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SINCE 1934



NATIONAL SPEED SPORT NEWS

Are You Ready For
 The 91st Indy 500?

NSSN's Memorial Day Section

PAGE MD-1



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\$3



Happy Go Lucky

*Harvick Makes Bold Move
 To Take All-Star Challenge*



NEXTEL CUP

PAGES 3, 32-33

MILLION-DOLLAR MOVE: Kevin Harvick celebrates in victory lane after winning Saturday's Nextel All-Star Challenge. (At right) Harvick holds off Jimmie Johnson in the final segment.

Two For The King & Two For The Champ

WORLD OF
 OUTLAWS

PAGES 36-37



DAVID E. HEITHAUS PHOTO

HE'S IN: Rookie Phil Geibler easily made the field for the 91st Indianapolis 500 Sunday with a four-lap average at 219.637 miles per hour.

Rookie Bumps Kite From Indy 500 Field

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Jimmy Kite knew he was going to get bumped out of the Indianapolis 500 lineup Sunday after his qualification attempt on Saturday, but was confident he could still make the race on Bump Day.

Kite, however, didn't think his car would go slower on the final day of qualifications than it did on Saturday, and that left the five-time Indy 500 starter out of the race.

Kite had qualified on Saturday with a four-lap average at 214.528 miles per hour. There was one spot remaining in the 33-car starting lineup on Sunday, and that was filled by Richie Hearn, who put together a four-lap

average of 219.860 mph.

Rookie Phil Geibler, who overcame a crash on the final lap of his qualification attempt on Saturday, was able to make a one-day comeback. After his Playa del Racing team put his car back together, he easily made the field with a four-lap average at 219.637 mph.

That's when it became unusual as Roberto Moreno withdrew his Saturday speed of 216.229 mph to make another qualification attempt.

While some questioned that strategy as a huge risk, it ended up being a brilliant move.

Moreno solidified his place in the starting lineup with a four-lap average of 220.299 mph. That put Marty Roth on The Bubble with a four-lap

BUMP: CONTINUED ON PAGE 34

Nine More Drivers Qualify For 91st Indianapolis 500

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — There was one spot remaining in the starting lineup for next Sunday's 91st Indianapolis 500 after nine more cars qualified Saturday at the Indianapolis Motor Speedway.

Al Unser, Jr. made the race in Saturday's qualifications with a four-lap average of 220.876 miles per hour and will start inside the ninth row in

25th position.

Unser was able to qualify for his 19th Indy 500.

"The run was pretty good, but I'm a tenth (of a second) slower than what I ran last Sunday for the four-lap average," Unser said. "The conditions were a little bit worse today. Turn one is a little bit loose and then in turn two, the way the wind was blowing, it's washing the front end out. The last lap let it loose and opened it up and ran a good lap, so I was happy."

QUALIFY: CONTINUED ON PAGE 34



600 RACING PHOTO

LOWE'S LEGEND: George "Cotton" Spry sits in his No. 16 awaiting Legends action.

For Spry, Racing Is About Having 'A Big Time'

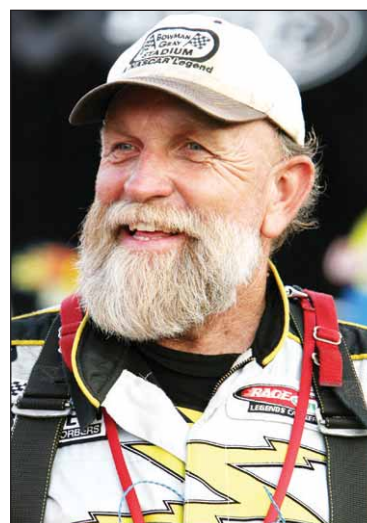
CONCORD, N.C. — The smell of gasoline and tires permeates the air on a crisp April evening in rural North Carolina. The sound of revving engines and crews tinkering with their cars drifts to spectators turning off the highway onto an obscure gravel road that twists and turns past Concord Motorsport Park.

Hidden beyond the half-mile tri-oval is a tiny quarter-mile paved oval that pales in comparison to its sister track. It's here that George "Cotton" Spry finds his relaxation.

Spry, 53, competes in the Masters Legends division, a class for drivers over 40 years of age. He has captured five national championships since joining the series in the mid-90s, but for Spry the most important aspect of racing is enjoying himself.

"I didn't get in this thing for the money," Spry says. "I got into it to have fun."

Spry got his start in racing in the mid-70s when he teamed up with his



600 RACING PHOTO

MASTER FORM: George "Cotton" Spry competes in the Masters Legends division.

brother-in-law's brother to run a dirt car — a 1965 six-cylinder Mustang — at the newly opened Concord Motorsports Park. Soon, the soft-spoken construction worker had sole ownership of the machine, but after a few seasons and the birth of his son,

Spry hung up his helmet and gloves.

"Racing and children just don't go together when you haven't got a good job," Spry says. "I still have the old frame sitting in the weeds down at my brother's house. We'd look at it and we'd talk about it, but then we realized that when you're living paycheck to paycheck... we're like, 'Nah, we don't need to get into this.'"

In the meantime, Spry, who picked up the nickname 'Cotton' as a teen because of his white hair, continued to work construction for Goodman & Sons and Salisbury House Movers. In 1985, he took a job at BFI Landfill, Inc. in Concord. It was there a few years later that Spry had the opportunity to return to the race track.

Spry's boss at the time, Harold Watson, purchased a Legends car for BFI regional manager John Spegal to drive. Because of his racing knowledge, Spry joined the effort. However, Spegal's time driving the five-eighths-scale version of the 1934 Ford Coupe was short.

During a Summer Shootout event at Lowe's Motor Speedway, a fellow competitor flipped his car on the front straightaway. Though Spegal was not

COTTON: CONTINUED ON PAGE 56

**NSSN
RACING
LINE**

The Week In Motorsports
For May 23, 2007

Butler Breaks ARCA Ice In Controversial Finish

TOLEDO, Ohio — Typically, teammates work together; and sometimes they even get together.

Such was the case Sunday afternoon at Toledo Speedway when Ken Butler III and Michael McDowell, inside of five laps remaining, came together in turn one racing for the lead.

ARCA RE/MAX
PAGE 8

Stanbrough Takes Second Tony Hulman Classic

TERRE HAUTE, Ind. — Jon Stanbrough became a two-time winner of the prestigious Tony Hulman Classic Saturday night, winning the 37th running of the Lucas Oil USAC

National Sprint Car race at the Terre Haute Action Track.

USAC SPRINT CARS
PAGE 10

Hornaday Scores No. 30 By Dominating Lowe's Race

CONCORD, N.C. — Ron Hornaday, Jr.'s opinion of Lowe's Motor Speedway changed drastically Friday night.

Hornaday dominated the Quaker Steak and Lube 200, leading three times for 98 laps. After passing Travis Kvapil for the lead on lap 19, Hornaday left the rest of field in his tire tracks for most of the night.

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"I'm not the biggest fan of the all-star race, but tonight I guess I have one million reasons to like it."

KEVIN HARVICK

Million Dollar Man

Harvick Holds Off Johnson For First Nextel All-Star Challenge Victory

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — Kevin Harvick made a daring move at the start of the fourth and final segment and held off a late charge from defending race winner Jimmie Johnson to win the Nextel All-Star Challenge Saturday night at Lowe's Motor Speedway.

Harvick ran in the top five throughout the four-segment (80-lap) event and seized the opportunity on the lap-61 restart to snag the lead en route to banking \$1,031,539 for his Richard Childress Racing team.

The California native also won the \$1-million prize in the Daytona 500 in February but had been winless since.

"Everything just worked really well tonight. Once we got the track position we were alright," Harvick said. "It's pretty awesome to put your name on that trophy. I'm not the biggest fan of the all-star race, but tonight I guess

MILLION: CONTINUED ON PAGE 32



CHRIS TROUTMAN/GETTY IMAGES

SATURDAY NIGHT SMOKE: Kevin Harvick celebrates by doing doughnuts in the grass at Lowe's Motor Speedway Saturday night after taking the Nextel All-Star Challenge.

Truex, Sauter Race Way Into All-Star Gala

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — A boring caution-filled race came to a spectacular conclusion with Martin Truex, Jr. winning the NASCAR Nextel Open Saturday night at Lowe's Motor Speedway.

Truex and Johnny Sauter both passed race-long leader Carl Edwards with two laps remaining in the 40-lap event and claimed the two transfer positions into the Nextel All-Star Challenge, which followed later in the night. Kenny Wallace, who finished 18th in the Open, was also voted into the all-star race via the vote of NASCAR fans around the country.

"I thought at any time I could hit the wall or blow a right front," Truex said. "I was just hoping it would turn. It kept getting tighter and tighter. I was just hoping I could get around Carl because Johnny was coming fast. If we hadn't gotten around Carl, Johnny would have won."

Edwards led all the way in an event that was slowed by five caution flags, but he faded during the closing laps. Edwards, Truex and Sauter raced three wide off of turn two on lap 38, with Truex getting the upper hand.

TRUEX: CONTINUED ON PAGE 32

Court Rules In Favor Of AT&T

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — When the NASCAR Nextel All-Star Challenge took the green flag Saturday night, Jeff Burton's Richard Childress Racing Chevrolet was carrying AT&T logos.

But that's the short part of a story for which the final chapter is likely far from being written.

AT&T, which purchased Cingular, the sponsor of Burton's No. 31, earlier this year, has been fighting to rebadge the car with AT&T logos. They took the fight to U.S. District Court, and Friday the company won its argument — at least for now — before

Judge Marvin Shoob, who issued a preliminary injunction to allow AT&T to replace the Cingular logos with its familiar globe.

However, NASCAR, which is attempting to protect Sprint-Nextel, the series's primary sponsor, was granted a Saturday morning hearing with Shoob in an attempt to gain a stay in the case. However, Shoob again ruled in favor of AT&T.

Sprint-Nextel got involved Saturday afternoon, seeking an emergency appeal of the order in the 11th U.S. Circuit Court of Appeals. The appeal was denied, and the AT&T logos will remain until the actual case is heard in court in late June or July.

"We have formally filed to join this proceeding," Dean Kessel, director of NASCAR marketing for Sprint-Nextel,

said in a statement. "We intend to vigorously protect our sponsorship from these unfounded claims of AT&T."

Saturday afternoon the Childress crew placed AT&T logos on the car and changed into new AT&T uniforms.

Ironically, the ruling came hours prior to the Nextel All-Star Challenge, the signature event for Sprint-Nextel's sponsorship of the series.

When Sprint-Nextel signed its sponsorship with NASCAR, it was provided exclusive rights as the telecommunications company of NASCAR, but Cingular and Alltel, which were already competing in the series, were allowed to continue to participate. AT&T believes since it bought Cingular, it is simply continuing the company's involvement in the sport.



HAROLD HINSON/HHP PHOTO

NEW COLORS: The No. 31 and its crew sported AT&T colors Saturday after a judge ruled in favor of the telecommunications company.

OPINIONS

ECONOMAKI: Indy's off-track activities take center stage. **PAGE 4**

LITTLE: Florida's Frank Riddle left behind many memories. **PAGE 5**

MARTIN: Little Al now part of the old guard at Indianapolis. **PAGE 37**

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EXCLUSIVE

Carburetion Day Has Evolved From Test Session Into Day Of Activities

Even though it's been nearly 45 years since carburetors were last used on an Indy-car engine — the 1963 Fords of Jim Clark and Dan Gurney had them — Carburetion Day remains one of those traditional, cherished events so unique to Indianapolis Motor Speedway.

CARB DAY
PAGES 30-31

WINNER'S LIST

Series	Winner	Where	Page
ALMS	Massen/Briscoe	Salt Lake City, Utah	6
Grand Am DP	Long/Bergmeister	Monterey, Calif.	6
Grand Am GT	Lally/Valentine	Monterey, Calif.	6
NASCAR GN	Joey Logano	Newton, Iowa	8
WoO	Steve Kinser	Sarver, Pa.	36
WoO	Donny Schatz	Mechanicsburg, Pa.	37
WoO	Donny Schatz	Mechanicsburg, Pa.	37
WoO	Steve Kinser	New Egypt, N.J.	37

THE FINISH

"You work so hard to get to the top, but once you're there, you have to work twice as hard to stay there. I learned that a long time ago."

J.J. YELEY
PAGE MD-10



PUBLIC FORUM

Let your voice be heard

Teresa's Biz

Hooray for Teresa Earnhardt for not yielding to Dale, Jr.'s ridiculous demand of 51 percent ownership of DEI. I wonder if Dale Jones, Jr. would have won 19 cup races and had such high popularity.

It's time for Dale, Jr. to quit riding Daddy's back.

John Gubser
St. Louis, Mo.

Argabright's right

First, let me say, great article by Mr. Argabright on May 9. You nailed it.

By far, most Nextel Cup fans hate the CoT (Clone of Tomorrow). It's ugly, they all look alike and it's a beast to drive. What was NASCAR thinking? It wasn't.

NASCAR's standard line is safety and to reduce costs. The old car was more safe than this one (foam fires, cut valve stems, etc.). It is costing the teams tons of money to build this thing, plus more testing, trying to make it handle. The people that are making big bucks on the deal are Gary Nelson, Brett Bodine (testing), etc.

It looks like one of those ridiculous tuner cars. When NASCAR gets through, it will probably have a four-cylinder Toyota engine in it. There will also have empty grandstands.

Dump the CoT. Chalk it up to a big mistake. But wait, NASCAR doesn't ever make any mistakes.

D. Norville
Pencil Bluff, Ark.

Kudos For Safety Crew

I have to commend the Knoxville (Iowa) Raceway safety crew on its outstanding support of the racers.

At the May 12 race, a car spun out in the apex of turns three and four, and before he even got onto the sides of his right wheels, track safety was in the ambulance and truck and were wide-open, headed over to check

FORUM: CONTINUED ON PAGE 59



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 Hudspeith Rd., P.O. Box 1210, Harrisburg, NC 28075. E-mail to publicforum@nationalspeedsportnews.com.



Off-Track Events Prove Popular

Old-Timers Dinner, Granatelli Gala Draw Good Crowds

INDIANAPOLIS

A pair of engaging off-track events commanded as much attention as qualifying and Bump Day activities on the fabled 2.5-mile Indianapolis Motor Speedway for the many old-timers present. Saturday night's Auto Racing Hall of Fame Induction Ceremony and Special Recognition Dinner at the downtown Marriott Hotel was the first, followed by Sunday's Granatelli Gala, some 140 miles northeast of town in Auburn, Indiana. Saturday's feast attracted more than 500 old-timers at \$65 a head. After an excellent meal, guests saw two-time 500 winner **Al Unser, Jr.** and the late mechanic and crew chief **Jud Phillips** named to Indy's celebrated Hall of Fame. The night's program, emceed by veteran race announcer **Tom Carnegie**, included survivors of the 1962 Indy 500 being given special

recognition. They included **Parnelli Jones**, **Jim Rathmann**, **Jim McElreath**, **Chuck Hulse**, **Lloyd Ruby** and **Bob Christie**, all of whom delivered a few choice words to the crowded room. Introduced by Carnegie as the Speedway's "big guy," **Tony George** then made special presentations to Panther Team co-

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

owner **John Barnes** and Indy Pro Series director **Roger Bailey**. Organization of the huge old-timers affair by **Jack Martin** was impeccable. There was general agreement that the food served was the finest ever offered by any "racing banquet." For ye ed, seated next to Speedway Prexy and COO **Joie Chitwood**, it was a newsworthy evening. Chitwood allowed that the total number of seats at IMS has never been made public; however, years ago actor **Paul Newman** paid some college students to do a count and was told the total was 283,000. This would have been reduced somewhat by the later addition of the track's road course. When Rathmann walked by my table, he stopped to show me a booklet containing a photo of 1950s driver **Tommy Melvin**, who took part in Darlington's first Southern 500 in 1950. Back in the days when the AAA oversaw most U.S. racing, drivers like Rathmann adopted "noms de course" when racing in non-AAA events to avoid being fined. "Tommy Melvin was the name I chose to use," Rathmann said, adding, "I never knew there was such a guy." The question now, of course, is was that driver in the first Southern 500 Melvin or Rathmann? A wonderful few minutes was spent with a sprightly 92-year-old **Frank Burany** discussing pre-war midget racing in Milwaukee when all cars were homemade, as were many of their engines. Chats with **AJ. Watson** and **Pat Santello** and others from that era were truly rewarding. A memorable affair for sure.



JOHN MAHONEY PHOTO

NEW GIG: Bill Hill, who has done about all there is to do in auto racing, including writing several books and many race reports for this newspaper, has been working as a "yellow shirt" security guard at Indianapolis Motor Speedway this May.

Sunday's Granatelli Gala in Auburn was well attended, thanks to a series of charter flights from Indy to this town just northeast of Ft. Wayne, one of which delivered ye ed to the proceedings. It was a highly commercial evening, created to raise money to build yet another museum — The Granatelli Museum — in this museum-rich small town. A huge hall in the Kruse complex of buildings welcomed 460 people, seated at tables of eight. Guests were given a glossy 40-page magazine entitled "Mr. Indy 500," which was 90-percent advertising, extolling Andy Granatelli's accomplishments. Those who were not guests of management paid \$200 a head to attend, dine and participate in a 49-item auction of racing-related gear. Granatelli, bigger than ever, saw to it most of his yesteryear drivers were present. **Gordon Johncock** made a rare appearance, as did the STP Special he drove to his Indy 500 victory in 1973. Other drivers of note on hand included **Parnelli Jones**, the **Unser** brothers **Bobby** and **Al**, **Richard Petty**, complete with sunglasses and a huge cowboy hat, **Wally Dallenbach** and wife **Peppy**. Once the buffet dinner was served, **Dean Kruse** attacked the group

ECONOMAKI: CONTINUED ON PAGE 59

Truth Be Told, Winning On Sunday Does Sell On Monday

CHARLOTTE, N.C.

The cliché is an old, and if the truth be known, a not necessarily true one. However, it has been the backbone of motorsports sponsorship for many years now. "Win on Sunday, sell on Monday" has been engrained into the industry's psyche ever since most of us remember. Yet, there is one sponsor that seems to ignore the promotion of its successes no matter where or how high up the food chain they occur.

That company is giant Michelin, one of the world's three leading tire manufacturers. Don't get me wrong, Michelin does advertise its products, including its high-performance tires. But, unlike Bridgestone and Goodyear, individual racing achievements are seemingly ignored by the Greenville, S.C.-based U.S. branch of Michelin.

Take, for example, Formula One, where last year — its final season (at least for now) in the World Championship arena. Michelin won yet another title against a very determined Bridgestone. Did Michelin choose to tout this to America, a land (like so many others) fascinated with high technology? After all, most manufacturers involved in F-1 look at the sport as a good way to further polish their technological image with

RAMBLING ROAD



BILL OURSLER

So why is that so?

There are many complex reasons, not the least of which is that Michelin's reputation for quality and performance has put the company in the position of being able to sell virtually every high-performance tire it can make, and then some. Yet, behind the reluctance is another seemingly valid rationale. Put simply, many of Michelin's U.S. executives, as is the case with others involved in the automotive universe, don't understand or embrace performance as a marketing tool. In fact, they tend to

OURSLER: CONTINUED ON PAGE 59

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Hornish Goes On The Defensive

VALLEY STREAM, N.Y.

RACING JOURNAL

The Indy 500 is fast approaching, and this is when we figure filberts try to show our expertise by discerning who this year's winner will be.

Many simply go with the defending winner, in this case, Sam Hornish, Jr.

Amateurs! Not only is the Indy 500 still one of the hardest races in the world to win, it's even more difficult to defend.

The Indy 500 is in its 10th decade, and only five drivers have won the race in back-to-back years. They are Wilbur Shaw, Mauri Rose, Bill Vukovich, Al Unser and Helio Castroneves.

For fun, I thought I'd research every 500 winner and see how they did the following year.

One would think that many would get in a "groove," but maintaining that level of success is rare.

Twenty-three drivers did not compete the year after winning. Six did not enter. They were Rene Thomas, Ralph de Palma, Dario Resta, Jacques Villeneuve, Kenny Brack and Juan Pablo Montoya.

Ray Harroun, Floyd Davis (1941 co-winner), Sam Hanks, Bobby Unser and Gil de Ferran retired after winning.

Lee Wallard, Troy Ruttman, Pat Flaherty and Buddy Rice were injured and unable to drive. Gaston Chevrolet, Joe Boyer (1924 co-winner), Ray Keech and George Robson lost their lives racing in the year they won.

Floyd Roberts and Vukovich died defending Indy 500 victories. Additionally, Joe Dawson, Kelly Petillo, who relief drove, and Al Unser, Jr., failed to qualify for 500s the year after winning.

Eight drivers finished second in the year following an Indianapolis victory, including Unser and Castroneves, who was runner-up after winning in his first two attempts. Rodger Ward put on one of the gamest efforts, battling Jim Rathmann in 1960 in the second half of the race before slowing to second with three



GARY LONDON

laps to go with a worn tire.

Louis Meyer, Shaw, Bill Holland, Jim Clark and Johnny Rutherford were the others who finished second. Holland is the only one to finish second the year before and after winning the 500. In fact, Holland earned three second-place finishes and a victory within a four-year

period — all in the same car.

Six drivers followed victories with third-place finishes. Seven finished fourth, and one was fifth. Six drivers finished between sixth and 10th while defending Indianapolis victories. Twenty-six drivers posted 11th through 30th-place finishes one year after winning, and four finished worse than 30th. Jimmy Bryan and Rutherford were the only winners to finish last. Three-time winner Rutherford also had a 32nd.

Of the three four-time winners, only Al Unser had success defending his title, earning three good finishes, including a victory. A.J. Foyt and Rick Mears combined for one top 10 and three DNFs in years following their eight victories.

Some Indy winners had difficult times. Hornish won last year in his seventh start without a previous top-10 finish. It took Sam Hanks 12 tries before he won in 1957.

Rathmann finished second three times before winning in his 11th attempt. Ward had only an eighth-place finish in eight starts before winning in 1959. He then had six-straight top fours, including a second triumph.

Tom Sneva had three seconds before his 1983 victory but never finished in his last seven Indianapolis 500s.

Thus, Hornish has a lot of demons and 32 other drivers to beat on race day. He has 14-time winning owner Roger Penske at the helm. It's easy to pick him to repeat, but as you can see, it will be a challenge.

Prepping Jim Nabors at 25 Emerson Place, Valley Stream, NY 11580. E-mail to racewri771@aol.com.

Remembering Riddle's Sunny Days

FORT LAUDERDALE, FLA.

FLORIDA FAST TRACK

When noted sprint-car driver Frank Riddle passed away March 14 at age 78, Florida lost one of its most successful open-wheel drivers. A tall, thin man with a wry smile, Riddle's day job as a railroad engineer in a multi-ton locomotive was a direct contrast to the time he spent behind the wheel of a flyweight sprint car.

Riddle made his home in Tampa — long the hotbed of open-wheel racing in Florida — but plied his trade at nearly every oval in the Sunshine State, oftentimes racing wheel to wheel with his brother, Jimmy.

Riddle began his racing in the days of the old coupes and sedans in the Tampa Bay area and transitioned with the sport as the 1930s-era cars gave way to supermodifieds and finally full-blown sprint cars by the late 1960s. Frank even found his way behind the wheel of a few late models in the mid-1960s. But it was in the sprint cars — with or without a wing above his head — that he enjoyed his most success and for which he'll be most remembered.

Orlando's Bob Patten, a former crewman for Bob Luscomb, began keeping track of sprint-car victories in Florida in 1969. Between 1969 and 1990 — when Riddle won his final race on the half-mile of Columbia Motorsports Park in Lake City — he was first across the finish line 94 times. He was atop Patten's tally of winners for 35 years until he was passed by Wayne Reutimann in 2003.

I'd seen Riddle in a sprinter several times at various tracks, but one memory that sticks with me to this day was a performance he put on at the old Palm Beach Fairgrounds in 1980 or 1981. Sprints had not run the highly banked paved half-mile track in several years, and Riddle, in Harry Campbell's blue-and-yellow No. 11, was near the front of the line when the gates opened that Friday night.

From the very first warm-up, it was apparent



MARTY LITTLE

that Riddle had quickly gone back to the file cabinet in his mind and summoned what he'd done there previously and put it to good use. Drivers who got around Palm Beach the fastest did it with good equipment and an understanding of how to work the banks. Within five laps, Riddle was back in

the groove, and most of his fellow runners were in awe of his prowess at the old oval. When the checkers waved after the feature, it was Riddle in victory lane, with Campbell proudly at his side.

What a night.

In addition to his success in Florida, Riddle enjoyed a great record in the Little 500 at Anderson, Ind. A two-time winner in 1984-85 for owner Sergio Hernandez, he also sat on the pole five times in 16 starts on the tough quarter-mile bullring. He was the rookie of the year in 1978 for owner Marty Houston and still stands fourth in all-time laps led with 1,118.

If all that success wasn't enough, Riddle also notched the rookie title in the USAC sprint division in 1980, finishing 12th in points for owner Campbell. Wheeling his blue-and-yellow No. 52, Riddle notched nine top-10 finishes in a dozen starts, with his best success coming on the half-mile paved oval in Hartford, Mich., in a 40-lap main in August.

Frank was part of the old guard that is leaving us, but the memories will live for years, and for that we're thankful.

■ We're very proud of the success of David Reutimann with the struggling Michael Waltrip Racing Toyota team in Nextel Cup. Certainly, Waltrip's trio of first-year teams have been far below what most had expected, but Reutimann has been the bright spot. A winner in nearly every division he's driven, the third-generation driver has plenty of savvy and experience to get the job done, and if he needs a coach, father Buzzie or uncle Wayne are only a phone call away.

Mr. Jaguar: Norman Dewis Sits Down And Shares His Stories

BALLSTON SPA, N.Y.

So there we were, across the table from each other in an Irish pub in Saratoga Springs, N.Y. — Norman Dewis from Shropshire, England, the Jaguar factory's test and development driver from 1952-1985, and yours truly.

A gin and tonic for Norman and a Guinness for us got his stories flowing. But first, a sly look and an observation: "Ya look like Phil Hill, ya know. I saw him at Goodwood, and he's not doing well."

Before the powers at Jaguar decided that he was more valuable as a development driver than a racer, Dewis ran a number of major events, including Le Mans and the Mille Miglia, and he has multiple stories from each. He was on the pit wall during the 1955 Le Mans race, waiting to relieve his co-driver, when a

racer climbed a wheel and hurtled into the crowd, killing 86 spectators.

What did he do?

"You've got to go on," he said quietly. "We were laying third, so when he pitted I jumped in and kept going. Later on, my co-driver, John Bowman, crashed. I'd never met him until the race, and it broke my heart when he put us out."

"Over the years, Le Mans was our personal hunting ground. In those days, we'd drive the cars over from Coventry, win the race and drive home again. The fans loved seeing us on the road. The trip added 500 miles to the 2,500 we'd run in the race."

Things have certainly changed since those days, when each car was limited to two drivers and two mechanics.

"Now they've got four drivers and 14 mechanics for each car, even

THE LONG LOOK



RON HEDGER

though things are much easier now," Dewis said. "Our guys had to hit the knockoffs really hard, because the heat tightened them. Now it's all pneumatic."

In 1952, Dewis ran the Mille Miglia with Stirling Moss in a "C" Jag, the first with disc brakes. Just getting there was an adventure.

"We drove from Coventry and had to go through the snow in the moun-

tains," Dewis recalled. "We took a few spare tires, some belts and a few spark plugs — but that was it. When we got there, the scrutineers couldn't believe that the disk brakes worked. They kept asking, 'Where's the drum?' and wanted to disqualify us."

"We had no maps or practice, and the plan was just to stay between the lines of people. They'd be lined up right on the edge of the road, and they'd tap you on the helmet as you went by."

Norman gets visibly excited recalling his racing days but quickly moves on.

"I found I was more interested in developing the cars," he said.

"Production was what counted and developing a good car. Racing was extra."

This leads to a recollection of a pay dispute that may have had something to do with his decision.

"I was owed 260 pounds for racing at Le Mans, and after I asked I was called into the office and given a check for 140. They said they'd subtracted the hotel," he said. "Mike Hawthorne and the others didn't have to pay their expenses, but I was a Jag employee."

Dewis could talk for hours, so we asked him if it's possible to describe his career in a few words.

"Yes," Dewis granted. "My whole life was Jaguar cars! When I retired, they checked the records and found I'd run a million and a quarter miles on the test track at over 100 miles per hour."

One could picture Steve Kinser saying something similar about sprint cars or Richard Petty about stock cars. It's unlikely that either knows who Norman Dewis is.

Like them, he's a racer.

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Job Squad Shows 'Em Up, Claims Monterey

MONTEREY, Calif. — There are times when the outcome can hang on a very thin thread.

Sunday at Mazda Raceway Laguna Seca in Grand Am's two-and-a-half-hour U.S. Sports Car Invitational for the Daytona

GRAND AM DP

Prototypes, that thread was the amount of fuel left in the tank of the Alex Job Ruby Tuesday Porsche Crawford of Patrick Long and Jorg Bergmeister.

With roughly an hour left in the caution-plagued event, Bergmeister found himself in the lead over the Chip Ganassi-owned Telmex Lexus Riley of Scott Pruett, who was co-driving with Memo Rojas.

All weekend the Job squad had been fast, but at the same time it had experienced more than its share of troubles. During qualifying, Long had effectively run out of gas on his final lap and been forced to settle for third on the grid. Then as race time approached Sunday, an electrical component faltered, giving rise to serious doubts as to whether the car's German powerplant would fire.

But, when the green flag was shown, Long was there, running right behind early leader Jon Fogarty, driving with Alex Gurney in the Gainsco Pontiac Riley. And, while the leader board was shuffled back and forth by pit stops and full-course cautions, Fogarty and Gurney remained contenders.

Unfortunately at Laguna, without the GT production car to confuse things, the top-13 cars all were on the lead lap, with the top 10 running together in a 10-second window.



JERRY JONES PHOTO

THE CORCKSCREW: The Ruby Tuesday-sponsored machine dives into the famed corkscrew turn at Laguna Seca.

Thus, after their final visit to pit lane, Fogarty on the wall and Gurney in the car found themselves out of the top three, eventually settling for sixth. Up front, Bergmeister seemed able to hold off Pruett easily enough. However, that wasn't the real issue, as Job admitted to a television pit reporter that his man would have to come in for a splash of fuel unless there was a caution.

That miracle came in the form of Matthew Alhadeff, who put the Luggage Express BMW Riley he was sharing with Bill Auberlen into a gravel trap with just minutes remaining. Bergmeister, who had been using fuel to try and gain a margin for his expected dive into the pits, immediately slowed, running the car at the lowest possible

revs.

Even so, such was the fuel situation that it seemed entirely possible that he could run out while riding behind the pace car. Ultimately, with everyone in his pits holding their breath and crossing their fingers, Bergmeister made it across the line with a last-second wiggle to pick up the few remaining drops of gasoline left in his Crawford.

Settling for second and regaining the point lead was Pruett, while third went to Mark Patterson and Oswaldo Negri in Michael Shank's Lexus Riley. Darren Law and David Donohue brought their Red Bull Brumos Porsche Riley across the line in fourth. Fifth was the Samax Citgo Pontiac Riley of Ryan Dalziel and Patrick Carpentier.

Yellow Helps Push Lally To Monterey Finish

MONTEREY, Calif. — What do you do when you're in the lead and don't have enough fuel to go the distance? The answer is pray for a full-course yellow. At Mazda Raceway Laguna Seca Saturday, that is exactly what happened to The Racers Group Porsche 911 GT3 drivers Andy Lally and R.J. Valentine.

GRAND AM GT

Their prayers were answered.

Lally, the reigning Grand American Rolex GT titlist, spent much of the two-and-a-half-hour affair pushing his way through the pack, catching and passing the Banner Racing Pontiac GXP R of Kelly Collins, co-driving with Paul Edwards, on lap 90, two tours from the end.

As happy as Lally might have been, he knew he was in serious trouble with his fuel running out. Then an errant competitor found one of the many gravel traps surrounding the course, forcing the event to finish under the yellow.

It was the first victory of the year for the TRG team, which is based in the San Francisco Bay area, and it was sweetened by the fact that not only did Lally get

by, but so did his teammates, Ross Smith and Daniel DiLeo, in their GT3 Porsche, giving TRG a one-two sweep. Ironically, the Kevin Buckler-owned operation had claimed the GT crown for Lally and company last season, racing for Pontiac.

Buckler, who had been a strong part of Porsche's plans in the past, having won the Rolex 24-hour outright for the German manufacturer, had concentrated on the GM brand for the past several years, even though he ran GT3s for some of his customer drivers.

As if to further make the point that Porsche was back, third here Saturday went to the Farnbacher Loles GT3 of Dirk Werner and Bryce Miller, while the Racers Edge Pontiac GXP R of James Gue rounded out the top five.

Laguna also marked the end of the winning streak of the SpeedSource Mazda team, with Emil Assentato and Nick Longhi finishing no better than ninth. In all, there were nine different drivers who ran at the front, Lally leading just three laps of the 92 completed. However, they were the ones that counted in the U.S. Sports Car Invitational delivered by Luggage Express.

Penske's Porsche Knocks Off Audis, At Least For Now

SALT LAKE CITY — In many ways, the American Le Mans Series season has been a reflection of the first venture by the International Motor Sport Ass'n, which sanctions the ALMS,

ALMS

into the world of sports racing in 1971 when an underpowered Porsche beat the overwhelmingly favored Corvette for year-end honors.

Before last March's Sebring 12-hour season opener, everyone expected the year to be an Audi runaway. And, while the Audi turbo diesel camp did win there as well as at St. Petersburg's temporary street circuit the next time out, things haven't gone the way Audi wanted.

Yes, the massive LMP1-division Audi R10s have easily won their class, as they did here Saturday at Miller Motorsports Park. Rinaldo Capello and Allan McNish finished first over teammates Emanuele Pirro and Marco Werner.

However, the overall victory went to the LMP2 DHL-backed Penske Porsche RS Spyder of Sascha Maassen and Ryan Briscoe. As for Pirro and Werner, they were a lowly sixth. Moreover, this was the third-straight time that the Audi camp has been humbled by the Penske Porsche. McNish noted that in reality, the Audis never really had a chance because of the way the regulations have been laid out by the ALMS to try and equalize the competition between the diesels and the lesser-performing LMP2 Porsche, Acuras and Mazdas.

"For the Penske team, the race was really close in terms of them being able to do it on just one pit stop," McNish said. "When the team brought Maassen in early during the one full-course yellow, we had and were able to get back into contention. We didn't have a chance after that."

Indeed, it was a gamble on a day that

saw the pole-sitting Penske team embarrassed at the start when they were balked by a slower car and dropped back, this being followed by a miscue by Romain Dumas and Timo Bernhard, who were penalized after Dumas brushed Ben Delvin's Mazda.

Dumas and Bernhard came back to third overall and second in class. Given this, and the now three-straight outright Penske triumphs, one has to wonder whether McNish's comments have some merit, especially because Utah is the longest track the ALMS will visit this season and thus a place where the Audis would be expected to shine.

The two Dyson Racing RS Spyders filled the fourth and fifth spots, with Andy Wallace and Butch Leitzinger leading Chris Dyson and Guy Smith across the line.

Although they didn't come away with much to show for it, both the three Acuras and the Devlin-led Mazda showed they had the ability to not only run with the Porsches, but lead them as well. Unfortunately, both the Andretti Green ARX-01a of Marino Franchitti and Bryan Herta, and its Highcroft Racing counterpart of David Brabham and Stefan Johansson, were eliminated from contention by transmission problems.

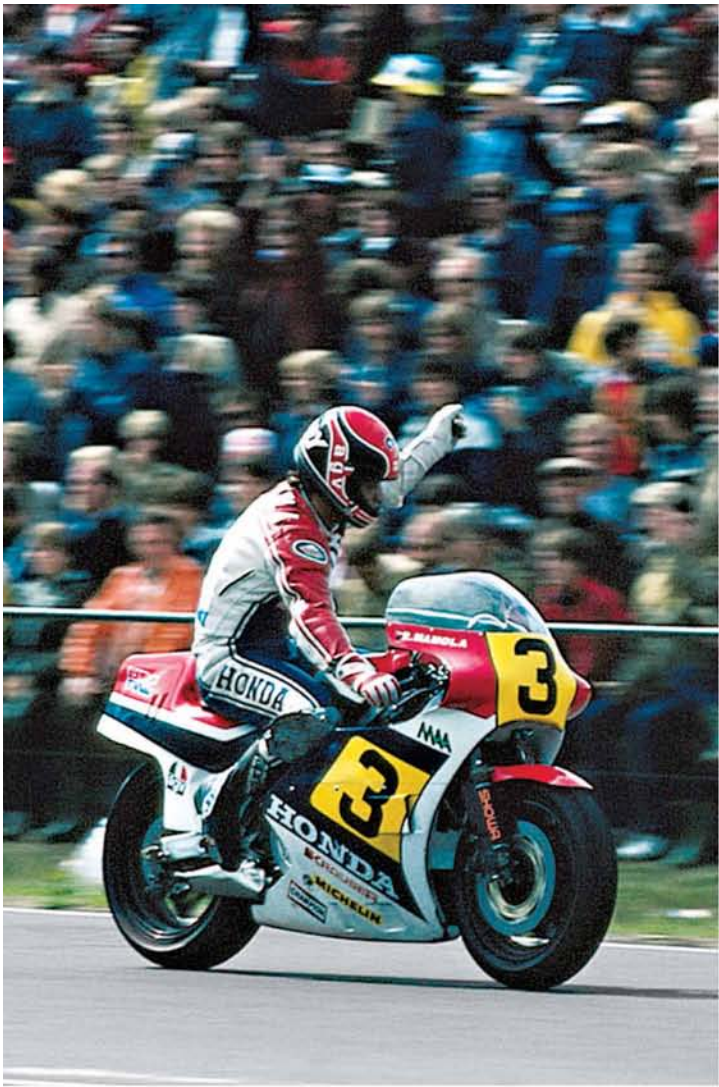
In the GT2 production-car arena, it was again Ferrari winning over Porsche. The winner was the remarkable Tomas Enge, who suffered serious elbow injuries at St. Petersburg. He shared the White Lightning Ferrari 430GT with Darren Turner. Second was the Flying Lizard Porsche 911GT3RSR of Johannes van Overbeek and Jorg Bergmeister.

Meanwhile in GT1, where the Corvettes were present, it was Olivier Beretta and Oliver Gavin heading Johnny O'Connell and Jan Magnussen.



KEITH D. RIZZO PHOTO

RELAXATION: Ryan Briscoe and Sascha Maassen celebrate their ALMS victory at Miller Motorsports Park.



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NORTH FORK PHOTO

DRAG RACE: Joey Logano holds the inside line against Kevin Harvick en route to winning Sunday's Grand National race at Iowa Speedway. A night earlier, Harvick won the Nextel All-Star Challenge in Concord, N.C.

Look Out For Logano

Up-And-Coming Youngster Edges Harvick For Victory At Iowa Speedway

NEWTON, Iowa — Kevin Harvick is already a NASCAR Nextel Cup Series star.

Sixteen-year-old Joey Logano took another step toward such stardom Sunday by winning the Featherlite Coaches 200 for his third Grand National Division race in four-career

starts. His latest triumph came over runner-up Kevin Harvick by nearly 2.5 seconds, just one day after Harvick won the Nextel Cup All-Star Challenge and three months after he won the Daytona 500. "After he won last night, to beat him today is pretty cool," Logano said. "He just won a million bucks ... (to beat him is) as cool as it gets in my book."

The first NASCAR-sanctioned event at Iowa Speedway drew a record crowd of 24,741. It was also one of the largest stand-alone crowds in NASCAR Grand National history.

The race was the second in three days in which the NASCAR Grand National Divisions — the West Series and the Busch East Series — ran together. But Logano, a development driver for Joe Gibbs Racing, and Harvick, the 1998 West Series champion, nearly turned it into a two-man show.

The pair swapped the lead 15 times, with Logano moving into first for the final time following a restart on lap 194.

Jesus Hernandez, a development driver for Ginn Racing and a member of the Drive for Diversity program, finished third after starting from the 23rd position on the grid.

West Series drivers Johnny Borne-

Caisse Leads East Over West At Elko

ELKO, Minn. — Sean Caisse nearly won the NASCAR Busch East season opener, only to watch it slip away following a late-race restart.

Caisse got the jump on the rest of the Grand National Division field Friday night in a green-white-checked finish and won the Minnesota 150 at Elko Speedway. The race marked the first time that the West Series and Busch East Series ran in the same event with points on the line.

GRAND NATIONAL

"Our car was really good on long runs," said Caisse, who led the last 52 laps and weathered three cautions. "The restarts were really tough on the bottom, but it worked out for us."

While rookies dominated qualifying, taking seven of the top-10 spots, veterans were up front when it mattered. Longtime Busch East driver Bryon Chew and West Series point-leader Mike David finished second and third, respectively. Chew started 23rd, and David started 18th.

"I tried to avoid the accidents and put myself in position to win," Chew said. "I felt I got myself in position on that last lap, but Sean restarted a little better."

Rogelio Lopez was fourth and Mike Olsen fifth.

The finish:

Showing driver, car, laps completed and money won: 1. Sean Caisse, Chevrolet, 156, \$9,410; 2. Bryon Chew, Chevrolet, 156, \$4,860; 3. Mike David, Ford, 156, \$3,960; 4. Rogelio Lopez, Chevrolet, 156, \$2,446; 5. Mike Olsen, Chevrolet, 156, \$2,860; 6. Peyton Sellers, Chevrolet, 156, \$1,600; 7. Jesus Hernandez, Chevrolet, 156, \$1,775; 8. Justin Lofton, Ford, 156, \$1,503; 9. Eric Hardin, Chevrolet, 156, \$2,403; 10. Michelle Theriault, Chevrolet, 156, \$1,175; 11. Jamie Hayes, Chevrolet, 156, \$1,100; 12. Matt Kobyluck, Chevrolet, 156, \$1,985; 13. Eric Holmes, Chevrolet, 156, \$1,050; 14. Jeff Anton, Chevrolet, 156, \$1,435; 15. Mike Duncan, Chevrolet, 156, \$1,360; 16. Jason Bowles, Ford, 156, \$1,286; 17. Tim Schendel, Dodge, 156, \$800; 18. Tim Woods III, Ford, 156, \$928; 19. Joey Logano, Chevrolet, 156, \$800; 20. Brian Ickler, Chevrolet, 156, \$2,710; 21. Ruben Pardo, Dodge, 155, \$928; 22. Jonathan Smith, Chevrolet, 155, \$1,082; 23. Johnny Borneman, Ford, 154, \$1,210; 24. Jeffrey Earnhardt, Chevrolet, 145, \$1,082; 25. Marc Davis, Chevrolet, 144, \$800; 26. Alex Haase, Chevrolet, 108, \$1,210; 27. Brett Thompson, Chevrolet, 67, \$1,210; 28. Moses Smith, Chevrolet, 50, \$928; 29. Andrew Myers, Chevrolet, 50, \$1,210; 30. Richard Jarvis, Jr., Chevrolet, 37, \$800.

man and Mike Duncan were fourth and fifth, respectively.

In a reversal of Friday's race, in which the Busch East took 12 of the top-14 spots, the West Series had the upper hand Sunday. Eight of the top-11 finishers at Iowa were from the West Series, led by Harvick.

The finish:

Showing driver, car, laps completed and money won: 1. Joey Logano, Chevrolet, 200, \$14,300; 2. Kevin Harvick, Chevrolet, 200, \$9,500; 3. Jesus Hernandez, Chevrolet, \$5,000; 4. Johnny Borneman, Ford, 200, \$5,945; 5. Mike Duncan, Chevrolet, 200, \$4,445; 6. Justin Lofton, Ford, 200, \$3,350; 7. Brett Thompson, Chevrolet, 200, \$3,945; 8. Jeff Anton, Chevrolet, 200, \$3,345; 9. Eric Richardson, Chevrolet, 200, \$3,445; 10. Tim McCreadie, Chevrolet, 200, \$2,000; 11. Ryan Foster, Chevrolet, 200,

\$2,200; 12. John Salemi, Chevrolet, 200, \$2,000; 13. David Mayhew, Chevrolet, 200, \$1,975; 14. Jonathan Smith, Chevrolet, 200, \$2,695; 15. Eric Hardin, Chevrolet, 200, \$1,925; 16. Rogelio Lopez, Chevrolet, 200, \$1,900; 17. Daryl Harr, Chevrolet, 200, \$1,875; 18. Jeffrey Earnhardt, Chevrolet, 200, \$2,095; 19. Brian Ickler, Chevrolet, 200, \$2,420; 20. Mike David, Ford, 199, \$2,995; 21. John Freeman, Chevrolet, 199, \$2,785; 22. Jason Bowles, Ford, 199, \$1,775; 23. Jim Inglebright, Chevrolet, 198, \$2,345; 24. Dion Ciccarelli, Chevrolet, 198, \$2,345; 25. Andrew Myers, Chevrolet, 197, \$1,325; 26. Michelle Theriault, Chevrolet, 197, \$1,325; 27. Alex Haase, Chevrolet, 197, \$2,245; 28. Jamie Hayes, Chevrolet, 196, \$1,300; 29. Mike Olsen, Chevrolet, 192, \$2,845; 30. Ruben Pardo, Dodge, 175, \$1,650; 31. Scott Lynch, Dodge, 175, \$1,650; 32. Pierre Bourque, Dodge, 171, \$2,245; 33. Jeff Barkshire, Dodge, 166, \$1,650; 34. Marc Davis, Chevrolet, 165, \$1,300; 35. Richard Jarvis, Jr., Chevrolet, 150, \$1,300; 36. Mark Kobyluck, Chevrolet, 113, \$2,245; 37. Sean Caisse, Chevrolet, 94, \$2,245; 38. Eric Holmes, Chevrolet, 76, \$1,300; 39. Bryon Chew, Chevrolet, 51, \$2,245; 40. Peyton Sellers, Chevrolet, 51, \$1,300; 41. Tim Schendel, Dodge, 9, \$1,300; 42. John Wes Townley, Chevrolet, 3, \$1,895.

McDowell Spins; Butler Hangs On For First Victory

TOLEDO, Ohio — Typically, teammates work together. Sometimes they even get together.

Such was the case Sunday at Toledo Speedway when Eddie Sharp Racing teammates Ken Butler III and Michael McDowell, inside of

five laps remaining, came together in turn one racing for the

lead. While the front-running McDowell spun completely around, Butler drove away to victory lane, winning the ARCA RE/MAX Series Hantz Group 200. It was Butler's first series victory in his fourth start.

"Man, I hate it for Michael," Butler said. "We were racing for the lead, and he checked up, and I got into him. I just want to thank all my guys, my crew chief Jeff McClure, Domino's Pizza. Eddie Sharp Racing does an awesome job."

Butler's victory marked the eighth different winner in eight events so far in 2007 and sixth first-time winner of the season.

Meanwhile, McDowell settled for a seventh-place finish. Earlier, McDowell made his move up off turn two on the 195th circuit, completing a pass of Butler off turn four and leading the next lap.

However, that lead was short-lived when Butler plowed into the back of McDowell in turn one.

"I can't believe it," McDowell said. "I passed him clean down there, and then he flat plowed into me. He didn't just hit me. He lifted me off the ground and stayed in it until I was turned around. I want to congratulate him, but that's no way to win a race."

Without McDowell in the mix, Butler had to fend off Ken Schrader, who finished second in his own Federated Auto Parts Chevrolet. The margin of victory was .239 second. Justin South, who only pitted once, finished third.

"I just hate to see races end that way," Schrader said. "That is clearly not the way to win a race. It's just not right."

The finish:

Showing driver, car and laps completed: 1. Ken Butler III, Ford, 200; 2. Ken Schrader, Chevrolet, 200; 3. Justin South, Dodge, 200; 4. Frank Kimmel, Ford, 200; 5. Bobby Gerhart, Chevrolet, 200; 6. Brian Keselowski, Dodge, 200; 7. Michael McDowell, Dodge, 200; 8. Billy Leslie, Ford, 200; 9. Mike Buckley, Pontiac, 200; 10. Billy Venturini, Chevrolet, 200; 11. Justin Marks, Dodge, 199; 12. Terry Jones, Dodge, 199; 13. Norm Benning, Chevrolet, 199; 14. Justin Allgaier, Chevrolet, 198; 15. Bryan Silas, Chevrolet, 198; 16. Matt Merrell, Dodge, 198; 17. Dexter Bean, Chevrolet, 198; 18. Dominick Casola, Ford, 197; 19. Billy Tanner, Pontiac, 196; 20. Todd Bowsher, Ford, 196; 21. Tim Mitchell, Ford, 193; 22. Mike Koch, Chevrolet, 193; 23. Gabi Dicarlo, Ford, 193; 24. Mark Dimitroff, Chevrolet, 191; 25. Jason Hedgesley, Ford, 191; 26. Darrell Basham, Chevrolet, 186; 27. Phillip McGilton, Ford, 174; 28. Patrick Sheltra, Chevrolet, 173; 29. Brad Smith, Ford, 161; 30. Josh Krug, Pontiac, 147; 31. Brett Rowe, Chevrolet, 127; 32. Rob Bunker, Dodge, 115; 33. Adam Edwards, Ford, 42; 34. Mike Harmon, Chevrolet, 22; 35. Robb Brent, Ford, 1.



JOE SECKA/JMS PRO PHOTO

ONE AND TWO: Ken Butler III (22) battles Ken Schrader for position during Sunday's ARCA event in Toledo, Ohio.

Otting Breaks Through In ARCA Trucks

TOLEDO, Ohio — It took some time to get there, but it was well worth the wait for Plainwell, Mich., driver Mark

Otting, who earned his first victory in the

ARCA Lincoln Welders Truck Series Saturday at Toledo Speedway. It was his 70th series start.

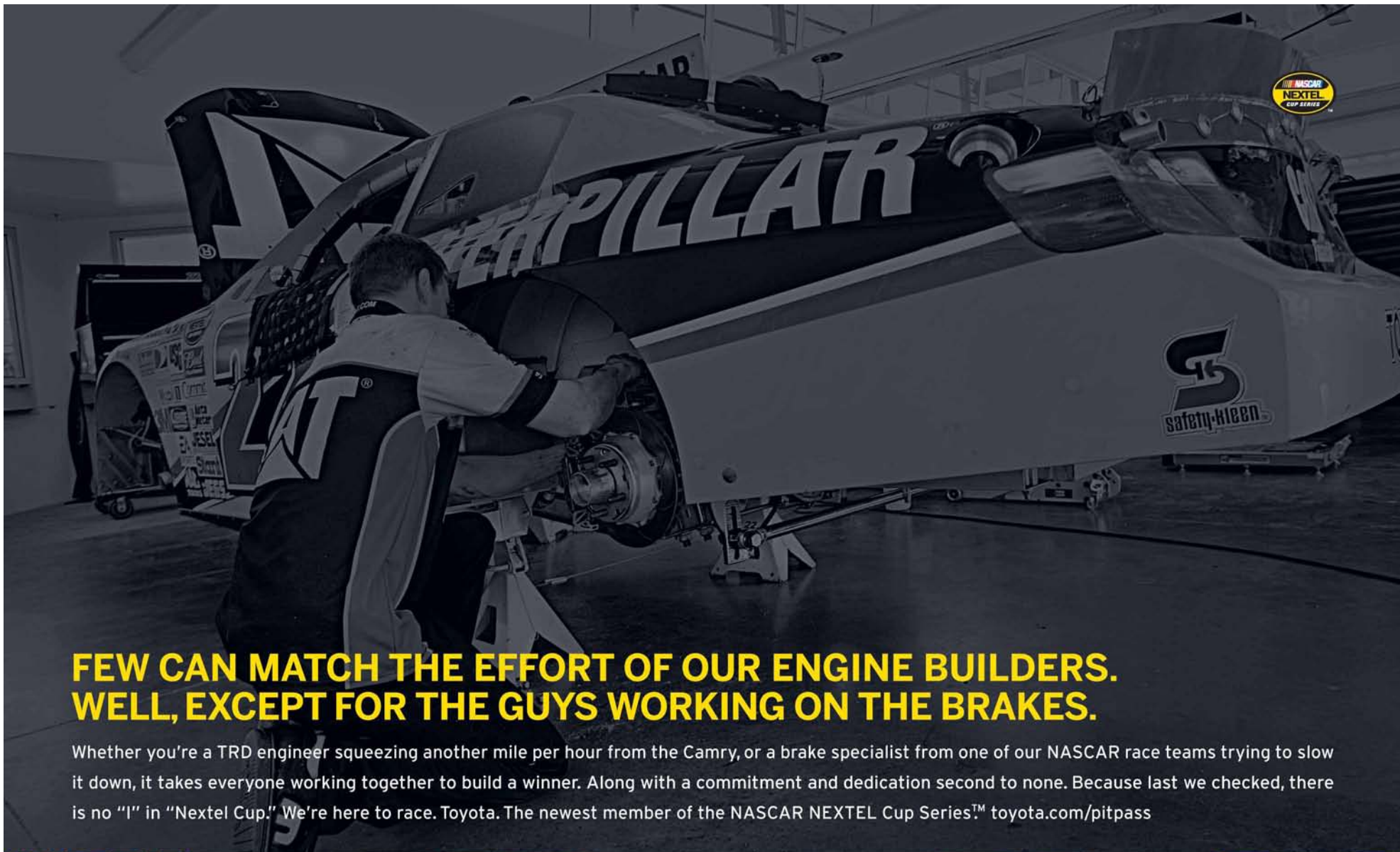
"I can't believe it," Otting said. "I never dreamed it would feel this good. I would have rather won it a little differently, but I'm not going to turn it down. Our truck was very fast today and certainly capable of winning. These wins are hard to

come by, so we'll take this."

Otting, in the No. 00 Westfalia Surge Chevrolet, inherited the lead on lap 42 of the 50-lap main event when leader Steve Cronenwett suddenly slowed with handling issues. Otting then held off rookie challenger Mike Young to seal the win. Young, in the Dave White Chevrolet, finished a career-best second — five lengths away.

The finish:

Mark Otting, Mike Young, Nick Gullatta, Robbin Slaughter, Steve Christman, Justin Marks, Bill Withers, Duane Bischoff, Frank Wilson, Ron Wells, T.J. Stineman, Chad Guinn, Tim Schafer, J. Ashley, Paul Vander, Steve Cronenwett, Bob Mikolajczyk, Levi Mansfield, Rob Jones, John Kasmierni, Paul Hahn, Jeff Smith, Mike Everage, Craig Meyers, Norm Weaver.



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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

He May Be Retired, But Mario Still Has A Passion For Racing

Not a day goes by that I don't think about motorsports. But when the green flag finally flies, the excitement in me builds almost to the level it did when I was driving. I still follow every series — watching the performance of the rookies and veterans, tracking changes in technology and rules, monitoring the inevitable politics. Thus, I would like to take this opportunity to offer a few observations.

In Formula One, despite the retirement of Michael Schumacher, the biggest stories so far this season are the resurgence of McLaren and BMW and the caliber of two rookies — Lewis Hamilton at McLaren and Heikki Kovalainen with Renault.

Hamilton is the first rookie ever to finish on the podium in his first three races. And he's only 21. Although I think Kovalainen has good potential, I'm surprised at the decline of Renault, winners of the Constructors Championship the last two years.

By MARIO ANDRETTI
GUEST COLUMNIST

Also keeping things interesting is the shuffle of the top drivers — Fernando Alonso from Renault to McLaren and Kimi Raikkonen from McLaren to Ferrari. Although each has won one race, neither is a clear front-runner to take the title. I fully expect it to be a battle to the end between McLaren and Ferrari with any of their four drivers capable of winning the world driving championship.

NASCAR continues to retain its popularity among American racing fans, despite a plateau or decline in TV ratings and race attendance. What's interesting this year is the introduction of the Car of Tomorrow with the hopes of leveling the playing field. To me, it has shown that as much as you try to achieve equality, the usual suspects always come to the surface. The drivers and teams that were top performers before the CoT are still the top performers now. I predict it will remain this way. And that's reinforced by what is happening in Champ Car.

In Champ Car this year, you have the introduction of the new Panoz chassis that is much more of a spec chassis versus the defunct Lola. In this case, the objectives are cost control and creating a level playing field. Even though it's early in the season, it's being proven that the drivers and teams that were expected to be up front are still up front. And the ones that are usually in the back — are still in the back. While everyone presumes Newman-Haas and Sebastien Bourdais will win the championship, it's nice to see the strength of Will Power and Team Australia. There are at least three drivers among the rookie class who could win a race this season.

Obviously, the most exciting thing for me in the IRL IndyCar Series is my grandson Marco. The competition in this series is very tight at the top. I think this year will be much less predictable. Last year you could safely put your money on either Penske or Ganassi. So far this year, we've seen that Andretti Green

Racing is now contending on the mile-and-a-half ovals. I am particularly looking forward to seeing Michael and Marco return to Indy after the success they had last May.

How can I even comment on Champ Car and the IRL without saying that I still hold out hope that Kevin Kalkhoven and Tony George will find a way to

work together and unify the two series.

Both are committed to their quest to make the sport stronger and healthier, but they have adopted different tactics to achieving that goal. There are certain strengths on each side, but it seems to me and to nearly everyone else who loves this sport that blending them would achieve the ultimate in open-wheel racing. The framework is there. Am I going to go to my grave talking about this? I hope not.



MARIO ANDRETTI

The 1969 Indianapolis 500 winner will be the biggest fan of drivers Michael and Marco Andretti this Sunday.

Indianapolis: Andretti won the 1969 Indianapolis 500 and came close many other times in 29 starts.

NASCAR: In 1967, Andretti found himself in victory lane at the Daytona 500.

By the numbers: Andretti scored 111 wins in 879 events between 1961 and 2000.

Honors: Both *AP* and *RACER* magazine have named Andretti Driver of the Century.



DAVID E. HEITHAUS PHOTO

DOUBLE UP: Jon Stanbrough (53) drives away from Jerry Coons, Jr. Saturday night at Terre Haute Action Track.

Stanbrough Takes Second Hulman Classic

TERRE HAUTE, Ind. — Jon Stanbrough became a two-time winner of the prestigious Tony Hulman Classic Saturday

USAC SPRINTS

night, winning the 37th running of the Lucas Oil USAC National Sprint Car race at the Terre Haute Action Track.

Stanbrough trailed defending race winner Daron Clayton for the first 11 laps, then took command in turn two on lap 12. He led the remainder of the race, which was halted after 24 of the 30 scheduled laps due to track curfew.

Stanbrough drove the Fox Brothers/Jarvis Enterprises/Foxco Racing Engines DRC and credited his crew

for the victory.

"I'm happy for them," he said. "It's their first win in this race, and I'm humbled to win it a second time. I tried to be patient in the opening laps, and while Daron was running the top, I tried the bottom. It worked through one and two, and I was able to make up the difference there."

The victory was Stanbrough's sixth in a row in Indiana sprint-car races at five different tracks.

Jerry Coons, Jr., Jesse Hockett, point-leader Darren Hagen and Ricky Stenhouse, Jr. filled the top five.

The summary:

Qualifications: 1. Ricky Stenhouse, Jr., Stewart 21, 19.466; 2. Brady Bacon, Kahne 99, 19.683; 3. Damion Gardner, Leffler 71, 19.809; 4. Jerry Coons, Jr., Dynamics 69, 19.819; 5. Daron Clayton, Clayton 92, 19.879; 6.

Robert Ballou, MPH 81, 19.884; 7. Levi Jones, Stewart 20, 19.946; 8. Jesse Hockett, VKCC 75, 19.989; 9. Jon Stanbrough, Fox 53, 20.107; 10. Darren Hagen, Kunz 67, 20.336; 11. Brady Short, 28 Racing 2b, 20.349; 12. Kyle Wissmiller, Wissmiller 2k, 20.366; 13. Chris Windom, Windom 17, 20.417; 14. Dustin Morgan, Walker/Guiducci 11d, 20.451; 15. Shane Cottle, Edison 10e, 20.455; 16. Dave Darland, Pace 44, 20.609; 17. Critter Malone, Baldwin 5x, 20.752; 18. Kevin Swindell, Kahne 79, 20.850; 19. Hunter Schuerenberg, R & B 10t, 20.858; 20. Brad Sweet, Walker/Guiducci 11, 20.928; 21. Mat Neely, Neely 17n, 21.180; 22. Kyle Robbins, Robbins 17r, 21.352; 23. Eric Gordon, BWB 62, 21.543; 24. Danny Williams Jr., Melchi 6m, 21.628; 25. Jimmy Light, Light 23, 21.647; 26. Jake Martens, Martens 48j, 21.808; 27. Neil Shepherd, Shepherd 4n, no time; 28. Shane Hollingsworth, R & B 10, no time; 29. Gary Altig, Yeley 2j, no time.

First Heat (8 laps): Hagen, Schuerenberg, Coons, Windom, Jones, Darland, Stenhouse, Light, Robbins.

Second Heat (8 laps): Clayton, Hockett, Malone, Sweet, Morgan, Bacon, Short, Martens, Gordon.

Third Heat (8 laps): Stanbrough, Gardner, Cottle, Ballou, Swindell, Shepherd, Wissmiller, Williams, Neely.

Feature (24 laps): Stanbrough, Coons, Hockett, Hagen, Stenhouse, Neely, Short, Jones, Darland, Sweet, Malone, Martens, Morgan, Bacon, Gardner, Robbins, Windom, Clayton, Shepherd, Schuerenberg, Wissmiller, Williams, Ballou, Swindell, Cottle.

Sherman Marches At Manzanita

By ROBERT MAYSON

PHOENIX — The Lucas Oil USAC-CRA sprint cars helped celebrate the career of Lealand McSpadden Saturday night at

USAC-CRA

Manzanita Speedway with the 30-lap running of the Lealand Legacy race.

Appropriately, one of Manzy's favorite sons, Jeremy Sherman, came home with a popular victory after starting 11th in the Clay Sourant No. 75a Maxim.

"We worked the bottom (early) only because it was the only way to get by guys, and when we ran the top guys were sliding up in front of us slowing us down," Sherman explained. "With it being Lealand's night, I knew I had to get back to the cushion and win it for him on the top."

A pair of Arizona drivers, Tom Ogle and Matt Rossi, shared the front row

for the feature, with Ogle jumping into the lead at the start.

Ogle enjoyed a comfortable margin until the caution flag waved on lap 12 for Rossi, who was slowing with a flat left-rear tire. Second-place Danny Sheridan moved into the lead on the restart, and Ogle retired five laps later with engine problems.

The action was halted on the 17th lap after a spectacular double flip along the frontstraight involving Ryan Devitt and J.T. Imperial. Fortunately, neither driver was hurt.

Mike Spencer charged into the runner-up spot on the restart. Sherman, who qualified 16th out of 22 cars, found himself in third.

Sherman would not be denied after running that close to the front near the end of a race. Three laps after Jason York's turn-three flip brought out the final red flag of the race, Sherman passed Spencer with an

impressive two-turn slide-job.

Four laps from the finish, Sherman pulled off a turn-one slider on Sheridan and drove to the checkered flag by more than three seconds.

The summary:

Qualifications: 1. Tony Jones, Alexander 4, 19.077; 2. Charles Davis, Jr., Massey 12az, 19.162; 3. Mike Spencer, Chaffin 50, 19.297; 4. Rickie Gaunt, Gardner 94, 19.339; 5. Scotty Weir, Crossno 38, 19.350; 6. Danny Sheridan, Kittle 18, 19.351; 7. Troy Rutherford, Priestley 7, 19.460; 8. R.J. Johnson, Martin 15, 19.474; 9. Jason York, Seritch 92, 19.495; 10. Matt Rossi, Rossi 02, 19.512; 11. David Cardey, Crossno 83, 19.516; 12. Tom Ogle, Turner 5az, 19.592; 13. Jeremy Sherman, Sourant 75a, 19.653; 14. Mike Leslie, Montgomery 76, 19.670; 15. Casey Shuman, Massey 2az, 19.700; 16. Bob Ream, Jr., Stansberry 75, 19.779; 17. Rip Williams, Jory 3, 19.843; 18. Seth Wilson, Wilson 17, 19.884; 19. J.T. Imperial, Allen 12, 20.158; 20. Andrew Reinbold, Reinbold 19x, 20.170; 21. Ryan Devitt, Forstie 72, 20.269; 22. Keith Williamson, Williamson 95, 20.380.

First Heat (10 laps): Sherman, Ream, Rossi, Jones, Rutherford, Gaunt, Williamson, Imperial.

Second Heat (10 laps): Davis, Williams, Weir, Johnson, Leslie, Cardey, Reinbold.

Third Heat (10 laps): Wilson, Ogle, Sheridan, Spencer, Shuman, York, Devitt.

Semi (12 laps): Gaunt, Rutherford, Shuman, Leslie, Imperial, Williamson, Devitt.

Feature (30 laps): Sherman, Sheridan, Spencer, Jones, Weir, Davis, Gaunt, Wilson, Ream, Rossi, Johnson, Williamson, Rutherford, York, Ogle, Imperial, Devitt, Shuman, Williams, Reinbold.

Flying Hansen Flanks Flock On Final Lap

VENTURA, Calif. — Garrett Hansen

USAC WEST MIDGETS

led only one lap, but it was the most important one Saturday night at Ventura Raceway. Hansen passed Robby Flock on the

30th tour of the fifth-mile dirt oval and carried his speed to the checkered flag in the USAC Western Midget Car Series feature.

Flock, who finished second, had grabbed the lead from Cory Kruseman on lap 27. Kruseman,

Johnny Rodriguez and Greg Bragg rounded out the top five.

The finish:

Garrett Hansen, Robby Flock, Cory Kruseman, Johnny Rodriguez, Greg Bragg, Josh Ford, Matt Mitchell, Randi Pankratz, Quintin Crye, Rick Hendrix, Shannon McQueen, Jordan Hermansader, Darrin Bolton, Scott Pierovich, Bobby Michnowicz, Joey Fabbazi, Ernie Bartley III, C.J. Sarna, Chris Rahe.

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Sources: comScore Media Metrix, CareerBuilder Network, Oct. 2006. Oct. 2006. Corzen Inc. Based on total jobs posted in the prior 30 days. CareerBuilder.com Internal Site Statistics, Oct. 2006.

POWER RANKINGS

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

Jeff Gordon

No. 24 DuPont Chevrolet, NASCAR Nextel Cup
Gordon had one of the best cars all night during Saturday's Nextel All-Star Challenge at Lowe's Motor Speedway, but a flat tire forced him to pit late in the race, relegating him to an 11th-place finish.

NO. 1



AUTOSTOCK IMAGES

REST OF THE BEST

2. Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup
A late-race charge came up short for Johnson in the Nextel All-Star Challenge, as he finished second.

3. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
The defending series champion and point-leader won twice in four outings over the weekend.

4. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car
Bourdais has two more weeks off until the Champ Car World Series resumes at Portland (Ore.) Int'l Raceway.

5. Felipe Massa

No. 5 Ferrari, Formula One
Massa will be looking for his third-consecutive victory Sunday in Formula One's most prestigious race — the Grand Prix of Monaco.

6. Dan Wheldon

No. 10 Target Dallara-Honda, IndyCar Series
The IndyCar Series point-leader may be the favorite to win Sunday's 91st annual Indianapolis 500.

7. Ron Capps

Brut Dodge, NHRA Funny Car
Capps had an unexpected week off and used it to write a column (page 57) for NSSN. He's back in action this weekend.

8. Ryan Briscoe & Sascha Maassen

Penske Porsche Spyder, American Le Mans Series
Briscoe and Maassen combined to give the Penske Porsche team, which competes in the LMP2 class, its third-straight overall victory.

9. Mike Skinner

No. 5 Toyota Tundra, NASCAR Craftsman Truck Series
Skinner had his worst finish of the season, taking ninth at Lowe's Motor Speedway. He still owns a commanding point lead.

10. Joey Saldana

No. 9 J&J Sprint Car, World of Outlaws
Saldana posted a pair of runner-up finishes and three top 10s in four events over the weekend.

Honorable Mention

Steve Kinser collected a pair of World of Outlaws victories, while teenager Joey Logano held off Kevin Harvick for his third victory in four NASCAR Grand National races this season.

Last Week

Late-model driver Shannon Babb fell from the top 10, while Jeff Gordon retained the top spot. The American Le Mans Series duo of Ryan Briscoe and Sascha Maassen entered the countdown.

Formidable 'Firecracker' List Grows

Top Late Model Drivers Already Set For Lernerville Field

SARVER, Pa. — The early entry list for the inaugural Firecracker 100 dirt late-model race set for June 29-30 at Lernerville Speedway continues to grow in number and stature.

The two-day, \$30,000-to-win race has drawn some of the top competitors from across the country to its early entry list, including former World of Outlaws late model champions Billy Moyer (1988-89, 2004), Scott Bloomquist (2005) and Tim McCreadie (2006).

The early-entry list, which has grown to about 50, also includes Shannon Babb and Chris Madden, two of this season's most successful drivers.

"The dirt late-model driving talent that fans will see at Lernerville on June 29 and 30 will be immense," said Lernerville Speedway General Manager Gary Risch, Jr. "With Lernerville's well-earned reputation for providing drivers a fast, multi-grooved track to race on, there's no doubt the Firecracker 100 will be one of the best shows of the year."

Wallace Holding Book Signings

CONCORD, N.C. — Popular NASCAR driver Kenny Wallace and writer Joyce Standridge will be signing copies of their book, "Inside Herman's World," during Coca-Cola 600 weekend.

The pair will sign from 5 to 6 p.m. on May 24 at the Lowe's Motor Speedway gift shop and on May 26 from 11 a.m. to 12:30 p.m. at the Speed Street Festival in downtown Charlotte.

The book is available from Coastal 181 for \$29.95 post paid at www.coastal181.com or (877) 907-8181.

Ohio Speedweek Extends Deadline

CAMARGO, Ill. — The O'Reilly All Star Circuit of Champions and the Ohio Sprint Speedweek track promoters have agreed to extend the Speedweek registration deadline to May 31.

Drivers must pre-register to be eligible for the \$15,000 point fund and the \$50,000 bonus.

So far, 30 drivers from eight states and one from Australia have registered for the event.

Speedweek will feature seven races from June 24-30 and offer a \$50,000 bonus if a driver can win four of the seven races.

For more information, visit www.all-starsprint.com or www.ohiospeedweek.com.

WoO Driver Carlson Released From Hospital

CONCORD, N.C. — World of Outlaws sprint-car driver Brian Carlson was released from Lake Regional Hospital in Osage Beach, Mo., on Monday and returned home to Linden, Ind.



TONY HAMMETT MOTORSPORTS PHOTOGRAPHY

IN THE MIX: Earl Pearson, Jr. (44) and Scott Bloomquist (0), seen here at the Circle K Colossal 100 at the Dirt Track at Lowe's Motor Speedway in Concord, N.C., are two of the entries expected at the inaugural Firecracker 100 set for June 29-30 at Lernerville (Pa.) Speedway.

Carlson sustained an injury to his left leg after hard contact with the wall during time trials May 12 at Lake Ozark Speedway. He was transported to the hospital and kept overnight for observation. Complications from medication administered for the injury kept him in the hospital through May 14. Carlson was to visit his personal physician this past week to further evaluate the injury and determine the time needed for recovery.

Arena Racing USA Taps Grand Rapids

GRAND RAPIDS, Mich. — Arena Racing USA officials have announced the formation of Grand Rapids Racing, LLC, a local franchise that will bring the first arena track outside Virginia and North Carolina to Western Michigan.

The Western Michigan races will be held at the DeltaPlex Entertainment and Expo Center in Grand Rapids.

Arena racing features half-scale stock cars competing on a banked track, top-

ping out at 65 mph. The season runs from September to March with 15 scheduled events. Each series champion, who will earn \$10,000 for the effort, will have a chance to compete for a national championship.

Pike's Peak Chooses Television Producers

COLORADO SPRINGS, Colo. — John Sandy Productions has been chosen as the official television producer for this year's Pike's Peak Hill Climb set for July 21. The TV show will air in early August on Altitude Sports & Entertainment Network.

This year's race will mark the 85th running of the Pike's Peak Hill Climb.

Kahne To Compete In SCCA Pro-Racing GT

BLAIR, Neb. — NASCAR Nextel Cup driver Kasey Kahne will be behind the wheel of the No. 13 Woodhouse

Performance Dodge Viper Competition Coupe in the Speed World Challenge series race at Lowe's Motor Speedway May 24.

Kahne joins defending Nextel Cup champion Jimmie Johnson in the SCCA Pro-Racing GT Series race, which will take place following Nextel Cup qualifying.

Oberhofer Promoted By Kalitta Motorsports

YPSILANTI, Mich. — Longtime Kalitta Motorsports co-crew chief and wrench man Jon Oberhofer has been named crew chief for Doug Kalitta's Mac Tools Top Fuel dragster.

Oberhofer, 38, stepped down as co-crew chief for the Top Fuel dragster of Dave Grubnic, where Connie Kalitta will remain as crew chief. Oberhofer joined Kalitta Motorsports in 1991 as a crewman for Scott Kalitta.

In the shuffle, Scott Dill, 33, has been promoted to assistant crew chief on Doug Kalitta's team. James Riola, 40, moves from cylinder-head specialist on the Mac Tools dragster to assistant crew chief on the Grubnic car.

Firestone Continues MIS IndyCar Sponsorship

BROOKLYN, Mich. — Bridgestone Firestone North American Tire has renewed its title sponsorship of the IndyCar Series race at Michigan Int'l Speedway on Aug. 5.

This is the third-straight year the brand has sponsored the Firestone Indy 400.

Edwards, Roush To Visit Orange County

MIDDLETOWN, N.Y. — NASCAR Nextel Cup driver Carl Edwards and car owner Jack Roush are scheduled to appear at Orange County Fair Speedway May 31.

The appearance is part of a big night of racing, which will include a \$6,000-to-win, 75-lap feature for the visiting Modified SuperDirtcar Series.

NUTS AND BOLTS

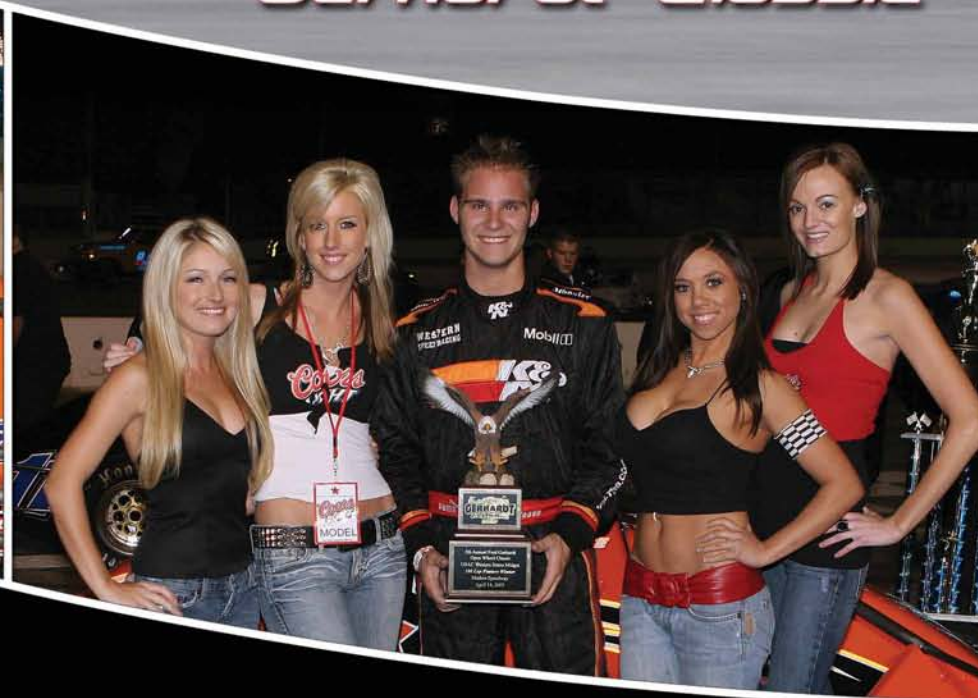
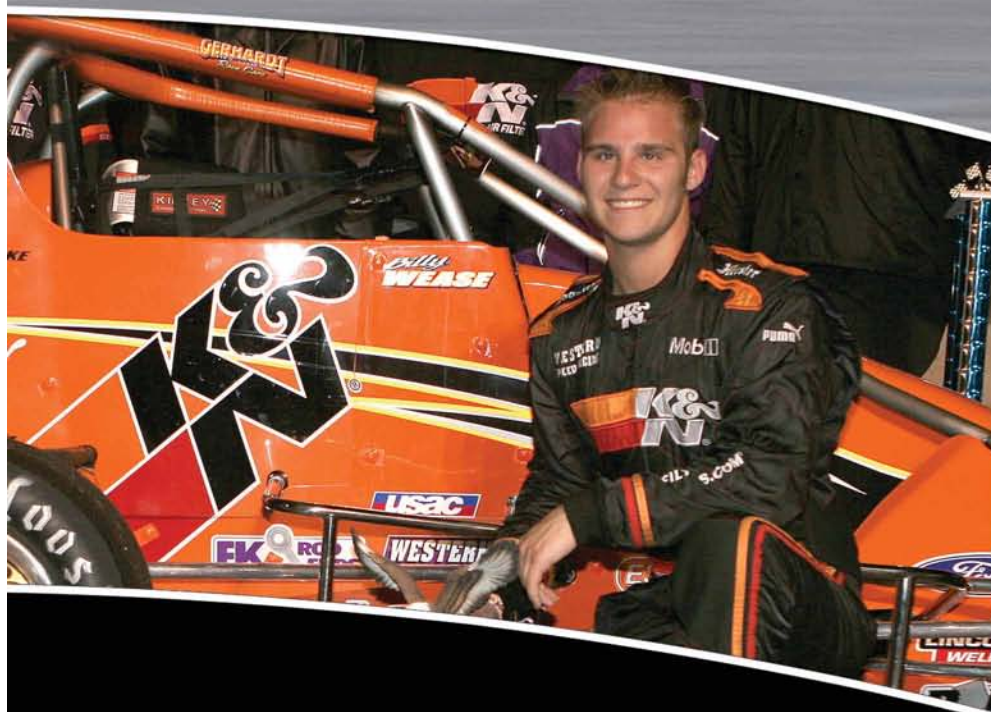


Fans can now go online at www.racetickets.com to purchase "combo tours" for Talladega Superspeedway and the International Motorsports Hall of Fame. Prices for the combo tour are \$12 for adults, \$8 for children ages 7-17 and free for ages 6 and under. . . Martinsville Speedway recently received the Legacy Award from the Martinsville-Henry County Economic Development Corporation for the speedway's impact — economic and otherwise — on the region. . . Heavy rains forced the postponement of the May 19 World of Outlaws race at Orange County Fair Speedway. The race has been rescheduled for Sept. 26. . . ESPN Monday Night Football reporter Suzy Kolber will join the network's NASCAR coverage team as host of the pre-race "NASCAR Countdown" program, as the network and parent company ABC begin coverage of the final 17 Nextel Cup races of the season, beginning July 29 with the AllState 400 at The Brickyard. . . The Kumho Street Warriorz street racers will join the lineup at the Grand Prix of Cleveland Champ Car World Series event June 22-24. . . Jimmy Bruns has been named vice-president of marketing and sponsorship, and Greg Wallace has been appointed vice-president of brand management for Rusty Wallace, Inc. Greg Wallace is the eldest son of Rusty Wallace. . . Former UDTRA/Havatampa Series Race Director Ritchie Lewis has been hired to take over the same position with the Lucas Oil Late Model Dirt Series. Spencer Wilson is no longer with the series.

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Fire Guts Wisconsin Short Track

BEAVER DAM, Wis. — A four-alarm fire destroyed the main offices, concession area and VIP building at the Charter Raceway Park complex Sunday afternoon.

No personal injuries were reported, and damages are estimated at \$500,000.

According to a statement released by Rex Melius, General Manager of Wisconsin Motorsports & Entertainment LLC, on the speedway's Web site, track officials will keep the public apprised of the facts of the investigation and future race dates at www.wismotorsports.net.

Track officials have already postponed the June 3 event.

Several Wisconsin news stations reported that officials are calling the fire suspicious, as witnesses claimed they saw one or two men fleeing from the scene just before the blaze started.

Charter Raceway Park is the second short track to burn this season. Ohio's Wayne County Speedway hasn't raced since a late April fire broke out during a Saturday night event.

Taylor Takes Two In Opener

OWATONNA, Minn. — Veteran off-road racer Scott Taylor came charging out of the gate in the Lucas Oil World Series of Off-Road Racing marquee Pro 2WD division and won both rounds of the series's inaugural event at Steele County Fairgrounds.

In round one, Taylor was atop the podium, with Mike Oberg second and Kevin Probst in third. Taylor's winning ways continued in round two, with Probst second and Oberg third.

In the Pro 4X4 class, Oberg collected back-to-back victories, while Ken Brascho and Al Drews finished in second and third, respectively, both days. Winners in the Pro Light Pickup division were five-time class, champion Jeff Kincaid in round one and newcomer Marty Hart in round two. Ben Wandahsega won both rounds in the Stock Super Truck class and Scott Beauchamp did the same in the Stock Truck division.

In Super Buggy competition, Aaron Hawley triumphed on Saturday and followed it up with another podium finish on Sunday behind winner John Mason. Michael Seefeldt was victorious in round one of the 1,600 class, while Mark Steinhardt broke through in round two. Round one of the 1,600 light division went to Jamie Kleikamp, as Matt Gerald was atop the podium for round two.

The Formula 4X4 race went to Bob Sayers in round one and Tim Moeller in round two. Don Demyen won the Enduro Truck battle in round one, and Bob Rhinehardt took round two.



KEVIN KOVAC PHOTO

FRANK-LY: Chub Frank (1) takes the high line around Chris Madden (44) en route to his first World of Outlaw Late Model Series victory of the year.

Frank, Erb Find Routes Back To Victory Lane

By KEVIN KOVAC

LAKE ODESSA, Mich. — Chub Frank found the perfect formula to break out of his slump in World of Outlaws Late Model Series competition.

"I just went back to my old ways," said Frank. "Tighten 'er up and get up on the wheel." The no-nonsense strategy paid off to the tune of \$10,000 Friday night at I-96 Speedway.

Frank, 45, reached victory lane for the first time this year, as the series made its inaugural visit to Mike Mouch's half-mile oval in central Michigan.

Starting from the pole, Frank led flag to flag, holding off a challenge from 19-year-old Josh Richards during the closing laps.

Dennis Erb, Jr., who won the two previous WoO LMS events, continued his hot streak by finishing third. Tim Fuller registered his best career finish in fourth, with Shane Clanton fifth.

Frank's most important move of the night came during the third heat, when he tossed his car to the high side of Steve Francis on the final lap to seize a second-place finish. That put him in the redraw for the top-eight positions in the feature, ultimately earning him the pole for the A-Main.

"I knew I had to get by Francis to get in the redraw, so I just drove it in there hard," said Frank. "The car stuck, so it worked out."

Clanton recorded the fastest lap of qualifying, setting a track record of 17.824 seconds.

The finish:

Chub Frank, Josh Richards, Dennis Erb, Jr., Tim Fuller, Shane Clanton, Darrell Lanigan, Shannon Babb, Rick Eckert, Steve Francis, Clint Smith, Brian Shirley, Chris Madden, Jeep VanWormer, Brian Ruhman, Eddie Carrier, Jr., Rusty Seaver, Zach Hanson, Rick Delong, Eric Spangler, Roy

Mitchell, John Blankenship, Curt Spaulding, Curtis Roberts, Zack Olger.

May 16

BROWNSTOWN, Ind. — The 'One Man Band' is making big-time noise in the World of Outlaws Late Model Series.

Dennis Erb, Jr. continued his hot streak on the WoO Monster Midwest Tour, leading the May 16 Hall of Fame 50 at Brownstown Speedway from flag to flag and registering his second victory in the last three races.

The \$10,000 triumph extended a spectacular five-day span of WoO LMS action for Erb, who won his first-career tour feature on May 12 at Charter Raceway Park in Beaver Dam, Wis., and finished second May 13 at Lincoln (Ill.) Speedway.

At Brownstown, Erb was even better, blasting off the pole position to assume command at the initial green flag. Erb never looked back, fending off challenges from Don O'Neal of Martinsville, Ind., and Earl Pearson, Jr. of Jacksonville, Fla., en route to the checkered flag.

"It's been one great stretch, that's for sure," said the soft-spoken Erb, a top competitor from the UMP DIRTcar Racing Late Model circuit. "Nothing really made me think this (streak) was coming. I just try to run good every time I race, and, right now, everything's clicking."

Erb drove his Petroff Towing/Thomason Transportation Rayburn to a final victory margin of roughly six car lengths over Pearson, who settled for runner-up money in a car owned by NASCAR driver Bobby Labonte.

The finish:

Dennis Erb, Jr., Earl Pearson, Jr., Don O'Neal, Shannon Babb, Billy Moyer, Patrick Sheltra, Steve Shaver, Josh Richards, Rick Aukland, Scott James, Steve Francis, Greg Johnson, Clint Smith, Shane Clanton, Chub Frank, Jimmy Owens, Duane Chamberlain, Brandon Kinzer, Chris Madden, Rick Eckert, Mike Jewell, Steve Barnett, Justin Ratliff, Brian Shirley, Donnie Moran.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



CURLEY BOYD COLLECTION PHOTO

MO' CURLEY: Curley Boyd in a typical 1964 sprint car. Boyd finished third in only running of the IMCA Peach State 200 at Atlanta Motor Speedway in a similar car.

When Sprint Cars Invaded NASCAR Territory In Atlanta

By DON RADBRUCH

Sprint cars and Atlanta Motor Speedway, one of NASCAR's fastest tracks, are an unlikely pair. It also seems that the International Motor Contest Ass'n (IMCA) and NASCAR are an even more unlikely mix. Yet this "mix" happened on Oct. 11, 1964. Dirt-track sprint cars ran on the high banks of Atlanta!

The IMCA was no stranger to racing in the South. In the 1920s or before, its fall schedule took it to state fairs in that area. But this was racing on half-mile horse tracks — not the asphalt of what was then called Atlanta Int'l Raceway. In 1964, NASCAR was not the massive conglomerate it is now, so let's not try to figure out how these two groups got together and simply tell the story of a very unusual race.

Most of the IMCA cars were upright dirt-track sprint cars, mostly Chevys. There were a few ex-Indy roadsters with Offy or Chevy power. From the looks of the entry list, all of the cars and drivers came from the Midwest or places even farther from Atlanta. Some big bucks in tow money must have been involved. The 150-mile race, which for some reason was called the Peach State 200, was scheduled for Oct. 4, with qualifying earlier in the weekend. Greg Weld, in a Chevy-powered Indy roadster, had fast time at 157.434 miles per hour. At the time, the stock-car record was held by Fred Lorenzen at 146.470 mph. The roadster was well-suited to Atlanta, but even some strictly dirt-track sprinters ran fast, and 15 of the 34 qualifiers broke Lorenzen's record.

Rain forced the race to be postponed for a week, and it sounds like that cost the promoters more money to get the 34 racers to stick around Atlanta for a week.

Due in large part to the skill of the drivers, the race had only one serious incident, as Dick Gaines flipped an Offy roadster in the early going. Despite having no roll cage and flipping "more times than anybody could count," Gaines was OK.

Leo Caldwell, in the ex-Eddie Sachs Offy roadster, won the 150-miler before a disappointing crowd of 8,500. Finishing second in a Dizz Wilson Chevy sprinter was Clair Lawicki, while Curley Boyd was third in another Wilson car. Caldwell averaged 122.028 mph, and the race took only one hour, 12 minutes to run. The argument that followed the race lasted twice that long, as Wilson was sure one of his cars won the race. In the end, Caldwell was paid \$4,500 for first place. Despite Wilson's protests, Caldwell was the official winner of the inaugural — and final — Peach State 200.

A bit of information on the 1964 relationship between IMCA and NASCAR was revealed in an article by Bill Bloggett in an NSSN story on the race. It seems that some IMCA officials had a conversation with NASCAR's Bill Purcell discussing a possible merger of the two groups. As reported by Bloggett, "Purcell's reply was silent — a wink and a grin, but it was indicative of what could happen."

As we well know now, it didn't.

Thanks to Angela Clare of Atlanta Motor Speedway and Marty Little of Plantation, Fla., for their help with this tale.

Comments on "A Lesson in History" are welcome at 30 Country Lane, Sage, Idaho 83860. E-mail to radbruch@sandpoint.net.



MARK TEAGEN PHOTO

IRL INDYCAR PHOTO

IRL INDYCAR PHOTO

NSSN

Through The LENS

Presented By



A visual tour through the history of motorsports

GEOFF BRABHAM

▶ Inducted into the Motorsports Hall of Fame of America in 2004, second-generation racer

Geoff Brabham enjoyed a successful career racing sports cars and Indy cars.

Brabham, 55, is now retired from competitive racing, but he competed in 10 Indianapolis 500s, with a best finish of fourth. But he

was at his best as a road racer. The son of three-time Formula One champion Sir Jack Brabham, the Australian driver won four IMSA GTP championships and a single Can-Am

title. He triumphed in the 24 Hours of Le Mans in 1993, earned a pair of International Race of Champions victories at Michigan Int'l Speedway and competed in the inaugural Brickyard 400 NASCAR race.

Brabham also has won the Bathurst 1,000.

Featured here (clockwise from top left): Hanging out at a 1989 Camel GT event; Taking the trophy in victory lane in the early 1980s; Ready to roll in the No. 27 at Indy; On the starting grid for the 1982 Indy 500, in which he started 20th and finished 28th; With his No. 12 ride in 1981; Getting advice from CART engine developer John Judd in 1987; En route to the 1990 IMSA Camel GTP championship.

—NSSN Archives

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Your guide to upcoming events

ON THE AIR

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

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- F-1 Monaco practice, 8 a.m., Speed
- Classic Drag Racing: 1997 NHRA Slick 50 Nationals, ESPN Classic
- "NASCAR Live," 12 p.m., Speed
- NASCAR Busch Series practice from Concord, N.C., 1 p.m., Speed
- "NASCAR Live," 2 p.m., Speed
- NASCAR Nextel Cup practice from Concord, N.C., 3 p.m., Speed
- Classic NASCAR: 1988 First Union 400, 4 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2
- "NASCAR Live," 5:30 p.m., Speed
- NASCAR Busch Series practice from Concord, N.C., 6 p.m., Speed
- NASCAR Nextel Cup qualifying from Concord, N.C., 7 p.m., Speed

Friday

- "NASCAR Now," 12 a.m., ESPN2
- World of Outlaws Late Model Series from Saluda, Va. (taped), 4 a.m., Speed
- USAR Hooters Pro Cup. from Shenandoah, Va., 12 p.m., Speed
- NASCAR Busch Series practice, 1 p.m., Speed
- NASCAR Nextel Cup qualifying from Concord, N.C., 2 p.m., Speed
- ARCA Hantz Group 200 (taped), 4 p.m., Speed
- Indy 500 Pit Stop Competition, 4 p.m., ESPN2
- "NASCAR Now," 6:30 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- "Setup," 10 p.m., Speed

Saturday

- "NASCAR Now," 12 a.m., ESPN2
- "F-1 Debrief," 12 a.m., Speed
- "Inside Grand Prix," 7:30 a.m., Speed
- F-1 Monaco qualifying, 9 a.m., Speed

TUNE IN TO ...

The NASCAR Nextel Cup Series embarks on its longest trek — 600 miles of stock-car action (5:30 p.m. Sunday, Fox).

- "Trackside," 11 a.m., Speed
- IHRA from Rockingham, N.C. (taped), 2 p.m., Speed
- NASCAR Nextel Cup practice from Concord, N.C., 3:30 p.m., Speed
- Indy 500 Classics (1992), 4 p.m., ESPN Classic
- NASCAR Busch Series qualifying from Concord, N.C., 4 p.m., Speed
- NASCAR Nextel Cup practice from Concord, N.C., 6 p.m., Speed
- Indy 500 Classics (2005), 6 p.m., ESPN Classic
- "NASCAR Busch Series Countdown," 7:30 p.m., ESPN2
- NASCAR Busch Series Carquest Auto Parts 300, 8 p.m., ESPN2

Sunday

- GP2 Championship from Monte Carlo, 6 a.m., Speed
- F-1 Monaco Grand Prix, 7:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "Indy 500 Pre-Race," 12 p.m., ABC
- World of Outlaws from Sarver, Pa. (taped), 12:30 p.m., Speed
- Indianapolis 500, 1 p.m., ABC
- "NASCAR Performance," 1:30 p.m., Speed
- "NASCAR RaceDay," 3 p.m., Speed
- NASCAR Nextel Cup Coca-Cola 600, 5 p.m., Fox
- F-1 Monaco Grand Prix (taped), 7 p.m., Speed
- "Speed Report," 9:30 p.m., Speed
- "NASCAR Victory Lane," 10:30 p.m., Speed

MOTORSPORTS CALENDAR

May 23 World of Outlaws	Grandview Speedway, Bechtelsville, Pa., Sprint Cars
May 23 USAC National Sprint Cars Series	Anderson Speedway, Anderson, Ind., Sprint Cars
May 24 USAC Regional, Kenyon Midget Series	Mount Lawn Speedway, New Castle, Ind., Midget Series
May 24 USAC Indiana Ford Focus Midget Series	Mount Lawn Speedway, New Castle, Ind., Midget Cars
May 24 ASCS National Series	Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
May 24 ASCS Mid-Atlantic and Patriot Regions	Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
May 24 Speed World Challenge GT Series	Lowe's Motor Speedway, Concord, N.C., Sports Cars
May 25 IRL Indy Pro Series	Indianapolis Motor Speedway, Speedway, Ind., Indy Cars
May 25 World of Outlaws	The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
May 25 USAC Silver Crown Series	Indiana State Fairgrounds, Indianapolis, Ind., Silver Crown Cars
May 25 NASCAR Whelen Modified Tour	Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
May 25 ASCS Midwest Region	Junction Motor Speedway, McCool Junction, Nebraska, Sprint Cars
May 25 International SuperModified Ass'n	Waterford Speedbowl, Waterford, Conn., Modifieds
May 25 Interstate Racing Ass'n	Superior Speedway, Superior, Wis., Sprint Cars
May 25 United Sprint Car Series	Malden Speedway, Malden, Mo., Sprint Cars
May 25-26 ASCS National and Southern Regions	Virginia Motor Speedway, Saluda, Va., Sprint Cars
May 25-26 ASCS Mid-Atlantic, Patriot Regions	Virginia Motor Speedway, Saluda, Va., Sprint Cars
May 26 NASCAR Busch Series	Lowe's Motor Speedway, Concord, N.C., Stock Cars
May 26 USAC National Midget Series	O'Reilly Raceway Park, Clermont, Ind., Midget Cars
May 26 USAC Sprint Car Special Event	Anderson Speedway, Anderson, Ind., Sprint Cars
May 26 USAC/CRA Sprint Car Series	Perris Auto Speedway, Perris, Calif., Sprint Cars
May 26 USAC Northeast Ford Focus Midget Series	Star Speedway, Epping, N.H., Midget Cars
May 26 USAC Western Sprint Series	All American Speedway, Roseville, Calif., Sprint Cars
May 26 USAC California Ford Focus Midget Series	All American Speedway, Roseville, Calif., Midget Cars
May 26 ASCS Gulf South Region	Gator Motorplex, Willis, Texas, Sprint Cars
May 26 ASCS Sooner Region	Mid-America Speedway, South Coffeyville, Okla., Sprint Cars
May 26 ASCS Sprints On Dirt Series	South Buxton Raceway, Merlin, Ontario, Sprint Cars
May 26 ASCS Canyon Region	Manzanita Speedway, Phoenix, Ariz., Sprint Cars
May 26 ASCS Rocky Mountain Region	Lincoln County Raceway, North Platte, Neb., Sprint Cars
May 26 Hooters Pro Cup Series	Madison Int'l Raceway, Madison, Wis., Stock Cars
May 26 NorthEastern Midget Ass'n	All-Star Speedway, Epping, N.H., Midget Cars
May 26 URC Sprints	Bridgeport Speedway, Bridgeport, N.J., Sprint Cars
May 26 Interstate Racing Ass'n	North Central Speedway, Brainerd, Minn., Sprint Cars



DAN HELRIGEL/IRL INDYCAR PHOTO

THE SPECTACLE BEGINS: Sam Hornish, Jr., Helio Castroneves and Dan Wheldon lead the field to the green flag for the 90th Indianapolis 500.

MARK IT DOWN!

May 27, The 91st Indianapolis 500

Indianapolis Motor Speedway, Speedway, Ind., Indy Cars

In 2006, Sam Hornish, Jr. claimed Roger Penske's 14th Indianapolis 500, passing rookie Marco Andretti on the final straightaway. Hornish crossed the bricks .0635 seconds ahead of Andretti for the second-closest finish in Indy 500 history.

May 26 StormPay.com Dirt Late Model Series	North Georgia Speedway, Chatsworth, Ga., Late Models
May 26 United Sprint Car Series	Riverside Speedway, West Memphis, Ariz., Sprint Cars
May 26-27 Golden State Challenge	Calistoga Speedway, Calistoga, Calif., Sprint Cars
May 27 IRL IndyCar Series	Indianapolis Motor Speedway, Speedway, Ind., Indy Cars
May 27 NASCAR Nextel Cup Series	Lowe's Motor Speedway, Concord, N.C., Stock Cars
May 27 USAC-CRA Sprint Car Series	Thunderbowl Raceway, Tulare, Calif., Sprint Cars
May 27 DIRT Modifieds	Cayuga County Fair Speedway, Weedsport, N.Y., Modifieds
May 27 ASCS Gulf South Region	South Texas Speedway, Corpus Christi, Texas, Sprint Cars
May 27 ASCS Rocky Mountain Region	WaKeeney Speedway, WaKeeney, Kan., Sprint Cars
May 27 Badger Midget Auto Racing Ass'n	Angell Park Speedway, Sun Prairie, Wis., Midget Cars
May 27 IHRA Nitro Jam Drag Racing Series	Tulsa Raceway Park, Tulsa, Okla., Dragsters
May 27 Empire Super Sprints	Ulrica-Rome Speedway, Vernon, N.Y., Sprint Cars
May 27 Formula One World Driving Championship	Circuit de Monaco, Monte Carlo, Monaco, Formula Cars
May 27 United Sprint Car Series	Green Valley Speedway, Glencoe, Ala., Sprint Cars

May 28 World of Outlaws	Rolling Wheels Raceway, Elbridge, N.Y., Sprint Cars
May 28 Grand-Am Rolex Series	Lime Rock Park, Lakeville, Conn., Sports Cars
May 28 USAC Utah and Western Midget Series	Rocky Mountain Raceway, Salt Lake City, Utah, Midget Cars
May 28 USAC Rocky Mountain Sprint Car Series	Rocky Mountain Raceway, Salt Lake City, Utah, Sprint Cars
May 28 USAC Western Sprint Car Series	Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars
May 28 United Sprint Car Series	Clayhill Motorsports Park, Atwood, Tenn., Sprint Cars
May 29 Speed World Challenge Series	Lime Rock Park, Lime Rock, Conn., Sports Cars
May 30 World of Outlaws Late Model Series	River Cities Speedway, Grand Fork, N.D., Late Models
May 30 USAC Midwest, Indiana Ford Focus Series	Plymouth Speedway, Plymouth, Ind., Midget Cars
May 30 USAC Kenyon and Regional Midget Series	Plymouth Speedway, Plymouth, Ind., Midget Cars
May 31 World of Outlaws	West Virginia Motor Speedway, Parkersburg, W.Va., Sprint Cars
May 31 World of Outlaws Late Model Series	Delaware Int'l Speedway, Delmar, Del., Late Models
May 31 United Sprint Car Series	Clarksville Speedway, Clarksville, Tenn., Sprint Cars
June 1 NASCAR Craftsman Truck Series	Dover Int'l Speedway, Dover, Del., Stock Cars



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Back In The High Line: Another Stewart Makes It Look Easy At Eldora

By JIM MORRISON

ROSSBURG, Ohio — While many of his competitors tested the low groove at Eldora Speedway Saturday night, Shane Stewart used the famed half-mile dirt oval's traditional high line to claim an easy victory in the All Star Circuit of Champions feature.

ALL STARS

Stewart, who calls Indianapolis home, romped to his first Eldora triumph, with Rob Chaney and Danny Smith rounding out the top three.

"It was pretty awesome, really," said Stewart.

He lost a good ride with the World of Outlaws and found an opportunity with the Junior Holbrook team.

"I would never ever have

guessed that it would have been like this," said Stewart.

Although his run in the feature looked easy, Stewart believed his evening would end early after throwing a rocker arm in the engine. Fellow racer Brian Paulus helped get Stewart's car repaired.

Greg Wilson and Brock Mayes rounded out the top five. The summary:

Fast Time: Danny Smith, 13.640 seconds.

First Heat: Brian Paulus, Rob Chaney, Dean Jacobs, Danny Smith, Kent Wolters, Ed Neumeister, Mike Miller, Craig Mintz, Bill Rose.

Second Heat: Brandon Martin, Dale Blaney, Paul May, Dustin Daggett, Ron Blair, Jimmy Stinson, Ben Rutan, Randy Fusi.

Third Heat: Brock Mayes, Chad Blonde, Greg Wilson, Kevin Huntley, Shane Stewart, Brian Ellenberger, Lee Stark, Tyler Thompson, Dallas Hewitt.

Dash: Chaney, Ellenberger, Blaney, Stewart, Daggett, Smith.

Feature: Stewart, Chaney, Smith, Wilson, Mayes, Jacobs, Paulus, Martin, Daggett, Ellenberger, Rose, Rutan, Blonde, Stinson, Blair, Thompson, Stark, Wolters, Fusi, Blaney, May, Huntley, Miller, Hewitt, Neumeister.



JIM MORRISON PHOTO

UP HIGH: Shane Stewart hits the gas at Eldora Speedway.

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Berryman & Miller Split Texas Twinbill

Gulf South Friday

BEAUMONT, Texas — Brandon Berryman bagged his first American Sprint Car Series victory in Friday night's 25-lap Gulf South Region event at Motorama Speedway.

Berryman started outside the front row but chased 16-year-old Channin Tankersley through the early portion of the race. Tankersley brushed the wall, damaging the rear end of his machine on lap 16.

Berryman assumed the point and led the remainder of the event, beating Ray Allen Kulhanek to the checkered flag. Johnny Miller charged from 14th to finish third, with Greg Rilal and Kent Lewis, Jr. following.

The finish:

Brandon Berryman, Ray Allen Kulhanek, Johnny Miller, Greg Rilal, Kent Lewis, Jr., Eric Baldaccini, Skip Wilson, Gary Watson, Kelly Angelette, Jamie Will, Tommy Bryant, Chris Sweeney, Jimmy Brooks, Kathryn Minter, Channin Tankersley, Landon Brown, Rod Craddock, Lane Whittington, John Pate, Richard Holt.

Gulf South Saturday

BAYTOWN, Texas — After knocking on the door numerous times over the past couple of seasons, Johnny Miller finally scored his first ASCS victory by topping Saturday night's 25-lap Gulf South event at Houston Raceway Park.

Starting from the pole, Miller out-gunned Jimmy Brooks at the green flag. Miller took the checkered flag in front of Brandon Berryman and Ray Allen Kulhanek, while Greg Rilal out-dued 17th-starter Chris Sweeney for fourth.

The finish:

Johnny Miller, Brandon Berryman, Ray Allen Kulhanek, Greg Rilal, Chris Sweeney, Skip Wilson, Wes Miller, Larry Hartwell, Gary Watson, Jamie Will, Richard Holt, Jimmy Brooks, Landon Brown, John Pate, Kent Lewis, Sr., Anthony Reaves, Channin Tankersley, Tommy Bryant, Todd Evans, Kent Lewis, Jr., Kelly Angelette, Tommy Jones, Eric Baldaccini, Lane Whittington.

ASCS Mid-Atlantic

NEWBERRYTOWN, Pa. — Wayne Johnson prepared for Thursday's American Sprint Cars on Tour National event at Susquehanna Speedway Park with a victory Sunday night.

Johnson, 35, led all 20 laps of the ASCS Mid-Atlantic local race and



RON SKINNER PHOTO

FIRST ONE: Johnny Miller celebrates his Gulf South victory Saturday in Baytown, Texas.

defeated a quality field that included drivers from the National Tour and top drivers from the Mid-Atlantic Region.

Johnson led an ASCS National tri-fecta that included second-place finisher Travis Rilal and third-place Foster Landon. Dave Ely, a regular racer with ASCS at Susquehanna Speedway Park, was fourth, and ASCS National driver Andy Shouse was fifth.

The finish:

Wayne Johnson, Travis Rilal, Foster Landon, Dave Ely, Andy Shouse, Jimmy Stitzel, Chris Schmelze, Chad Layton, Rick Kaylor, Dan Carrozza, Kevin Darling, Roger Fickett, Don Slack, Rod Ort, Adam Gordon.

ASCS Southern

LAURENS, S.C. — Johnny Bridges stormed to ASCS Southern Tour victory lane in Saturday night's 30-lap feature at Laurens County Speedway.

Bridges took the lead from the outset and paced the field all the way to score his third series victory aboard the C&B Mushrooms No. 07 J&J.

Florida's Matt Tiffany made a lap-27 pass of Brian Smith to snare runner-up honors, with Smith settling for third in front of defending series champion Coby Adams and David Adkins.

The finish:

Johnny Bridges, Matt Tiffany, Brian Smith, Coby Adams, David Adkins, Clarence Cox, Brandon McLain, Doug Gold, Scott Young, Matt Linder, Tim Perry, Kris Brooks.



LONNIE WHEATLEY PHOTO

LOW RIDER: Chuck Hebing (45) and Trevor Lewis battle for position Friday night in Dundee, N.Y.

Empire Strikes Back: Hebing, Rilal Triumph In N.Y. Swing

Friday

DUNDEE, N.Y. — Chuck Hebing showed his mettle versus the best in the business, winning Friday night's O'Reilly American Sprint Cars on

ASCoT

Tour preliminary night feature during the ninth annual Bully Hill Vineyards New York Sprint Nationals at Black Rock Speedway.

The defending ASCS Patriot Region champion battled past Jason Johnson on the seventh lap and fought through lapped traffic for his first ASCS National Tour triumph.

"These are some experienced racers, and under that red I think his crew told him I was coming on the low side," Hebing said. "He went to the bottom on the restart and left the top of one and two open for me and I took it."

Hebing had started his No. 45 Maxim third, while Johnson led the race from the pole.

Johnson brought his No. 41 Eagle

home second, with point-leader Gary Wright third at the checkered flag. Wayne Johnson and Darren Stewart rounded out the top five.

The finish:

Chuck Hebing, Jason Johnson, Gary Wright, Wayne Johnson, Darren Stewart, George Suprick, Trevor Lewis, Kenny Adams, Justin Barger, Doug Emery, Nick Fratto, Steve Poirier, Josh Weller, Travis Rilal, Jared Zimbardi, Lance Yonge, Foster Landon, Randy West, Andy Shouse, Bobby Breen, Jeff Cook, Bryan Howland, Scott Bonnell, Coleman Gulick, Alain Bergeron.

Saturday

DUNDEE, N.Y. — Travis Rilal offered a rousing conclusion to the New York Sprint Nationals Saturday night at Black Rock Speedway.

Rilal squeezed between Wayne Johnson and the frontstretch wall to snare the lead upon the completion of the 27th lap and paced the final three circuits to post his first American Sprint Cars on Tour National victory of the season.

In addition to the posted \$4,000 winner's share, Rilal pocketed an extra \$1,000 from Texas sponsor Allen Murray Racing to bring his take for

the night to \$5,000.

"I knew coming off of four was where I was going to have to get a run on Wayne to get by," said Rilal, who earned his 21st ASCS national triumph. "I went underneath him the lap before just to get him to move down. He did on the next lap, and I got my run on the high side. I couldn't see anything through the dust. I had no idea how much room I had between me and the wall and me and Wayne."

The victory came just one night after Rilal struggled mightily in his first visit to Black Rock Speedway.

"I don't think I've ever felt as bad in a sprint car since the first time I drove one as I did last night," Rilal said.

Johnson finished second, with Jason Johnson, point-leader Gary Wright and Justin Barger filling the top five.

The finish:

Travis Rilal, Wayne Johnson, Jason Johnson, Gary Wright, Justin Barger, Doug Emery, Trevor Lewis, Chuck Hebing, Kenny Adams, Bobby Breen, Blake Breen, Jared Zimbardi, Foster Landon, Steve Poirier, Josh Weller, Nick Fratto, Don Adamczyk, Chris Muhleisen, Alain Bergeron, Andy Shouse, Geoff Quackenbush, Darren Stewart, George Suprick, Chris Schmelze.

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TOOELE, Utah — Jeff Altenburg collected his second-straight victory this year at Miller Motorsports Park Saturday in dramatic fashion, passing teammate Randy Pobst on the final lap of the SCCA Pro Racing Speed World Challenge Touring Car Championship second-round race at the Utah Grand Prix.

SCCA TOURING

Altenburg captured his fourth-career victory by 0.295-seconds, averaging 83.160 miles per hour over the 13-lap, 58.318-mile race.

Last year's race winner, Pierre Kleinubing, of Coconut Creek, Fla., finished third.

"Prior to the race we talked about trying to work together and get away from everyone else as much as we could and then near the end, the last

three or four laps, just go out there and race as long as we don't compromise Mazda's position or our position," said Altenburg, adding that he was proud of a clean race at the end. The finish:

Jeff Altenburg, Randy Pobst, Pierre Kleinubing, Kuno Wittmer, Seth Thomas, James Sofronas, Peter Cunningham, Charles Espenlaub, James Clay, Brandon Davis, Nick Essayian, Roberto Santos, Jason Martinelli, Hal Brown, Adam Pecorari, Brad Sofronas, Brandon Peterson, Chip Herr, Charlie Putman, Stan Wilson, Ian Baas, Byron Smith, Andrie Hartanto, Michael Galati.



MARK WEBBER PHOTO

TEAMWORK: Jeff Altenburg (72) leads teammate Randy Pobst.

Archer Is On Target

TOOELE, Utah — Tommy Archer captured his first win of the season at Miller Motorsports Park for Round

SCCA GT

Three of the SCCA Pro Racing Speed World Challenge GT Championship May 19 at the Utah Grand Prix.

Defending race winner Lou Gigliotti and Doug Peterson completed the podium.

Gigliotti stayed within a second of Archer for most of the 14-lap, 62.804-mile race, but was unable to mount a serious challenge, crossing the line 0.577-second behind Archer.

The finish:

Tommy Archer, Lou Gigliotti, Doug Peterson, Randy Pobst, Michael Galati, Lawson Aschenbach, Rob Foster, Bob Woodhouse, Michael McCann, Jeff Courtney, Andy Pilgrim, Ritch Marziale, Cinci Lux, Tony Gables, Scotty B. White, Brian Kubinski, Jason Daskalos, James Sofronas, Dane Moxlow, Jeffrey Robbins, Sonny Whelen, Thomas Glenn, Robb Holland, Eric Olberz, Tony Drissi, Eric Curran, Stu Frederick.

Kasemets No Longer Bridesmaid

TOOELE, Utah — Race Four of the IMSA Lites Presented by Hankook Tires broke up a

IMSA LITES

string of second-place finishes for former Champ Car driver Tonis Kasemets on Saturday. Kasemets dominated race four of the IMSA Lites series, finishing 6.641 seconds ahead of his closest competitor in the Lites One division.

With the victory, Kasemets broke a streak of three-straight second-place finishes, all behind Gerardo Bonilla, whose win streak ended due to mechanical problems on lap two. Kasemets battled newcomer Jay Cochran at the beginning of the race, but Cochran was unable to mount a late challenge and finished second. Matt Downs took third ahead of Kerry "Cougar" Jacobsen, who charged through the field from the final starting spot to finish fourth.

In the Lites Two class, Robby Card captured the victory, while Richard Spicer was the victor in the Lites Three division.

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David Reher, owner of Reher-Morrison and renowned engine builder, has worked with VP on race fuels for 30 years. "I've known Steve Burns and the VP guys since they started. In fact, Steve helped Buddy Morrison install our first dyno and seems like they did nothing but run fuels the first few weeks we had it. VP has powered the NHRA Pro Stock champions for 31 straight years now and every one of those fuels was developed here at our shop or at Warren Johnson's shop in Georgia. When Steve is working on a project, it seems like he's somewhat of a fixture around here. Our work with VP113 focused on our Super Series 555 cu. in. engine making 925 Hp. We baselined the engine using VP110 and two competitors' 110s."

"Against competitive 110-114 octane fuels, VP113 will outperform them all."
Steve Burns
VP's President and Director - R&D

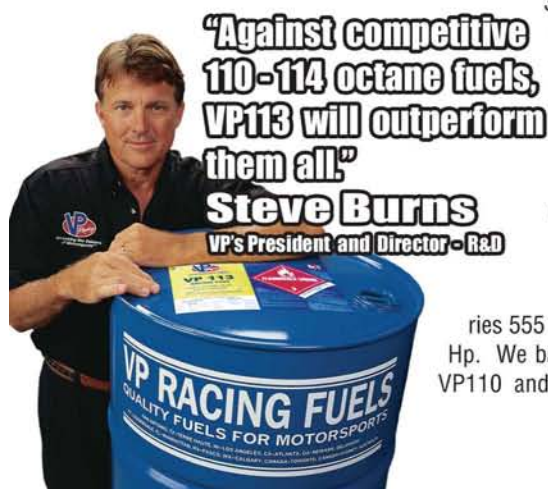
VP113 showed to be an absolutely superior fuel that will make more horsepower and shows excellent resistance to detonation."

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Pearson Keeps Pace; Rookie Rattliff Has Time Of His Life

Friday

FARLEY, Iowa — Earl Pearson, Jr. led a charge of drivers from the middle of the field and came away with the \$10,000 Lucas Oil Late Model Dirt Series winner's check May 18 at Farley Speedway.

Pearson came from the 15th starting spot and was challenging Steve Shaver for the lead by the midway point of the race. Pearson inherited the lead when Shaver suffered mechan-

ical problems and was forced from the race.

"I'll tell you what, it was a big gamble on tires tonight. We started so far back we dug ourselves a hole qualifying, and I hated it for Steve Shaver tonight, and I didn't know if I could've got by him," Pearson said.

Pearson was followed to the front of the pack by Brian Birkhofer, who started 17th, and Steve Casebolt, who started 23rd after using a provisional start.

The finish:

Earl Pearson, Jr., Brian Birkhofer, Steve Casebolt, Terry English, Billy Moyer, Darren Miller, Damon Eller, Brady

Smith, Steve Ihm, Justin Rattliff, Donnie Moran, Freddy Smith, Dan Schlieper, Tyler Bruening, Ray Cook, Scott James, Steve Shaver, Terry Casey, Billy Drake, Brad Neat, Andy Eckrich, Dave Eckrich, Jay Johnson, Don O'Neal.

Saturday

LA SALLE, Ill. — Justin Rattliff, 20, made the most of his first trip to La Salle Speedway by capturing the \$10,000-to-win Lucas Oil Late Model Spring Shootout on Saturday night.

Using a backup car after mechanical problems shelved his frontline racer, Rattliff became the 10th different winner in 12 races this season. The

victory vaulted him into first place in the rookie race.

Rattliff passed veteran Don O'Neal on the 28th lap and held off O'Neal the rest of the way.

"It's an unbelievable feeling to win one of these Lucas Oil races," Rattliff said.

Trailing Rattliff and O'Neal to the finish line was Rick Eckert, Jimmy Mars and Brian Birkhofer.

The finish:

Justin Rattliff, Don O'Neal, Rick Eckert, Jimmy Mars, Brian Birkhofer, Billy Moyer, Darren Miller, Earl Pearson, Jr., Scott James, Steve Shaver, Brady Smith, Jeep VanWormer, Dan Schlieper, Brian Shirley, Brad Neat, Billy Drake, Terry English, Kerry Hansen, Eddie Carrier, Jr., Ray Cook, Damon Eller, Shannon Babb, Donnie Moran, Steve Casebolt.



RICK SCHWALLIE PHOTO

SLIDE BY SLIDE: Earl Pearson, Jr. stays to the inside of Steve Shaver during Lucas Oil Late Model Series action.

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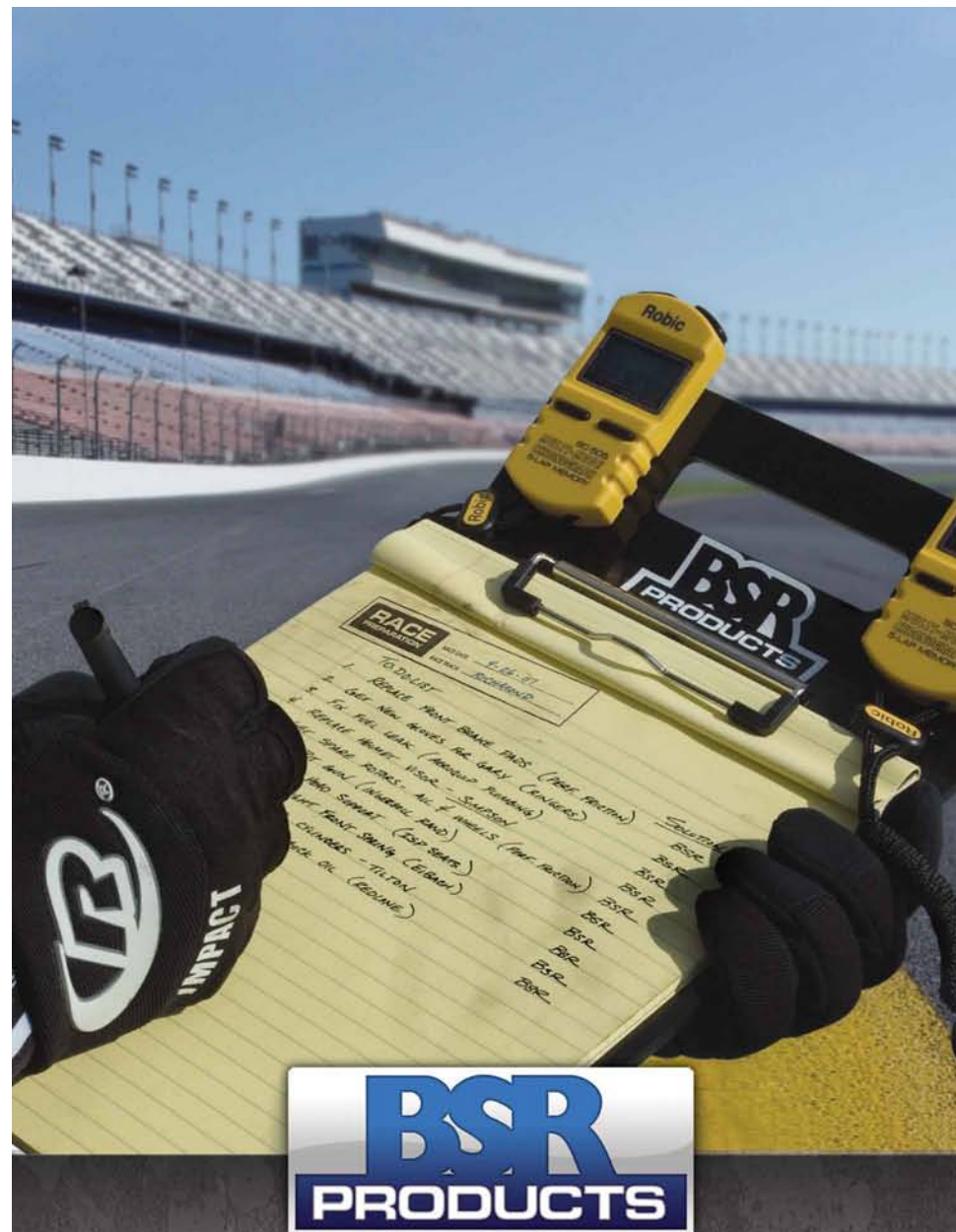
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Bourdais Sets Pace In Portland Test Before Crossing Pond For F-1 Run

By JOHN OREOVICZ
NSSN CORRESPONDENT

CHAMP NOTES
BELLE UNION, Ind. — Although **Will Power** and Team Australia won the first race of Champ Car's Panoz spec-car era, **Sebastien Bourdais** and **Newman-Haas-Lanigan Racing** returned to form for the next two events on the 2007 calendar.

A recent open test at Portland Int'l Raceway showed that even with the new car and the forced adaptation to spec racing, NHLR could be starting to inch away from

the Champ Car pack. Bourdais and rookie **Graham Rahal** ran 1-2 at Portland from May 2-4, with Bourdais's 57.45-second lap easily beating the track record.

Rahal ran a 57.61-second lap, while **Dan Clarke** (Minardi Team USA) and his 57.96-second effort was the only other time posted under 58 seconds.

"We've had quite a bit of different weather conditions, making things more complicated than they needed to be," said Bourdais, referring to rain that wiped out the middle day of the planned three-day test. "The McDonald's car is good, and we are just trying to find some improve-

ments and go through the items we had on the list. Hopefully, we can get some valuable information and just build for the race weekend."

■ The June 10 Champ Car race at PIR has picked up title sponsorship from Mazda USA. Mazda badges the four-cylinder Cosworth engines used in the Atlantic Championship, and the Japanese auto brand is also the official vehicle of Champ Car.

■ Bourdais flew from Portland to Europe to log his second significant test session with the Scuderia Toro Rosso Formula One team. This time,

Bourdais was entrusted with the latest-spec, V-8-powered machine, rather than the 2006-model car with the V-10 he drove last winter.

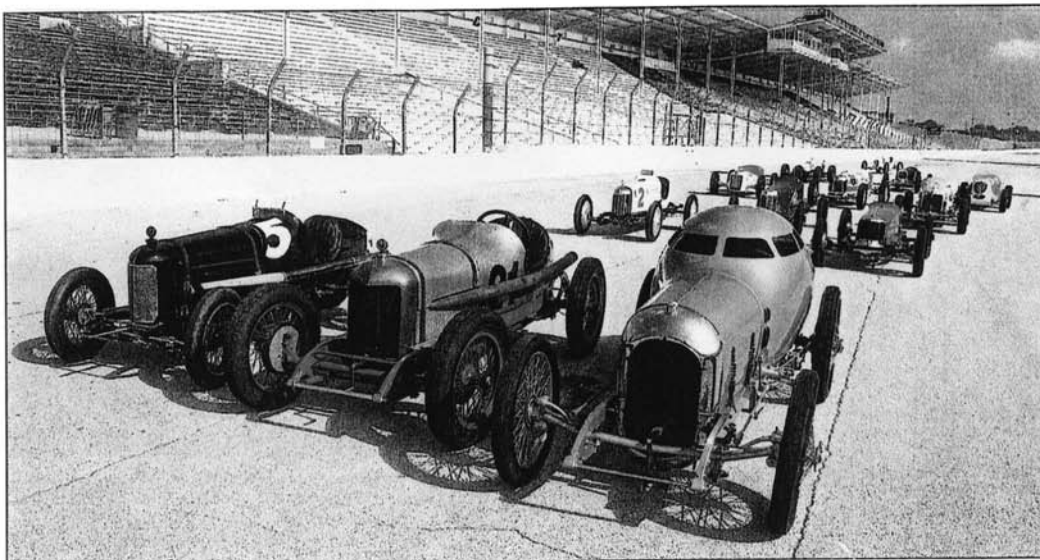
Bourdais ran 2.1 seconds off the pace set by McLaren rookie **Lewis Hamilton** at the Paul Ricard circuit in France. American **Scott Speed**, the regular driver of the Toro Rosso-Ferrari, ran second fastest to Ferrari's **Kimi Raikkonen** on a different layout of the Ricard circuit the following day.

The 28-year-old Frenchman is set to test again for Toro Rosso at Spa-Francorchamps in June in what is expected to be an audition for a 2008 race seat.

■ Champ Car has hired tennis public-relations veteran **David Higdon** as executive vice-president of strategic development and communication. Higdon has worked for the ATP tennis tour since 1998, creating the ATP's public-relations strategy.

■ Champ Car World Series co-owner **Gerald Forsythe** is spearheading the formula's adoption of Ethanol-based fuel.

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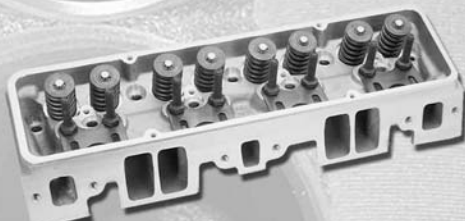
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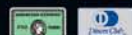
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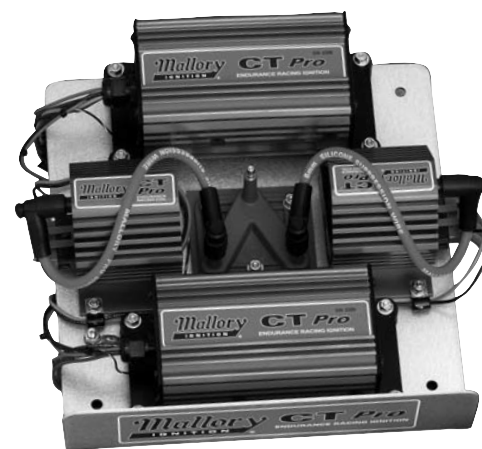
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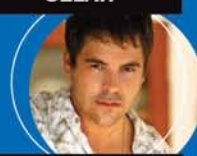
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16. Greg Biffle	1,155
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9. Aaron Fike	765
10. Johnny Benson	735
11. Erik Darnell	724
12. Dennis Setzer	664
13. Terry Cook	638
14. Brendan Gaughan	631
15. David Starr	621
16. Chad McCumbee	612
17. Willie Allen	603
18. Tyler Walker	585
19. Bill Lester	582
20. Stacy Compton	575

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2. Tony Kanaan	115
3. Scott Dixon	112
4. Helio Castroneves	101
5. Sam Hornish, Jr.	91
6. Dario Franchitti	91
7. Tomas Scheckter	74
8. Scott Sharp	65
9. Buddy Rice	60
10. Danica Patrick	59

Champ Car

1. Sebastien Bourdais	73
2. Will Power	70
3. Robert Doornbos	61
4. Alex Tagliani	57
5. Bruno Junqueira	53
6. Oriol Servia	51
7. Graham Rahal	46
8. Justin Wilson	41
9. Tristan Gommendy	39
10. Simon Pagenaud	38

Champ Car Atlantic

1. Raphael Matos	98
2. Jonathan Bomarito	75
3. James Hinchcliffe	66
4. Robert Wickens	65
5. Franck Perera	63
6. Ronnie Bremer	43
7. Carl Skerlong	41
8. Giacomo Ricci	41
9. John Edwards	36
10. Alan Sciuto	36

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7. Bob Vandergriff	351
8. David Grubnic	347
9. Whit Bazemore	340
10. Cory McClenathan	336

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2. Robert Hight	524
3. Tony Pedregon	404

4. Mike Ashley	385
5. Gary Scelzi	385
6. Jim Head	343
7. Ashley Force	322
8. Del Worsham	319
9. Jeff Arend	290
10. Cruz Pedregon	274

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1. Greg Anderson	680
2. Dave Connolly	479
3. Jeg Coughlin	466
4. Jason Line	427
5. Warren Johnson	351
6. Kurt Johnson	345
7. Allen Johnson	341
8. Mike Edwards	327
9. V Gaines	306
10. Richie Stevens	290

Formula One

1. Lewis Hamilton	30
2. Fernando Alonso	28
3. Felipe Massa	27
4. Kimi Raikkonen	22
5. Nick Heidfeld	15
6. Robert Kubica	8
7. Giancarlo Fisichella	8
8. Nico Rosberg	5
9. David Coulthard	4
10. Jarno Trulli	4

World of Outlaws

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2. Joey Saldana	3,247
3. Daryn Pittman	3,116
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5. Danny Lasoski	3,045
6. Steve Kinser	3,037
7. Craig Dollansky	2,963
8. Paul McMahan	2,877
9. Jason Solwold	2,875
10. Jac Haudenschild	2,816

USAC Silver Crown

1. Aaron Pierce	187
2. Wayne Reutimann, Jr.	178
3. Bud Kaeding	176
4. Paul White	168
5. A.J. Fike	159
6. Cameron Dodson	153
7. Tim Barber	148
8. Pablo Donoso	142
9. Mat Neely	132
10. Mike Murgoitio	130

USAC Sprints

1. Darren Hagen	262
2. Levi Jones	209
3. Kevin Swindell	200
4. Dave Darland	190
5. Jesse Hockett	171
6. Jon Stanbrough	164
7. Dustin Morgan	162
8. Brady Bacon	161
9. Damion Gardner	160
10. Robert Ballou	154

USAC Midgets

1. Darren Hagen	163
2. Jerry Coons, Jr.	141
3. Tom Hessert	119
4. Bobby East	112
5. Levi Jones	100
6. Cole Carter	97
7. Brad Loyet	93
8. Brad Kuhn	92
9. Ricky Stenhouse	85
10. Dave Darland	84

USAC-CRA Sprints

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3. Danny Sheridan	648
4. Rickie Gaunt	638
5. Scotty Weir	614
6. Rip Williams	537
7. R.J. Johnson	510
8. Darren Hagen	460
9. Cory Kruseman	428
10. Garrett Hansen	388

USAC Western Midgets

1. Johnny Rodriguez	240
2. Matt Mitchell	236
3. Scott Pierovich	236
4. Shannon McQueen	205
5. Jerome Rodela	196
6. Greg Bragg	195
7. Chris Rahe	189
8. Bobby Flock	184
9. Danny Stratton	136
10. Randi Pankratz	134

ARCA RE/MAX

1. Frank Kimmel	1,715
2. Justin Allgaier	1,645
3. Bobby Gerhart	1,630
4. Dexter Bean	1,585
5. Justin South	1,490
6. Phillip McGilton	1,470
7. Justin Marks	1,400
8. Michael McDowell	1,360
9. Patrick Sheltra	1,310
10. Bryan Silas	1,245

World of Outlaws LMs

1. Shannon Babb	1,922
2. Clint Smith	1,916
3. Steve Francis	1,896
4. Josh Richards	1,886
5. Chub Frank	1,874
6. Rick Eckert	1,874
7. Chris Madden	1,837
8. Shane Clanton	1,810
9. Darrell Lanigan	1,735
10. Eddie Carrier, Jr.	1,628

Lucas Oil LMs

1. Billy Moyer	1,440
2. Don O'Neal	1,305

3. Earl Pearson, Jr.	1,300
4. Terry English	1,270
5. Steve Casebolt	1,245
6. Scott James	1,240
7. Steve Shaver	1,185
8. Dan Schlieper	1,115
9. Donnie Moran	1,100
10. Brian Birkhofer	1,075

ASCoT

1. Gary Wright	1,749
2. Wayne Johnson	1,652
3. Jason Johnson	1,633
4. Travis Rilat	1,589
5. Darren Stewart	1,559
6. Foster Landon	1,390
7. Andy Shouse	1,323
8. Chris Schmelzle	1,125
9. Johnny Miller	1,047
10. Nick Smith	832

ASCS Mid-Atlantic

1. George Suprick	473
2. Tim Hogue	471
3. Coleman Gulick	447
4. Justin Barger	357
5. Geoff Quackenbush	339

ASCS Gulf South

1. Johnny Miller	436
2. Brandon Berryman	424
3. Skip Wilson	414
4. Ray Allen Kulhanek	412
5. Greg Rilat	408

ASCS Southern Tour

1. Johnny Bridges	294
2. Brian Smith	282
3. Brandon McLain	262
4. Clarence Cox	260
5. Kenny Adams	150

ASCS Coastal

1. Michael Dupuy	846
2. Michael Herrington	818
3. Robert Casada	794
4. Timmy Thrash	754
5. Todd Fayard	752

ASCS Rebel

1. T.J. Winegardner	410
2. Brian Thomas	392
3. Shane Morgan	384
4. Tyler Godwin	384
5. Doug Day	376

ASCS Canyon

1. Jeremy Sherman	746
2. Josh Pelkey	700
3. Mike Leslie	662
4. Bernie Smith	656
5. Mike Martin	648

ASCS Coastal

1. Don Drou, Jr.	150
2. Chuck Swenson	146
3. Mike Peters	144
4. Larry Neighbors	142
5. Sty Snyder	140

ASCS SOD

1. Brett Mann	424
2. Tim Norman	424
3. Mike Brecht	400
4. Joe Bares	396
5. Bill Johnson	392

ASCS Patriot

1. Chuck Hebing	150
2. Bryan Howland	146
3. Jason Barney	144
4. Jeff Cook	142
5. Josh Weller	140

National Midget Driver Of The Year

1. Jerry Coons, Jr.	285
2. Mike Hess	281
3. Brad Kuhn	266
4. Tony Stewart	256
5. Shane Cottle	245
6. Brad Loyet	240
7. Dave Darland	196
8. Darren Hagen	187
9. Gary Altig	178
10. Davey Ray	165

Badger Midget

1. Brad Kuhn	101
2. Aaron Fiscus	92
3. Brad Loyet	92
4. Danny Stratton	77
5. Jerry Coons, Jr.	70
6. Davey Ray	62
7. Mike Hess	62
8. Brandon Waelti	56
9. Harley Slotten	56
10. A.J. Fike	52

MSCS

1. Kyle Cummins	119
2. Bobby Stines	110
3. Kevin Briscoe	106
4. Jerry Ruble	100
5. Alex Shanks	100
6. John Memmer	97
7. Mitch Wissmiller	82
8. Bret Mellenberndt	81
9. Aric Gentry	77
10. Ryan Brewer	73

CRA Super Series

1. Chris Gabehart	296
2. Jeff Lane	278
3. Scott Hantz	264
4. Jason Shively	256
5. Kenny Tweedy	246



Brad Noffsinger - Top 5 USAC Silver
Crown Championship



Tim Grose - NHRA
Winternationals Champ



Johnny Sauter
Curb/Agajanian Busch Car.
Winner at Richmond



Billy Boat - Top 10 Indianapolis 500
Top 5 IRL Championship



Tom Sneva - Top 10 CART
Indy Car Championship



Kasey Kahne with the Kahne/
Curb Records 2006 Sprint Car



TIRES, PLEASE: The pit crews of Sam Hornish, Jr. (top) and Tony Kanaan complete work on their team cars during the 2006 pit competition.



TUNED UP: Stephan Jenkins of Third Eye Blind performs for fans during the 2006 Carb Day at Indianapolis Motor Speedway.



No. 1: Wade Cunningham celebrates his Indy Pro Series victory last season at Indianapolis Motor Speedway.

SIGHTS & SOUNDS

Carb Day Has Evolved From Mere Test Session

Even though it's been nearly 45 years since carburetors were last used on an Indy-car engine — the 1963 Fords of Jim Clark and Dan Gurney had them — Carburetion Day remains one of those traditional, cherished events so unique to Indianapolis Motor Speedway.

It's just been in the last few years that the Speedway has officially called this popular event what the fans and media have known it as for years, Carb Day. A shortened,

By Bob Gates
NSSN CORRESPONDENT

catchy version of what had been known previously as carburetion test day. Regardless of the name, however, in the past 10 years Carb Day has eclipsed all events at Indy, with the exception of the race, as a Month of May happening in terms of attendance, anticipation and excitement.

It's for good reason. The jam-packed day begins with a two-hour practice session for the 33 cars and drivers that have qualified for the race. That often hectic, sometimes drama-filled session is followed by the very popular Miller Lite Pit Stop Competition, and, since 2004, the Freedom 100 for the Indy Pro Series.

Sprinkled in with the racing are demonstration laps by historic and replica Indy cars, music, autograph sessions and a host of other fan-oriented activities. And, at \$10, it is one of the best deals in all of sports.

It is quite an evolution for a day that was originally intended to simply give competitors one last practice before the big event. The day has been part of the activity since the first race in 1911. That day often varied. Sometimes a practice session was held as late as the day before the race. Most often, though, it took place two or three days before.

Then in 1974, when the race was permanently moved to the last Sunday in May, Carb Day became a fixture on the

May 25 Miller Lite Carb Day

- **8 a.m.-6 p.m.:** Public Gates Open
- **11 a.m.-Noon:** IndyCar Series Practice
- **Noon-12:30 p.m.:** Freedom 100 Pre-race
- **12:30 p.m.-1:30 p.m.:** Freedom 100
- **1:30 p.m.-3 p.m.:** Checkers/Rally's Pit Stop Challenge
- **3:30 p.m.:** Miller Lite Carb Day Concert featuring Kid Rock

Thursday before the race. That is until it was moved to the Friday prior to race day in 2005.

Having the two-day gap between Carb Day and the race is important because it gives crews a chance to find problems and still have time to make repairs before the 500.

Through the years, Carb Day practice has indeed saved the race for many teams. Often a weak engine, a failing rear end or a fractured component was discovered that would have caused the car to fall out in the early laps of the race.

In 1954, the Howard Keck team struggled with Bill Vukovich's car all month. They thought they had the problem resolved, but in only a few laps on Carb Day, they discovered they had not. The practice did allow them to uncover the cause, however. They fixed it by the race, and Vuky drove to his second-consecutive 500 triumph.

In 1969, Mario Andretti qualified his old, backup Hawk after he crashed his new, high-tech Lotus in practice. Clint Brawner, his mechanic, knew overheating with the Ford engine would be a problem and hung an external cooler on the car. USAC, though, insisted that it changed the configuration of the car after it had qualified, and officials wouldn't allow it.

The device was removed, and the team used Carb Day practice to establish particular rpm parameters that would allow the engine to be competitive but survive. On race day Andretti won his first and only

Indianapolis 500.

Sometimes Carb Day practice rather than aiding in uncovering problems creates them. In 1975, with only two minutes of practice remaining, Pancho Carter lost control of his Eagle Offy in turn one. The car slid hundreds of feet, clipped a fire truck and leaped a four-foot-deep drainage ditch.

Carter's back was injured, but the car was in worse shape. The tub was nearly destroyed, and the rules didn't allow it to be replaced with a new one. The original had to be repaired or Carter was out of the race. The remains of the car were transported to Steve Stapp's nearby shop, and an around-the-clock repair effort was made by legendary fabricator Don "The Prince of Darkness" Brown. As a result, Carter finished fourth in the 500.

In 1986, an even more dramatic Carb Day accident occurred. This one involved four of the starters and drastically altered the starting field. A rear brake rotor exploded on Dennis Firestone's car, blowing the tire and sending him directly into the path of Roberto Moreno. Moreno, in turn, slid into the pit entrance, where he clipped a slow-moving George Snider, and then slammed into the parked car of Josele Garza.

The drivers were unscathed, but a spectator and two crewmen were injured. The cars were a mess.

Snider's and Moreno's cars were damaged severely enough that they were forced to backup cars. Firestone's car

caught the brunt of the damage. It was sheared in half behind the seat and was beyond repair. Without a backup, Firestone was forced to miss the 500. Alternate qualifier Dick Simon took his place. Garza's wrecked car was repaired after a banzai effort that lasted until race morning.

Mario Andretti seemed to have actually benefited from the accident, as he moved from 33rd to 30th position. He had destroyed his car in a crash earlier in the month and was forced to the last row in his backup car. The Andretti fortunes being what they are at Indianapolis, however, the short change of luck was just that. On race day Mario ran only 19 laps and finished 32nd.

Other than running their cars, crews spend a lot of time on other facets of race prep on Carb Day. Pit-lane pit-stop practice is allowed for the last time on Carb Day, and a variety of race-encountered emergency scenarios are developed and practiced at that time — everything from the quick change of a rear-wing wicker bill to the switching of an entire nose-piece or side pod. All the mundane bits and pieces of pit equipment are checked and tested as well. At Indianapolis there's sometimes even drama in the mundane.

Driver or fan, people watching is certainly one of the main attractions of Carb Day. And people in various stages of unusual dress — and undress — add to the viewing amusement. Rock music fills the air. Kid Rock is to perform this year, permeating the Old Speedway with a carnival-like atmosphere as the month-long party that is Indianapolis begins a festive three-day wind-down.

Purists might argue that what's happening on Carb Day is no longer just about racing. Maybe not. But, in today's competition for the fan's dollar, racing has to be an event. American open-wheel racing in particular needs more events.

And there are few happenings in all of sports like Carb Day at the Indianapolis Motor Speedway.



ACTION PACKED: Spectators pack the stands to catch the action on pit road during last season's Carb Day at Indianapolis Motor Speedway.



FINAL TIME: Teams take to the track for the final practice session before the 2006 Indianapolis 500.

Brack Returns To Indianapolis, This Time Behind A Guitar

Kenny Brack won the Indianapolis 500 in 1999 while driving for A.J. Foyt. Now, Brack, who was badly injured at Texas Motor Speedway in 2003, is making a career out of playing rock-and-roll music. Interestingly, one of his new songs is about his former car owner. Brack, who also won the 1998 Indy Racing League championship, and his band will be playing in Indianapolis on race weekend.

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Jeff Gordon Will Be Among Those Trying To Conquer NASCAR's Longest Race

Kasey Kahne and Jimmie Johnson have combined to win the last three Coca-Cola 600s at Lowe's Motor Speedway. A full field of challengers will be hoping to break into victory lane at the 1.5-mile speedway. Jeff Gordon enters the race as the point leader and has won the 600-mile race three times.

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AUTOSTOCK IMAGES

Memorial Day Section
May 23, 2007



Al Unser, Jr.
1992, 1994

Buddy Lazier
1996

Helio Castroneves
2000, 2001

Buddy Rice
2004

Dan Wheldon
2005

Pucker Up

Who Will Kiss The Bricks In '07?

INDIANAPOLIS 500 STARTING GRID



1. HELIO CASTRONEVES

Speed: 225.817 mph
Car: No. 3 Team Penske Dallara-Honda
Hometown: Sao Paulo, Brazil
Indy starts: Six **Best finish:** First (2000, 2001)



2. TONY KANAAN

Speed: 225.757 mph
Car: No. 11 7-Eleven Dallara-Honda
Hometown: Salvador, Bahia, Brazil
Indy starts: Five **Best finish:** Second (2004)



3. DARIO FRANCHITTI

Speed: 225.191 mph
Car: No. 27 Canadian Club Dallara-Honda
Hometown: Edinburgh, Scotland
Indy starts: Four **Best finish:** Sixth (2005)

4. SCOTT DIXON

Speed: 225.122 mph
Car: No. 9 Target Dallara-Honda
Hometown: Auckland, New Zealand
Indy starts: Four **Best finish:** Sixth (2006)



5. SAM HORNISH, JR.

Speed: 225.109 mph
Car: No. 6 Team Penske Dallara-Honda
Hometown: Defiance, Ohio
Indy starts: Seven **Best finish:** First (2006)



6. DAN WHELDON

Speed: 224.641 mph
Car: No. 10 Target Dallara-Honda
Hometown: Emberton, England
Indy starts: Four **Best finish:** First (2005)



7. RYAN BRISCOE

Speed: 224.410 mph
Car: No. 12 Norton 360 Dallara-Honda
Hometown: Sydney, Australia
Indy starts: One **Best finish:** 10th (2005)



8. DANICA PATRICK

Speed: 224.641 mph
Car: No. 7 Motorola Dallara-Honda
Hometown: Roscoe, Ill.
Indy starts: Two **Best finish:** Fourth (2005)



9. MARCO ANDRETTI

Speed: 223.299 mph
Car: No. 26 NYSE Group Dallara-Honda
Hometown: Nazareth, Pa.
Indy starts: One **Best finish:** Second (2006)

10. TOMAS SCHECKTER

Speed: 222.877 mph
Car: No. 2 Vision Racing Dallara-Honda
Hometown: Cape Town, South Africa
Indy starts: Five **Best finish:** Fourth (2003)



11. MICHAEL ANDRETTI

Speed: 222.789 mph
Car: No. 39 Jim Beam Dallara-Honda
Hometown: Nazareth, Pa.
Indy starts: 15 **Best finish:** Second (1991)



12. SCOTT SHARP

Speed: 223.875 mph
Car: No. 8 Patron Dallara-Honda
Hometown: Norwalk, Conn.
Indy starts: 12 **Best finish:** Seventh (2005)



13. JEFF SIMMONS

Speed: 223.693 mph
Car: No. 17 Ethanol Dallara-Honda
Hometown: Hartford, Conn.
Indy starts: Two **Best finish:** 16th (2004)



14. ED CARPENTER

Speed: 223.495 mph
Car: No. 20 Hitachi Dallara-Honda
Hometown: Indianapolis, Ind.
Indy starts: Three **Best finish:** 11th (2005, 2006)



15. DARREN MANNING

Speed: 223.875 mph
Car: No. 14 ABC Supply Dallara-Honda
Hometown: North Yorkshire, England
Indy starts: Two **Best finish:** 25th (2004)

16. BUDDY RICE

Speed: 222.826 mph
Car: No. 15 A1 Team USA Dallara-Honda
Hometown: Phoenix, Ariz.
Indy starts: Three **Best finish:** First (2004)



17. KOSUKE MATSUURA

Speed: 222.595 mph
Car: No. 55 Panasonic Dallara-Honda
Hometown: Aichi, Japan
Indy starts: Three **Best finish:** 11th (2004)



18. A.J. FOYT IV

Speed: 222.413 mph
Car: No. 22 Vision Racing Dallara-Honda
Hometown: Hockley, Texas
Indy starts: Three **Best finish:** 18th (2003)



19. VITOR MEIRA

Speed: 222.333 mph
Car: No. 4 Delphi Dallara-Honda
Hometown: Brasilia, Brazil
Indy starts: Four **Best finish:** Second (2005)



20. DAVEY HAMILTON

Speed: 222.471 mph
Car: No. 02 Vision Racing Dallara-Honda
Hometown: Nampa, Idaho
Indy starts: Six **Best finish:** Fourth (1998)



21. SARAH FISHER

Speed: 221.960 mph
Car: No. 5 AAMCO Dallara-Honda
Hometown: Commercial Point, Ohio
Indy starts: Five **Best finish:** 21st (2004)

22. BUDDY LAZIER

Speed: 221.380 mph
Car: No. 99 Schmidt Dallara-Honda
Hometown: Vail, Colo.
Indy starts: 14 **Best finish:** First (1996)



23. ROGER YASUKAWA

Speed: 222.654 mph
Car: No. 24 Wellman Corbier Dallara-Honda
Hometown: Los Angeles, Calif.
Indy starts: Four **Best finish:** 10th (2003, 2004)



24. JOHN ANDRETTI

Speed: 221.756 mph
Car: No. 33 Camping World Dallara-Honda
Hometown: Indianapolis, Ind.
Indy starts: Seven **Best finish:** Fifth (1991)



25. AL UNSER, JR.

Speed: 220.876 mph
Car: No. 50 ABC Supply Dallara-Honda
Hometown: Albuquerque, N.M.
Indy starts: 18 **Best finish:** First (1992, 1994)



26. ALEX BARRON

Speed: 220.471 mph
Car: No. 98 Curb Records Dallara-Honda
Hometown: Menifee, Calif.
Indy starts: Four **Best finish:** Fourth (2002)



27. JON HERB

Speed: 220.108 mph
Car: No. 19 Racing Professionals Dallara-Honda
Hometown: Chicago
Indy starts: One **Best finish:** 27th (2001)

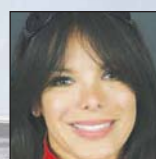
28. JAUQUES LAZIER

Speed: 219.409 mph
Car: No. 21 Playa Del Racing Panoz-Honda
Hometown: Vail, Colo.
Indy starts: Five **Best finish:** 13th (2000)



29. MILKA DUNO

Speed: 219.228 mph
Car: No. 23 Citgo Dallara-Honda
Hometown: Caracas, Venezuela
Indy starts: Rookie **Best finish:** Rookie



30. MARTY ROTH

Speed: 218.922 mph
Car: No. 25 Roth Racing Dallara-Honda
Hometown: Toronto, Ontario
Indy starts: Two **Best finish:** 24th (2004)



31. ROBERTO MORENO

Speed: 220.299 mph
Car: No. 77 Chastain Motorsports Panoz-Honda
Hometown: Rio de Janeiro, Brazil
Indy starts: Two **Best finish:** 19th (1986)



32. RICHIE HEARN

Speed: 219.860 mph
Car: No. 91 Hemelgarn Dallara-Honda
Hometown: Glendale, Calif.
Indy starts: Five **Best finish:** Third (1996)



33. PHIL GIEBLER

Speed: 219.637 mph
Car: No. 31 Ethos Panoz-Honda
Hometown: Oxnard, Calif.
Indy starts: Rookie **Best finish:** Rookie

With A Chance To Rebuild Her Career, Sarah Fisher Is Ready To Return To Indy

Sarah Fisher spent last year's Indianapolis 500 delivering posters promoting IndyCar Series racing and driver Vitor Meira as part of her marketing job as an account executive for Ignition.

At one time, she was considered one of the stars of the sport and would have been on that poster.

By BRUCE MARTIN
NSSN CORRESPONDENT

"When you are at Indy and you have an Ignition shirt on and you are just a

marketing account executive, that stinks," Fisher recalled. "Holding that banner behind Vitor Meira for an ESPN interview, I was like, 'Man, what am I doing?'"

Fisher said her narcotic for racing is figuring out how to make race cars go faster and working with engineers, not developing a marketing proposal to promote the "new Snap-a-lope for Slim Jim."

"This other thing just wasn't what I loved," Fisher said. "I woke up every morning saying, 'Man, I want to get back in a race car. I just don't have the opportunity yet.'"

"So, when Dennis Reinbold (team owner at the Dreyer & Reinbold IndyCar team) called and offered me this chance, I was all over it. I really want this to work because this is what I enjoy doing."

RON MCQUEENY/IRL
INDYCAR PHOTO

That opportunity has Fisher in a full-time ride, and she will compete in the Indy 500 for the first time since finishing 21st in 2004.

Fisher was once Indy-car racing's starlet, long before anyone knew who Danica Patrick was. She was the 19 year old from Commercial Point, Ohio, who knew how to get her car up front and appeared destined for victory lane.

Not only was she the third female to compete in the Indianapolis 500 in 2000, joining Janet Guthrie in 1977 and Lyn St. James in 1992, she was the first female to win an IndyCar pole (Kentucky 2002). She also is the highest-finishing

female in an IndyCar race, having placed second to Sam Hornish, Jr. at Homestead, Fla., in 2001.

But as her status in the sport grew, her career was being mismanaged by her then personal representative. After running two seasons with Walker Racing and two more seasons with Dreyer & Reinbold Racing, she was out of a ride after 2003.

She drove in the 2004 Indianapolis 500 for Kelley Racing, but it appeared her Indy-car racing career was over.

Fisher has returned much more mature than when she left.

"It's called growing up," Fisher admitted. "When I started Indy cars at 19, I was just a kid out of high school.

And it was so awesome to be able to come and compete here. But for a high school kid, I never got to flip burgers. I came right to the Indy 500. And that was a lot.

"When you grow up and you mature, it's like filling out mentally. And I've done that, and I'm just really enthusiastic about getting a second chance at it."

Her change in attitude is apparent, even to defending Indianapolis 500 winner Sam Hornish, Jr.

"She has some pretty good talent," Hornish said. "I've known her since I was 11 years old. I've seen a change in her. I'm fortunate that I only had to take one race off in my Indy-car career, and that was enough to make me do whatever I had to do to get back to the next one.

"Your attitude changes when you have to sit there and watch it after you've been part of it for so long. It's nice to be able to get back there and have another chance to do it." In 2005, Fisher didn't so much leave Indy-car racing, she said Indy-car racing had left her. So,



STEVE SNODDY/IRL INDYCAR PHOTO

she joined Richard Childress Racing's NASCAR operation as one of its diversity drivers. She left with her fiancé and competed in the NASCAR West Series, living out of a motor home.

But it didn't take Fisher long to realize that she didn't fit in to the team's future.

"If RCR had put together a Busch program for me, which they didn't, and if their marketing guy had actually Googled my name and found out I had actually run Indy, it might have made a difference," she said. "They didn't showcase a lot of the achievements that I made in Indy cars when I got there. The guy in charge of marketing there had no idea what I did in Indy cars, that I was on the podium or anything."

Although her opportunities in NASCAR did not turn out positively, she enjoyed the experience of driving the stock cars.

"They are horrible," she said. "They don't stop, they don't turn and they don't accelerate, but they are a blast to drive. The techniques you use in a stock car are very similar to sprint cars. You really manhandle the car, get up on the wheel and manipulate what you want it to do.

"It is really fun, and I think those techniques I've learned really help me with an Indy car because it's much more nimble."

She is happy, however, to be back in the type of car that she knows fits her style.

"NASCAR is not the only series out there, and I'm glad to see Indy cars coming back," Fisher said. "I love Indy cars. I grew up in Ohio. The Indy 500 was right next door. All the sprint-car guys and midget-car guys looked up to the Indy-car drivers. A lot of pure race fans adore it.

"We have to share how neat it is to those people who don't watch TV 100 percent of the day."

She believes it's neat to have three women (Danica Patrick, Milka Duno) in this year's field because corporate America has a lot of female leaders.

She has more in common with Champ Car driver Katherine Legge than with Indy-car driver Danica Patrick, who she admits she doesn't really talk to.

"I don't try to really talk to anybody," Fisher said. "Let's just say my teammate is Buddy Rice and end it right there.

"I'm the girl next door. I can relate to everybody in some sense. I feel like I'm a normal person who just gets to do a really cool job. And I can appreciate that everybody contributes to society, and I'm no better than the next guy."

And Fisher had made a promise that she intends to keep.

"I can do this," Fisher said. "I'll do it better than I ever have before."

Sarah Fisher File

Birthday: Oct. 4, 1980
Hometown: Commercial Point, Ohio
Residence: Indianapolis
IndyCar starts: 54
Best Finish: Second (Homestead, 2001)

Indy 500 starts: Five
Best Indy finish: 21 (2004)
Team: Dreyer & Reinbold
Car: No. 15 Dallara-Honda
First Race Car: Quarter midget at age 5

Music & The Man

Brack Is Back With A Guitar And A New Lease On Life

The two seminal moments of Kenny Brack's on-track life — the ones he looks back on now with the most sense of pride and accomplishment — both happened at Indianapolis Motor Speedway. The place seems to be filled with good karma for Brack.

After all, he won the Indianapolis 500 in 1999 as a driver for A.J. Foyt. In 2005, he returned to the sport and Indy — for the first time after the horrific 2003 crash at Texas that came eyelash-close to killing him — and put up the field's fastest qualifying time.

By JOHN CLAYTON
STAFF WRITER

So, launching a second career there — this one in music — with the band Brack seemed at least fitting if not some sort of rock-n-roll destiny for Brack, the former driver turned lead guitarist. "The Speedway will always be special to me," said Brack from his home in Belgium. "Being able to get the Indy 500 victory for A.J. and what it means to be a driver there for him and then to have my first comeback race after the accident — those are probably the two greatest moments of my racing career."

Brack, the band (pronounced, Breck), is set to play at the Speedway during Carb Day May 25 and take part in the 500 Festival Parade May 26. A release party for the band's first CD, "Brack: Greatest Hits, Volume I," is also set for May 23 in Indianapolis.

With the CD, the two worlds of Brack, the racer/guitarist, are unexpectedly colliding. The band has recorded a timely tribute to Foyt called "Legend of the Speedway," just as Foyt prepares to celebrate his 50th year at Indy as a driver and owner. The song's accompanying video, which was recently shot at the famed Brickyard and at the Indianapolis Motor Speedway Museum, will be played on the speedway's Jumbotron regularly throughout the month of May.

"It's a song I wrote before the accident, but I put it in a drawer," said Brack, who played during the month of May in Indianapolis before with "Kenny and the Subwoofers," a pickup group of musicians who were also involved in the racing industry.

But this time around, the music — if not all the songs — is on a more serious note.

"Legend of the Speedway" began to take shape after Brack began working with Franc Aledia, an Ohio-based songwriter who is now the band's lead singer. The two polished "Legend of the Speedway" and other songs that would eventu-

KENNY BRACK FILE

Born: March 21, 1966, in Sweden.

Family: Wife, Anita, and daughter, Karma, live with Brack in Belgium.

Racing career highlights: Won the 1999 Indianapolis 500 and the 1998 IRL championship while driving for car-owner A.J. Foyt. In 2000, switched to CART and Team Rahal Letterman and was named Rookie of the Year. Won six poles and four races in 2001, finishing second in CART series championship. Returned to IRL in 2003, surviving a horrific crash at Texas Motor Speedway. After months of recovery and rehabilitation, returned to Indy in 2005, setting the fastest qualifying time. Retired from competition in 2006.

Musical highlights: Began collaborating with Ohio-based Franc Aledia in 2005 and later formed the band Brack. In May, the band released its first CD, "Brack: Greatest Hits Volume I," to coincide with appearances at the Indianapolis Motor Speedway.

Related Web sites: www.brackmusic.com; www.myspace.com/bracklive; www.kennybrack.com.

ally make up the band's inaugural CD.

The timing couldn't have been better.

"('Legend of the Speedway') turned out to be a humorous song but also a very celebrating song for A.J.," Brack said. "At the time, we thought, 'Let's go ahead and record it.' It's in line with that modern-rock kind of thing we're doing. We didn't even know at the time that it was A.J.'s 50th anniversary. We just recorded it and thought it was a cool tune."

"Everybody knows A.J. is a great champion and a legend, and everyone knows he's an extraordinary character. I think the people who know him a little bit will find it a bit humorous."

But what does Foyt think?

"I wouldn't put out anything without his approval," said Brack, adding that he could write the song from a perspective on Foyt that only he has — as one who won an Indy 500 and an IRL championship with him. "He's putting up with it at least."

What were the first steps toward the end of Brack's career as a driver were his first toward one in music.

As a kid growing up in Sweden, he had always loved music. He spent his adult life with racing in the foreground, but he always showed up at the track with a guitar in a gig bag.

Then, he touched tires with Tomas Scheckter at 220 miles per hour at Texas Motor Speedway. It was the beginning of the accident that would send him spinning like a carbon-fiber top into a



NICK FALZERANO PHOTO

TRACK TUNES: Former Indy 500 champ Kenny Brack, left, plays with Brack lead singer Franc Aledia. The band will perform at this year's Carb Day.

catch fence. His ankles were shattered. His other injuries included a fractured sternum and a fractured right femur. He spent the next two months on his back and the next 19 months fighting through eight different major surgeries.

Somehow, though, his hands and arms were spared. He could still play the guitar.

"I really had nothing else that I could do but play the guitar and lot of morphine," Brack said.

But a funny thing happened just after Brack was forced to face his own mortality. His daughter, Karma, was born, adding even more perspective for Brack, the driver and neophyte songwriter.

"All of that is a pretty good recipe for songwriting, I guess," he said.

The song "Today Forever" is Brack's ode to fatherhood and is the CD's third track.

Fatherhood also played a major role in Brack's decision not to return to racing after filling in with Rahal Letterman Racing during the 2005 IRL season.

"The truth is, with the birth of my daughter — even though I think I had another couple of good years driving — I just couldn't justify forsaking her upbringing," said Brack.

Brack just turned 41, but looks and feels younger. Even so, he said he has no regrets about leaving the track.

"Personally, I didn't want to hang on to the

sport and be uncompetitive and not be the best that I could be," he said. "A lot of people do, and I understand that. It is hard to do something else. It is hard to find a new position for yourself."

But Brack has managed to find two. He is working with young Swedish driver Marcus Eriksson, who is competing in the British Formula BMW Series.

"I want to help drivers with what I know from my career," Brack said. "Hopefully, (Marcus) can take that knowledge and do better than I did. I've found a new role in racing that way."

Eriksson is leading the Formula BMW point race, a fact that makes Brack beam.

Brack admitted he just doesn't know what will be next for Brack the band, the CD and "Legend of the Speedway."

If the CD appears to have a chance as even a minor hit, live shows could follow, but nothing is set in stone.

"The plan right now is to release the record in the proper way. The Speedway has been behind this project, and they will help market the CD in the month of May," he said.

"In terms of live shows, we'll do several things in May. After that, nothing's really set. We'll see how things go."

For more information about Brack and to see the "Legend of the Speedway" video, visit www.brackmusic.com.



HERE FOR THE SHOW: Stephan Gregoire heads out onto the track this month at Indianapolis Motor Speedway.

One And Done

'One-Off' Teams Are Just As Hungry For An Indy Title

The lure of the Indianapolis 500 is just as strong to team owners such as Sam Schmidt, Jon Herb and Marty Roth as it is to Roger Penske and Chip Ganassi.

While Penske and Ganassi represent IndyCar racing's elite group of team owners that compete at the Indianapolis Motor Speedway, there is still room for "one-off" teams, such as those owned by Schmidt, Herb and Roth.

These men carry on a tradition started decades ago when racers from throughout the United States could bring a car to the Indy 500 and take their shot at making the 33-car starting field for a race that is as much a part of Americana as the World Series or the Super Bowl.

Schmidt, Herb and Roth all decided to do full-month programs at Indy, which allowed them to practice and qualify the first weekend. But the second-week-only teams didn't get to take to the track until Wednesday and aren't allowed to qualify until the third and fourth days of qualifications. Those teams include PDM, Team Leader and Chastain Motorsports, to name a few.

The full-month teams purchase an engine lease from Honda at \$225,000 and spend about \$60,000 for the Firestone tires. A second-week program, factoring in the car, costs \$250,000 to \$350,000. A full-month program is closer to \$500,000 to \$600,000.

"If you want to get really whizzy and compete with the big dogs, you can go to wind tunnels and all that type of

stuff and spend over \$1 million," said Schmidt, a former IndyCar driver who was left paralyzed from the neck down after a crash at Walt Disney World Speedway on Jan. 6, 2000.

He didn't let his handicap keep him out of the sport, however, as he became a highly successful team owner in the Indy Pro Series.

"We wish we could find the money earlier to make the right level of commitment," Schmidt said. "You either do this thing second week on a very minimal budget or you do it all month and do it right."

"The earlier you can get the financing in line, the better off you are."

Schmidt's team has done "one-offs" at the Indy 500 since 2001 when he started the team. Schmidt has focused on the Indy Pro Series, the development series for the Indy Racing League. Drivers that compete in the Pro Series hope to gain experience to move up to the IndyCar Series.

"It works out nicely and conveniently for us because with the Indy Pro Series we don't have anything since St. Pete," Schmidt explained. "The IndyCars go off to Japan and Kansas. We're either spending money testing the Indy Pro Series cars or doing this, so it's a nice fit."

"We have some very talented people on the Indy Pro Series team, and they enjoy doing this."

Schmidt, who for the past two years was able to acquire a car from Team Penske, didn't have that option this year because Roger Penske's 28-year-old son, Jay, created Luczo Dragon Racing, with Ryan Briscoe as the driver.

Schmidt's team was able to acquire a Dallara chassis from Fernandez Racing, which is competing in the



INDY RETURN: 1996 Indy 500 winner Buddy Lazier is eyeing another run at the Brickyard.

American Le Mans Series this year as part of the Acura program.

"Changing to a Dallara after running a Panoz created a little extra work getting things changed over and up to speed there," Schmidt said. "The major investment was three or four years ago getting all the equip-

ment together. The biggest part of it is all the ancillary equipment."

"Now that we have that, it's a relatively smooth process."

Schmidt's IndyCar team operates his three full-time cars in the Pro Series, with Tim Neff as the engineer and Chris Griffiths as the chief mechanic. The only additional crew member he had to hire was a Data Acquisition engineers, otherwise known as a "DAG."

Schmidt's team is sponsored by Sanitech, which treats and disposes of bio-medical waste from hospitals.

The team has plenty of experience behind the wheel, with Buddy Lazier, the 1996 Indy 500 winner and 2000 IndyCar champion, as the driver.

"We've been trying to put together a deal with Buddy Lazier for two or three years," Schmidt said. "I've enjoyed working with him this month. Three months ago, the sponsor said go get a Dallara, go get Buddy Lazier and we'll sponsor you. We did and this all came together."

"I think after this whole process, we'll be a lot better next year, but we have to get a little bit better this year." Lazier is currently 22nd on the grid with the slowest four-lap average in the field at 221.380 mph.

"We hoped to come here and be more competitive than last year," Schmidt said. "We hoped to qualify in the top 16 or 17 so Buddy can race there. We know he is a talented racer, and hopefully on May 27, we need to give him the opportunity to get into the top 10 so he can race from there."

The cost it takes to get one of these back-of-the-field rides can be quite expensive for a driver desperate to get into the race. Max Papis was lined up to get the ride at Beck Motorsports

but didn't meet team owner Greg Beck's asking price.

But as the second week began at the Speedway, one of the drivers hoping to get into the Beck car revealed that while the team owner wanted \$225,000 for a chance to run at Indy, he would probably settle for the first driver that came up with \$75,000 to \$125,000.

While cars such as this are referred to as "buy-a-rides," it doesn't always mean the money is coming from the driver's bank account. It would be a situation where a driver has a sponsor willing to fund the ride for the Indy 500 with that particular driver in the race car.

This practice becomes frustrating to such drivers as Richie Hearn, who has started in six Indy 500s, with a best finish of third in 1996. Hearn came to Indianapolis this year looking for a ride without a sponsor or bankroll to fund his effort.

"I don't have any money to bring with me, but I know I can make this field if I can get into a race car," said Hearn, who has to pay his own expenses to get to Indianapolis, where he stays with a friend to defray the costs. "It can cost well over \$1,000 for plane tickets, meals and rental cars, and that is all out of my pocket."

"It's especially frustrating if you spend that money and leave here without a ride. After a few weeks of doing that, it gets to the point where you can't come to the track."

Part of the charm of the Indy 500 is the team owners and drivers that can try to compete against the Legends of the Brickyard, putting their car and business on the line just for a chance to get into the race.

"That is the aura of Indy," Schmidt said.

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2007 INDY 500® QUALIFYING DRIVERS

ROW ONE

POS. 3: #27 DARIO FRANCHITTI - Andretti Green - 225.191
POS. 2: #11 TONY KANAAN - Andretti Green - 225.757
POS. 1: #3 HELIO CASTRONEVES - Team Penske - 225.817

ROW THREE

POS. 9: #26 MARCO ANDRETTI - Andretti Green - 223.299
POS. 8: #7 DANICA PATRICK - Andretti Green - 224.076
POS. 7: #12 RYAN BRISCOE - Luczo Dragon Racing - 224.410

ROW TWO

POS. 6: #10 DAN WHELDON - Target Chip Ganassi - 224.641
POS. 5: #6 SAM HORNISH JR - Team Penske - 225.109
POS. 4: #9 SCOTT DIXON - Target Chip Ganassi - 225.122

ROW FOUR

POS. 12: #8 SCOTT SHARP - Rahal Letterman - 223.875
POS. 11: #39 MICHAEL ANDRETTI - Andretti Green - 222.789
POS. 10: #2 TOMAS SCHECKTER - Vision Racing - 222.877

ROW FIVE

POS. 15: #14 DARREN MANNING - A.J. Foyt Enterprises - 223.471
POS. 14: #20 ED CARPENTER - Vision Racing - 223.495
POS. 13: #17 JEFF SIMMONS - Rahal Letterman - 223.693

ROW SIX

POS. 18: #22 AJ FOYT IV - Vision Racing - 222.413
POS. 17: #55 KOSUKE MATSUURA - Super Aguri Panther - 222.595
POS. 16: #15 BUDDY RICE - Dreyer & Reinbold - 222.826

ROW SEVEN

POS. 21: #5 SARAH FISHER - Dreyer & Reinbold - 221.960
POS. 20: #02 DAVEY HAMILTON - Vision Racing - 222.327
POS. 19: #4 VITOR MEIRA - Panther Racing - 222.333

ROW NINE

POS. 27: #19 JON HERB - Racing Professionals - 220.108
POS. 26: #98 ALEX BARRON - Curb-Agajanian Beck Motorsports - 220.471
POS. 25: #50 AL UNSER JR - A.J. Foyt Enterprises - 220.876

ROW ELEVEN

POS. 33: #31 PHIL GIEBLER - Playa Del Racing - 219.637
POS. 32: #91 RICHIE HEARN - Hemelgarn Racing - 219.860
POS. 31: #77 ROBERTO MORENO - Chastain Motorsports - 220.299

ROW TEN

POS. 30: #25 MARTY ROTH - Roth Racing - 218.922
POS. 29: #23 MILKA DUNO - SAMAX Motorsports - 219.228
POS. 28: #21 JAUQUES LAZIER - Playa Del Racing - 219.409

ROW EIGHT

POS. 24: #33 JOHN ANDRETTI - Panther Racing - 221.756
POS. 23: #24 ROGER YASUKAWA - Dreyer & Reinbold - 222.654
POS. 22: #99 BUDDY LAZIER - Sam Schmidt Motorsports - 221.380



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Racing Visionaries

With Three Teams, Vision Racing Anticipates Breakout Season

At times when perception precedes reality, it can take a long time for the reality to catch up. For example, when Vision Racing joined the Indy Racing League in 2005, it wasn't difficult to form a quick opinion that the team was started by Tony George to provide a ride for his stepson, Ed Carpenter.

The car had no sponsorship and was obviously a field-filler, an also-ran beefing up the League, which faced a continued shortage of competitors.

But the name, "Vision Racing," suggested more substantial goals and a deeper commitment. While at times the team's performance substantiated that early perception, it has been quietly building a strong foundation for future success. Growing to three cars for the 2007 season, the people behind the Vision name feel that a breakout is just around the corner, at the next race, or over the next hill.

"I'll just go on the record as saying that if we do our job properly, if we position ourselves to take opportunities, I think that we could poten-

tially win a race this year. I really believe that," says team manager Larry Curry.

Curry also looks for his drivers — Carpenter, Tomas Scheckter and A. J. Foyt IV — to improve on Scheckter's 10th-place point finish last season.

Curry singles out the Penske, Ganassi and Andretti Green teams, as well as Vitor Meira's Panther Racing entry, saying, "Those are all absolutely good solid cars, so to get into the top nine you have to beat somebody good. OK? And when you're getting into the top four, five or six, it becomes another challenge. So, I believe it's doable, and I believe that the more you run up there with them and you're in that mix, the more you learn."

For the record, the team is co-owned by George, his wife Laura, and actor Patrick Dempsey, star of the hit television show "Grey's Anatomy." After their initial effort saw Carpenter 18th in the standings with a best finish of 10th, the team expanded to a two-car effort with the addition of Scheckter for the 2006 season.

With two IndyCar victories during tours with the Ganassi, Panther and Cheever teams, Scheckter brought an added dimension of experience to Vision Racing.

"From the first year to the second year, we tripled in size," Carpenter explained. While Scheckter earned nine top-10 finishes for 10th in points, Carpenter improved to 14th, with six top-10 runs, including a career-best finish of fifth in the season finale at Chicagoland Speedway. "We picked up a lot of really good personnel from the first year to the second year. We really were just putting a better product on the track. I had better cars. I really didn't change my approach at all. The team was giving me a better package than what I'd

"I'll just go on the record as saying that if we do our job properly, if we position ourselves to take opportunities, I think that we could potentially win a race this year. I really believe that."

LARRY CURRY, TEAM MANAGER

had in the past."

"We knew that the step that we took a year ago was easier than the next step," Curry says. "We were far enough away to where once we got our act together, we were able to close that gap. The next challenge is much more difficult."

The next step is moving even closer to the front, both in the races and in the season's final standings. It is earning that first victory and breaking into the group of racers who qualify and race in the lead pack. Part of the plan was adding a third car for Foyt, and the big-picture benefit of having more cars practicing, more flexibility and the ability to try different qualifying and race setups, and ultimately collect more data to share across the team.

In the first four races, Scheckter has four top 10 finishes and sits seventh in points. After a strong sixth-place run at Homestead-Miami

Speedway, Carpenter registered three finishes outside the top-10, including two accidents. And Foyt collected his first top-10 finish of the year at Kansas Speedway.

Scheckter says that the continuity from last season is reaping benefits. Where last year's focus was on improving the cars for each race, "Now we're really like, OK, how can we get everything out of it? Where are we losing and how can we catch those red and white cars?"

Indy is an integral part of that next step, and it has special meaning for each Vision team member. Carpenter points out that "everyone hangs it out and takes more chances" at Indy. "Winning an Indy 500 is on a whole other level," he said. "It's what we're all doing this for. That's what Indy-car racing is all about, the Indy 500. That's the one thing that everybody wants, and unfortunately the majority of people don't get it. It's what all Indy-car drivers are racing for. That's what makes it so hard to get."

With the reliability of the Dallara and Honda package, the days

of conserving the car to race at the end are over. "You have to race hard the whole time," Carpenter continues. "If you start relaxing and settle into too easy of a pace, you'll find yourself a couple of laps down to one of the red cars pretty quick. So, you have to stay on it all day, but at the same time you can't make mistakes."

"I think that the first time you get here, you respect this place for the rest of your life," Scheckter adds. After what he calls a silly mistake last year, he anxiously prepared for another opportunity to win.

"I'm physically in the best shape that I've ever been," he continued. "Mentally, I can't wait to race the car every single weekend. So, hopefully, because it's such a long physical and mentally enduring race, I can put myself in a good position because I definitely think we bring good cars to the track."

Vision Racing finds itself in a unique position in the garage area. Because of the team's pedigree and racing people being, well, racing people, there always seems to be talk about preferential treatment and the possible conflict of interest.

As team manager, Curry sees the opposite. "Our challenge is that we don't ever want to do anything that in any way, shape or form is a negative light," Larry says. "When we go through tech, we're crossing the t's and dotting the i's."

Carpenter notes that the IndyCar tech crews really keep an eye on them. He points out that they have accepted that they're not working for just any team.

"They are out there representing Tony, and that comes with a whole other set of responsibilities. But I think that that's something the whole team takes pride in. They're a really good group of people," Carpenter says. "Vision Racing is becoming not only a very good place to work, it comes with more pressures, but I think it's something that everyone's proud of."

While change will continue to take time, in many ways the reality of Vision Racing is slowly replacing the perception. But the team doesn't have time to worry about it; they are focused on the task at hand, Sunday, and taking the next step.



AWAITING ACTION: Ed Carpenter sits in his Vision Racing-owned No. 20 on pit road at Indianapolis Motor Speedway.

IMS PHOTO

Indianapolis Motor Speedway Indianapolis

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

IRL Race
Indianapolis 500, 12 p.m. Sunday, ABC
Tickets: 800-822-4639; **Address:** P.O. Box 24152, Indianapolis, IN 46224
Web site: indianapolismotorspeedway.com

Start/finish

Pit road



CHRIS JONES/IRL INDYCAR PHOTO

FAMILY AFFAIR: Mario Andretti gives grandson Marco a hug. Marco nearly won the 2006 Indy 500 but lost to Sam Hornish, Jr. on the final lap.

Close, But Not Quite

With 29-career starts in the Indianapolis 500, Mario Andretti was thrust into a new role last year, watching his son and grandson battle for the lead in the Indianapolis 500.

"I can be pretty cool under pressure, but watching my son and grandson race at the front of the Indianapolis 500 was a kind of pressure I never experienced before," Andretti explained recently. "It was a helpless feeling. There wasn't a single thing I could do about it. I have always welcomed pressure because it means something important is going to happen. But this was different. Of course, it didn't play out the way we would have liked, but they both drove their butts off to get where they were. There was just no way they could deal with the flat-out speed that Sam Hornish had displayed the entire month.

"I was very proud of Michael and Marco. Second and third gave us plenty of reason to celebrate."

Fast Facts

90th Indy 500 Top 10

1. Sam Hornish, Jr.	\$1,744,855
2. Marco Andretti	698,505
3. Michael Andretti	480,105
4. Dan Wheldon	566,405
5. Tony Kanaan	340,405
6. Scott Dixon	361,005
7. Dario Franchitti	307,905
8. Danica Patrick	285,805
9. Scott Sharp	283,805
10. Vitor Meira	267,705

Former Winners

Six former Indianapolis 500 winners have qualified for this year's Indy 500. Al Unser, Jr. and Helio Castroneves are two-time winners, while Dan Wheldon, Buddy Rice, Buddy Lazier and defending champion Sam Hornish, Jr. have all won the event once.

Old and Young

Al Unser was the oldest winner of the Indianapolis 500. He was 47 years and 360 days old when he won for the fourth time in 1987. Troy Ruttman was the youngest winner at 22 years and 80 days when he won in 1952.

Refreshing

Three-time Indianapolis 500 winner Louis Meyer regularly drank buttermilk to refresh himself on a hot day and drank some in victory lane after winning the 1936 race. An executive with the Milk Foundation was so elated he saw the moment captured in a photograph in a morning newspaper that he vowed to make sure it would be repeated in future years. There was a period between 1947-1955 when milk was not offered to the winner. The practice was revived in 1956 and has been a tradition ever since.

Second Jewel?

In March, Dario Franchitti won the prestigious 12 Hours of Sebring endurance race. Now, he'll be looking to add a second crown jewel racing victory at Indianapolis. Franchitti has momentum heading into the event, having posted top-10 finishes in each of the first four races of the season.

AL SANDEE PHOTO



FAST NO. 26: Dario Franchitti, Bryan Herta and Tony Kanaan drove the Andretti Green-owned Acura ARX-01a to a first-place finish in the LMP2 class in March at Sebring.



JIM HAYNES/IRL INDYCAR PHOTO

RETURN VISIT: Davey Hamilton is ready to roll at Indianapolis Motor Speedway.

He's Back

After six years and multiple surgeries to repair his legs and feet from a violent crash at Texas Motor Speedway in June 2001, veteran racer Davey Hamilton returns to the Indianapolis 500 field for the first time since finishing 26th in 2001. It will be his seventh Indianapolis start.



SHAWN PAYNES/IRL INDYCAR PHOTO

IT DOES A BODY GOOD: Sam Hornish, Jr. tastes victory in the form of ice-cold milk after taking last year's Indianapolis 500.

"It's like the ocean — up waves and down waves. You don't get on a wave and run it all the way through."

RICHARD PETTY, SEVEN-TIME NASCAR CHAMPION

Riding The Wave

When Richard Petty lapped the field in his Plymouth in 1967 at the half-mile dirt track in Columbia, S.C., it triggered a tidal wave of momentum that's the stuff of legends these days in NASCAR.

The Grand National division's Columbia 200 was Petty's third victory that year, and "The King" went on to win — brace yourself — 24 of the final 38 races. At one point, from August to October, Petty won 10 in a row. His stat line is loaded with excessively gaudy numbers: 27 victories, 38 top fives, 40 top 10s and 18 poles in 48 starts. The 5,573 laps led redefined what a roll really means in motorsports.

"It's like the ocean — up waves and down waves," Petty said. "You don't get on a wave and run it all the way through." Petty, however, rode the wave for years. He owns seven championships and an unattainable 200 victories. But that kind of momentum almost certainly will never be harnessed again at any of racing's top levels.

"Somebody's going to catch up with you. The playing field levels out over a period of time," Petty said. "There's always three or four good teams that keep the pressure on. The reason you get ahead is you just improve a little bit faster than everybody else. You come back in a couple of

months, and you're liable to have a different crowd leading the pack."

Momentum is priceless. Naturally, it keeps the car moving quickly in and out of corners and down straightaways, but it lifts spirits at the track and builds morale at the shop. Chests stick out a little but further when things are clicking. Everyone associated with a winning ride exudes confidence and pride.

But, like Petty said, the aura of invincibility hardly ever sets in. Other teams — motivated by the tired, but fitting, cliché "second place is the first loser" — work that much harder to catch up. The desire not to be defeated helps fuel parity and competition.

The cycle of momentum turns like this:

One team finds an edge, like how Hendrick Motorsports seemingly has NASCAR's Car of Tomorrow all figured out. That organization has cleaned up in CoT races, winning the first five, while other teams are just trying to get the new car to turn in the center of the corner. Soon, the cycle dictates, Hendrick's rivals will reach that level and beyond and be right up there on the speed charts.

And then the cycle starts over again.

"I know that

those Gibbs cars are due to get their act together and that Roush is going to get stronger," said Jeff Gordon, the Hendrick driver who's off to a torrid beginning to the 2007 season. "Our season is so long that if you find something over the off-season that makes you competitive early, then you have less room to work to improve, where the other teams can easily figure out where they're missing it, what they need to catch up. That will only make our job that much tougher as the year goes on."

Gordon owns a 231-point lead in the hunt for his fifth Nextel Cup championship. He has won three times and only once has finished outside the top 10 in 11 races.

"My biggest fear is just that — that we're too good too early to where it's going to be tougher to maintain that all the way through the season," Gordon said.

Like Gordon, J.J. Yeley once carried the bull's-eye.

"You work so hard to get to the top," Yeley said, "but once you're there, you have to work twice as hard to stay there. I learned that a long time ago."

Yeley is now in Nextel Cup, but he knows all about rolling through the United States Auto Club. In 2003, Yeley earned USAC's elusive

MOMENTUM

Main entry: mo.men.tum

Function: Noun

2: strength or force gained by motion or through the development of events

— Merriam-Webster Dictionary

Whose House?



CONCORD, N.C. — A lot of times certain drivers and teams get on a hot streak at one certain race track. Over the years, Lowe's Motor Speedway has certainly seen its share of winning streaks.

Last year, Kasey Kahne (left) swept both events at the 1.5-mile superspeedway while driving Ray Evernham's No. 9 Dodge.

Kahne and Lowe's-sponsored driver Jimmie Johnson (below) have combined to win the last seven points races at LMS, with Johnson having picked up five-straight victories from 2003 through 2006.

"Every time I've come to Charlotte, I always thought we had a great shot at winning, and we've been super fast," said Kahne, remembering his 2006 success at LMS. "Last year we were really good, and in both races we had to beat Jimmie Johnson, the guy who is untouchable at this track."



AUTOSTOCK IMAGES

Triple Crown, winning open-wheel championships in Silver Crown, sprints and midgets.

He won races two, three and four in Silver Crown and twice won three sprint-car events in a row. All totaled, he pieced together 24 victories in the three series in one year.

"The focus becomes on you," Yeley said. "They're all gunning for you."

Last season, Sam Hornish, Jr. rode the emotional high of winning his first Indianapolis 500 to his third IRL IndyCar Series championship. But he and Team Penske teammate Helio Castroneves have assumed the role of playing catch-up in 2007, trying to chase down the Chip Ganassi Racing machines of Scott Dixon and Dan Wheldon.

"You've only got one direction to go — and that is down," Hornish said. "We definitely haven't been having the year that we had last year. Once you get that roll going and you feel good about where you're at, it's hard to continue to expect anything different because you've been doing so good. You always know that somebody is going to catch up to you."

Holding true to the cycle, Hornish's team has regrouped for the month of May.

"They work hard whether we're doing bad or good," Hornish said, "and they work harder if we're doing bad."



RUSS LABOUNTY PHOTO

SEEING RED: Last season, Sam Hornish, Jr. rode the emotional high of winning his first Indianapolis 500 to his third IRL IndyCar Series championship.



Highs & Lowe's

Show Me The Money

This year's Coca-Cola 600 purse sets a new race record at \$6,569,628, surpassing last year's record total purse by more than \$130,000.

Logging Miles

Due to scheduling, drivers are no longer attempting to do "the double" — racing in the Indianapolis 500 first and then flying to Concord, N.C., for the Coca-Cola 600 late in the evening. Three drivers have tried it: Robby Gordon, Tony Stewart and John Andretti.

Political Presence

Tennessee Gov. Phil Bredesen will serve as grand marshal for the race, and Sen. John McCain, who is also a Republican presidential candidate, a career U.S. Navy officer and pilot and Vietnam War veteran, will be the honorary starter for the Coca-Cola 600.

In his role, Bredesen will give the command, "Gentlemen, start your engines."

Fantastic Foursome

The Fantastic Four will be on hand for the Coca-Cola 600. The stars of "Fantastic Four: Rise of the Silver Surfer" are scheduled to attend this year's race. The quartet — Jessica Alba, Ioan Gruffudd, Chris Evans and Michael Chiklis — will serve as honorary race officials and take part in activities around the track prior to the race. The movie is scheduled to open nationwide on June 15.

Short 600

The Coca-Cola 600 (nee World 600) has been shortened four times, three times due to rain. Buddy Baker won the shortest "600" on record, taking the rain-shortened 1968 race after 382.5 miles. In 1974, the race, which was won by David Pearson (above) was shortened to 540 miles due to the energy crisis.



ISC PHOTO



JONATHAN FERREY/GETTY IMAGES PHOTO

MILITARY MIGHT: Mark Martin will be one of many NASCAR drivers saluting branches of the military on Memorial Day weekend.

Patriotic Salute

Ten drivers will carry the colors of different branches of the military on their cars as NASCAR and Lowe's Motor Speedway pay tribute to the armed forces on Memorial Day weekend.

The No. 01 Chevrolet of Mark Martin will carry its usual U.S. Army livery, as will Casey Mears's No. 25 National Guard Chevrolet, but cars such as Dale Earnhardt, Jr.'s No. 8 Chevrolet and Denny Hamlin's No. 11 Chevrolet will have special makeovers for the race. The No. 8 of Earnhardt, Jr. will sport a desert camouflage look, and Hamlin's No. 11 will carry a predominantly red-and-black paint scheme representative of the U.S. Marine Corps.

The other drivers include: Ward Burton (No. 4 Chevrolet, U.S. Air Force 60th Anniversary); Jon Wood (No. 21 Ford, U.S. Air Force); Jeff Gordon (No. 24 Chevrolet, Dept. of Defense); Jimmie Johnson (No. 48 Chevrolet, USO); Greg Biffle (No. 16 Ford, U.S. Coast Guard); and Shane Huffman (No. 88 Busch Series Chevrolet, U.S. Navy).



AUTOSTOCK IMAGES

JIMMIE'S HOUSE: Jimmie Johnson has captured three Coca-Cola 600 trophies.

Reach For The Broom

Last year, Kasey Kahne joined an elite group of drivers to sweep both races at Lowe's Motor Speedway, beginning with the Coca-Cola 600.

That group also includes: Jimmie Johnson (2004, 2005), Dale Earnhardt (1986), Richard Petty (1975), David Pearson (1974), Bobby Allison (1971) and Fred Lorenzen (1965).

AUTOSTOCK IMAGES

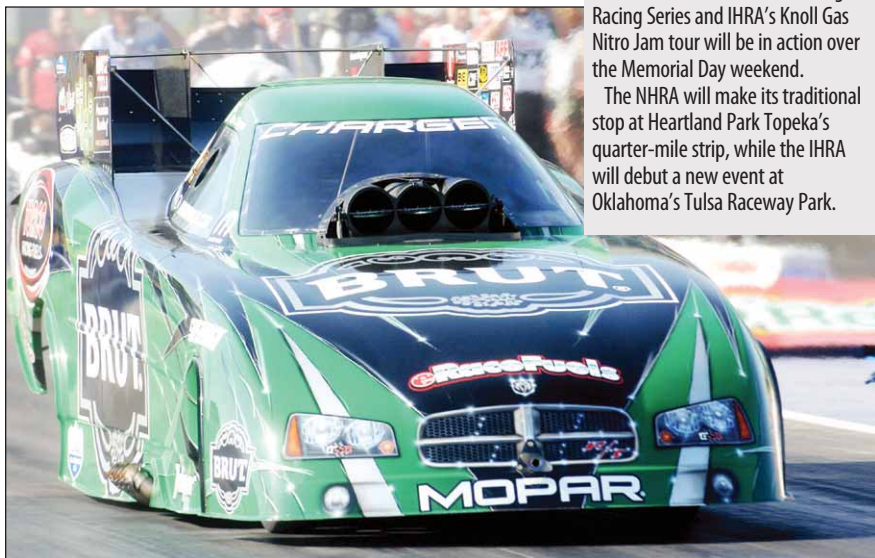


Other Tracks, Other Series...

Double Drag

Both the NHRA POWERade Drag Racing Series and IHRA's Knoll Gas Nitro Jam tour will be in action over the Memorial Day weekend.

The NHRA will make its traditional stop at Heartland Park Topeka's quarter-mile strip, while the IHRA will debut a new event at Oklahoma's Tulsa Raceway Park.



DAVE KOMMEL PHOTO

FUNNY MONEY: Ron Capps took the Funny Car victory in Topeka in 2006.

Hoosier Traditions

The traditional open-wheel events around the Indianapolis area will highlight festivities leading up to the Indianapolis 500. The USAC Sprint Car Series stops at Anderson Speedway Wednesday to kick off the 59th annual Little 500 activities. The Little 500 then hits the quarter-mile oval on Saturday. The USAC Silver Crown Series will make its annual trek to the Indiana State Fairgrounds on Friday night, while the USAC National Midget Series headlines the 62nd annual Night Before the 500 at O'Reilly Raceway Park at Indianapolis.

American Made

The American Sprint Car Series and its regional series will sanction 12 races over the Memorial Day weekend, including the three events for the American Sprint Cars on Tour national touring series. The three-race tour kicks off at Pennsylvania's Susquehanna Speedway Park May 24 and concludes with the two-day East Coast Nationals at Virginia Motor Speedway.

Also At LMS

While the NASCAR Nextel Cup and Busch Series will take center



GRAND AM PHOTO

Monday Madness

The Grand American Road Racing Championship GT competitors and the SCCA Speed World Challenge Touring Car racers will share the stage in the traditional Memorial Day Monday run at Connecticut's Lime Rock Park road course.

stage at Lowe's Motor Speedway this weekend, the SCCA Speed World Challenge GT competitors will race on Thursday night at the 1.5-mile speedway, while the World of Outlaws sprint cars will invade The Dirt Track @ Lowe's Motor Speedway on Friday.

Speedweek

One of the first Speedweeks of the season will feature five-consecutive nights of racing for the United Sprint Car Series 360 sprinters. The tour kicks off Friday night at Malden (Mo.) Speedway. Other dates are available from USC Racing.com.

REAL RACING

SUNDAYS MAY TO NOVEMBER

SPEED **ESPN 2**

2007 BROADCAST SCHEDULE

Air date	Time (Eastern)	Track	Network Series
May 27	12:30-1:30 PM	Lernerville Speedway	SPEED WoO Late Models
June 3	1-2 PM	Williams Grove Speedway	SPEED WoO Sprint Cars
June 10	1-2 PM	The Dirt Track @ Lowe's Motor Speedway	SPEED WoO Sprint Cars

"WORLD OF OUTLAWS SUPERCLEAN SUMMER OF MONEY"

June 17	11 AM-Noon	Knoxville Raceway	ESPN2 WoO Sprint Cars
June 24	12:30-1:30 PM	Dodge City Raceway Park	ESPN2 WoO Sprint Cars
July 1	12:30-1:30 PM	Red River Valley Speedway	ESPN2 WoO Sprint Cars
July 8	11:30 AM-12:30 PM	I-55 Raceway	ESPN2 WoO Sprint Cars
July 15	Noon-1 PM	Eldora Speedway	ESPN2 WoO Sprint Cars
July 22	Noon-1 PM	Lernerville Speedway	ESPN2 WoO Sprint Cars
July 29	Noon-1 PM	K-C Raceway	ESPN2 WoO Sprint Cars
Aug. 5	11 AM-Noon	Charter Raceway Park	ESPN2 WoO Sprint Cars



Aug. 19	1-2 PM	Eldora Speedway	SPEED WoO Late Models
Aug. 26	Noon-1 PM	Sharon Speedway	SPEED WoO Late Models
Sept. 2	Noon-1 PM	Skagit Speedway	SPEED WoO Sprint Cars
Sept. 9	2-3PM	Skagit Speedway	SPEED WoO Sprint Cars
Sept. 16	1-2 PM	Silver Dollar Speedway	SPEED WoO Sprint Cars
Sept. 23	1-2 PM	Heartland Park Topeka	SPEED WoO Sprint Cars
Sept. 30	1:30-2:30 PM	Eldora Speedway	SPEED WoO Sprint Cars
Oct. 7	1-2 PM	Williams Grove Speedway	SPEED WoO Sprint Cars
Oct. 14	4-5 PM	Princeton Speedway	SPEED WoO Sprint Cars
Oct. 21	4-5 PM	Volunteer Speedway	SPEED WoO Late Models
Oct. 28	1-2 PM	Perris Auto Speedway	SPEED WoO Sprint Cars
Oct. 28	5-7 PM	Super DIRT Week	SPEED DIRTcar Modifieds
Nov. 4	3-4 PM	The Dirt Track @ Lowe's Motor Speedway	SPEED WoO Late Models
Nov. 4	4-5 PM	The Dirt Track @ Lowe's Motor Speedway	SPEED WoO Sprint Cars



RACE REWIND

NASCAR NEXTEL CUP

NASCAR Nextel All-Star Challenge, Saturday, May 19
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kevin Harvick

SECOND



Jimmie Johnson

THIRD



Mark Martin

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	29	Kevin Harvick	Pennzoil Platinum/Shell Chevrolet	80	\$1,031,539	Running
2	2	48	Jimmie Johnson	Lowe's/Power of Pride Chevrolet	80	256,535	Running
3	18	01	Mark Martin	U.S. Army Chevrolet	80	133,535	Running
4	5	31	Jeff Burton	AT&T Mobile Chevrolet	80	106,535	Running
5	17	20	Tony Stewart	Home Depot Chevrolet	80	101,535	Running
6	20	70	Johnny Sauter	Yellow Transportation Chevrolet	80	96,535	Running
7	1	17	Matt Kenseth	DeWalt Ford	80	216,385	Running
8	8	12	Ryan Newman	alltel Dodge	80	90,385	Running
9	10	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	80	89,385	Running
10	19	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	80	88,385	Running
11	7	24	Jeff Gordon	DuPont Chevrolet	80	127,360	Running
12	13	44	Dale Jarrett	UPS Toyota	80	86,360	Running
13	14	83	Brian Vickers	Red Bull Toyota	80	85,360	Running
14	11	9	Kasey Kahne	Dodge Dealers/UAW Dodge	80	84,860	Running
15	12	16	Greg Biffle	Amerquest Ford	80	84,260	Running
16	21	78	Kenny Wallace	Furniture Row Chevrolet	80	83,985	Running
17	9	11	Denny Hamlin	FedEx Freight Chevrolet	63	83,885	Accident
18	16	25	Casey Mears	National Guard/GMAC Chevrolet	63	83,785	Accident
19	3	2	Kurt Busch	Miller Lite Dodge	62	88,685	Accident
20	6	5	Kyle Busch	Kellogg's/Carquest Chevrolet	62	158,585	Accident
21	15	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	41	83,485	Accident

RACE STATISTICS

Race time: 1 hour, 20 minutes, 49 seconds
Average speed: 89.091 mph
Victory margin: 0.141 second
Caution flags: One for three laps

Lead changes: Three among three drivers
Lap leaders: Matt Kenseth, 1-20; Kyle Busch, 21-44; Kenseth, 45-60; Kevin Harvick, 61-80.



STREETER LECKA/GETTY IMAGES

ADVANCE: Martin Truex, Jr. passed leader Carl Edwards with two laps to go to win the Nextel Open.

TRUEX:
Late-Race Move Puts
Truex In Position

CONTINUED FROM PAGE 3

Sauter, who started 20th in the field, had the fastest car on the track during the closing laps, settled for second and his first start in the All-Star Challenge. “The car was very, very loose all weekend,” Sauter said. “Bootie (Barker, crew chief) told me it was going to be OK, and it was. I thought we had Truex, but Carl got a little loose there and he got away.” Edwards came home third, while Dave Blaney and Ricky Rudd rounded out the top five. Juan Pablo Montoya triggered a seven-car accident on the opening lap when he made

a bonsai move into the second turn and got into the side of David Gilliland in the process. The finish: Showing driver, car, laps completed and money won: 1. Martin Truex, Jr. Bass Pro Shops Chevrolet, 40, \$52,386; 2. Johnny Sauter, Yellow Transportation Chevrolet, 40, \$42,369; 3. Carl Edwards, Office Depot Ford, 40, \$38,094; 4. Dave Blaney, Caterpillar Toyota, 40, \$35,994; 5. Ricky Rudd, Snickers Ford, 40, \$34,994; 6. Clint Bowyer, Jack Daniel's Chevrolet, 40, \$32,994; 7. Sterling Marlin, Pep Boys Chevrolet, 40, \$31,994; 8. Jeremy Mayfield, 360 OTC Toyota, 40, \$31,394; 9. Tony Raines, DLP Chevrolet, 40, \$30,894; 10. Jamie McMurray, Crown Royal Ford, 40, \$30,644; 11. David Stremme, Coors Light Dodge, 40, \$30,369; 12. Jeff Green, Best Buy Chevrolet, 40, \$30,119; 13. J.J. Yeley, Interstate Chevrolet, 40, \$29,869; 14. Kyle Petty, Coke Zero Dodge, 40, \$29,769; 15. A.J. Allmendinger, Red Bull Toyota, 40, \$29,689; 16. Robby Gordon, Jim Beam Ford, 40, \$29,569; 17. Ward Burton, State Water Heaters Chevrolet, 40, \$29,469; 18. Kenny Wallace, Furniture Row Chevrolet, 40, \$29,369; 19. Kevin Lepage, Front Row Dodge, 40, \$29,269; 20. Michael Waltrip, NAPA Toyota, 38, \$29,169; 21. David Reutimann, Domino's Toyota, 33, \$29,044; 22. David Ragan, AAA Ford, 20, \$28,919; 23. Reed Sorenson, Target Dodge, 20, \$28,819; 24. Elliott Sadler, Dodge Dealers Dodge, 20, \$28,719; 25. Mike Bliss, Paralyzed Veterans of America Dodge, 9, \$28,619; 26. Boris Said, Huddle House Dodge, 9, \$28,519; 27. Scott Riggs, Valvoline Dodge, 0, \$28,419; 28. David Gilliland, M&Ms Ford, 0, \$28,319; 29. Juan Pablo Montoya, Texaco-Havoline Dodge, 0, \$28,219; 30. Paul Menard, Menard's Chevrolet, 0, \$28,119; 31. Joe Nemecek, Haier Chevrolet, 0, \$28,019; 32. Jon Wood, Motorcraft Ford, 0, \$27,869.



AUTOSTOCK IMAGES

FAMILY AFFAIR: Kurt Busch (2) and younger brother Kyle get into each other between turns one and two during Saturday night's Nextel All-Star Challenge at Lowe's Motor Speedway.

MILLION:
Harvick's Victory Is Closest
In Race's History

CONTINUED FROM PAGE 3

I have one million reasons to like it. We've torn up a lot of equipment in this race in the past, and I guess tonight I see why everybody likes this race.” Harvick's Shell Chevrolet was fourth on the restart, but he jumped to the top of the track and zoomed past Kyle Busch, Jeff Burton and leader Jeff Gordon to take control of the race. “I didn't think we had anything to lose,” Harvick said of his winning move. “I had run up there in practice and in the truck race. I took a chance there and it all worked out.” Despite a yellow flag a few laps later when Kyle Busch and Kurt Busch crashed hard in the first turn when the younger Busch tried to pass his brother and Burton three wide entering the first turn, Harvick kept his No. 29 out front. Just prior to the yellow flag, Gordon had slowed with a flat tire, and although he was able to pit under yellow, he was no longer a contender. As well, Matt Kenseth, who won two of the first three segments, left the pits after the third segment the leader, but was called for speeding exiting pit lane, essentially ending his chances of victory. Both Johnson and third-place finisher Mark Martin closed in on Harvick with 10 laps remaining and the trio waged a thrilling battle for the lead, but Harvick pulled away to win by 0.141 second — the closest finish in the history of the event. “Jimmie taught me something over there going into turn three,” Harvick said. “I was driving it in there a little too hard. “I wanted to stay in his tracks, and when he moved up to the middle he wasn't as good. Once I started backing that corner up, I had good grip off and was able to stay out front.” Johnson said his Hendrick Motorsports team came a long way to finish second. “We got off to a rough start tonight,” he explained. “We had a problem with the left front rubbing and we had to work that out. We were just behind. We made great adjustments on the pit stops, and the car got



HAROLD HINSON/HHP PHOTO

SPOILS OF VICTORY: Nextel All-Star Challenge winner Kevin Harvick works to uncork a bottle of champagne in victory lane Saturday night .

good at the end. We passed a lot of cars.” Martin thought he had a shot at victory. “With 10 to go, we were nose to tail with the three of us,” Martin said. “I searched for everything. I ran the high groove, which isn't normal for me. It was anybody's race at that point.” Burton ran up front throughout the race and finished fourth in another Richard Childress Racing Chevrolet, while Tony Stewart struggled through most of the night but soldiered his way to a fifth-place finish. Maybe the most impressive performer on the night was Johnny Sauter, who raced from 20th to second in the Nextel Open and then moved from 20th to finish sixth in the All-Star Challenge. Chevrolets swept the top-six finishing positions, with Kenseth the top Ford in seventh. While the first three segments were slowed by only one yellow flag, the fourth segment saw its share of fireworks, which started with Kenseth getting penalized, Gordon getting a flat tire and the Busch brothers crash-

ing. “I knew I had a car on the inside,” said Kurt Busch, who was third at the time of the accident. “It was my little brother, and he was on the gas. He was racing hard, and inevitably the Busch brothers had to get together. We did it in an all-star race. A million bucks up for grabs, and I'm sure that's why he didn't lift, and I'm sure that's why I didn't give an inch. We wrecked two good race cars.” Busch had one final parting shot, “I am not eating any Kellogg's any time soon.” Starting from the pole, Kenseth led all 20 laps of the first segment, with Gordon and Johnson following. Busch and Martin remained on the track, while the other 19 competitors chose to pit. Busch led the second segment flag to flag, with Gordon moving from seventh to finish second. Harvick was third. Kenseth took the lead on the first lap of the third segment and led wire to wire with Gordon and Busch following.

NASCAR NEXTEL CUP RACE REWIND



HAROLD HINSON/HHP PHOTO

WINNING MOVES: The Alltel crew pushes the No. 12 toward the finish line during the annual NASCAR Nextel Pit Crew Challenge May 16 in Charlotte, N.C.

RCR, DEI Combine On Engines

No. 11 Pit Crew Switched Up After Repeated Mistakes

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — One week after Dale Earnhardt, Jr. announced he was leaving Dale Earnhardt, Inc., the team his father founded, and would be looking for a new ride, his step-mother and DEI principal **Teresa Earnhardt** announced a partnership

NASCAR NOTES

DEI and RCR have come together to create Earnhardt-Childress Racing Technologies, a company which will build engines for both racing companies, with engine development work to begin immediately.

The new organization will develop and build engines for Nextel Cup and Busch Series cars fielded by both companies. A new facility will be built, but until then work will be divided between RCR's Welcome, N.C., location and DEI's Mooresville shop. All six Cup Series cars fielded by the two operations are expected to use common engines for the first time at Daytona in July.

"I spoke with Teresa a couple of months ago," Childress explained Friday at Lowe's Motor Speedway. "It was an idea I had and I spoke to her about it. **Ritchie Gilmore** and I got together with **Max (Siegel)** and started talking more about it. It really makes sense for us to put our programs together."

Childress believes the partnership will pay dividends years from now.

"We are looking really more down the road, a couple of years down the road," he said. "With Toyota doing what it is doing, the model that Yates

(**Robert Yates** Racing) and Roush (Roush Fenway Racing) put together. Hendrick is doing about 11 or 12 teams right now, and we feel we can only be more powerful."

Earnhardt-Childress Racing Technologies will also lease engines to other teams competing in NASCAR's top-three divisions. As well, the company expects to build engines for other racing applications, including the Grand American Rolex Sports Car Series, off-road racing and late-model stock cars.

RCR and DEI, along with **Andy Petree** Racing, were previously part of RAD, an aerodynamic consortium formed in the late 1990s among the three Cup programs.

The late Dale Earnhardt earned six of his seven Cup championships driving for Childress.

Childress said he had not spoken to Earnhardt, Jr. since he announced he was leaving DEI and said the partnership with DEI was in the works long before Earnhardt, Jr. made his decision to look for a new employer.

■ **Matt Kenseth** and his Roush Fenway Racing teammates claimed the pole for the Nextel All-Star Challenge, completing three laps of the 1.5-mile superspeedway and an 11.6-second pit stop in two minutes and 1.401 seconds. **Jimmie Johnson** qualified second.

Meanwhile, Roush Fenway teammates **Carl Edwards** and **David Ragan** swept the front row for the Nextel Open.

■ **Ryan Newman's** Penske Racing No. 12 team won the NASCAR Nextel Pit Crew Challenge at Charlotte Bobcats Arena May 16.

The team made four penalty-free pit stops en route to a 24.66-second final-round victory over the Petty Enterprises team of **Bobby Labonte**. The winning team of jackman **Britt Goodrich**, gasman **George Whitley**,

catch-can man **Bryan White**, tire changers **Ben Brown** and **Joe Piette, Jr.** and tire carriers **Trent Cherry** and **Scott Reiniger** earned \$70,300.

Meanwhile, the individual winners per position were jackman **Mitch Lash** (No. 44 Toyota), gas man **Jeff Patterson** (No. 20 Chevrolet), catch-can man **Brian Larson** (No. 20 Chevrolet), tire changer **Nick O'Dell** (No. 9 Dodge), tire carrier **Jason Gay** (No. 9 Dodge), tire changer **Daniel Rankin** (No. 43 Dodge) and tire carrier **Bryan Rockwell** (No. 43 Dodge).

■ **Denny Hamlin** was visibly upset after a mistake on a pit stop cost him victory at Darlington (S.C.) Raceway last week. As a result, heads rolled at **Joe Gibbs** Racing and Hamlin's No. 11 crew had some new faces at LMS, with **Scott Wood** moving from gasman to jackman and **Brad Rothlin** from the JGR No. 18 Busch team taking over as gas man. **Scott Merritt**, also from the No. 18 Busch team, joined the team as front tire carrier. **Dennis Terry** moved from back tire changer to front tire changer, with **Jonathan Sherman** moving from the No. 96 Cup team to rear tire changer. **Heath Cherry** remained as the rear tire carrier and **John Eicher** as catch-can man.

■ In an effort to help make sure the team qualifies for next weekend's Coca-Cola 600 at Lowe's Motor Speedway, the Wood Brothers have hired 1988 Nextel Cup champion **Bill Elliott** to drive their No. 21 Ford. Third-generation Wood Brother **Jon Wood** was scheduled to drive the car, but with the team having failed to qualify for two of the last three events, Elliott's champion's provisional could be important for the team's chances of competing in NASCAR's longest race. Wood shares the ride with **Ken Schrader**, who gave his blessing to the hiring of Elliott.

Elliott will also drive a Toyota in Saturday night's Busch Series race.

Harvick's All-Star Victory Tops Busy Week For Childress

CONCORD, N.C.

Twenty years after Dale Earnhardt's famous Pass in the Grass during the Winston at Lowe's Motor Speedway, the man he drove for was in victory lane again Saturday night at the historic 1.5-mile race track.

Kevin Harvick's victory in the NASCAR Nextel All-Star Challenge was the high point of a busy week-end for former driver Richard Childress, who combined with Earnhardt to win six NASCAR championships and 67 races.

On Friday, Childress announced a partnership with the company Earnhardt built — Dale Earnhardt, Inc. — to build engines for both

Nextel Cup race teams. As well a Federal Judge ruled in favor of Childress's sponsor, AT&T and Cingular, in a fight against NASCAR to allow AT&T, which bought Cingular, to take over Cingular's sponsorship role on Childress's No. 31 driven by Jeff Burton.

And all that came while he continued to answer questions about the prospects of Earnhardt's youngest son, Dale, Jr., who announced last week he would leave DEI, joining the RCR operation next season.

"I haven't slept a whole lot," said Childress, who was to leave with Harvick at 6 a.m. on Sunday morning to fly to Iowa, where he was to be grand marshal for a NASCAR Grand National race at Iowa Speedway that Harvick was to compete in.

As well, two RCR development drivers (Tim McCreadie and Ryan Foster) were competing in the event.

"It has been a long year," Childress continued. "We have had a lot of challenges. I was really happy to come over here and announce the engine merger. We've put together a model that you are going to see a lot of. I was looking at where RCR and DEI will be in two years. I'm proud to be back with them, and I know Dale

FROM THE DESK



MIKE KERCHNER

would be proud of what we are doing."

While Harvick acknowledged he has never liked competing in the All-Star race, Childress, whose team has won the race four times, liked the event even before his team banked more than \$1 million Saturday night.

"This has always been one of my favorite races," he said. "It brings back Saturday night racing like it used to be. All the teams and their families are here, and all the emotions of Saturday night racing come back. Dale loved this race.

"You are going to win or tear it up. We've torn up a lot of cars here through the years. I think Kevin wrecked the first time he was in the race that year when it rained."

Childress is starting to see some of the same things in

Harvick, who took the lead with a daring three-wide move on a restart, he often watched in Earnhardt.

"When I saw him dive off in there," Childress began, "I know how Kevin is good on restarts, and I think he learned some of that from Ron Hornaday, but Kevin was able to pull it off, and he came out with the lead."

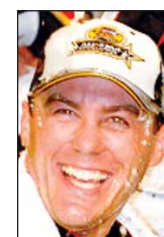
"I have been so amazed to watch the growth year after year and how Kevin Harvick has come into his own. He gets smarter and smarter, and I'm proud of what he has done."

Childress said he thinks Harvick's ownership of Busch and Truck Series teams has helped their relationship.

"Kevin and I had a rocky year or two there, but when he became a car owner and began to understand the challenges of working with people, he learned that every day isn't a holiday as a car owner," Childress said. "And him getting in there and learning about being a car owner has certainly helped our relationship."



Childress



Harvick

UP NEXT

Lowe's Motor Speedway

Concord, N.C.

Track specs

Length: 1.5 miles

Frontstretch: 1,952 feet

Backstretch: 1,360 feet

Banking

Turns 1-4: 24 degrees

Frontstretch: 5 degrees

Backstretch: 5 degrees

Nextel Cup Race

Coca-Cola 600,
5:30 p.m. Sunday, Fox

Start/ Pit road
finish

Web site:
lowesmotorspeedway.com

Tickets:
800-455-FANS
Address:

P.O. Box 600, Concord, NC 28026

Hull Is The Backbone At Ganassi

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — While Chip Ganassi gets more than his share of headlines as a team owner in IndyCar, NASCAR and the Rolex Grand American Series, there are many others who work in the background to get his teams up front.

Perhaps the most important member of that group is Mike Hull, the managing director of Target Chip Ganassi Racing who has been with the team since June 1992.

He oversees the two-car IndyCar operation that features star drivers Dan Wheldon and Scott Dixon and has an outstanding relationship with the tempestuous owner as they begin their 16th season together.

"Sixteen seasons, I've almost earned a parking place," the 58-year-old Hull quipped. "We seem to be on the same page. We've always understood each other very well. Chip is very direct and to the point, and so am I to a large degree. Chip is not about wasted motion. He's about big-picture things. He's about the horizon."

"What Chip does extremely well and it's very evident by seeing how the organization has grown and globally expanded, he works on the horizon and he allows me to work on the present."

The team is a threat to win this year's 91st Indianapolis 500, with Scott Dixon starting on the inside of the second row and Dan Wheldon, the 2005 Indy 500 winner, starting on the outside of row two.

While Ganassi is the out front face of the team, Hull works in the background.

That's just the way he prefers it. "A long time ago for me, I made a conscious decision I wanted to work for a team owner that could or would continually provide the



IRL INDYCAR PHOTO

EYING INDY: Mike Hull, managing director of Target Chip Ganassi Racing, is eyeing another Indy 500 title, as drivers Scott Dixon and Dan Wheldon are strong threats for the victory.

resources to win," Hull said. "I'm perfectly happy in the role that I have. Chip does what he does as an owner very well. He gives me the flexibility to do what I do. So categorically, it works out fine."

"I don't know whether that's racing's definition of the feudal system, but in actual fact, that's what it is. Chip is the supreme commander and I just run the ship."

With Ganassi, Hull has worked with such drivers as Jimmy Vasser, Alex Zanardi and Juan Pablo Montoya, a trio that brought the team four CART championships from 1996-1999. Montoya gave Ganassi and Hull an Indianapolis 500 victory in 2000, and Dixon delivered an IndyCar Series title in 2003.

Hull has also earned the respect of his team owner and drivers throughout that impressive run.

"He's not a guy that likes the limelight," Wheldon said.

"Anybody that knows Chip knows that Chip wants to win. It's Chip's team, and he's put his faith in Mike to run it. Mike is really the big backbone of the team. If you have issues or things you don't agree with, he can give you a very non-biased opinion. He'll do everything he can to make sure the drivers are happy, and he'll do everything he can to make the sure all the employees are happy."

"But most importantly, he'll do everything he can to make sure we have very competitive equipment."

Ganassi calls the race for Wheldon in his pit area on race day while Hull is in charge of Dixon's car and race strategy — a seemingly perfect fit for the low-key Hull and an even lower-key driver.

"I like working with Mike," Dixon said. "He's a racer at heart and loves to win just as much as

all of us, but he keeps a calm side to it. Occasionally, you see him throw a bit of a fit, but that's good because you know he still has drive behind him. I love working with him. He's a good guy to work with."

Hull also has the utmost respect from the man who first met him in the paddock at Lime Rock, Connecticut, in 1979 when Ganassi was racing Formula Fords and Hull was in charge of a Formula Atlantic car for a driver named Whitney Ganz.

"I trust him more than anybody on the planet," Ganassi said. "I'm glad I don't have to look for a guy like him because I've already got him. I've just been lucky over the years to run into guys around me that are motivated like I am about the sport. I couldn't do these kinds of things without guys like Mike, so I don't make any bones about that."

BUMP:

Kite's Last-Ditch Effort Too Slow For Indy 500

CONTINUED FROM PAGE 2

average at 218.922 mph, with Kite ready to make another attempt.

"The car was good today. I was doing 217 (mph) with race downforce," Moreno said. "Then it was time to trim the car, and I was a little unsure. But as soon as we trimmed, the car felt good. They wanted to trim the car two more steps and I said, 'No, we're quick enough.'"

Kite went through technical inspection with three minutes left until the 6 p.m. gun was fired but waved off the attempt after his first lap was just 214.744 mph.

Roth was off the bubble and in the race, while Kite had to live with the disappointment of missing the Indy 500.

"We had the car trimmed out as much as we could trim it out," Kite said. "We figured we had plenty left in it yesterday. We would trim it out, and we would gain speed. That was about as free as that car is going to be but it didn't seem like it going down the straightaway."

"It sucks having to watch the race on TV."

QUALIFY:

Duno Becomes Third Female In The 91st Indy 500

CONTINUED FROM PAGE 2

Roger Yasukawa was the fastest driver in Saturday's third round with a four-lap average of 222.654 mph to put a third Dreyer & Reinbold car into the 500.

"They are all identical, and we're sharing data now," Yasukawa said of the cars driven by teammates Buddy Rice and Sarah Fisher. "Luckily, I had the qualifying data from last week, and I think that helped."

"I was a bit surprised. I was expecting maybe a 221.1 or maybe the 221s, but to do a 222.6 average, the car is running really well."

NASCAR driver John Andretti qualified for his first Indy 500 since 1994 when he put a third Panther Racing entry into the field with a four-lap average of 221.756 mph, the day's second-fastest qualifier.

"I think my experience played a part in it since I have been here a few times," Andretti said. "The line is a little bit different, so I had to relearn some things. It was good, it was solid and I couldn't be happier with the car. Vitor Meira set it up, and all I had to do was go out and drive it."

Unser was the next fastest, followed by Alex Barron's 220.471 mph, Jon Herb's 220.108 mph, Jaques Lazier's 219.409 mph, Milka Duno's 219.228 mph, Mary Roth's 218.922 mph, Roberto Moreno's 216.229 mph and Jimmy Kite's 214.528.

Duno became the third female driver in this year's race, joining Danica Patrick and Fisher. Duno got into the field despite a crash during the first week of practice.

Roth Makes Show As 'Bubble Boy' On Bump Day

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Toronto's Marty Roth holds the distinction of being this year's "Bubble Boy" at the 91st Indianapolis 500.

The 48-year-old Canadian race driver was on "the bubble" and could have been bumped out of the 33-car starting lineup for next Sunday's Indy 500.

But when P.J. Jones and Team Leader Racing determined they simply had no shot at making the field and Jimmy Kite's first lap as the final driver to make a qualification attempt was just 214.744 miles per hour, Roth was in the race and could breathe easier.

"It's great that it's one minute after 6. I've been waiting a long time for that," said Roth, who qualified on Saturday with a four-lap average of 218.922 mph. "It's been a long day. Unfortunately, we had a lousy qualifying, and that's the price you pay for that. You end up taking your turn on 'the bubble,' and it's a very

uncomfortable situation."

Roth had been turning laps over 221 mph all day, but the team realized it had to sit on the Saturday speed.

"We were debating whether we were going to stick in it and re-qualify," Roth said. "It was quite the drama in our pits. It was quite the drama and quite the show, and we're just looking forward to race day now. Unless you have to do that, you don't do it."

"When you have a car in the show, you leave it there."

Roth will start his third Indy 500 next Sunday from the 30th position in the 33-car starting lineup. Although he is the slowest qualifier in the field, by taking his time from Saturday, he starts ahead of the three drivers that qualified on Bump Day.

Roth started 32nd and finished 24th in the 2004 Indy 500 for his own team, Roth Racing. One year later, he merged that team with PDM Racing for Indy and started 29th and finished 32nd.

He started his racing career in 1975 racing

various classes of motorcycles. He established the track record at Gimli Raceway in Manitoba, Canada. In 1987, he made his Canadian Formula Ford 2000 debut with Brian Stewart Racing before moving up to Indy Lights in 1988.

He joined the Indy Pro Series in 2003, where he has spent much of his time as an owner/driver. But Roth has ambitions of becoming a full-time owner/driver in the IndyCar Series, and starting his third Indy 500 might help him achieve that goal.

"We're always in search of that sponsor right now, and the rest of the season is dependent on sponsorship," Roth said. "Being in the show definitely helps."

Roth missed last year's Indy 500 because he crashed on the final day of time trials and didn't have a chance to qualify.

"After last year, I can't believe I allowed myself to be on the bubble," Roth said. "We cut it kind of close. You learn from your mistakes and try not to repeat them."

Another Andretti In Indy 500

Gregoire Fractures Vertebra And Will Miss Indianapolis 500

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — **John Andretti** returned to the Indianapolis 500 for the first time since 1994 as the NASCAR driver was announced as the third member at Panther Racing Thursday at the Indianapolis Motor Speedway.

Andretti, who left IndyCar racing in 1994, is a veteran of seven Indy 500s. He was an Indy rookie in 1988. He started 27th and finished 21st in that race. His best Indy 500 was in 1991, when he started seventh and finished fifth.

He was the first driver to compete in both the Indianapolis 500 and the NASCAR Coca-Cola 600 on the same day in 1994. He finished 10th at Indy and 36th in the 600.

IRL NOTES He competed in 341 NASCAR Cup Series events, with two victories, 13 top fives and 37 top-10 finishes.

The past two seasons, Andretti has competed in the NASCAR Busch Series.

He qualified for the Indy 500 with a four-lap average of 221.756 miles per hour on Saturday and starts 24th.

"The car has just been fantastic," Andretti said. "Panther put it together. **Vitor Meira** drove it and the setup has been pretty consistent from where we started. We trimmed it out a little for qualifying, and we've just been on qualifying mode and not running with traffic."

John Andretti is the third Andretti in the field, joining his cousin **Michael** and second-cousin **Marco**.

■ **Roger Yasukawa** was announced as a third driver for Dreyer & Reinbold Racing, joining 2004 Indy 500 winner **Buddy Rice** and **Sarah Fisher**.

Yasukawa, a native of Los Angeles, has competed in four Indy 500s, with best finishes of 10th in 2003 and 2004.

Yasukawa was the fastest third-day qualifier with a four-lap average of 222.654 mph on Saturday.

■ **Stephan Gregoire** of France, the driver for Chastain Motorsports, crashed in the first turn and made what appeared to be some contact with the retaining wall on Thursday.

Although the car sustained "moderate" damage, the same can't be said for the driver.

According to Mike Ollinger, the IRL Medical Director, "An MRI at Methodist Hospital shows that Stephan Gregoire has suffered an end plate fracture of the third Thoracic vertebra."

Gregoire was kept overnight in the hospital and released on Friday.

He was replaced by **Roberto Moreno**.

■ **Jimmy Kite** smacked the wall hard in Wednesday's practice when he was driving the PDM Racing entry. Kite, however, was unhurt and will



DAVID E. HEITHAUS PHOTO

BACK ON BRICKS: John Andretti gives a thumbs up after qualifying for the Indianapolis 500. It will be Andretti's first 500 since 1994.

return to the race track.

"The gearbox broke right where the left-rear lower A-arm hooks into the gearbox and that it did going into the corner, basically broke and let the lower A-arm pull out," Kite explained Thursday. "It unloaded the left-rear suspension and picked up a whole bunch of tow and I was merely a passenger after that."

Kite was back on track Friday after PDM Racing dismantled his car to inspect other areas that may have hidden damage.

"I don't know if we are stealing body parts, but I think we're still short some suspension parts," Kite quipped. "Some of the teams aren't running a Panoz chassis any more and a lot of good teams have some really good parts sitting around that we can use right now."

"So, we're using as many favors as we can."

■ **Darren Manning** was one driver who is happy he doesn't feel the desperation of the second-week drivers who have to trim their cars for speed.

"For those in the field, it's all about downforce, while those guys have to be a knife's edge," Manning said. "I'm just glad it's not me."

■ **Alex Barron** was also named to the

No. 98 car at Beck Motorsports, the team he started the IndyCar season with. That ride was supposed to go to **Max Papis**, but apparently he didn't come up with the money, according to a source on that team.

"He's the best choice for us," team owner **Greg Beck** said of Barron. "We got some things sorted out the last couple of days and it will enable us to run."

Barron put the car into the field with a four-lap average of 220.471 mph. He will start in the middle of the ninth row.

■ **Larry Foyt** underwent a driver's physical at Clarian Emergency Medical Center at IMS and was considering getting into the race on Bump Day before his father, A.J. Foyt, and Larry thought it was best to concentrate on the two cars in next week's 500 driven by Darren Manning and **Al Unser, Jr.**

"We've got the cars to where if my dad wanted to throw one in, I think that we could do it," Larry Foyt said. "I just wanted to be ready in case that happens. I don't want to do anything to take away from our 14 (Manning) and 50 (Unser) operations, but at the same time it might have been fun to do."

Larry Foyt is the team manager at A.J. Foyt Enterprises.

INDY RACING LEAGUE RACE REWIND

Clean And Sober, Unser Is Ready For Another Go At Indy

INDIANAPOLIS

When Al Unser, Jr. qualified for his first Indianapolis 500 in 1983, the "old guard" included drivers in their mid-40s such as his father, Al, A.J. Foyt and Mario Andretti.

"Now, me and Michael Andretti are the 'Old Guard,' and I keep telling everybody we're really not," quipped the 45-year-old Unser.

Unser made the field for his 19th Indy 500 on Saturday, putting team owner A.J. Foyt's car into the inside of the ninth row with a four-lap average of 220.876 miles per hour.

"It was a good run, and I'm glad it's in," Unser said. "I was a little bit careful with it because I could have run a 225 and we'd still be starting 23rd. We're in the back, but I wanted to be a little safe with it. I thought getting into the race safely was more important and then we could go from there."

Unser's comeback to the Indy 500 field is more a story of his personal recovery than getting back into racing.

He has been clean and sober for 114 days after he was arrested in Henderson, Nevada, and charged with driving under the influence, misdemeanor hit and run, failure to render aid in an accident and failure to report an accident in January.

He goes to trial July 11 after entering a not guilty plea.

It was his second alcohol-related arrest. In 2002, he was treated for alcohol abuse after allegedly hitting his girlfriend — now his wife — Gina in the face while drunk on an Indianapolis Interstate highway. By attending a treatment program, prosecutors did not file charges against him.

He stayed sober for 56 days after that but eventually went back to drinking, saying he refused to believe everything he learned in rehab.

But the January incident served as Unser's "bottom" and he knew he had to clean up his act.

When Foyt called and asked Unser if he wanted to drive one of his race cars at the Indianapolis 500, Unser had been sober for just a month.

LAST WORD



BRUCE MARTIN

For legal reasons, Unser can't go into the details of his crash because he has a trial pending, but the clarity has returned to his eyes and the smile now appears to be from a man happy to have another chance at life.

"I think that last incident really got Al's attention," said his uncle Bobby, a three-time Indy 500 winner.

"Alcoholism is a disease. It's not a habit like a lot of people think. Little Al has that disease, but he really is addressing it, so I can only hope that it's going to work over the long haul. That's what it's important."

"It's important to his life, more so than getting back into this race car."

Bobby Unser said some of the media has been hard on him being allowed to return to the track without being tested by the Indy Racing League.

"Those are the guys that don't understand what it's all about, and it bothers Little Al," Uncle Bobby said.

Perhaps getting back to the Indianapolis Motor Speedway has provided Unser with another version of therapy. He's doing something he loves and is able to do it with a sense of purpose.

"I think it's really good that he's back," Uncle Bobby said. "He wants to do it. Little Al likes Indy so much. It's like the same old fire horse you have seen here many times. When they ring the bell, the horse runs. Well, that's the way Little Al is when he comes to Indy. I'd be a liar to say I don't dream about it, too."

"Little Al" knew exactly what he was thinking when he decided to return for one more run at the Indy 500.

"We just enjoy racing," he said. "I love the Indianapolis Motor Speedway. I love the Indy 500, and this year has been really special because of who I'm driving for. 'The King' (Foyt) is working on my car and I'm getting to talk to him and we're having a lot of fun. That's what racing is about is having a good time, having fun and enjoying yourself."

"With A.J. Foyt working on my car, that's exactly what it is."



DANA GARRETT/IRL INDYCAR PHOTO

THE NEW OLD GUARD: Al Unser, Jr. (left) talks with Michael Andretti Sunday at Indianapolis Motor Speedway.

RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 20-24: May 15, 17-20

FINAL RESULTS

WINNER



Steve Kinser

Tuesday

May 15, Lemerville Speedway, Sarver, Pa.

Qualifications: 1. Jason Meyers, Stockbridge 14, 12.959; 2. Bob Felmlée, Felmlée 6f, 12.990; 3. Danny Lasoski, Roth 83, 13.013; 4. Daryn Pittman, Titan 21, 13.020; 5. Dion Hindi, Hindi 11h, 13.034; 6. Paul McMahan, Stewart 20, 13.056; 7. Jeremy Campbell, Campbell 10c, 13.096; 8. Steve Kinser, Kinser 11, 13.106; 9. Joey Saldana, Kahne 9, 13.114; 10. Jason Solwold, Carnahan r19, 13.123; 11. Tim Shaffer, Parsons 6, 13.146; 12. Lucas Wolfe, Allenbach 5w, 13.155; 13. Justin Henderson, Henderson d1, 13.170; 14. Craig Dollansky, Karavan 7, 13.171; 15. Sam Hafertepe, Jr., Hafertepe 15h, 13.172; 16. Stevie Smith, Smith 19, 13.183; 17. Brian Ellenberger, Ellenberger 20e, 13.193; 18. Lance Dewease, Postupack 25, 13.204; 19. Danny Smith, Smith 4, 13.215; 20. Tim Kaeding, Woodward 2, 13.226; 21. Randy Hannagan, Hannagan 1x, 13.228; 22. Zach Chappell, Chappell 8k, 13.230; 23. Chad Hillier, Hillier 5c, 13.266; 24. Jason Martin, Martin 36, 13.269; 25. Shane Stewart, Holbrook 8h, 13.277; 26. Kevin Schaeffer, Schaeffer 9s, 13.328; 27. Greg Wilson, Warrimount w20, 13.328; 28. Jac Haudenschild, Wright 35, 13.333; 29. Tony Bruce, Jr., Bruce 18t, 13.367; 30. Donny Schatz, Schatz 15, 13.367; 31. Jason Sides, Sides 7s, 13.383; 32. Terry McCarl, McCarl 24, 13.384; 33. Ed Lynch, Jr., Lynch 2L, 13.442; Kerry Madsen, Helm 11h, 13.446; 35. Carl Bowser, Bowser 10, 13.464; 36. Chad Kemenah, Kemenah 3x, 13.484; 37. Brian Paulus, P&P 28, 13.492; 38. Brent Matus, Matus 33, 13.846; 39. Gary Rankin, Rankin 16, 14.247; 40. David Jones, Jones 76, 14.422; 41. Terry Bowser, Bowser 59, 14.453; 42. Bill Kiley, Kiley 4k, 14.671; 43. Robbie Barchie, Barchie 29, 15.143; 44. Shella Rankin, Rankin 6r, 16.160; 45. Richard Reinhart, Reinhart 7x, 16.855; 46. Joey Butera, Butera 3j, no time.

First Heat (8 laps): Henderson, Saldana, Meyers, Hannagan, Ellenberger, Hindi, Lynch, Stewart, Paulus, Bruce, Bowser, Reinhart.

Second Heat (8 laps): Solwold, Dollansky, McMahan, Dewease, Felmlée, Schatz, Chappell, Madsen, Schaeffer, Kiley, Butera, Matus.

Third Heat (8 laps): Shaffer, Hafertepe, Lasoski, Campbell, Sides, Hillier, D. Smith, Bowser, G. Rankin, Wilson, Barchie.

Fourth Heat (8 laps): Kinser, S. Smith, Pittman, Haudenschild, Kaeding, Wolfe, Kemenah, McCarl, Martin, Jones, S. Rankin.

Crane Cams Dash (6 laps): Kinser, Hafertepe, Shaffer, Saldana, Henderson, Solwold, Meyers, Dollansky, S. Smith, Felmlée.

C Main (10 laps): 1. Kemenah; 2. C. Bowser; 3. Paulus, \$125; 4. G. Rankin, \$125; 5. Jones, \$125; 6. Barchie, \$100; 7. S. Rankin, \$100; 8. Butera, \$100; 9. Kiley, \$100; 10. Reinhart, \$100; 11. Matus, \$100; 12. T. Bowser, \$100.

B Main (12 laps): 1. D. Smith; 2. Wolfe; 3. Hindi; 4. Chappell; 5. Hillier, \$200; 6. Lynch, \$180; 7. Wilson, \$175; 8. McCarl, \$160; 9. Schatz, \$150; 10. Kemenah, \$150; 11. Madsen, \$150; 12. Bruce, \$150; 13. C. Bowser, \$150; 14. Schaeffer, \$150; 15. Stewart, \$150; 16. Martin, \$150.

Feature (35 laps): 1. Kinser, \$10,000; 2. Saldana, \$5,500; 3. Meyers, \$3,200; 4. Shaffer, \$2,800; 5. Lasoski, \$2,500; 6. Dollansky, \$2,300; 7. S. Smith, \$2,200; 8. Solwold, \$2,100; 9. Schatz, \$1,250; 10. Kaeding, \$2,000; 11. Hafertepe, \$1,500; 12. Henderson, \$1,200; 13. Smith, \$1,100; 14. Pittman, \$1,050; 16. Hannagan, \$1,000; 16. McMahan, \$900; 17. Sides, \$800; 18. Dewease, \$800; 19. Haudenschild, \$800; 20. Chappell, \$800; 21. McCarl, \$0; 22. Ellenberger, \$800; 23. Felmlée, \$800; 24. Rankin, \$800; 25. Campbell, \$800; 26. Lynch, \$0; 27. Wolfe, \$800; 28. Hindi, \$800.

WINNER



Donny Schatz

Thursday

May 17, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Lucas Wolfe, Wolfe 5m, 16.863; 2. Brian Leppo, Leppo 71, 16.929; 3. Kenny Jacobs, Weikert 29, 16.986; 4. Todd Shaffer, Beam 88, 17.012; 5. Jeff Shepard, Zemaitis 1z, 17.035; 6. Jason Meyers, Stockbridge 14, 17.039; 7. Paul McMahan, Stewart 20, 17.052; 8. Greg Hodnett, Cline 22, 17.060; 9. Danny Lasoski, Roth 83, 17.079; 10. Doug Esh, Leach 30, 17.091; 11. Joey Saldana, Kahne 9, 17.108; 12. Lance Dewease, Postupack, 17.128; 13. Jason Sides, Sides 7s, 17.129; 14. Alan Krimes, Krimes 87, 17.136; 15. Kevin Nouse, BG Motorsports 12, 17.179; 16. Tim Kaeding, Woodward 2, 17.192; 17. Daryn Pittman, Titan 21, 17.199; 18. Zach Chappell, Chappell 8k, 17.206; 19. Fred Rahmer, CJB 51, 17.231; 20. T.J. Stutts, Stutts 39, 17.243; 21. Jason Solwold, Carnahan r19, 17.257; 22. Jeremy Campbell, Campbell 10c, 17.258; 23. Brian Montieth, Montieth 21p, 17.287; 24. Chris Meleason, Meleason 8m, 17.290; 25. Steve Kinser, Kinser 11, 17.297; 26. Tim Shaffer, Parsons 6, 17.323; 27. Ryan Bohkle, Bohkle 18x, 17.326; 28. Steven Buckwalter, Buckwalter 17b, 17.331; 29. Jac Haudenschild, Wright 35, 17.335; 30. Stevie Smith, Smith 19, 17.345; 31. Jason Martin, Martin 36, 17.354; 32. Sam Hafertepe, Jr., Hafertepe 15h, 17.361; 33. Alan Cole, Cole 35a, 17.375; 34. Craig Dollansky, Karavan 7, 17.376; 35. Donny Schatz, Schatz 15, 17.377; 36. Dion Hindi, Hindi 11d, 17.384; 37. Randy Hannagan, Hannagan 1x, 17.401; 38. Michael Carber, Carber 22z, 17.402; 39. Keith Kauffman, Middleswarth 7k 17.415; 40. Donnie Kreitz, Jr., Kreitz 69k, 17.426; 41. Chad Kemenah, Kemenah 3x, 17.437; 42. Terry McCarl, McCarl 24, 17.457; 43. Cody Darrah, Darrah 89, 17.458; 44. Chad Layton, Layton u1, 17.460; 45. Justin Henderson, Henderson d1, 17.463; 46. Craig Keel, Keel 9k, 17.487; 47. Tony Bruce, Jr., Bruce 18t, 17.505; 48. Mike Erdley, Lisi 11e, 17.507; 49. Mark Smith, Coldren 07, 17.517; 50. Kerry Madsen, Helm 11h, 17.524; 51. Steve Claybaugh, Claybaugh 30c, 17.528; 52. Chad Hillier, Hillier 5c, 17.705; 53. Billy Kimmel, Kimmel 47, 17.830; 54. Bob Bennett, ACME 3, 17.912; 55. A.J. Michael, Michael 45, 18.173.

First Heat (8 laps): Sides, Shepard, Lasoski, Wolfe, Pittman, Solwold, Haudenschild, Kemenah, Cole, Hannagan, Kinser.

Second Heat (8 laps): Krimes, Meyers, Leppo, Esh, Campbell, Shaffer, S. Smith, Dollansky, McCarl, Carber, Chappell.

Third Heat (8 laps): Saldana, Schatz, Rahmer, Bohkle, Kauffman, Martin, Darrah, Nouse, McMahan, Jacobs, Montieth.

Fourth Heat (8 laps): Kaeding, Hodnett, Dewease, Shaffer, Stutts, Buckwalter, Layton, Meleason, Hafertepe, Kreitz, Hindi.

Crane Cams Dash (6 laps): Hodnett, Shepard, Schatz, Meyers, Krimes, Sides, Saldana, Leppo, Kaeding, Wolfe.

D Main (8 laps): 1. Keel; 2. Henderson; 3. Madsen, \$100; 4. Hillier, \$100; 5. Claybaugh, \$100; 6. Bruce, \$100; 7. Kimmel, \$100; 8. Michael, \$100; 9. Erdley, \$100; 10. M. Smith, \$100; 11. Bennett, \$100.

C Main (10 laps): 1. Hindi; 2. Hannagan; 3. Layton, \$125; 4. McCarl, \$125; 5. Henderson, \$125; 6. Kreitz, \$100; 7. Carber, \$100; 8. Kemenah, \$100; 9. Darrah, \$100; 10. Keel, \$100.

B Main (12 laps): 1. Kinser; 2. McMahan; 3. Jacobs; 4. Solwold; 5. Haudenschild; 6. Shaffer, \$180; 7. S. Smith, \$175; 8. Meleason, \$160; 9. Dollansky, \$150; 10. Martin, \$150; 11. Buckwalter, \$150; 12. Cole, \$150; 13. Hannagan, \$150; 14. Chappell, \$150; 15. Hafertepe, \$150; 16. Nouse, \$150; 17. Montieth, \$150; 18. Hindi, \$150.

Feature (25 laps): 1. Schatz, \$8,000; 2. Saldana, \$4,000; 3. Hodnett, \$2,500; 4. Meyers, \$2,200; 5. Jacobs, \$2,100; 6. Pittman, \$2,000; 7. Sides, \$1,800; 8. Rahmer, \$1,600; 9. Lasoski, \$1,500; 10. Esh, \$1,300; 11. Kaeding, \$1,200; 12. Kinser, \$1,100; 13. Haudenschild, \$1,000; 14. Shaffer, \$700; 15. Solwold, \$600; 16. Erdley, \$0; 17. Kauffman, \$600; 18. Stutts, \$600; 19. Bohkle, \$600; 20. McMahan, \$600; 21. Leppo, \$600; 22. Campbell, \$600; 23. Madsen, \$0; 24. Shepard, \$600; 25. Krimes, \$600; 26. Dewease, \$600; 27. Wolfe, \$200.

WINNER



Donny Schatz

Friday

May 18, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Chris Meleason, Meleason 8m, 16.802; 2. Tim Shaffer, Parsons 6, 16.822; 3. Kenny Jacobs, Weikert 29, 16.870; 4. Mike Erdley, Lisi 11e, 16.874; 5. Steve Kinser, Kinser 11, 16.907; 6. Stevie Smith, Smith 19, 16.913; 7. Steven Buckwalter, Buckwalter 17b, 16.913; 8. Brian Leppo, Leppo 71, 16.922; 9. Jason Solwold, Carnahan r19, 16.925; 10. Danny Lasoski, Roth 83, 16.959; 11. Paul McMahan, Stewart 20, 16.973; 12. Jeff Shepard, Zemaitis 1z, 16.980; 13. Lucas Wolfe, Allenbach 5w, 16.991; 14. T.J. Stutts, Stutts 39, 16.997; 15. Donny Schatz, Schatz 15, 17.001; 16. Todd Shaffer, Beam 88, 17.016; 17. Craig Keel, Keel 9k, 17.028; 18. Justin Henderson, Henderson d1, 17.034; 19. Zach Chappell, Chappell 8k, 17.041; 20. Alan Krimes, Krimes 87, 17.043; 21. Lance Dewease, Postupack 25, 17.051; 22. Daryn Pittman, Titan 21, 17.065; 23. Terry McCarl, McCarl 24, 17.068; 24. Mark Smith, Coldren 07, 17.077; 25. Greg Hodnett, Cline 22, 17.087; 26. Tim Kaeding, Woodward 2, 17.097; 27. Jim Siegel, Scarpita 59, 17.122; 28. Jason Meyers, Stockbridge 14, 17.132; 29. Sam Hafertepe, Jr., Hafertepe 15h, 17.134; 30. Chad Layton, Layton u1, 17.149; 31. Brian Montieth, Montieth 21p, 17.154; 32. Jason Sides, Sides 7s, 17.156; 33. Donnie Kreitz, Jr., Kreitz 69k, 17.158; 34. Tony Bruce, Jr., Bruce 18t, 17.166; 35. Doug Esh, Leary 30, 17.179; 36. Randy Hannagan, Hannagan 1x, 17.186; 37. Cody Darrah, Darrah 87, 17.199; 38. Fred Rahmer, CJB 51, 17.202; 39. Kerry Madsen, Helm 11h, 17.204; 40. Jeremy Campbell, Campbell 10c, 17.218; 41. Jac Haudenschild, Wright 35, 17.227; 42. Chad Kemenah, Kemenah 3x, 17.245; 43. Keith Kauffman, Middleswarth 7k, 17.268; 44. Jason Martin, Martin 36, 17.275; 45. Joey Saldana, Kahne 9, 17.277; 46. Dion Hindi, Hindi 11h, 17.282; 47. Rick Lafferty, Lafferty 0, 17.323; 48. Alan Cole, Cole 35a, 17.324; 49. Craig Dollansky, Karavan 7, 17.378; 50. Ryan Bohkle, Bohkle 18x, 17.398; 51. Michael Carber, Carber 22z, 17.428; 52. Chad Hillier, Hillier 5c, 17.555; 53. Steve Claybaugh, Claybaugh 30c, 17.651; 54. Niki Young, Neiderer 10n, 17.842; 55. Billy Kimmel, Kimmel 47, 18.038; 56. A.J. Michael, Michael 45, no time.

First Heat (8 laps): Wolfe, Kinser, Dewease, Haudenschild, Solwold, Meleason, Hodnett, Darrah, Hafertepe, Keel, Kreitz.

Second Heat (8 laps): Lasoski, Stutts, S. Smith, Pittman, Tim Shaffer, Henderson, Kaeding, Layton, Rahmer, Bruce, Kemenah.

Third Heat (8 laps): Schatz, McMah, Jacobs, McCarl, Montieth, Chappell, Esh, Madsen, Siegel, Kauffman, Buckwalter.

Fourth Heat (8 laps): Shepard, Todd Shaffer, Erdley, M. Smith, Leppo, Campbell, Meyers, Sides, Krimes, Martin, Hannagan.

Crane Cams Dash (6 laps): Lasoski, Todd Shaffer, Schatz, Kinser, McMahan, Stutts, Shepard, Shaffer, Wolfe, Jacobs.

D Main (8 laps): 1. Saldana; 2. Hindi; 3. Young, \$100; 4. Hillier, \$100; 5. Claybaugh, \$100; 6. Kimmel, \$100; 7. Cole, \$100; 8. Michael, \$100; 9. Dollansky, \$100; 10. Lafferty, \$100; 11. Bohkle, \$100; 12. Carber, \$100.

C Main (10 laps): 1. Esh; 2. Rahmer; 2. Bruce, \$125; 4. Hannagan, \$125; 5. Madsen, \$125; 6. Kauffman, \$100; 7. Saldana, \$100; 8. Hindi, \$100; 9. Martin, \$100; 10. Darrah, \$100; 11. Kemenah, \$100; 12. Campbell, \$100.

B Main (12 laps): 1. Hodnett; 2. Keel; 3. Kaeding; 4. Meyers; 5. Sides, \$200; 6. Krimes, \$180; 7. Siegel, \$175; 8. Layton, \$160; 9. Rahmer, \$150; 10. Kreitz, \$150; 11. Meleason, \$150; 12. Henderson, \$150; 13. Buckwalter, \$150; 14. Chappell, \$150; 15. Hafertepe, \$150; 16. Esh, \$150.

Feature (30 laps): 1. Schatz, \$12,000; 2. Kinser, \$5,500; 3. Lasoski, \$4,000; 4. McMahan, \$3,000; 5. Todd Shaffer, \$2,700; 6. Erdley, \$2,400; 7. Meyers, \$2,100; 8. Smith, \$2,000; 9. Pittman, \$1,900; 10. Shepard, \$1,800; 11. M. Smith, \$1,700; 12. Dewease, \$1,600; 13. Haudenschild, \$1,500; 14. Stutts, \$1,200; 15. Wolfe, \$1,100; 16. Hodnett, \$1,000; 17. Saldana, \$1,000; 18. Tim Shaffer, \$850; 19. Leppo, \$800; 20. Rahmer, \$0; 21. McCarl, \$800; 22. Kaeding, \$800; 23. Solwold, \$800; 24. Jacobs, \$800; 25. Madsen, \$0; 26. Keel, \$800; 27. Montieth, \$800; 28. Esh, \$0.

WINNER



Steve Kinser

Sunday

May 20, New Egypt Speedway, New Egypt, N.J.

Qualifications: 1. Jeremy Campbell, Campbell 10c, 14.242; 2. Paul McMahan, Stewart 20, 14.254; 3. Zach Chappell, Chappell 8k, 14.437; 4. Lucas Wolfe, Allebach 52, 14.448; 5. Tim Shaffer, Parsons 6, 14.461; 6. Billy Pauch, Pauch 25, 14.466; 7. Steve Kinser, Kinser 11, 14.507; 8. Randy Hannagan, Hannagan 1x, 14.536; 9. Craig Dollansky, Karavan 7, 14.553; 10. Jason Martin, Martin 36, 14.589; 11. Jason Solwold, Carnahan r19, 14.598; 12. Joey Saldana, Kahne 9, 14.613; 13. Jason Sides, Sides 7s, 14.629; 14. Tim Kaeding, Woodward 2, 14.657; 15. Tony Bruce, Jr., Bruce 18t, 14.667; 16. Donny Schatz, Schatz 15, 14.685; 17. Jason Meyers, Stockbridge 14, 14.718; 18. Terry McCarl, McCarl 24, 14.744; 19. Justin Henderson, Henderson d1, 14.775; 20. Jac Haudenschild, Wright 35, 14.791; 21. Kerry Madsen, Helm 11h, 14.824; 22. Chad Hillier, Hillier 5c, 14.851; 23. Danny Lasoski, Roth 83, 14.891; 24. Dion Hindi, Hindi 11d, 14.901; 25. Daryn Pittman, Titan 21, 14.980; 26. Chad Kemenah, Kemenah 3x, 14.984; 27. Sam Hafertepe, Jr., Hafertepe 15h, 15.214; 28. Jamie Bodo, Bodo 21b, 15.255; 29. Mark Bitner, Bitner 15b, 15.451; 30. Kevin Nagy, Nagy 45, 15.581; 31. Jeff Davis, Davis 44, 16.811; 32. Jeff Mueller, Mueller 3j, 17.487.

First Heat (8 laps): Dollansky, Sides, Shaffer, Campbell, Madsen, Meyers, Pittman, Bitner.

Second Heat (8 laps): Martin, Kaeding, McMahan, Pauch, Kemenah, Hillier, McCarl, Nagy.

Third Heat (8 laps): Solwold, Kinser, Chappell, Bruce, Lasoski, Henderson, Hafertepe, Davis.

Fourth Heat (8 laps): Saldana, Wolfe, Schatz, Haudenschild, Hannagan, Hindi, Bodo, Mueller.

Crane Cams Dash (6 laps): Kinser, Sides, Wolfe, Saldana, Kaeding, Solwold, McMahan, Dollansky, Campbell, Martin.

B Main (12 laps): 1. McCarl; 2. Meyers; 3. Pittman; 4. Hillier; 5. Henderson, \$200; 6. Bitner, \$180; 7. Hafertepe, \$175; 8. Hindi, \$160; 9. Bodo, \$150; 10. Nagy, \$150; 11. Mueller, \$150; 12. Davis, \$150.

Feature (30 laps): 1. Kinser, \$10,000; 2. Sides, \$5,500; 3. Kaeding, \$3,200; 4. Wolfe, \$2,800; 5. Dollansky, \$2,500; 6. Solwold, \$2,300; 7. Saldana, \$2,200; 8. Haudenschild, \$2,100; 9. McMahan, \$2,050; 10. Pauch, \$2,000; 11. Campbell, \$1,500; 12. Pittman, \$1,200; 13. Lasoski, \$1,100; 14. Chappell, \$1,050; 15. Schatz, \$1,000; 16. Meyers, \$900; 17. Shaffer, \$800; 18. Hannagan, \$800; 19. Martin, \$800; 20. McCarl, \$800; 21. Hillier, \$800; 22. Kemenah, \$800; 23. Madsen, \$800; 24. Bruce, \$800.

UP NEXT

Wednesday, Grandview Speedway, Bechtelsville, Pa.

Friday, The Dirt Track @ Lowe's Motor Speedway, Concord, N.C.

Monday, Rolling Wheels Raceway Park, Elbridge, N.Y.

May 31, West Virginia Motor Speedway, Mineral Wells, W.Va.

June 1, Sharon Speedway, Hartford, Ohio

June 2, Eldora Speedway, Rossburg, Ohio

June 5, Kokomo Speedway, Kokomo, Ind.

June 9, Eagle Raceway, Eagle, Neb.

June 14, Tri-City Speedway, Granite City, Ill.

June 16, Knoxville Raceway, Knoxville, Iowa



HEIN BROTHERS PHOTO

STRAIGHTAWAY SPEED: Dion Hindi works his way around Williams Grove Speedway in Mechanicsburg, Pa.

Kinser Claims 16th At L'ville

By Tony Veneziano

SARVER, Pa. — Steve Kinser dominated the First Commonwealth Bank Clash for the World of Outlaws May 15 at Lernerville Speedway.

Kinser won the fourth heat and the dash and led all 35 laps of the feature for his 536th WoO triumph and third of the season.

Kinser started on the pole and led Tim Shaffer into lapped traffic on the fifth lap of the half-mile oval. He was never headed the rest of the way.

“It feels good to win here,” said Kinser, who posted his 16th-career triumph at Lernerville. “We had a good race car all night. We went out and qualified pretty good. We had a good draw in the dash that helped as well. As good as everyone is running right now, you have to really start at the front.”

With nine laps remaining there was an open red flag, allowing the teams to come on the track and work on their cars.

Kinser's team only put fuel in the car and made a slight air-pressure adjustment to the tires. A couple of late restarts gave Joey Saldana a few chances to battle for the top spot, but Kinser powered to a sizeable advantage each time the green flag waved.

“The key was getting good restarts and using the momentum to get a good run into turn one and turn three,” said the 20-time series champion. “Once I got a lap under me again under green, I felt pretty comfortable with the car. You never know who can get a run at you on the restarts.”

For Saldana, the runner-up finish was his 13th top-five result of the season.

“It was a good night for us” Saldana said. “We went out fairly late in time trials, and the track definitely slowed down. Timing in the top 10 was definitely a good effort for us. We tried a few things in the dash and weren't as good as we wanted to be, but we learned some stuff for the feature.”

Jason Meyers came home third, while Tim Shaffer and Danny Lasoski rounded out the top five.

STEVE KINSER

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Daryn Pittman

Top 10

1. Donny Schatz	3,269	6. Steve Kinser	3,037
2. Joey Saldana	3,247	7. Craig Dollansky	2,963
3. Daryn Pittman	3,116	8. Paul McMahan	2,877
4. Jason Meyers	3,048	9. Jason Solwold	2,875
5. Danny Lasoski	3,045	10. Jac Haudenschild	2,865



PAUL OYLER PHOTO

TWO IN TWO: Donny Schatz's No. 15 J&J swept both events last week at Williams Grove.

Grove Or Go Home

Schatz Times In Near Front, And That's All He Needs At Williams Grove

BY TONY VENEZIANO

MECHANICSBURG, Pa. — Donny Schatz said after winning Thursday night at Williams Grove Speedway that if he qualified well, he would be in contention again Friday at the legendary half-mile oval.

He was true to his word, as he qualified 15th out of 56 cars. He won his heat to earn a spot in the dash.

The reigning World of Outlaws champion battled 2001 champion Danny Lasoski for the \$12,000 top prize. In the end, Schatz found his way to the winner's circle, earning his 11th triumph at the Grove and

his sixth victory of 2007.

Lasoski used a strong start to charge into the first turn at the initial green flag, but a caution before the lap was completed led to a full restart. On the second start, Lasoski again shot to the lead and began to pull away until a lap-seven caution bunched the field.

Another strong restart kept Lasoski in the lead, but Schatz stayed with him and patiently waited for the pair to enter lapped traffic. On the 20th lap, Schatz dove low and took the lead coming off the second turn. That lead was short-lived as Lasoski powered back around coming off turns three and four. At the line, Lasoski was officially scored the leader. In a mirror image of the lap before, Schatz again dove low in the second turn and took the lead on the

21st lap. He led the remainder of the distance.

"It was a great weekend at the Grove," Schatz said. "The car was rolling good all weekend. Obviously, we got ourselves qualified well tonight."

Steve Kinser passed Lasoski on the final lap to finish second.

"I thought I would have a chance there for a little bit, but it didn't happen," Kinser said. "We can't complain. I got better as the race went on. I just couldn't run anywhere but the bottom. I couldn't play with the cushion."

Lasoski led the first 20 laps but finished third.

"I ran the tires off the car too early," Lasoski said.

Paul McMahan and Williams Grove regular Todd Shaffer rounded out the top five.

Feeling The Heat: Schatz Steals Night One

BY TONY VENEZIANO

MECHANICSBURG, Pa. — Donny Schatz could have easily written himself off after qualifying 35th of the 55 cars at Williams Grove Speedway Thursday night, but he didn't.

The reigning World of Outlaws champion put his head down and drove as hard as he could en route to his fifth victory of the season.

Schatz started third and patiently followed Greg Hodnett and Jeff Shepard in the early stages of the race. On the 16th lap, he shot around Shepard to move into the runner-up spot.

He continued to chase Hodnett as

the pair got into lapped traffic. With just three laps remaining, Schatz used the low side to take the lead from Hodnett.

Joey Saldana made a late charge, also getting around Hodnett and closing in on Schatz as the checkered flag waved. He finished second.

Hodnett finished third, ahead of Jason Meyers and Kenny Jacobs.

"We're glad to get back to victory lane and get everyone's confidence back up on the team," said Schatz, driver of the ParkerStore J&J. "Hopefully, we can keep this going and win some more races this weekend."

Schatz's march to victory started when he advanced from ninth to

finish second in the third heat.

"That is good racing that the fans want to see, with cars coming from the back," Schatz said. "If we wouldn't have made it through the heat race, we would have been in the C main or in the back of the B main. It was a great feeling to get through that heat race and into the dash. We passed some good cars to do it. That made our night a little easier, starting toward the front."

Saldana made a valiant charge late after falling back to ninth on the second lap of the 25-lap event.

"I haven't really been that good here in the past," Saldana said. "I needed some longer green-flag runs. I just could not get going."

Kinser Escapes With So-Close Win Over Sides

BY TONY VENEZIANO

NEW EGYPT, N.J. — Steve Kinser has won at a lot of tracks from coast to coast, as well as Australia, during his career, but one track he had never visited victory lane at was New Egypt Speedway. That changed Sunday night as he edged Jason Sides to earn his fourth victory of the season and 537th of his World of Outlaws career in a race delayed by rain.

Kinser led Sides on the final lap, with Sides inching ahead on the back straightaway heading into the third turn. Kinser charged back to the lead exiting turn three, and the pair came off the final corner side by side, with Kinser claiming the \$10,000 top prize by .028 second.

"It was pretty tough," said Kinser, driver of the Q Oil Maxim. "Jason was running pretty good, and he checked out at the start, and then I caught him in some lapped cars. At the end, I wanted to get by a few lapped cars and was worried I would get loose and hung out on the outside, so I elected to just stay where I was at. I knew he would get a shot at me, and

I figured if I could keep him low off of turn four then I could beat him to the flag. I didn't know he would be quite that close."

The pair had a slight scare at the outset of the race after they made contact on the first of two aborted starts. After the first red flag and subsequent caution, the race ran green to checkers on the final restart. After seeing Sides jump to the initial lead and begin to pull away, Kinser patiently reeled him in and on the 19th lap made the pass for the lead.

"The first one (restart) I thought I had a good start, and I thought I had Jason cleared," Kinser admitted, "but I came out on him a little bit and got into him a little and that was my fault."

"All in all, it was a good run for us," Sides said. "We had a little motor trouble earlier in the night. Don Ott was here and helped us get it all fixed. There is nothing better than a good run, especially after waiting all night with the rain."

Tim Kaeding finished third, with Lucas Wolfe and Craig Dollansky rounding out the top five.



JULIA JOHNSON PHOTO

COMING ON STRONG: Steve Kinser earned his third and fourth World of Outlaws victories of the season last week.

RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 6 of 25: Quaker Steak and Lube 200, Friday, May 18
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Ron Hornaday, Jr.

SECOND



A.J. Allmendinger

THIRD



Todd Bodine

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	7	33	Ron Hornaday, Jr.	Camping World Chevrolet	136	\$7,550	Running
2	14	00	A.J. Allmendinger	Aaron's Lucky Dog Toyota	136	\$7,650	Running
3	19	30	Todd Bodine	Lumber Liquidators Toyota	136	\$1,325	Running
4	4	21	Mark Martin	Bubba Burgers Ford	136	\$7,550	Running
5	29	9	Ted Musgrave	Team ASE/Germain Toyota Toyota	136	\$6,225	Running
6	8	16	Mike Bliss	Express Motorsports Ford	136	\$0,675	Running
7	16	88	Matt Crafton	Menards/PEAK Chevrolet	136	\$2,775	Running
8	1	5	Mike Skinner	Toyota Tundra Toyota	136	\$1,975	Running
9	11	50	T.J. Bell	Heathcliff's Cat Litter Ford	136	\$2,350	Running
10	10	14	Rick Crawford	Power Stroke Diesel Ford	136	\$1,175	Running
11	6	51	Kyle Busch	Richard Tocado Co. Chevrolet	136	\$9,275	Running
12	28	18	Ken Schrader	Fastenal Dodge	136	\$1,450	Running
13	2	6	Travis Kvapil	K & N Engineering Ford	136	\$1,250	Running
14	15	1	Aaron Fike	RFMS/Red Horse Racing Toyota	136	\$2,150	Running
15	27	36	Tyler Walker	360 OTC Toyota	136	\$1,725	Running
16	31	59	Terry Cook	Harris Trucking Toyota	136	\$1,150	Running
17	18	07	Tim Sauter	Lester Buildings/ASI Chevrolet	136	\$8,650	Running
18	21	08	Chad McCumbee	The GPS Store/Garmin Chevrolet	136	\$0,850	Running
19	17	15	Bill Lester	ManheimCentralFlorida Chevrolet	136	\$0,800	Running
20	35	8	Blake Bjorklund	MRD Motorsports Chevrolet	136	\$3,000	Running
21	25	13	Willie Allen	National Pork Board Chevrolet	136	\$0,675	Running
22	23	75	Dennis Setzer	Spears Mfg. Co. Chevrolet	135	\$0,625	Running
23	30	10	David Starr	International/MaxForceDiesel Ford	135	\$9,350	Running
24	32	40	Shane Huffman	Curtis Key Plumbing Chevrolet	134	\$8,325	Running
25	26	4	Kevin Hamlin	Open Joist Dodge	133	\$9,275	Running
26	33	91	J.C. Stout	Sterling Truck Corp. Chevrolet	132	\$8,250	Running
27	20	23	Johnny Benson	Exide Batteries Toyota	123	\$8,225	Accident
28	24	2	Kevin Harvick	Camping World Chevrolet	110	\$8,200	Engine
29	13	47	Kraig Kinser	Ginn Resorts Chevrolet	110	\$8,150	Running
30	5	99	Erik Darnell	Northern Tool + Equipment Ford	108	\$8,125	Accident
31	22	09	Joey Clanton	Zaxby's Ford	103	\$8,100	Accident
32	34	71	Bryan Silas	Notrax Chevrolet	58	\$8,075	Engine
33	36	86	Clay Rogers	888KARPORT.com Chevrolet	47	\$8,050	Clutch
34	3	60	Jack Sprague	Con-way Freight Toyota	36	\$8,025	Accident
35	12	77	Brendan Gaughan	South Point Hotel Chevrolet	33	\$8,000	Engine
36	9	03	Justin Hobgood	Southeast Toyota Dealers Toyota	8	\$7,985	Accident

RACE STATISTICS

Race time: 1 hour, 39 minutes, 40 seconds
Average speed: 122.809 mph
Victory margin: 0.244 second
Caution flags: Seven for 27 laps
Lead changes: 10 among seven drivers

Lap leaders: Mike Skinner, 1-11; Travis Kvapil, 12-18;
Ron Hornaday, Jr., 19-40; Todd Bodine, 41; Chad
McCumbee, 42; Skinner, 43-51; Hornaday, 52-88;
Skinner, 89; Tim Sauter, 90; A.J. Allmendinger, 91-97;
Hornaday, Jr. 98-136.

TALK OF TIME TRIALS

Series point-leader Mike Skinner won his fourth pole of the season and 36th of his career Friday night for the Quaker Steak and Lube 200 with a fast lap of 180.469 miles per hour. Travis Kvapil, Jack Sprague, Mark Martin and Erik Darnell completed the top-five qualifiers.



HAROLD HINSON/HHP PHOTO

STANDINGS

FIRST



Mike Skinner

SECOND



Todd Bodine

THIRD



Ron Hornaday, Jr.

Top 10

1. Mike Skinner	1,052	6. Matt Crafton	829
2. Todd Bodine	967	7. Jack Sprague	795
3. Ron Hornaday, Jr.	946	8. Travis Kvapil	782
4. Rick Crawford	911	9. Aaron Fike	765
5. Ted Musgrave	882	10. Johnny Benson	735

Hornaday Breaks Through At LMS

By SHEENA BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Ron Hornaday, Jr.'s opinion of Lowe's Motor Speedway changed drastically Friday night.

Hornaday dominated the Quaker Steak and Lube 200, leading three times for 98 laps. After passing Travis Kvapil for the lead on lap 19, Hornaday left the rest of field in his tire tracks for most of the night.

"I hated this place," Hornaday said. "It took me a long time to get used to this place. When people ask me what is my favorite track, I always tell them it is the ones I win at, so right now this is one of my favorite tracks."

To get his 30th-career victory, though, Hornaday had to hold off A.J. Allmendinger's No. 00 Toyota Tundra. Allmendinger took the lead after a two-tire pit stop with 44 laps to go. Hornaday tried to shake up the former Champ Car star on the restart, but Allmendinger held on for a few laps before Hornaday resumed command on lap 98 of the 1.5-mile speedway.

A late caution on lap 133 sent the event into overtime, putting Allmendinger on Hornaday's bumper for the restart. However, Allmendinger's Toyota was no match for the No. 33 Chevrolet.

"The truck was awesome tonight, but Ron was just a tick better," said Allmendinger, who has struggled in trying to transition to the Nextel Cup Series this season. "If he would have made a mistake there at the end, I was



HAROLD HINSON/HHP PHOTO

VICTORY NO. 30: Ron Hornaday, Jr. does doughnuts into victory lane Friday night at Lowe's Motor Speedway.

going to be all over him."

The victory was Hornaday's first since last July at Kentucky Speedway and the fifth for team owners DeLana and Kevin Harvick.

It was also Chevrolet's first triumph in the series this season.

With the victory, crew chief Rick Ren has now won Craftsman Truck Series races with five different drivers, tying Jon Monsom for victories with the most drivers in series history.

Point-leader Mike Skinner won his fourth pole of the season and looked to be on another stellar run until Kvapil passed him for the lead on lap 12. From there, Skinner fell back

through the field. However, he battled back to finish eighth and holds an 85-point lead over Todd Bodine, who finished third, in the standings.

"We had a good truck, but it was a little too tight for me there at the end when I was back in traffic," Bodine said. "We finished third and gained a lot of points, so all in all it was a good night for us. I didn't have anything for Ron there at the end because he was way too strong. When I was behind in traffic, I just couldn't do anything with the truck. It was pretty uneventful. We're doing the things we need to do to win the championship."

Mark Martin and Ted Musgrave rounded out the top five.

Bad Night Keeps Darnell From Going Two In A Row

By SHEENA BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Erik Darnell, who won his first NASCAR Craftsman Truck Series race at Kansas Speedway April 28, did not win his second straight Friday night at Lowe's Motor Speedway.

Darnell's problems began when a tire rolled away from his pit on lap 41, sending him to the back of the pack.

TRUCK NOTES

His troubles continued when he was involved in an incident with rookie Joey

Clanton on lap 100.

"The 09 truck [of Clanton], I got on the outside of him a couple of times," Darnell said. "He just drove me right up into the wall."

"It's pretty unfortunate for this whole team. We had a lot of momentum coming here after Kansas."

"I just moved up on him. I didn't know he was there," Clanton said. "He rolled to the outside of me, and I just didn't know he was out there."

■ **Johnny Benson's** bad roll of luck continued here when he crashed late in the race, finished 27th and fell to 10th in the standings.

Earlier in the week, Benson and his **Bill Davis** Racing team were docked 50 driver and owner points by



AUTOSTOCK IMAGES

LUCKY DOG: A.J. Allmendinger leads the Quaker Steak and Lube 200.

NASCAR because they allowed an unlicensed driver, supermodified ace **Mike Lichty**, to try out their truck during a test at LMS. Lichty promptly crashed Benson's Toyota and the team was escorted off the LMS property.

Crew chief **Trip Bruce** was fined \$10,000 and suspended for two races.

■ **A.J. Allmendinger** was the class of the Nextel Cup regulars in Friday's truck race. A two-tire pit stop with 44 to go put Allmendinger's No. 00 Toyota owned by **Darrell Waltrip** in position to take the lead.

Allmendinger led seven laps and finished second.

Mark Martin, driving the Bubba

Burgers Ford entered by the Wood Brothers, drove to a fourth-place finish. **Kyle Busch**, with 'Rowdy Busch' scrolled on his No. 6, finished 11th, and **Ken Schrader** scored a 12th-place finish.

Engine woes crippled **Kevin Harvick's** No. 2 on lap 111, relegating him to 28th place.

However, he was the winning car owner, as his regular driver, **Ron Hornaday, Jr.** dominated the race.

■ A third-place finish allowed defending series champion **Todd Bodine** to close the gap between he and point-leader **Mike Skinner** to 87 points.

"We were doing the things we needed to do to win a championship. We didn't have the truck to win the race," Bodine said.

"To win championships, you have to be consistent in all areas of a race. We got it done last year, and we're trying not to mess it up by changing things. To be consistent, to get top 10s every race, we're pretty pleased with that. To be consistent every week is definitely the key."

Bodine's Germain Racing team fielded a third truck here with former Goody's Dash Series driver **Justin Hobgood** at the wheel. Hobgood was involved in an early crash and finished last.

(Mike Kerchner contributed to this report.)

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Kaeding Still 'King'

By GARY THOMAS
TULARE, Calif. — Brent Kaeding claimed his fifth main-event victory in the last six Golden State Challenge Series races this past Saturday night, winning the Chris and Brian Faria Memorial at Tulare Thunderbowl Raceway.

Dating back to last year, it is Kaeding's fifth-consecutive Golden State Challenge win at Thunderbowl Raceway and the 75th of his Golden State

Challenge career.

The 12-time King of California dominated much of the middle stages of the race on his way to extending his lead in the GSC point standings.

Ronnie Day finished second, followed by Roger Crockett, Willie Croft and Ricci Faria.

The finish:

Brent Kaeding, Ronnie Day, Roger Crockett, Willie Croft, Ricci Faria, Sean Becker, Brandon Wimmer, Jason Statler, Tommy Tarlton, Bud Kaeding, Craig Stidham, Garrett Ishii, Danny Faria, Jr., Charlie Loudon, Jon Malwald, Brett Miller, Mark Workentine, Ric McCormick, Mike Stallings, Mike Faria, Ken Fredenburg, Jim Skinner, Jonathan Allard, Dan Simpson.



JEFF ARNS PHOTO

GOEDEN BOY: Donny Goeden (11) was victorious in IRA action at Wilmot Speedway Saturday night.

Goeden Rules IRA at Wilmot

WILMOT, Wis. — Donny Goeden captured the annual Wayne Daun Memorial for the Bumper IRA Outlaw Sprints Saturday at Wilmot Speedway.

The victory was popular as Goeden's car owner, Bob Walldan, lives in the Wilmot area and is celebrating his 50th year in motorsports.

Ty Bartz led the first several laps before fifth-starting Mike Kertscher took control on the

high side. Bartz tried to counter Kertscher's pass and spun himself out of contention.

Seventh-starting Goeden moved into second on the restart and began to reel in the high-flying Kertscher, taking the lead just past the midway point and holding it the rest of the way.

The finish:

Donny Goeden, Mike Kertscher, Steve Meyer, John Haeni, Dave Moulis, Mike Reinke, Tommy Sexton, Scott Young, Scott Bierzter, Scott Uttech, Tim Vandever, Jason Johnson, David O'Neal, Scotty Neitzel, Scott Semmlmann, Patrick Haynes, Travis Whitney, Ty Bartz, Brian Kristan, Bill Warren, Dave Uttech, Mike Dubbs.

Tough Humphries Cruises, Sails Past Norfleet

ELM CITY, N.C. — Tom Humphries sailed to victory Saturday night at County Line Raceway in Virginia Sprint Series action.

Following Humphries to the

line were Billy Norfleet, Dick Talley, Tony Harris and Eric Keck.

The finish:

Tom Humphries, Billy Norfleet, Dick Talley, Tony Harris, Eric Keck, Pete Kingrea, Charlie Ware, Bill Rice, Glenn Worrell, Anthony Linkenhok, Brian Lawson, Donnie Rodeffer, Paul White, Mike Marr, Scott Vashinder, Chuck Zepp, Jack Rice, Jerald Harris.

Calaman The Man At Jack Gunn Memorial

SELINGSGROVE, Pa. — Dave Calaman proved to be the man to beat Saturday night at the Selingsgrove Speedway as the URC

URC SPRINTS

Bar's Leaks Sprint Series challenged the best of the Selingsgrove 358-sprint-car division in the Jack Gunn Memorial.

Calaman, a regular at Selingsgrove, took the lead on lap 14 of the 30-lap feature and went on to win over a challenging Kramer Williamson in second and Ed Aikin, who rallied for a third-place finish in front of Larry Kelleher and defending Jack Gunn Memorial winner Blane Heimbach.

A strong field of forty-six sprint cars turned out for the race, which paid \$3,500 to the winner.

The finish:

Dave Calaman, Kramer Williamson, Ed Aikin, Larry Kelleher, Blane Heimbach, Sean Michael, Curt Michael, Nate Snyder, Jason Clauss, Brian Seidel, Davey Sammons, Lenny Krauthelm, Robbie Stillwagon, Davey Franek, Colby Womer, Mark Bitner, Scott Flammer, Mares Stellfox, Chris Coyle, Chad Layton, Duane Mausteller, Joey Borich, Pat Cannon, Scott Pursell, Todd Hestor, Brooke Weibley.



JULIA JOHNSON PHOTO

Dave Calaman

Renezeder Gets No. 46

POMONA, Calif. — Carl Renezeder led wire to wire in the 17-lap Championship Off-Road Racing (C O R R) main event at the Los Angeles County Fairgrounds track on May 19.

Renezeder, who finished the race in 19 minutes, 28.008 seconds, was 1.395 seconds ahead of Rick Huseman in second and nearly six seconds ahead of third-place Travis Coyne.

The victory was the 46th of Renezeder's CORR career and his second of the season. He also won the Pro 4 race at the CORR series opener at Antelope Valley, Calif., on April 22. Renezeder was the Pro 2 division champion in 2005 and 2006 and the Pro 4 champion in 2003.

Other division winners included Ricky Johnson (Pro 2), Robert Naughton (Pro Lite),

Larry Foddrill (Super Buggy) and Sean Kennedy (Single Buggy).

The race from Los Angeles County Fairgrounds will be broadcast May 27 on NBC at 2 p.m. (EDT).

The finish:

Pro 4: Carl Renezeder, Rick Huseman, Travis Coyne, Ed Herbst, Scott Douglas, Josh Baldwin, Tim Herbst, John Greaves, Curt LeDuc, Troy Herbst, Adrian Cenni, Jerry Daugherty, Steve Barlow.

Pro 2: Ricky Johnson, Carl Renezeder, Rob MacCachren, Jerry Whelchel, Alan Plueger, Dan VandenHeuvel, Larry Noel, Mark Porter, Steve Sourapas, Jesse Jones, Greg Adler, Travis Coyne, Todd LeDuc.

Pro Lite: Robert Naughton, Rodrigo Ampudia, Kyle LeDuc, Casey Currie, Javier Sacio, Jeff Huseman, Garit Wallace, Mark Barney, James Golden, Jeff Yoder, Bill Markel, Dan Pentico, Brian Cannon, Leon Noel, Bobby Altamirano, Michael Humason, Mike Burgett.

Super Buggy: Larry Foddrill, Jeff Elrod, John Cooley, Danny Sullivan, Eric Robinson, Matt Kross, Brandon Coyne, Ronal Dalke, Todd Stemmerman, Thomas Downey, Jake Capriotti, Timothy Compton, Scott Peterson, Abel Ortega, Al Arclero, Arden Dennington.

Single Buggy: Sean Kennedy, Bruce Fraley, Billy McCool, Greg Boyer, Kevin Graves, Jeff Knupp, Troy Morgan, Vic Bruckmann, Cory Boyer, Robert Lansing, Krissy Sullivan, Steve Chamberlain, Doug Renfro, Lee Banning, Cissy Baldwin, Ryan Schank, Joe Whitely, Joe Eustaquio, David Reyes, Bryce Menzies, Eric Greener, Rick Boyer, Chris Ringstetter, Paul Borio, Leigh Morgan, Steve Borio, Randy Beckwith.

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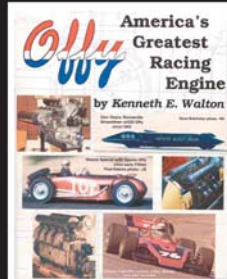
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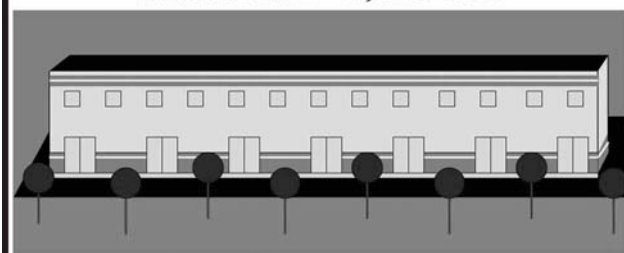
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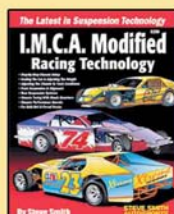


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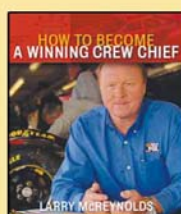
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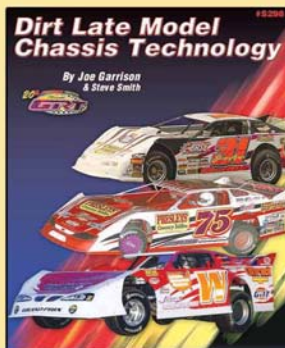
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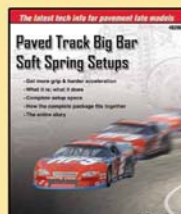
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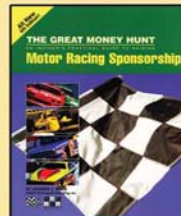
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Teams Discuss Rules Package

BLOOMINGTON, Minn. — The F-1 teams will meet with FIA President **Max Mosley** during the Monaco Grand Prix weekend to discuss the major new rules package that will be introduced in 2011.

F-1 NOTES

Mosley's vision is to keep the major manufacturers involved in F-1 by making the sport relevant to developing road-car technology, especially in the environmentally friendly/green and fuel-efficiency fields.

In a sneak preview of his ideas, F-1 Racing magazine quotes Mosley saying the ideal new engine formula would be a 2.2-liter turbo V-6 that runs on bio fuel. The engines would have a 10,000-rpm limit, produce about 770 horsepower and last five races.

"We are in active discussions with the major manufacturers to ensure that in future, research and development relevant only to F-1 will be discouraged, whereas that which has relevance to road-car development will be encouraged," Mosley said.

"Whilst aiming to achieve these goals we will ensure that the sporting spectacle of F-1 remains the same or is even improved by the new developments."

Traction control, four-wheel drive and a "push to pass" extra boost system may also be part of the package.

■ Given how difficult it is for the small teams to score points and the fact that F-1 travel money is only awarded to the top-10 teams, Super Aguri's single point in Spain could be worth \$30 million.

■ **Lewis Hamilton** and **Kimi Raikkonen** each spent two days at the top of the timing lists during last week's test at the Paul Ricard circuit in the South of France.

The track was in a short layout for the first two days so that the teams could test their cars in their Monaco setups and in the longer layout for the final two days to test the Montreal and Indianapolis set-ups. American **Scott Speed** clocked the second-fastest time in his Toro Rosso on day three.

■ Champ Car champ **Sebastien Bourdais**

had his second F-1 test with Scuderia Toro Rosso. He will test again at Spa in July and says he expects the team to make a decision about his F-1 future after that.

■ **Michiel Mol**, currently Spyker's director of F-1, will temporarily take over from **Victor Muller** as CEO of Spyker Cars. Muller, who resurrected the luxury car brand in 2000, plans to concentrate on the company's design and brand development.

■ The Australian Grand Prix is under threat even if Melbourne organizers agree to run the race at night.

"When the contract comes up, we have to have a look and see exactly what we will be doing with Melbourne," F-1 czar **Bernie Ecclestone** told the Sunday *Herald Sun*. "Unless they can come up with something satisfactory, I'm pretty sure we wouldn't be able to continue there."

F-1 is on a quest to become a true "world series" by adding races in Asia and the Middle East, yet Ecclestone wants night races in those areas to cater to the convenience of F-1's core TV audience in Europe.

■ BMW has solved its Spanish GP woes. "We managed to get to the bottom of the gearbox problem in Nick's F1.07 in Barcelona before the race day was over," **Mario Theissen** said, "and corrective measures were already being applied during the test in Paul Ricard. We have also worked through Nick's botched pit stop and learned the lessons for any future incidents."

■ **Michael Schumacher** may be back at the races, but he and brother **Ralf** still have no time to visit each other. "He was in Spain on an official basis to do some work for Ferrari," Ralf said, "so it was not easy to spend time together."

■ The Honda is getting better. "We have definitely made some progress, especially on the aero side," **Rubens Barrichello** said after the Paul Ricard test. "We are slowly addressing our problems, and I am hopeful of an improved performance over the next three races."

■ Renault's engineering director **Pat Symonds** says that the team has identified the basis of the aerodynamic problems on the Renault R27.

■ Red Bull has the potential to be the fourth-best team.

"We've been consistently quicker than the other teams (Williams, Toyota, Honda and Renault)," **David Coulthard** said. "At the moment we have a quick car with good potential, but we need to work on reliability."

■ Ferrari's **Kimi Raikkonen** isn't overly concerned that he's trailing in the points.

"Things did not go well in qualifying," Raikkonen said, "so we are working on that. We are trying different things and we will see in the races. We were in a good position in the championship, but we are not so good any more. But like I said before, there are many races to go. We just have to work hard and get back up there."

■ While the B spec of the 2007 Spyker F8-VII will be ready to race at the end of August, the team will have to wait until 2008 to make a significant step forward.

"It will be a step forward," Spyker Chief Technical Officer **Mike Gascoyne** said of the B, "but not as much as we need to be truly competitive — it is more part of the aero development that is ongoing into 2008."

With customer cars legal in 2008, however, Spyker may be far better off buying its next chassis from a top team.

■ Three-time World Champion **Sir Jackie Stewart** says that **Lewis Hamilton** could set the standard for the next decade.

"I think he is going to rewrite the book," Stewart told London newspapers. "We will see a new generation of what I call properly prepared professional racing drivers. I believe Lewis will create the new benchmark for a whole generation of drivers."

Stewart said while Michael Schumacher was one of the sport's best drivers ever, he could have been better in terms of "the total package."

Pit Strategy Pays; Blackforest Team Unseated

ST

MONTEREY, Calif. — Karl Thomson and Billy Johnson co-drove to their second triumph in four races this season, retaking the championship lead with a victory in Saturday's Grand Am KONI Challenge Street Tuner Monterey 200 at Mazda Raceway Laguna Seca.

The duo also combined to win the season-opening race in their Kensai Racing Acura TSX at Daytona Int'l Speedway in January.

Johnson took the lead for good on lap 55 when Phoenix Racing's Kristian Skavnes pitted.

Early leader Kenny Wilden of Georgian Bay Motorsports and the majority of the race's other early leaders pitted on lap 31, which allowed Johnson, who took over from Thomson during an early pit stop on Lap 22, to quickly cycle back to the front of the pack. Johnson closely trailed in second place behind the Roar Racing Mazda RX-8 of Joe Scarborough, who also impressed by leading laps 32 through 47

before moving the winning Acura into the lead for the first time on lap 48. Johnson led a race-high total of 32 laps.

The winners crossed the finish line 2.171 seconds ahead of fast-closing Guy Cosmo in the Fountain Motorsports BMW. Roger Foo in the MOTO Racing Acura TSX finished third in relief of co-driver Christian Miller.

Grand Sport

MONTEREY, Calif. — For the first time in the 2007 Grand-Am KONI Challenge Series season, a car other than the No. 5 Blackforest Motorsports Ford Mustang GT claimed the Grand Sport class victory, as Spencer Pumpelly and Peter Ludwig co-drove the No. 49 Marcus Motorsports Porsche 997 to a hard-fought win in the Monterey 200 Sunday at Mazda Raceway Laguna Seca.

Following a restart with 10 laps remaining, Pumpelly battled his way past Kris Wilson in the No. 25 Fiorano/C-Max Racing Porsche 997 at the top of the famed Laguna Seca "corkscrew" turn. Contact between Pumpelly and Wilson, which was

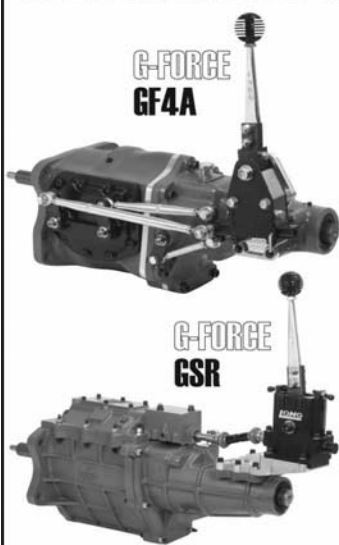
deemed to be a "racing incident" by Grand Am officials, dropped Wilson to fourth, behind Pumpelly, Andy Lally and Scott Maxwell.

Lally immediately took up the chase behind Pumpelly and pressured his long-time friend for a short time before Pumpelly pulled out to a comfortable advantage. A full-course caution on lap 80 brought out when Will Turner spun and crashed coming off turn 11 allowed Pumpelly to cruise the rest of the way to the victory over Lally under caution after 83 completed laps, while Wilson rebounded to finish third.

In post-race technical inspection, the top-three finishing cars were all found to have exceeded their RPM limit. All three cars kept their finishing positions, but were stripped of all points. The No. 49 and No. 25 teams were each also fined \$1,000, while the No. 41 team was fined \$2,000 for also having an illegal ride height.

It was Pumpelly's second-career victory in KONI Challenge Series competition and his first since co-driving to the GS win with Lally at Phoenix Int'l Raceway in 2006.

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Ely Flies By Smith In ARDC

MINERSVILLE, Pa. — URC sprint racer Dave Ely is making the most of his appearances on the ARDC Midget circuit, scoring a victory May 18 at

Big Diamond Raceway.
Ely finally made his outside sweep

work past Ryan Smith coming off the second turn with two laps to go.

After Ely got by, Smith faded back one more spot as a hungry Andy Martin dove under Smith on the white-flag lap to snatch second place.

The finish:
Dave Ely, Andy Martin, Ryan Smith, Billy Pauch, Jr., P.J. Gargiulo, Ray Bull, Scott Zipp, Eric Heydenreich, Nick Wean, Brett Arndt, Tracy Readinger, Steve Lenig, Zack Martini, Stephanie Stevens, Chris Zrinski, Carey Becker, Phil Meisner, Jr., Jeff Schell, P.J. Pavlick, Bob Goerner, Greg Robinson, Bruce Buckwalter, Drew Heistand, Randy Moore, Frank Polimeda, A.J. Ernesto.

Cummins Comes Of Age On Ky. Dirt

By ELDON BUTCHER

NEBO, Ky. — Nineteen-year-old Kyle Cummins picked up his first Hoosier Tire Midwest Sprint Car Series victory Saturday night at Western Kentucky Speedway.

MSCS
Cummins drove his Maxim to the lead late in the 25-lap feature and went on to collect the \$2,000 winner's check.

Bobby Stines, who spent the entire race in the top five, finished second, followed by Brent Beauchamp, Donnie Gentry and John Memmer to round out the top five.

The finish:
Kyle Cummins, Bobby Stines, Brent Beauchamp, Donnie Gentry, John Memmer, Jerry Ruble, Aric Gentry, Ryan Brewer, Arin McIntosh, Ryan Brewer, Bret Mellenberndt, Craig Budde, K.T. Thomas, Kevin Briscoe, Bill Schemonia, Patrick Budde, Mitch Wissmiller, Alex Shanks, Tim Simmons, Dave Mallady, Jake Simmons, Randy Bateman, D.J. Ott, Chris Gentry, Hud Cone.

Hantz Fights Hard For His CRA Glory

FORT WAYNE, Ind. — Defending CRA Super Series champion Scott Hantz had a hard-fought victory in Sunday's CRA

CRA
Super Sunday 100 at Baer Field Speedway, as he bested 25 cars on hand for the event.

Hantz drove to the bottom of the track on lap 87, passing polesitter Jeff Lane for the top spot. Lane took home runner-up honors, while Jack Landis, Chris Gabehart and Jason Dietsch completed the top five.

The finish:
Scott Hantz, Jeff Lane, Jack Landis, Chris Gabehart, Jason Dietsch, Jason Shively, Kenny Tweedy, Rick Turner, John Van Doorn, Jeep Pflum, Sean Matthuis, Nick Barron, Jeff Bozell, Terry Fisher, Jr., A.J. Ganino, Boris Jurkovic, Jeremy Spoonmore, Ryan Inman, Donald Karr, Jr., Jerry Schafer, Adams Bud, J.R. Roahrigh, Jack Smith, Royce Mason II, Eddie Van Meter, Bob Sibla, Jr.



JEFF ARNS PHOTO

RED BEATS BLUE: Brad Kuhn (43) battles Scott Hatton around Angell Park Speedway during Sunday's Badger Midget Series feature.

Curfew Eases Finish For Kuhn

By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Defending series champion Brad Kuhn took the season-opening Badger Midget Series feature Sunday night at Angell Park Speedway. The event kicked off the 71st year of midget racing sanctioned

BADGER

by BMS — the oldest such sanctioning body in the country.

Aaron Fiscus jumped into the lead at the start of the feature and held a three-car-length lead when the first caution appeared on lap seven for a

stalled car. Kuhn moved into second place on the 10th lap, when third-place Scott Hatton stopped on the track. Kuhn shadowed Fiscus on the restart, taking the lead as the pair exited turn four on lap 13.

Kuhn held a near three-second lead at the midway point and began lap

ping slower cars. After the last of several accidents, the race was not restarted due to curfew regulations, and Kuhn was awarded the victory.

The finish:
Brad Kuhn, Aaron Fiscus, Brad Loyet, Danny Stratton, Mike Hess, Chad DeSelle, Jerry Coons, Jr., Harley Slotten, Brandon Waelti, Davey Ray, David Gough, Brian Ramstack, A.J. Fike, Michael Pickens, Doug Schenck, Joe Wipperfurth, Bryon Walters, Bob Scheffler, Scott Hatton, Ryan Durst, Nick Lundgreen, Jim Fuerst.

Grady Goes High, Passes Neal In Deery Summer Series

EAST MOLINE, Ill. — Jeremy Grady's first Deery Brothers Summer Series victory was worth the three-week wait.

ROUNDUP
Grady won the May 16 feature at Quad City

Raceway, leading the last 21 laps in the IMCA Sunoco Late Model event and pocketing \$2,000 for the victory. The race had been postponed because of rain from April 22.

Terry Neal had a stranglehold on the lead before a caution halfway through the 50 lapper bunched the field and put Grady on Neal's back bumper. Neal ended the night in second, with point-leader Rob Toland third.

Grady stuck with Neal as Toland moved into third, then made his move to the front on the high side of the track.

The finish:
Jeremy Grady, Terry Neal, Rob Toland, Jason Bahrs, Eric Gustaf, Darrel DeFrance, Fred Remley, Matt Ryan, Boone McLaughlin, Charlie McKenna, Andy Nezworski, Jon Merfeld, Joe Zrostlik, Mike Cothron, Mark Preston, Luke Goedert, Hershel Roberts, Ray Guss, Jr., Mike Murphy, Jr., Bobby Toland, Robby Warner, Ron Gustaf, Johnny Johnson, Adam Oppendike.

USAC CAROLINA FOCUS

Fedrizzi Flies In Va. Mountains

May 19, Shenandoah (Va.) Speedway

Rick Fedrizzi posted his first USAC Carolina Ford Focus Midget Series victory. Fedrizzi took the lead from Sean Carman on lap 23 and paced the remainder of the 35-lap event. Mark Burt finished second, with Andre Villarreal third.

The finish:
Rick Fedrizzi, Mark Burt, Andre Villarreal, Michael Sboro, Michael Mohelski, Scott Hunter, Shane MacMillan, Sean Carman, Tanner Swanson, Marc Dailey.

USAC CALIFORNIA FOCUS

Faas Marches Through Ventura

May 19, Ventura (Calif.) Raceway

Point-leader Nic Faas dominated the USAC California Ford Focus Dirt Series feature. Faas led all 20 laps of the fifth-mile dirt track, beating Robby Josett to the checkered flag. Walt Johnson finished third.

The finish:
Nic Faas, Robby Josett, Walt Johnson, Ricky Kirkbride, J.R. Williams, Todd Carroll, John Nickel, Dennis Howell, Austin Williams, Nick Carlson, Scott Oliver, Aaron Schankerman.

NARA MODIFIEDS

Kramer Paces Distance

May 19, Bluegrass Speedway, Bardstown, Ky.

BARDSTOWN, Ky. — Joey Kramer led all 25 laps and captured the seventh annual Mod Squad Bash. Rounding out the top five were Russ Gabbert, Jason Wheatley, Benji Lee and Dennis Roberson.

The finish:
Joey Kramer, Russ Gabbert, Jason Wheatley, Benji Lee, Dennis Roberson, Trent Young, Timmy York, Josh Lucas, Don Adams, J.T. Ayers, Jimmy Payne, Kelly Warren, Joe Gray, Shon Flanery, Kevin Copher, Sam Murphy, Sr., Dion Benningfield, Brandon Green, Dustin Linville, Jay Mobley, Freddy Garmon.

RMMRA MIDGETS

Lakatos Takes 20-Lap Feature

May 19, I-76 Speedway, Fort Morgan, Colo.

The Rocky Mountain Midget Racing Ass'n made its return to I-76 Speedway, with Josh Lakatos, a former two-time Olympic double-trap shooter, winning the 20-lap feature. In a field of 14 cars, Lakatos started on the outside of the front row with 2006 RMMRA champion Tony Rossi on the

pole. Lakatos took a commanding lead at the start and held off a mid-race challenge from Bob Harr.

The finish:
Josh Lakatos, Kyle Rayum, Rick Ellis, Kyle Ray, Todd Plemons, Jennifer Greenberg, Billy Mentgen, Bob Harr, Julee Jamison, Chris Sheil, Mike Manzanares, Scott Fennell, Tony Rossi, Dave Scroggs.

ACT CASTROL

Theetge Climbs To Front

May 19, Autodrome Montmagny (Quebec) Speedway

Donald Theetge battled from 18th in the 23-car field to win the Paradis du Sport 100, the series's season-opening event. Completing the top five were Jean-Francois Dery, Sylvain Lacombe, Alexandre Gingras and Marc-Andre Cliché.

NATIONAL LATE MODEL

Faircloth Does It In Douglas

May 19, Douglas (Ga.) Motorsports Park

DOUGLAS, Ga. — Dusty conditions couldn't stop Jeremy Faircloth from collecting the \$3,000 prize. Faircloth picked up his first series victory in the 30-lap event.

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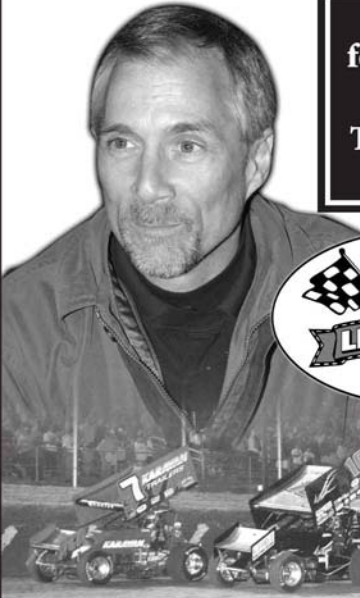


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3	8,000	25	25	25	25
4	5,000	25	25	25	25
5	3,500	25	600	300	200
6	2,500	25	500	275	200
7	2,000	25	450	250	200
8	1,600	25	425	250	200
9	1,500	800	400	250	200
10	1,400	750	400	250	200
11	1,300	700	400	250	200
12	1,200	700	400	250	200
13	1,200	700	400	250	200
14	1,200	700	400	250	200
15	1,200	700	400	250	200
16	1,200	700	400	250	200
17	1,200	700	400	250	200
18	1,200	700	400	250	200
19	1,200				
20	1,200				
21	1,200				
22	1,200				
23	1,200				
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Wed., June 27	Hilltop Speedway Phone: 419-651-1491	\$5,000
Thurs., June 28	Fremont Speedway Phone: 419-333-0478	\$5,000
Fri., June 29	Limaland Motorsports Park Phone: 419-339-6249	\$5,000
Sat., June 30	Eldora Speedway Phone: 937-338-3815	\$10,000



A weekly report of action from across America



Oxford Plains Speedway

Oxford, Maine
May 19, 2007
Late Model
1. Dennis Spencer, Jr.
2. Eddie MacDonald
3. Travis Adams
Strictly Stock
1. Sumner Sessions
2. Tommy Tompkins
3. Kim Tripp
Mini Stock
1. Jim Childs
2. Justin Karkos
3. Shane Kahrl
Sport Truck
1. Rick Hebert
2. Lee Spurling
3. Corey Williams
Ladies
1. Dottie Patria
2. Cathy Manchester
3. Patty Brannon

Chemung Speedrome

Chemung, N.Y.
May 19, 2007
NASCAR SST Modified
1. Rick Zacharias
2. Tony Hanbury
3. John Wilber
Super Stock
1. Mike Nichols
2. Chris Daugherty
3. Chad McDonald
Legends
Feature No. 1
1. Justin Petcosky
2. Matt Priscott
3. Tom Mitterer II
Feature No. 2
1. Matt Kurzejewski
2. David Polenz
3. Justin Petcosky
4-Cylinder
1. Jody Buckley
2. Gene Purvis
3. A Jay Potrzebowski
Speedrome Junior
1. Jesse Kent
2. Zack Curren

Genesee Speedway

Batavia, N.Y.
May 19, 2007
Mini Stock
1. Nick Skeet
2. Ken Hixenbaugh
3. Jason Hull
Street Stock
1. Bill Weller
2. Jeb Walworth
3. Joey Spicola
Pro Stock
1. Pete Stefanski

Spencer Speedway

Williamson, N.Y.
May 18, 2007
Super Six
1. Billy Semmler
2. Kris Hillegeer
3. Patti Davenport
Legends
1. Justin Petcosky
2. Jason Urso
3. Brad Salatino
Street Stock
1. Don Stevens
2. Bobby Lipka, Jr.
3. Ryan Corso
Modified
1. Kirk Rutherford
2. Jeff Hamman
3. Bill Hebing, Jr.
NASCAR Modified
1. Buck Catalano
2. Tim McMullen
3. Todd Smith

Five Mile Point Speedway

Kirkwood, N.Y.
May 19, 2007
Sportsman
1. Les Gillette
2. Butch Klingner
3. Brad Grim
IMCA Modified
1. Joe Cole
2. Gary Roberts
3. K.C. Cole
Pro Stock
1. Denny Decker
2. Jason Rhodes
3. Chris Piasecki
Sprint Car
1. Jeff Vanstenberg
2. Jeremy Quick
3. Chuck Alessi
Pure Stock
Feature No. 1
1. Harry Marvin III
2. Steve Polhamus
3. Corey Bond
Lightning Cat
1. Brian Backus
2. Gary Kinne
3. Klem Underwood
Figure 8
1. Mark Cardew
2. Jim Watson
A League Of Their Own
1. Sandi Brown
2. Ann Tonti

Canandaigua Speedway

Canandaigua, N.Y.
May 19, 2007
Purestox
1. Les Excel
2. Marc Minutolo
3. Ryan DePuy
UMP Street Stock
1. Phil Marsden
2. Scott Smith
3. Frank Burnell
DIRTcar Sportsman Modified
1. Paul Guerri
2. Todd Henderson

Brewerton Speedway

Brewerton, N.Y.
May 18, 2007
DIRTcar Modified
1. Kevin Bates
2. Chuck Bower
3. Dan Vauter
IMCA Modified
1. Dale Caswell
2. Kevan Cook
3. Rob Keller, Jr.
IMCA Modified
1. Rich Keller
2. Larry Bezner
3. Jeff Cardinale
ESDCA Mod Lite
1. Dan Williams
2. Doug Williams
3. Tim Devendorf
UMP Street/Pure Stock
1. Dave Mannise
2. Steve Woodworth
3. Ron Hawker
4-Cylinder Super Stock Modified
1. Claude Hutchings, Jr.
2. Chuck Powelczyk
3. Matt Fay

Cayuga County Fair Speedway

Weedsport, N.Y.
May 18, 2007
BattleKartz
1. Bob Schultz
2. Patrick Neff
3. Brett Relyea

Fulton Speedway

Fulton, N.Y.
May 19, 2007
DIRTcar Modified
1. Brian Weaver
2. Scott Prentice

3. Alan Johnson
DIRTcar Sportsman
1. Shawn Donath
2. Alan Fink
3. Rob Hile
Crate Sportsman
1. Sean McCarthy
2. Timmy Sears, Jr.
3. Brad Godshalk
DIRTcar Pro Stock
1. Jason Parkhurst
2. Billy Clark, Jr.
3. Dick Parkhurst
ESDCA Mod Lite
1. Dan Williams
2. Tim Devendorf
3. Jeff Barker
4-Cylinder Enduro
Feature No. 1
1. Jeff Williams
2. Tim Schneider, Jr.
Feature No. 2
1. Jon Shumway
2. Mark Johnston

Lancaster Raceway Park

Buffalo, N.Y.
May 19, 2007
Midget
1. Dan Lawrence
2. Bobby Holmes
3. Dave Wollaber
Street Stock
1. John Julicher, Jr.
2. Tim Garlock
3. Russell Knutsen
Super Stock
1. Wayne Bernhard
2. Dave Johnson
3. Frank Batista, Jr.
Sportsman
1. Kirk Rutherford
2. Tom MacLeod
3. Billy Burd
Late Model
1. Bobby Weber
2. Jeff Brown
3. Joe Carbone

Airborne Speedway

Plattsburgh, N.Y.
May 19, 2007
Modified
1. Mike Bruno
2. George Foley
3. Pierre Berthiaume
Sportsman
1. Jason Bonnett
2. Bucko Branham
3. Mike Wells
Renegade
1. Brian Rogers
2. Mike Criss
3. Don Bluto
Warrior
1. Joe Warren
2. Rick Doner
3. James Collins
Bomber
1. Brock Begore

Cayuga County Fair Speedway

Weedsport, N.Y.
May 20, 2007
BattleKartz
1. Bill Werner
2. Nick Werner

3. Craig Dinky
Mod Lite
1. Doug Williams
2. Dan Williams
3. Rocco Leone
Street Stock
1. Nick Rizzo
2. Nathan Peckham
3. Dave Mannise
Sportsman Modified
1. Shawn Donath
2. Steve Planck
3. Tim Currier
Big-Block Modified
1. Danny Johnson
2. Jimmy Phelps

Flamboro Speedway

May 19, 2007
Freelton, Ontario
Midget
1. Lucas Smith
2. Paul Smith
3. David Balych

Sauble Speedway

Sauble Beach, Ontario
May 20, 2007
Midget
1. Rob Neely
2. Craig Mackereth
3. Allyson McLeod

Utica-Rome Speedway

Vernon, N.Y.
May 20, 2007
358 Modified
1. Stewart Friesen
2. Bobby Varin
3. Alan Johnson
DIRT Sportsman
1. Paul Carey
2. Mike Button
Pro Stock
1. Chris Mackey
2. Tom Denton
3. A.J. Digsby
Pure Stock
1. Russ Marsden
2. Ron Hawker
3. Frank Hyatt
Modified
1. Jim Roberts
2. Lyle Smith
3. George Catanzano



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia



CLIFFORD DOVE MOTORSPORTS PHOTOGRAPHY

RUFFLED FEATHERS: Bill Palmer and Bo Feathers (00) make heavy contact during heat racing action early Saturday evening at Hagerstown Speedway.

Hagerstown Speedway

Hagerstown, Md.
May 19, 2007
Late Model
1. Gary Stuhler
2. Jeremy Miller
3. Andy Anderson
Sportsman
1. Jerry Bard
2. Andy Fries
3. Scott Palmer
Pure Stock
1. Mike Warrenfeltz
2. Kenny Dillon
3. Hans Stamberg
Enduro
1. Mark Vegh
2. Matt Smith
3. Derek Riley

Hesston Speedway

Hesston, Pa.
May 20, 2007
Limited Late Model
1. Mike Altobelli, Jr.
2. Tim Smith, Jr.
3. Rance Garlock
305 Sprint Car
1. Mark Watkins
2. Brian Sweitzer
3. Nathan Gramley
Street Stock
1. Dave Brown
2. Bill Henney
3. Khí Swanger
Hobby Stock
1. Joe Dearth
2. Bill Replogle
3. Curtis Guyer

Old Dominion Speedway

Manassas, Va.
May 19, 2007
Late Model
1. Dustin Storm
2. James Penny
3. John Gunter

Path Valley Speedway Park

Spring Run, Pa.
May 18, 2007
Mini Stock
1. Kevin Thomas
2. Tim Burkholder
3. Jeremy Ott
600 Sprint
1. Aaron Sphar
2. Jake Murphy
3. Tyler DeVault
V-8 Super Stock
1. Dave Dunkle
2. Josh Berrier
3. Craig Imes
Legends
1. Rick Potts
2. Bob Murray
3. Randy Kissinger
Thundercar
1. Denny Scofield
2. John Rasp
3. Mark Grove
270 Sprint Car
1. Sean McAndrews
2. Tom Tice
3. Ryan McAndrews

Selinsgrove Speedway

Selinsgrove, Pa.
May 19, 2007
Late Model
1. Jeff Rine
2. Eric Hons
3. Donnie Schick

Port Royal Speedway

Port Royal, Pa.
May 19, 2007
Sprint Car
1. Keith Kauffman
2. Lance DeWease
3. Lucas Wolfe
Late Model
1. Scott Flickinger
2. Chris Haar
3. Tim Fedder
Pro Stock
1. Tim Krape
2. John Heane
3. Derrick Garman
Powder Puff
1. Ashley Deihl
2. Holly Renninger
3. Stevie Pisani

Trail-Way Speedway

Hanover, Pa.
May 19, 2007
Figure-8 Small
1. Dennis Dorosz
2. Jimmy Cardwell
3. Brian Eichelberger
Figure-8 Big
1. Ricky Burnham
2. Rodney White
3. Bryan Green
Powder Puff
Feature No. 1
1. Amber Weaver
2. Sue Eckert
Feature No. 2
1. Misti Kopp
2. Tammi Arnold
4-Cylinder
1. Wes McDaniel
2. Brent Eckert
3. Jim Jacobs
6-Cylinder
1. Dylan Keim
2. Heath Gilliland

Ohio Valley Speedway

Parkersburg, W.Va.
May 19, 2007
Sprint Car
1. Tim Hunter
2. Bryan Grove
3. Dave Dickson
Late Model
1. Harold Redman, Jr.
2. Ed Shuman
3. Larry Bond
Modified
1. Kenny Riddle
2. Chris Fordyce
3. Butch Malone
Street Stock
1. Steve Bigley
2. Kyle Thomas
3. Luke Berg
Pure Stock
1. Kyle Thomas
2. Mitch Gillian
3. Tim Lauderman

Penn Can Speedway

Susquehanna, Pa.
May 18, 2007
Modified
1. Jeff Rudalavage
2. Joey Grammes
3. John Swartzwelder
4-Cylinder Junk Car Sprint Car
1. Bill Jaycox, Jr.
2. Warren Alexson
3. Bob Imes
Hobby Stock Powder Puff
1. Cheryl Sperlich
2. Christine Stickley
3. Jeanette Thomas
4-Cylinder Powder Puff
1. Julie Inge
2. Ashley Sponaugle
3. Heather Imes

Susquehanna Speedway Park

Newberrytown, Pa.
May 20, 2007
Xtreme Stock Car
1. Mike Goodwin
2. Matt Wampler
3. Tom Johns
Classic Car
1. Glenn Elliott
2. Joe Snodgrass
3. Martin Graybeal
Rookie Rumble
1. Jim Rial
2. Alex Updergraff
3. Matt Adams
Mini Van
1. Daryl Sipe
2. Chad Gracey

Georgetown Speedway

Georgetown, Del.
May 20, 2007
Super Late Model
1. Ricky Elliott
2. Kenny Pettyjohn
3. Donald Lingo, Jr.
Crate Late Model
1. Eric Vent
2. Kelly Putz
3. Mike Wilson
Crate Modified
1. Jordan Watson
2. Mike White
3. Brian Robbins

Mercer Raceway Park

Mercer, Pa.
May 19, 2007
Sprint Car
1. Arnie Kent
2. Rod George
3. Mike Dehner

Allegany County Speedway

Cumberland, Md.
May 19, 2007
Super Late Model
1. Jack Pencil
2. Chuck Clise
3. Matt Sponaugle
Hobby Stock
1. Steve Fadley
2. Chris Chamberlain
3. Mike Moore
8-Cylinder Junk Car
1. Kevin Brown
2. Jimmy Moreland
3. John Swartzwelder
4-Cylinder Junk Car
1. Jason Imes
2. Ray Shepherd
3. Bob Imes
Hobby Stock Powder Puff
1. Cheryl Sperlich
2. Christine Stickley
3. Jeanette Thomas
4-Cylinder Powder Puff
1. Julie Inge
2. Ashley Sponaugle
3. Heather Imes

Grandview Speedway

Bechtelsville, Pa.
May 19, 2007
Late Model
1. Randy Stout
2. Ron Kline
3. Brian Shuey
Modified
1. Craig VonDohren
2. Rick Schaffer
3. Danny Erb

Trail-Way Speedway

Hanover, Pa.
May 18, 2007
358 Sprint
1. Frankie Herr
2. Jeff Rohrbaugh
3. Adam Wilt
Thundercar
1. Craig Wagaman
2. Mark Shorb
3. Barry Rinehart
Street Stock
1. Randy May
2. Doug Bennett
3. Ron Vance
Limited Stock
1. Kyle Rohrbaugh
2. Brad Kress
3. Nick McDaniel

Susquehanna Speedway Park

Newberrytown, Pa.
May 19, 2007
Super Sportsman
1. Lanny Hake
2. Russ Mitten
3. Steve Wilbur
Late Model
1. Chuck Yingling
2. Scott Richwine
3. Mike Walls
Street Stock
1. Craig Morgan
2. Paul Morgan
3. Gary Johnston
Young Guns Street Stock
1. Chad Smith
2. Eric Walker
3. Dave Thompson, Jr.

Langley Speedway

Hampton, Va.
May 19, 2007
Late Model
1. Greg Edwards
2. Mark Wertz
3. Danny Edwards
Super Street
1. Steve Dill
2. Ritchie German
3. Tommy Sweeney
Super Truck
1. Craig Firman
2. Justin Ballo
3. Bill Mullis
UCAR
1. Kevin Alves
2. Matt Hockaday
3. Randy Prillaman
Pro 6
1. Tim Layne
2. Casey Sipe
3. D.J. Watson

Gamblers Raceway Park

Clearfield, Pa.
May 18, 2007
Late Model
1. Rodney Phillips
2. Billy Eash
3. Levi Ardery
Small-Block Modified
1. Don Hildebrand
2. Mark Frankhouser
3. Justin Bowser
Street Stock
1. Dan Smeal
2. Nathan Russell
3. Ray Billotte
Pure Stock
1. Justin Queen
2. Jason Bainey
3. Tony Hugill
Four-Cylinder Wild Card
1. Kirby Tucker
2. Kevin Clark

New Egypt Speedway

New Egypt, N.J.
May 19, 2007
Modified
1. Tom Carberry
2. Sam Martz
3. Ryan Godown
Sportsman
1. Danny Bouc
2. Joe Sisto
3. Eddie Prentice, Jr.
Super Stock
1. Mick Search
2. George Quinlan
3. Billy Bauer

Lernerville Speedway

Sarver, Pa.
May 15, 2007
E-Mod
1. Randy Hall
2. Dave Groves
3. Carmen Perigo, Jr.

Lernerville Speedway

Sarver, Pa.
May 18, 2007



A weekly report of action from across America

Sprint

1. Rod George
2. Carl Bowser
3. Brent Matus

Late Model

1. Alex Ferree
2. Matt Lux
3. Keith Barbara

Modified

1. Brian Swartzlander
 2. Jim Weller, Jr.
 3. Del Rougeux, Jr.
- Pure Stock**
1. Butch Lambert
 2. Jason Fosnaught
 3. Mike Pegher, Jr.



Florida
Georgia
North Carolina
South Carolina
Tennessee

**Volunteer
Speedway**

- Bulls Gap, Tenn.
May 19, 2007
Super Late Model
1. Jeff Maupin
 2. Mike Smith
- Shanon Buckingham**
Crate Late Model
1. Shanon Buckingham
 2. Bobby Mays
 3. Kelly Glass
- Hobby Stock**
1. Phillip Nichols
 2. Jamie Whitt
 3. Chuck Johnson
- Mini Stock**
1. Joey Allen
 2. Toby Jones
 3. Allen Carrier

**Harris
Speedway**

- Rutherfordton, N.C.
May 20, 2007
GM Performance
1. Buddy Smith
 2. David Smith
 3. Wally Fowler
- Limited**
1. Chris Jackson
 2. Scott Galloway
 3. Michael Barbare
- Stock 8**
1. Travis Robbins
 2. Dale Edmonds
 3. Chris Lytle
- Renegade**
1. Lloyd Dean Burgess
 2. William Teems
 3. Jason Jolley
- Pure Stock**
1. Mike Jackson
 2. Steve Penson
 3. Mitchell Coggins
- Super Stock 4**
1. Tony Adair
 2. Stacy Brock
 3. Tim Smith
- Street Stock 4**
1. Shannon Barnhill
 2. Barry Griffin

Quick Kids

1. Randy Anderson
 2. Jason Pyros
 3. Kevin Blum
- Strictly Stock**
1. Todd McCreary
 2. Rob Reynolds
 3. David Leeper II
- Junior Stock**
1. Dillon Curtis
 2. Justin Curtis
 3. Derek Binde

**Bowman Gray
Stadium**

- Winston-Salem, N.C.
May 19, 2007
Modified
1. Burt Myers
 2. Tim Brown
 3. Junior Miller
- Sportsman**
Feature No. 1
1. Matthew Patterson
 2. Will Schmidt
 3. Jack Anderson
- Renegade**
1. Mickey Anderson
 2. Chad Turnersburg
 3. Timotheo Carroll
- Stars of Tomorrow**
1. Dylan O'Daniel
 2. Brett Myer
 3. Timothy Carroll
- Powder Puff**
1. Michele Myers

**Orlando
Speedworld**

- Orlando, Fla.
May 19, 2007
ARCA RE/MAX Legends
1. Kory Abbott
 2. Chelsea Schilling
 3. Andy Logan
- Outlaw Modified**
1. Doug Hopper
 2. John Parrish
 3. Charlie Lee
- Pro Challenge**
1. Trevor Cauble
 2. Shaun Cain
 3. Jarrett Snowden
- Florida Open Wheel Lite**
1. Max Howe
 2. Phil Krauthoff
 3. John Bailey
- Bandolero**
1. Critter Saile
 2. Zoey Guignardi
 3. Shawn Hooven
- Hurricane**
1. Doug Webb
 2. Rob Reynolds
 3. Brian Cosier
- Outlaw Strictly Stock**
1. Bobby Crites, Jr.
 2. Anthony Robinson
 3. Matt Covington
- Orlando Speedworld**
- Orlando, Fla.
May 18, 2007
Extreme Modified
1. Robbie Cooper
 2. Alan McCafferty
 3. Jason Garver
- Sportsman**
1. Matt Towell
 2. Joe Shaver
 3. Timmy Todd, Jr.
- Super Stock**
1. James Frisbie
 2. Lee Wagner
 3. Roger Benton
- Mini Stock**
1. R.J. Annone
 2. Josh Hermann
 3. Pedie Allison

1. Jarrett Cathey
 2. Brian Nance
- Pro Street**
1. Joseph Hamm
 2. Anthony Jackson
- Pure Mini**
1. Mike Rittenberry
 2. Joe Wall
- Late Model**
1. Rusty Griffaw
 2. Mike Chandler
 3. Chuck Proctor
- Open Wheel Modified**
1. David Flowers
 2. Clayton Miller
- Street Stock**
1. Mike Neighbors
 2. Dale Phillips

**Caraway
Speedway**

- Asheboro, N.C.
May 20, 2007
Late Model
1. Brent Raymer
 2. Jason York
 3. Kris Bowen
- Sportsman**
1. Ryan Wilson
 2. Rich Hunter
 3. Daniel Schadt
- Mini Stock**
1. Bobby Smith, Jr.
 2. Ronnie Kinney
 3. Paul Wark
- Mini Truck**
1. Ron Thayer
 2. Terry Owens
 3. Scottie York
- Cab Car**
1. Bobby Mitchum
 2. Mike Grubb
 3. Tommy Owens
- UCAR**
1. Greg Cook
 2. Tommy Raino
 3. Eric Hockett



**Cleveland
Speedway**

- Cleveland, Tenn.
May 19, 2007
Late Model
1. Shane Clanton
 2. Kevin Gibson
 3. Clint Smith
- Limited Late Model**
1. Chris Beavers
 2. John Ownbey
 3. Danny Pippen
- Hobby Stock**
1. Richard Dixon
 2. Tanner Works
 3. Robbie Green
- B-Hobby**
1. Willie Miller
 2. Chad Collins
 3. Patrick Wilson
- Pony Stock**
1. Jimmy Brown
 2. Scott Ledford
 3. Donnie Lowe
- Front-Runner**
1. Todd Hamilton
 2. Kenny Kizzor
 3. Tommy Hughes

Ace Speedway

- Altamahaw, N.C.
May 18, 2007
Later Model
1. Speedy Faucette

2. Jesse Ingle III
 3. Robert Turner
- Modified**
1. Brian King
 2. Randy Butner
 3. Thomas Scott
- Limited Sportsman**
1. Jimmy Rice
 2. Jay Dalton
 3. Joseph Tucker
- Mini Stock**
1. A.J. Sanders
 2. Jason Cook
 3. P-Nut Vernon
- Xtreme Car**
Feature No. 1
1. Ben Walker
 2. Keith Brame, Jr.
 3. Eric Black
- Feature No. 2**
1. Kevin Brown
 2. Chad Massey
 3. Harold Jefferson
- Flathead Ford**
1. Johnny Gregory
 2. Jerry King
 3. Bill Blair

1. Ryan Brandes
 2. Joe Wittmann
 3. Tim Czarneski
- Challenger**
1. Ryan Eickert
 2. Kevin Lubach
 3. Kevin Hoerth
- Salvage 4**
1. Jenny Harris
 2. Tom Schneider
 3. Jesse James Cullen

**Tri-City
Speedway**

- May 18, 2007
Pontoon Beach, Ill.
C.A.R.S. Late Model
1. Nick Lyons
 2. Ray Emling, Jr.
 3. Rylan Dagg
- Factory Stock**
1. Rob Shaw
 2. David Shaw
 3. Aaron Wood
- Late Model**
1. Bryan Collins
 2. Billy Faust
 3. Tim Ratajczyk
- Modified**
1. Steve Lach
 2. Rob Pendergrass
 3. Jerry Grither
- Street Stock**
1. Tommy Gegg
 2. Ricky Huebner
 3. Josh Jackson

**Bloomington
Speedway**

- Bloomington, Ind.
May 19, 2007
Sprint Car
1. Jon Stanbrough
 2. Kent Christian
 3. Jimmy Light
- Modified**
1. Shelby Miles
 2. John DeMoss
 3. Jesse Cramer

35 Raceway

- Frankfort, Ohio
May 19, 2007
600cc Mini Sprint
1. Kory Crabtree
 2. Stormy Steinhauer
 3. Dan Lewis
- Pro Dwarf**
1. David Seitz
 2. Dennis Lamphier
 3. Richie Armentrout
- 4-Cylinder Stock Car**
1. Chip Truitt
 2. Steve Duty
 3. Rodney Rittenhouse
- Mini Late Model**
1. Tom McVey
 2. James Ball
 3. Eric Arledge
- Sportsman Dwarf**
1. Kevin Rittenhouse
 2. Ricky Roberts
 3. Jim Monst
- Crazy Compact**
1. Scott Chenault
 2. Darrell Bowe
 3. Roger Owens

**Madison Int'l
Speedway**

Oregon, Wis.

- May 18, 2007
Late Model
1. Bobby Wilberg
 2. Tom Gille
 3. Jesse Saunders
- Limited Late Model**
1. Brian Hoppe
 2. Ricky Bilderback
 3. Scott Broughton
- Bandit**
1. Tyler Kelley
 2. Rory Padfield
 3. Chester Ace
- Short Tracker**
1. B.J. Sparkman
 2. Jason Bragg
 3. George Sparkman

**Lake Ozark
Speedway**

- May 19, 2007
Eldon, Mo.
360 Sprint Car
1. Jerrod Hull
 2. Eric Schrock
 3. Dustin Barks
- Modified**
1. Bob Test
 2. Danny Crane
 3. Dean Vickers
- Late Model**
1. Brandon Imhoff
 2. Ron Myers
 3. Mike Berger
- Street Stock**
1. Aaron Gustin
 2. Kyle Jeffries
 3. Dale Berry

**Fremont
Speedway**

- Fremont, Ohio
May 19, 2007
Sprint Car
Feature No. 1
1. Byron Reed
 2. John Ivy
 3. Caleb Griffith
- Feature No. 2**
1. John Ivy
 2. Todd Heller
 3. Caleb Griffith
- 305 Sprint Car**
1. Andy Shammo
 2. Kevin Lee
 3. Rich Farmer
- Dirt Truck**
1. Brian Arnold
 2. Steve Sabo
 3. Art Ball

I-70 Speedway

- Odessa, Mo.
May 19, 2007
Late Model
1. Austin Siebert
 2. Ronnie Hartford
 3. Terry Smith
- Super Truck**
1. Jeremiah Gibson
 2. Randy Price
 3. Karl Prather
- Super Stock**
1. Mike Higley
 2. Mark Spillman
 3. Chris Reiff
- Enduro**
1. Mike Payne
 2. Jacobee Deckman
 3. David Walker

LaCrosse

**Fairgrounds
Speedway**

- West Salem, Wis.
May 19, 2007
Late Model
1. Shawn Pfaff
 2. Steve Carlson
 3. Kevin Nuttleman
- Sportsman**
1. Dan Gilster
 2. Jimmy Gilster
 3. Jake Ameson
- Thunderstox**
1. Matt Cleveland
 2. Jason Bragg
 3. Steve Bornitz

Berlin Raceway

- Marne, Mich.
May 19, 2007
4-Cylinder
1. Mark Kelly
- Sportsman**
1. Ken Roelofs
 2. Marc Coleman
 3. Allen Davis
- Late Model**
1. Tom Thomas
 2. Tim DeVos
 3. Chris Anthony
- Engine Pro Super Stock**
1. Brian Wiersma
 2. Andrew Nylaan
 3. Mike Haney
- Truck Pro Stock**
1. Lee VanDyk
 2. Ray Melinn
 3. Brian Tillema

**Baer Field
Speedway**

- Fort Wayne, Ind.
May 19, 2007
Late Model
1. Neal Richardson
 2. Chad Richardson
 3. Eric Barcus
- Modified**
1. Dean Cook
 2. Mike Bufink
 3. Todd Bennett
- Street Stock**
1. Scott Minnick
 2. Brian Gruss
 3. Phil Pynaert
- Mini Stock**
1. Jesse Opliger
 2. Mike Mayes
 3. Mike Miller
- Thunderstock**
1. Justin Kelly
 2. Scott Harris
 3. Nancy Vandall

**Shadyhill
Speedway**

- Medaryville, Ind.
May 19, 2007
UMP Modified
1. Kevin DeYoung
 2. Bub Patrick
 3. Frank Marshall
- Super Street**
1. Butch Toosley
 2. Terry Lett
 3. Mike Martin
- I-Mod**
1. Toby Howard
 2. Tim Sullivan, Jr.
 3. Chris Fortner
- Pure Street**

**Kil-Kare
Speedway**

- Xenia, Ohio
May 18, 2007
NASCAR Whelen Late Model
1. Tim Allensworth
 2. Jamie Hunt
 3. John Vallo

**Springfield
Raceway**

- Springfield, Mo.
May 19, 2007
Late Model
1. Phil Austra
 2. Eric Knight
 3. Leslie Essayy

**Hartford
Speedway Park**

- Hartford, Mich.
May 18, 2007
Factory Stock
1. Phil Austra
 2. Eric Knight
 3. Lee Price

**Ponderosa
Speedway**

- Junction City, Ky.
May 19, 2007
Super Late Model
1. Aaron Hattton
 2. Johnny Wheeler
 3. Dustin Neat
- Crate Late Model**
1. P.J. Feistritzer
 2. Gary Yeager
 3. Jerry Denison
- Modified**
1. Shon Flanery
 2. Timmy York
 3. Kelly Warren
- Sportsman**
1. Logan Whitis
 2. Brian Elder
 3. Rick King
- Chevette**
1. Randy Maybrier
 2. Jerry Pyles
 3. Chris Schlosser

**Indianapolis
Speedrome**

- Indianapolis, Ind.
May 19, 2007
Modified
1. Doug Greig
 2. Sean Deppe
 3. Bill Clark
- Hornet**
1. Chad Sizemore
 2. Josh Curbeaux
 3. Charlie Watkins
- Faskarts**
1. Keith Sutphin
 2. David Plummer, Jr.
 3. Larry Jinkins
- Junior Faskarts**
1. Billy Van Meter
 2. Shelby White
 3. Jacob Garrigus
- Hornet Figure 8**
1. Justin Kelly
 2. Brian Cooper
 3. Jeff Smith
- Bomber Figure 8**
1. Derick Young
 2. Eddie Brown, Jr.
 3. Rick Bemis

**Sharon
Speedway**

- Hartford, Ohio
May 19, 2007
Modified
1. Jim Rasey
 2. Russell King
 3. Rex King

**Charter
Raceway Park**

- Beaver Dam, Wis.
May 19, 2007
Modified
1. Russ Reinwald
 2. Tim Lemirande
 3. Jeremy Christians
- Grand National**
1. Roger Lee
 2. Steve Seitz
 3. Don Sorce, Jr.
- Stock**
1. Jerry Winkler
 2. Jon Schultz
 3. Roger Frank
- INEX Legends/WLRDS**
1. Joel Wyttenbach
 2. Eric Barth
 3. Brad Weber
- Dirt Devil**
1. Shaun Diebert
 2. Doug Draheim
 3. Aaron Stolz

**Skyline
Speedway**

- Stewart, Ohio
May 18, 2007
MWRA Mini Wedge
1. Kyle Bond
 2. Randy Arms
 3. Ron Pickens
- Late Model**
1. Doug Drown
 2. Jason Montgomery
 3. Mike McDaniel
- AMRA Modified**
1. Jeremy Berwanger
 3. Roy Roush
- Pure Stock**
1. Dusty Adkins
 2. Jeremy Misel
 3. Mike Louer
- Front-Wheel Four Cylinder**
2. Tim Christopher
 3. Jeremy Misel
- Limited Late Model**
1. Kevin Layne
 2. Mike Martin
 3. Berry Lowery

**Grundy County
Speedway**

- Morris, Ill.
May 18, 2007
Late Model
1. Eddie Hoffman
 2. Tom Smith
 3. Andy Machiniak
- Mid American Sportsman**
1. Ron Vandermeir, Jr.
 2. Stacy Kelley
 3. Nick O'Dell
- Street Stock**
1. Chad Proctor
 2. Randy Weese
 3. Rick Dawson
- Four-Cylinder**
1. D.J. Werkmeister

**Attica Raceway
Park**

- Attica, Ohio
May 18, 2007
410 Sprint Car
1. Rob Chaney
 2. Dale Blaney
 3. John Ivy
- 305 Sprint Car**
1. Bryan Sebetto
 2. Stuart Brubaker
 3. Andy Shammo
- Late Model**
1. Clint Coffman
 2. Curtis Deisenroth
 3. Ryan Missler
- Dirt Truck**
1. Corey Ward
 2. Steve Endicott
 3. Art Ball

**Farmer City
Raceway**

- Farmer City, Ill.
May 18, 2007
Late Model
1. Tim Lance
 2. Junior Shickel
 3. Jason Feger
- Sportsman**
1. Greg Kimmons
 2. Jimmy Dehm
 3. Darrel Dick
- Street Stock**
1. Josh Griffith
 2. Jeremy Nichols
 3. Donald Byers
- Hornet**
1. Joe Reed



RICHARD KEPNER PHOTO

INSIDE MAN: Billy Pauch, Jr. (11D) and Ray Swinehart (33) battle for position during action this past weekend at Big Diamond Raceway.



A weekly report of action from across America

2. A.J. Gregory
3. Stacy Whitehouse
Modified
1. Jeff Leka
2. Danny Schwartz
3. Lance Dehm

Illiana Motor Speedway

Schererville, Ind.
May 19, 2007
Late Model
1. Jeff Cannon
2. Mike Monroe
3. Andy Marchiniak
Limited Late Model
1. Marc Hankosky
2. Joe Fadke
3. Kevin McCann
Mid American Sportsman
1. Bill Neering
2. John Senerchia
3. Keith Sterkowitz
Turbo Stox
1. Chris Woodall
2. Tom Prim
3. Mark Ross, Jr.
Pure Stock
1. Helen Nester
2. Chris Czaszawicz
3. Ryan Lagastee

I-70 Speedway

Odessa, Mo.
May 18, 2007
IMCA Stock Car
1. Brad Whitney
2. Curtis Morrison
3. Gary Foxworthy
IMCA SportMod
1. Rick Gernam
2. Ron Hartford
3. Wade Brown
Sport Compact
1. Allen Guthrie
2. Jessica Clemons
3. Vicki Meeker
IMCA Modified
1. Yancy Shepard
2. Gene Stigall
3. Steven Glenn
Farm Truck
1. Joe Boxer
2. Charles Brown
3. Paul Pony

I-70 Speedway

Odessa, Mo.
May 19, 2007
Sprint Car
1. Kim Kennedy
2. Kenny Potter



RICK SHERER PHOTO

WINNING WAYS: Rob Chaney won Friday's sprint-car feature at Ohio's Attica Raceway Park.

3. Zack Golden

Madison Int'l Speedway

Oregon, Wis.
May 18, 2007
Late Model
1. Bobby Wilberg
2. Tom Gille
3. Jesse Saunders
Limited Late Model
1. Ricky Bilderback
2. Scott Broughton
Bandit
1. Tyler Kelley
2. Rory Padfield
3. Chester Ace
Short Trackers
2. Jason Bragg
3. George Sparkman

Mount Lawn Speedway

New Castle, Ind.
May 16, 2007
USAC Regional Midget Car
1. Bryan Clauson
2. Brent Beauchamp
3. James Robertson
USAC Kenyon Midget Car
1. Kyle Hamilton
2. Tyler Cottongim
3. Megan Wood
Ford Focus Midget Car
1. Robby Parish
2. Chett Gehrke
3. Tyler Irwin

Macon Speedway

Macon, Ill.
May 19, 2007
UMP Late Model
1. Jayme Zidar
2. Terry Babb
3. Cory Daughtery
UMP Modified
1. Al Crawley
2. Randy Myers
3. Kyle Logue
UMP Sportsman
1. Mike Pickering
2. Shane Tomlin
3. Norm Wood
UMP Street Stock
1. Steve Ewing
2. Terry Reed
3. Jim Quinn
UMP Hornet

Feature No. 1
1. Fred Reed, Jr.
2. Steve A. Duglar
3. Todd Rush
Feature No. 2
1. Bruce Duglar
2. Joe Reed
3. Michael Pundt

Anderson Speedway

Anderson, Ind.
May 18, 2007
Front-Wheel Drive Figure-8
1. Nick Warner
2. Jesse King
3. Donnie Ellis, Jr.
Oval
1. Kevin Harmon
2. Allen Wagner
3. Jerry Smith
Legends
1. Rodney Smith
2. John Robbins
3. James Edsall III
Thundercar
1. Sam Folsom
2. Brad Stevens
3. Nick Warner

Miami County Speedway

Peru, Ind.
May 19, 2007
Micro Sprint Car Junior Class
1. Spencer Montgomery
2. Kolt Kinzer
3. Trenton Bitzel
Restrictor
1. Halen Shafer
2. Drew Salisbury
3. Kylee Brown
Non-Wing
1. Tim Conner
2. Mark Monroe
3. George Wilkins
Open Class
1. Mark Monroe
2. Jordan Lambert
3. Mark Zumbun
Stock Car
1. John DeGood II
2. Jacob Kincaid
3. Ben Taylor

Flat Rock Speedway

Flat Rock, Mich.
May 19, 2007
Late Model
1. Steve Cronenwett, Jr.
2. Scott Giroux
3. Eric Lee
Figure-8
1. Jeremy Vanderhoof
2. Billy Earley
3. Dennis Whisman
Street Stock
1. Regan Ford
2. Ron Allen
3. Derek Wiley

Anderson Speedway

Anderson, Ind.
May 19, 2007
Super Truck
1. Josh Poore
2. Bob Lemen
3. Tony Broyles
Street Stock
2. Willy DeHart
3. Jake McElfresh
Legends
1. John Robbins
2. Rodney Smith

3. Eric Black
Figure-8
1. Ranny Hinton
2. Herb Rose
3. Ronnie Rose

Midway Speedway

Lebanon, Mo.
May 18, 2007
Factory Stock
1. Lonnie Henderson
2. Bob Gustin
3. Bobby Ratterree
Modified
1. Steve Mulienburg
2. Jamie Ragland
3. Scotty Allen
Bomber
1. Mike Piercy
2. Joe Francis
3. Brandon Waters
Winged Sprint Car
1. Clint Todd
2. J.P. Compton
3. Joe Todd
B-Modified
1. Colt Cheevers
2. Jason Otto
3. Andrew Smith
Super Stock
1. Donnie Gennings
2. J.C. Newell
3. Larry Prewitt

Red Cedar Speedway

Menomonie, Wis.
May 18, 2007
Late Model
1. Rick Hanestad
2. Jimmy Mars
3. Ashley Anderson
Modified
1. Craig Thatcher
Midwest Modified
1. Mark Gerth
Super Stock
1. Steve Thomas
Street Stock
1. Keith Tourville
Pure Stock
1. Danny Richards

Angola Motor Speedway

Angola, Ind.
May 19, 2007
Late Model
1. Mike Gaier
2. Jack Landis
3. Tommy Cook

Mount Lawn Speedway

New Castle, Ind.
May 19, 2007
Late Model
1. Scott Knepley
2. William Mefford
3. David McConnell
Thunder Car
1. Chuck Cook
2. Eric Evans
3. Bill Clark
Hornet
1. Ryan Claborn
2. Jerry Small
3. Les Tolliver
Mini Cup
1. Carl Colbert

St. Francois Raceway

Farmington, Mo.
May 19, 2007
Sprint Car
1. Tim Montgomery
2. A.J. Bruns
3. Tommy Worley, Jr.
Modified
1. Mike Francis
2. Brent Thompson
3. Adam Parmley
Multi
1. Brandon Nixon
2. Jimmy Bridgeman
3. Mark Shishakan
Pure Street
1. Chris Boyd
2. John Bohn
3. Mike Savage

I-55 Raceway

Pevely, Mo.
May 19, 2007
Late Model
1. Bryan Collins
2. Ed Dixon
3. Brian Wolfmeier
Modified
1. Marty Smith
2. Ray Walsh
3. Chris Smith
Sportsman
1. Troy Naeger
2. Kent Nations
3. Troy Medley
Pro-4
1. Gary Price
2. Chris Fisher
3. Pat Brewer
Vintage Car
1. Dean Adams, Jr.
2. Marc McClintock
3. Dan Hoack

Bluegrass Speedway

Bardstown, Ky.
May 19, 2007
Late Model
1. Johnny Wheeler
2. Dustin Neat
3. Jeff Watson
Street Stock
1. Michael Cranmer
2. Daroyl Samples

3. Eric Cranmer

Berlin Raceway

Marne, Mich.
May 19, 2007
Late Model
1. Tom Thomas
2. Tim DeVos
3. Chris Anthony
Super Stock
1. Brian Wiersma
2. Andrew Nytaan
3. James Haney
Pro Stock
1. Lee VanDyk
2. Ray Melinn
3. Brian Tillema
Sportsman
1. Ken Roelofs
2. Marc Coleman
3. Allen Davis

Auto City Speedway

Clio, Mich.
May 19, 2007
Super Stock
1. Steve Sauve
2. Johnny Belott
3. Todd Rosebrugh
Modified
1. Joe Hodgeson, Jr.
2. Johnny Belott
3. Greg Fullerton
Led Sled
1. Robby Johnson
2. Jimmy Stratton
3. K.C. Snover
Thunder Truck
1. Brian Cogswell
2. Steve Stultz
3. Rod Marsh

Corbin Speedway

Corbin, Ky.
May 19, 2007
Late Model
1. Roger Parker
2. Robbie Brown
3. Mike Bargo
Sportsman
1. Steve Brock
2. Ed Murray
3. Randy Frasure
Pure Street
1. Glenn Martin
2. Josh Brock
3. Cliff Partin
Chevette
1. Jesse Brogan
2. Eddie Stewart
3. Steve Bargo
Slammer
1. Jason Strunk
2. Chris Widner
3. Keith Lovett
Mini-Slammer
1. Travis Travillian
2. Clifford Wagers
3. Steve Decker

Cedar Lake Speeway

New Richmond, Wis.
May 19, 2007
Late Model
1. Steve Laursen
2. Chad Frewaldt
3. Jon Binning
Street Stock
1. Brian Johnson
2. Nathan Himes
3. Anthony Ward
B-Modified
1. Chad Lebsock
2. Jake Newman
3. Tyler Lewis

Cedar Lake Speeway

New Richmond, Wis.
May 19, 2007
Late Model
1. Steve Laursen
2. Chad Frewaldt
3. Jon Binning
Street Stock
1. Brian Johnson
2. Nathan Himes
3. Anthony Ward
B-Modified
1. Chad Lebsock
2. Jake Newman
3. Tyler Lewis

Jackson Speedway

Jackson, Minn.
May 19, 2007
360 Outlaw Sprint Car
1. Wade Nygaard
2. Bill Boles
3. Scott Winters
305 Sprint Car
1. Bruce Anderson
2. Marty Stephenson
3. Steve Yarns
Stock Car
1. Trent Schroeder
2. Jerry Coopman
3. Stefan Sybesma
Hobby Stock
1. Dan Strandberg
2. Dustin Larson
3. Brodie McKeown

K-C Raceway

Chillicothe, Ohio
May 19, 2007
Modified
1. Jeremy Berwanger
2. Jess Hartman
3. Louie Krushansky
Late Model
1. Mark Frazier
2. Delmas Conley
3. Rod Conley
Hobby Stock
1. Tommy Mossbarger
2. Joe Williams

I-44 Speedway

Lebanon, Mo.
May 19, 2007
Late Model
1. Brandon McCormick
2. Larry Jones
3. Dustin Mooneyham
Modified
1. Steve Picou
2. Tony Jackson, Jr.
3. Steve Martin
Factory Stock
1. Jordan Holloway
2. Chris Jackson
3. Tim Brown
B-Modified
1. Shawn Nations
2. Derrick Peterson
3. Rich Webber
Bomber
1. Robert Reeves
2. Landon Johnson
3. Joe Francis
Pro-4
1. Lonnie Muhlbauer
2. Don Lacey
3. Dustin Bass
Rookie
1. Rick Reynolds
2. Josh Lewis
3. Tim Hal

Shawano Speedway

Shawano, Wis.
May 19, 2007
Late Model
1. Troy Springborn
2. Nick Anvelink
3. Justin Ritchie
Modified
1. Jeremy Hedrick
2. Brandon Czarapata
3. Dave Diemel
Stock Car
1. Rod Snellenberger
2. Dan Michonski
3. Greg Gretz
Crate Late Model
1. Justin Hirt
2. Adam Roy
3. Cory Grigsby
SportMod
1. Eugene Gregorich
2. Tim Jorgenson
3. Tracy Wassenberg

Lincoln Park Speedway

Putnamville, Pa.
May 19, 2007
Sprint Car
1. Danny Holtsclaw
2. Shawn Krockenberger
3. Billy Puterbaugh
Modified
1. Kenny Carmichael, Jr.
2. Greg Amick
3. Paul Bumgardner
Super Stock
1. Doug McCullough
2. Winston Howe
3. Cullen Goodman
Bomber
1. Lloyd Walls
2. Doug Dunagan
3. Chad Nolte

I-94 Raceway

Sauk Centre, Minn.
May 19, 2007
Super Late Model
1. Joey Johnson
2. Nick Panitzke
3. Corey Flynn
Modified
1. Jeff Rohner
2. Kevin Woeste
3. Joey Johnson
Legends
1. Matt Hendrickson
2. Beau Barry
3. Jeff Ryan
Thunder Car
1. Jerry Messer
2. Lance Stueve
3. Justin Henry
UCAR
Pro-4 Truck
1. Dean Peterson
2. Matt Peterson
4-Tracker
1. Dan Bolstad
2. John Hendrickson
3. Jay Gronewald
Just 4 Fun
1. Terry Vanderby
2. Dan Fitzpatrick
3. Michael Lofquist

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Just 4 Fun
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2. Dan Fitzpatrick
3. Michael Lofquist

Jackson Speedway

Jackson, Minn.
May 19, 2007
360 Outlaw Sprint Car
1. Wade Nygaard
2. Bill Boles
3. Scott Winters
305 Sprint Car
1. Bruce Anderson
2. Marty Stephenson
3. Steve Yarns
Stock Car
1. Trent Schroeder
2. Jerry Coopman
3. Stefan Sybesma
Hobby Stock
1. Dan Strandberg
2. Dustin Larson
3. Brodie McKeown

Rockford Speedway

Loves Park, Ill.
May 19, 2007
Short Tracker
1. Aaron Rude
2. Boyce Sparkman
3. Matt Berger
Sportman
1. Doug Bennett
2. Darrell Garman
3. Fred Nason
Late Model
1. Bob Kahler
2. Jerry Gille
3. Ricky Bilderback
Road Runner
1. Mark Bielefeldt
2. Dan Sander
3. Charlie Frisch

3. Kyle Payne

Double-X Speedway

California, Mo.
May 20, 2007
Sprint Car
1. Gabe Maycock
2. Brian Brown
3. Randy Martin
Street Stock
1. Greg Holdren
2. Jeff Duncan
3. Duane Rambo
Hobby Stock
1. Jeremy Stewart
2. Cody Frazon
3. Jason Bond

Shawano Speedway

Shawano, Wis.
May 19, 2007
Late Model
1. Troy Springborn
2. Nick Anvelink
3. Justin Ritchie
Modified
1. Jeremy Hedrick
2. Brandon Czarapata
3. Dave Diemel
Stock Car
1. Rod Snellenberger
2. Dan Michonski
3. Greg Gretz
Crate Late Model
1. Justin Hirt
2. Adam Roy
3. Cory Grigsby
SportMod
1. Eugene Gregorich
2. Tim Jorgenson
3. Tracy Wassenberg

Lincoln Park Speedway

Putnamville, Pa.
May 19, 2007
Sprint Car
1. Danny Holtsclaw
2. Shawn Krockenberger
3. Billy Puterbaugh
Modified
1. Kenny Carmichael, Jr.
2. Greg Amick
3. Paul Bumgardner
Super Stock
1. Doug McCullough
2. Winston Howe
3. Cullen Goodman
Bomber
1. Lloyd Walls
2. Doug Dunagan
3. Chad Nolte

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May 19, 2007
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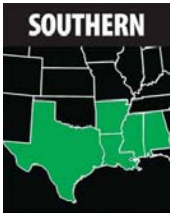
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2. Jerry Coopman
3. Stefan Sybesma
Hobby Stock
1. Dan Strandberg
2. Dustin Larson
3. Brodie McKeown

Rockford Speedway

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2. Boyce Sparkman
3. Matt Berger
Sportman
1. Doug Bennett
2. Darrell Garman
3. Fred Nason
Late Model
1. Bob Kahler
2. Jerry Gille
3. Ricky Bilderback
Road Runner
1. Mark Bielefeldt
2. Dan Sander
3. Charlie Frisch

Super Cup
1. Mick Ellis
2. Jake Jump
3. Jim Scanlon



Alabama
Arkansas
Louisiana
Mississippi
Texas

ArkLaTex Speedway

Vivian, La.
May 19, 2007
Modified
1. Erik Scott
2. Jamie Burford
3. Chris Henigan
Southern Stock
1. B.J. Moore
2. Adam Roy
3. Cory Grigsby
SportMod
Feature No. 1
1. Travis Evans
2. Jason Armstrong
3. Ronald Pilkington
Feature No. 2
1. Derrick Daniel
2. David Stalcup
3. Delton Richard

Heart O' Texas Speedway

Waco, Texas
May 19, 2007
IMCA Modified
1. Pat McGuire
2. Kenny Stone
3. Keith Green
I-Stock
1. Chad Estes
2. Benji Kirkpatrick
3. Mark Geurin
IMCA SportMod
1. David McKay
2. Robert Black
3. Chris Cogburn
Hobby Stock
1. Jeremy Bost
2. Michael Robertson
3. Nathan Sodek
Street Stock
1. Paul Bolfig
2. Doug Andrews
3. Ed Thompson
Pure Stock
1. Charlie Norris
2. Norris Meeks
3. Ray Vann
Cruiser
1. Jeremy Knight
2. William Dean
3. Dan Webre, Jr.
Junior Mini Stock
1. Leon Alvarado
2. Dylan Smith
3. Garrett Rawls
Demolition Derby
1. Emil Horak
2. Johnny Clark
3. Tommy Honey

Adams County Speedway

Coming, Iowa
May 19, 2007
Hobby Stock
1. Brad Bergren
2. Ryan Vicker
3. Jim Tull
Pro Street
1. Tony Hardisty
2. Danny Womack
3. Ron Ballinger
Modified
1. Dan Mueller
2. Jeremy Tibben
3. Jerry Carlson
Whelen Late Model
1. Corey Zeitner
2. Scott Koskovich
3. Chris Spieker

Talladega Short Track

Eastaboga, Ala.
May 19, 2007
Super Late Model
1. Chris Mullinax
2. James Cline
3. Danny Peoples
Sportsman
Feature No. 1
1. Dallas Cooper
2. Buddy George
3. Jonathan Chapman
Feature No. 2
1. Andy Davis
2. Phillip Haynes
3. Harry Stanley
Crate Late Model
1. Logan Yates

2. Jimmy Elkins
3. Lee Burdette
Modified
1. Kevin Waddell
2. Michael Strickland
2. Bart Miller
Thundercar
1. Tyler Hurst
2. Bubba Haynes
3. David King
Hot Shot
1. Mason Dunaway
2. Dustin Mullinax
3. Bobby Peters

East Alabama Motor Speedway

Phenix City, Ala.
May 19, 2007
Late Model
1. Dewayne Johnson
2. Jeff Mills
3. Larry Harrod
Super Street
1. Rodgerick Dykes
2. Steven Gaines, Jr.
3. Josh Weathers
Hobby Stock
1. Chris Amett
2. Allen Flournoy
3. Montana Dudley
Bomber
1. Bobby Thomas, Jr.
2. Chase Edge
3. Chrisy Noles
Pony Stock
Feature No. 1
1. Bryan Price
2. Jake Jacobs
3. Brandie Gatlin
Feature No. 2
1. Ray Fowler
2. Jason Armstrong
3. Ronald Pilkington
Feature No. 2
1. Nick Biddle
2. Scott Prins
3. B.J. Freeman

Davenport Speedway

Davenport, Iowa
May 18, 2007
IMCA Late Model
1. Ray Guss, Jr.
2. Terry Neal
3. Hershel Roberts
V-8 Modified
1. Kevin Blum
2. Thad Wilson
3. John Bull
Street Stock
1. Brad Tyler
2. Rob Henry
3. Ron Doolittle
B-Modified
1. Jake Waterman
2. Brad Pershy
3. Dan Anderson
INEX Legends
1. Warren Ropp
2. Keith Meyer
3. Dennis Begyn
4-Cylinder Stock
1. Brian Klein
2. Steven Phillips
3. Ricky Kay

Tri-State Speedway

Pocola, Okla.
May 19, 2007
Road Runner
1. Ryan Williams
2. Anthony Reeves
3. Duane Rose
Super Stock
1. Tommy Lewis
2. Robert Southerland
3. Jimmy Douglas, Jr.
Economy Modified
1. Lance Robins
2. George Martin
3. Kendall Hargrove
Modified
1. Lonnie Robins
2. William Gould
3. Bill Dillard
Mini Stock
1. Kyle Ledford
2. Daniel Nicholson
3. Mallory Pinkerton
Front-Wheel Drive
1. Chris Winders
2. Raymond Bieker
3. Jack Bieker

Outlaw Motor Speedway

Oktaha, Okla.
May 19, 2007
Economy Modified
1. Danny Womack
2. Jake Kelley
3. David Whittle
Modified
1. Randy Frailey
2. Jared Russell
3. Joe Duval
Hobby Stock
1. Tommy Fulton
Pure Stock
1. Jon Richardson
2. David Vinson

Jackson County Speedway

Maquoketa, Iowa
May 19, 2007
4 Stock
1. Brannon Bechen
2. Jeremy Capron
3. Matt Montoya
Hobby Stock
1. Corey Rupp
2. Wayne Hora
3. Tim Bader
B-Modified
1. Keith Feller
2. Jake Waterman
3. Tim Shields
Street Stock

Lakeside Speedway

Kansas City, Kan.
May 19, 2007
Modified
1. John Allen
2. Cody Owens
3. Kerry Davis
Grand National
1. Nic Bidingier
2. Jim Baker
3. Cody Owens
Factory Stock
1. Tim Shields
2. Will Whisler



A weekly report of action from across America

3. Tyler Schmidt

Miller Speedway

Miller, S.D.
May 19, 2007
WISSOTA Super Stock
1. Dustin Arthur
2. Lorin Johnson
3. Kevin Aga
WISSOTA B Modified
1. Lorin Johnson
2. Casey Hanson
3. Dale Wagner
WISSOTA Street Stock
1. Robert Ross
2. Michael Bogh
3. Jeremy Thorstenson
UCAR
1. Mike Miller
2. Gary Peterman
3. Michael Wurts

McCook Speedway

McCook, Neb.
May 18, 2007
Modified
1. Jay Steffens
2. Brice Riley
3. Don Hagan, Jr.
Stock Car
1. John Huffman
2. Dave Plowman
3. Kyle Werkmeister
Hobby Stock
1. Aaron Koch
2. Jason Koch
3. Michael Brunswig
Classic Modified
1. Max Pollman
2. Donny Sailors
Mini-Truck
1. Alex Silos
2. Dalton Dolan

Mid-Nebraska Speedway

Doniphan, Neb.
May 19, 2007
Hornet
1. Jeremy Long
2. Matthew Ford
3. Richard Crow
Hobby Stock
1. Jim Buss
2. Cal Wratten
3. Joe McDole
Modified
1. Lonnie Schriener
2. Scott Blessing
3. Justin Gregg
Grand National
1. Robert Leonard
2. Dean Neighbors
3. Alan Jordening
Cruiser
1. Adam Cook
2. Kelly Murr

Junction Motor Speedway

McCool Junction, Neb.
May 19, 2007
Late Model
1. John Bridges
2. Chad Humston
3. Al Humphrey
Modified
1. Wade Cross
2. Scott Styskal
3. Dean Wilkinson
Stock Car
1. Jason Wilkinson
2. Brent Dohman
3. Shane Stutzman
Hobby Stock
1. Levi Gunn
2. Wade Wagenblast

3. Jason Wilkinson
Cruiser
1. Vic Jacobitz/Josh Jacobitz
2. Dustin Nunnenkamp/Austin Carlson
3. John Verba/Steve Verba
4-Cylinder
1. Charles Wergin
2. Troy Hofmann

Dawson County Raceway

Lexington, Neb.
May 20, 2007
Modified
1. David Murray
2. Ronnie Wallace
3. Chad Dolan
Stock Car
1. Cory Struckhoff
2. Brady Koch
3. Shane Stout
Hobby Stock
1. Kyle Bond
2. Aaron Koch
3. Jason Koch
Late Model
1. Tony Gregg
2. Shane Lewis
3. Alan Jordening

Huset's Speedway

Brandon, S.D.
May 20, 2007
410 Sprint Car
1. Dusty Zomer
2. Mark Dobmeier
3. John Lambert
360 Sprint Car
1. Butch Hanssen
2. Jody Rosenboom
3. Randy Droscher



Arizona
California
Nevada
New Mexico
Oregon
Washington

Placerville Speedway

Placerville, Calif.
May 19, 2007
Sprint Car
1. Scott Kinney
2. Greg DeCaires
3. Colby Wiesz
Pure Stock
1. Jason Englund
2. Matt Tilford
3. Michelle McClure
Pro Stock
1. Dan Brown, Jr.
2. Wayne Trimble
3. Mike Moran
Wingless Sprint Car
1. Darrell Hanestad
2. R.C. Smith
3. John Anderson

Perris Auto Speedway

Lake Perris, Calif.
May 19, 2007
Late Model
1. Mike Kirby
2. Art Peterson
3. Ron Bartels
Super Stock
1. Jack Dodd
2. Mark Shackelford
3. Ken Searcy
Modified
1. Johnny Lathrop
2. Tony Kinkade
3. J.D. Wilson
Cruiser
1. Cyndi Garnica/Lynn Lillie
2. Ray Bundy/Bill Shoemaker
3. Tom Gillum/Jeff Gillum

Altamont Motorsports Park

Tracy, Calif.
May 19, 2007
Late Model
1. Ryan Philpott
2. Eric Schmidt
3. Doff Cooksey
Northern California Modified Ass'n Sprint Car
1. Jimmy Lavell
2. Gary Koster
3. Ed Amador
Grand American Modified
1. Tony Noceti
2. Jamie Jackson
3. Todd Lewis
American Limited Stock Car
1. Jim Dulla
2. Jim Earl
3. Richard Harper

Pro Truck
1. Ron Robeck
2. Ron Pestana
3. Tim Cardoza

Evergreen Speedway

Monroe, Wash.
May 19, 2007
Super Stock
1. John Zaretzke
2. Naima Lang
3. Shane Harding
Bomber
1. Lane Sundholm
2. Mark Trail
3. Frank Cowgill
Figure-8
1. Ricky Deitz
2. Doug Delfel
3. Steve Cox

Skagit Speedway

Alger, Wash.
May 19, 2007
410 Sprint Car
1. Brock Lemley
2. Josh Edson
3. Jayme Barnes
360 Sprint Car
1. Jason Bloodgood
2. Tayler Malsam
3. Steve Kilcup
Sportsman
1. Kevin Smith
2. Kelleigh Johnson
3. Steve James
Outlaw Hornet
1. Bill Tomer
2. Greg Hibma
3. Rod Helmut

Bakersfield Speedway

Bakersfield, Calif.
May 19, 2007
TQ Midget
1. Chuck West
2. Bruce Hiroshima
3. Kenny Wiley

Irwindale Speedway

Irwindale, Calif.
May 19, 2007
Super Late Model
1. Rip Michels
2. Nick Joanides
3. Andrew Phipps
Late Model
1. Tim Huddleston
2. Jace Meier
3. Aaron Staudinger
Super Truck
1. Kenny Smith
2. Connor Cantrell
3. Pat Mintey, Jr.
Legends
1. Chad Schug
2. Darren Amidon
3. Austin Grabowski
Bandolero
1. Eric Sloan
2. Aaron Anderson
3. Tyler Fabozzi

Marysville Raceway Park

Marysville, Calif.
May 20, 2007
Street Stock
1. Jeff Olshchowa
2. Jerry Barlett
3. Ray Benkowski
Mini Stock
1. Eric Jones
2. Robert Luster

Sprint Car
1. Shawn Amos
2. Brandon Dozier
3. Jeff Delt
Dwarf Car
1. Dan Weger

Tucson Raceway Park

Tucson, Ariz.
May 19, 2007
Late Model
1. Joe Paladenic
2. Ron Norman
3. Mat Levin
Factory Stock
1. Casey Rohrer
2. Tom Mikla
3. Ken Hunt
Mini Stock
1. Becky Harington
2. Tammy Lynn
Modified
1. P.J. Menga
2. Pat Bush
3. Bill Harington
Legends
1. Suave Brachowski
2. Romano Cionni III
3. Blake Leuth

Silver Dollar Speedway

Chico, Calif.
May 18, 2007
Sprint Car
1. Stephen Allard
2. Jason Statler
3. Brandon Wimmer
Modified
1. Richard Papenhausen
2. Mike Sohnrey
3. Joe Flower
Dwarf Car
1. Kevin Bender
2. Jeremy Blackshere
3. Neil Stinson

Orange Show Speedway

San Bernardino, Calif.
May 19, 2007
Super Late Model
1. Travis Stockman
2. Rick Chavez
3. Frankie Gould
Pro 4
1. Eddie Secord
2. Rex Lockwood
3. Bryan Glidewell
Factory Four
1. Tony Dumont
2. Spencer Samaro
3. Martin Huizenga
Stock Car USA
1. Jimmy Rouse, Jr.
2. Michelle Rouse
3. Justin Good
Jr. Mini Stock
1. Benjamin Mahan
2. Tony Forfa
3. Marissa Henson

Yakima Speedway

Yakima, Wash.
May 19, 2007
ARCA West LMCS
1. Garrett Evans
2. Erick Hargraves
3. Wes Rhodes
ARCA West Truck Series
1. Steve Thompson
2. Rick Thompson
3. Jerry Chester

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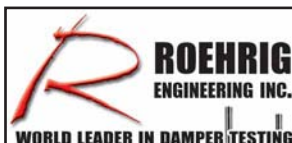
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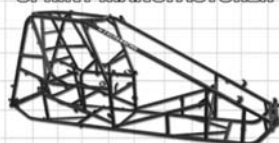
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FAMILY AFFAIR: John Andretti (middle right) and father Aldo Andretti speak to reporters at Indianapolis Motor Speedway. John Andretti returns to the Indy 500 field for the first time since 1994.

Many Teams Work On Race Setups

By **MIKE O'LEARY**
NSSN CORRESPONDENT

Diatlovich and his crew quickly began repair efforts.

SPEEDWAY, Ind. — Indianapolis Motor Speedway was silent until practice for the 91st annual Indianapolis 500 resumed on Wednesday.

Among those looking for qualifying speeds were teams that had come together during the two-day lull. After a 13-year absence, John Andretti was assigned to a third car for Panther Racing, and Stephan Gregoire picked up a ride in the Chastain Motorsports Panoz.

May 16

A sure sign of the change in focus between the first and second weeks was the drop in practice speeds. The weather changed dramatically also, and that affected the number of cars on the track as much as the speeds. While just seven days earlier, the fastest cars were dueling for top speed of the day in the 225-226-mile-per-hour range, the same two drivers were preparing for race day at speeds in the 219-mph neighborhood.

With the top lap at 221.1, Danica Patrick earned \$2,500 from Ethanol. She said that when they switched to a setup similar to one used by Dario Franchitti over the weekend, the Motorola Dallara was the best it had been all month.

Jaques Lazier and Roger Yasukawa were quickest among the six unqualified cars on the track at 217.1 and 216.6. P.J. Jones made his first appearance in the Team Leader Dallara, painted in homage to Parnelli Jones's STP turbine.

Jimmy Kite's unqualified machine collected the first-turn wall in the PDM Z-Line Designs Panoz. Paul

May 17

In contrast to the first week, it was the second day of overcast, cool and windy conditions. Among the first cars out on the track were the unqualified machines of Stephan Gregoire, Al Unser, Jr., John Andretti, Milka Duno and Roger Yasukawa.

Shortly after noon, Gregoire spun exiting the first turn and hit the short chute wall. After being assessed at the infield medical center, Gregoire was transferred to Methodist Hospital, complaining of back pain. He was later diagnosed with a fracture to the end plate of third thoracic vertebra. Before the incident, Gregoire ran 217.8, fastest of the day for those not qualified.

Target Ganassi's Scott Dixon and Dan Wheldon turned the fastest laps, at 219.9 and 219.7 mph, in their backup cars.

May 18

The weather improved dramatically, and so did the action on the track, as well as the practice speeds. Thirty-one cars ran 1,768 laps, with Sam Hornish's 225-mph tour the fastest of the day. It was a busy day for the front-runners, and they gave the spectators a show as they ran in packs, testing various setup tweaks and calculating gas mileage.

The Andretti Green cars spent many laps working together and were joined by the polesitter, Helio Castroneves, and his teammate, Hornish, as well as Dixon and Wheldon at various times during the sunny afternoon. Michael Andretti smoothly turned lap after lap, consistently running 220.6, as if planning a race pace.

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HAROLD HINSON/HHP PHOTO

CREW DUEL: Former crew chief and team owner turned television announcer Andy Petree dominated the inaugural Kobalt Tools Crew Chiefs Race held prior to Saturday's Nextel Open and utilized 600 Racing-built Thunder Roadsters. Petree (33) avoided multiple cautions, including this one involving Alan Gustafson (5) and Scott Naset (29). Chad Knaus, crew chief for Jimmie Johnson's No. 48 crew, and Billy Wilburn of Kyle Petty's No. 45 team finished second and third behind Petree.

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COTTON:
Spry's Racing Benefited
From Opportunities

CONTINUED FROM PAGE 2

involved in the incident, the wreck disturbed his wife, who was sitting in the grandstands that evening with their four children.

"That was the end of his racing," Spry jokes.

But for Spry, it was just the beginning. He bought the car from Spegal and has been racing it ever since.

"I couldn't afford anything like that, and if it hadn't have been for BFI getting the car to begin with, I probably still wouldn't be into it," Spry says. "But once they got me into it, I just went from there."

Now Spry owns two cars of his own, thanks to the help of a few sponsors, including Boss Construction, which came on board in 1997. When Spry first started racing his dirt car in the '70s, expenses came out of pocket and race payouts were slim.

"It might cost you \$10 to get in, and you might win \$20-30 if you finished midway in the pack," Spry says. "I never did get anything better than that because we just didn't have the money to run. We were mostly just having a big time."

"You'd go to the junkyard, and some of the people would give you parts if you put their name on the car," Spry says about his earliest "sponsorship" deals. "We pulled off the parts from an old car at the junkyard. Most of the stuff we had under the car was from a '56 Ford, A-frames and all."

Spry has come a long way from scrounging for parts in junkyards. These days he gets the parts for his cars from 600 Racing, Inc., the manufacturer of Legends cars, and has his own engine builder.

"I've never had any problems with the engines," Spry says. "I have blown one, but if you run them as hard as we do, you're gonna do that every now and then regardless of who builds them or how good they are."

On this particular night at the Concord track, Spry has little difficulty working his blue, yellow and white No. 16 around the quarter-mile track. Starting on the front row in the second heat, Spry easily drives off and leaves the rest of the field before holding off Todd



600 RACING PHOTO

WEEKEND WARRIOR: George "Cotton" Spry's racing career took a turn when BFI, Inc. purchased a Legends car in the mid-1990s.



600 RACING PHOTO

LEADER: George "Cotton" Spry leads the field during a Summer Shootout Series race at Lowe's Motor Speedway.

Johnson's No. 32 on the final lap. Spry's driving ability and prowess behind the wheel are even more evident in the 25-lap feature later in the evening, as he methodically works over his competitors, searching for some sign of weakness.

Spry's smarts also extend outside of the car to his ability to manage his equipment. Though he has the backing of a few sponsors, Spry is still conscious of the expenses that go into competing and the fact that he can't afford new parts as often as others.

"They say it's inexpensive racing, but it's really not. The guys I talk to at Concord put a set of tires on to race there, and that's about \$400. The everyday Joe can't do that," Spry says. "You can put on a set of tires — that's what I do — and run 10-12 races and still run good. I'm not in it to spend the money; I'm in it to win it if I can and have a big time."

Part of Spry's enjoyment in racing comes from helping other competitors.

"If there's anybody that needs help, I'm more than willing to help them," Spry says. "Guys come to my shop and I help them set their cars up and show them what I do to my car. People say, 'Well what if they outrun you?' That just means they're a better driver than I am because I run a car that's basically the same — same engine, same tires. The only thing that can be different is to put a different spring ratio in the car."

"If I help somebody else out and they're having a good time, that's what it's supposed to be about."

So what does the future hold for Spry?

"Right now I'm meeting a lot of nice people," he says. "If I quit having fun, I'll quit racing."

Legends Cars 101

In 1992, Lowe's Motor Speedway officials unveiled Legends cars, a "spec" class of racing created to be a fun and affordable way for anyone to race. The brainchild of LMS President and General Manager H.A. "Humpty" Wheeler and road-racing champion Elliott Forbes-Robinson, Legends cars are five-eighths-scale fiberglass full-fendered versions of old-school NASCAR modifieds — 1934 Ford and Chevrolet Coupes; 1937 Ford, Chevrolet and Dodge Coupes; 1940 Ford Coupe; 1934 Ford Sedans; and 1937 Ford, Chevrolet and Dodge Sedans — built exclusively by 600 Racing in Harrisburg, N.C. Legends are divided into four classes — pro, semi-pro, masters and young lions — based on experience and age.

Now in its 16th year, the series has more than 3,500 members in the United States, Canada and Europe is sanctioned by INEX. Each year, drivers compete in the Legends Car Asphalt Nationals, the series's largest event attracting more than 250 cars. Hosted at a different track each season, this year's asphalt nationals will be at The Bullring at Las Vegas Motor Speedway Oct. 11-13. Other Legends national events include the Legends Dirt Nationals and the World Finals Road Course event at Infineon Raceway. There is also the Bandolero Nationals for the Bandolero series, a spec cross between karts and cars designed primarily for children.

Some notable graduates of the Legends series include Dale Earnhardt, Jr., Kurt Busch, Kyle Busch, Reed Sorenson, David Ragan, Casey Atwood and Paul Menard.

Five Injured When Sprint Car Crashes Into Wall

JACKSONVILLE, Ill. — Five people were injured Friday and two remained hospitalized Sunday after a sprint car crashed into a retaining wall adjacent to the pit area off of turn four during racing at Morgan County

Speedway.

According to published reports, Bob Baker of Springfield, Ill., and Matt Icenogle of Chatham, Ill., were being treated at St. John's Hospital in Springfield. Baker, who suffered a "severe arm injury," was reported to be in fair condition. Icenogle was

reported to be in serious condition.

James Hurley and Scott Weakley, both of Springfield, and S. Dale Carter of Chatham were treated for their injuries at Passavant Area Hospital and released.

Speedway promoter Kim West told the *Jacksonville*

Journal-Courier all five were part of the pit crew for a Springfield-area race team.

The *Journal-Courier* reported that the race car driven by Daniel Avery of Burlington, Iowa, made contact with a spinning car and launched Avery "over a berm and into the air."

EMMR Helps Make Sure Racing's Past Stays In The Present

SHAMOKIN, PA.

Sometimes, some of the best “racing” doesn’t take place on the track. Such is the case with the growing popularity of the vintage racing organizations and museums scattered throughout the United States and the huge crowds that attend “old-timer” festivals.

So, we’re dedicating this column to vintage racing organizations everywhere, wherever that may be.

Each has its own distinct character of how it goes about preserving the past, but one ingredient is similar to all: constant attention and monetary support. Without it, future fans will never receive the opportunity to see, hear and feel how it used to be.

Recently, I attended Gary Wolford’s Fish Fry and Silver Springs Speedway Reunion, which was held at the Latimore Valley Fairgrounds in York Springs, Pa. Wolford is a prominent supporter of vintage groups, a two-time Silver Springs champion and the now-closed track’s all-time leading feature winner with

86. (Yes, the fish fry was great.)

Purchased in 1982 by the non-profit Eastern Museum of Motor Racing (EMMR), Latimore Valley’s 40-acre fairground and speedway is home to the EMMR museum, a 14,000-square-foot, two-story complex where an extensive collection of historic race cars sit in waiting. The restored half-mile dirt track is used for on-track exhibitions, a very popular attraction indeed.

Even our “Dean of Motorsports,” Chris Economaki, is donating all of his extensive and prestigious library collection to EMMR, where an already outstanding collection of Economaki artifacts are housed in a separate research library room. The library also includes other rare books, documents, photos and press memorabilia pertaining to all types of auto racing.

While the EMMR museum reflects the popularity of open-wheel dirt tracking, visitors will enjoy a wide variety of racing machines from all types of racing.

RACING BRIEFCASE



GREG ZYLA

These include everything from sprint cars, midjets and stock cars to motorcycles, Indy cars, drag cars and more.

Visitors will take pleasure in countless display cases, memorabilia and cars associated with drivers the likes of Lynn Paxton, Ted Horn, Paul Pitzer, Pappy Hough, Bill Schindler or Bobby Marshman — to name a few. You’ll see old-style trophies, helmets, driver suits, racer jackets, uniforms and many other items.

Other displays feature miniature tracks and numerous racing engines that powered cars from the 1930s to

the present day. On the second floor, you’ll see Junie Donlavey’s Truxmore-sponsored No. 90 Ford, a Chevy Dave Marcis crashed (we think at Pocono) and a beautiful Tide-sponsored No. 10 Ford Cup car driven by Ricky Rudd.

The Tommy Hinnershitz replica “garage” is a highlight, complete with the famous Miracle Power Special race car, as is a dedication to Hiram Hillegas, who built open-wheel cars near Allentown, Pa., in the 1940s and 1950s.

Close by, visitors will see a scale model of Paterson, N.J.’s Gasoline Alley, where a youngster by the name of Economaki started his career in racing working as a “stoogie” for the many drivers he would befriend.

EMMR is open every Saturday and Sunday from 10 a.m. to 4 p.m. through October 28. The two big events include the Latimore Valley Fair & County Festival, set for June 22-24, and the 33rd annual EMMR/Williams Grove Old-timers Convention the weekend of Aug. 17-19.

Full information is available at www.emmr.org, and make sure you take the virtual tour at http://www.emmr.org/virtual_tour1.htm. Latimore Valley is close to Williams Grove Speedway and just 15 miles from Gettysburg’s battlefields, so adding a visit to your itinerary is easy for out-of-towners. Notable is EMMR’s gift shop where visitors find many great books, apparel, videotapes, photos, artist prints and souvenirs.

Becoming a member of a vintage racing organization in your area of the country is a great way to help preserve the sport we all love so much.

I had a great time at the Gary Wolford event, and I can vividly remember EMMR’s groundbreaking ceremonies just over 25 years ago at Latimore Valley. This proves that everyone, sooner or later, becomes an “old-timer.”

Find your state’s organization, join it, support it and attend the events. You’ll be glad you did.

Outlaws On The Road Again

NEW EGYPT, N.J.

SNAP SCHATZ

It’s just another day on the road for us as we are making our way through New Jersey. The exciting thing is that we are finally getting where we are not messing around with just one race a weekend and are actually on the track at least three times in a week.

The travel has picked up, and we are getting to where we’re racing hard, heading down the road and doing it all over again the next night.

Generally, the motto that works is, “When the going gets tough, the tough get going.” When everything gets to be a challenge, it floats our boat. The only other problem is factoring in Mother Nature, but hopefully we’ll get all the races in.

It’s fun when it’s a challenge. The mental part is the hard part and is where you can really see the difference in teams. When you first get out on the road, guys probably think they’ve got a good idea of how to handle it all. It takes quite a few years of it to figure out all the little things that help you stay sharp with all the races, travel and more races. The more you do it, the more experience you have at it and ultimately the better you get.

That’s why you look at the history of the World of Outlaws and why guys like Steve Kinser, Sammy Swindell and Mark Kinser won so many races. They learned how to prepare for them mentally, physically and emotionally. And when it was time to race, they just went out and won as many times as they could.

Experience is how you get through the tough nights. We had one last week at Lernerville Speedway and just kept digging. We found the problem, got it fixed and scratched out a ninth-place finish.

You are going to have nights when you’re not good at the right time. You find yourself in the wrong spot when the opportunity presents itself all night long. It’s about overcoming those obstacles, getting what you can get and moving on to the next track.

Unfortunately, to get that ninth we had to use up our second and final provisional until later this summer.

We put our backs to the fire the very next race by timing in 35th out of 55 cars at



DONNY SCHATZ

Williams Grove Speedway. We caught a break in our heat and made our way into second, which got us in the dash. If it wasn’t for that, I’m not sure we could have run the alphabet into the A. We went from not making the show and losing the point lead to starting fourth and winning our fifth race of the year.

It’s great to get back the feeling of winning a race. Then coming back, not being locked in and doing it again the next night really makes you feel better. Having a couple nights like that builds character. My race team is pumped right now.

These guys (Dave Lawrence, Shane Bowers, Brad Sparks and David Nisbet) know they have to do whatever it takes. They do what they have to and do what I ask them to do. No questions asked.

That’s awesome in a race team. At Williams Grove the other night, I had a legend come up to me and say, “Man, you drive this place good.” It was Don Kreitz. When you have a someone like him pay you a compliment like that, it makes the hair stand up on the back of your neck.

The next week will be filled with plenty of racing and travel. After New Jersey, we’ll head back to Pennsylvania and then onto

Charlotte. We’ll get one night of racing down there and then turn around and go back to New York.

Hopefully, we don’t lose our Rand McNally Atlas on the way. I don’t think we can borrow one from the schedule makers.

You are going to have nights when you’re not good at the right time. You find yourself in the wrong spot when the opportunity presents itself all night long. It’s about overcoming those obstacles, getting what you can get and moving on to the next track.

Counting Down To The Countdown

INDIANAPOLIS

GUEST COLUMN

What an amazing year we’ve had. We’ve won three out of seven races and are 121 points ahead of our next competitor. But, for the first time in NHRA’s history, we’re going to have to deal with an all-new concept from the NHRA: the controversial

Countdown to the Championship. After 17 events, only the top eight will compete in the next six events for the top-four spots. The championship will then be determined in the final two events.

NHRA decided to go to a playoff system similar to what NASCAR did a few years ago. Since then, NASCAR has modified its system, and, while there may be some people who don’t like the new NHRA system, we’re all in a wait-and-see situation.

The irony of all this, especially since the Brut Revolution Dodge Charger Funny Car team I drive for is leading the points, is that we’re told this concept came about because of the incredible down-to-the-final championship chases we’ve had the last two years.

And we were in the middle of both of them.

In 2005, we lost the championship by eight points to my Don Schumacher Racing teammate, Gary Scelzi.

Last year, we led the points early on, and it came down again to the final event, this time among three of us: John Force, Robert Hight and me.

Force took his 14th championship, and we ended up third.

So, while it’s possible this new Countdown to the Championship may actually help us, there is no guarantee. Right now, we would love to see the championship determined as it had always been, since we’re enjoying such a strong lead, but how this will work out is still a mystery for all of us.

I looked back at the new rules, as I wasn’t quite sure of how the points will be reset. And, as much hoopla as this Countdown is getting, I would say 85 percent of the crew chiefs, owners and drivers still don’t exactly know what’s going to happen.

When they reset the points for the top eight at the U.S. Nationals at Indy on Labor Day



RON CAPPS

weekend (NHRA’s Daytona 500 or Indy 500), it’s going to be in increments of 10 points, and that is basically nothing.

We could go in there with a 200-point lead, and the points will be reset to our being just 10 points ahead. If they were to reset the points right now, we would be in the lead, Hight would

be just 10 points behind us and Tony Pedregon would be only 20 points back.

That’s a half a round and a round, not counting the qualifying points.

In 2005, when we lost by eight points, we attributed that to our poor qualifying efforts during the season.

This year, we set our goal to qualify well, and we’ve done that. We’ve qualified third three times, fourth twice, sixth and seventh and have been in the top half all year. We certainly aim to continue to qualify high. Every point beginning with the U.S. Nationals will be extremely valuable.

As of now, it’s not a big deal to get the huge point lead, unfortunately.

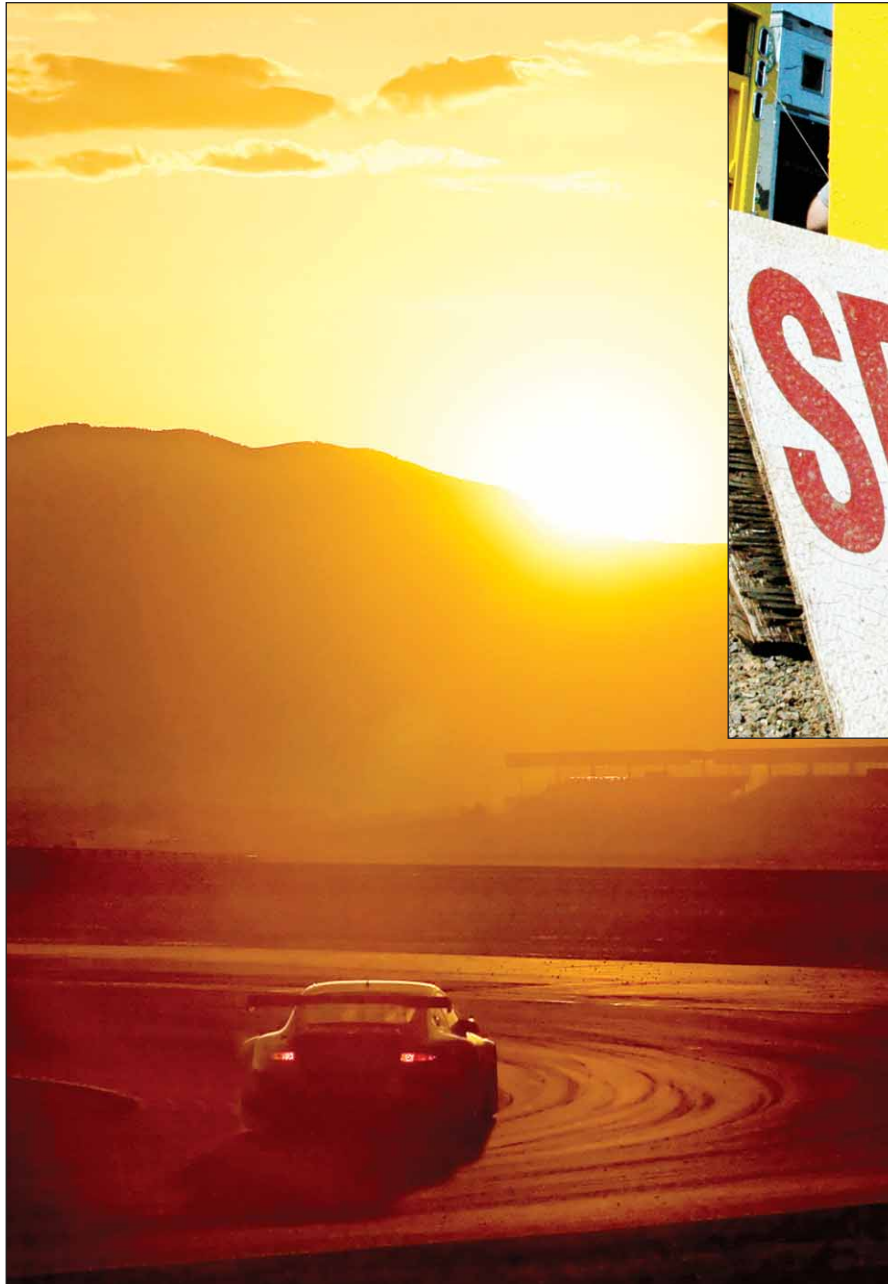
You might as well consider it a zero point lead. Basically, for the Brut Revolution Dodge team, we’re just going to try to get as many wins as we can and as much publicity as we can for all of our sponsors.

If we are fortunate enough to earn even more of a point lead, we can probably test some things on the car at the few events before Indy. To be able to test at a race will be beneficial, because of the different race-track conditions we will face in qualifying and on race day. That will be a big deal to us.

Other than that, it’s going to be heartbreaking to go into the U.S. Nationals with the kind of lead we have right now and to have it all reset. But, there are still 10 events to go before the Countdown begins.

We have to make sure we don’t fall back at any time. We need to stay in the top eight, and if we can keep up our momentum and hang on to No. 1, at least we will have a 10-point cushion heading into the final laps of the Countdown to the Championship.

It will be interesting to see how all this pans out, and whether the naysayers will say, “I told you so,” or “Way to go, NHRA.”



LEE MCALLISTER PHOTO

INTO THE SUNSET: A Porsche navigates the turns of Miller Motorsports Park in Salt Lake City, Utah, Saturday during the American Le Mans Series Utah Grand Prix.



MIKE GBUR/JMS PRO PHOTO

RESTRICTED AREA: A sign restricts the pit area for World of Outlaws Sprints Tuesday at Lernerville Speedway in Sarver, Pa.



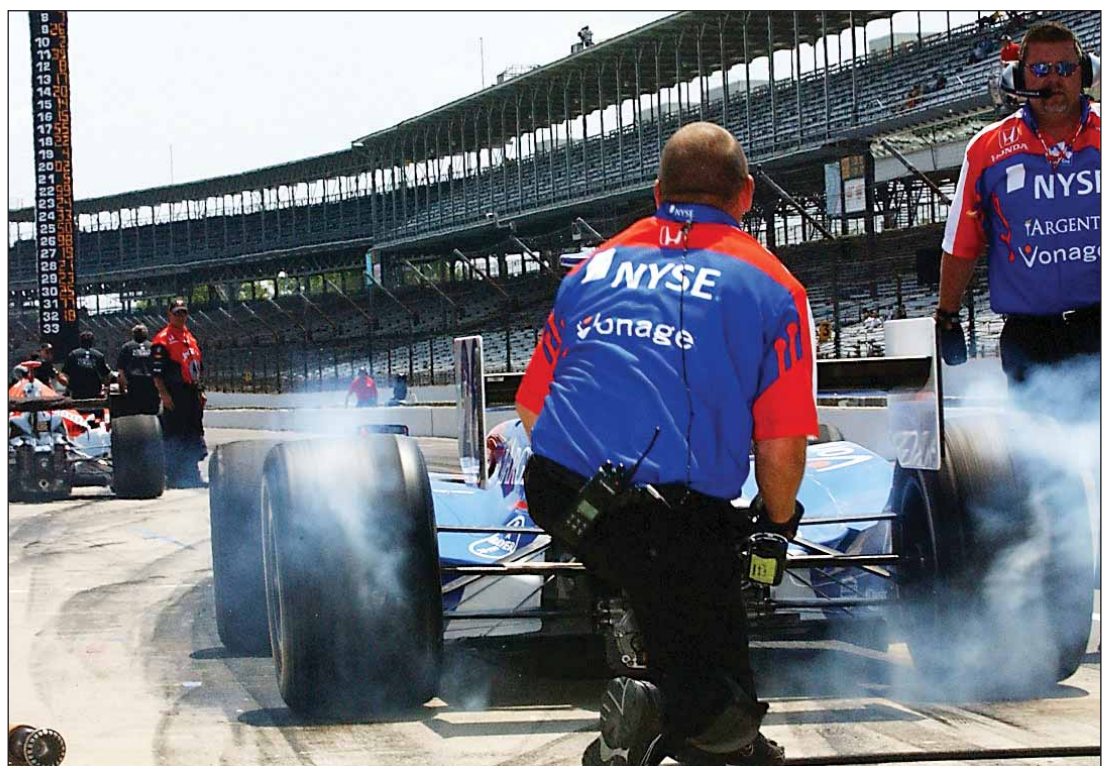
MIKE GBUR/JMS PRO PHOTO

A LITTLE HELP: Michael McDowell used the 'easy button' to win the pole for Sunday's ARCA RE/MAX Series race in Toledo, Ohio.



JASON SMITH/GETTY IMAGES

ICONS: Michael Jordan signs a pair of Air Nikes for Dale Earnhardt, Jr. Jordan served as grand marshal of Saturday's Nextel All-Star Challenge at Lowe's Motor Speedway.



GINNY HEITHAUS PHOTO

GOOD TO GO: Marco Andretti leaves pit road during practice at Indianapolis Motor Speedway.

ECONOMAKI: Detroit Making Strides For Belle Isle Renewal

CONTINUED FROM PAGE 4

with his spirited auctioneering style, with item No. 1 of 49, a fully autographed crash helmet that went for \$1,500. The auction ended two hours later, having realized more than \$100,000 toward starting construction of the Granatelli Museum. Andy himself was the highlight of the night, lumbering to the microphone and telling one and all his extensive private collection of cars and memorabilia would be at home in this museum once built. He then recalled his days as a racing driver, a team owner, kissing **Mario Andretti** after his 1959 STP win at Indy and other highlights. His brother **Vince** was among the speakers as big Andy gave dutiful credit to his wife **Dolly**, his brothers and two sons for his successes. Never in its long history has U.S. auto racing enjoyed a salesman of Granatelli's skills. Among the many guests spied was **Ron Watson**, from the Novi, Mich., Hall of Fame & Museum, which is seeking a new home, making ye ed wonder:

This Friday should be an interesting day in Indianapolis. At 3:30 p.m. at the Speedway, concurrent with the infield kickoff time of the Miller Lite Carb Day **Kid Rock** concert, fans will see 16 vintage racing cars take to the track, ranging from **Gene Hausteins** 1933 Hudson-engined Martz Special to Lloyd Ruby's 1961 Epperly-Offy Special, in a lengthy run for fans of "way back when." Later that day it's the Hoosier Hundred for USAC Silver Crown Cars (dirt version) at the Indiana State Fair one-mile oval.

Who would have thought deluxe accommodations for the Indy Racing

OURSLE: Michelin Doesn't Talk About Its Racing Success

CONTINUED FROM PAGE 4

shy away from it. The current hike in gasoline prices has brought out a truism, namely that the bulk of the country (even

League's return to the Detroit Grand Prix at Belle Isle would sell out months before the Sept. 2 road race? The *Detroit News* now reports 48 of the 50-person hospitality suites available, costing \$50,000 each, have been sold, as have seven of the 100-person chalets — at \$95,000 each! The race organizer, The Downtown Detroit Partnership, is chaired by **Roger Penske**.

Italy's Ferrari celebrated its 60th birthday Sunday with what we in this country would call a garage sale. At its private test track in Maranello, RM Auctions of Canada conducted the sale of surplus items, which included a few cars. Of principal interest was the 1962 330-TR-1/LM Testa Rossa driven by American **Phil Hill** and Belgian **Olivier Gendebien**. It is the only four-liter (and last) Testa Rossa built.

Indy's midget fans will have to wait another season, until 2008, for the small cars to return to the city's east-side Speedrome oval, says track owner **Joel Cohen**.

An interesting survey of the interest shown in sports by African-American men revealed, as expected, NFL was No. 1, followed by college football and the NBA. Going down the list, NASCAR was ranked 8th, with the NHRA 12th, the Indy Racing League 19th and Champ Car 22nd. Another facet of the survey, the percent of African-American composition, was led 1-2-3 by the WNBA, AFL and WWE. NHRA and Champ Car were rated 12th and 13th, with the IRL 18th and NASCAR a surprising 21st.

Remember **Joe Lencki**? He was heavily involved in both pre- and post-war Indy-car racing, building his own cars and his own engines as well. Along the way he conjured up a mix (some say in his bathtub) called Speedway Cocktail designed to

with the ever-increasing popularity of NASCAR) gives their own automobiles — much less performance-oriented ones — little thought. Smaller, more gas-efficient vehicles are what we want now, and the fact that racing can, has and continues to lead the way in improving that efficiency is lost on the majority of the public and a number of automotive executives, many of whom still harbor the notion that "speed kills."

improve engine performance. Available at retail in small bottles right after WWII, the product disappeared after Lencki sold out to Carolina racing magnate **Bruton Smith**. Some now believe Smith's widely advertised and heavily promoted zMax, which appears to have chased away STP, was originally Speedway Cocktail.

Drag racing has arrived in a big way in the deserts of the Middle East. A new Emirates Motorplex in Dubai's Umm Al Quaywayn is doing big business, so much so that speed shops are blossoming in area towns. Dubai is one of the seven principalities that make up the oil-rich United Arab Emirates.

Got a few bucks? Mercedes-Benz USA has announced a roadster version of the SLR McLaren sports car will be available at stateside dealerships this fall. No price yet says M-B's **Rob Moran** for the car, which will be built at McLaren's Woking, England, shops. The coupe is priced at \$452,750, leading to speculation of a more than \$500,000 sticker for the roadster. M-B sold 141 coupes in the U.S. last year; the company reports.

It was sad to learn of the recent Indiana death of 85-year-old **Russell Kruse**, famous for his eloquent auctioneering of cars, old and new. His companies, now run by one of his four sons, Dean Kruse, were founded in 1971 after he auctioned off his first antique car. Among his noted sales are cars owned by gangster **Al Capone** and movie star **Greta Garbo**, whose Duesenberg he auctioned off on three different occasions, each time at a higher price. Long after his 1970s graduation from auctioneering school, Kruse purchased the school and relocated it to Auburn in north-east Indiana, now home to the Kruse family of businesses, including a popular car museum.

The irony is that racing in the past three and a half decades has spent as much, if not more time on safety than it has on going fast. What the sport needs to do is to get the Michelins of this world to enlighten their customers to that fact, and not talk, if they talk at all, to just the relatively few of us who embrace performance and racing. It is, ultimately, a matter of survival.

Rodger Ward driving, remains one of midget auto racing's greatest stories. The five-time ARDC championship car owner, who served in nearly every official capacity for that club, was also the mayor of Warren, N.J. In his career Watson did everything from serving as a mascot to scoring midget races to writing and publishing books about the cars that used to be a steppingstone to the Indianapolis 500. During his final 15 years, his company, Witness Productions, also published books on Jim Hurtubise, Jan Opperman, Lloyd Ruby and Bill Vukovich, as well as a book about the history of midget racing in America. He was also instrumental in the founding of the National Midget Hall of Fame in Sun Prairie, Wis.

FORUM: Readers Try To Solve NASCAR's Problems

CONTINUED FROM PAGE 4

him out. I have to believe they were at the scene before he even got back on all fours. They really need to be commended for their level of awareness, hard work and knowledge of motorsports injuries. I have been to many tracks, including NASCAR races, where the quality of track safety officials has been appalling. Most recently, I can recall Bobby Labonte walking back to the infield after a hard crash at Martinsville. I have to wonder if Tim Shaffer had suffered his hard crash last June at any other track but Knoxville, if we would be seeing him race this year. Knoxville is not alone, as I have seen fantastic crews at other places, but Knoxville's crew really stands out in my mind.

I would invite track owners and promoters from every track to come to Knoxville and see what the best can do. I just hope they understand how important these people are to the sport. They are there to keep our heroes (local and national) racing.

*Serena Dalhamer
Cedar Rapids, Iowa*

NASCAR Solutions, Part II

Dick Hemberger had some great solutions for NASCAR in the May 9 Forum. While there is no perfect answer, I would tweak his list.

1. Shorten most races.
2. Reduce the fields slightly, but only on short tracks. I saw 21 Indy cars at Kansas — not good.
3. Modify the provisional qualifying procedure — perhaps past champions only.
4. Right on, no yellow-flag pit stops unless you are the cause of the yellow.
5. Double-file restarts, but slow cars in the rear.
6. Right on, if the car goes to the garage, it is done.
7. Borrow a page from F-1 — you start with what you qualify, except for fuel load. Great list, Dick. NASCAR, your grass-roots are talking. Pay them heed.

*Hank Melhorn
Oak Grove, Mo.*

'Tilting With Windmills'

As usual, I agree with the opinions expressed by Gary London and Ron Lemasters, Jr. in the May 2 issue. Unfortunately, since the idiots they were speaking to are not race fans and therefore do not read *NSSN*, they won't get to see those opinions. Of course, they probably can't read anyway.

I have been attending races for 45 years now, mostly USAC with a few CART, WoO and local tracks thrown in, and in all those years, I've only seen people cheer for a wreck once. Guess what? That was at my one and only NASCAR race. It was at Dover in 2002 when Jeff Gordon crashed. Now, not everyone cheered and some seemed as appalled as I was, but there were enough of them around me that I decided right then and there that I didn't want to associate with that bunch. The race fans at Paragon, Ind., have a lot more class than that.

Well, of course, now I'm tilting with windmills because those idiots won't read this either, but I feel better.

I just received the May 9 issue and read the letter from Max Daugherty of Plainfield, Ind.

Amen, and if I were there, I'd meet you at the Alcove Inn — if it's still there. Hooray to Dave Argabright as usual. He's read my mind again. I'm one of the "segment of fans who soon lost interest in the sport."
*Bruce A. Hiles
Egg Harbor, N.J.*

Speed Missing From Indy

One of your writers, John Oreovicz, wrote in an ESPN article that qualifying at Indianapolis isn't what it used to be, with thinner crowds, etc. The reason for the thinner crowds, for one who's attended quads since 1990, is simple: The authorities are afraid to let them go after the all-time track record because of the perceived dangers of driving too fast — as if the risks weren't greater when the drivers volunteered to take them 50 years ago at speeds some 80-miles per hour slower.

Weak knees of the early 21st century are the reasons for the fall off.

*Chris Kelly
Indianapolis, Ind.*

Dale, Sr. Still The Man

This is a response to Ron Lemasters, Jr.'s column in the May 2 issue:

Yes, Jeff Gordon passed the late, great Dale Earnhardt, and, yes, we will have to learn to deal with it. But I say one thing to this — he may have passed the man, but he will never be the man.

I have been an Earnhardt fan ever since he showed up on the scene in 1979. As for one thing, Mr. Lemasters, you need to show some respect toward Dale, Sr. The comment you made says Dale will have 76 forevermore, so deal with it. That's just wrong to say. So, I say to you again, Jeff will never be the man like Dale, Sr. was.

*Larry Baker
Goodland, Ind.*

Competition For Vettes

Bill Oursler's column entitled "ALMS Officials Are Making The Right Decisions" is true as far as it goes.

Namely, LMP1 and LMP2 racing is great. But I would surely like to see some competition in GT1 for the Corvettes. I am concerned that next year there will be no GT1 entrants at all.

*Robert House
Midland, Mich.*

Don't Blame TV

Irwindale Speedway's Kevin O'Brien is quick to blame NASCAR's Saturday televised shows for the big drop in attendance at his and other short tracks, but there are other factors.

The crowds at Irwindale are small even when NASCAR isn't on television. This is what happens when you run out your adult employees and replace them with teenagers. I stopped going to Irwindale because the new employees I'd encounter — when I parked, at the turnstiles, in the rowdy and dirty grandstand, etc., — were more interested in text messaging or talking on their cell phones than greeting me or answering my questions.

The adult employees that used to treat me like a family member all got jobs with the Angels baseball team after being let go by the track — a team that recently ranked third-most-friendly to fans of all the major-league sports franchises.

Although I miss pavement racing at Irwindale (10 minutes from my house), I've recently become a big dirt-track fan at the Perris Speedway (90 minutes away). I'm treated like royalty there, so that is where I'll spend my money.

*Michelle Carter
Temple City, Calif.*

Mills, Hough, Brenn & Watson Get The Nod

INDIANAPOLIS — The latest inductees into the National Midget Auto Racing Hall of Fame have been announced. Jack "Curley" Mills, Roscoe "Pappy" Hough, Kenny

Brenn and Ed Watson will be honored, although the date and site of the ceremony are still being finalized.

These four individuals received the most votes cast by a panel of midget racing experts from across the country.

Mills won the inaugural event at the famed Gilmore Stadium and later triumphed in four events in a row there when it was one of the most competitive venues in the nation. On August

18, 1936, he was injured in a race at Madison Square Garden in New York. He died from his injuries in December of that year.

Hough started driving "big cars" in the late 1920s, switching to midgets in the middle 1930s and racing primarily in the Midwest before moving out East. He became one of the most successful pre-war drivers, winning 44 events in 1941 and owning career total victory estimates running as high as 1,000 races. In addition, he built dozens of cars over a 30-year period and owned racing teams as well.

Brenn remains one of the most respected car owners in midget racing. His incredible victory as the winning car owner at Lime Rock, Conn., on July 25, 1959, with Indy 500 winner

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