Both are as much an art as a science, and no one who has mastered either art is anxious to tell all their secrets.

At least the barbecue chef doesn't have to try to out-guess the weather.

By AL ROBINSON
NSSLN CORRESPONDENT

All dirt-track preparation begins with the same basic elements — water and clay. Additives from liquid detergent to shredded plastic to sawdust and, shall we say, organic by-products of the livestock barn have had their devotees, but it still comes down to water and clay.

Water is water wherever you go, but clay can be very different from place to place and even season to season. Not just in color, where the red clay of Georgia and the black gumbo of Iowa are as different as the jerseys of the Georgia Bulldogs and the Iowa Hawkeyes, but in its ability to hold water and pack into a smooth and tacky surface.

Visible changes come to a paved racing surface over a period of years, maybe decades. By contrast, a clay surface is almost a living thing, not only changing appearance and grip, but literally moving from place to place during an evening's racing program. The clay should be thick enough so that when it piles up in a cushion on the outside it doesn't expose hard ground (or occasionally, asphalt) on the inside. Stones working to the surface are an obvious hazard, and so is sand, since it doesn't hold water and it makes the track abrasive.

Ideally, the surface is tacky and stays that way throughout the program, giving the side bite and forward bite that create spectacular, multi-groove racing. Ideally, it's also smooth, without ruts that cut tires and break shock mounts of those who run through them, and create single-file racing among those who want to keep their car in one piece. Finally, it needs to stay relatively dust free for the safety of the competitors, the comfort of the spectators and the good will of the neighbors.

Some track operators make reworking the surface during the evening part of their regular routine. That's the policy at Delaware Int'l Speedway, for example, and during the IMCA Super Nationals at Boone (Iowa) Speedway, where the minute-by-minute schedule lists "farming" as part of the program. At Boone, they re-groom the track in eight minutes.

In most cases, however, rolling out the grader and the water truck is only employed if the conditions are extreme. Track work takes time, which is harder to find with more class-



BACKGROUND PHOTO: HHP/ALAN MARLER PHOTO
HHP/ALAN MARLER PHOTO
WORKING IT IN: A track worker waters The Dirt Track @ Lowe's Motor Speedway during the World of Outlaws World Finals in November.

es on the card and the public demanding a tighter show.

"How tacky you've got your race track, that makes a big difference," said Mike Miles, who prepares his Bloomington (Ind.) Speedway quarter-mile for Friday night non-winged sprint-car action. "If they're really getting a hold of it, they're either throwing clay over the bank or it's sticking to the bottom of their race cars."

Since Bloomington has no walls in the turns, the clay that gets flung over the banks can be graded right back into the surface. Nevertheless, an application of new clay is part of the procedure before the track is put to bed for the winter, which helps to restore the shape that has been altered by a summer of competition.

"If everybody's running the same line in the corner, they're all trying to eat it out in the same place," Miles explained. "When you start out in the spring and put your eye right at the top of the track and focus on the bottom of the

track, you'll see its pretty level across there. If you come back toward the end of the year, you won't believe how much a dish the track has gotten."

Another self-taught professor of track preparation is Al Wilcox, co-promoter of the three-eighths-mile Penn-Can Speedway in Susquehanna, Pa. For a dozen years, he's learned by doing, combining the lessons learned on the grader and the water truck in his current role with his experience in three decades of racing modifieds and late models across the Northeast.

"Pond water and a lot of work. That's my secret formula," he declared.

"I've come across a system, or a routine, that just works for me," Wilcox continued. "More than anything else, the weather dictates what you can do to the track. You can have the best intentions in the world, but Mother Nature is going to tell you what you can do and when you can do it."



LMS PHOTO
WIND POWER: A helicopter flies low over The Dirt Track @ Lowe's Motor Speedway to dry the surface prior to an October 2003 USAC Sprint Car event.

Fred Putney, who prepares the surface of Pennsylvania's Lincoln Speedway for weekly winged 410-sprint-car racing, probably the toughest punishment a dirt track is called on to absorb, agrees the weather man holds the trump card.

"Weather dictates everything you do. I usually play the weather because I know what I can get away with," Putney said.

Lincoln's traditional early opening leaves him faced with another challenge — daytime racing. On an overcast day, the track behaves much like it does at night, but when the sun, even the weak sun of March, combines with a strong wind, the surface changes.

"It's incredibly different. You use twice as much water for a day show and it's gone in no time," Putney admitted.

Wilcox detailed his weekly task list at Penn-Can, which presents a five-division card led by the big-block modifieds on Friday night. His speed shop business keeps him occupied on Saturday, meaning Sunday is no day of rest.

"Our routine is to go out every Sunday and completely tear the track up. On a good day when everything is normal, it takes me five or six hours. We pack it in Sunday, pack it in tight, not knowing what the weather is going to be," he explained, adding that water is applied Wednesday night to soften the clay for the next step.

"I'll go down Thursday during the day and turn the track up just a little bit, half an inch to an inch, just to break up the crust. Thursday night we put the water right to it. I'm there all day Friday. We start watering about nine o'clock in the morning. Depending on the weather, we'll put down 50,000 to 60,000 gallons of water. My water truck holds just under 4,000 gallons and we've already put down about seven loads on Thursday just to get the track wet. Ten loads on Friday isn't unusual," he continued.

Fortunately, the Penn-Can facility includes a spring-fed pond on the property.

The challenge of a dirt-track surface doesn't end when the pit gate opens. In addition to the tricks Mother Nature may play before the green flag, there's the chance of rain during the show. After a shower, a quick decision has to be made whether the surface has been "lost" or can be run back in. That's an especially tough call when a curfew is in effect.

Even the clock on the wall can affect a dirt track. Bloomington Speedway, for example, dropped weekly time trials when Indiana adopted daylight saving time, meaning another hour of sunlight baking the track after preparation is completed.

"There's no manual on this, you learn from experience," related Wilcox. "It's like a race car. You set it up and for six weeks it's a rocket, then all of a sudden it goes away. Prepping a track is like that, you'll think you've done the same thing, but on a given night you might have a track that's dry and dusty or stays too wet. Anybody that's been around racing knows it's a lot of work and a lot of time. It's not an exact science by any means."

In fact, it's a moving target. Evolving engine, tire and aerodynamic technology, changing environmental regulations and even climate change make preparing a racing surface an ever more complex challenge. But it's worth it. Like cooking good barbecue, preparing a good dirt track leads to a reputation that pays off with customers.

RACE REWIND

INDY RACING LEAGUE

Race 3 of 19: Indy Japan 300, Sunday, April 20
Twin Ring Motegi, Motegi, Japan

FINAL RESULTS

FIRST



Danica Patrick

SECOND



Helio Castroneves

THIRD



Scott Dixon

Fin.	St.	Car	Driver	Car	Laps	Status
1	6	7	Danica Patrick	Motorola Dallara-Honda	200	Running
2	1	3	Helio Castroneves	Team Penske Dallara-Honda	200	Running
3	2	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	200	Running
4	5	10	Dan Wheldon	Target Chip Ganassi Racing Dallara-Honda	200	Running
5	3	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	200	Running
6	7	20	Ed Carpenter	Mendards/Vision Racing Dallara-Honda	200	Running
7	10	17	Ryan Hunter-Reay	Rahal Letterman Racing Dallara-Honda	200	Running
8	12	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	199	Running
9	15	6	Ryan Briscoe	Team Penske Dallara-Honda	199	Running
10	16	23	Townsend Bell	Dreyer & Reinbold William Rast Dallara-Honda	199	Running
11	9	27	Hideki Mutoh	Formula Dream Dallara-Honda	199	Running
12	11	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	198	Running
13	14	24	Jay Howard	Roth Racing Dallara-Honda	192	Running
14	18	77	Roger Yasukawa	Interush/Wellman Racing Dallara-Honda	134	Mechanical
15	8	2	A.J. Foyt IV	Vision Racing Dallara-Honda	103	Contact
16	13	4	Vitor Meira	Delphi National Guard Dallara-Honda	92	Contact
17	17	25	Marty Roth	Cirrus-Roth Racing Dallara-Honda	44	Contact
18	4	26	Marco Andretti	Alpine Dallara-Honda	0	Contact

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

RACE STATISTICS

Race time: 1 hour, 51 minutes, 2.6739 seconds
Average speed: 164.258 miles per hour
Victory margin: 5.8594 seconds
Caution flags: Four for 29 laps

Lead changes: Five among four drivers
Lap leaders: Helio Castroneves 1-93; Scott Dixon 94-194; Dan Wheldon 195-196; Castroneves 197; Danica Patrick 198-200.

TALK OF TIME TRIALS

Rain washed out qualifying for the Indy Japan 300 at Twin Ring Motegi, so the field was set by points. Team Penske's Helio Castroneves started on pole in the No. 3. Scott Dixon, driving the No. 10 for Target Chip Ganassi, started second.



SHAWN PAYNE/IRL INDYCAR PHOTO

P1: Helio Castroneves started on the pole when rain washed away qualifying for Sunday's race.

STANDINGS

FIRST



Helio Castroneves

SECOND



Scott Dixon

THIRD



Danica Patrick

Top 10

1. Helio Castroneves	112	6. Dan Wheldon	85
2. Scott Dixon	100	7. Enrique Wheldon	74
3. Danica Patrick	98	7. Oriol Servia	74
4. Tony Kanaan	89	9. Graham Rahal	70
5. Will Power	87	9. Ed Carpenter	70

RELIEF:

Patrick First Woman To Notch
IndyCar Series Victory

CONTINUED FROM PAGE 3

"best day of my life." Her husband, Paul Hospenthal, was the calmest of the group.

"I'm so happy for her; it's great for everybody," said Hospenthal, a physical therapist for professional athletes. "It's great, great for anybody. Female aside, she's just a hard competitor. This is fantastic."

Patrick became the first female driver ever to win a race in her 50th IndyCar start.

"I'm so happy for her and so proud for her," said team owner Michael Andretti. "It's always been a question of when, not if, she was going to win. I love this girl. I'm so happy for her that the monkey is off her back. You'll see, there is more to come."

"She wanted to win so bad. She is such a competitor. This was getting the monkey off her back herself. This is the first of many more."

There was so much rain leading up to the race that weepers developed in the track surface. With limited practice time and qualifications rained out, it was a completely green race track when the start of the race was supposed to be held on a very cold and windy day in Japan.

Weepers developed in the fourth turn of the track, and after lengthy procedures could not solve the problem, the race was postponed for 22 hours and moved from Saturday to Sunday in Japan.

Castroneves, making his 100th IndyCar start, was on the pole with the starting lineup based on point standings, starting alongside Dixon.

When the engines were officially fired to start the race on another cold day in Japan, the green flag finally waved, but the race didn't stay green for long.

Marco Andretti spun out in the first turn of the first lap, crashing into the wall as cold tires on the race course may have led to Andretti's early exit in the single-car incident.

Andretti, who finished second in the

PATRICK:

First Victory Comes Where
Hype All Began

CONTINUED FROM PAGE 3

fitting that it ends there.

"A win is a win."

It was a victory when it was most unexpected, but it was appropriate considering the Danica Patrick phenomenon actually began at Twin Ring Motegi in 2005 when she qualified on the outside of the front row and led 32 laps en route to a fourth-place finish.

She would propel herself into the public's consciousness in the 2005 Indianapolis 500 when she nearly won the pole, started fourth and drove to the front of the field for 19 laps. She was eventually passed for the lead with seven laps to go and finished



DANA GARRETT/IRL INDYCAR PHOTO

MOTOROLLIN': Danica Patrick races toward the finish in Sunday's Indy Japan 300 at Twin Ring Motegi.

season opener at Homestead-Miami Speedway, was running fourth in the next race at St. Petersburg, Fla., before he broke a half-shaft while trying to leave the pits. The second-straight poor finish for Andretti has once again mired him deep in the points for the second race in a row.

"It's embarrassing," Andretti said. "Cold tires are when you are supposed to take advantage of the other guys. I can't blame it on that. It was driver error. I'm really sorry."

Racing resumed on the eighth lap with Castroneves in front of Dixon and Tony Kanaan. Dan Wheldon went under Kanaan's car to take away third place.

Castroneves built a decent lead in the early stages of the race.

Ed Carpenter was the first to make his pit stop on lap 47. That was done by design to get out of sequence with the rest of the contenders. Patrick pitted on the next lap and Castroneves was about to come into pit lane when the yellow flag waved after Marty Roth crashed.

Wheldon was running out of fuel, so he was allowed to do a splash-and-go pit stop, but had to come back in once the pits were opened for a full pit stop. Dixon also had to do a quick fuel stop to keep from running out of fuel on the course.

Briscoe, who started 15th and pitted during the first caution flag, was able to jump to second when the green flag waved on lap 57 because he had more fuel in his tank from the previous stop.

The third yellow flag came on lap 92 when Vitor Meira brushed the wall.

fourth.

Eventually, however, the questions went from "when is Danica going to win?" to "will Danica ever win?"

But by stretching her last load of fuel for the final 51 laps, she conserved fuel early in her run to have the speed when she needed it the most — at the end of the race.

So one-by-one as the leaders pitted for the final time, Patrick moved up in the ranks. With Helio Castroneves in the lead, he decided to make it to the finish rather than making a final pit stop. But in order to do that, he needed to slow down.

It was just the opportunity Patrick and her team manager, Kyle Moyer, had waited for as she hit the accelerator, gave it the Ethanol and sped past Castroneves on her way to the checkered flag.

"I knew the last stint was going to be important and it was going to be close on fuel, but we gave ourselves the best opportunity possible,"

Castroneves was still in front, chased by Dixon. Most of the field pitted on lap 94.

Dixon was the new race leader after pit stops and was in front of the field when the green flag waved on lap 98.

Roger Yasukawa lost his brakes on the front stretch to bring out the fourth yellow flag, which was a break for the drivers about to make green flag pit stops.

Dixon, the leader, led the field down pit road on lap 144. Dixon was the first car out followed by Briscoe.

The green flag waved on lap 151 with Dixon pulling away. Castroneves was shuffled back to seventh place with 30 laps to go as the contenders had to conserve fuel if they were going to make it the distance.

Wheldon took second when he passed Kanaan on lap 173 putting the two Target Chip Ganassi drivers first and second.

Briscoe nearly crashed for the third-straight race when he attempted to pass Hunter-Reay for fifth place. Briscoe's car got into the gray and slid up the race course, brushing the wall, but continued without a caution.

Hunter-Reay was the first to pit for a splash of fuel with nine laps left in the race. Dixon pitted with five laps to go as the leader. He was in and out of the pits in 2.7 seconds, getting just enough fuel to make it to the finish.

One lap later, Wheldon and Kanaan both pitted, giving the race lead to Castroneves with four laps to go. Patrick passed Castroneves with two laps to go as the Team Penske driver tried to save fuel.

From there, she drove into history.

Patrick recalled Sunday night. "After that, it was all about saving fuel. Helio Castroneves and Ed Carpenter were on the same strategy I was on. I kicked it up a notch and got by him (Castroneves). It probably would have happened whether I pushed or not. It was very nice to drive by him."

"It wasn't until I drove by him and saw the No. 7 (Patrick's car number) on the top of the pylon that I knew I was in the lead."

The victory came in a most unexpected way, but it didn't matter to the diminutive driver from Roscoe, Ill.

"I expect to win," Patrick said. "That's what I'm paid to do. I'm a driver that's supposed to go out there and get victories for my team. I always believed it would be big when it happened."

"I'm not going to lie. I was getting frustrated. I believe in myself for not winning. It was just a matter of when it was going to happen."

Castroneves Comes Up Short

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOORESVILLE, N.C. — After finishing second to **Danica Patrick** Sunday at Twin Ring Motegi, **Helio Castroneves** tried to explain his fuel strategy that nearly worked.

“The car was really good in the beginning, and then we started picking up a vibration,” Castroneves said. “It looks like we pitted a little bit long. We were having problems in the pits. I’m disappointed with that. With five laps to go, I was saving fuel. When Danica passed me, I realized she was the leader. She did a great job, passed me fair and square and that shows you how competitive our series is.”

■ **Scott Dixon** was a major contender for the victory before he had to pit late in the race and settle for third.

“It’s just one of those races where anything you tried, you didn’t know exactly what to do,” Dixon said. “You had people in the back who were pitting and taking fuel under yellows. If we had had a yellow, we would have been stuck back there. But it worked out perfectly for the guys who made it a fuel race. Really frustrating because we had the car to beat, but I guess that’s the way it goes.”

■ Dixon’s Target **Chip Ganassi** Racing teammate **Dan Wheldon** finished fourth.

“It became a fuel mileage race, and we had a really good car,” Dixon said. “To be quite honest, we have some work to do on our pit stops. It was a good day for Target Chip Ganassi Racing, but not what we wanted.”

■ Before Patrick and her family “wept for joy” following her historic victory, the dreaded weepers made an appearance on Saturday, forcing the race to be postponed for a day.

Hideki Mutoh addressed the fans at Twin Ring Motegi, thanking them for their patience and inviting them to return the next morning for the Indy Japan 300.

The weepers — water emanating through the asphalt surface from the soaked ground underneath — were created by about 2.3 inches of rain that fell at the track over the previous 30 hours. Rain stopped early in the morning, and track workers with Delphi Safety Team personnel worked for more than seven hours in an attempt to stem the flow from multiple locations.

Brian Barnhart, president of the competition and operations divisions of the sanctioning Indy Racing League, and the race’s chief steward, twice consulted drivers regarding the safety of the racing surface before asking Mutoh and **Roger Yasukawa** to address the crowd.

“We never got a situation where the race track was presentable and safe to race on,” Barnhart said. “The drivers would not have been comfortable and been in a position to



SHAWN PAYNE/IRL INDYCAR PHOTO

FUTURE DRIVER? A young Target Chip Ganassi Racing fan gives a thumbs up at Twin Ring Motegi.

where we could have done anything today. We had about three spots we were working on: the acceleration lane coming out of the pits in turn two, the deceleration lane going into the pits in (turn) three and then a large section of the race track in turn four.”

Track officials continued to work on the affected areas throughout the afternoon and into the evening, sucking water out of holes drilled into the asphalt to relieve pressure.

The only previous postponement in Twin Ring Motegi’s 10-year history took place in 2000, when showers forced the race to run on Sunday, an event won by **Michael Andretti**.

■ Growing up, there was no race driver **Tony Kanaan** and Helio Castroneves looked up to more than Formula One champion **Ayrton Senna**. The two IndyCar Series drivers and the late Brazilian champion are now linked as part of a display in the Honda Collection Hall at Twin Ring Motegi, which includes helmets, firesuits and photos of the drivers and race cars driven by Senna and Kanaan.

Castroneves and Kanaan each got an opportunity to sit in the McLaren MP4/5 chassis that Senna drove in 1989.

“Senna was my hero. It meant a lot to me (to be included),” Kanaan said. “A lot of people don’t realize how much of a hero he was to us Brazilians. I’d have to say he was my ultimate hero and the guy I always

looked for when I was growing up. It was a very emotional time, and I was very honored to be associated with him.

“I was going back in time thinking about how well he did and how well he fit in the car and how good he was. It was a very emotional moment.”

■ Panther crew chief **Dan Miller** did not make the trip to Japan because of a herniated disc in his lower back. Miller, a three-year veteran of the team, relinquished his duties as an outside front-tire changer.

To compensate, Panther moved **Doug Barnes** to outside front-tire changer and **Paul Sheehan**, who changed a tire on **Kosuke Matsuura’s** No. 55 entry last season, will return to over-the-wall duties on the inside front tire for **Vitor Meira**. Miller is expected to return in time for next weekend’s race at Kansas Speedway.

■ **Tomas Scheckter** saw his first track action of the year April 22 during a refresher day at Kansas Speedway in the Luczo Dragon Racing car. He’s entered in the RoadRunner Turbo Indy 300 at the 1.5-mile oval next weekend. Scheckter, who competed for Vision Racing the past two seasons, will compete in three events (at Kansas, Indianapolis and Infineon) for the Luczo Dragon Racing team co-owned by **Jay Penske** and **Steve Luczo**. **John Cummiskey** is the team manager and **Ray Leto** of **Sam Schmidt** Motorsports is the race engineer.

Patrick’s Victory Comes At Right Time For IndyCar

MOORESVILLE, N.C.

Danica Patrick’s historic victory is yet another sign of the positive vibe that IndyCar racing has been feeling since unification at the end of February.

Prior to that, IndyCar had become the “Redheaded Stepchild” of the sporting world, relegated to the back pages of the sports sections when it was embroiled in an open-wheel civil war, first with CART and later with CART’s successor, Champ Car.

But when the sport of IndyCar racing became whole again, with Champ Car ceasing operation and many of its teams joining IndyCar, the sport was back and relevant again.

First, it was Graham Rahal winning the Honda Grand Prix of St. Petersburg two weeks ago, becoming the youngest IndyCar winner in history at 19.

But that accomplishment may pale in social significance to what Patrick did on a cold, overcast day 65 miles northeast of Tokyo — a race that had been postponed a day because of a wet track.

“It was great that unification happened, that it was put together and everyone looked at the big picture,” Patrick said after watching the final laps of the Champ Car Series finale in the Long Beach Grand Prix. “The momentum of the series is clear: The IndyCar Series has been growing over the last couple of years and there were some great things that happened over the winter. I didn’t even like to bring up the split in the series because most fans never really understood it, but we have a bright future for IndyCar.”

“This is just a start. It will snowball from here.”

On Sunday in Japan, Patrick’s Andretti Green Racing team played the fuel strategy game perfectly. She saved fuel early in her final run while the other drivers in front of her either had to pit for a splash of Ethanol in the closing laps or get off the throttle like Helio Castroneves had to do with three laps to go.

That played perfectly into Patrick’s

LAST WORD



BRUCE MARTIN

plan as she sped by Castroneves with two laps to go, drove to the checkered flag and into history as the first woman ever to win a race in a major closed-course racing series.

“I can’t say the last stint was exactly hard,” Patrick said. “I was taking it easy and going fast but still trying to save fuel. All I had to beat was Helio and I knew I had been saving fuel earlier in the stint. I didn’t want to make the mistake of not trying harder to get by him.”

“Finally.”

At times, patience was tested. For the first 49 races of her career, she was constantly hounded by the questions, “When are you going to win a race?” or “Are you ever going to win a race?” She became the first woman to lead the Indianapolis 500 in 2005 and was in front with seven laps to go before fading to a fourth-place finish that year.

But in her 50th start, Patrick finally answered those questions and lived up to her billing off the track.

And while Shirley Muldowney and Melanie Troxel are race winners in drag racing, their battles are usually one-on-one against another competitor and the clock. Patrick’s victory came on a 1.5-mile oval against 17 other drivers.

“It was a matter of everything coming together,” Patrick said. “I knew this is how it would feel.”

There was Patrick, standing on the top rung of the podium, just a few inches above America’s Dancing King, two-time Indianapolis 500 winner Castroneves, who finished second.

And while Janet Guthrie was the real pioneer by becoming the first female ever to race in the Indianapolis 500 in 1977, there would be others that would follow, including Lyn St. James, Sarah Fisher and even Milka Duno.

But Patrick is the first to actually win an IndyCar race, posing next to a trophy that was nearly as big as she is at five-feet.

UP NEXT

Kansas Speedway

Kansas City, Kan.

Track specs

Length: 1.5 miles
Frontstretch: 2,685 feet
Backstretch: 2,207 feet
Banking
Turns 1-4: 15 degrees
Frontstretch: 10.4 degrees
Backstretch: 5 degrees

IRL Race

Road Runner Turbo Indy 300,
5 p.m. Sunday, ESPN2

Start/finish

Web site:
kansasspeedway.com

Tickets:
866-460-RACE
Address: 400 Speedway
Blvd., Kansas City, KS 66111

RACE REWIND

CHAMP CAR WORLD SERIES/IRL INDYCAR SERIES

Race 4 of 19: Toyota Grand Prix of Long Beach, Sunday, April 20
Grand Prix of Long Beach, Long Beach, Calif.

FINAL RESULTS

FIRST



Will Power

SECOND



Franck Montagny

THIRD



Mario Dominguez

Fin.	St.	No.	Driver	Team	Laps	Status
1	4	8	Will Power	Aussie Vineyard-Team Australia	83	Running
2	6	7	Franck Montagny	Indeck	83	Running
3	10	96	Mario Dominguez	Pacific Coast Motorsports	83	Running
4	8	36	Enrique Bernoldi	Sangari	83	Running
5	12	5	Oriol Servia	KV Racing Plantronics HP	83	Running
6	3	34	Franck Perera	Conquest Racing	83	Running
7	2	15	Alex Tagliani	CEC Wheels Walker Racing	83	Running
8	18	37	David Martinez	Indeck	83	Running
9	14	33	E.J. Viso	PDVSA	83	Running
10	13	12	Jimmy Vasser	Plantronics HP KV Racing	83	Running
11	5	3	Paul Tracy	Indeck	83	Running
12	11	18	Bruno Junqueira	The Z-Line Car	83	Running
13	9	06	Graham Rahal	Hole in the Wall Camps	82	Running
14	16	29	Alex Figue	Imperial Capital Bank	82	Running
15	7	4	Nelson Philippe	Minardi-HVM Racing	80	Running
16	15	9	Antonio Pizzonia	Rocketsports	80	Running
17	17	14	Roberto Moreno	Minardi-HVM Racing	63	Mechanical
18	20	10	Juho Annala	Rocketsports	42	Mechanical
19	1	02	Justin Wilson	Mechanical	12	Mechanical
20	19	19	Mario Moraes	The Sonny's Car	5	Contact



TED ROSSINO, JR. PHOTO

THE TOP THREE: Winner Will Power (center) enjoys the podium with runner-up Franck Montagny and third-place Mario Dominguez at the Toyota Grand Prix of Long Beach.

RACE STATISTICS

Race time: 1 hour, 45 minutes, 25.415 seconds
Average speed: 92.964 miles per hour
Victory margin: 5.094 seconds
Caution flags: Three for nine laps

Lead changes: Three among three drivers
Lap leaders: Will Power 1-30; E.J. Viso 31; Roberto Moreno 32; Power 33-83.

TALK OF TIME TRIALS

Justin Wilson was quickest during qualifying with a one-minute, 6.901-second trip around the Long Beach street circuit at 105.898 miles per hour. Alex Tagliani was on the outside of Wilson on the front row.

STANDINGS

FIRST



Helio Castroneves

SECOND



Scott Dixon

THIRD



Danica Patrick

Top 10

1. Helio Castroneves	112	6. Dan Wheldon	85
2. Scott Dixon	100	7. Enrique Wheldon	74
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4. Tony Kanaan	89	9. Graham Rahal	70
5. Will Power	87	9. Ed Carpenter	70



AL STEINBERG PHOTO

THE LAST RIDE: Paul Tracy leads Justin Wilson through the streets of Long Beach during Sunday's Champ Car finale at the Toyota Grand Prix of Long Beach.

Paul Tracy's Career In Limbo

By JOHN OREOVICZ
NSSN CORRESPONDENT

LONG BEACH, Calif. — The 34th annual Toyota Grand Prix of Long Beach was the last race for the Champ Car World Series.

It might have been popular veteran Paul Tracy's last open-wheel race as well.

Tracy, the 2003 CART Champ Car Series champion, is the most high-profile victim of the recent unification of American open-wheel racing. Team owner Gerald Forsythe, who is also a co-owner of the Champ Car series, has elected not to field cars in the IRL IndyCar Series.

The lateness of the open-wheel merger and Forsythe's vindictive stance against the unified series has temporarily cost the U.S. open-wheel scene one of its most charismatic personalities. Yet addressing the media at Long Beach, Tracy did not seem bitter.

"It's been nice to be back in the car, and I kind of have mixed emotions," Tracy related. "I don't know where

my career is leading me from here. I didn't even know if I was going to race here — it was in the hands of lawyers, and usually when it gets in the hands of lawyers, it gets even more messy. But we made an agreement to race through this race. From here out after this race, there will be no contract between Forsythe and myself, which is disappointing because it was my intention this year to go racing with Forsythe, and I think everybody in both series would have liked to have seen that happen. But obviously that's his decision, his right to do that."

Tracy said he has had limited contact throughout the offseason with Forsythe, for whom he has driven since 2003.

"I've had a great career with him and won him his only championship, which was great," said Tracy. "The frustrating part is that I've wanted to go racing so bad this year and been held back. It's kind of put me in a situation where now there's nothing available, so it's kind of like being stuck."

POWER:

Aussie Cruises To Long Beach Grand Prix Score

CONTINUED FROM PAGE 3

of Toowoomba, Australia. "It was really easy.

"I knew Franck was catching up, but I didn't rush anything," he added. "I didn't want to throw it into the wall."

Power joined the Champ Car series at the end of 2005 and scored his first podium finish near the conclusion of the '06 season. When Champ Car adopted the Panoz DP01 in 2007, it suited Power's driving style and he responded with five poles and two race wins.

Sunday's drive at Long Beach was his best yet, as he took the lead from

Tracy said his first choice would be to remain in IndyCar, despite his contentious relationship with the Indy Racing League arising from the controversial finish of the 2002 Indianapolis 500. But every team owner he has spoken to is demanding sponsorship money.

"It's the same for everybody — the economy is bad," he observed. "There's no money out there in Canada and even in the United States. The industry across the board, everybody is hurting."

"It's not cheap to run an IndyCar or NASCAR," Tracy added. "You're talking \$6 to \$8 million. And budgets were set in September of last year. To find a company that can stroke a check for that kind of money, a big corporation or a public company, they just don't write out \$5 million checks willingly and send it in the mail to you."

Tracy's last race in a Champ Car was nothing for the memory book. He fell to the back of the field after sustaining an early puncture and a split halfshaft boot, ultimately finishing 11th.

third on the grid at the start and was able to control the pace all afternoon.

The one break he caught was when Wilson pulled his car off the track at turn one on the 13th lap with an apparent engine problem.

In the end, Montagny provided Power's toughest competition. Driving in his first (and last) Champ Car race, the 25-year old Frenchman was highly impressive and got the best of a lap-47 wheel-banging battle with Rahal.

Montagny kept the pressure on Power over the last 20 laps, but he was never able to get closer than about four seconds.

"The team did a fantastic job," Montagny said. "I never had to save fuel in my entire career and I never had to race on cold tires. So it was a difficult race and I was learning all the time. I had done maybe 300 miles

of testing in a Champ Car before the race, and to be confident in the car, you need a lot of mileage. So I am very happy."

Dominguez provided the feel-good story of the day with his bulldog drive to third place. It was the best result in the history of Pacific Coast Motorsports, which is based about an hour south of Long Beach.

Dominguez hopes the solid result at Long Beach will enhance PCM's chances of joining the IndyCar Series beginning at the Indianapolis 500.

"It was an amazing race and very tough," Dominguez said. "I hadn't been in a car for six months and I usually take at least one day to get up to speed, but the first day here I felt like I was in the car yesterday. The car had the ability to finish on the podium and so did I."



AL STEINBERG PHOTO

TAKING OFF: Justin Wilson leads the field into the first turn during Sunday's Champ Car event at the Toyota Grand Prix of Long Beach.

Long Beach Is Still A Big Hit

LONG BEACH, Calif. — Despite the hype being propagated, the crowds at the 34th annual Toyota Grand Prix of Long Beach weren't as big as they were from the late '80s to the mid 1990s. But Grand Prix Ass'n of Long Beach CEO **Jim Michaelian** was smiling anyway.

With the Champ Car World Series in limbo over the winter, Michaelian didn't know who or what to promote. But the classic street race holds enough clout in the American open-wheel community that every effort was made to include it in this year's unified schedule. When a date clash with the IndyCar Series race at Twin Ring Motegi in Japan could not be resolved, the compromise solution was to run Long Beach as Champ Car's grand finale — but have it count toward the IndyCar Series championship.

The increased media profile the IndyCar Series has enjoyed this spring seemed to have paid off at Long Beach. Michaelian estimated race-day attendance "in the 70s" and pegged the three-day total as 172,000. "Under the circumstances, I'm good with that," he said. "After all the stuff we've gone through, we made what could have been an unattractive situation into a positive event."

Kevin Kalkhoven, the co-promoter of the LBGP along with **Gerald Forsythe**, was also pleased with what he saw.

"Long Beach is a crown jewel in every sense," Kalkhoven said. "Not only is it one of the oldest motor races in the world, in terms of consecutive events, it's really just an original street-racing event. It has proven that over the last 34 years and will continue to prove it over the next at least 10."

"The crowds were just fantastic, and it was really interesting to me walking around not just the race but the exhibition center, seeing the interest in the green exhibits and things like that," he added. "The

future of this kind of event is to bring in all aspects of the motoring environment."

■ The 20 cars fielded for the last Champ Car World Series event were the most for the series, at Long Beach or anywhere else, since 2002. When the erstwhile PacWest team folded its tent that season the grid dropped to 18, where it has remained, plus or minus one, ever since. It was the largest gathering of the Panoz DP01 chassis, which debuted last year. **Mario Moraes's** accident was the only hard hit, so a full field went back in the trucks for the last time.

■ Also fading in the late afternoon sun was the distinct sound of a turbocharged Indy-type engine, a staple since the late 1960s and universal for decades until IRL went back to free breathing in 1997. The "push to pass" limited-overboost feature, which helped to scramble the order from fourth place on back in the closing laps, goes in the history books as well.

■ To the casual observer, it looked like winner **Will Power** and **Alex Tagliani**, his persistent chaser through two pit stop cycles, were teammates. The color scheme was that of **Craig Gore's** Team Australia, Gore is partnered this year with KV Racing, Power's team, after leaving Walker Racing under less than amicable circumstances, at least as far as **Derrick Walker** is concerned. Maybe he left Tagliani's car green and yellow to make a point, or maybe he just didn't think a repaint was worth the effort for one race.

■ **Mario Dominguez's** third place was the best by far in the brief Champ Car career of Pacific Coast Motorsports, which was the only rookie team in 2007. Fourth and sixth were the best team finish for Conquest Motorsports. Conquest is committed to the IRL for the rest of the season, PCM is not.

■ Following **Simona De Silvestro's** Atlantic win about 12 hours after **Danica Patrick's** historic triumph in Japan, a beaming **Lyn St. James** was accepting congratulations in the press room. St. James's sports-car exploits in the 1980s and rookie of the year performance at Indy in 1991 were a key link between the pioneering efforts of **Janet Guthrie** and today's success of female drivers in major open-cockpit series.

■ This was the first year for the Toyota Grand Prix of Long Beach to extend to four days, with practice for the American Le Mans Series cars and the drifting cars.

■ Also on Thursday, three new names were inducted in the Long Beach Motorsports Walk of Fame: **Mario Andretti**, **Parnelli Jones** and the late **Gary Gabelich**. This was the third annual induction, as this year's class joins previous inductees **Dan Gurney**, **Phil Hill**, **Brian Redman**, **Chris Pook** and Newman/Haas Racing's **Paul Newman** and **Carl Haas**.

■ **Leo** and **Greg Mansell**, sons of 1992 Formula One World Champion and 1993 IndyCar World Series champion **Nigel Mansell**, made their American debuts in the Atlantic championship event. Greg finished 13th, with Leo claiming 19th spot.

■ With Long Beach's relative proximity to Hollywood, the Grand Prix often becomes a major promotional place for newly released films, especially if the movie has an automotive hook. This was the case with the new "Speed Racer" film. The car, known as the Mach 5, was on display, and the actor who played Speed, **Emile Hirsch**, served as Grand Marshal. Cast members **Christina Ricci**, **John Goodman** and **Susan Sarandon** were also on hand.

— **John Oreovicz**, **Al Robinson** and **Dan Jack** contributed to this report.

Saying Goodbye To A Longtime Racing Friend

LONG BEACH, CALIF.

I can still distinctly remember quite a bit about my earliest days at a race track. They came at Indianapolis Motor Speedway, on Bump Day 1977 and Race Day 1978.

So many sights and sounds for a budding race fan! Many different and distinctive chassis, including McLarens and Parnellis that traced their roots to Formula One.

What made that possible was the Cosworth DFX engine. The Vel's Parnelli Jones team took a three-liter Cosworth DFV F-1 mill, destroyed it to 2.65 liters and added a turbocharger. The resulting powerplant changed the face — and the soundtrack — of Indy-car racing.

During my first trips to Indy, I was taken by the sounds of the different engines — the gruff roar of the Foyt-Fords, the lazy, asthmatic wheeze of the ancient turbo Offys.

Then there was the Cosworth — higher pitched and with smoother harmonics. Quieter, too, thanks to the turbocharger which added a distinctive whistle to the overall tone.

It was an engine that sounded eager and even futuristic. Even now, 30 years later, the sound of a modern-day turbo Cosworth XFE engine is music to my ears.

Cosworth dominated Indy car racing in the 1980s before getting competition from Ilmor, Honda and Toyota. But no matter what the badge, a 2.65-liter turbo still produced a wonderful noise.

The sound might be the biggest difference Long Beach fans notice next year when the IRL IndyCar Series takes over as the formula for the LBGP.

The IndyCar Honda engine has an extremely loud and piercing exhaust note that will have earplug vendors rushing to re-stock. Honda and League officials admit as much and a muffling solution has been in the works for the last couple of years.

Many longtime fans also believe the Champ Car is more aesthetically pleasing than the needle-nose Dallara IndyCar. At Long Beach, a display of March, Lola, Eagle and

TURNING AWAY



JOHN OREOVICZ

Reynard Champ Cars from the mid-80s to the present allowed viewers to really see the development of the basic Champ Car theme that originated with John Barnard's 1979 Chaparral 2K.

Park an IRL car next to any Champ Car from the last 20 years and it looks large and ungainly.

The good news is that the drivers seem to enjoy driving them. At least, they did until they got one last chance to sample the extra 150-horsepower kick of the Champ Car's Cosworth turbo.

"It's a kick in the butt — it's really a lot of power," observed Oriol Servia of KV Racing Technology. "It's a great car. It's just a newer machine. It was designed later and differently, and actually, I don't think it's fair to compare it with the IndyCar like we are asked all the time because it's just different rules. It has a lot more downforce, it's lighter and has more power, so it's just a better performing and faster car."

Justin Wilson said the transition back to the Champ Car was more difficult than adapting to the IndyCar earlier this year.

"There's a few things that took a bit of getting used to," said the Newman/Haas/Lanigan Racing pilot. "One was adjusting to the power and the turbo lag, and then the downforce built in the car. So there's been a lot to adjust to this weekend, going from one to the other. It was easy to go from the Champ Car to the IndyCar, but now switching back, it took a few more laps than I expected."

I'm just happy that we'll have the opportunity to see any top-level open-wheel cars circulating the famous Long Beach street circuit for years to come. And based on the way things are going in the first couple of months of unification, there's no reason to expect the Grand Prix won't recreate those glory days of the '80s and '90s.



AL STEINBERG PHOTO

LEADING THE WAY: Will Power leads Graham Rahal during Sunday's Toyota Grand Prix of Long Beach.

Getting Past The Color Purple

CONCORD, N.C.

WIDE OPEN

You know, it's awfully hard for me to imagine that the Indy Car/CART/Champ Car feud is over.

When it began, I was 14 years old, and back in the summer of 1979, I hated CART with a purple passion. My life was centered around the Indianapolis Motor Speedway, and Dan Gurney, Pat Patrick and Roger Penske were messing around with it for money, power and greed.

That's the way it seemed back in 1979, anyway. When you're that age, your emotions tend to overload your logic, and I didn't understand exactly what was going on. I just knew that Gurney's "white paper" was the catalyst for change into something that I was pretty sure I wasn't going to like. Little did I know that it would take 29 years to come full circle.

The United States Auto Club, another fixture of my youth at Winchester Speedway, was another of those sacred cows that the CART guys messed with, another mark in the ledger against them.

Over the years, the hard feelings lessened somewhat, because the only time I really paid attention any more was during the month of May. That was like always, but with a hint of tension at times that you felt like the breath of an early spring thunderstorm.

In 1993, when Tony George left a CART board meeting humbled and immensely cheesed off at the CART elite, the idea for the IRL was born. Three years later, it was on the track,



RON LEMASTERS, JR.

and 15 years after that, the Indy Racing League (IndyCar Series) is one entity again.

Could it have been prevented, this fratricidal struggle for keys to a kingdom that once stretched across half the world and now is but a tenth of its former self? Probably not, because USAC at the time was as hidebound and superior as the AAA was before it, and the CART folks were businessmen who were unused to being told they couldn't do something and had arguably better ideas for marketing the series.

What did we prove with this little exercise in the free market? Well, we proved that the smart money isn't always as smart as it thinks it is, and tradition, while important, is not worth hamstringing your future over.

A little bit of give on each side, and things might have gotten better quicker and not allowed NASCAR to overwhelm American motorsport the way it did. NASCAR now has a three-mile lead on the newly reconstituted open-wheel series, but at least the Indy cars are out of the garage and

back on the track.

If you really wanted to, you could go back and point out all the good things and the bad things about the split, why it happened the first time and what led to the second and final break. I'll simply say this: Now that it is all one big family again, it's time to get busy and build a viable alternative to the monster that is NASCAR.

No grandstanding, chest-thumping or sniping allowed, boys. It should be head-down-and-fanny-up and eyes on the prize, or NASCAR will put you another lap off the lead. It takes time, I realize, and nothing worthwhile was ever built overnight, but this is another chance to do things the right way.

The original CART bunch has thinned out, with only Penske and Carl Haas left, and the new guys coming over from Champ Car will figure it out soon enough. A 25-27-car field every week? A chance to race at places where you can make a name for yourself? A couple of viable feeder series in Indy Lights and Toyota Atlantic...we've got something going here.

Will it rival NASCAR one day? I tend to think it will. NASCAR seems at times like it's headed for some kind of crossroads, whether it's the new car or sky-high prices or general malaise.

It's hard to believe, but that passion from 1979 is no longer purple and the hate is a thing of the past. Let's go racing, and see where it takes us.

Comparison Shopping: ALMS And Grand Am

CHARLOTTE, N.C.

RAMBLING ROAD

We all remember our school days and those tests where we were asked to compare and contrast two differing situations.

On the third weekend in April, there was enough "comparing and contrasting" for everyone with the IRL running in Japan and the now-defunct Champ Car organization holding its swan song at Long Beach. Also, on that Southern California city's street was the American Le Mans Series playing before a packed house on Saturday, while slightly earlier in Mexico City the Grand Am's Rolex Sports Car tour did the same thing in front of a large and enthusiastic gathering of fans at the Mexican capitol's famed "in town" road course.

While I will let others comment on Danica Patrick's historic IRL triumph, the opportunity to make comparisons between the Rolex and ALMS championships seems quite appropriate, given that they both raced on the same day of the same weekend before similarly sized audiences.

Interestingly, the action, and there was plenty of that, was nearly identical among both ALMS and Rolex competitors with each race coming down to the final laps and an unknown outcome. Moreover, the talent level was likewise amazing whether it was Marc Goossens leading by inches over Scott Pruett and Ricardo Zonta in Mexico, or Marco



BILL OURSLER

Werner holding off the pack in California.

What fans of professional sports-car racing got to see thanks to the way the television schedules worked out, the Rolex being live on Saturday and the ALMS tape delayed on Sunday afternoon, was some of the best in road-course competition.

Ten years ago, we were all worried there wouldn't be any such motorsport to watch here in North America. Now, those fears have disappeared.

Clearly what happened Saturday was professional and entertaining. Just as clearly, though, one has to wonder if North America will continue to support two championships in an arena that traditionally has had only a single headlining show using similar equipment. The answer is probably yes, given the mission of each camp.

The Rolex title chase has curbed technology, while the ALMS has embraced it. Yet, both have a product that is anything but boring to watch.

Still, for fans, especially the traditionalists, there is a certain lack of zoom in the Grand Am camp that goes against the grain of creating "dreams" in the minds of the spectator audience.

On the other hand, the cost of competing at the top level of the ALMS has driven out all but a few privateers, leading to a situation where in the top LMP1 category, the third-place car was simply nowhere to be found among the first 10 overall finishers.

That is worrisome since the regulations for the ALMS are leased from the folks at Le Mans who have a very different viewpoint when it comes to the needs of the major manufacturers they want to attract and the desires of their fan base to be entertained for the money they paid to get through the gate. Already this year the ALMS has added 25 kilograms, or just under 54 pounds of extra weight to the LMP2 cars so that they won't overshadow their LMP1 brethren, with Le Mans officials demanding they add another 25 before the end of the current season — something that would truly destroy the ALMS's entertainment package.

They say that compromise is the end to all negotiations. Right now the ALMS needs to stand firm, while the Rolex tour needs to gain credibility. We've come a long way in 10 years, one suspects we still have some way to go yet. Meanwhile, we can enjoy the ride.



BRYAN RATZLAFF PHOTO

SWEET 17: Justin Grant came out on top of a three-way BCRA battle Saturday night at Kings Speedway in Hanford, Calif.

17-Year-Old Justin Grant Wins Three-Way Battle

HANFORD, Calif. — Seventeen-year-old Justin Grant emerged from a three-car battle for the lead to win Saturday night's Bay Cities Racing Ass'n midget feature at Kings Speedway.

Grant diced with Chris Rahe and pole-sitter Dallen McKenney through the first 21 laps before taking the lead on lap 22 and paced the final four

tours of the three-eighths-mile dirt track for his second-career BCRA triumph.

Rahe, who was the fast qualifier, finished second, with McKenney taking third.

Randi Pankratz and Bobby Boone rounded out the top five.

The finish:

Justin Grant, Chris Rahe, Dallen McKenney, Randi Pankratz, Bobby Boone, Kevin Morris, Matt Streeter, Scott Nail, Cole Peard, Nick Foster, Jr., Dave Stoltz, Mike Gehringer, Steve Roza.

Former SCCA Pro Racing Chief Dan Greenwood Passes Away

LONG BEACH, Calif. — Former SCCA Pro Racing President Dan Greenwood died Friday.

Greenwood served as president of SCCA Pro Racing from 1994-1998.

Prior to his time at SCCA Pro Racing, he was vice president of the Los Angeles Olympic Organizing Committee for the 1984 LA Olympic Games.

His motorsports career began after

the games, serving as president of Riverside Raceway for four years.

Following Riverside's closing, Greenwood was a sports marketing consultant for the 1990 Goodwill Games and the Paramount Pictures movie "Days of Thunder." He even had a cameo appearance in the Tony Scott-film as a reporter.

Following his departure from SCCA Pro Racing, he was the vice president of Pikes Peak Int'l Raceway.

Scrape Takes FSCA Opener

ALBANY, Ga. — The Florida Sprint Car Ass'n finally got its rain-delayed season under way Saturday with Lee Scrape taking the feature victory at Albany Motor Speedway.

Scrape held off several challenges

from Tommy Denton and survived a three-way battle with Denton and Brett Cole until Denton spun on the backstretch late in the race.

Denton returned from his 360-degree spin to get past Cole and finish second. Cole came home in third, ahead of Barry McCance and Otto Scrape.

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- Jan. 18-20 Motorsports Race Car Show 2008 • Atlantic City Convention Center • Atlantic City, NJ
- Feb. 23 Arena Racing • Cricket Arena • Charlotte, NC
- Feb. 29-March 2 Speedway Expo • The Big E • Springfield, MA
- March 15-16 Food City 500 • Bristol Motor Speedway • Bristol, TN
- April 13 Kentuckiana Ford Dealers ARCA 200 • Salem Speedway • Salem Indiana
- April 18 Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- April 20 Rich Vogler Classic • Winchester Speedway • Winchester, IN*
- May 4 ARCA/RE-MAX Series • Rockingham Speedway • Rockingham, NC
- May 9-10 SUPER CLEAN Diamond Nationals • Lucas Oil Speedway • Wheatland, MO
- May 16 NHRA O'Reilly Thunder Valley Nationals • Bristol Dragway • Bristol, TN
- May 17 NASCAR Sprint All-Star Challenge • Lowe's Motor Speedway • Concord, NC
- May 17 ARCA Lincoln Welders Truck Series • Toledo Speedway • Toledo, OH
- May 17-18 4th Annual ARCA Fan Festival • Toledo Speedway • Toledo, OH
- May 18 ARCA RE/MAX Series • Toledo Speedway • Toledo, OH
- May 23 World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 24-25 NASCAR • Lowe's Motor Speedway • Concord, NC
- May 30 Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI*
- June 4 Prelude to the Dream • Eldora Speedway • New Weston, OH
- June 6-7 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 22 Iowa Corn Indy 250 • Iowa Speedway • Newton, IA
- July 9 Brad Doty Classic • Limaland Motorsports Park • Lima, OH
- July 11 Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
- July 12 Kings Royal • Eldora Speedway • New Weston, OH
- July 18 Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
- July 19 NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
- July 19 NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
- July 24 Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN
- Aug. 4 Musco Lighting Front Row Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 5 Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 6-9 Knoxville Nationals • Knoxville Raceway • Knoxville, IA
- Aug. 15-16 Ron Schuman Classic* • Lakeside • Kansas City, KS
- Aug. 20 Craftsman Truck • Bristol Motor Speedway • Bristol, TN
- Aug. 22-23 NASCAR • Bristol Motor Speedway • Bristol, TN
- Aug. 29-30 WoO • Skagit Speedway • Alger, WA
- Oct. 8 Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Oct. 9-11 NASCAR Sprint Cup • Lowe's Motor Speedway • Concord, NC
- Oct. 12 Winchester 400 • Winchester Speedway • Winchester, IN*
- Oct. 17-19 IHRA • Rockingham Dragway • Rockingham, NC
- Oct. 30-Nov. 1 Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Nov. 1 Adam Petty Memorial All America CRA 400 • Music City Motorplex • Nashville, TN
- Dec. 26-27 Rumble in Ft. Wayne • Allen County Memorial Expo Center • Ft. Wayne, IN

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A weekly report of action from across America



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Old Dominion Speedway

Manassas, Va.
April 19, 2008
Late Model
1. Willard Lawrence
2. Ray Terzacq
3. David Polenz
Mini Modified
1. Mike Carte
2. Keith Riley
3. Steve Purks
UCAR
1. Billy Ingle
2. Jeff Beamer
3. Brian Fox

Winchester Speedway

Winchester, Va.
April 19, 2008
Late Model
1. Gerald Davis
2. Darryl Hills
3. Jason Covert
Pure Stock
1. James Gray, Jr.
2. Michael Carter
3. Eddie McClellan
Four Cylinder
1. Tommy Whitt
2. Allen Whitt, Jr.
3. Billy Sonner

Lernerville Speedway

Sarver, Pa.
April 16, 2008
Pro Late Model
1. David Lyon
2. Bump Headman
3. Bobby Powell

Lernerville Speedway

Sarver, Pa.
April 18, 2008
Super Late Model
1. Lynn Geisler
2. Alex Feree
3. Gary Lyle
Sprint Car
1. Ed Lynch, Jr.
2. Bob Felmele
3. Kevin Schaeffer
DIRTcar Modified
1. Kevin Bolland
2. Del Rougeux, Jr.
3. Tom Winkle
Street Stock
1. Joe Kelly
2. Bob Egley
3. Jason Fosnaught

Williams Grove Speedway

Mechanicsburg, Pa.
April 18, 2008
Sprint Car
1. Doug Esh
2. Brian Montieth
3. Jeff Shepard

Limited Sprint

1. Todd Rittenhouse, Jr.
2. Danny Massey
3. Cory Haas

Trail Way Speedway

Hanover, Pa.
April 18, 2008
Sprint
1. Billy Dietrich
2. Jeff Rohrbaugh
3. Randy Whisler
Thundercar
1. Ronnie Thomas
2. Kyle Martin
3. Sam Gallagher
Limited Stock
1. Wes McDaniel
2. Terry Hartlaub
3. Mark Reece

Mountain Speedway

St. Johns, Pa.
April 19, 2008
Modified
1. Daren Scherer
2. Earl Paules
3. Rich Zacharias
Super Stock
1. Ron Frees
2. Frank Reakes
3. John McCormack
Legends
1. Daren Scherer
2. Steven Stull
3. Rodger Coss
Micro Stock
1. Tom Ervin
2. Denny Hiddemen
3. Brian Baddock
Bandolero
1. Sandi Stull
2. Robert Vassiliatos
3. Brian Hawkins, Jr.

Allegany Co. Speedway

Cumberland, Md.
April 18, 2008
Late Model
1. Matt Sponaugle
2. Matt Emerick
3. Daniel Cormman
Street Stock
1. Randy Zechman
2. John Whitfield
3. Rick Wright
Hobby Stock
1. Marcus VanMeter
2. Steve Fadley
3. Joe Railey
Four-Cylinder Factory Stock
1. Ryan Peer
2. Brandon Powell
3. Dwain Rhodes
Eight-Cylinder Factory Stock
1. Jimmy Moreland
2. Jason Imes
3. James Mongan

Hagerstown Speedway

Hagerstown, Md.
April 19, 2008
Late Model
1. Gary Stuhler
2. Tommy Armel
3. Andy Anderson
Late Model Sportsman
1. Barry Miller
2. Brian Lessley
3. Andy Fries
Pure Stock
1. Dale Hollidge
2. Dean Holmes
3. Dave Stouffer, Jr.

Susquehanna Speedway Park

Newberrytown, Pa.
April 19, 2008
Late Model
1. John Moser, Jr.

2. Carl Graves
3. Carl Billet
Street Stock
1. Eric Walker
2. Dustin Hollinger
3. Joey Hoffer
Xtreme Stock Car
1. Donnie Broderick
2. Sam Rial
3. Matt Wampler
Four Cylinder Street Stock
1. Ronnie Buck
2. John Stoll, Jr.
3. Eric Hollenbach
Vintage Thundercar
1. Paul Bacchus
2. Fred Kickbaum
3. Jeff Gamble
Mini Van
1. Butch Richcreek
2. Daryl Sipe
3. Jason Anderson

Virginia Motor Speedway

Jamaica, Va.
April 19, 2008
Sportsman
1. Tim Shelton
2. Okey Synan, Jr.
3. Tony Wood
Sprint
1. Daren Bolac
2. Craig Folmar
3. Tom Humphries
Stock Car
1. Wayne Suite
2. Stephen Childress
3. Ryan Toole

Mercer Raceway Park

Mercer, Pa.
April 19, 2008
Sprint Car
1. Brian Ellenberger
2. Rod George
3. Arnie Kent
Modified
1. Gary Smoker
2. Frank Guidace
3. Eric Gabany
Late Model
1. Frank Guidace
2. Brian Booher
3. Ben Black
Mod Lite

1. Mikey Hay
2. Todd Canter
3. Dave Jones
Mini Stock
1. Chris Myers
2. Mike McConnell
3. Scott Gilliland

New Egypt Speedway

New Egypt, N.J.
April 20, 2008
Modified
1. Billy Pauch
2. Mike Iles
3. Keith Hoffman
Rookie Sportsman
1. Gabe Fox
2. Bobby Sandt, Jr.
3. Kevin Vadvacek
Sportsman
1. Willie Osmun
2. John McClelland
3. Clay Butler
Super Stock
1. Jason Bubeck
2. Bill Liedtka
3. Steve Davis
Sprint
1. Ed Hughes
2. John Romano, Jr.
3. Bryan Kuhl
Outlaw Stock
1. Rich Reider
2. Vern McLaughlin
3. Jeff Dirkes

Grandview Speedway

Bechtelsville, Pa.
April 20, 2008
Modified
1. Terry Meitzler
2. Jeff Strunk
3. Stewart Friesen
Late Model
1. Brian Shuey
2. Rick Todorow
3. Chuck Schutz

Mahoning Valley Speedway

Lehighton, Pa.
April 19, 2008
Modified
1. John Bennett
2. Bobby Jones
3. Todd Baer
Late Model
1. Mike VanFossen
2. Paul Koehler, Jr.
3. Todd Stehle
Street Stock
1. Justin Mooney
2. Bill Hunara
3. Mark Deysler
Pro4 Late Model
1. Chris Kuronya
2. Jason Bair
3. Dustin Bair
Factory Stock
1. Jason Frey
2. Brian Hughes
3. T.J. Gursky
Four Cylinder Stock

1. Ryan Campanella
2. Jon Smith
3. Gene Bowers
Super Modified
1. Mike Renn
2. Steve Renn
3. Mike Crispo

Selinsgrove Speedway

Selinsgrove, Pa.
April 19, 2008
Sprint
1. Mike Walter
2. Pat Cannon
3. Nyle Berkes
Late Model
1. Jeff Rine
2. Coleby Frye
3. Brett Schadel
Pro Stock
1. Troy Miller
2. Scott Landis
3. Peanut Heintzelman
Roadrunner
1. Keith Bissinger
2. Ray Rothfuss
3. Ricky Bender

Langley Speedway

Hampton, Va.
April 19, 2008
Late Model
1. Greg Edwards
2. Dean Shiflett
3. Jeff Shiflett
Grand Stock
1. Jamie Goode
2. Paul Lubno
3. Danny Harrell
Super Truck
1. Charlie Barclay
2. Brad Adams
3. Bill Wallace
UCARS
1. Robert Rusinyak
2. Matt Hockaday
3. Renno Marchetti IV
Winged Champ Kart
1. Robert Saunders
2. Spencer Saunders
3. Jeremy Grogg

Path Valley Speedway Park

Spring Run, Pa.
April 18, 2008
Sprint
1. Sean McAndrews
2. Steve Whary
3. Sean Good
Mini Stock
1. Ricky Harper
2. Frank Gordon
3. Kevin Thomas
Legends
1. Greg Burd
2. Lucas Montgomery
3. Robert Sobieski
Late Model
1. Tim Fedder
2. Steve Bailor
3. Eric Metzger
Thunder Car
1. Ken Lawrence, Jr.



TONI CARBONE PHOTO

GOOD GUIDACE: Shown here in his familiar modified, Frank Guidace became the first driver in Mercer Raceway Park history to win races in five different divisions with a late-model victory on Saturday night.

2. Terry Smith
3. John Rasp
600 Sprint
1. Tom Kohler
2. Mike Dickey
3. Jim Brookens

Heston Speedway

Hesston, Pa.
April 19, 2008
Late Model
1. Mike Shoemaker
2. Mike Duck
3. Tim Smith, Jr.
Sprint
1. Mark Watkins
2. Roger Irvine
3. Cliff Conner
Street Stock
1. Cris Edwards
2. Bill Henney
3. Chad Parks
Hobby Stock
1. Gary Morder
2. Jeff Shoemaker
3. Carl Snare

Mountain Speedway

St. Johns, Pa.
April 20, 2008
Modified
1. Matt Hirschman
2. Rusty Smith
3. Earl Paules
Late Model
1. Earl Paules
2. Mike Sweeney
3. Jim Lamoreaux
Street Stock
1. Chip Wanamaker
2. Scott Meckes
3. Brad Kline
Thriller
1. Scott Adams
3. Bill Price, Jr.
4-Cylinder 4-Wheel-Drive
1. Nikki Wachs
2. Jeff Biegley
3. Ken Kleppinger



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

I-96 Speedway

Lake Odessa, Mich.
April 19, 2008
UMP Mod
1. Mark Anderson
2. Zach Hanson
3. Todd Feutz
Hobby Stock

1. Dan Hersey
2. Ben Hidy
3. Ronald Wiers
Mini Sprint
1. J.R. Gould
Road Beater
1. Duane Nelson

Malden Speedway

Malden, Mo.
April 20, 2008
Late Model
1. Shawn Rayfield
2. Joey Mack
3. Billy James
Modified
1. Robby Arnold
2. Robert Powers
3. Ronnie Vernon
Hobby Stock
1. Johnny Houart
2. Kyle Berry
3. Chris Kelley
Pure Street
1. Jared Wagester
2. Barry Daniels, Jr.
3. Greg Casey
Economy Modified
1. Justin McBroom
2. Chuck Tilley
3. Charlie Riddell
Mini Stock
1. Gene Windham, Jr.
2. Jimmy Newsome
3. Michael McCain

Berlin Raceway

Marne, Mich.
April 19, 2008
Late Model
1. Tom Thomas
2. Brian Maxim
Super Stock
1. Brad Kline
2. Josh Slade
3. Bob Bliss
Sportsman
1. Terry Bockheim
2. Brian VanZalen
3. Allen Davis
Pro Stock
1. Brian Tillma
2. Weston Jewett
3. Justin Regnerus

La Crosse Fairgrounds Speedway

West Salem, Wis.
April 19, 2008
Late Model
1. Mike Carlson
2. Steve Carlson
3. J. Herbst
Sportsman
1. Jeremy Wagner
2. Troy Maier
3. Jimmy Gilster
Thunderstox
1. Jason Stark
2. Jason Bolster
3. Andy Moore

Shawano Speedway

Shawano, Wis.
April 19, 2008
Late Model
1. Nick Anvelink
2. Jake Redetzke
3. Gordie Seegert
Modified
1. Benji LaCrosse
2. Jared Seifert
3. Brian Mullen
Stock Car

Hornet
1. Jake Thompson
2. Loren Short
3. Ryan Shelton

Eldora Speedway

Rossburg, Ohio
April 19, 2008
Late Model
1. Brian Ruhlman
2. Casey Noonan
3. Tyler Boggs
Modified
1. Jon Henry
2. Brian Ruhlman
3. Doug Adkins
Stock Car
1. Bob Burch
2. Kevin Gossard
3. Earnie Woodard

Anderson Speedway

Anderson, Ind.
April 19, 2008
ARCA Truck
1. Steve Christman
2. Paul Hahn
3. Rob Jones
Sportsman
1. Tom Dager
2. Neal Richardson
3. Nick Lay
Figure-8
1. Michael Phipps
2. Robert Kelm
3. Andy Keller

Limaland Motorsports Park

Lima, Ohio
April 18, 2008
Sprint
1. Darren Long
2. Tim Allison
3. Mike Miller
Modified
1. Jon Henry
2. Tim Melvin
3. Steven Allman
Late Model
1. Ricky Bilderback
2. Jon Reynolds, Jr.
3. Jerry Gillie
Roadrunner
1. Joshua Lundy
2. Robert Roush
3. Terrance Robinson

Ponderosa Speedway

Junction City, Ky.
April 19, 2008
Late Model
1. Michael Chilton
2. Bobby Wolter, Jr.
3. Aaron Hutton
Pro Late Model
1. P.J. Feistrizer
2. Todd Coffman
3. Bryan Bernhardt
Modified
1. Josh Lucas
2. Timmy York
3. Tony Jackson
Sportsman
1. Terry Beckham II
2. Logan Whitis
3. Troy Scott

Kil-Kare Speedway

Xenia, Ohio
April 18, 2008
Late Model
1. Tim Allensworth
2. John Vallo
3. Justin Alsip
Sport Stock
1. Tom Williams
2. Justin Miller
3. Travis Diggs
Modified
1. Caleb Rescher
2. Bill Burba
3. Shawn Gray
Compact
1. Aaron Harshbarger
2. Tim Haerr
3. Amber Sites
Legends
1. Toby Alfrey
2. Tyler Nuckles
3. Bryan Nuckles
Bandolero
1. Casey Moore
2. Tyler Poe
3. Justin Campbell

Skyline Speedway

Stewart, Ohio
April 19, 2008
Sprint
1. Danny Smith
2. Nick Naber

3. Cole Duncan
Late Model
1. Chris Games
2. Freddie Carpenter
3. Larry Bond
Modified
1. Mark Dickson
2. Roy Roush
3. Kenny Johnson
Street Stock
1. Jeremy Blake
2. Steve Bigley
3. John Powell
Pure Stock
1. Danny Talbott
2. Brian Shaffer
3. Ryan Wilson
Four Cylinder
1. Tommy Adkins
2. Spike Rizer
3. Tim Christopher

Attica Raceway Park

Attica, Ohio
April 18, 2008
410 Sprints
1. Mike Linder
2. Daryn Pittman
3. Dale Blaney
305 Sprint
1. Cap Henry
2. Todd Heuerman
3. Stuart Brubaker
Late Model
1. Rusty Schlenk
2. Mike Bores
3. Ernie Haynes
Dirt Truck
1. Corey Ward
2. Brian Arnold
3. Steve Endicott

Macon Speedway

Macon, Ill.
April 19, 2008
Sportsman
1. Mike Pickering
2. Norm Wood
3. Jeff Graham
Hornet
1. Joe Reed
2. Bruce Dulgar
Late Model
1. Kyle Logue
2. Corey Daugherty
3. Kevin Weaver
Modified
1. Jeremy Nichol
2. Brad Crosby
3. Jim Lekot
Street Stock
1. Mike Pickering
2. Troy Dodson
3. Jim Quinn

Lebanon I-44 Speedway

Lebanon, Mo.
April 19, 2008
Late Model
1. Brad Looney
2. Brandon McCormick
3. Tony Jackson
USRA Modified
1. Terry Beckham II
2. David Holder
3. Bobby Williams
B-Modified
1. Josh Woody
2. Brian Monnahan
3. Kenny Carter
Factory Stock
1. Mark Bourey
2. Kevin Crider
3. Kris Jackson
Bomber
1. Joe Francis
2. Tim Jones
3. Patrick West
Rookie
1. Robert Dublin
2. Shorty Dublin

Lucas Oil Speedway

Wheatland, Mo.
April 19, 2008
Modified
1. Jeremy Payne
2. Terry Phillips
3. Eric Turner
305 Sprint
1. Bryan Grimes

Moler Raceway Park

Williamsburg, Ohio
April 18, 2008
Late Model
1. Robby Hensley
2. Josh Williams
3. Barry Doss
Modified
1. Brad Wieck

2. Josh Ferguson
3. Jason Jameson
- Pure Stock**
1. Derrick Davis
2. Ed Reynolds
3. Roger Ison
- Chevettes**
1. Brandon Elam
2. Miles Tarvin
3. Kevin Riggs
- Mini Sprint**
1. Hud Horton

Kalamazoo Speedway

- Kalamazoo, Mich.
April 19, 2008
- Late Model**
1. Andy Bozell
 2. Joe Bush
 3. Mike Brooks
- Pure Stock**
1. Butch Glass
 2. Greg Haines
 3. Lloyd Brooks
- Sportsman**
1. Brian VanZile
 2. Travis Hall
 3. Mike Shewchuck
- Modified**
1. Brian Bergakker
 2. Dan Frazier
 3. Brent Hook

Indianapolis Speedrome

- Indianapolis, Ind.
April 19, 2008
- Late Model**
1. Ben Tunny
 2. Jesse Tunny
 3. Casey White
- Stock Car**
1. Nick Moore
 2. Victor Rybolt
 3. Josh Carroll
- Hornet**
1. Chad Sizemore
 2. Jon Elkins, Jr.
 3. Shayne Catt
- Roadrunner**
1. Jeff Johnson
 2. Kevin Smith
 3. Brandon Dye
- Legends**
1. Jermie Johnson
 2. Sloan Henderson
 3. Spike Brickley
- Bandolero**
1. Angela Donahue
 2. Zac Carter
 3. Kyle Donahue



Altamont Motorsports Park

- Tracy, Calif.
April 19, 2008
- USAC Pavement**
1. Mike Maier
 2. Garrett Peterson
 3. Alex Bowman

Toyota Speedway

- Irwindale, Calif.
April 19, 2008
- Super Late Model**
- Feature No. 1
1. Nick Joanides
 2. Chris Johnson
 3. Davis Ross
- Feature No. 2
1. Nick Joanides
 2. Charles Price
 3. Dan Moore
- Super Stock**
1. Bryan Harrell
 2. Kenny Brown
 3. Greg Crutcher
- Legends**
1. Ryan Patridge
 2. Tom Landreth

3. Ryan Reed
- Figure Eight**
1. Steve Stewart
2. Billy Ziemann
3. Jay Henerson
- Bandolero**
1. Aaron Anderson
2. Andrew Porter
3. Aubree Porter

Marysville Raceway Park

- Marysville, Calif.
April 19, 2008
- Street Stock**
1. Jeff Olshowka
 2. Robert Mull
 3. Bill Knoop
- Winged Sprint**
1. Joe Bush
 2. Brent Dothage
 3. Cort Dozier
- Mini Stock**
1. Joel Giusti
 2. James Gillaspie
 3. Brent Hall
- Sprint**
1. Nick McColloch
 2. Tim McLaughlin
- Bomber**
1. Jeremy Hawes

Tucson Raceway Park

- Tucson, Ariz.
April 19, 2008
- Late Model**
1. Scott Rueschenberg
- Bandolero**
1. Greysen Weaver
 2. Michael Cionni
- Factory Stock**
1. Tom Mikla
 2. Ken Hunt
 3. Lee Elmer
- Sport Compact**
2. Jon Martinez
 3. Cindy Martinez

Silver Dollar Speedway

- Chico, Calif.
April 18, 2008
- Sprint**
1. Jonathan Allard
 2. Tyler Walker
 3. Kyle Hirst
- Wingless Sprint**
1. Jimmy Pettit
 2. Justin Funkhouser
 3. Taylor Simas

The Bullring @ Las Vegas Motor Speedway

- Las Vegas, Nev.
April 19, 2008
- Late Model**
1. Taylor Barton
 2. Scott Gafforini
 3. Jeff Connors
- Legends**
1. Karl Forman
 2. Dylan Kwasniewski
 3. Brandon Snow

Modified

1. Tim Richter
 2. Doug Hamm
 3. Scott Osborn
- Charger**
1. Mike Heck
 2. Vince Ruccci
 3. Tim Maserang
- Bomber**
1. Fred Harding
 2. Nick Walters
 3. Dan Nelson
- Bandolero**
1. Jonathan Eakin
 2. Jacob Tilton
 3. Christian Warren
- Bandolero Young Gun**
1. Jacksen Smith
 2. Patrick O'Hanley
 3. J.A., Jr.

Ventura Raceway

- Ventura, Calif.
April 19, 2008
- Sprint**
1. Troy Rutherford
 2. Brandon Thomas
 3. Greg Crutcher
- Senior Sprint**
1. John Richards
 2. Ron Bach

3. Rob Kershaw
- Sport Compact**
1. Joel Chavez
2. Randal Dougan
3. Joel Chavez, Jr.
- Junior Midget**
1. Charlie Butcher
2. David Perry, Jr.
3. Jake Swanson

Placerville Speedway

- Placerville, Calif.
April 19, 2008
- Sprint**
1. Colby Wiesz
 2. Andy Forsberg
 3. Scott Russell
- Wingless Sprint**
1. Korey Lovell
 2. Keith Bloom
 3. Taylor Simas
- Pure Stock**
1. Scotty Grunert
 2. Matt Tilford
 3. Tim Mack
- Pro Stock**
1. Dan Brown, Jr.
 2. Jeff Arbogast
 3. Dennis Ahart

Madera Speedway

- Madera, Calif.
April 19, 2008
- Late Model**
1. Joey Stearns
 2. Dave Byrd
 3. Kyle Gottula
- Limited Stock Car**
1. Brian Vosburg
 2. Howard Holden
 3. Roger Selsor
- Toyota Sedan**
1. Stan Hankins
 2. John McCollum, Jr.
 3. Randy Fleming, Sr.
- Hornet**
1. Miles Humphreys
 2. Jeff Dizney
 3. Dillon Jackson
- Baby Grand**
1. Jake Gomes
 2. Michael Ray
 3. Dillon Hutchison
- Mini Cup**
1. John Bowman
 2. Max Unterbach
 3. Brent Curran
- Spectator**
1. Dan White
 2. Rick Roberts, Sr.
 3. Elex McKinny

Orange Show Speedway

- San Bernadino, Calif.
April 20, 2008
- Late Model**
1. Austin Murphy
 2. Steve Smith
 3. Ryan Daniel



Cowtown Speedway

- Fort Worth, Texas
April 19, 2008
- Sprint**
1. George White
 2. Kolt Walker
 3. Kevin Ramey
- Modified**
1. Brian Suggs
 2. Troy Taylor
 3. Clyde Dunn, Jr.
- Wing Mini Sprint**
1. Jeb Sessums
 2. Sasha Sessums
 3. Tyler Russell
- Limited Modified**
1. Brian Ramey
 2. Brandon McElroy
 3. Triston Dycus

- Street Stock**
1. David Bonham
 2. Jason Smith
 3. Jacob Smith
- Bomber**
1. Randal Jordan
 2. Katie Lane
 3. Gary Smitherman
- Junior Bomber**
1. Chance Morris
 2. Trey Smitherman
 3. Brooke Smitherman

El Paso Speedway Park

- El Paso, Texas
April 18, 2008
- Street Stock**
1. Troy Wells
 2. Jerry Cline
 3. Frank Ray, Jr.
- Super Truck**
1. Austin Adams
 2. Walton Kyle, Jr.
 3. Brady Albersen
- Extreme Modified**
1. Rob Madrid
 2. Ralph Adams, Jr.
 3. Claude Linderman
- Sprint**
1. John Carney II
 2. Don Grable
 3. Royal Jones

Crawford Co. Speedway

- Van Buren, Ark.
April 19, 2008
- Modified**
1. Kevin Wilburn
 1. Brian Vosburg
 3. Shawn Pinkerton
- Pure Stock**
1. Remington Watson
 2. Miles Newman
 3. Hendry Hopkins
- Mini Stock**
1. Dustin Schmidt
 1. Tom Mikla
 2. Jeff Dizney
 3. Scott Glover
- Young Gun**
1. Dalton McKenzie
 2. Chris Belcher
 3. Devin Long
- Front Wheel Drive**
1. Brent Meadows
 2. Kyle Ross
 3. Jesse Garner
- Front Wheel Drive**
1. Jerry Ellison
 2. Jimmy Richesin
 3. Mike McMahon
- Grand National**
1. Chuck Smith
 2. Roger Pence
 3. Austin Sangster

Grand Prairie Speedway

- Grand Prairie, Texas
April 18, 2008
- Modified**
1. Jared Webb
 2. Jim Knight
 3. Randy Kirkland

Sport Modified

1. Tommy Davis, Sr.
 2. Benny Everhart
 3. Tommy Davis, Jr.
- Street Stock**
1. David Braddy
 2. Clint Fridley
 3. Robert Hill
- Bomber**
1. Chad Roden
 2. Brian Marusak
 3. Johnny Lowey

Heart O' Texas Speedway

- Elm Mott, Texas
April 18, 2008
- Modified**
1. Keith Green
 2. Pat McGuire
 3. Andrew Simmerman
- SportMod**
1. Keith White
 2. Brandon Stewart
 3. Keith Green
- Hobby Stock**
1. Ryan Ellis
 2. Shannon Dulock
 3. Jeremy Hendrix
- Street Stock**
1. David Khoury
 2. Jason Gaunt
 3. Tommy Kirkpatrick
- Pure Stock**
1. Melvin Kemp, Jr.
 2. Jeff Shepperd
 3. Timmy Kemp
- Cruiser**
1. Martin Quiram
 2. Jeremy Knight
 3. Justin Bailey

- Junior Mini Stock**
1. Amerin Ballebridge
 2. Jordan Kornegay
 3. Jacob Norris
- Winged Modified**
1. David Williams
 2. Nick Cooper
 3. Charlie Williams



Travelers Rest Speedway

- Travelers Rest, S.C.
April 19, 2008
- Young Guns**
1. Mack Norris
 2. Justin Barber
 3. Zeke Whitman
- Stock 4**
1. Kevin Kelly
 2. Matt Gilbert
 3. Darrell Gilbert
- Pure Stock**
1. Nick Adams
 2. Lawrence Wilder
 3. Cotee Clark

Orlando Speedworld

- Orlando, Fla.
April 18, 2008
- Extreme Modified**
1. Robbie Cooper
 2. Kurt Jett
 3. Wayne Jefferson
- Mini Stock**
1. R.J. Arone
 2. David Russell
 3. Pedie Allison
- Super Stock**
1. Matt Jarrett
 2. David Gould
 3. Bobby Riley
- Stock Enduro**
1. Bill Loomis
 3. Jason Kies

East Lincoln Speedway

- Denver, N.C.
April 19, 2008
- Grand Am Stock**
1. Mickey Anderson
 2. Tracy Tapley
 3. Jennifer Collins

Harris Speedway

- Rutherfordon, N.C.
April 19, 2008
- GM Performance LM**
1. Travis Blackwell
 2. Buddy Smith
 3. Jon Thornburg
- Limited Sportsman**
1. Michael Barbare
 2. Gabby Owens
 3. David Ayers
- Stock 8**
1. Timmy Smith
 2. Dale Chapman
 3. Dale Edmonds
- Renegade**
1. Lloyd Dean Burgess
 2. Greg Dimsdale
 3. Jonathan Nix

East Bay Raceway Park

- Gibsonon, Fla.
April 19, 2008
- Open-Wheel Mod**
1. Buzzie Reutimann
 2. Dale Kelley
 3. Scotty Williams
- Outlaw Four**
1. Jim Coursen
 2. Shane Burrows
 3. Jerry Bruce
- Four-Cylinder Bomber**
1. Colonel Miller
 2. George Christiansen
 3. Collin Kruse
- Late Model**
1. K.D. Kelley

- Late Model**
1. Terry Lumley
 2. Billy Godowns, Jr.
 3. Henry Carter
- Mini Stock**
1. Timmy Thompson
 2. Joey Schoen
 3. Tommy Hadden
- Pure Stock**
1. Kary Alexander
 2. Jason Floyd
 3. Dwayne Hart
- Super Street**
1. Robert Diekemper
 2. Mike Archer
 3. Ken Ricks
- Road Warrior**
1. Jared Peebles
 2. Terry Strange
 3. John Fleming

Citrus County Speedway

- Inverness, Fla.
April 19, 2008
- Wingless Sprint**
1. Duede Teate
 2. Troy DeCaire
 3. David Steele
- Sportsman**
1. Clint Foley
 2. Mike Veltman
 3. Tom Posavec
- Street Stock**
1. Jason Murphree
 2. Tim Alexander
 3. Tim Quick
- 4 Cylinder Bomber**
1. Brandon Watson
 2. Mike Ogren
 3. John DeGeorge

New Smyrna Speedway

- New Smyrna, Fla.
April 19, 2008
- Super LM**
1. Tim Russell
 2. Patrick Conrad
 3. Justin Drawdy
- Modified**
1. Kurt Jett
 2. Alan Bruns
 3. Don Keithley
- Sportsman**
1. Donald Williams
 2. Philip Luizzo
 3. Brett Woodley

Tri-State Speedway

- Pocola, Okla.
April 19, 2008
- Economy Mod**
1. Lance Robins
 2. Rodney Nobles
 3. George Martin
- Front-Wheel Drive**
1. Ronnie Palmer
 2. Raymond Bieker
 3. Cory Clark
- Mini Stock**
1. Brian White
 2. Randy Norris
 3. Jake Davis
- Modified**
1. William Gould
 2. Lonnie Robins
 3. Bill Dillard
- Road Runner**
1. Andrew Bohanan
 2. Dallas Bourland
 3. Ty Evans
- Super Stock**
1. Eric Beshoner
 2. Chuck Knight
 3. Bobby Marez

Columbia Motorsports Park

- Lake City, Fla.
April 19, 2008
- Super LM**
1. Don Hale
 2. Jason Garver
 3. Nevin Gainey
- Sportsman**
1. Jeff Prescott
 2. Charlie Seroki
 3. Brad Fiene
- Pure Stock**
1. Wesley Keller
 2. John Roling
 3. Willard Driggers
- Hornet**
1. Stephen Jeffers
 2. Wesley Daugherty
 3. Danny Brickert
- V8 Bomber**
1. A.C. Morrow
 2. Eric Hoffman
 3. Shawn DeSotle
- Queen Bee Hornet**
1. Patty Dingsu
 2. Judy Daugherty
 3. Jessica Shipp

Orlando Speedworld

- Orlando, Fla.
April 19, 2008
- Legends**
1. Kory Abbott
 2. Gerald White, Jr.
 3. Tony Sansom
- Pro Challenge**
1. J.L. Snowden
 2. Paul White
 3. Ryan Rust
- Pro Challenge**
1. Jarrett Snowden

2. J.L. Snowden
3. Ryan Rust
- Bandolero**
1. Shawn Hooven
2. Gritter Saile
3. Jake Perkins
- Young Gun**
1. Donovan Ponder
2. Mark Hooven
3. Zach Harris
- Hurricane**
1. Mark Walls
2. Brian Cosier
3. Devon Cuddy



Lakeside Speedway

- Kansas City, Kan.
April 20, 2008
- Factory Stock**
1. Mike Taylor
 2. Terry Schmidt
 3. Buzz Kaster
- Grand National**
1. Nic Bidinger
 2. Brad Dibben
 3. Tim Shields
- Modified**
1. Chad Lyle
 2. Kerry Davis
 3. Tim Karrick

Tri-State Speedway

- Pocola, Okla.
April 19, 2008
- Economy Mod**
1. Lance Robins
 2. Rodney Nobles
 3. George Martin
- Front-Wheel Drive**
1. Ronnie Palmer
 2. Raymond Bieker
 3. Cory Clark
- Mini Stock**
1. Brian White
 2. Randy Norris
 3. Jake Davis
- Modified**
1. William Gould
 2. Lonnie Robins
 3. Bill Dillard
- Road Runner**
1. Andrew Bohanan
 2. Dallas Bourland
 3. Ty Evans
- Super Stock**
1. Eric Beshoner
 2. Chuck Knight
 3. Bobby Marez

Magic Valley Speedway

- Twin Hills, Idaho
April 19, 2008
- Late Model**
1. Tom Hill
 2. Thane Alderman
 3. Steve Jones

Creek County Speedway

- Kellyville, Okla.
April 19, 2008
- Sprint Car**
1. Jamie Passmore
 2. Matt Sherrell
 3. Travis Jenkins

Mid-Nebraska Speedway

- Doniphan, Neb.
April 19, 2008
- Hornet**
1. Jarrett Snowden

1. Jason Ummel
2. Ben Hobbs
3. David Dembowski
- obby Stock**
1. Jarred Hackler
2. Kyle Bond
3. Jim Buss
- Modified**
1. Scott Blessing
2. John Huffman
3. Kyle Prauner

McCook Speedway

- McCook, Neb.
April 18, 2008
- Modified**
1. Nick Tubbs
 2. Jay Steffens
 3. Jeremy Frenier
- Stock Car**
1. Mikey Dancer
 2. Dave Plowman
 3. Zach Shultz
- Hobby Stock**
1. Jim Buss
 2. Aaron Koch
 3. Cody DeWester
- Classic Mod**
1. Max Pollmann
 2. Matt Matson
 3. Alex Pollmann
- Mini Truck**
1. Dalton Dolan
 2. Royal Fisher
 3. Mitch Hamilton
- SportMod**
1. Devin Allen
 2. Duke Ebert

Outlaw Motor Speedway

- Wainwright, Okla.
April 18, 2008
- Hobby Stock**
1. Justin Shoemaker
 2. Kerney Weaver
 3. Jay Arnold
- Economy Modified**
1. Jake Kelley
 2. Mike Northup
 3. Dennis Slader
- Pure Stock**
1. Brandt Levassuer
 2. Jason Ward
 3. Darien Austin
- Modified**
1. Joe Duval
 2. William Gould
- Sprint**
1. Kenneth Walker
 2. Jamie Passmore
 3. Mike Goodman



Can-Am Motorsports Park

- Lafargeville, N.Y.
April 19, 2008
- Pro Stock**
1. Louie Jackson
 2. Denis Gauvreau
 3. Pete Stefanski

Brewerton Speedway

- Brewerton, N.Y.
April 18, 2008
- Modified**
1. Billy Decker
 2. Alan Johnson
 3. Matt Sheppard
- IMCA**
1. Dale Casewell
 2. Rob Keller

3. Kevan Cook
- Mod Lite**
1. Lowell Zehr
2. Dave Trytek
3. Tim Devendorf
- Four-Cylinder Super Stock**
1. Claude Hutchinson, Jr.
2. Chuck Powalcyk
3. Glen Erwin
- Four-Cylinder Enduro**
1. Jon Shumway
2. Josh Herbert
3. Jerry Herbert

Utica-Rome Speedway

- Vernon, N.Y.
April 20, 2008
- Sportsman**
1. Mike Button
 2. Brad Alger
 3. Tim Nye
- Pro Stock**
1. Bret Belden
 2. Bill Knapp
 3. Dave Moyer
- Street Stock**
1. Russ Marsden
 2. Dave Mannise
 3. Ron Hawker

Waterford Speedbowl

- Waterford, Conn.
April 19, 2008
- Modified**
1. Jon Janovic, Jr.
 2. Jeff Paul
 3. Tyler Chadwick
- Late Model**
1. Ron Thomas, Jr.
 2. Marc Curtis, Jr.
 3. Ron Yuhas, Jr.
- Sportsman**
1. Jack Aquilina
 2. Jim Procaccini
 3. Chris Douton
- Mini Stock**
1. Randy Churchill, Jr.
 2. Ken Cassidy, Jr.
 3. Lou Bellisle

Lebanon Valley Speedway

- West Lebanon, N.Y.
April 19, 2008
- Modified**
1. Andy Bachetti
 2. Mark Flach, Jr.
 3. Hector Stratton
- Pro Stock**
1. Jay Corbin
 2. Nick Hill
 3. Robbie Speed
- Limited Pro Stock**
1. George Miles, Jr.
 2. Jerry Helms, Sr.
 3. Scott Kilmer

Black Rock Speedway

- Dundee, N.Y.
April 18, 2008
- 358 Mod**
1. Tim

Moyer Mr. Smooth In Sarver

SARVER, Pa. — Billy Moyer didn't take long to get back on track. After seeing his three-race World of Outlaws Late Model Series winning streak snapped four days earlier, the short-track legend from Batesville, Ark., roared back into the tour's limelight with a convincing victory in the 50-lap Showdown in Sarvertown at Lernerville Speedway April 15.

WOO LMS

The 50-year-old Moyer, who started third, overtook pole-sitter Shane Clanton for the lead on lap four and never looked back. He raced virtually unchallenged to his fourth victory in six WoO LMS events this season, erasing memories of his rare loss on April 11 at Virginia Motor Speedway.

"We all know that you can't win them all," said Moyer, thinking back to his 17th-place VMS run that was dulled by a blown left-rear tire as he battled for the lead. "We had a tire problem (at Virginia Motor Speedway), but I don't know if I'd have beat (eventual winner Jeremy Miller) anyway because he did a heck-uva job."

"We just chalked it up as one of



MIKE GBUR/JMS PRO PHOTO

SMOOTH CONTROL: Billy Moyer powers through turns three and four April 15 at Lernerville Speedway.

those nights, then went back to work and tweaked on the car a little more before coming here. We just keep making some small changes, playing with the whole chassis part of it, and keep getting it a little bit better.

"I think for the condition here tonight," he added, "it felt pretty good."

There's no doubt that Moyer's Banner Valley Hauling-sponsored Victory Circle M1 Chassis looked

good on the four-tenths-mile oval, which opened its 2008 season with the mid-week WoO LMS event. He pulled away following restarts on laps 21, 33 and 34 and handled late-race lapped traffic with ease en route to a victory margin of 1.663 seconds over Clanton, whose runner-up finish in the RSD Enterprises Rocket was his season-best on the WoO LMS.

Chub Frank marched forward from

the 10th starting spot to place third, while defending series champion Steve Francis and Rick Eckert rounded out the top five.

Moyer pocketed \$10,150 for the victory, his 10th overall of the season.

The finish:

Billy Moyer, Shane Clanton, Chub Frank, Steve Francis, Rick Eckert, Darrell Lanigan, Josh Richards, Brian Shirley, Mike Balzano, Jeep Van Wormer, Vic Coffey, Clint Smith, Dave Hess, Jr., Mike Knight, Matt Lux, Shannon Babb, John Blankenship, Doug Horton, Gary Lyle, Danny Johnson, Alex Ferree, Tim Fuller, David Scott, Joe Isabell, Davey Johnson, Billy Decker.

Dragway Work Reroutes Track's Pit Areas

By Mike Kerchner and Sheena Baker

CONCORD, N.C. — There was construction all around The Dirt Track @ Lowe's Motor Speedway, but it did little to hamper the third running of the Circle K Colossal 100 dirt-late-model event Friday and Saturday night.

WOO LMS NOTES

The original dirt track pit area is now gone and is part of the under-construction drag strip on the LMS property. With the drag strip rising tall behind the third and fourth turns of the four-tenths-mile oval, a new pit area to house the competitors that there is not room for on the dirt track property, was located on the opposite side of an access road off the backstretch.

While the pit area does not provide competitors there a bird's eye view of the track, neither did the original pit area that has now been consumed by the drag strip. With a new access road running between turns three and four and the drag strip, late-model teams had an easy route into the pit area despite the congestion and construction.

■ Two-time defending Colossal winner **Scott Bloomquist** was a late arrival, showing up only 20 minutes prior to Friday night's hot-lap session. Bloomquist struggled all weekend and was eventually eliminated from the 100-lap feature in a multi-car accident.

■ An early evening rain shower delayed Saturday night's program by nearly two hours, and more than likely contributed to the carnage in the feature, which saw 16 yellow flags and one red and took nearly 90

minutes to complete.



JOE SECKA/JMS PRO PHOTO

ROOM TO VIEW: Fans watch the Circle K Colossal 100 from turn two Saturday at The Dirt Track @ Lowe's Motor Speedway.

minutes to complete.

■ The Bloomquist Mafia, which swept the top three finishing positions in the 2007 Colossal, brought eight cars to LMS this year, with Bloomquist and fellow drivers **Chris Madden**, **Jimmy Owens**, **Eric Jacobsen**, **Brady Smith**, **Shanon Buckingham**, **Dale McDowell** and **John Blankenship** all steering Bloomquist chassis late models. Madden was the best finisher, taking second at Saturday night's checkered flag. All eight cars pitted side by side in the turn-one pit area.

■ The 24 drivers that qualified through Friday night's heat races drew for starting positions in the Colossal, with **Steve Francis** the lucky driver to select the pole. Francis led all 100 laps en route to the \$50,000 payday.

■ Estimated at around 10,000, Saturday night's crowd was the largest in the three runnings of the Colossal.

■ **Chub Frank** was uninjured when his late model hooked the cushion and flipped against the turn-four fence during Saturday night's feature.

■ **Billy Moyer** set a track record for late models at The Dirt Track. Moyer lapped the four-tenths-mile oval in 14.672 seconds. The previous record, 14.905, was set by **Steve Shaver** during last year's World of Outlaws World Finals.

■ **Shannon Babb** was guaranteed an 11th-place starting position in the Circle K Colossal 100 thanks to his victory in October's World of Outlaws Late Model event at The Dirt Track. Babb got as high as second during the feature, but was unable to get around Francis and came home in sixth.

■ "The Ice Man" **Jimmy Mars** had the chance to make a sweep of events at Speedway Motorsports, Inc.-owned facilities Saturday night. Mars has victories at Bristol Motor Speedway, The Dirt Track @ Texas Motor Speedway and The Dirt Track @ Las Vegas Motor Speedway. It was not to be, though, as Mars finished 32nd after completing only 15 laps of the 100-lap feature.

■ The series will run a topless event for the first time during its next visit to The Dirt Track for the Oct. 8 Armour Vienna Sausage Showdown.

DIRTcar Racing Heading West

CONCORD, N.C. — The largest sanctioning body for dirt-track racing in the United States established a DIRTcar Racing base for the western region of the country in Southern California under the direction of experienced motorsports manager and developer **Chris Morgan**.

DIRTCAR

Like UMP

DIRTcar Racing in the Midwest and DIRTcar Racing Northeast, DIRTcar Racing Western Region brings significant benefits to member competitors and track operators, from insurance to point funds.

"We recognize the passion of racing fans in the western region of the country, and while we are a national company we realize that solidifying weekly and grassroots racing creates benefits for competitors and fans," World Racing Group President Tom Deery said. "The time has come for us to bring that to the West Coast, where dirt-racing fans are some of the most passionate in the country."

"I'm excited to represent the World Racing Group and DIRTcar Racing in the western United States," said Chris Morgan, who's managed a diverse set of motorsports programs for NASCAR and USAC as well as facilities including Irwindale Speedway. "I have seen the many benefits of DIRTcar Racing's programs for promoters and racers in the Midwestern and Eastern sections of the country. This program will replicate these successes and bring this proven formula to our racing partners across the West."

COLOSSAL: Francis Claims Third-Annual Circle K Colossal 100

CONTINUED FROM PAGE 2

scariest of the race for me because I was watching the fuel-pressure gauge rather than what I should've been watching at that point," Francis said.

"The motor was running lean at the end of the straightaway. It would start to slow down, so as soon as I felt that, I'd roll off the gas and let it coast into the corner."

Francis's fears were unfounded, though, as he easily took the checkered flag ahead of Madden. However, he doubted the car had enough fuel to make it from victory lane on the front stretch to his hauler in the pits.

Josh Richards followed Francis and Madden across the line in third, while Jimmy Owens and Dale McDowell completed the top five.

The summary:

Fast Time: Billy Moyer, 14.672 seconds (69 cars).
First Heat (10 laps): Billy Moyer, Jackie Boggs, Earl Pearson, Jr., Steve Lucas, Mike Marlar, Jonathan Davenport, Sean Beardsley, Mike Duval, Luke Roffers.

Second Heat (10 laps): Dan Schlieper, Tim McCreadie, Steve Francis, Rick Eckert, John Blankenship, Ricky Elliott, Jeff Smith, Joe Isabell, Chris Knight.

Third Heat (10 laps): Jeep Van Wormer, Jimmy Mars, Bob Gordon, Cody Sommer, Ed Gibbons, Donnie Moran, Stacy Holmes, Mark Pettyjohn, Ronny Lee Hollingsworth.

Fourth Heat (10 laps): Steve Shaver, Ray Cook, Dale McDowell, Shanon Buckingham, Dennis Franklin, B.J. McCammon, Rob McLaughlin, April Farmer, Brent Robinson.

Fifth Heat (10 laps): Josh Richards, Chris Madden, Darrell Lanigan, Shannon Babb, Damon Eller, Doug Horton, Shane Clanton, Jordan Bland, G.R. Smith.

Sixth Heat (10 laps): Chub Frank, Scott Bloomquist, Eddie Carrier, Jr., Brady Smith, Al Shawver, Jr., Jill George, Brian Shirley, Clint Smith.

Seventh Heat (10 laps): Jimmy Owens, Ricky Weeks, Randall Chupp, Eric Jacobsen, Tim Allen, Danny Johnson, Brad Neat, Vic Coffey.

Eighth Heat (10 laps): John Gill, Jeremy Miller, Brian Birkhofer, Tim Fuller, Chuck Harper, Norman Short, Jr., Jason Dupont, Dean Bowen.
First B Feature (25 laps): B. Smith, Blankenship, Horton, Franklin, Lucas, Bowen, Shawver, Robinson, Holmes, Short, Roffers, Fuller, Farmer, C. Smith, Sommer, Elliott, Clanton, Babb, Harper, Beardsley, Johnson, Neat, Isabell, Hollingsworth, Dupont.

Second B Feature (25 laps): Eckert, Marlar, Coffey, J. Smith, McCammon, Eller, Bland, Pettyjohn, Buckingham, Knight, McLaughlin, Gibbons, George, Davenport, Allen, G.R. Smith, Jacobsen, Shirley, Moran, Duval.

Circle K Colossal 100 (100 laps): Francis, Madden, Richards, Owens, McDowell, Babb, McCreadie, Blankenship, Carrier, Weeks, Van Wormer, Gordon, Lanigan, Eckert, Horton, Bloomquist, Pearson, Cook, B. Smith, Franklin, Moyer, Coffey, Marlar, Moran, Boggs, Chupp, Miller, Frank, J. Smith, Schlieper, C. Smith, Mars, Gill, Shaver, Birkhofer, G.R. Smith.



HHP/HAROLD HINSON PHOTO

ON TOP: Steve Francis waves to the crowd after leading wire to wire in Saturday's Circle K Colossal 100 at The Dirt Track @ Lowe's Motor Speedway.



KATHY BOND/USAR PHOTO

BOLD MOVE: Danny Abold (6) leads Benny Gordon during the Hooters Pro Cup Series Sears Auto Center Northern Division Miller Lite 250 Saturday at South Boston (Va.) Speedway.

Abold Outlasts Gordon, Rain

SOUTH BOSTON, Va. —The only person hoping for rain in the Miller Lite 250 at South Boston Speedway was Danny Abold.

On lap 161, Mother Nature granted his wish in the Sears Auto Center Northern Division opener Saturday night.

HOOTERS

Abold was one of the few drivers that elected not to come to pit road early in the race, and when the skies opened for good around 11:30 p.m., Abold picked up his first Hooters Pro Cup Series victory.

“There are three things you’ve got to have in racing. You gotta have luck, experience and hard work,” said Abold, driver of the No. 6n U-Pull U-Save Chevrolet. “I got the luck tonight, my crew chief (Keith Hinkein) has all the experience in the world, and all my crew guys put in the hard work to put me where I was when the rain came.”

But as the rain was closing in, so was Benny Gordon.

After starting from the pole, Gordon pitted on lap 17 and gave the lead to Abold, who started ninth in the 32-car field. But Gordon quickly charged back to the front, trying feverously to retake the lead before the rain came. Gordon ducked under Abold several times, but the three-time Northern Division champ couldn’t make it past before the caution waved for persistent showers just before the halfway mark.

“I was too patient with [Abold] because I knew he still had to pit,” said Gordon, driver of the No. 66n Samuel Metals Ford. “I made a couple of moves on him, but he didn’t give me any room. I figured when he had to pit that I would get the lead and take off.”

At the time, Gordon didn’t realize his last chance had passed. On lap 160, the bottom dropped out and halted the Miller Lite 250 on lap 161, giving Abold his long-awaited first victory.

And Abold didn’t care that it came

before the scheduled distance was reached.

“We’ll take them any way we can get them,” he said.

Abold wasn’t the only feel-good story of the night. Rookie Mikey Kile, driver of the No. 65 VisVisa Energy Drink Chevrolet, started third and finished third to take home Miller Lite Rookie of the Race honors. Mike Hampton and Jay Fogleman rounded out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Danny Abold, Chevrolet, 161, \$11,000; 2. Benny Gordon, Ford, 161, \$8,200; 3. Mike Kile, Chevrolet, 161, \$6,800; 4. Mike Hampton, Ford, 161, \$4,700; 5. Jay Fogleman, Ford, 161, \$4,400; 6. Derrick Kelley, Ford, 161, \$2,800; 7. Brandon Ward, Ford, 161, \$3,600; 8. Derek Kale, Chevrolet, 161, \$2,800; 9. Gary St. Amant, Chevrolet, 161, \$3,800; 10. Tim Baine, Jr., Ford, 161, \$2,700; 11. Sam Fullone, Chevrolet, 161, \$2,500; 12. A.J. Frank, Chevrolet, 161, \$2,000; 13. Beau Slocumb, Chevrolet, 161, \$1,900; 14. Travis Miller, Chevrolet, 161, \$2,200; 15. Jeff Agnew, Ford, 161, \$2,200; 16. Allen Purkhiser, Ford, 161, \$1,600; 17. Brett Butler, Ford, 161, \$1,600; 18. Tim Kerr, Ford, 161, \$1,600; 19. Brad Sams, Chevrolet, 161, \$1,600; 20. Ronnie Saunders, Chevrolet, 161, \$1,600; 21. Matt Lofton, Chevrolet, 161, \$1,400; 22. Ray Love, Jr., Chevrolet, 161, \$1,400; 23. Danny Jackson, Chevrolet, 160, \$1,800; 24. Joe Harrison, Jr., Chevrolet, 160, \$1,400; 25. Toby Porter, Chevrolet, 158, \$1,400; 26. Matt Merrell, Chevrolet, 156, \$1,200; 27. Tyler Young, Chevrolet, 156, \$1,600; 28. Drew Herring, Ford, 102, \$1,200; 29. Vince Fanello, Chevrolet, 97, \$1,200; 30. Mart Nesbitt, Ford, 96, \$1,200; 31. Bobby Gill, Ford, 43, \$1,200; 32. Frank Deiny, Jr., Chevrolet, 39, \$1,200.

Wheeler Gets Wish, NASCAR Test Session At Lowe’s

CONCORD, N.C. — Lowe’s Motor Speedway General Manager **H.A. “Humpty” Wheeler** asked for a special NASCAR Sprint Cup Series test at his 1.5-mile superspeedway and he got one. NASCAR has scheduled a May 5-6 test in advance of the May 17 Sprint All-Star Race and the May 25 Coca-Cola 600.

“I appreciate NASCAR being proactive and attempting to improve the

NASCAR NOTES

racing on the intermediate tracks,” Wheeler said. “It’s become obvious that something needs to be done immediately to help these teams. Hopefully, the additional track time will provide them the opportunity to find some things that will help when they come back two weeks later. We want the fans to see the best racing of the season when they come to Charlotte.”

Texas Motor Speedway President **Eddie Gossage** had lobbied for a test prior to the April race at TMS. A test was not granted and the event at the 1.5-mile track was one of the most forgettable NASCAR races in years.

“Although I am disappointed that NASCAR did not react in time for a test session we proposed prior to the Samsung 500 at Texas Motor Speedway, I have to applaud them for finally listening to the teams and the tracks about this growing situation. I am hopeful that the additional testing

will give teams a better handle on the set-ups and ultimately lead to a better quality of racing for the fans,” Gossage said.

■ **Haas CNC Racing** announced **Ken Schrader** will drive the No. 70 Haas CNC Racing Chevrolet at Talladega Superspeedway.

“I’m definitely very excited about the opportunity to drive for Haas CNC Racing,” Schrader said. “It is a younger team that is going through the growing process, but yet has all of the elements in place.

“The team has an outstanding relationship with Hendrick Motorsports, and we know they have a proven engine program. We certainly don’t have to second guess the equipment.”

■ **Bill Davis Racing** is suing Rockford-Montgomery Labs, producers of 360 OTC, for back payment on the company’s sponsorship of the team last season. In the suit filed in North Carolina Superior Court, BDR alleges the company paid only \$25,000 of the \$14 million it was contracted to pay for sponsorships in the Sprint Cup Series and the Craftsman Truck Series.

■ In an effort to enhance its NASCAR Sprint Cup testing program, Penske Racing has hired **David Stremme** as a test driver. Stremme will

participate in Penske Racing’s comprehensive testing program in an effort to accelerate the understanding of the new NASCAR Sprint Cup Series Dodge Charger that made its full-season debut in 2008.

“It’s a rare opportunity to have someone of David’s caliber to work with **Kurt (Busch)**, **Ryan (Newman)** and **Sam (Hornish, Jr.)** to help us improve our NASCAR Sprint Cup program,” said **Tim Cindric**, president, Penske Performance, Inc. “David raced the new car and understands what it takes to compete at the highest levels.”

■ **Chip Ganassi Racing** with **Felix Sabates** crew chiefs **Donnie Wingo** and **Jimmy Elledge** will change roles, with Wingo assuming duties on the No. 41 Dodge driven by **Reed Sorenson** and Elledge on the No. 42 Dodge driven by **Juan Pablo Montoya**, respectively.

“I really feel that these changes can be instrumental in moving Chip Ganassi Racing with Felix Sabates to the next level,” Ganassi said. “I have a lot of respect for both Donnie and Jimmy and the jobs that they do, and they both agree that this move can be very beneficial to the entire organization. I have said all along that I believe us to be a championship organization and that Felix and I will do whatever we can to make us better. This is toward that end.”



HHP/HAROLD HINSON PHOTO

FINAL TOUCH: Jimmy Means makes an adjustment to the No. 52 Chevrolet at Phoenix Int’l Raceway.

MEANS: ‘Smut’ Still Involved In NASCAR

CONTINUED FROM PAGE 2

Nashville before moving up to Cup competition.

“Like a lot of people back then, we didn’t have the necessary financial backing to get one of NASCAR’s top rides and it just kept getting harder and harder for us the longer we went.”

A lot of people kept wondering what Jimmy Means might have done in a better ride than his No. 52 independent Means Racing Pontiac.

Finally, toward the end of his Cup driving career, Rick Hendrick gave Means an opportunity in his No. 25 Chevrolet. It was something a lot of people looked forward to.

At the time, Hendrick was only running the car part-time, waiting to see what happened to the ailing Tim Richmond.

The late Harry Hyde was still the crew chief for the No. 25 at the time, without sponsorship.

“We qualified fifth for that race,” said Means. “Then, right off, we got into a wreck and that was it. That was my big opportunity and I failed.

“But it gave me an opportunity to work with Harry Hyde and he was a heckuva man. He told you like it was and never pulled any punches.

“I wish I could have driven more races for Harry.”

The dream of many to see what would happen to an independent in a big-time car ended without fanfare.

In 1988, it looked like Means might pull out of things when he got some sponsorship help from Eureka Vacuum Cleaners. He finished 30th in points that season. Means pursued additional financial backing in ’89, but it didn’t work out.

Eventually, Means had to quit driving and go to work as a mechanic for Bud Moore’s No. 15 Ford team, located in Spartanburg, S.C., not too far from Means’s Forest City home.

That didn’t last much longer either, as Moore lost his sponsorships and had to shut his doors, selling off the equipment and the shop of one of NASCAR’s original Cup teams.

Means came up through the hobby and sportsman ranks in Alabama and Tennessee.

And he never forgot his upbringing. He was a little upset about the fact that he never made it into the Alabama Gang.

“I called it the Hueytown Gang, not the Alabama Gang because that’s where they all were from — Bobby Allison, Donnie Allison, Red Farmer, Neil Bonnett — all from Hueytown.

“I wasn’t in the gang, so to speak, but they knew I was there, and they knew I belonged.

“Neil and I were awful close and when he got killed (at Daytona Int’l Speedway), that was enough for me. I decided it was time for me to do something else.”

The driving career for the man nicknamed “Smut” was coming to an end. The nickname came about in 1969.

Fooling around with engines on a race car, Means was intrigued with late engine builder Henry “Smokey” Yunick.

“I was always walking around, citing something about engines that ‘Smokey’ might have said,” said Means. “A friend of mine heard me one day and said, ‘You’ll never be a ‘Smokey,’ but I guess you could be a ‘Smut.’”

“Well, Bobby Allison got wind of the ‘Smut’ bit, and when I moved up to Cup, he made sure it stayed with me, and it’s been here ever since.”

Like a handful of other Cup drivers at the time, Means totaled more than \$1 million in career earnings without winning a single race.

“It’s just not as much fun as it used to be,” said Jimmy “Smut” Means.

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NEXT WEEK!

Racer's Son Finds Himself In Another Kind Of Race As Indiana House Election Nears

BROWNSBURG, IND.

He has racing in his blood, but public policy is what makes Zach Rice tick.

The 28-year-old son of racing legend Larry Rice never had the desire to climb into a race car, but today he finds himself in different kind of race. In his first bid for public office, young Rice is running for the Indiana House of Representatives — District 40, which includes the vibrant motorsports-rich communities of Brownsburg and Avon.

Like a racer, Rice is doing it the hard way: He's going against the local Republican organization, because it instead backs another candidate. Over the past month Rice has created lots of ripples with his candidacy because he sounds a message that is resonating across America: It's time to end the cronyism of organized political parties, and it's time for someone to speak up on behalf of frustrated taxpayers.

"Politics is actually very rough, and very nasty," said the impeccably friendly, smiling Rice. He bears a strong resemblance to his father, and he shares his gentle, affable personality. "I've learned a lot over the past month, but the more I learn the more determined I am that it's time for change in this country."

Rice grew up in pit areas across the Midwest, playing with other racing kids while their fathers fought it out on the race track. Although his older brother, Robbie, has been racing sprint cars nearly his entire adult life, Zach never had much interest.

"I guess it just never caught on with me," he laughs. "I was always interested in other things, and once I got into college I kind of found my niche in studying public policy. Eventually, I got my Masters degree, and by that time I was fascinated with how government works, or actually, how it doesn't work."

"I started learning more about how tax money is spent, and to be honest, I got angry. There is so much waste at the local level, particularly here

in Indiana, and when you look around you realize there is nobody speaking up on behalf of the taxpayer.

"I thought about running for office for a while, and was kind of undecided. But then I heard the incumbent for this office in a speech say that our property taxes were not high because of government inefficiency."

"Now, in Indiana our property tax levy has gone up 189 percent since 1998, and if you can look at that statistic and not see that we have a government that's simply out of control in

how they operate with our money, well, I don't think you understand reality. So I kind of got fired up and decided that I want to speak up and try to make a difference."

The local Republican party had already thrown its support to the incumbent. The last thing GOP members wanted was for a fellow Republican to run against "their" candidate. Were they unhappy with Rice's decision to enter the race anyway? "Unhappy? Oh, they made that pretty clear," Rice chuckles.

It has been said that money is the fuel of every racing team; well, money is equally important in running for public office. Rice started from zero, going up against an incumbent who has far more

AMERICAN SCENE



DAVE ARGABRIGHT

"Politics is nasty, really nasty. I don't like that part, but you have to get out there and fight because that's the only way things can change... I think maybe we're on the brink of something big and good. Voter sentiment is very high right now, because people are truly fed up with how much they pay in taxes."

ZACH RICE

money and all the party support. But maybe some of the famous racing blood courses through his veins after all. Instead of crying about the situation, Rice did what every hard-nosed racer would do: He decided he would outwork his opponent.

It doesn't cost money to go door-to-door throughout his district. It doesn't cost money to shake hands at church socials and soccer games. It isn't very glamorous, and it means a lot of elbow grease and hours, but if that's what it takes to win...

District 40 is home to a significant number of racing teams and motorsports-related businesses, as Indiana has done a good job of creating a dynamic motorsports industry. But Rice insists that local government has a long way to go in the area of creating a business-friendly atmosphere.

"We have to be more aggressive with helping businesses grow, because we need the jobs," he says. "I know of one gentleman who is trying to build a very significant operation in our district, but for two years local officials have jacked him around with this or that, just little niggling things. Right now he is very frustrated."

"The problem is, there is no accountability with local officials. That is a significant issue, because we have to

make it easier to start and grow a business, without the government throwing up so much red tape. It's really just a matter of common sense."

Rice is tired right now — it's nearly 8:30 on a Sunday night and he's been knocking on doors since noon — but his conviction is clearly greater than his fatigue. His words are impassioned as he vows to devote his energies to looking after the interests of the people, and curb a wasteful government that clearly cannot continue to grow at this rate.

There is probably nothing that we Americans are more jaded about than our politicians. They promise to represent us, but as soon as they're in office they look out only for themselves, and the next election. But this kid is so enthusiastic and believes so strongly in his cause, it's easy to get caught up in the excitement that maybe — just maybe — somebody can come along every now and then to restore our faith in the system.

His big date is May 6, when Indiana holds their primary. If he wins the Republican nomination, he's almost a lock in November because his district is overwhelmingly Republican. Win or lose, though, Rice has obviously found his calling.

"Politics is nasty, really nasty. I don't like that part, but you have to get out there and fight because that's the only way things can change."

"I have learned so much, just going door-to-door. I can honestly say that not one person has been mean to me. And you can't believe how upset people are at this point. I think maybe we're on the brink of something big and good. Voter sentiment is very high right now, because people are truly fed up with how much they pay in taxes."

"Until everybody paying taxes realizes that until you stand up and do something, nothing will change, the taxes will continue to increase and government will never get smaller. It won't happen by itself, we have to speak up and change it ourselves. The time has come."

Lucky 13: Litton Has Rough Ride To Victory Lane

MAGNOLIA, Miss. — When pole-sitter Kenny Merchant pulled away at the outset of the O'Reilly Auto Parts Southern United Professional Racing event at Pike County Speedway, Rob Litton was content to

finish second on a night when rough track conditions caused by heavy rains plagued late-model competitors.

"Kenny Merchant had it won," said

Litton. "He was gone and we weren't even trying to catch him. We were just trying to take care of our stuff."

But when engine problems knocked Merchant out of the 30-lap feature on lap 19, Litton suddenly found himself in the lead and in a tussle with Dwight Falcon through the late stages. Falcon took control on lap 21 when Litton caught a rut on a restart, but Litton worked his way back out front on the 26th lap and went on to a

victory worth \$2,500, the 13th of Litton's SUPR career and his first since Sept. 8 at Houston (Texas) Raceway Park.

Ray Moore finished third, while Corie Herberger and Duke Whiseant rounded out the top five.

The finish:

Rob Litton, Dwight Falcon, Ray Moore, Corie Herberger, Duke Whiseant, Ryan Plaisance, Jeff Chanler, Kevin Sitton, Allen Tippen, Nicholas Brown, Kenny Merchant, Marlon Wild, Patrick Daniel, Donald Watson, Ricky Idom, Jason Polite, Rusty Cummings, Kyle Cummings, Ronny Adams, James Ward, Robbie Stuart, Waylon Morris.

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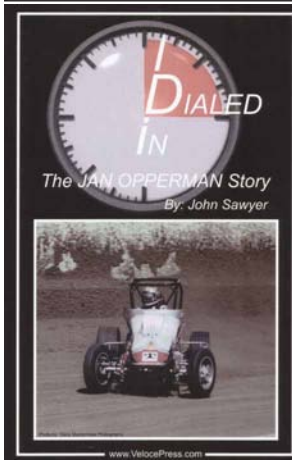
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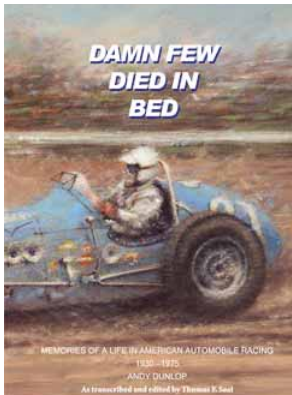
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NSSN THE FINAL LAP



GRAND AM PHOTO
APPROVED: The Grand Am Rolex Series gets a thumbs up Saturday during the Mexico City 250.



MARV KELLER PHOTO
POWER PLAY: Will Power (left) celebrates his victory in Sunday's Toyota Grand Prix of Long Beach, the series finale for the Champ Car World Series. (Right) Scott Bloomquist (0) and Chub Frank battle for track position during a heat race Friday night at The Dirt Track @ Lowe's Motor Speedway.



HHP/HAROLD HINSON PHOTO



GINNY HEITHAUS PHOTO

DIGGIN' DEEP: Dustin Morgan hooks his sprint car around Gas City (Ind.) I-69 Speedway Friday night.



HEIN BROTHERS PHOTO

HANG TIME: Getting his left front up in the air, Keith Barbara twists his chassis during the April 15 World of Outlaws Late Model Series event at Lernerville Speedway in Pennsylvania.

ECONOMAKI: IMS President Stops At NSSN Headquarters

CONTINUED FROM PAGE 4

experienced professional drivers. The teenagers had to be accompanied by a parent or guardian for collective learning reasons.

Watching TV showing driver **Kyle Petty** in action on the track, and then hearing him describe his day, we'd say Kyle talks faster than he drives.

Hey collectors: I have 36 back issues of *Vintage Oval Magazine* stacked up ready to toss, but held up feeling someone might want them. You can have them for the shipping cost, about \$25 or so, I'd guess. Interested? E-mail me at Eldermaki@Hyperband.com, include phone number.

Too much mouth. Owner-driver **Robby Gordon's** negative comments on the cancellation of the most-recent Dakar Rally so upset Vanguard Integrity Professionals, one of his sponsors, that they told him to remove all their logos from his cars and return the \$1.5 million sponsorship fee paid him. Vanguard, a software security company, is now suing Gordon in U.S. District Court in California seeking return of this money. Vanguard's deal with Gordon for the rally sponsorship covered three years through January 2010 for out-of-U.S. sponsorship, but this year's event was canceled the day before its scheduled Jan. 5 start due to terrorist threats. Gordon disputed the threats, saying at least some of the rally should have been held.

NASCAR team owner **Richard Childress** has long received plaudits for the cars he places in competition. Now, Childress is collecting honors for the quality of his four-year-old winery, thanks to its recent listing as one of the top 25 wine-tasting rooms in this country. It is in Lexington,

N.C., in the heart of the young Yadkin Valley wine-growing area. Want to taste? Call **Kathleen Watson** (336) 236-9463 ext. 304. Tell her you read about it in *Speed Sport*.

A posh benefit breakfast — costing \$100 to aid the needy — will be held at 9 a.m. May 22 at the Andretti-Green Racing Center in Indianapolis. Proceeds (\$80 of the cost is tax deductible) go to Kids Against Hunger, a world-wide benefit organization. Guests will be briefed on the organization and assist in packaging meals for export. AGR team drivers are invited. Details at (610) 365-0500.

And driver **Tony Stewart**, who now owns the classy Eldora Speedway in western Ohio, says he hopes the fourth running of the track's Prelude to the Dream late model stock car race featuring top-line NASCAR drivers on June 4 raises \$1 million for the Victory Junction Gang camp. It is to be on HBO Pay Per View at \$24.95. Last year's round generated \$800,000 for the Petty-founded camp for children with life-threatening diseases.

Junior Johnson, long retired as a driver and team owner, is still at it business wise. The 76-year-old Johnson is busier than ever selling **Frank Fries**, a deep-fried foot-long hot dog slices in the size and shape of a French-fried potato. They come from a company the ex-driver co-owns, Yadkin Valley Foods of Winston-Salem, N.C. Junior has struck a deal with the Lowe's Speedway concessionaire Levy Restaurants to have his new product among the food offerings at the Coca-Cola 600 over the Memorial Day weekend.

From The NSSN Staff

Joie Chitwood may be the only speedway president in the world whose formal training began as a stint as the "Human Battering Ram." During a stop at NSSN's North Carolina office April 12, the grandson of racing Hall of Famer and celebrated stuntman Joie Chitwood tipped that one of his first racing jobs was to be strapped

to the hood of a car while his dad or uncle drove it through a burning wall as part of the legendary Joie Chitwood Thrill Shows pioneered by his grandfather, who was known during his racing days as The Chief. Now, president of Indianapolis Motor Speedway, the third-generation Chitwood oversees a staff of 350 full-time employees that includes a self-supporting trash removal, food service and art department. Chitwood estimates that on race day, the speedway staff grows to more than 8,000 part-time employees. Chitwood said there is no question that the unification of open-wheel racing has helped ticket sales for the Indianapolis 500. He explained that every fan who bought a ticket at IMS since 1998, but was not a current ticket holder, received a letter co-written by IRL team owner **Roger Penske** and Champ Car team owner **Paul Newman** asking them to return to the speedway. According to Chitwood, the response was tremendous.

Speedway Motorsports, Inc. and International Speedway Corp. are suing one another over the radio rights for the NASCAR events at New Hampshire Motor Speedway. ISC's Motor Racing Network has a contract with the New Hampshire facility, which was sold to SMI by the Bahre family last fall. SMI believes that contract is not enforceable because of the sale, and would ideally like to see the event aired on its Performance Racing Network. The PRN suit was filed in New Hampshire, where no court date has been set. Meanwhile the MRN paperwork was filed in Florida, with a preliminary hearing set this week in Orlando.

Longtime USAC sprint-car owner **Donald Watson** died April 16 after a long illness. He was 67. Donald and his late father, **George "Shorty" Watson**, campaigned their No. 79 Leffler sprinter all over the Midwest during the 1960s and '70s using drivers including **Tim Richmond**, **Clark Templeton**, **Butch Wilkerson** and **Bob Kinser**.

FORUM: Disagreeing With Ye Ed Regarding Foreign Drivers

CONTINUED FROM PAGE 4

George knows, without its roots, the grass doesn't grow. There is nothing wrong with the foreign drivers — many of them are very good. However, it's a shame when good drivers from local tracks don't have the opportunity to race Indy cars because they lack financial backing. Whatever happened to the true sportsman owners who gave young drivers a chance? Lastly, what's up with Forsythe? He needs to release Paul Tracy and let him race. Indy needs a villain.

Ralph Hagman
Oak Harbor, Ohio

Of Tangled Webs

What tangled webs people weave. First, New York Governor Spitzer, now Max Mosley. I wonder if that was one of the perks of his job?

Tony George should have offered or arranged for a car to be available for Paul Tracy. He's always an exciting driver and gets press, good or bad. If he and Danica had a good race at the front, it would probably get more press than who won.

Also, the IRL needs to get its press corps beefed up so the race results and complete story get on all the sports pages. Some good stories on the drivers would also help.

Mike Rudderham
Griffin, Ga.

The Last Mile

Over the past 12 years, my wife and I have been to more than 70 Indy races at 18 different tracks.

We decided we would go to Milwaukee this year, worried this might be our last chance to do so since attendance is so weak. Upon receiving my ticket package, I figured out why nobody goes.

You pay to park, and you are not to bring food or drinks of any kind into the track.

At every track I have been to, I'll bring in a snack and drinks, but we will buy food and t-shirts. We spend money.

I'm here to tell you, I will not spend a dime inside their track. I guess I'm not the only one to say they will never go back.

Mike Kiemeyer
Greenfield, Ind.

Foreign Flap

I have to disagree with Chris on his views on why foreign drivers dominate "open-wheel racing", and why our race-car drivers go to NASCAR.

First of all, other than Australia or New Zealand, there are no foreign drivers driving open-wheel speedway race cars. Indy cars are European road-race cars and have been for the last 45 years, including the engines.

While the owners may be Americans, their interests are in European racing, not speedway racing, so they predictably hire foreign drivers who drive those type of cars.

As for the need for "patrons," our culture doesn't work that way. We don't have a privileged class society here (yet). We all earn our own way. In professional speedway racing, the owner hires a driver to win money from the purse, not his dowry. There is a subtle but distinct difference between patrons and sponsors. Over here, business sponsors support the owners' car, rarely the driver.

Unless Indy gets back to affordable front-engine speedway race cars, it is unlikely we will ever see a 60-to-90-car entry list or professional U.S. drivers there in May — with or without "patrons."

Dick Lee
Seattle, Wash.

Enough Of Danica

Danica Patrick, please! After reading the article in the April 2 issue of *NSSN*, where she is whining about the new driver/car weight requirement to even things out between the drivers, I decided I have had enough of "Poor Little Danica."

Anyone who knows anything about racing knows how much the weight of the vehicle affects its performance. A prime example regarding the same issue was a few seasons ago in Champ Car with Cristiano da Matta, a male driver of the same stature as Danica, who was forced to add weight to his car, and this did not seem to affect his performance whatsoever.

Instead of wasting energy on throwing her helmet, whining and posing for photo shoots, maybe she should direct her energy toward actually learning to drive a race car. She stated the guys have an unfair physical advantage over her. Bottom line: If she feels that she cannot physically compete with the other drivers, maybe she should get out from behind the wheel and pursue a modeling career.

J. Petty
Powell, Ohio

Brian Ruhlman Rules Eldora Late-Model Run

ROSSBURG, Ohio — Brian Ruhlman wasn't perfect at Eldora Speedway on Saturday night, but he came pretty close in winning the 25-lap American Late Model Series feature.

ALMS LM

Ruhlman, a regular competitor in modifieds at Eldora with more than 30 feature victories in various divisions, battled with young Tyler Boggs and Matt Miller early in the race. Miller dropped out while leading with mechanical problems.

Using the high groove much of the race, Ruhlman noticed the crew members of second-running Tyler Boggs motion their driver to use the bottom part of the race track. Ruhlman took the hint, dropping to the low line.

Casey Noonan took second with Boggs finishing third, Rusty Schlenk in fourth and Steve Casebolt fifth.

The finish:
Brian Ruhlman, Casey Noonan, Tyler Boggs, Rusty Schlenk, Steve Casebolt, Ben Akdins, Rick DeLong, Jerry Bowersock, Wayne Maffett, Jr., John Mason, Chuck Hummer, Scott James, Kris Patterson, Matt Miller, Hillard Miller, Ronnie Perrine, Jr., Wayne Chinn, Ky Harper, Duane Chamberlain, Randy Woodling, Rusty Seaver, Aaron Scott.



JIM MORRISON PHOTO

ELDORA ACE: Brian Ruhlman won Saturday's American Late Model Series feature at Ohio's Eldora Speedway.

CLAYTON:

Bruce Litton Has Taught And Learned A Few Lessons

CONTINUED FROM PAGE 4

Carol, was at that race — one of the few she has attended because she usually stays back in Indianapolis to run the Litton family business of building custom trailers.

That was nine years ago, and Litton finally returned this past weekend with a title in front of his name and as the man to beat in IHRA Top Fuel competition. He made it to the finals before losing to hot rookie Spencer Massey, who won for the second time in as many races this season.

If anything, Massey, who qualified for his Top Fuel license just six days before previous weekend's Amalie Oil Texas Nationals in San Antonio, has used his debut to announce his

presence as a contender for Litton's title.

But Litton expects everyone's best shot.

"I think there's pressure you put on yourself, and people will come and get after you more," Litton said. "We just have to run our race... We know we're going to win some, and we're going to lose some."

So it is for Litton — and any driver, really — winning some, losing some.

Litton's had his share of both in a career that has been far from the overnight sensation Massey appears to be.

Sometimes you have to wait for the good things, the great things, while you endure the tougher times.

Sometimes it's 30 minutes. Sometimes it's 30 years.

That's only part of the lesson learned — and taught. Class dismissed.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



Alex Barron - Beck/Curb/
Agajanian Indy Car
Entered in 2008 Indianapolis 500
2007 - Top 15 Indianapolis 500



Joey Saldana - 12 Victories
2007 Runner-up World of
Outlaws Championship



Brad Coleman
2008 Baker/Curb Nationwide Series



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING



TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE



COWBOY CRUSH



LEANN RIMES

Sprint Cup

1. Jeff Burton	1,215
2. Kyle Busch	1,135
3. Dale Earnhardt, Jr.	1,129
4. Jimmie Johnson	1,116
5. Kevin Harvick	1,112
6. Denny Hamlin	1,078
7. Tony Stewart	1,078
8. Clint Bowyer	1,044
9. Carl Edwards	1,041
10. Greg Biffle	1,039
11. Kasey Kahne	929
12. Ryan Newman	915
13. Jeff Gordon	907
14. Martin Truex, Jr.	897
15. Matt Kenseth	869
16. Kurt Busch	857
17. Juan Pablo Montoya	854
18. David Ragan	834
19. Brian Vickers	834
20. Bobby Labonte	834

Nationwide

1. Clint Bowyer	1,339
2. Carl Edwards	1,330
3. Kyle Busch	1,273
4. David Reutimann	1,195
5. David Ragan	1,165
6. Brad Keselowski	1,153
7. Mike Bliss	1,136
8. Jason Leffler	1,062
9. Mike Wallace	1,039
10. Kelly Bires	996

IndyCar Series

1. Helio Castroneves	112
2. Scott Dixon	100
3. Danica Patrick	98
4. Tony Kanaan	89
5. Will Power	87
6. Dan Wheldon	85
7. Enrique Bernoldi	74
8. Oriol Servia	74
9. Graham Rahal	70
9. Ed Carpenter	70

Indy Lights

1. Richard Antinucci	122
2. Raphael Matos	96
3. Dillon Battistini	91
4. J.R. Hildebrand	90
5. Ana Beatriz	75
6. Arie Luyendyk, Jr.	68
7. Brent Sherman	65
8. Chris Festa	64
8. Sean Guthrie	64
8. Andrew Prendeville	64
8. Juan Manuel Polar	64

Formula One

1. Kimi Raikkonen	19
2. Nick Heidfeld	16
3. Lewis Hamilton	14
3. Robert Kubica	14
3. Heikki Kovalainen	14
6. Felipe Massa	10

7. Jarno Trulli	8
8. Nico Rosberg	7
9. Fernando Alonso	6
10. Mark Webber	4

WoO Sprints

1. Craig Dollansky	893
2. Jason Meyers	876
3. Donny Schatz	857
4. Joey Saldana	825
5. Kerry Madsen	782
6. Terry McCarl	774
7. Steve Kinser	767
8. Tim Shaffer	762
9. Chad Kamenah	747
10. Jason Sides	746

WoO LM

1. Billy Moyer	860
2. Josh Richards	834
3. Steve Francis	830
4. Rick Eckert	820
5. Chub Frank	804
5. Darrell Lanigan	804
7. Shannon Babb	782
8. Clint Smith	768
9. Shane Clanton	764
10. John Blankenship	718

Craftsman Truck

1. Kyle Busch	645
2. Todd Bodine	610
3. Ron Hornaday	580
4. Dennis Setzer	578
5. Rick Crawford	576
6. Matt Crafton	539
7. David Starr	534
8. Erik Darnell	527
9. Johnny Benson	501
10. Terry Cook	499

USAC Midgets

1. Cole Whitt	178
1. Tracy Hines	178
3. Darren Hagen	139
4. Bobby East	135
5. Brad Sweet	132
6. Kody Swanson	124
7. Jerry Coons, Jr.	113
8. Dave Darland	112
9. Brad Kuhn	109
10. Chad Boat	107

NHRA Top Fuel

1. Tony Schumacher	415
2. Larry Dixon	380
3. Antron Brown	373
4. Cory McClenathan	328
5. Brandon Bernstein	288
6. Hillary Will	251
7. Rod Fuller	244
8. Dave Grubnic	232
9. Doug Herbert	226
10. Doug Kalitta	221

NHRA Funny Car

1. Ashley Force	326
2. Tim Wilkerson	321
3. Cruz Pedregon	294
4. Robert Hight	290
5. Tony Pedregon	285
6. Jack Beckman	280
7. Gary Densham	260
8. John Force	229
9. Del Worsham	219
10. Ron Capps	204

NHRA Pro Stock

1. Jeg Coughlin	392
1. Jason Line	392
3. Greg Anderson	375
4. Kurt Johnson	342
5. Allen Johnson	317
6. V. Gaines	282
7. Warren Johnson	275
8. Mike Edwards	245
9. Greg Stanfield	244
10. Justin Humphreys	200

NHRA Pro Motorcycle

1. Matt Guidera	212
2. Matt Smith	195
3. Andrew Hines	171
4. Chip Ellis	151
5. Eddie Krawiec	111
6. Angelle Sampey	105
7. Angie McBride	85
8. Hector Arana	84
8. Chris Rivas	84
10. Karen Stoffer	67

Whelen S. Mod

1. L.W. Miller	506
2. Ronnie Silk	470
3. Brian Loftin	457
4. Frank Fleming	441
5. Jason Myers	433
6. Brian King	419
7. Tim Brown	418
8. Burt Myers	408
9. Andy Seuss	404
10. George Brunnhoelzl	363

NASCAR West

1. Mike David	496
2. Eric Holmes	479
3. Austin Cameron	416
4. Jeff Jefferson	416
5. Moses Smith	416
6. Jeff Barkshire	415
7. David Mayhew	408
8. Jason Bowles	404
9. Brett Thompson	395
10. Jason Patison	395

ARCA RE/MAX

1. Justin Allgaier	680
2. Frank Kimmel	635
3. Matt Carter	615
4. John Wes Townley	540

USAC Silver Crown

1. Jerry Coons, Jr.	60
1. Bud Kaeding	60
3. Ricky Stenhouse, Jr.	54
4. Shane Cottle	51
5. Tracy Hines	48
6. Mat Neely	45
7. Levi Jones	42
8. Brian Tyler	39
9. Dave Darland	36
10. Darren Hagen	33

USAC-CRA Sprints

1. Cory Kruseman	492
2. Mike Spencer	450
3. Blake Miller	410
4. Garrett Hansen	381
5. Danny Sheridan	367
6. Tyler Brown	354
7. Levi Jones	350
8. Jesse Hockett	292
9. Nic Faas	284
10. Josh Ford	259

ASCot Sprints

1. Gary Wright	853
2. Wayne Johnson	813
3. Jason Johnson	795
4. Jason Sides	756
5. Garry Lee Maier	721
6. Zach Chappell	717
7. Travis Rilal	678
8. Eric Baldaccini	659
9. Don Droud, Jr.	624
10. Jack Dover	613

USAC National Sprint Car Series

1. Shane Cottle	67
2. Levi Jones	63
3. Dustin Morgan	62
4. Brad Sweet	59
5. Scotty Weir	53
6. Dave Darland	48
7. Jon Stanbrough	47
8. Robert Ballou	44
9. Cole Whitt	43
10. Jerry Coons, Jr.	39

Lucas Oil LM

1. Earl Pearson, Jr.	1,210
2. Terry Casey	1,205
3. Steve Casebolt	1,160
4. Bart Hartman	1,120
5. Justin Rattliff	1,115
6. Donnie Moran	1,065
7. Dan Schlieper	1,010
8. Scott James	995

NeSmith Dirt LM

1. Chip Brindle	314
2. Jeff Fields	306
3. Chris Tays	284
4. Larry Boutwell	280
5. Jay Blair	274
6. Ted Lackey	270
7. Jason Hiett	254
8. Matthew Turner	246
9. Scott Knowles	244
10. Hunter Peacock	212

Mid-Atlantic LM

1. Shane Clanton	300
2. Billy Decker	295
3. Tim Fuller	290
4. Mike Balzano	285
5. Jeremy Miller	280
6. Gary Stuhler	275
7. Shannon Babb	270
8. Jason Covert	265
9. Rick Eckert	260
10. Ricky Elliott	255

ASCS Canyon

1. Jeremy Sherman	730
2. Charles Davis, Jr.	692
3. Nathan High	686
4. Jeremy Reagles	680
5. Thomas Ogle	656
6. Josh Pelkey	654
7. Mike Martin	652
8. R.J. Johnson	646
9. Mike Leslie	602
10. Andrew Reinbold	599

ASCS Gulf South

1. Chris Sweeney	688
2. Gary Watson	680
2. Greg Rilal	680
4. Channin Tankersley	650
5. Jimmy Brooks	611
6. Travis Elliott	607
7. Ray Allen Kulhanek	604
8. Tommy Bryant	599
9. Brandon Corn	594
10. Brandon Berryman	590

ASCS Coastal

1. Don Young	282
2. Lane Whittington	246
3. Kenny Adams	150
3. Channin Tankersley	150
5. Chris Sweeney	146
5. Terry Gray	146
7. Greg Rilal	144
7. Matt Tiffany	144
9. Travis Elliott	142
10. Todd Fayard	140

USAC W. Sprint

1. Tanner Swanson	120
2. Nick Rescino, Jr.	118

URC Sprint

1. Curt Michael	250
2. Dave Ely	241
3. Mark Bitner	204
4. Chris Coyle	201
5. Robbie Stillwaggon	199
6. Kyle Purks	195
7. Randy West	189
8. Brian Seidel	182
9. Ed Aikin	181
10. Joey Biasi	178

USAC W. Midgets

1. Nic Faas	155
2. Scott Pierovich	148
3. C.J. Sama	131
4. Paul Zimmerly	121
5. Robby Josett	114
6. Brad Kuhn	95
7. Josh Ford	92
8. Garrett Hansen	87
9. Ernie Bartley III	78
10. Darren Hagen	72

NASCAR East

1. Peyton Sellers	185
2. Austin Dillon	180
3. Marc Davis	165
4. Ben Stancill	160
5. Eddie MacDonald	155
6. Ricky Carmichael	150
7. Jody Lavender	146
8. Jamie Hayes	142
9. Steve Park	138
10. Trevor Bayne	134

Hooters North

1. Dan Abold	175
2. Benny Gordon	150
3. Mikey Kile	140
4. Mike Hampton	135
5. Jay Fogleman	130
6. Derrick Kelley	125
7. Brandon Ward	121
8. Derek Kale	117
9. Tim Baaney, Jr.	114
10. Gary St. Amant	113

GSC Sprint Cars

1. Jonathan Allard	565
2. Mike Henry	532
3. Brent Kaeding	519
4. Tyler Walker	511
5. Bud Kaeding	510
6. Evan Suggs	497
7. Jason Statter	445
8. Tim Kaeding	423
9. Brent Bjork	389