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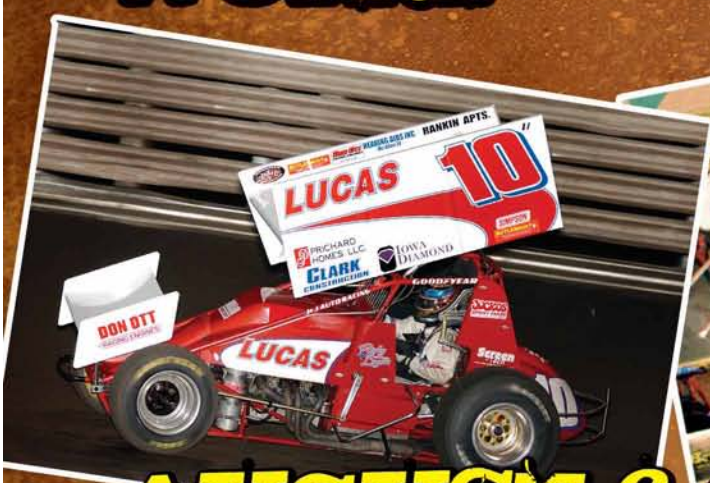
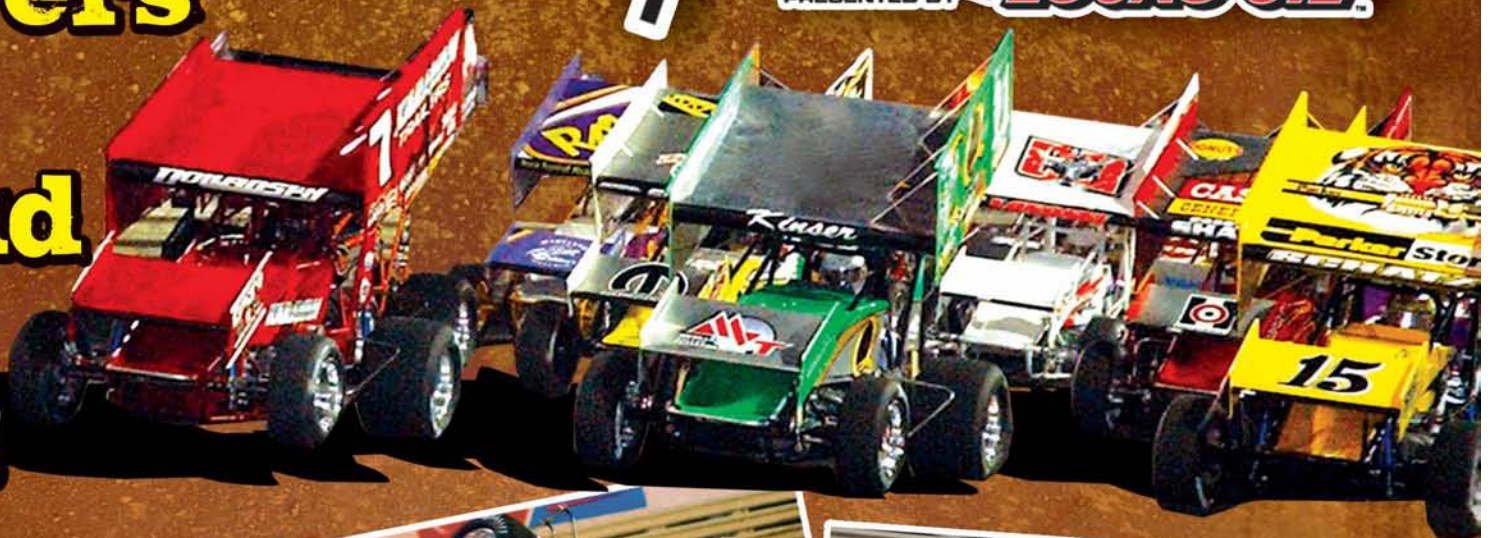
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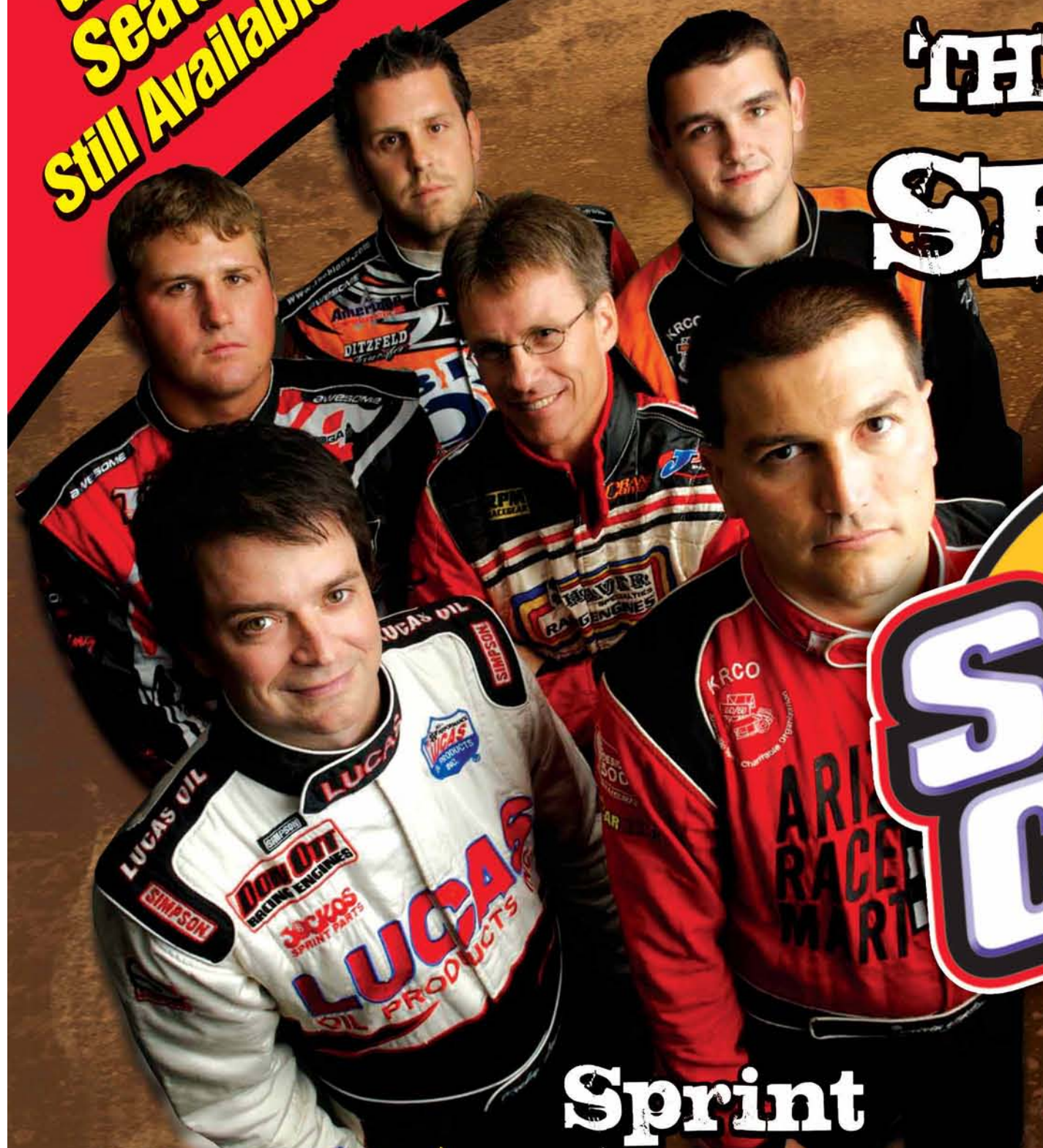
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NATIONAL SPEED SPORT NEWS

Indy Glory Calls
To NASCAR Teams



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USAC SPRINTS

PAGE **8**



Jones Wears Sprint Week Crown

JULY 23, 2008

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SLICK TRICKS

Tire Strategy Gets Briscoe
To Mid-Ohio Victory Lane

IRL INDYCAR

PAGES **3, 26-27**



DAN HELRIGEL/IRL INDYCAR PHOTO

RIGHT-ON RYAN: Ryan Briscoe (6) leads a pack of cars around Mid-Ohio Sports Car Course during Sunday's Honda Indy 200 at Mid-Ohio en route to his second triumph of the season.

Could GM Cutbacks Spell Trouble For Racers?

INDUSTRY

PAGE **2**



GM Cutting Spending

Effect On Auto Racing Unclear As Manufacturer Slashes Budget

By JOHN CLAYTON
STAFF WRITER

HARRISBURG, N.C. — Struggling General Motors is cutting its spending by about \$10 billion, a move that will have an as yet immeasurable impact on the company's longstanding involvement with auto racing.

Just how deep those cuts will be and where they will be felt will unfold as GM considers its sponsorship status throughout the sport.

INDUSTRY

"Like all areas of the business, these areas have not gone without a certain level of scrutiny, and there will be modifications and changes in our promotional footprint in all of those areas," Troy Clarke, president of GM North America, told the Associated Press July 15. "We're not going to talk about the details today, and specifically NASCAR, but all those areas have been reviewed and will continue to be as we work these action plans through."

GM announced at the same time that stock dividend had been suspended and it will sell up to \$4 billion in assets due to a downturn in sales,

"I think everybody in big-time racing needs to brace themselves for more of the same from many other companies...Racing is going to change drastically — and has needed to do so for a long time — as a result of this economy."

H.A. "HUMPY" WHEELER
FORMER LOWE'S MOTOR SPEEDWAY
PRESIDENT

which has resulted in the weakest U.S. auto sales in a decade, and the rising cost of gas.

Attempts to reach GM racing officials for further comment were unsuccessful.

While GM's budget cuts are to this point clouded with uncertainty, there is also concern that Ford and Daimler-Chrysler will follow suit with substantial budget cuts of their own.

"GM's cutback is no surprise. They

are going through their toughest time in history and are cutting back everywhere, so why not racing?" said former Lowe's Motor Speedway President and current Speedway Motorsports, Inc. consultant H.A. "Humpy" Wheeler. "I think everybody in big-time racing needs to brace themselves for more of the same from many other companies. The economy is awful and won't turn quickly. We have been through these challenges before. What everyone needs to focus on is cutting costs — whether it be the top Cup teams or those who race every Saturday night at the short-track level.

"Racing is going to change drastically — and has needed to do so for a long time — as a result of this economy. Five years from now, it will be much more efficient because this is survival for many. Fortunately, I continue to see GM as a major factor on the short tracks where many divisions can run stock parts from the dealers."

The Associated Press also reported that Speedway Motorsports, Inc., which owns eight tracks with

GM: CONTINUED ON PAGE 42

Blaney Tops All Stars In Millstream's Return

Blaney Charges To The Front Before An Overflow Crowd

FINDLAY, Ohio — Millstream Speedway returned to action for the first time in nine years Saturday night, with an overflow crowd watching Dale Blaney claim the O'Reilly All Star Circuit of

ALL STARS

Champions sprint-car feature at the event promoted by Dean Miracle.

Point-leader Lance Dewease and Blake Feese shared the front row for the 30-lap race on the historic half-mile dirt track, with Feese grabbing the lead.

A red flag slowed the pace when Andy Shammo and Brandon Martin tangled on lap three, but Feese controlled the restart. A second yellow flag came on lap nine when Byron Reed lost a drive shaft.

While Feese continued to lead, Blaney was working his way to the front. He took second on lap 15 and began challenging Feese. Blaney moved George Fisher's No. 2 around Feese for the lead on lap 20.

Blaney led the rest of the way to

the checkered flag, while Feese held off 18th-starter Greg Wilson for the victory.

Tim Shaffer and Lance Dewease rounded out the top five, as the race surface that was mostly rocks and grass a few months ago, held up well under the stress of the 43-car field.

At least on this night, Millstream Speedway was back on the map.

The summary:
Fast time: Lance Dewease, 14.352 seconds (43 cars).

First Heat: Greg Wilson, Lance Dewease, Blake Feese, Lee Jacobs, Brock Mayes, Phil Gressman, Todd Heller, Geoff Dodge, Tony Beaber, Ryan Myers, Chad Blonde.

Second Heat: Mike Dussel, Dean Jacobs, Randy Hannagan, Jeremy Campbell, Kenny Jacobs, Caleb Griffith, Chris Andrews, Cole Conley, Chad Goff, Rodney Hurst.

Third Heat: Rob Chaney, Dave Harrison, Dale Blaney, Tim Shaffer, Jamie Miller, Danny Smith, Andy Shammo, Cory Seeling, Bruce White, Chad Arthur, Kody Kinser.

Fourth Heat: Brandon Martin, Craig Mintz, Brian Ellenberger, Byron Reed, Butch Schroeder, Jody Keegan, Mike Brecht, Bruce Robenalt, Cole Duncan, Ed Neumeister.

Dash: Shaffer, Hannagan, Dewease, Ellenberger, K. Jacobs, Feese. B Main: Andrews, Smith, Blonde, Shammo, Keegan, Duncan, Stark, Griffith, Kinser, Dodge, Myers, Beaber, White, Conley, Robenalt, Seeling, Hurst, Gressman, Goff, Brecht, Heller, Neumeister, Arthur.

Feature: Blaney, Feese, Wilson, Shaffer, Dewease, Hannagan, Smith, D. Jacobs, Mayes, L. Jacobs, Campbell, Mintz, Harrison, Andrews, Dussel, Blonde, Chaney, Schroeder, Ellenberger, Reed, Martin, Miller, Shammo.

Dale Blaney



WORK IN PROGRESS

USAC Is Making Changes To Get Back On Track

On Dec. 4, 2007, Kevin Miller was named President and CEO of USAC and appointed the daunting, yet very necessary task of restoring the grand old organization to the position it once held as the most formidable racing organization in America.

By BOB GATES
NSSN CORRESPONDENT

INSIDE LOOK

Talking to NSSN at that time, Miller discussed a plan that can be capsulated in a three-part strategy: 1. Improve communication with the USAC membership; 2. Emphasize being an entertainment entity; 3. Aggressively market the USAC product, some

of the best racing in the nation, in order to grow the audience.

Today's technology is one tool that Miller has chosen to implement those objectives. "It's a different world today than the one USAC grew up in," observed Miller. "It's a technological world. We plan to use the Internet to expose the sport for growth, to eventually conduct business with our competitors and to communicate with our fans."

To accomplish that, USAC hired a film-school graduate to create and maintain a new Web site. It was launched a few weeks ago. For the recent Richmond Sprint car/Silver

PROGRESS: CONTINUED ON PAGE 42



DICK AYERS PHOTO
REWORKED: Part of USAC's new strategy is to introduce a new version of its Silver Crown car, seen here at New Hampshire Motor Speedway last season.

NSSN RACING LINE

The Week In Motorsports
For July 23, 2008

Alabama Heat Can't Keep Ganassi Duo From Victory Lane

LEEDS, Ala. — "It was hot, I mean really hot. I was hot, the car was hot and the engine temps were definitely hot. It was tough."

GRAND AM PAGE 6 But then, Scott Pruett is tough himself. And here in the Grand American Rolex Sports Car Series's Porsche 250 by

Bradley Arants on Sunday in the 100-plus degree heat of an Alabama summer's day, he showed just how tough he can be.

King Kinser Wires The Field In Martin Memorial Score

SARVER, Pa. — Steve Kinser led all 40 laps to win the Don Martin Memorial Silver Cup Advance Auto Parts World of Outlaws Sprint Car Series race at

WoO SPRINTS PAGE 38 Lernerville Speedway July 15. It was Kinser's first victory in the prestigious event in 14 years and earned him a \$40,000 check.



JOE SECKA/JMS PRO PHOTO

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'Amazing Race'

Tire Strategy Pays Off As Briscoe Races To Second Triumph Of Season

By BRUCE MARTIN
NSSN CORRESPONDENT

STEAM CORNERS, Ohio — As confusion reigned in Sunday's Honda Indy 200 at Mid-Ohio Sports Car Course with so many cars running different strategies, Ryan Briscoe needed a calming influence to know if he would be up front at the end.

IRL INDYCAR

Briscoe received it over his radio from team-owner Roger Penske, who was calling his race strategy.

By making the proper pit stop calculations, Briscoe won his second IndyCar Series race of the season. He defeated teammate Helio Castroneves by 7.2640 seconds in the 35th 1-2 finish in Team Penske's open-wheel history.

"It was an interesting race," Briscoe said. "There was one point where we fell back in the pack, staying out a bit too long on the wets (treaded tires). I was thinking to myself, 'I know it can be done. I know with Roger calling my strategy, we'll get up to the front. If we win this, it's going to be awesome.' I actually thought that to myself.

"And here we are."
Two heavy rain showers leading up to the race soaked the course, forcing the 26-car field to start the race on rain tires. But when the green flag waved and the sun came out, the track dried quickly.

Vitor Meira and Darren Manning were the first to switch to slicks when they pitted at the end of the first lap.

But the drivers up front gambled to protect their track positions and stayed on the rain tires. Through the first five laps, most of the field came into the pits to switch tires, but Briscoe was among the last to make the switch when he came in on lap six.

Three laps later, Enrique Bernoldi passed Ryan Hunter-Reay entering the fourth turn of the road course and the two cars touched, sending both off course for the first yellow flag of the race.

Briscoe was sixth at that point, but with so many cars running out of sequence, Penske made the call for Briscoe to pit on lap 23 for four tires and fuel. It proved to be a great move because two laps later, Mario Dominguez's car had a rear wing fall off, sending it spinning off course into the gravel pit off the fourth turn



DAN HELRIGEL/IRL INDYCAR PHOTO

RED-LETTER DAY: Team Penske crewmembers celebrate as Ryan Briscoe wins Sunday's Honda Indy 200 at Mid-Ohio.

for another caution period.

When the pits were opened two laps later, many of the cars in front of Briscoe pitted while the young Australian stayed on the race course.

Penske's calming voice let Briscoe know they were on the right strategy that would ultimately win the race.

"Basically, it was all about just pitting as soon as theoretically you could to go to slicks," Briscoe said. "I think

we just played it too safe. We stayed one too many laps on wets. But after that, we were on slicks. It was all about pitting for us as soon as we thought we'd be able to do one more stop. So, it became a three-stop strategy instead of a two-stop strategy as it would have been in a full dry race."

Briscoe built huge leads throughout

RACE: CONTINUED ON PAGE 26

Patrick And Duno Have Words After Incident

By BRUCE MARTIN
NSSN CORRESPONDENT

STEAM CORNERS, Ohio — A good, old-fashioned cat fight broke out on pit lane Saturday morning involving none other than IndyCar's Danica Patrick and Venezuelan female driver Milka Duno, giving the IndyCar Series its perfect storm.

IRL INDYCAR

It started in Saturday morning's practice session when Patrick tried to pass Duno's slower car at the Mid-Ohio Sports Car Course. Patrick had difficulty passing Duno's car when she would not move out of the racing lane to let the faster car by.

When Patrick finally got by, she drifted towards Duno's car in a sign of frustration.

After practice was over, Patrick walked down the pits, but on the other side of the pit wall, unlike her march down pit lane in an aborted attempt to confront Ryan Briscoe in this year's Indianapolis 500.

Duno became furious, took a towel she used to wipe sweat off her face and threw it in Patrick's face. A friend of Duno's shot video of the confrontation, which quickly became heated.

"You have no idea what you are doing out there, you're going to get someone hurt," Patrick said to Duno on the videotape.

That is when Duno threw the sweat-

soaked towel at Patrick, who screamed, "What are you doing?"

Duno then said, "If you are going to act that way, you can go. I saw you. I saw you" and then threw the towel in Patrick's face again.

Patrick then exclaimed, "What the hell? It's not my fault that you are slow. You are giving everybody a hard time out there."

When one of Duno's crewmembers interceded, Patrick said, "I just want to talk to her about it. It's happened three times this week."

Duno again ordered Patrick out of her pit and Patrick said, "You can pass cars because you are fast, yes?"

Then you could pass me with no problem."

Patrick then said, "When you are in the (bleeping) corner and you turn down, all I want to know is did you see me?"

Duno stormed off and Patrick said, "Brian Barnhart (IndyCar president (IndyCar president can take care of this. I don't give a (bleep)."

After Patrick qualified a disappointing 20th in Saturday's qualifications, she retreated to her motorhome where she took a nap. Duno returned to her team transporter and did not back off her confrontational attack on Patrick.

"What happened is she (Patrick) came in a bad way with bad words, and I'm not going to talk with some-

PATRICK: CONTINUED ON PAGE 26



Danica Patrick



Milka Duno

Toledo Crash Claims MSA Driver

TOLEDO, Ohio — Veteran race car driver Terry Gibson was killed Friday night at Toledo Speedway.

Gibson was competing in the first heat for the Midwest Supermodified

OBITUARY

Ass'n when his car slammed the first-turn wall.

While sanctioned officials said he died later, the *Toledo Blade* reported that the 46-year-old LaRue, Ohio, native was pronounced dead at the scene by Lucas County Coroner Investigator

Charlie Hunt.

The race was run as scheduled and winner Tim Jedrzejek confirmed the drivers were told about Gibson's death after the feature.

"It's a sad day for all of the MSA family," said MSA President Kevin Jaycox. "Terry was one of the most liked guys in the pits. Our thoughts are with the Gibson family."

The only other driver fatality at the half-mile asphalt oval came when Scott Baker was killed at the track in 2000.

OPINIONS

ECONOMAKI: FIA has more than its share of projects. **PAGE 4**

MARTIN: Walker facing uphill battle with Edmonton return. **PAGE 27**

WADE: Drivers want to be safe in their cars, not necessarily slower. **PAGE 31**

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EXCLUSIVE

Darrah Hopes To Add Own Posse Glory To Family's Racing Legacy

A wall of photos at Eckert Trucking in York, Pa., tells the story of sprint-car driver Cody Darrah's family.

UP NEXT PAGES 28-29
In one photo, Cody's uncle, World of Outlaws driver Rick Eckert, wheels his No. 24 car to the 2001 United Dirt Track Racing Ass'n Championship.

In another, Cody's mother, Kitty Eckert Darrah, holds a checkered flag in the late 1980s next to her No. 0 street stock.

WINNER'S LIST

Series	Winner	Where	Page
ALMS	Werner/Luhr	Steam Corners, Ohio	6
ARCA RE/MAX	Scott Speed	Sparta, Ky.	10
NHRA Top Fuel	Tony Schumacher	Kent, Wash.	30
NHRA Funny Car	Tony Bartone	Kent, Wash.	30
NHRA Pro Stock	Jason Line	Kent, Wash.	30
Nationwide	Carl Edwards	Madison, Ill.	34
Craftsman Truck	Johnny Benson	Sparta, Ky.	36
WoO Sprints	Donny Schatz	Mechanicsburg, Pa.	39

THE FINISH

"She's pushed guys before because she knows a guy can't push back. But with me, forget about it. If she wants to find my worst side, she is going to find it."

IRL INDYCAR'S MILKA DUNO
ON DANICA PATRICK



► PUBLIC FORUM

Let your voice be heard

Trouble At The Top

Is the NASCAR Sprint-Nextel Cup sponsorship in trouble? I seem to remember a North Carolina-based tobacco company that pumped hundreds of millions of dollars into NASCAR.

Think they would come back if this deal goes away? Probably not. You can't seem to see where they ever existed in NASCAR, banished to obscurity, sort of like the old NASCAR fan.

Remember the old saying: "Don't forget the people who helped you on the way up. You may need them on the way back."

Have you looked at the grandstands lately?

Gary Gore
Warrenton, Va.

Royal Conspiracy?

With rumors flying for the past year of favoritism for the teams that stayed with the World of Outlaws during the split, the mess that took place at Eldora Speedway during the Kings Royal this year makes one think the rumors might be true.

For those who don't know, the No. 15 car (Donny Schatz) got a third lap of qualifying for what was described as interference during his second lap. He timed in at 20th place on the first lap and 24th on the second.

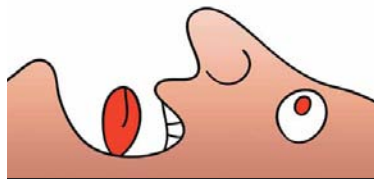
As a fan in the stands, I saw no cars on the track or anything else. No reasonable excuse was given by officials as to why this was allowed. Several race teams were very upset and even packed up to leave. It makes one wonder how much the last two championships were earned.

Mike Kinzler
Joliet, Ill.

Praising Eldora's Crew

I have written two letters critical of the track preparation and excessive dust at Eldora last year and at the beginning of this

FORUM: CONTINUED ON PAGE 55



Share Your Opinion

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



Big Bucks Here, Big Bucks There

FIA Dishes Out Millions For Project This, Project That

MIDLAND PARK, N.J.

When reading of the big fines levied by the FIA (Federation Internationale de l'Automobile, world governing body of motorsport) on racing entities, we always wonder what becomes of this money. Now we are finding out — somewhat. It was recently announced by the FIA that its \$60 million share of the \$100 million fine handed to Team McLaren last year has been allocated to the newly formed Motor Sport Safety Development Fund headed by retired world driving champion **Michael Schumacher**. This fund will be headed by FIA President **Max Mosley**; **Nick Crow**, president of the Automobile Competition Committee U.S.; **Jean Todt**, member of the Ferrari Board of Directors and **Norbert Haug**, VP Mercedes-Benz Motorsport. Projects in the planning stage include a Young Driver Safety Scholarship; Official Skills Safety

Training Program; and a Facility Safety Improvement Program. Motorsport associations are being encouraged to apply for grants in these areas.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

DuPont executives announced the company will join with Genencor, a division of

Danisco of Denmark, in investing \$140 million to develop an alternative fuel made from non-food sources, which will cost less than ethanol and not drive up food prices. It will be made from cellulosic materials. A target date of 2012 for commercial-scale production of the fuel has been set.

Racing drivers these days have never had it so good. Of the 43 drivers in NASCAR's LifeLock.com 400 Sprint Cup race at Chicagoland Speedway, all but eight won more than \$100,000 each in prize money! **Kyle Busch** collected \$331,175 for winning, while **David Gilliland**, who lasted only 269 laps due to engine trouble, was paid the race low of \$79,210 for finishing 42nd.

Speaking of speed: The record book tells us 2006 Indy winner **Sam Hornish, Jr.** could have driven the 500 twice and finished ahead of the first Indy 500 winner **Ray Harroun**, who needed six hours, 42 minutes and eight seconds to go the distance in 1911. Hornish's winning time was 3:10.58, fastest on record for the full 500 miles.

With the Beijing Olympics upon us, many eyes are on China. But for automobile production there, a new problem surfaces — every foreign automaker planning to build cars in China must first have a Chinese partner!



STEVE ETHERINGTON PHOTO

THE FIRST TURN: The field for Sunday's Grand Prix of Germany charges into the first turn at the famed Hockenheim road course.

And Chevrolet is making no bones about its ambition to grow its sales in eastern and western Europe. Key to this goal is its small car, the Chevy Aveo, built in Poland. Sales target is 500,000 for Europe (including Turkey and Russia) of this model currently wearing a 9,999 euro sticker. But skyrocketing raw-material prices will, no doubt, force a price increase.

Ernie Saxton, who published the weekly race programs at Pennsylvania's Grandview Speedway, sends along a few of this year's full-color examples to refute my recent "meaningless" classification of today's race-track programs. Unique is the track's award of a \$25 gas card to the buyer of the weekly lucky number program.

It's been a long time — 42 years to be exact — since the roar of racing engines has been heard at Vermont's Northeastern Speedway (nee Waterford Speedbowl) near St. Johnsbury. Now owner **Paul Bellefeuille** is clearing the grit and grime from the old fifth-mile paved oval and plans for its reopening are being made.

ECONOMAKI: CONTINUED ON PAGE 55

Indiana Sprint Week Features Incredible Competition

HAUBSTADT, IND.

The roar subsided to a lull, with most of the cars making their way through the track exit into the Tri-State Speedway pits. A handful of cars stopped on the front straightaway, and as the drivers climbed from their cars the sound of racing engines was replaced by cheers and clapping, as the large crowd stood and saluted them.

Few people hurried to the exits; it was as if they were savoring the moment, the culmination of 10 days of intensity, drama, fun and aggravation, sometimes all experienced at the same time.

Indiana Sprint Week was over; another chapter in the books. This one was marked by incredible competition on the track, with four drivers — really, five — within reach of the title, separated by a tiny margin as this final race began.

As the race unfolded on Saturday night, the contenders began to fall away. Shane Cottle was caught up in a crash and was unable to make repairs quickly enough to immediately rejoin the race. Cole Whitt crashed as well, sending Jon Stanbrough on a bone-jarring ride just off the second turn.

That left three players in the game. Dave Darland, Levi Jones,

AMERICAN SCENE



DAVE ARGABRIGHT

and Jerry Coons, Jr. battled intensely in the waning laps, bringing the title chase to a proper conclusion: right there on the track, in front of everybody.

Darland maintained his hopes with a spectacular performance the previous night at Bloomington Speedway. After missing the top 32 in qualifying, he made the heat races through the non-qualifier race, and then raced from ninth to third in his heat. He then drove from 22nd through a stellar field to finish third in the feature, offering a reminder of why he is today one of the most

respected racers in USAC.

Coons won two straight coming into Tri-State, capturing hard-fought victories at Kamp and Bloomington. He and the Hoffman crew put together a "new" car from an older chassis earlier in the week, and really hit their stride.

But it was Jones who prevailed, chasing Hunter Schuereberg to the flag to finish second. When the chips were on the line, Jones and his Tony Stewart Racing teammates proved their National title last season was no fluke. Indeed, Jones has

LAST NAME: CONTINUED ON PAGE 55

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The
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After 11 Years, LMS's Slack Is Moving On

CONCORD, N.C.

The landscape at Lowe's Motor Speedway has changed dramatically during the past two months — both literally and figuratively. While construction on the new \$60 million zMax Dragway nears completion, those running the multi-faceted motorsports complex continue to change.

Days before the Coca-Cola 600 in May, longtime LMS President H.A. "Humpy" Wheeler suddenly resigned after continued conflicts with Speedway Motorsports, Inc., Chairman O. Bruton Smith. After the 600, Smith's son, Marcus, was installed as LMS President and President of SMI, which owns LMS.

Then on July 17, Wheeler's protégé and our friend LMS Vice President of Events Roger Slack tendered his resignation to the company that he has called home for 11 years.

Slack, who admits he is loyal to Wheeler, says his decision is more personal in nature.

FROM THE DESK



MIKE KERCHNER

"I've been thinking about this for a while, even before Humpy left, and really want to take some time off," said Slack, who first learned the tricks of the auto-racing trade from his grandfather, Bob, long-time promoter at Cayuga Speedway in Ontario. "I haven't been a very good son, grandson or

uncle to my family. I thought about how little time I have spent with them in the last 11 years. I am at a point where I can afford to take some time off and spend it with my family and friends and go to the race tracks I haven't been able to go to for years or have yet to visit."

Slack believes Wheeler's departure from LMS has and will open more doors for him.

"Humpy retiring created a lot of options for me. In the past, people thought I wasn't going to leave the speedway because I wasn't going to leave Humpy," he said. "The phone calls and e-mails that I've received just since yesterday have been interesting. When the time comes, it does not appear there will be a lack of opportunities to ponder."

By Friday evening, Slack was on his way to Canada for a week's vacation before returning to work his final two weeks at the speedway. He was planning to sandwich trips to Merrittville and Flamboro speedways around a gig flagging the Advance Auto Parts World of Outlaws Sprint Series event at Ohsweken Speedway.

"I still get a kick out of flagging the big races," said Slack, who started flagging at his grandfather's track before working in the same capacity with the ASA National Tour prior to taking his first post at LMS. "Ohsweken is 12 miles from my mom and dad's house. I get to go home and do that and have fun."

There is little question that wherever Slack ends up, he'll be working in the short-track industry.

"My heart is in short-track racing, whether it is dirt or asphalt. I appreciate each of them and their specific nuances and idiosyncrasies," Slack said. "I am a short-track guy and in all likelihood that is where I will end up when I decide what I am going to do."

Slack believes there are no limitations to what he may be able to do. "I'm 33. I'm single. I have no kids. If I decide to pick up and go somewhere, I can do it," he said. "I have a Corvette convertible that has been sitting in my garage for two years begging me to drive it."

He hopes to drive that Corvette to more than a few tracks. "I want to go to see Bob Sargent's tracks," he said. "We've been friends for a long time, but I've never been to one of his races. There are a lot of great promoters out there like Ray Marlar, and a lot of people that I have the opportunity to learn things from, but could never visit their operation because I've been too busy running my own shows."

While enthusiastic about what is ahead for him, Slack had one difficult task the day of his resignation.

"I'll miss the people. It's been my home and my family for 11 years," he said, his voice trailing off. "The toughest part was telling my team yesterday. That was difficult."

Auto Racing Gets Special Attention On NBC

SHAMOKIN, PA.

There's been much off-track activity lately in the business end of motorsports, including Jim Cramer's prime time NBC Sunday evening special called, "The American Dream with Jim Cramer." Cramer's special centered on NASCAR and was somewhat similar to his daytime "Mad Money" CNBC program.

A former hedge fund manager who is not afraid of controversy, Cramer is a Wall Street icon. He met recently with race fans at Lowe's Motor Speedway during a race weekend for the NBC special that aired July 11 at 7 p.m. Cramer's programs are produced by Regina Gilgan, the talented executive behind both the NBC special and Cramer's weekday "Mad Money With Jim Cramer" that airs on CNBC at 6 and 11 p.m. E.T. weekdays.

Gilgan told us initial ratings were acceptable considering the earlier Sunday evening timeslot on parent NBC and hopes for more Cramer specials in the future.

RACING BRIEFCASE



GREG ZYLA

Cramer, meanwhile, told the assembled crowd on Lowe's pit row that investment opportunities are all around us (noting the NASCAR sponsors) and not to be afraid to invest in good quality stocks during this economic downturn. He specified that over time, stocks still present

the best returns versus other investments, especially in inflationary times, and to do your homework before you invest in a stock.

After interviewing Jimmie Johnson, Carl Edwards, Casey Mears, Jeff Burton and Kyle Busch, he took to the track for a fast ride with Nationwide Series standout Brad Keselowski in the U.S. Navy-sponsored Chevrolet. He later answered questions from the audience and had a few special guests who gave examples of winning investment strategies. Cramer's straight talk about the economy and ability to admit he's made mistakes along the way help prospective and experienced investors who seek this type of information.

One area we disagree with is Cramer's take on ethanol, which he feels has no place in racing. Until everything plays out, I'll still side with the ethanol group, praise the IRL and ALMS, and continue to view ethanol as both a protective veil against the unwanted and uninformed who may have political clout. Still, as I've said before, I'll join everyone in the "no corn-based ethanol" protest line when people start missing meals because we're using corn for fuel instead of food.

Additionally, and in defense of racing's gasoline usage, a typical NASCAR weekend burns about 5,000 gallons of Sunoco GTX260, which doesn't come close to the average 366 million gallons that Americans use daily in gas vehicle consumption. Racing "nay-sayers" also seem to always forget the billions in revenue racing generates for hundreds of businesses, from hotels to restaurants that serve the racers and fans during race weekends.

Although the "American Dream" is very entertaining, NBC's "Introduce Cramer" to mass America via NASCAR allowed him only limited time for "digging in" as he does on his weekday CNBC show, in digesting specific stocks and giving buy-sell recommendations. Still, Cramer gives NBC television viewers a good glimpse of who he is, with emphasis on sincerity and entertainment packaged around his investment recommendations.

Of course, disclaimers precede and follow Cramer's personal recommendations for obvious reason. (This means if he's wrong and you suffer a monetary loss, you can't sue. In racing vernacular, it's similar to signing a pit pass).

Check your local listings for replays of "The American Dream with Jim Cramer," as Gilgan said re-air dates are in the planning stage right now.

It's worth the watch.

It's The Surprise Endings That Keep Racing Interesting

EAST LEROY, MICH.

Seems like almost every weekend I'm reminded of why I became a late-model racing fan. Take the Fourth of July for example.

Ms. Wyoming and I were discussing where to spend our racing dollars. I chose a 100-lap pavement race, she wanted to attend an area dirt track where I've seen many a lackluster event.

Now, dirt late models are my thing, but that track she chose, I just wasn't sure about it.

It's rare that I let Ms. Wyoming pick where we go racing. When I met her eight years ago, she didn't know Richard Petty from Tom Petty. But on that night, I just went along with her idea, kept my mouth shut and was very pleasantly surprised.

I'm talking about the unpredictable nature of the sport. That's one of the big reasons we go to the races, isn't it? You never know who's going to show up or what's going to happen.

The next weekend, I was talking to a fan in the parking lot of a popular Ohio track. It was a good-paying race that night with some fairly heavy hitters in the pits. He picked a couple of guys he thought might win. I picked a couple more.



PAUL FLETCHER

We then agreed that's why we were there in the first place, because you never know until the flag waves (I think we were both wrong in all our picks, by the way).

A couple of days after that, I sat at my desk reading a race report, wishing I could've seen the described events unfold. It happened in sweet home Alabama, where the skies are so blue. A place called Tuscumbia.

The report said Freddy Smith had won his first Lucas Oil Late Model Dirt Series race down there in Tuscumbia at North Alabama Speedway.

Freddy Smith. The Southern Gentleman. A Hall of Fame driver. An almost 800-time visitor to victory lanes at tracks all over the country. A bona fide dirt late-model legend.

The skies up here over the farm turned a little brighter blue as I read.

It had been a while since Smith had captured any big wins. The report said more than three years.

I was in attendance for both of Smith's Dream victories and most of his five Dirt Track World Championship wins. He's now over 60 years old and racing on a limited budget compared to many other traveling drivers. I'm still thrilled when he's driving in a race that I'm attending.

I finished reading the news of his latest triumph, knowing again why we go racing every weekend.

As I write this piece, it's the middle of the week. I know my race plans for the weekend and I can pretty much name the drivers who will be racing. Hell, I can just about pick the winner.

But there will be a surprise or two in the pits come qualifying time, and even winners have to lose sometimes.

Soon, the late-summer, big-dollar dirt late-model season will be upon us. Everybody will have their favorites for Cedar Lake, Florence, Batesville, Eldora and so on. But not everybody will be right.

Will Brian Birkhofer or Brady Smith win Cedar Lake? Will Bloomquist really dominate Florence and Eldora? What about Moyer? Can he win at home in Batesville? Who knows?

When my dad used to take me racing as a child, I can remember standing on the top row of the bleachers, not being able to keep my eyes off the roadway leading into the track, just waiting to see the next hauler pull into the pit area.

It's still one of my favorite things to do.

We love the speed, noise and competition of a racing event. Throw in a little drama here, a couple surprises there — that's what makes racing fun.

That's why we do what we do.

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Not Even The Heat Can Stop Pruett And Rojas

LEEDS, Ala. — “It was hot, I mean really hot. I was hot, the car was hot and the engine temps were definitely hot. It was tough.”

But then, Scott Pruett is tough himself. And here in the Grand American Rolex Sports Car Series's Porsche 250 by Bradley Arants on Sunday in the 100-plus degree heat at Barber Motorsports Park, he showed just how

tough he can be.

Driving with Memo Rojas, Pruett pushed himself to the limit in the final stages of what turned out to be a two-and-three-quarter hour timed event that saw a total of 18 full-course yellow flag laps for various non major incidents, to score his second-straight victory for Chip Ganassi's Telmex Lexus-Riley team, helping to increase his and Rojas's lead in the season points chase to the point where it will be truly difficult for others to catch the pair.

At Daytona, Pruett displayed his talents to full effect, passing the reigning Gainsco championship Pontiac Riley of Alex Gurney and Jon Fogarty at the line by less than one hundredth of a second in the closest-ever Rolex finish. Here Sunday, Gurney and Pruett found themselves in the same position as the final laps counted down. However, this time around, Gurney didn't see the checkered flag, pulling off the course with a burnt out clutch. Still, that didn't mean the end of the drama for Pruett.

A final full-course yellow to remove a stopped fellow member of the Daytona Prototype set left Pruett looking in his mirrors at the red-white-and-blue Brumos Porsche of Darren Law and David Donohue, which was looking to upset Pruett's plans for a sip of cooling champagne. Pruett, though, proved more than equal to the challenge, taking the victory in the end by a relatively “comfortable” several car lengths over Law.

A close third was the Michael Shank Ford Riley of Ian James and John Pew with the second Shank Ford Riley of Mark Patterson and Oswaldo Negri fourth, the two Ford-powered prototypes having come on strong in the late going. Rounding out the top



Scott Pruett and Memo Rojas

five was the Ford Dallara of Burt Frisselle and young Ricky Taylor; the son of Wayne Taylor, whose Pontiac-powered SunTrust Riley with Max Angelelli and Michael Valiante was sixth.

As is so often the case in the Rolex title chase, the outcome of the race is not necessarily a reflection of the course of the race itself, the equality of competition being at such a high level that almost any of the Daytona Prototype entries can be found occupying the number-one position at any point throughout. The result of this situation means that even though Pruett and Rojas are enjoying the same kind of year that Gurney and Fogarty had during their '07 championship season, the Ganassi duo's advantage comes down to a large degree of luck blended with the team's talented drivers and disciplined crew. Indeed, all the top-nine finishers were on the same lap at the end, a huge number for a road-course affair.

And, if the competition was close on the Daytona Prototype side of the card, it was equally so in the GT division. There Nick Ham and Sylvain Tremblay edged out the Franbacher-Loles Porsche GT3 of Bryce Miller and Dirk Werner, who had put on a late-race charge to move into second over the similar TRG Porsche of Tim George, Jr. and Andy Lally that took third among the production car set. With GT point-leaders Paul Edwards and Kelly Collins finishing sixth in their Banner Racing Pontiac GXP-R, Ham and Tremblay pulled to within 14 markers of GM pair in the on-going contest for superiority among the assembly-line community.

Mustangs Up To Challenge

LEEDS, Ala. — Scott Maxwell passed James Gue on lap 86 of the 89-lap Grand Am KONI Challenge Series Grand Sport race Saturday at Barber Motorsports Park and cruised to a 20.530-second victory on the 2.3-mile track.

Maxwell and teammate Joe Foster led a Ford Mustang sweep of the podium.

Foster led the first 43 laps while driving the first stint, while Maxwell brought the winning car to victory.

“I thought I was going to catch him in a half an hour. I didn't think it would take an hour and a half. I wasn't sure if he had to pit, so I just assumed he didn't have to pit,”

Maxwell said. “I knew it was going to be close but he didn't make a mistake. I was running out of time. At this place, it is so easy to make a mistake with your tires going away, but he just did not make any mistakes at all. It was a great race and congratulations to the other two cars.”

“I was hoping to get a top five here, but whatever the Mustangs did right here today, we're going to keep quiet.”

The team of James Gue and Bret Seafuse finished a distance second, while the third Mustang wheeled by Dean Martin and Jack Roush, Jr. came home third after starting 11th.

BMW drivers Todd Lamb and Andy Lally were fourth.



DOUG DAY PHOTO

LEADING: The Audi R10 turbo diesels were hard to beat at Mid-Ohio Sports Car Course Saturday during the American Le Mans Series event. The Audis finished one-two with Marco Werner and Lucas Luhr winning.

Audi Strikes Back At Mid-Ohio

STEAM CORNERS, Ohio — How much can 25 extra kilograms of weight do to change the outcome of a race? Here at the Mid-Ohio Sports Car Course in Saturday's two-and-three-quarter-hour Acura-sponsored American Le Mans Series event, we found out.

ALMS

with their LMP2 Audis, winning outright in both 2006 and 2007.

Saturday, it was different. Carrying their rules-mandated 25 additional kilos, the LMP2 Penske Porsche RS Spyderys and the Acura ARX-01B LMP2 brethren could get close to the two Audi North America R10 turbo diesels, but simply didn't have the performance to get by.

The result was a one-two triumph for Audi on the medium-speed Mid-Ohio circuit, with Marco Werner and Lucas Luhr leading Emmanuele Pirro and Rinaldo Capello to the finish on a day that saw the second-placed R10 achieve that position, despite a few anxious moments visiting the grass around the track. Even so, Luhr, who spent nearly two hours in the car, took a chance, electing to stay on his used Michelin radials on his final stop to save time in the pits.

The strategy worked. Luhr explained that the engineers who

looked at the tires saw no problem in keeping them on the car to the end. As he put it, “I wasn't sure at first about their decision. But, it really was the key for winning and a very good call.” The performance marked the first time in several months that the Audi R10s enjoyed the sunlight at the top step of the overall podium, and most believe it won't be the last. In LMP2, there was both good and bad drama, the latter involving the Gil de Ferran's new Acura operation, which sat on the pole. A disastrous fire in the pits forced their retirement and left crew member Keith Jones in the hospital with burns, Jones was listed as being in critical condition on Sunday morning.

On the track, the dogfight between the Acuras and the Porsches continued unabated, with the Patron Highcroft ARX-01B duo of Scott Sharp and David Brabham pushing the Penske cars to the limit in the closing laps. Brabham showed just how level the LMP2 playing field has become between the two camps by pushing past the Penske DHL Porsche that Patrick Long shared with Sascha Maassen, and moving up to do the same thing to the second Penske Spyder of Romain Dumas and Timo Bernhard.

Bernhard and Dumas held off the challenge to take the LMP2 triumph and third in the outright standings,

with Brabham and Sharp, the Lime Rock winners, right behind. Third in class and fourth overall went to Adrian Fernandez and Luis Diaz in Fernandez's Lowe's-sponsored Acura, the two also getting past Long and Maassen, demoting them to fourth in class and sixth overall.

Later Dumas called it “a great battle,” adding, “All of our victories here have been close, and even though it was an outright one, it was a sweet victory.” Also sweet was the GT2 production-category, first-place effort of Dominick Farnbacher and Dirk Mueller in their Tafel Racing Ferrari 430GT, which topped the class over the Flying Lizard Porsche of Johannes van Overbeek and Patrick Pilet.

GT1 was an all-Corvette affair won by Johnny O'Connell and Jan Magnussen over teammates Olivier Beretta and Oliver Gavin. Not so usual was the fact that the two yellow factory machines were the last two cars running at the finish. The reason for their positions could be explained by the seven minutes in penalties they incurred for not just banging fenders around the track, but for also banging fenders as they exited pit lane. Afterward, O'Connell explained it “as two guys arguing over the same piece of road,” saying it was like “buddies punching each other in the arm.”

Rules Dispute May Be Nearing An End

By BILL OURSLER

HARRISBURG, N.C. — The simmering dispute between the major car manufacturers running in the Federation Internationale de L'Automobile's European-based GT championship and the major car manufacturers involved in the title chase, which had threatened to split the community in two, now appears to be on its way to a resolution.

FIA

According to reports, the FIA's Stephane Ratel, the man in charge of the series, has agreed to a compromise that will replace the tour's pres-

ent GT1 category with its lesser GT2 division starting in 2010.

The argument between Ratel and the car makers, which included Ferrari, Porsche, General Motors and Aston Martin, had created problems for the Automobile Club du L'Ouest, the organizers of the Le Mans 24-Hour endurance classic, from whom the American Le Mans Series leases its regulations. Effectively, the ACO told its entrants base that it would not decide on its own 2010 regulations until the dispute between the FIA and the manufacturers was settled, the ACO noting that it wanted its new GT classes to directly reflect those of the FIA. As the impasse as continued, the

ACO delayed the announcement of its new scriptures in the hopes that both sides could come to an agreement and not force it to write its own separate rules.

With the impasse seemingly over and the GT2 regulations now set to become the norm for GT1 two years from now, the ALMS may well be relieved of its present situation in which the only cars contesting GT1 at present are the two factory Corvettes. Meanwhile, GT2 has developed into an interesting battleground between Ferrari's 430GT and Porsche's 911 GT3RSR, with Corvette and Aston Martin both bringing their own GT2 entries to the table.

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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



PHILIPPA HUNT PHOTO

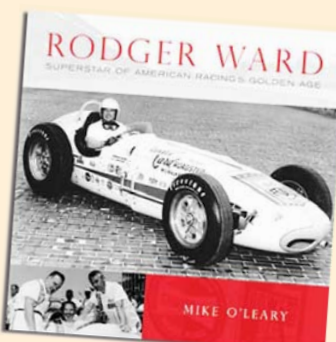
TRUE FAN: Bentley, a Toy Australian Shepherd complete with protective earmuffs, sits on the hood of Tony Hunt's sprint car before a USAC Western Sprint Car race.

▶ ON THIS DATE IN 1984

The July 25, 1984 issue of *National Speed Sport News* carried the headline: "MIS 500 Crashes Destroy \$1 Million in Cars!"

The headline accompanied the story relating the coverage of the Michigan 500 CART Indy car event at the two-mile oval. Four separate crashes claimed the cars of Phil Krueger, Al Unser, Jr., Gary Bettenhausen, Pancho Carter and Chip Ganassi, leaving Ganassi seriously injured. Today one of racing's top team owners, Ganassi was transported to University of Michigan Hospital with what were termed "internal" head injuries. The crash effectively ended Ganassi's driving career.

While various other cars were damaged, but not destroyed in the crashfest, the race provided a thrilling finish, with Mario Andretti edging Tom Sneva by a mere 14-hundredths of a second after 500 miles.



▶ BOOK OF THE WEEK

Rodger Ward — Superstar of American Racing's Golden Age

By Mike O'Leary

First released in 2006, this book chronicles the racing life of vaunted race-car driver Rodger Ward.

Written by longtime *NSSN* contributor Mike O'Leary, the 160-page hardcover book traces Ward's career from its early beginnings through

his 1959 Indianapolis 500 victory and on into retirement.

The words are augmented by outstanding black-and-white and color photographs, which profile Ward and the cars he drove.

\$40. Published by Motorbooks. Available from www.motorbooks.com.

▶ BY THE NUMBERS

400

laps for midgets Saturday night at Anderson (Ind.) Speedway



▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"In writing a book, you take on an immense project in which you are the navigator, the captain and the host. It's completely upon you to figure out how to interview, transcribe, write, edit, rewrite, rewrite and rewrite until the story is right. Yes, it's daunting, but when you can successfully pull it all together, there is a tremendous sense of accomplishment and satisfaction."

— Dave Argarbright, July 14 blog

■ Bid on Kyle Petty's Victory motorcycle and a spot in next year's Ride Across America.



ARCA PHOTO

CAISSE CLOSED: Scott Speed (2) makes his move on the outside of Sean Caisse (01) late in the race to win Friday night's ARCA RE/MAX Series 150 at Kentucky Speedway in Sparta, Ky.

One Tank Gets It Done

SPARTA, Ky. — Scott Speed gambled on fuel mileage, dodged a dozen bullets and, in the end, out-duelled Sean Caisse during two late-race restarts to win the ARCA RE/MAX Series 150 Friday night at Kentucky Speedway.

Speed, in Eddie Sharp's Red Bull Toyota, maneuvered to the outside of Caisse on a restart inside of 10 laps remaining and held off Caisse on the final restart with just one lap to go to earn his second-career series triumph.

"It's cool to win a race like that," said Speed. "Me and the 01 (Caisse) had a great battle the last 30 laps or so. I'm glad I could pull this off for my guys. We went back and forth with each other a lot on the restarts. That just shows two good drivers racing really hard and really clean. Yeah, it was definitely real exciting for me."

Speed, who last pitted on lap 18, also stretched one tank of gas over the final 86 laps to earn the victory.

"I don't think we had the best car, but we definitely had a great car. It

was really great. To win one like that, it means a lot, definitely," Speed said.

Caisse, in Shigeaki Hattori's Aisin AW Toyota, was pulling away from Speed late in the race when the ninth of a record 10 caution flags came out for a two-car wreck on the frontstretch.

On the restart, Speed maneuvered to the outside of Caisse to lead the 93rd lap of the scheduled 100-lap/150-mile race, and then kept Caisse at bay. But just as Speed took the white flag, the caution flag waved again after Ken Butler III bounced off the frontstretch wall, which ultimately lengthened the race to 104 laps to accommodate the ARCA-mandated green-flag finish.

When racing resumed with one lap remaining, Speed got the jump and pulled away by five lengths over Caisse, who had to settle for second after leading 17 laps.

"We had issues with 20 to go with the throttle sticking," said Caisse. "It would get stuck at half throttle, so trying to shift and not being able to come out of the gas all the way; it was getting jammed up in the gearbox.

That was making my restarts slow. He (Speed) went to the outside and the 16 (Justin Allgaier) followed. I was able to get the 16 back."

Allgaier finished third in a back-up car after wrecking his primary car in practice.

Frank Kimmel, who led 17 laps, finished fourth, with pole-winner Brian Scott fifth.

Point-leader Ricky Stenhouse, Jr. finished 13th.

The finish:

Showing driver, car and laps completed: 1. Scott Speed, Toyota, 104; 2. Sean Caisse, Toyota, 104; 3. Justin Allgaier, Chevrolet, 104; 4. Frank Kimmel, Ford, 104; 5. Brian Scott, Chevrolet, 104; 6. Matt Hawkins, Dodge, 104; 7. Matt Carter, Ford, 104; 8. Robb Brent, Chevrolet, 104; 9. Michael Phelps, Dodge, 104; 10. Justin Lofton, Dodge, 104; 11. Jesse Smith, Dodge, 104; 12. Tom Hestert III, Ford, 104; 13. Ricky Stenhouse, Jr., Ford, 104; 14. Bryan Reffner, Chevrolet, 104; 15. Alli Owens, Chevrolet, 104; 16. J.R. Hefner, Chevrolet, 104; 17. Gabi DiCarlo, Toyota, 104; 18. Brett Hudson, Dodge, 104; 19. Tayler Malsam, Dodge, 104; 20. Frank Kapfhammer, Chevrolet, 104; 21. Bryan Silas, Ford, 104; 22. Luke Hall, Dodge, 104; 23. Dexter Bean, Chevrolet, 103; 24. Norm Benning, Chevrolet, 103; 25. Brad Smith, Ford, 103; 26. Ryan Fischer, Chevrolet, 102; 27. Darrell Basham, Chevrolet, 102; 28. Ken Butler III, Toyota, 100; 29. Angela Cope, Dodge, 100; 30. Tom Berte, Chevrolet, 97; 31. Patrick Sheltra, Dodge, 83; 32. Bobby Gerhart, Chevrolet, 72; 33. Donny Kelley, Chevrolet, 60; 34. John Wes Townley, Ford, 45; 35. Tim Mitchell, Ford, 43; 36. Billy Leslie, Ford, 42; 37. Chris Cockrum, Chevrolet, 26; 38. Amber Cope, Dodge, 21; 39. Jim Walker, Chevrolet, 17; 40. Matt Merrell, Dodge, 13; 41. Randy Baker, Chevrolet, 7.

McFarland Captures Third-Straight Score

KENLY, N.C. — Mark McFarland held off Michael Ritch to win the Crane Cams 250 at Southern National Raceway Park Saturday night.

McFarland, driver of the No. 81s Sears Auto Center Chevrolet, took the lead from Ritch on lap 178 and survived several late-race restarts en route to his third-consecutive Hooters Pro Cup Series Greased Lightning Southern Division victory.

"I was worried about Michael on those restarts, because you never know what he saved or what he's going to pull out," said McFarland. "I thought our car was better, but I was worried until the checkered flag fell tonight."

Ritch didn't think McFarland should have worried too much.

"Mark had a great car," said Ritch. "He was definitely faster from the center off. We got him by [pitting early], but that didn't work this time. He had the dominant car."

In the first half, Wade Day and Caleb Holman looked to have the best cars in the field. After slipping by polesitter Clay Rogers on the first lap, Day



Mark McFarland

led the first 60 laps until Holman took over. The two pulled away from the field and elected not to pit when most of the leaders took tires before the halfway mark.

Holman finally came to pit road after halfway, but Day held the lead

until lap 161 when he finally came to pit road.

Holman charged back to finish fourth, but Day was caught up in a minor mishap and finished 11th.

Rogers didn't lead a lap after starting from the pole, but finished third.

"We're headed in the right direction," said Rogers. "With the amount of competition in this series, if you can run in the top three, especially with the late start we got this season, you've done something. It's coming together, and I feel our first win is right around the corner."

Jay Fogleman was fifth.

The finish:

Showing driver, car, laps completed and money won: 1. Mark McFarland, Chevrolet, 250, \$10,600; 2. Michael Ritch, Ford, 250, \$7,500; 3. Clay Rogers, Chevrolet, 250, \$6,900; 4. Caleb Holman, Chevrolet, 250, \$5,400; 5. Jay Fogleman, Ford, 250, \$3,000; 6. Bobby Gill, Ford, 250, \$4,300; 7. Billy Bigley, Jr., Ford, 250, \$2,600; 8. Carl Long, Ford, 250, \$2,400; 9. Drew Herring, Ford, 250, \$4,500; 10. Gary Helton, Chevrolet, 250, \$2,200; 11. Wade Day, Ford, 250, \$2,500; 12. Kirk Leone, Ford, 250, \$2,000; 13. Joey Coulter, Ford, 250, \$1,900; 14. Tom Hestert, Chevrolet, 250, \$1,800; 15. Matt Hawkins, Ford, 250, \$2,100; 16. Hunter Robbins, Ford, 250, \$1,600; 17. Dakota Armstrong, Ford, 250, \$1,600; 18. Woody Howard, Chevrolet, 250, \$2,000; 19. John Gibson, Ford, 250, \$1,600; 20. Matt Lofton, Chevrolet, 250, \$1,600; 21. J.P. Morgan, Chevrolet, 249, \$1,400; 22. Larry Barrett, Chevrolet, 243, \$1,400; 23. Bryan Silas, Ford, 225, \$2,200; 24. Lucas Ransone, Chevrolet, 158, \$1,400; 25. Dana White, Chevrolet, 148, \$1,400; 26. Mark Whitaker, Chevrolet, 140, \$1,400; 27. Allen Purkisher, Ford, 124, \$1,200; 28. Dusty Williams, Ford, 65, \$1,200; 29. Rusty Skewes, Ford, 14, \$1,600; 30. Michael Phelps, Ford, 7, \$1,200; 31. Dange Haniford, Chevrolet, 1, \$2,400.

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What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

Nos. 18/51 Toyotas, NASCAR Sprint Cup/Craftsman Truck Series
It was a light weekend by Busch's standards. He competed in Saturday night's Craftsman Truck Series race, leading before finishing sixth, but that does little to take away from his 14 victories this season. Busch was back in action in the ASA Midwest Tour race at Iowa Speedway Sunday. He led much off the race, but dropped from competition.

NO. 1



AUTOSTOCK PHOTO

REST OF THE BEST

2. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA

Schumacher picked up his seventh Top Fuel victory of the season this past weekend at Pacific Raceways near Seattle.

3. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws

After a week without a WoO victory, Schatz quickly got back on track with a win and two second-place finishes.

4. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series

Dixon finished third behind two Penske cars, but has been on the podium for all but one post-race celebration this season.

5. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am

The duo picked up its sixth victory of the season with another close victory in the Porsche 250 at Skip Barber Motorsports Park.

6. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series

With phenom Joey Logano behind the wheel at Gateway Int'l Raceway, the No. 20 finished second to Carl Edwards.

7. Lewis Hamilton

No. 22 Vodafone McLaren Mercedes, Formula One

Hamilton won his second-straight Grand Prix and took over sole possession of the World Driving Championship points lead.

8. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models

Moyer picked up his fourth victory in Lucas Oil Late Model Series competition and his 14th overall this season.

9. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws

A pair of third-place finishes this past week keeps Meyers hanging on in the power rankings.

10. Jerry Coons, Jr.

No. 69 Hoffman Sprint Car, USAC

Coons won a pair of USAC National Sprint Car Series features and a Badger Midget Series event over the weekend.

Honorable Mention

Kelly Boen was a three-time winner over the weekend in late models. . . Nobuhiro Tajima repeated as winner of the Pike's Peak Hill Climb, while Tony Barton broke through in NHRA competition.

Last Week

Tony Schumacher moves up a spot, while Scott Dixon falls two places. Greg Anderson falls out to make room for Jerry Coons, Jr., while Billy Moyer, Pruett/Rojas and Lewis Hamilton all move up.

MIS Is Feeling Green In Irish Hills

Speedway Outlines Environmental Initiatives

BROOKLYN, Mich. — Michigan Int'l Speedway is undertaking several "green initiatives" in the coming weeks, designed to help the track reduce its carbon footprint in the scenic Irish Hills.

The first new initiative is voluntary involvement in the Michigan Business Pollution Prevention Partnership (MBP3) and Retired Engineers Technical Assistance Program (RETAP).

The MBP3 program is designed to reduce pollution, lower energy usage and reduce costs. MIS is the first sports venue in the state to join MBP3.

"This is a very important step for us in our conservation efforts," MIS Senior Director of Facility Development Michael Printup said. "To be the first professional sports venue in the state to participate in the MBP3 program is a great honor. We're pleased to voluntarily join this venture. It's good for us, our fans and our business as a whole."

RETAP was created to provide assessed companies with technical assistance in the implementation of pollution prevention programs.

MIS officials plan to announce other conservation efforts and green initiatives in the coming weeks.

CJM, Joe Gibbs Racing Form Partnership

MOORESVILLE, N.C. — CJM Racing and Joe Gibbs Racing have formed an alliance under which CJM will receive technical support as well as information pertaining to research and development in the Nationwide Series.

CJM, which fields the No. 11 America's Incredible Pizza Company Chevrolet driven by Jason Keller, will continue to run Chevrolet Monte Carlos for the remainder of 2008, but will transition to a Toyota Racing Development team in 2009.

CJM Racing was 10th in the NASCAR Nationwide Series driver-point standings after a third-place finish Saturday at Gateway Int'l Raceway.

Villeneuve, Braun Team Up For Montreal

MOORESVILLE, N.C. — Former Formula One champion Jacques Villeneuve will drive the No. 32 Toyota of Braun Racing in the second running of the NASCAR Nationwide Series event at Circuit Gilles Villeneuve in Montreal Aug. 1-2.

The event will mark Villeneuve's first Nationwide Series start at the track that carries his father's name and will be a fan-favorite in his native Montreal.

"We're excited for the race fans in Montreal that Jacques Villeneuve will participate in this event," said Steve O'Donnell, NASCAR's vice president of racing operations. "His addition increases the competitiveness of the field and brings another Canadian driver to the mix."



CHRIS GRAYTHEN/GETTY IMAGES PHOTO

IRISH HILLS ARE SMILING: Michigan Int'l Speedway, located in the scenic Irish Hills of central Michigan, is giving new meaning to the race term "going green."

Simpson Promotes Two Vice Presidents

NEW BRAUNFELS, Texas — Simpson Performance Products, manufacturer of safety apparel and equipment for the motorsports industry, recently announced two senior-level management promotions.

Dave Nelson has been promoted vice president of the company's California operations, while Scott DeBoyace has been named vice president of Texas operations for the organization.

"The Simpson senior management team has over sixty years of combined racing safety experience. We are extremely fortunate to have such a strong leadership team and frankly, we are unmatched in the industry. These promotions recognize the significant contributions that Dave Nelson and Scott DeBoyace have made to our success in a highly competitive market," said Simpson CEO Chuck Davies.

Petty Enterprises Hires Bartelli As VP

MOORESVILLE, N.C. — Michael Bartelli has been named senior vice president and chief marketing officer for Petty Enterprises and the Richard Petty Driving Experience.

Bartelli joins Petty Enterprises from Millsport's Charlotte-based motorsports division where he spent eight years and was most recently its president. Named to Street & Smith's *SportsBusiness Journal* "Forty Under 40" list of the industry's top young marketers in 2005, Bartelli also serves on the Charlotte board of directors for the National Sports Marketing Network, the national trade organization for the sports business industry.

In his new role, Bartelli will be responsible for directing and overseeing all sales, marketing and licensing activities of the Petty Enterprise companies.

Hitachi Signs On With Yates, No. 28

CONCORD, N.C. — Hatachi Power Tools will sponsor the Yates Racing No. 28 entry driven by Travis Kvapil for six races over the remaining NASCAR Sprint Cup schedule.

The primary sponsorship will debut at this weekend's Allstate 400 at The Brickyard at Indianapolis Motor Speedway. It is Hitachi Power Tools' first primary sponsorship in Sprint Cup competition.

Hitachi's remaining five races of primary sponsorship will include events at Pocono, Richmond, Dover, Charlotte and Atlanta.

Motorsport Construction Opens N.C. Office

MOORESVILLE, N.C. — Motorsport Construction, an Indianapolis-based design-and-build general contractor, has opened its new Mooresville office in Talbert Pointe Business Park at 138 Cedar Pointe Drive.

"With our motorsports focus, a North Carolina office has been on the agenda since day one," said Jake Gibson, company president. "With several North Carolina projects slated to start next year, and with the help of a few good partners, we were able to accelerate our plans. The Mooresville area is a great location for our company."

Web Site Connects Racers, Sponsors

COLUMBUS, Ohio — QuarterPanel-Media.com, an online motorsports sponsorship marketplace, is offering potential advertisers the chance to instantly purchase decal space on a race car with the click of a mouse.

The Web site is designed to put race teams together with potential sponsors, including smaller businesses who are interested sponsors for local or regional races, and vice-versa.

NUTS AND BOLTS

Fans who purchase an \$85 Turn 11 grandstand weekend ticket for the **NASCAR Sprint Cup Series Centurion Boats at The Glen** will receive a \$20 Sunoco gas card, which can be redeemed at more than 400 participating Sunoco retail outlets within a 300-mile radius of Watkins Glen, N.Y., for each ticket ordered. . . Actor **John C. McGinley**, known for his role as the sarcastic Dr. Perry Cox on the TV comedy "Scrubs" as well as roles in films such as "Platoon" and "Any Given Sunday," will serve as grand marshal for the upcoming Allstate 400 at The Brickyard. . . **ASA Southeast Asphalt Tour** officials have canceled the July 26 event scheduled for Concord Motorsports Park. . . The **PASS South Carolina Clash** at Dillon Motor Speedway, which was rained out in April, has been rescheduled for Aug. 2, replacing a previously scheduled race at Braselton, Ga.'s Lanier National Speedway on that date. . . **Amy Feistel** has been named the new director of operations at Lina Racing and will oversee various projects for the company as well as manage rally events. . . **Sirius Satellite Radio** has launched a new F-1 pre-race show hosted by veteran auto-racing journalist Adam Cooper that will lead into the station's live Grand Prix race coverage. It can be heard on Sirius channel 125. . . NASCAR Sprint Cup star and Macon (Ill.) Speedway co-owner **Tony Stewart** will be racing in the UMP modified division at the speedway July 30. . . Sunday's rained-out **World of Outlaws** sprint-car event at Lebanon Valley Speedway in West Lebanon, N.Y., has been rescheduled for Sept. 21.

Matos Wins Again; Davison Collects First Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

STEAM CORNERS, Ohio — The latest Firestone Indy Lights doubleheader at the Mid-Ohio Sports Car Course couldn't have seen two more different races.

When Raphael Matos won Saturday's 40-lap Mid-Ohio 100, it was a flag-to-flag victory as Matos pulled away from the start and won by 4.2603 seconds over Franck Perera.

"It doesn't get better than this," Matos said. "I just have to thank the entire AFS/Andretti Green Racing team. It was a great day for us. We've turned it around. We've had some trouble this year, especially with the ovals. We knew we could be strong on the road courses. We're doing a consistent job on the ovals, and we've been kind of dominating on the road courses. We did it again. Hopefully, we'll make the proper changes to the race car for Sunday and try to get another victory."

Saturday's race was contested under sunny skies and hot weather, and was a flawless ride to victory by Matos.

By contrast, Sunday's second race was shortened from 40 to 20 laps and was staged on a wet track after heavy rain on Sunday morning delayed the start. James Davison won the race that saw three different

drivers lead the final three laps.

Polesitter Jonny Reid led the first 16 laps before he was passed by Mitch Cunningham, who led laps 17-18 but spun off course with two laps to go. Reid was the leader when the white flag flew, but mistakenly headed to pit lane before taking the checkered.

Davison, who started seventh, was the beneficiary and claimed his first victory.

"I was thinking, 'Has he made a mistake? I'm pretty sure we haven't taken the checkered flag, and we need to take it,'" Davison recalled. "I asked, 'Have I just won this thing?' And they were like, 'Yeah, you're showing P1 on the timing.'"

Wade Cunningham finished second, and Pablo Donoso finished third. Richard Antinucci finished 14th and took a one-point lead in the championship over Matos, who finished 18th.

"I should have won it five times today, but I finished 14th," Antinucci said. "It's just one of those crappy days. It was hard. There was a lot of movement all over the place. I spun off, then recovered three places immediately, and then the yellow came out. Then, I went wide, went off, recovered, and gained back another three places. I got put off by (Pablo) Donoso the last time we were put off the track. A lapped car didn't see us and crashed into us, which was

pretty pathetic.

"As for the rest of the championship, we're still in good shape. We're going to go out and attack every race."

It was the third-consecutive victory for Sam Schmidt Motorsports this season, all with different drivers.

The finish:

Showing driver, laps completed and money won:
Race One: 1. Raphael Matos, 40, \$22,000; 2. Franck Perera, 40, \$17,000; 3. Richard Antinucci, 40, \$13,500; 4. Jonny Reid, 40, \$11,500; 5. J.R. Hildebrand, 40, \$11,000; 6. Jeff Simmons, 40, \$10,500; 7. James Davison, 40, \$10,000; 8. Arie Luyendyk, Jr., 40, \$9,500; 9. Andrew Prendeville, 40, \$9,250; 10. Pablo Donoso, 40, \$9,000; 11. Bobby Wilson, 40,

\$9,500; 12. Wade Cunningham, 40, \$9,000; 13. Sean Guthrie, 40, \$10,000; 14. Ana Beatriz, 40, \$7,000; 15. Mitch Cunningham, 39, \$8,000; 16. Brent Sherman, 39, \$6,000; 17. Cyndie Allemann, 38, \$5,750; 18. Dillon Battistini, 38, \$5,000; 19. Mark Olson, 37, \$4,500; 20. Logan Gomez, 26, \$3,500; 21. Daniel Herrington, 15, \$3,000; 22. Robbie Pecorari, 4, \$2,500.

Race Two: 1. James Davison, 20, \$22,000; 2. Wade Cunningham, 20, \$17,000; 3. Pablo Donoso, 20, \$13,500; 4. Cyndie Allemann, 20, \$11,500; 5. Ana Beatriz, 20, \$11,000; 6. J.R. Hildebrand, 20, \$10,500; 7. Sean Guthrie, 20, \$10,000; 8. Andrew Prendeville, 20, \$9,500; 9. Jonny Reid, 20, \$9,250; 10. Brent Sherman, 20, \$9,000; 11. Arie Luyendyk, Jr., 19, \$8,500; 12. Mitch Cunningham, 18, \$8,000; 13. Robbie Pecorari, 18, \$7,500; 14. Richard Antinucci, 18, \$6,500; 15. Daniel Herrington, 18, \$6,500; 16. Logan Gomez, 17, \$6,000; 18. Raphael Matos, 12, \$6,500; 19. Dillon Battistini, 10, \$5,500; 20. Franck Perera, 9, \$6,000; 21. Jeff Simmons, 4, \$3,000; 22. Bobby Wilson, 4, \$2,500.



DAN HELRIGEL/IRL INDYCAR SERIES PHOTO

PODIUM: James Davison (center) earned his first Indy Lights victory Sunday at Mid-Ohio Sports Car Course. He is joined by runner-up Wade Cunningham and Pablo Donoso.

A Dream Weekend In Canada For Hoosier Thunder Team

GRAND BEND, Ontario — Terry McMillen and Paul Noakes had starring roles in what turned out to be the end of a dream weekend Sunday for Hoosier Thunder Motorsports during the IHRA's Mopar Canadian Nationals.

Noakes claimed the Alcohol Funny Car championship with a finals win over Larry Dobbs, and McMillen followed that performance with a finals victory over Spencer Massey for the Pro Nitro Top Fuel Ironman.

"My hat is off to Les Mellows, Paul's crew chief, and his entire crew for what they were able to accomplish this weekend," McMillen said. "I also have to give the credit to my team here and the entire gang at the shop back home. (Crew chief) Doug Kuch gave us the power and all my guys busted their butts and they never gave up their faith in this team. And here we are. They deserve all the credit. I'm just the nut behind the wheel."

McMillen, who broke Clay Millican's two-year-old track-speed record in his first elimi-

nation round against Kevin Jones, ran a 4.867e.t. at 278.52 mph in the final to top Massey's tire-spinning 5.393/201.43 pass. His first-round 322.42 pass set the new Grand Bend Motorplex speed standard.

Terry Haddock won his second-career national event Ironman when he stopped Steven Macklyn in the Torco Pro Nitro Funny Car final. Haddock's other win also came in Canada, as he won the Rocky Mountain Nationals championship in Edmonton last season.

It was a long time between wins for Canadian Nationals champion Ed Hoover. He last claimed an Ironman last season in Edmonton, but was able to snap his dry spell in Grand Bend where he edged Tommy D'Aprile to win the Torco Pro Modified title.

Frank Gugliotta ended up in the winner's circle for the second time this season when he stopped Pete Berner in the Torco Pro Stock final. It wasn't easy as the final round was the closest Pro Stock race of the weekend, with Gugliotta lighting the win light by a mere .004 second.

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Fuller, Babb, Boen Score In WoO

July 16

GILLETTE, Wyo. — Tim Fuller continued his summer resurgence on the World of Outlaws Late Model Series tour July 16 — at the expense of Jimmy Mars.

Taking advantage of a late-race caution flag that gave him new life, Fuller grabbed the lead from Mars with one lap to go and held on to score a thrilling victory in the inaugural Cowboy 50 presented by the YES Foundation at

Williston Basin Speedway.

The \$10,250 triumph was Fuller's second straight on the WoO LMS Wild West Tour and kept Mars shut out of victory lane in Outlaws action. Fuller was victorious for the first time in 2008 on July 13 at Williston Basin Speedway in Williston, N.D.

"We're on a roll — that's all there is to it," said Fuller, who donned a cowboy hat and hoisted a unique trophy after capturing the first WoO LMS event held in Wyoming. "What it really comes down to is we made the right tire choices the last couple nights, and we had some luck on our side."

Fuller led the race's first 39 laps after starting from the outside pole, but he could only watch when Mars rode the inside hub to assume command on lap 40. Mars relinquished the top spot to Fuller momentarily on lap 41, but Mars was back in front the following circuit and immediately drove away toward what appeared would be his first-career WoO LMS win. But when Josh Richards pulled up lame with a flat right-rear tire on lap 46 and brought out a caution flag, Fuller was back in the game. His Hoosier tires came back to life during the caution period and he drove to the outside of Mars on the restart.

After two circuits of side-by-side racing, Fuller inched ahead of Mars to lead lap 49 and marched on to beat Mars by a mere .257 second. Chub Frank picked up two positions on the final restart to finish third ahead of Darrell Lanigan and Shannon Babb.

The finish:
Tim Fuller, Jimmy Mars, Chub Frank, Darrell Lanigan, Shannon Babb, Clint Smith, Shane Clanton, Rick Eckert, Al Purkey, Vic Coffey, Steve Francis, Kelly Boen, Josh Richards, John Blankenship, Eddie Kirchoff, Joe Isabell, Ricky Weiss, Mike Stadel, Eric Mass, Sean Beardsley, Dustin Hapka, Jeff Isabell, Jr., John Bey, Darryn Waldo.

Saturday

ABERDEEN, S.D. — Something about Brown County Speedway made Shannon Babb feel right at home.

The result was a drought-busting victory in Friday night's 50-lap World of Outlaws Late Model Series feature.

"A bunch of us were talking and I said, 'This place looks like a (UMP DIRTcar) Summer Nationals race track to me,'" commented Babb, a two-time champion and prolific winner on the grueling Midwest tour



BOB JONES PHOTO

BOON FOR BOEN: Kelly Boen celebrates his World of Outlaws Late Model Series victory at the Belleville (Kan.) High Banks Sunday.

before becoming a WoO LMS regular.

"It's just a big bullring, and it was super-fast tonight," Babb said. "For some reason, tracks like this just fit my style, I guess. I can usually run these types of places with my eyes closed."

Babb, 34, had his Bowyer Dirt Motorsports/Traeger Grills Rocket car hooked up on the outside of the three-eighths-mile oval, powering forward from the fifth-starting spot to grab the lead from Shane Clanton on lap 19. He never looked back en route to his second WoO LMS victory of the season, but first since May 3.

Clanton settled for second after leading the first 18 laps. He remains winless in the series this season. Defending series champion Steve Francis moved from seventh to finish third. Clint Smith and Jimmy Mars rounded out the top five.

"I felt like we'd have to win one of these things again some day," said Babb, who banked \$10,250. "It feels good to get back on track."

The finish:

Shannon Babb, Shane Clanton, Steve Francis, Clint Smith, Jimmy Mars, Josh Richards, Chub Frank, Darrell Lanigan, Tim Fuller, Vic Coffey, John Blankenship, Joe Isabell, Kent Arment, Sean Beardsley, Curt Gelling, Dustin Hapka, Jeff Isabell, Jr., Chad Becker, Rick Eckert, Pat Weisgram, Brady Johanneck, Jason Fritzsche, Shawn Malsam, Al Purkey.

Sunday

BELLEVILLE, Kan. — After Kelly Boen drove to his first World of Outlaws Late Model Series victory Sunday night at the Belleville High Banks, there was no doubt that he is the favorite adopted son of the tiny Kansas town.

Boen, 44, of Henderson, Colo., simply lit up the famed half-mile oval's fans with a performance for the ages.

"These race fans here have always been so good to me over the years," said Boen, who has been the most prolific dirt-late-model winner at Belleville for the past decade, despite living nearly 450 miles from the historic track. "A lot of these people have been waiting a long time for a night like this from me. I've under-produced here the last couple years when the big races come, so I finally got to pay back all these people who have been watching me for so long."

"This was just a fabulous night, one I'm sure we'll remember forever."

An excited crowd of Belleville faithful swallowed up Boen following the 35-lap feature, which Boen captured by .538 of a second over Chub Frank. He inherited the lead on lap 13 when Josh Richards slowed with mechanical trouble and controlled the remainder of the distance on the blazing-fast speedway.

Point-leader Darrell Lanigan, Earl Pearson, Jr. and Shannon Babb rounded out the top five.

"This has been a long time coming," said an emotional Boen while receiving congratulatory handshakes and hugs. "It's kind of like a lifelong dream fulfilled to win a World of Outlaws race. This is the biggest race I've ever won, and it means a lot more to me to win it at Belleville. I love this place."

The finish:

Kelly Boen, Chub Frank, Darrell Lanigan, Earl Pearson, Jr., Shannon Babb, Shane Clanton, Steve Francis, Clint Smith, Rick Eckert, Vic Coffey, John Blankenship, Joe Isabell, Danny Johnson, John Kuchar, Josh Richards, John Anderson, Dave Conkwright, Tim Fuller, Earl Kinderknecht, Dean Moore, Sean Beardsley, Mike Wiarda, Dustin Hapka, Al Purkey.

who led laps 12-19, was fourth and Terry Henson rounded out the top-five finishers.

The finish:

Ray Moore, Kenny Merchant, Kyle Cummings, Kevin Sitton, Terry Henson, Nicholas Brown, Jon Mitchell, Jeff Chanler, Jeff Wells, Jr., Devane Hillman, Allen Tippen, Doug Showan, Gary Scott Christian, Mike McNay, Charles Fore, Clay Fisher, Jamie Elam, Charlie Cole, Andy Huckenhill, Rod Camponovo, Mark Tice, Chad Washington, Wayne Skinner, Mike Downing, Terry Theford.

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A look back at the formative years of racing



MAX DOLDER PHOTO

REUNION: A group of former racers gathered for the dedication of a plaque at the site of the old Plant Field race track in Florida.

Plant Field Was Racing's Winter Home For Many Years

During the glory years of U.S. short-track racing, Tampa, Fla., was often called the "Winter auto racing capital of the nation," as many of the country's best racers went there to race during the winter months.

One of the reasons for that was a stadium known as Plant Field. Plant Field was named for railroad and hotel magnate Henry Plant, who built the half-mile horse-racing track in the late 1800s.

The track hosted its first auto race in February 1921 and continued to host racing events, which were mainly timed with the South Florida Fair, which was later renamed the Florida State Fair. Races were held at Plant Field until 1980.

Charlie Roe won the first race at Plant Field.

Races there were mainly promoted by famed racing director J. Alex Sloan and featured mostly IMCA sprint cars, at least during the glory years of the facility.

Talented racers from around the country, including Jimmy Wilburn, Emory Collins, Gus Schrader, Ted Horn, Frank Luptow, Tommy Hinnershitz and Bobby Grim, raced there during the winter months.

Plant Field also served as the spring-training home for Major League Baseball teams, including the Chicago Cubs, Boston Red Sox, Washington Senators, Detroit Tigers and Cincinnati Reds from 1913 through 1954. Babe Ruth and Jackie Robinson are among the baseball greats to have taken the field at Plant Field. Reportedly, the longest home run of Ruth's career was hit at Plant Field.

While racing is no longer held at Plant Field, the facility remains and hosts sporting events for the University of Tampa.

In February of this year, a plaque was erected on the site, remembering the history of Plant Field. The new grandstand is just about where the old one was. The plaque is located at the south end of those grandstands.

A large collection of the racers who once participated there returned for a splendid reunion under the Florida sun. Among those in attendance were Ralph Ligouri, Will Cagle, Buzzie Reutimann, Willard Smith, Pancho and Randy Alvarez, Jamie Frankland and Jack Arnold. Longtime NSSN photographer Max Dolder was among the attendees.

— **Max Dolder and Mike Kerchner contributed to this report.**

Moore Charges From 9th For First Victory Of Season

GREENVILLE, Miss. — Reigning series-champion Ray Moore grabbed

his first O'Reilly Southern United Professional Racing victory of

2008 by leading the last 31 laps at Greenville Speedway.

The ninth-starting Moore earned

\$2,500 for his first SUPR victory since June 2007 and the eighth of his career.

Polesitter Kenny Merchant, who led the first 11 laps before slipping over the track's banking in turns one and two, rallied back to finish second in the 50-lap main event ahead of 11th-starting Kyle Cummings in third.

Leading SUPR rookie Kevin Sitton,

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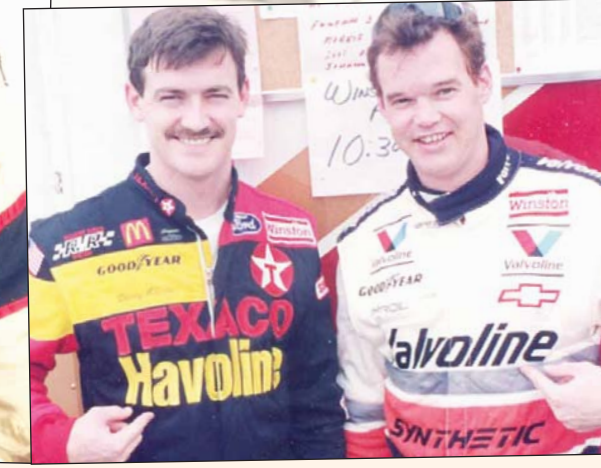
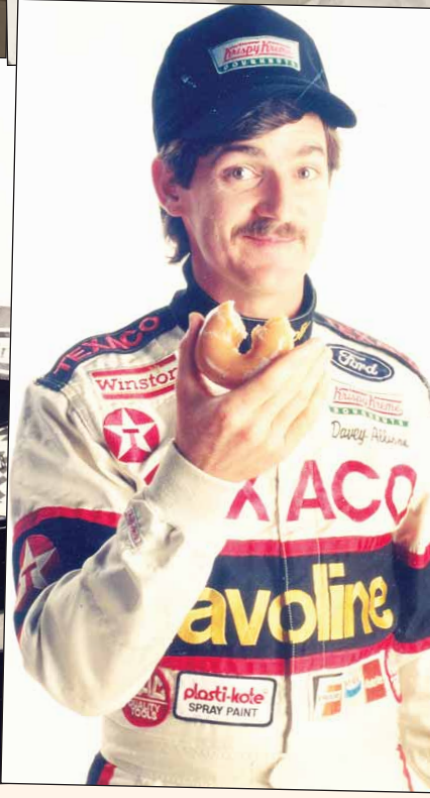
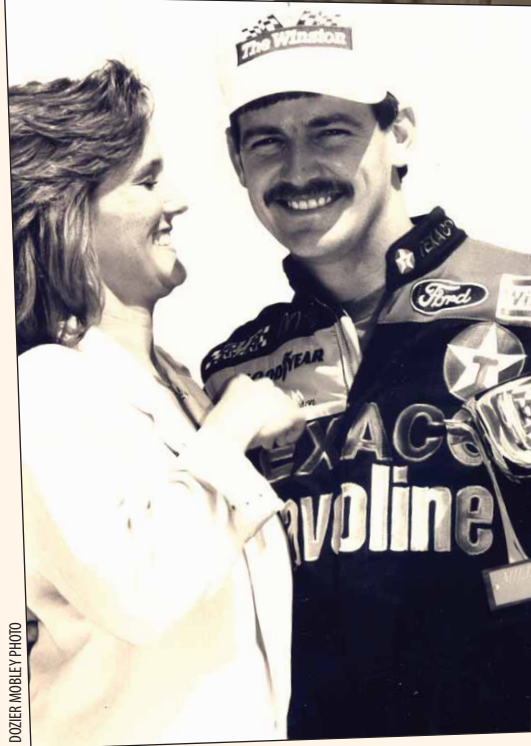
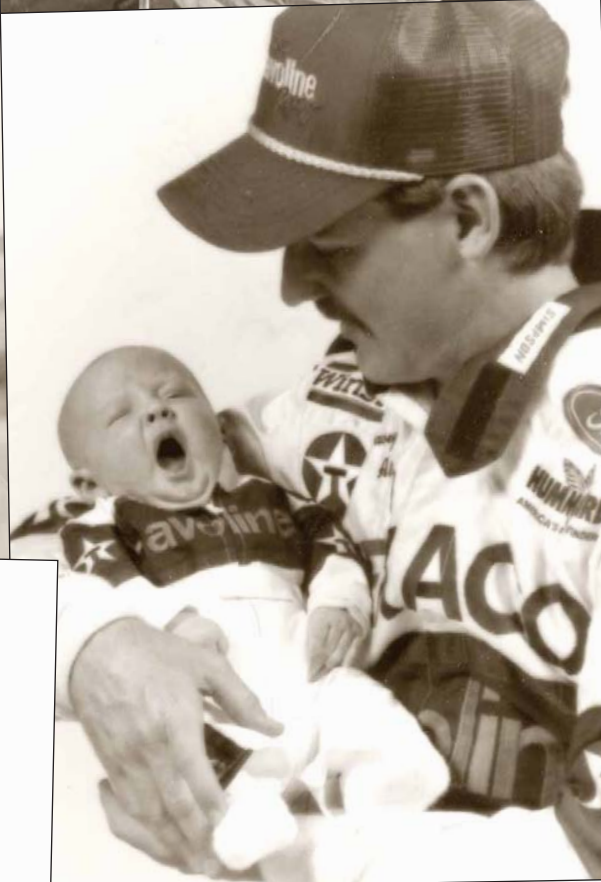
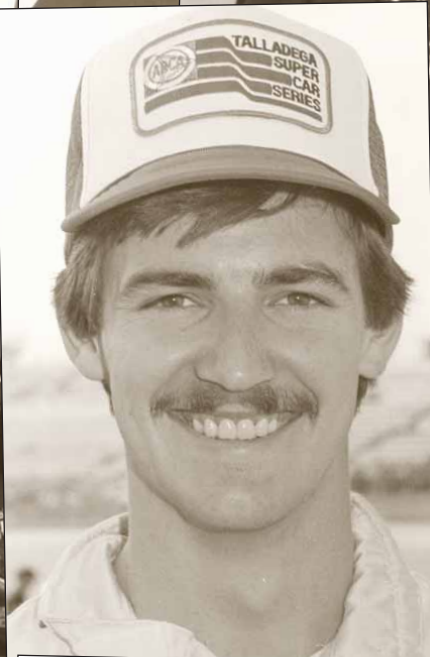
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Through The LENS

RACINGONE MULTIMEDIA PHOTO

DOZIER MOBLEY PHOTO



A visual tour through the history of motorsports

DAVEY ALLISON

▶ Davey Allison was in the prime of his NASCAR stock-car racing career when he died July 13, 1993 from injuries suffered in a helicopter crash at Talladega (Ala.) Superspeedway.

The son of legendary driver Bobby Allison made his NASCAR Cup Series debut in 1985 and picked up the first of 19 victories at Talladega in 1987. Driving for Robert Yates Racing, Allison was one of the most popular drivers of his period and narrowly missed winning the

NASCAR title in 1992, losing a three-way battle going into the final race to Alan Kulwicki, who, ironically, was killed in an airplane crash only three months before Allison's death.

Allison made 191 Cup starts with 92 top-10 finishes and 14 poles.

Featured here (clockwise from top left): Behind the wheel on the No. 28 Ford in 1989; Helping dad Bobby celebrate his 1988 Daytona 500 win; With daughter Krista at Daytona in 1989; With sponsor rival Al Unser, Jr. in 1993; Enjoying a Krispy Kreme doughnut in 1991; Getting a hug from wife Liz after winning the 1992 Miller 400 at Michigan Int'l Speedway; Celebrating his victory in the 1991 Pyroil 500 at Phoenix Int'l Raceway with team owner Robert Yates; In 1984. — NSSN Archives

DOZIER MOBLEY PHOTO

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Your guide to upcoming events

ON THE AIR

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

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2005 NHRA Pomona finals, 11 a.m., ESPN Classic
- Classic NASCAR: 2000 Brickyard 400, 12 p.m., ESPN Classic
- SCCA Speed Touring Car Championship from Lexington, Ohio (taped), 12 p.m., Speed
- Speed World Challenge GT from Lexington, Ohio (taped), 1 p.m., Speed
- IRL Indy Lights from Lexington, Ohio (taped), 2 p.m., ESPN2
- Classic NASCAR 1994 Food City 500, 4 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA in Pomona, 11 a.m., ESPN Classic
- Classic NASCAR: 2007 Allstate 400, 12 p.m., ESPN Classic
- NASCAR Camping World Series West from Roseburg, Ore. (taped), 12 p.m., Speed
- "NASCAR Live," 1:30 p.m., Speed
- NASCAR Sprint Cup Allstate 400 At The Brickyard practice, 3:30 p.m., ESPN2
- "NASCAR Live," 4:30 p.m., Speed
- NASCAR Craftsman Truck Series Power Stroke Diesel 200 qualifying, 5 p.m., Speed
- "NASCAR Now," 6 p.m., ESPN2
- "Trackside," 6:30 p.m., Speed
- "NCTS Setup," 7:30 p.m., Speed
- NASCAR Craftsman Truck Series Power Stroke Diesel 200, 8 p.m., Speed
- "NASCAR Confidential," 10:30 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- "NCTS Setup," 2 a.m., Speed
- NASCAR Craftsman Truck Series Power Stroke Diesel 200 (taped), 2:30 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- NASCAR Sprint Cup Allstate 400 At

TUNE IN TO ...

The NASCAR Sprint Cup Series Allstate 400 at the Brickyard at 2 p.m. Sunday on ESPN.

The Brickyard Brickyard qualifying, 10 a.m., ESPN2

- "NASCAR Live," 12 p.m., Speed
- NASCAR Nationwide Series Kroger 200 practice, 12:30 p.m., ESPN2
- "NASCAR Performance," 12:30 p.m., Speed
- "Tradin' Paint," 1 p.m., Speed
- NASCAR Sprint Cup Allstate 400 At The Brickyard Brickyard practice, 2 p.m., ESPN2
- NASCAR Nationwide Series Kroger 200 qualifying, 4:30 p.m., ESPN2
- Rexall IndyCar Grand Prix Edmonton, 5 p.m., ESPN
- World of Outlaws from Oshweken (Ont.) Speedway (taped), 4 p.m., Speed
- IHRA Mid-America Nationals (taped), 5 p.m., Speed
- NHRA Fram Autolite Nationals qualifying, 6 p.m., ESPN2
- "NASCAR Countdown," 7:30 p.m., ESPN
- NASCAR Nationwide Series Kroger 200, 8 p.m., ESPN

Sunday

- NASCAR Nationwide Series Kroger 200 (taped), 4 a.m., ESPN2
- "Tradin' Paint," 9:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10 a.m., Speed
- "NASCAR in a Hurry," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR RaceDay," 11 a.m., Speed
- NASCAR Sprint Cup Allstate 400 At The Brickyard Brickyard, 2 p.m., ESPN
- NHRA Fram Autoline Nationals, 7 p.m., 7 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "NASCAR Now," 10 p.m., ESPN2

MOTORSPORTS CALENDAR

- July 23 Advance Auto Parts World of Outlaws
Oshweken Speedway, Oshweken, Ontario, Sprint Cars
- July 23 USAC K&N Silver Crown Series
Terre Haute Action Track, Terre Haute, Ind., Silver Crown Cars
- July 24 World of Outlaws Late Model Series
Muskingum County Speedway, Zanesville, Ohio, Late Models
- July 24 USAC Silver Crown and Midget Series
O'Reilly Raceway Park, Clermont, Ind., Silver Crown and Midget Cars
- July 25 NASCAR Craftsman Truck Series
O'Reilly Raceway Park, Clermont, Ind., Stock Cars
- July 25 Advance Auto Parts World of Outlaws
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- July 25 World of Outlaws Late Model Series
Eldora Speedway, Rossburg, Ohio, Late Models
- July 25 ASCS Sprints on Dirt
Cherry Speedway, Fife Lake, Mich., Sprint Cars
- July 25 ASCS Northern Plains Region
I-90 Speedway, Hartford, S.D., Sprint Cars
- July 25 O'Reilly United Sprint Car Series
New Senoia Speedway, Senoia, Ga., Sprint Cars
- July 25-26 Atlantic Championship
Rexall Speedway, Edmonton, Alberta, Atlantic Cars
- July 25-26 International SuperModified Ass'n
Sandusky Speedway, Sandusky, Ohio, Modifieds
- July 25-26 Golden State Challenge
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- July 25-27 National Hot Rod Ass'n
Infinion Raceway, Sonoma, Calif., Dragsters
- July 26 NASCAR Nationwide Series
O'Reilly Raceway Park, Clermont, Ind., Stock Cars
- July 26 Advance Auto Parts World of Outlaws
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- July 26 World of Outlaws Late Model Series
Sharon Speedway, Hartford, Ohio, Late Models
- July 26 USAC Mopar Midget National Championship
O'Reilly Raceway Park, Clermont, Ind., Midget Cars
- July 26 USAC Western Sprint Car Series
Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars
- July 26 ARCA RE/MAX Series
Berlin Raceway, Marne, Mich., Stock Cars
- July 26 NASCAR Camping World East Series
Adirondack Int'l Speedway, Beaver Falls, N.Y., Stock Cars
- July 26 Hooters Pro Cup Series
Jennerstown Speedway, Jennerstown, Pa., Stock Cars
- July 26 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- July 26 ASCS Sooner Region
Cowtown Speedway, Kennedale, Texas, Sprint Cars
- July 26 ASCS Sprints on Dirt
Merritt Speedway, Merritt, Mich., Sprint Cars
- July 26 ASCS Southwest Region
Thunder Raceway, Show Low, Ariz., Sprint Cars
- July 26 Northeastern Midget Ass'n
Monadnock Speedway, Winchester, N.H., Midgets
- July 26 United Racing Company
Grandview Speedway, Bechtelsville, Pa., Sprint Cars
- July 26 Interstate Racing Ass'n
Arlington Raceway, Arlington, Minn., Sprint Cars
- July 26 O'Reilly United Sprint Car Series
Peach State Speedway, Jefferson, Ga., Sprint Cars
- July 26 Bay Cities Area Racing Ass'n
Antioch Speedway, Antioch, Calif., Midget Cars
- July 27 NASCAR Sprint Cup Series
Indianapolis Motor Speedway, Indianapolis, Ind., Stock Cars
- July 27 World of Outlaws Late Model Series
Eriez Speedway, Hammett, Pa., Late Models
- July 27 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- July 27 Interstate Racing Ass'n
Eagle Valley Speedway, Jim Walls, Wis., Sprint Cars



TOM PARKER PHOTO

DOUBLE TROUBLE: KB Racing teammates Jason Line (near lane) and Greg Anderson face off in the final Pro Stock round at Infineon Raceway in 2007.

MARK IT DOWN!

July 25-27, National Hot Rod Ass'n Fram Autolite NHRA Nationals Infinion Raceway, Sonoma, Calif., Dragsters

The NHRA POWERade Drag Racing Series rolls into Sonoma, Calif., for the Fram Autolite NHRA Nationals, the final stop on the tour's annual western swing. Last season, two-time Pro Stock champ Greg Anderson made history, becoming the sixth professional and the 10th driver to win 50 NHRA races.

- July 28 Advance Auto Parts World of Outlaws
Paducah Int'l Raceway, Paducah, Ky., Sprint Cars
- July 28 All Star Circuit of Champions
Thunderhill Speedway, Mayetta, Kan., Sprint Cars
- July 29 World of Outlaws Late Model Series
Lemerville Speedway, Sarver, Pa., Late Models
- July 29 All Star Circuit of Champions
RPM Speedway, Hays, Kan., Sprint Cars
- July 29-30 USAC Midget, POWri Midget Series
Junction Motor Speedway, McCool Junction, Neb., Midget Cars
- July 30 All Star Circuit of Champions
81 Speedway, Wichita, Kan., Sprint Cars
- July 31 All Star Circuit of Champions
Belleville High Banks, Belleville, Kan., Sprint Cars
- July 31 Lucas Oil Late Model Series
Bedford Speedway, Bedford, Pa., Late Models
- July 31-Aug. 2 ASCS Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 1 Advance Auto Parts World of Outlaws
Wilmot Speedway, Wilmot, Wis., Sprint Cars
- Aug. 1 Grand Am Rolex Series
Circuit Gilles Villeneuve, Montreal, Que., Sports Cars
- Aug. 1 Lucas Oil Late Model Series
Winchester Speedway, Winchester, Va., Late Models
- Aug. 1 Empire Super Sprints
Autodrome Granby, Granby, Quebec, Sprint Cars
- Aug. 1-2 Belleville Midget Nationals
Belleville High Banks, Belleville, Kan., Midget Cars
- Aug. 1-3 International Hot Rod Ass'n
Knoll Gas Motorsports Park, Grand Rapids, Mich., Dragsters
- Aug. 2 NASCAR Nationwide Series
Circuit Gilles Villeneuve, Montreal, Que., Stock Cars
- Aug. 2 Advance Auto Parts World of Outlaws
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars
- Aug. 2 USAC Western Sprint Car Series
Magic Valley Speedway, Twin Falls, Idaho, Sprint Cars
- Aug. 2 ARCA RE/MAX Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- Aug. 2 NASCAR Camping World West Series
Miller Motorsports Park, Tooele, Utah, Stock Cars
- Aug. 2 Hooters Pro Cup Series
Hickory Motor Speedway, Hickory, N.C., Stock Cars
- Aug. 2 NASCAR Whelen Modified Tour
Riverhead Speedway, Riverhead, N.Y., Modifieds
- Aug. 2 NASCAR Whelen Southern Modified Tour
Bowman-Gray Stadium, Winston-Salem, N.C., Modifieds
- Aug. 2 Lucas Oil Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- Aug. 2 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Aug. 2 All Star Circuit of Champions
Eagle Raceway, Eagle, Neb., Sprint Cars
- Aug. 2 Lucas Oil Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- Aug. 2 Northeastern Midget Ass'n
Waterford Speedbowl, Waterford, Conn., Midgets
- Aug. 2 United Racing Company
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Aug. 2 Empire Super Sprints
Autodrome Drummond, Drummondville, Quebec, Sprint Cars
- Aug. 2 Interstate Racing Ass'n
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars

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



Still The Man At The Top, Tajima Performs Pikes Peak Repeat

COLORADO SPRINGS, Colo. — Nobuhiro Tajima won the Pikes Peak Int'l Hill Climb for the second-consecutive year

PIKES PEAK
S u n d a y afternoon, but came up short in his quest for a \$25,000 bonus offered to anyone who could run the 12.42-mile course in less than 10 minutes.

The 58-year-old Tajima drove his Suzuki ZL7 to a 10 minute, 18.250 second run up the 14,115-foot mountain, finishing 17 seconds slower than the 10:01 mark he established last year.

Tajima got off to a fast start on the paved lower portion of

the course, but struggled to control his \$1 million, 1,000-horsepower vehicle on the dirt portion of the course.

"The conditions were totally different," Tajima said. "This year was very tough and very hard for me just making it to the top. My car is better than last year, and I am also better than last year."

Paul Dallenbach finished second overall at 11:00.9, and won the open-wheel division.

While Tajima was the overall victor, there were plenty of class winners.

Longtime Hill Climb racer Leonard Vahsholtz won the exhibition car/truck class with a time of 11:44.319. Angelica Garcia and Douglas

Mockett claimed the vintage class, while Jason Voss and James East combined to win in the truck division.

Rhys Millen won the time attack, two-wheel drive division, with Tom and Quinten Wright winning in four-wheel drive.

The Pikes Peak open-class victory went to David

Carapetyan, and Clint Vahsholtz topped the super stock car division. Bryan and Alan Wenzel won the sidecar division and Martin Bruno and Jeandemange Sylvie took honors in the unlimited-sidecar class.

Vintage motorcycle saw Eddie Mulder win, with Steven Tutt taking the motorcycle

quad 450 class. Mark Miller won in motorcycle 250 c.c. Joe Prussiano took the motorcycle 450 c.c. victory and John Stallworth won in motorcycle quad 500.

Finally, Gary Trachy was best in motorcycle supermoto, with Davey Durelle winning in motorcycle 750 c.c. and Greg Trachy in motorcycle 1,200 c.c.

Boen Sweeps Husker State Main Events

Friday

By JOHN RITTENOUR

DONIPHAN, Neb. — Last year, Kelly Boen and Kyle Berck dominated the two-day O'Reilly NCRA Late Model Series event at Mid-Nebraska Speedway

with each picking up a victory. The trend continued in the opening round of this year's event Friday at the three-eighths-mile oval with Boen claiming the victory and Berck finishing second.

Dave Eckrich was third, ahead of Andrew McKay and Chad Humston.

The finish:
Kelly Boen, Kyle Berck, Dave Eckrich, Andrew McKay, Chad Humston, Jason Friesen, Al Humphrey, Eddie Moore, Shawn Hawker, John Kaanta, Les Siebert, Mike Wiarda, Jim Beaman, Jeremy Grady, Dean Moore, Cale Gottschalk, Mike Collins, Delbert Smith, Joe Kosiski, Kelly Dunn, Dave Garman, Ben Schaller, Travis Roth, John Kuchar.

Saturday

DONIPHAN, Neb. — Three-time defending series champion Kelly Boen out-duelled Kyle Berck to win his second-career Pump & Pantry Late Model Nationals feature finale Saturday night as the O'Reilly NCRA late models wrapped up two nights at Mid-Nebraska Speedway.

Boen, who visited victory lane three times on the weekend, traded the point with Berck on lap 22, but Boen took advantage of a restart soon after to pass Berck around the top side and retake the lead.

Berck settled for second ahead of Dave Eckrich in third. Bryant Goldsmith and Andrew McKay rounded out the top five.

The finish:
Kelly Boen, Kyle Berck, Dave Eckrich, Bryant Goldsmith, Andrew McKay, Joe Kosiski, Gary Webb, John Kaanta, Jason Friesen, Rob Moss, Travis Roth, Mike Collins, Bo Egge, Greg Larson, Kelly Dunn, Chris Simpson, John Kuchar, Jason Landers, Eddie Moore, Jeremy Grady, Delbert Smith, Steve Foster, Shawn Harker, Tyler Gottschalk, Al Humphrey, Mike Wiarda.

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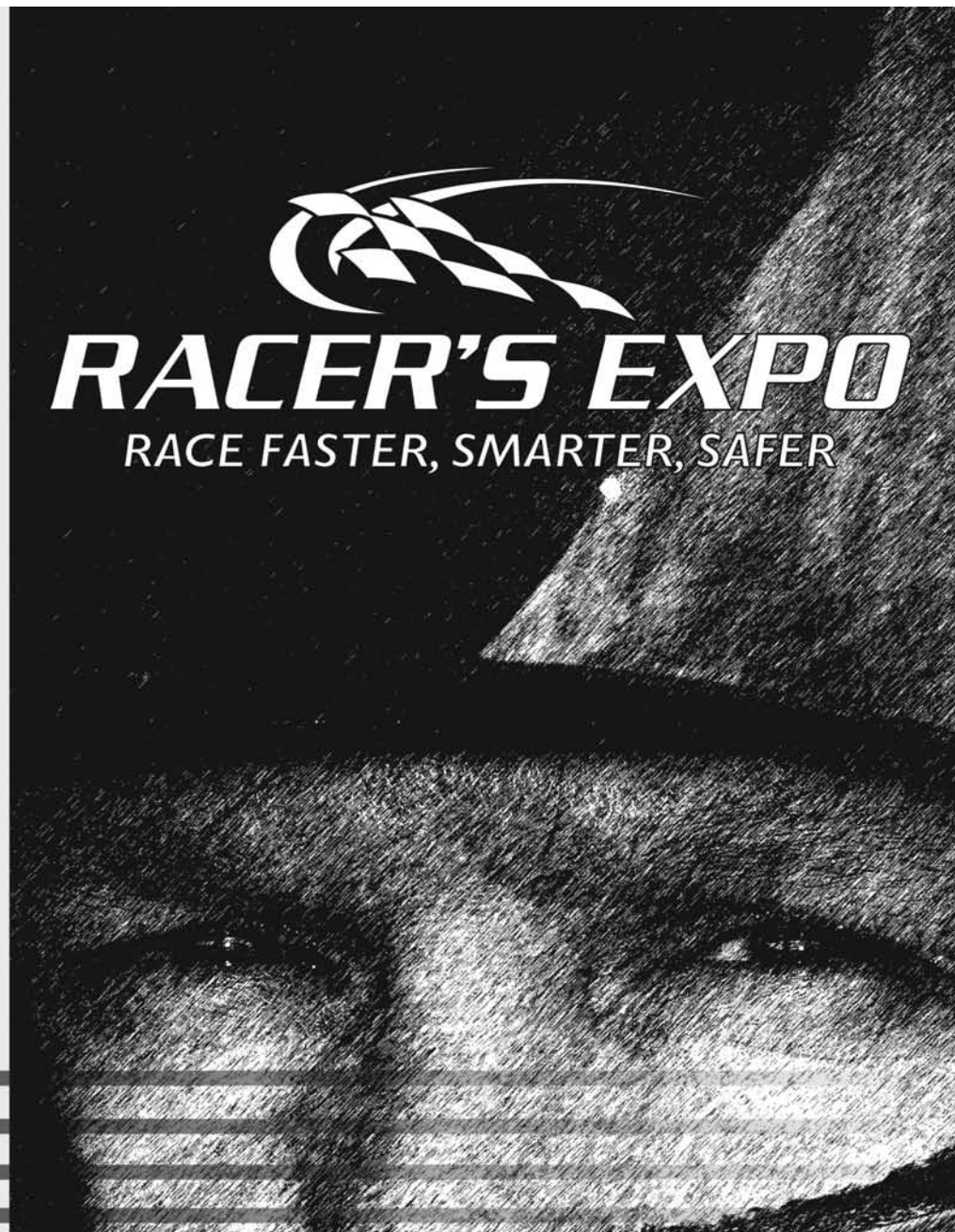


Photo by: Terry Thomson

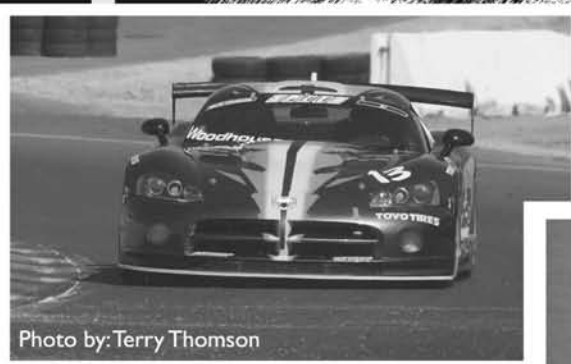


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Roger Crockett Rockets To Speedweek Crown

July 14

MEDFORD, Ore. — The third try was indeed a charm for Jonathan Allard July 14 at Southern Oregon Speedway.

Allard emerged from a frantic duel with Jayme Barnes to win the opening round of the ASCS Northwest Speedweek for 360 sprint cars. Allard, who had twice taken the lead only to have his passes negated by yellow flags, finally wrestled the lead from Barnes on lap 26 in the 30-lap race on the third-mile oval, leading the remaining distance for the \$1,500 triumph.

"It does feel good," Allard said of winning after placing second in Medford twice. "It was a great race track tonight. I had to work for it a couple of times. I didn't think I should have been put back behind, but it meant a good show for the fans.

"That's racing," Allard added. "You've got to take your lumps. You have to keep your composure."

Barnes finished second, followed by Brock Lemley, Kyle Hirst and Dan Menne.

The finish:
Jonathan Allard, Jayme Barnes, Brock Lemley, Kyle Hirst, Dan Menne, Roger Crockett, Randy Rodgers, Rob Held, Henry Van Dam, Chad Groves, Chadd Noland, Jared Ridge, Marc Mackay, Christian Stover, Jared Peterson, J.J. Dishneau, Dan Dunlap, Danny Lasoski, Mike Melwicks, Kyle Miller.

July 15

COTTAGE GROVE, Ore. — The Rocket was in the house July 16 at Cottage Grove Speedway.

Roger "The Rocket" Crockett led from the pole and convincingly won round two of the ASCS Northwest Speedweek at the quarter-mile oval.

It was Crockett's third win in the history of the event, his eighth-career Speedweek win and his fifth of the year at the Cottage Grove track.

"Roger (Henderson, the car owner) had the car so good I could drive the wheels off of it," Crockett said.

Danny Lasoski, driving the Hoyle Harley-Davidson ride Crockett had driven to numerous race wins and Northern Sprint Tour titles, challenged Crockett early, but was collected in an accident that Crockett narrowly avoided.

"I missed him by about an inch," Crockett said. "He spun right in front of me. I just went through the dirt to miss him."

Lasoski restarted at the tail of the field and put on a show, charging back through the pack to finish third behind Crockett and runner-up Jared Ridge. Brock Lemley and Jason Solwold rounded out the top five.

The finish:

Roger Crockett, Jared Ridge, Danny Lasoski, Brock Lemley, Jason Solwold, Jay Cole, Chadd Noland, Jayme Barnes, Kyle Hirst, Jeffery Rivers, Hedge Carter, J.J. Dishneau, Rob Held, Jared Peterson, Dale Smith, Chad Groves, Casey Adams, Garen Linder, Travis Rutz, Henry Van Dam.

July 16

LEBANON, Ore. — Roger Crockett knew he had to get back to the top of the track right away. Danny Lasoski, meanwhile, knew his one shot at victory July 16 at Willamette Speedway was using the high groove.

The two ended up banging wheels on the backstretch. Crockett went on to his second-consecutive ASCS Northwest Speedweek victory, while Lasoski's car was damaged, ending his night at the third-mile dirt track. The incident occurred on lap 28 of the 30-lap event.

"We got to traffic, and I thought I'd try the bottom to see if it was better," Crockett said. "The bottom was terrible. I tried to get back up as fast as I could. I had no idea he was there."

Lasoski was to the point. "I got taken out," he said. "It was pretty basic. He turned right on me."

Crockett led the rest of the distance, with Jason Solwold, Brock Lemley, Jay Cole and Jared Ridge rounding out the top five.

The finish:

Roger Crockett, Jason Solwold, Brock Lemley, Jay Cole, Jared Ridge, Kyle Hirst, Travis Rutz, Mike Melwicks, Jayme Barnes, Rob Held, Seth Bergman, Chad Groves, Chadd Noland, Jeff Thompson, Todd Zettler, Casey Adams, T.J. Wingham, Danny Lasoski, Christian Stover, Phillip Del Rosa.

Thursday

BANKS, Ore. — Round four of the ASCS Northwest Speedweek Thursday night at Sunset Speedway Park was another battle between Roger Crockett and Danny Lasoski.

A night after the two star drivers collided while going for the lead three laps from the end, Crockett and Lasoski battled again at the quarter-mile bullring.

This time there was no contact as Crockett wrapped up the Oregon portion of the six-night affair with his third-straight victory. Finishing behind Crockett and Lasoski were Jay Cole, Seth Bergman and Kyle Hirst.

"It was a very entertaining race," Crockett said. "I had a feeling the top of the track would be good, and it was. Then I moved down, and fortunately, I moved down at just the right time to hold off Lasoski."

After the drivers were introduced at the start of the evening, Lasoski and Crockett engaged in a rather heated conversation along the

frontstretch. Lasoski slapped Crockett on the back of the head at one point.

Afterward, Crockett declined to say what Lasoski said to him.

"I would rather not repeat it, for his sake," Crockett said.

Lasoski flashed a quick grin when asked what he told Crockett. "I just patted him on the back and said, 'great job,'" said the driver known as "The Dude."

The finish:

Roger Crockett, Danny Lasoski, Jay Cole, Seth Bergman, Kyle Hirst, Jared Peterson, Travis Rutz, J.J. Dishneau, Shane Forte, Hedge Carter, Marc Mackay, Jared Ridge, Brock Lemley, Chad Groves, Dan Dunlap, Rob Held, Jeffery Rivers, Ryan Gomes, Jayme Barnes, Ted Baker.

Friday

ELMA, Wash. — All week Danny Lasoski knew he had a car capable of winning an ASCS Northwest Speedweek race. Lasoski finally did just that in the opening night of the Evergreen State Sprint Challenge Friday night at Grays Harbor Raceway.

Lasoski drew the top-starting spot and led every lap, stretching his advantage to nearly a half-lap before a late yellow flag erased the margin.

Lasoski kept a comfortable distance on Jason Solwold at the end to claim victory. Rounding out the top five were Roger Crockett, Jay Cole and Jared Ridge.

"We've had that good of a car all week, we've just had bad circumstances," Lasoski said of his Doyle's Harley-Davidson ride. "We had the car to beat at Cottage Grove and Willamette," Lasoski said. "Roger (Crockett) had the best car last night."

The finish:

Danny Lasoski, Jason Solwold, Roger Crockett, Jay Cole, Jared Ridge, Travis Rutz, Rick Fauver, Kyle Hirst, Jeff Hodgson, Jared Peterson, Seth Bergman, Brock Lemley, Robbie Vaughn, Glenn Borden, Mark Mackay, Casey Adams, Mike Melwicks, Phillip Del Rosa, Jayme Barnes, Shawn Rice.

Saturday

ELMA, Wash. — Saturday night proved to be lucrative for Roger Crockett as he not only topped the \$5,000-to-win Evergreen State Sprint Challenge at Grays Harbor Raceway Park, but also put the clamps on the American Sprint Car Series Northwest Region's Speedweek championship.

Crockett posted his fourth win in six days aboard Roger Henderson's Bailey Brothers-powered Omlid & Swinney No. 7n KPC, with Jeff Hodgson, Jason Solwold, Mike Melwicks and Jay Cole rounding out the top five.

The finish:

Roger Crockett, Jeff Hodgson, Jason Solwold, Mike Melwicks, Jay Cole, Rick Fauver, Jared Ridge, Glenn Borden, Travis Rutz, Kyle Hirst, Shawn Rice, Henry Van Dam, Jayme Barnes, Seth Bergman, Brock Lemley, Casey Adams, Mark Mackay, Shane Forte, Jared Peterson, Phillip Del Rosa.

Ragin' Cajun Gets Crown

LAWTON, Okla. — Jason Johnson added a little icing to the cake by winning the final round of the 16th annual Toyota Tundra ASCS Sizzlin' Summer Speedweek featuring the O'Reilly American Sprint Cars on Tour at Lawton Speedway Saturday night.

A late move around Zach Chappell not only netted Johnson's second triumph in the six-race set, but also put an exclamation point on his second ASCS Speedweek championship.

"I knew if I stayed patient and kept working the top side, it would pay off in

the end," Johnson explained after his ninth ASCS National Tour win of the year and 37th of his career.

Even though Johnson started from the pole aboard Lanny Row's Wesmar-powered The Shop Motorsports/Custom Equipment Design No. 41 Eagle, the win was far from easy. After all, he only led the final handful of laps atop Lawton's quarter-mile red clay oval.

Nick Smith paced the first seven circuits before Chappell took control on lap eight.

Johnson's persistent running-in of the

top side finally paid dividends when he motored by in turns three and four upon the completion of the 21st lap.

Chappell settled for runner-up honors, also taking second in Speedweek points.

Gary Wright finished third, while Smith and Kevin Ramey completed the top five.

The finish:

Jason Johnson, Zach Chappell, Gary Wright, Nick Smith, Kevin Ramey, Andy Shouse, Travis Rilat, Sean McClelland, Michael Brown, Brad Bowden, Danny Jennings, Gary Taylor, Kenneth Walker, Robert Sellers, Eric Baldaccini, J.J. Hickle, Garry Lee Maier, Matt Covington, Wayne Johnson, Claud Estes, Tim Crawley, Sherman Davis, Kathryn Minter.

Johnson Sizzles To Another

SAPULPA, Okla. — Jason Johnson became the third different winner in as many rounds of the 16th annual Toyota Tundra ASCS Sizzlin' Summer Speedweek July 14 at Creek County Speedway.

Johnson fended off Tim Crawley over the latter portion of the race to secure his eighth O'Reilly American Sprint Cars on Tour victory of the season aboard Lanny Row's Wesmar-powered The Shop Motorsports-Custom Equipment Design No. 41 Eagle.

After a pair of early cautions, the lead trio of Johnson, Nick Smith and Crawley slipped away from the rest of the field. By the time lapped traffic came into play midway through the 30-lap race, Crawley turned up the heat on Smith and took second on the 18th round.

Two laps later, Crawley began



LONGNIE WHEATLEY PHOTO

HOT PURSUIT: Jason Johnson (41) battles Tim Crawley for position July 14 at Creek County Speedway.

pressuring Johnson for the point, poking his nose underneath on several occasions. Johnson was up to the task each time and found open track when the caution flag waved five laps from the end.

"I kept seeing Tim's nose under me there and I was wondering if the track was taking some rubber just below the cushion," explained Johnson, who extended his point lead with the victory. "I went down and tried it a time or two and realized there wasn't anything there. I just needed to get back on the cushion."

Trailing a hint of smoke over the final handful of laps,

Johnson charged to the stripe undeterred.

"We were running a little hot. It was up to about 250," Johnson explained.

Crawley held second to the stripe in Mike Ward's McCarver-powered Boater Sports No. 88 Maxim, while 13th-starter Wayne Johnson finished third. Nick Smith and Zach Chappell, who started 17th, rounded out the top five.

The finish:

Jason Johnson, Tim Crawley, Wayne Johnson, Nick Smith, Zach Chappell, Jamie Passmore, Brian McClelland, Kyle Bellm, Travis Rilat, Brad Bowden, Sean McClelland, Claud Estes, J.J. Hickle, Kathryn Minter, Gavin Punch, Matt Covington, Koby Barksdale, Kenneth Walker, Eric Baldaccini, Garry Lee Maier, Channin Tankersley, Gary Taylor, Gary Wright.

Wright Nabs Devil's Bowl Rebound

MESQUITE, Texas — Gary Wright's roller-coaster ride through the 16th annual Toyota Tundra ASCS Sizzlin' Summer Speedweek continued Thursday night at Devil's Bowl Speedway.

Following a DNF, a victory and then an early exit after the use of a provisional through the opening three rounds, Wright reached another peak by wiring the field at the half-mile Texas dirt track.

"This place has been good to me over the years. I always look forward to coming here,"

Wright explained after capturing his 18th Devil's Bowl triumph in ASCS National Tour action.

The six-time ASCS Speedweek champion

landed on the front row outside of the event after a heat race victory, gunned into the lead at the outset and never looked back en route to his third win of the season aboard the Wesmar-powered Richwood Construction-Whiteco Commercial Funding No. 9 Maxim.

"It didn't hurt starting up front either," Wright quipped after his 123rd-career series triumph.

Point-leader Jason Johnson posted a series record 41st-consecutive top-10 finish, breaking the record held by Terry Gray for more than a decade, by finishing second.

Zach Chappell finished third ahead of Garry Lee Maier and Kolt Walker.

The finish:

Gary Wright, Jason Johnson, Zach Chappell, Garry Lee Maier, Kolt Walker, Tim Crawley, Eric Baldaccini, Travis Rilat, Kenneth Walker, Brad Bowden, Johnny Miller, Justin Melton, Channin Tankersley, Billy Melton, Trey Robb, Wayne Johnson, George White, Danny Jennings, Martin Edwards, Michael Lang, Marvin Lough, Nick Smith, Koby Barksdale, Kevin Ramey.

Taylor Stops Rilat For 2nd Speedweek Score

OKLAHOMA CITY — Washington-native Gary Taylor added his second O'Reilly American Sprint Cars on Tour triumph just seven days after his first, taking the victory in round five of the 16th annual Toyota Tundra ASCS Sizzlin' Summer Speedweek at State Fair Speedway Friday night.

Taylor, who topped the Speedweek opener the previous Friday night in Texarkana, charged past early leader Tim Crawley on the ninth round and withstood a late charge from Travis Rilat to secure his fifth overall ASCS victory of the year aboard Mike and Megan Eubanks's Tel-Star Communications No. 5* Triple-X chassis.

Taylor shared the front row with Crawley, who took the lead from the pole. When Crawley slipped off the bank-

ing on the ninth lap, Taylor grabbed the lead.

"I could hang with him alright, but getting around him was going to be another thing," Taylor explained. "I probably needed for something like that to happen to get by."

Slicing through traffic with Crawley nipping at his heels over the ensuing laps, Taylor found open track after the red flag waved for Eric Baldaccini's flip after 16 laps. However, it wasn't going to be that easy.

"Something happened to the car after that red, it didn't feel right," Taylor said. "I ran it in up top and nearly did the same thing Tim did earlier, so after that I moved my line down and just tried to protect my position."

Still, Taylor held off Crawley, but it was Rilat who presented

the biggest challenge. After starting 12th, Rilat finally took second from Crawley on lap 27. He quickly ran down the leader:

But Rilat's shot at victory ended when he overdrove the fourth corner, allowing Taylor to slip away and Crawley back into second. Taylor raced on to the checkered flag with a half-dozen car-length advantage over Crawley, who posted his second runner-up finish of the week.

Rilat, Andy Shouse and Gary Wright rounded out the top five.

The finish:

Gary Taylor, Tim Crawley, Travis Rilat, Andy Shouse, Gary Wright, Garry Lee Maier, Danny Jennings, Kevin Ramey, Jason Johnson, J.J. Hickle, Zach Chappell, Wayne Johnson, Koby Barksdale, Darren Stewart, Nick Smith, Kenneth Walker, Brad Bowden, Joe Wood, Jr., Robert Sellers, Eric Baldaccini, Matt Covington, Claud Estes, Chris Lloyd, Kerry McAlister.



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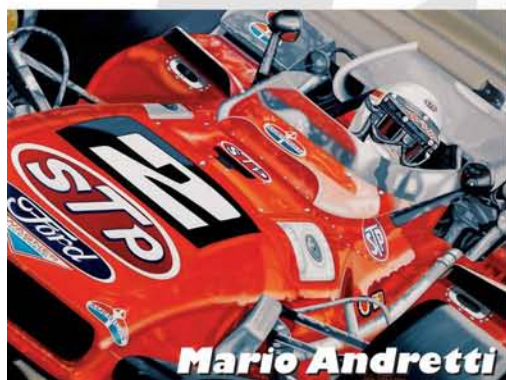
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DON FIGLER PHOTO

BANNER ACT: Billy Moyer (21) takes the high road around Brian Shirley during the 50-lap Lucas Oil Late Model race at Tri-City Speedway Friday.

Shootout Goes To Billy Moyer

Hartman Ends Winless Drought

Friday

PONTOON BEACH, Ill. — Billy Moyer repelled the challenges of three other drivers during the nine-lap shootout near the end of the Budweiser 50 Friday at Tri-City Speedway.

LUCAS OIL LM

The record books will show the Hall of Famer leading all 50 laps, but the fans were on the edge of their seats until the checkered flag waved, with Moyer hanging on to the lead.

It was Moyer's fourth Lucas Oil Late Model Dirt Series triumph and his 14th overall late-model triumph of the year.

Earl Pearson, Jr., local-driver Billy Faust and Billy Drake all had a shot at stealing the win from Moyer in the closing laps, but the trio came up short in their bids to defeat Moyer. Brian Birkhofer finished fifth, but was several car lengths behind the top-four finishers.

"If they didn't like that, then they don't like racing," said Moyer about the large crowd on hand at the three-eighths-mile track. "I was all for making this track shorter, you can race anywhere on it and Kevin (Gundaker) has done a great job here," said Moyer. "Sometimes you change things and you outsmart yourself, so Steve (Norris) and the crew kept the same setup on the car and it worked out great."

The finish:

Billy Moyer, Earl Pearson, Jr., Billy Faust, Billy Drake, Brian Birkhofer, Brian Shirley, Scott Bloomquist, Kevin Claycomb, Bart Hartman, Freddy Smith, Dan Schlieper, Scott James, Terry Casey, Justin Rattliff, Steve Casebolt, John Mason, Mark Voigt, Mike Marlar, Wayne Chinn, Bryan Collins, Rodney Melvin, Chad Zobrist, Rusty Griffaw, Randy Korte, Kevin Cole.

Saturday

WHEATLAND, Mo. — It will be a race that everyone in attendance will remember for years to come.

A huge Lucas Oil Speedway crowd watched second-generation racer Bart Hartman romp to his first Lucas Oil Dirt Series victory of the season in Saturday night's CMH Showdown, which was co-sanctioned by the O'Reilly MLRA Late Model Series.

Hartman became the 19th different series winner of the season as he beat Earl Pearson, Jr., Brian Birkhofer, 18th-starting Terry Phillips and Terry Casey to the finish line for the \$10,000 triumph.

Hartman started from the pole for the 50-lap event, but fast-qualifier Dan Schlieper took the early lead.

Hartman made a move around Schlieper on lap 10 of the three-eighths-mile dirt track. He set the pace until Pearson took over on lap 36. Pearson paced four circuits until Hartman charged back to the front on lap 40.

Hartman pulled away from Pearson during the closing laps to record his first Lucas Oil Late Model Dirt Series win since Sept. 24, 2005 at West Virginia Motor Speedway.

"Brian was really tough after the caution. Earl was good on the bottom. We just ran our own race, and thanks to Austin (Hargrove, his crew chief). He's worked his butt off this weekend. The car was super good up top and there's where it worked the best," Hartman said.

The finish:

Bart Hartman, Earl Pearson, Jr., Brian Birkhofer, Terry Phillips, Terry Casey, Steve Casebolt, Dan Schlieper, Justin Rattliff, Billy Moyer, Wayne Chinn, Billy Drake, Denny Eckrich, Scott James, Will Vaught, John Anderson, Jason Bodenhamer, John Mason, Chris Smyser, Freddy Smith, J.D. Hubert, Jeremy Payne, Eric Turner, Brantlee Gotschall, Larry Clawson, Denny Woodworth, David Turner.

Wind Tunnel's Grand Opening

By JACK FLOWERS

CONCORD, N.C. — When operating at full power, Windshear will use six megawatts of electrical power. That's the equivalent of 100 watts versus six-million or 60,000 100-watt light bulbs.

INDUSTRY

That's what it'll take to keep auto racing's latest technology facility up and running once it gets going. And it's located right here in Concord, N.C., on Ivey Cline Road at the eastern side of the north end of Concord Regional Airport.

It's not up-and-running yet, but the official opening date of the \$40-million automotive rolling-road wind tunnel is "to be determined" due to fine-tuning of some calibrations, said Peter Zierhut, business manager of the project, operated as an independent entity of Haas Automation, which owns the two NASCAR Sprint Cups teams of which Tony Stewart just

became a 50 percent owner.

It might not be officially open, but in June, Windshear had its first "unofficial" customer: It was the Renault Formula One team.

They had grand opening ceremonies the afternoon of July 17 with about 300 people showing up, including Cabarrus County and Concord dignitaries along with Concord Mayor Scott Padgett.

NASCAR team owner Rick Hendrick also took time out of his busy schedule to attend the ceremonies.

Zierhut said it would be difficult for the general public ever to understand the full importance of the wind tunnel, which produces tests of 180 miles per hour and is booked solid for the rest of 2008.

"That includes domestic and foreign teams from all walks of motorsports," said Jeff Bordner, plant manager. "We're hoping to get some NHRA teams, too, especially from the Pro Stock class.

"What does a two percent gain mean to the general public?" said Zierhut. "If any team can come in here and leave with a two percent gain in aerodynamics, that would thrill them."

Zierhut said Windshear will be operating in seven-day-a-week shifts of 10 hours per day.

"I doubt if we'll have any or very few NASCAR team employees working for us," said Zierhut. "Our confidentiality is very strict and it's awful important to us that what goes on behind these walls stays behind these walls."

At the end of the day, a Cabarrus County tourism official summed up the afternoon's activities, saying, "Once this thing gets up and running, the rest of the world is going to know where Concord and Cabarrus County are. And, think, for once it's not in Charlotte or Mecklenburg County.

"This is a perfect fit for our motor-sports purposes."

Sweeping Thomas Collects \$2,000 Bonus

Friday

PENTON, Ala. — William Thomas led wire to wire to dominate the NeSmith Chevrolet Dirt Late Model Series 40-lap event Friday night at Penton Raceway.

Thomas took the lead from his outside-front-row-starting spot and never looked back to post his second-career series victory.

"We usually run this car in super-late-model competition, but we put our GM Performance 604 Crate Engine in it for the first time for this race," Thomas said. "We had to make a few adjustments to the car, but it really liked the engine."

Derrick Rainey finished second,

with Scott Knowles, point-leader Chip Brindle and Frank Ingram rounding the top five.

The finish:

William Thomas, Derrick Rainey, Scott Knowles, Chip Brindle, Frank Ingram, Larry Boutwell, Steve Miller, Jeff Fields, Jason Hiett, Stacey Roberts, Tony Kemp, Jordy Nipper, Chad Wallace, Royce Bray, Hunter Peacock, Chris Tays, Eric Cooley, Chris Smith, Chase Edge, Marc Gooden, Dana Eiland, Ted Lackey, Cory Korreck, Martin Stephens.

Saturday

PHENIX CITY, Ala. — William Thomas bagged the Alabama Bonus Bucks Saturday night with his second victory in as many nights in the 40-lap NeSmith Chevrolet Dirt Late Model Series event at East Alabama Motor Speedway.

The \$2,500 Saturday night triumph for Thomas followed up a \$2,500 victory on Friday night at Penton (Ala.)

Raceway. By winning both races, Thomas took the \$2,000 bonus, plus an extra \$100 for fast-time honors Saturday, bringing his weekend earnings to \$7,100.

Thomas was unchallenged on both Friday and Saturday night. He led both races wire to wire to lead 80 laps.

The only driver that came close to Thomas all weekend was Richie Stephens, who finished second on Saturday.

Derrick Rainey, Eric Cooley and Jeff Fields rounded out the top five.

The finish:

William Thomas, Richie Stephens, Derrick Rainey, Eric Cooley, Jeff Fields (16), Jordy Nipper, Frank Ingram, Jeff Fields, Chip Brindle, Dana Eiland, Jason Hiett, Royce Bray, Chris Tays, Steven Roberts, Matthew Turner, Scott Knowles, Larry Boutwell, Hunter Peacock, Steve Miller, Chad Wallace, Matt Woodson, Gene Nasworthy, Kelly Leonard, Stacy Roberts.

Murphy One Step Closer To \$100K Payout

SALEM, Ind. — Sean Murphy and his SS Green Light Racing Team took another giant step forward in their quest to win the O'Reilly Triple Crown Challenge, taking Saturday night's second leg, the ASA Late Model Series The Trials 200 at Salem Speedway.

ASA LM

Murphy already won the first of the three triple-crown races earlier this season at O'Reilly Raceway Park and now sets his sights on the third leg Nov. 15 at Memphis (Tenn.) Motorsports Park where a win could be worth \$100,000.

Jacob Goede had the dominant car for most of the race, but was collected in a crash along with fast-qualifier Pete Cozzolino when the lapped car of Kyle Sirizzotti lost grip exiting turn four and spun on lap 135. The accident opened the door for Murphy, who was able to hold off Travis Dassow over the final 65 laps for the victory.

Brent Downey finished third ahead of Will Kimmel in fourth and Jimmy Weller in fifth. Goede settled for



CHUCK GONZALEZ PHOTO

TOP DOG: Sean Murphy (center) beat Travis Dassow and Brent Downey to win Saturday's ASA Late Model Series event.

eighth place after his crew worked through several pit stops to return him to the track.

The finish:

Sean Murphy, Travis Dassow, Brent Downey, Will Kimmel, Jimmy Weller, Wes Griffith, Jr., Brent Seeley, Jacob Goede, Kyle Sirizzotti, Chuck Barnes, Jr., Pete Cozzolino, Cody Mahoney, Brian Campbell, Jordan Dahlke, Alec Carl, Robbie Pyle, Jordan Sims, Jimmy Lang, Bob Varney, Kevin Willis.

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Nationals Checklist

- Visit the National Sprint Car Hall of Fame & Museum** - Open 10 a.m. until 7 p.m. everyday during the Knoxville Nationals, featuring three different Fan Fair moderated forums each day at 11 a.m., 1 p.m., and 3 p.m., Wednesday-Saturday. ♦ Admission just \$4 per adult, \$3 per student, and \$3 per senior citizen ♦ Annual supporting membership is just \$25 per person, includes free admission for two to museum, and 10% discount on store purchases
- Visit the National Sprint Car Museum Store** - Open 7 days a week, year-round. Handicapped accessible. Free to browse. ♦ Accepts cash, money order, check, VISA, Mastercard, American Express & Discover ♦ Videos & Prints, Books, Caps, Neckties, Leather Belts, Pins & Jewelry, Miscellaneous ♦ Clothing: Jackets, Sweatshirts, T-Shirts, Shirts, Accessories
- Hear stories of 30 years of the World of Outlaws at the Museum's "Members Only" VIP Reception** - On the museum's second floor at 1 p.m. on Thursday, August 7 ♦ Free admission to annual supporting members (\$25 memberships available) ♦ Interviewed by author Dave Argabright
- Golf in the United Trailers National Sprint Car Hall of Fame Golf Classic** - At the Bos Landen Golf Club in near-by Pella on Friday, August 8 ♦ Best-shot golf tourney with 8:30 a.m. shot-gun start (\$80 entry fee) ♦ Held in memory of Kevin Gobrecht, and benefiting the museum
- Attend the Annual Knoxville Nationals Auction** - On the museum's second floor at 12:30 p.m. on Saturday, August 9 ♦ Bid on unique, autographed items from the worlds of WoO, NASCAR, IRL, NHRA, and much, much more! ♦ Enjoy the air-conditioned atmosphere of a live racing auction!

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CHAMPIONSHIP ENGINE COMPONENTS

Schendel Gets Relief In Iowa

By KEVIN RAMSELL

NEWTON, Iowa — Tim Schendel had the fastest late-model stock car all weekend at Iowa Speedway and followed up on his dominance by winning Sunday's ASA Kwik Trip Midwest Tour event at the seven-eighths-mile asphalt oval.

An announced crowd of 14,888 watched the event.

ASA MW

"It's a relief actually because we knew we were capable of winning," Schendel stated after the race. "To get this, this is awesome and it's a relief to get a pole and a win."

The event saw five lead changes among five drivers, with the caution flag waving five times.

Landon Cassill led the first lap of the event, but gave way to Jamie Iverson on lap two. NASCAR Sprint Cup point-leader Kyle Busch started 11th and took the lead on lap eight. Busch led until the halfway break at 75 laps

and set the pace the first four laps of the second half before retiring with mechanical problems.

Jonathan Eilen inherited the lead and set the pace until Schendel made his winning move on lap 81.

"The car was really tight in the beginning and when we came in for a caution, we made a couple of adjustments and the car was really good after that," said Eilen, who finished second. "Tim was just a little bit better, but I had a lot of fun. This is a great place to race at and I look forward to coming back here next year."

Matt Kenseth finished third, with Donny Reuvers and Chris Wimmer rounding out the top five.

The finish:

Tim Schendel, Jonathan Eilen, Matt Kenseth, Donny Reuvers, Chris Wimmer, Jamie Iverson, Thor Anderson, Blake Horstman, Landon Cassill, Travis Sauter, Nick Murgic, Dan Fredrickson, Andrew Morrissey, Bryan Roach, Joey Gase, Kris Kelly, Jeff Storm, Russ Blakeley, Brandon Hill, Nathan Haseleu, Jill George, Kyle Busch, Todd Hansen, Mark Kraus, Jim Ross, Adam Hensel, Billy Mohn, Jason Vandenberg, Rich Loch.

Hahn Inches Closer To History With Sixth Win

NEWTON, Iowa — When it comes to the ARCA Lincoln Welders Truck Series these days, Paul Hahn has nary a challenger.

That proved true again Sunday afternoon at Iowa Speedway where

Hahn, in his father Rick Hahn's No. 7

Hahn's Powder Coating-Fox Auto Parts-Howe

Racing Chevy Colorado, raced from last to first to win the inaugural ARCA Lincoln Welders 50.

The victory was Hahn's sixth of the season after nine events and his 21st-career series triumph, placing

the 2006 series champion just three wins shy of Chad Guinn's all-time victory mark of 24.

Hahn, who led the final 25 circuits, was also the fast qualifier. It was his 13th-career pole award, just one away from tying Jeff Speakman's all-time pole mark of 14.

Kenny Kirsch finished second on the seven-eighths-mile asphalt oval, while Norm Weaver, Nick Gullatta and Duane Bischoff rounded out the top five.

The finish:

Paul Hahn, Kenny Kirsch, Norm Weaver, Nick Gullatta, Duane Bischoff, Tim Schafer, Carl Moyer, Steve Christman, Robbin Slaughter, Ash Hawkins, Bill Withers, Randy Moyes, Paul Vanderhoff, Mike Young, Mark Otting, Craig Meyers.



GRANT HALVERSON/NASCAR PHOTO

SWEET TUNE: Matt Kobyluck takes the checkered flag to win Saturday's Strutmasters.com 150 at the Music City Motorplex in Nashville.



DOUG HORNICKEL PHOTO

DOMINANT: Steve Carlson (66) fights Dan Fredrickson for track position Friday at Iowa's Hawkeye Downs Speedway en route to his fifth Keith Fleck Miller 100 victory.

Count On Carlson In Miller 100

By KEVIN RAMSELL

CEDAR RAPIDS, Iowa — Steve Carlson's domination at Hawkeye Downs Speedway continued Friday night as he took home his fifth Keith Fleck Miller 100 victory at Hawkeye Downs Speedway.

ASA MW

It was Carlson's second ASA Kwik Trip Midwest Tour triumph of the season.

"I had a very good car, very good

car," Carlson stated. "I just run well here and I have a lot of fun here."

Carlson started seventh and charged to the front within the first 40 laps of the half-mile asphalt oval.

Fast-qualifier Johnny Sauter started 12th and quickly worked his way up to Carlson, following him to the front.

"Johnny Sauter was in second place, you know, and it doesn't matter if you have a one-car lead or a 10-car lead, every lap is like the last lap and you have to race for all you got, and I was,"

Carlson said.

Only one yellow flag slowed the event, with Carlson beating Sauter to the checkered flag.

Dan Fredrickson, Donny Reuvers and Travis Sauter rounded out the top five.

The finish:

Steve Carlson, Johnny Sauter, Dan Fredrickson, Donny Reuvers, Travis Sauter, Blake Horstman, Jamie Iverson, Jonathan Eilen, Andrew Morrissey, Nathan Haseleu, Kyle Calmes, Tim Schendel, Brandon Hill, Ken Reiser, Russ Blakeley, Joey Gase, Bryan Roach, Don Turner, Kris Kelly, Frank Kreyer, Nick Murgic, Mark Kraus, Chris Wimmer, Johnny Spaw, Jake Ryan, Dudley Fleck, Brad Dvorak.

Hot, Hot, Hot: Hantz Motors To Fourth Score

NASHVILLE — Two-time CRA Super Series champion Scott Hantz continued his hot streak, getting his fourth victory of the season in the All American 150 at the Music City Motorplex Sunday afternoon.

CRA LM

Hantz claimed his first Copley Guitar

Trophy on the July afternoon where the heat index was more than 110 on pit road, and there was plenty of hot racing action on the track.

"Roll your windows up and turn on your heater all the way going down the road and that is how hot it was in the car," commented Hantz. "This is the first time I have finished in the top 10 at Nashville. This is great to finally win a race here."

Hantz extended his series points lead as he goes for a series-record third championship. With the victory, Hantz moves into a tie with Brian Ross as the series all-time victory leader with 22 wins. Ross is also tied

with Hantz with two series championships.

Ryan Crane finished .635 second behind Hantz, while Rick Turner, Eddie Hoffman and Mitch Cobb rounded out the top five on the five-eighths-mile asphalt oval.

The finish:

Scott Hantz, Ryan Crane, Rick Turner, Eddie Hoffman, Mitch Cobb, Dennis Schoenfeld, Keith Gardner, Zach Taylor, Jason Shively, Johnny Brazier, Aaron Pierce, Jeff Berg, Jason Dietsch, Donnie Wilson, Robert Maynor, John Van Doorn, John Bolen, Boris Jurkovic, Justin Drawdy, Johanna Long, Steve Arpin, J.R. Roahrig, Terry Fisher, Jr., Jeff Letson, Adam Purdy, Blake Hillard, Martin Pierce, Josh Krug, Jeff Lane, Don Young, Kenny Tweedy, Jared Smith, Russell Fleeman, Tony Ponkauskas.

Kobyluck Struts His Stuff To Music City Magic

NASHVILLE — Matt Kobyluck earned his second NASCAR Camping World East stock-car victory of the season when he took the checkered flag in the Strutmasters.com 150 Saturday night at the Music City Motorplex.

CW EAST

In a race that saw 12 changes at the front, Kobyluck (No. 40 Mohegan Sun Resort Chevrolet) grabbed his first lead of the night on lap 136 and made it stand through the final 15 circuits for the victory, ahead of runner-up Peyton Sellers.

"This place is prone to wearing out tires," said Kobyluck, who posted his 14th-career victory. "My strategy going in was to lay back and save the

tires as much as I could for when we got to crunch time and I needed to be able to make a move. When it got to go-time there at the end, I had some good grip left on my car and I just used it up."

Sellers, who captured the Coors Light Pole Award earlier in the day, protected the pole position for more than half the race. It took until the 78th lap of the race for Trevor Bayne to wrestle the lead away.

Bayne's lead was short-lived, however. Following the third caution of the night, Austin Dillon took the lead on the lap-84 restart. The lead changed nine more times in the event between Bayne, Dillon and finally, Kobyluck.

Dillon finished third for his fourth top-five finish of the season. Ricky

Carmichael came home fourth, the best finish of his young career in the series. Derek Thorn was fifth.

The finish:

Showing driver, car, laps completed and money won: 1. Matt Kobyluck, Chevrolet, 150, \$8,000; 2. Peyton Sellers, Chevrolet, 150, \$7,000; 3. Austin Dillon, Chevrolet, 150, \$4,215; 4. Ricky Carmichael, Chevrolet, 150, \$4,500; 5. Derek Thorn, Ford, 150, \$2,000; 6. Steve Park, Chevrolet, 150, \$2,300; 7. Jesus Hernandez, Chevrolet, 150, \$2,100; 8. Brian Ickler, Chevrolet, 150, \$2,000; 9. Craig Goess, Toyota, 150, \$1,400; 10. Max Dumarey, Chevrolet, 150, \$1,300; 11. Dustin Delaney, Chevrolet, 150, \$1,200; 12. Trevor Bayne, Chevrolet, 150, \$1,675; 13. Jamie Hayes, Chevrolet, 149, \$1,650; 14. Chase Mattioli, Ford, 149, \$1,125; 15. Jeff Anton, Chevrolet, 147, \$1,550; 16. Jody Lavender, Ford, 147, \$1,450; 17. Marc Davis, Toyota, 147, \$1,430; 18. A.J. Henriksen, Chevrolet, 147, \$920; 19. Jeffrey Earnhardt, Chevrolet, 145, \$1,400; 20. Richard Johns, Dodge, 131, \$900; 21. Rogelio Lopez, Chevrolet, 99, \$1,400; 22. Sterling Marlin, Dodge, 93, \$900; 23. Ryan Duff, Chevrolet, 88, \$900; 24. Eddie MacDonald, Chevrolet, 85, \$1,400; 25. Jonathan Smith, Dodge, 29, \$900; 26. Todd Peck, Chevrolet, 21, \$900; 27. Daniel Pope II, Dodge, 20, \$900; 28. Richard Gould, Chevrolet, 17, \$900.

Sarna Takes AMP Victory

TRACY, Calif. — After a caution-filled affair for the USAC Western States Midgets, emerging star and former dirt-only driver C.J. Sarna

earned the win Saturday night at Altamont Motorsports Park.

Sarna led every lap, fighting off hard charges from Bryan Clauson, Inc. driver Shane Golobic. He took the checkered flag, with Nic Faas second and Golobic third. Michael Faccinto and Scott Pierovich rounded out the top five.

The finish:
C.J. Sarna, Nic Faas, Shane Golobic, Michael Faccinto, Scott Pierovich, Daniel Bedford, Justin Grant, Steve Mathews, Robby Josett, Viktor Sinzig, Chad Nichols, Paul Zimmerman, Jimmy Christian.

Pierovich Peerless

TRACY, Calif. — Scott Pierovich claimed his first USAC Western Sprint Car Series triumph in only his third start in the series Saturday night at Altamont Motorsports Park.

A midget racing regular, Pierovich took the lead from three-time series champion Tony Hunt on lap eight and easily led the remainder of the 30-lap event on the half-mile asphalt oval. Eric Humphries had a huge run coming home in second, with Brian McClish third. Point-leader Tanner Swanson and Bobby Santos III filled the top five.

The finish:
Scott Pierovich, Eric Humphries, Brian McClish, Tanner Swanson, Bobby Santos III, Nick Green, JoJo Helberg, Tony Hunt, Nick Rescino, Jr., Porter Smith, Chase Scott, Shauna Hogg, John Sarale, Jimmy Riddell.



TOM PARKER PHOTO

SPECIAL K: Tim Kaeding (83) passes Brent Kaeding on his way to a Golden State Challenge victory at Antioch (Calif.) Speedway Saturday.

Walker, Kaeding Keep Rolling

Friday

By GARY THOMAS

WATSONVILLE, Calif. — Tyler Walker took the lead on the 12th lap and withstood a late-race challenge from Tim Kaeding to score his fourth Golden State Challenge Series sprint-car victory of the season Friday night at Ocean Speedway.

The 30-lap event started with 13-time and defending King of California Brent Kaeding jumping out into the lead from the pole. After a handful of laps, Walker and Jonathan Allard began challenging B. Kaeding. On lap eight, the top three were nose to tail and Allard made a move to the low side and bolted from third to first.

However, Allard got caught behind a lapped car entering

the first turn and B. Kaeding regained the lead. But the pass was negated when the yellow flag waved before a lap was complete.

When flagman Willie Williams waved the green flag, Walker charged around B. Kaeding and claimed the runner-up spot. A red flag followed on lap 10.

Walker challenged Allard on the restart and took the lead on lap 14. T. Kaeding made a late charge around Allard and, despite two yellow flags in the last six circuits of the quarter-mile oval, Walker held on for the victory.

T. Kaeding was second, ahead of Allard, B. Kaeding and Shane Golobic.

The finish:
Tyler Walker, Tim Kaeding, Jonathan Allard, Brent Kaeding, Shane Golobic, Jason Statler, Tommy Tarlton, Mike Henry, Brent Bjork, Stephen Allard, Kurt Nelson, Evan Suggs, Bud Kaeding, Ken Fredenburg, Mark Workentine, Jon Maiwald, Anthony Simone, Burt Foland, Dan Simpson, Mike Stallings, Jason Newton, Peter Murphy, Destiney Hays, Jerry Bonema.

Saturday

By GARY THOMAS

ANTIOCH, Calif. — Just one night after Tyler Walker got his fourth Golden State Challenge Series victory of the season, Tim Kaeding came back on Saturday at Antioch Speedway and earned his series-best fifth victory of the season.

Father and son battled throughout the 30-lap event on the rough quarter-mile dirt track, but Tim Kaeding held off his father Brent exiting the final turn to grab his 39th-career GSC feature.

Walker, who rode the cushion all night long, came home third. Mike Henry and Bud Kaeding filled the top five.

The finish:
Tim Kaeding, Brent Kaeding, Tyler Walker, Mike Henry, Bud Kaeding, Jason Statler, Tommy Tarlton, Brandon Carey, Jonathan Allard, Mark Workentine, Ken Fredenburg, Charlie Louden, Dan Simpson, Shawn Arriaga, Scott Males, Pat Harvey, Jr., Mike Stallings, Anthony Simone, Evan Suggs, Brent Bjork, Destiney Hays.

Hansen Takes Over At End

By ROBERT MAYSON

PERRIS, Calif. — Garrett Hansen took advantage of a late-race restart and put Mark Preistley's No. 7 Maxim into the lead with three laps remaining Saturday at Perris Auto

Speedway.

From there, Hansen went on to post his second Lucas Oil USAC-CRA Sprint Car Series victory in the last three races.

"It's an exciting win for us because it's a different car than we ran the last time we won here," Hansen said. "We had a couple close calls tonight, but I just kept driving as hard as I could trying to win the race."

Hansen grabbed the lead from Blake Miller on lap 28 and paced the final three tours of the half-mile dirt track for his

second triumph of the season. Miller, who led laps three through 27, finished second.

Tony Jones, Tyler Brown and Rip Williams rounded out the top five.

The summary:
Qualifications: 1. Mike Spencer, Chaffin 50, 17.828; 2. Alan Ballard, Stansberry 75, 17.841; 3. Tony Jones, Alexander 4, 17.863; 4. Rip Williams, Jory 3, 17.954; 5. Danny Sheridan, Kittle 18, 17.975; 6. Tyler Brown, Gardner 96, 18.013; 7. Garrett Hansen, Priestley 7, 18.073; 8. R.J. Johnson, Martin 15, 18.153; 9. Josh Ford, Ford 73, 18.174; 10. Eric Severson, Leonard 48n, 18.195; 11. J. Hicks, Miller 66, 18.201; 12. Blake Miller, Gardner 93, 18.268; 13. Seth Wilson, Wilson 17, 18.269; 14. Jimmy Crawford, Crawford 51, 18.297; 15. David Gardey, Crosso 38, 18.313; 16. Greg Bragg, Sertich 92, 18.351; 17. Cody Williams, Jory 44, 18.502; 18. Nadine Gardner, Gardner 16, 18.513; 19. Ronnie Case, Case 8, 18.841; 20. Todd Hunsaker, Hunsaker 6, 18.866; 21. Brein Kinney, Persall 85, 19.503; 22. Ludvig Solberg IV, Persall 84, 19.792; 23. Joe Gunderson, Bellegante 23, 20.520; 24. John Butler, Butler 54, 21.615.

First Heat (10 laps): Bragg, Wilson, Hansen, R. Williams, Spencer, Case, Severson, Solberg.

Second Heat (10 laps): Sheridan, Crawford, C. Williams, Ballard, Johnson, Hicks, Gunderson, Hunsaker.

Third Heat (10 laps): Gardey, Miller, Ford, Jones, Brown, Gardner, Kinney, Butler.

Semi (10 laps): Brown, Spencer, Johnson, Severson, Hicks, Hunsaker, Case, Gardner, Kinney, Gunderson, Butler.

Feature (30 laps): Hansen, Miller, Jones, Brown, R. Williams, Spencer, Ford, Ballard, Bragg, Johnson, Hicks, C. Williams, Severson, Hunsaker, Gunderson, Cardey, Sheridan, Wilson, Gardner, Crawford, Case, Kinney.

Cool Kenseth Survives

SLINGER, Wis. — Matt Kenseth scored a hard-fought victory in the 29th-annual Miller Lite Nationals July 15 at Slinger Super Speedway, his fourth overall in the prestigious 200-lap late-model event.

"What a great race," Kenseth said. "I had a great time racing Jeremy (Lepak) there, and Prunty put on a heck of a battle for the lead and we got pretty crazy there for awhile, so it was a fun race."

Kenseth, Dennis Prunty, and Lepak all took turns at the head of the field as they raced side by side and nose to tail

throughout the second half of the event. After Kenseth took the lead for good on lap 138, the battle between Prunty and Lepak for second place allowed Kenseth to open up a comfortable lead. Prunty eventually fell out of contention when his engine sputtered on lap 178 while Lepak drove on to a second-place finish.

Prunty held on for third. Kyle Busch finished fourth and Nick Schumacher rounded out the top five.

The finish:
Matt Kenseth, Jeremy Lepak, Dennis Prunty, Kyle Busch, Nick Schumacher, Kelly Bires, Dale Prunty, Chris Wimmer, Tommy Pecaro, Lowell Bennett, Eric Fransen, David Prunty, Brett Moffitt, Rich Loch, Rich Bickle, Josh Bauer, Jamie Wallace, Brad Mueller, Erik Darnell, Pete Wiedmeyer, Conrad Morgan, Scott Wimmer, David Stremme, Mike Egan.

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RACE REWIND

INDY RACING LEAGUE

Race 13 of 19: Honda Indy 200 at Mid-Ohio, Sunday, July 20
Mid-Ohio Sports Car Course, Steam Corners, Ohio

FINAL RESULTS



Ryan Briscoe **Helio Castroneves** **Scott Dixon**

Fin.	St.	Car	Driver	Car	Laps	Status
1	2	6	Ryan Briscoe	Team Penske Dallara-Honda	85	Running
2	1	3	Helio Castroneves	Team Penske Dallara-Honda	85	Running
3	6	9	Scott Dixon	Target Chip Ganassi Dallara-Honda	85	Running
4	12	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	85	Running
5	8	5	Oriol Servia	KV Racing Technology Dallara-Honda	85	Running
6	11	4	Vitor Meira	Delphi National Guard Dallara-Honda	85	Running
7	5	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	85	Running
8	21	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	85	Running
9	10	27	Hideki Mutoh	Formula Dream Dallara-Honda	85	Running
10	15	17	Ryan Hunter-Reay	Rahal Letterman Racing/Ethanol Dallara-Honda	85	Running
11	4	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	85	Running
12	20	7	Danica Patrick	Motorola Dallara-Honda	85	Running
13	9	18	Bruno Junqueira	Z-Line Design Dallara-Honda	85	Running
14	25	34	Jaime Camara	Sangari Dallara-Honda	85	Running
15	22	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	85	Running
16	14	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	84	Running
17	13	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	84	Running
18	23	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	84	Running
19	16	96	Mario Dominguez	Visit Mexico City/PCM Racing Dallara-Honda	83	Running
20	7	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	82	Running
21	24	25	Marty Roth	Roth Racing Dallara-Honda	80	Running
22	17	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	80	Running
23	26	23	Milka Duno	CITGO/Dreyer & Reinbold Racing Dallara-Honda	79	Running
24	19	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	61	Off Course
25	3	26	Marco Andretti	Blockbuster Dallara-Honda	41	Contact
26	18	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	8	Contact

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

RACE STATISTICS

Race time: 2 hours, 1 minute, 22 seconds
Average speed: 94.873 miles per hour
Victory margin: 7.264 seconds
Caution flags: Five for 19 laps
Lead changes: Seven among seven drivers

Lap leaders: Helio Castroneves 1-5; Vitor Meira 6-26;
Darren Manning 27; Justin Wilson 28-38; Ryan Briscoe
39-55; Mario Moraes 56; Will Power 57-59; Briscoe 60-
85.

TALK OF TIME TRIALS

Helio Castroneves's time of one minute, 7.2480 seconds was good enough to earn the Brazilian his second-straight pole, the third straight for Penske Racing. Teammate Ryan Briscoe started alongside Castroneves.



DOUG DAY PHOTO

FAST TIMES: Helio Castroneves notched his second pole in a row Saturday at Mid-Ohio Sports Car Course.

STANDINGS



Scott Dixon **Helio Castroneves** **Tony Kanaan**

Top 10

1. Scott Dixon	455	6. Danica Patrick	284
2. Helio Castroneves	397	7. Hideki Mutoh	276
3. Tony Kanaan	365	8. Marco Andretti	263
4. Dan Wheldon	364	9. Ryan Hunter-Reay	252
5. Ryan Briscoe	296	10. Oriol Servia	250

Tracy Gets Ride For Edmonton GP

By BRUCE MARTIN
NSSN CORRESPONDENT

STEAM CORNERS, Ohio — Bryan Herta, who has joined Vision Racing as a consultant, could not help but laugh at the irony of Paul Tracy driving an IndyCar for Tony George in this Saturday's Rexall Edmonton Indy.

After all, it was George who made the final ruling in the disputed finish of the 2002 Indianapolis 500, preserving the victory for Helio Castroneves when it was ruled that Tracy passed Castroneves at the end of the race after the caution light had been turned on.

Tracy believes he won that year's Indy 500, even listing his greatest achievement as "Winning the 2002 Indianapolis 500" in the following year's CART Media Guide and referred to IndyCar as "Crap Wagon."

Six years later, Tracy will drive a car owned by George's Vision Racing team that will be serviced by Walker Racing in Saturday's race.

"I have to say, I never thought I would ever see Paul Tracy drive for Tony George," Herta said. "I wonder if Tracy is going to put a 'Crap Wagon' decal on his car."

While that has become ancient history, Tracy was the lone "big-name driver" left out of a ride in the unified IndyCar Series when team owner Gerry Forsythe chose not to participate in the series, but would not let Tracy out of his contract.

Tracy tried to get a ride in this year's Indy 500, but finally reached a deal to drive a Subway-sponsored No. 22 entry for Vision Racing.

"I'm excited about the opportunity with Vision Racing and Walker Racing," said Tracy, who is currently ranked seventh in all-time career Indy-car wins. "Obviously, it's key to have a good sponsor and a proper effort. Tony George has done a great job with that. We have that now with Subway and these two teams working together. I've been away for a little while, but I want to be back in a car and this is the first step to getting back. We have a big job ahead of us, but everyone is giving it their best try."

Tracy has 31 career wins in CART and Champ Car. He also is the active



Paul Tracy

leader in starts with 262, has 25 poles and is considered a road-course specialist, which makes him a great fit for the 1.96-mile street course at Edmonton City Centre Airport.

George believes this is a great step to move on and bring another great name back to the sport.

"There is little question that last time Paul left here, he left feeling great disappointment and that was many years ago," George said. "It had been many years since he was here. It's been many years since he's been back. We welcome him back and are happy he's here and happy to be a part of giving him the opportunity to participate this year."

Derrick Walker's crew will work with Vision's staff in the Edmonton race as he hopes to prepare for a full-season return to the sport in 2009.

"We are looking forward to working with Vision Racing and Paul Tracy," Walker said. "Walker Racing is building for 2009 and this opportunity with Vision Racing affords us the chance to show that we are still alive and a viable entity. I appreciate that Tony has provided us with this chance. It's a good opportunity as well to work with Paul. Having raced against him for many years, I've always admired him as a very competitive driver. There is no doubt we are all going into this event with our eyes wide open. We just want to execute the best that we can and the results will take care of themselves."

PATRICK: Patrick Takes Issue With Duno's On-Track Moves

CONTINUED FROM PAGE 3

body that comes in like that," Duno said. "If she wants to find my worst side, she is going to find it. She came in a very bad way. She's pushed guys before because she knows a guy can't

push back. But with me, forget about it. If she wants to find my worst side, she is going to find it."

"It's not good for her to find that."

Several hours after the incident, Patrick spoke about her confrontation with Duno.

"I just had a few issues with her out on the track, and I wanted to clear it up a little bit," Patrick said. "The last one in particular I wanted to know if she saw me because it didn't seem that she did. I wanted to know what the situation was."

RACE:

Briscoe, Castroneves Notch 1-2 Finish For Penske Racing

CONTINUED FROM PAGE 3

the race.

Castroneves finished second, just ahead of the man he is chasing in the IndyCar Series points race, Scott Dixon. KV Racing Technologies rounded out the top five with teammates Will Power fourth and Oriol Servia fifth.

There were seven lead changes among seven drivers with Briscoe leading twice for 43 laps. Meira led one time for 21 laps.

There were five caution flags for 19 laps, which dropped the average speed to 94.873 miles per hour.

Briscoe led laps 39-55 before pitting for the final time in the 85-lap race. That gave the lead to 19-year-old rookie Mario Moraes for one lap before Power took the lead for the next two.

But once Power pitted, Briscoe was back in front on lap 60 and stayed there for the remaining 25 laps.

"It was an amazing race," Briscoe said. "I think my experience with Penske Racing throughout all last year with the sports car racing, often you get yourself in those situations where something would happen, you'd fall back in the pack. But Roger, with his experience, he always finds a way to pit at the right time and get you back up to the front."

"Today was a perfect case of that. So, once we got back up there, we had the pace to run fast and pull away. It was just perfect."

Castroneves was able to finish second and trim five more points off Dixon's points lead, but he continues to be shut out of victory lane. Castroneves last won a race in the 2007 Honda Grand Prix of St. Petersburg.

"Until the middle, we continued to be stuck behind traffic with different guys trying different strategies," Castroneves said. "There was not much I could do unless I tried something stupid. At this point in the championship, I saw Scott behind me, so I'm sure he was just waiting for something to happen. I was like, 'I won't do that. I know what you're thinking, but I will not do that.'"

"It's just, unfortunately, difficult to pull alongside here unless you have a big difference between the cars. To that point, we destroyed our tires running behind traffic. I think Ryan got lucky on the strategy, drove a great race and ended up opening an 11-second lead. That was the only thing we could do."

When asked if she expected a towel in the face, Patrick gave a long pause and said, "No."

"Ideally, no one would have ever found out we did it, but at that point in time, it's kind of hard to locate people when you get away from the car," Patrick explained. "I stayed behind the wall and wanted to ask what happened. I did not go down pit lane. I just had a question. That was it."

"Unfortunately, things that happen involving me tend to evolve. It really wasn't a big deal. That's it."

Forsythe To Enter Indy Lights

By **BRUCE MARTIN**
NSSN CORRESPONDENT

STEAM CORNERS, Ohio — In a surprising move, Forsythe Racing announced last week it would field a full-time Firestone Indy Lights Series team for 2009.

Could a full-time team in the IndyCar Series be next?

When unification of IndyCar and Champ Car was completed in February, team owner **Gerry Forsythe** said he would not be part of the unified series. He kept his employees and driver, **Paul Tracy**, on the payroll, but the team competed in just one race — the Champ Car Series finale at the Toyota Grand Prix of

IRL NOTES

Long Beach. So, on the same day Tracy was introduced as a third driver for Vision Racing in Saturday's Rexall Indy Edmonton, Forsythe Racing announced it would return to Indy Lights.

Forsythe's Indy Lights plans are in addition to its current on-track activities fielding **David Garza** and **James Hinchcliffe** in the 2008 Cooper Tires presents the Atlantic Championship powered by Mazda.

"The opportunity to return to Indy Lights is, obviously, one that we're relishing," said **Neil Micklewright**, vice president of operations at Forsythe Racing, Inc. "This is an extremely exciting time for Forsythe Racing as we're once again in the thick of a title battle in the Atlantic Championship while we're also looking to further bolster our race programs, starting with our Indy Lights announcement.

"As a company, we have a tremendous pedigree in Indy Lights with numerous race wins and back-to-back championship victories with **Greg (Moore)** and **David (Empringham)** in the mid-90s. The series still offers drivers the chance to prove themselves, and the level of competition remains as high as ever. You only have to look at this season's results to see how tight it is at the top with six drivers winning already this year. We believe the Firestone Indy Lights Series offers Forsythe Racing an additional platform to showcase our commitment to on-track excellence and our desire to win."

■ From Indianapolis Motor Speedway, it is a 1,187-mile trip that could take 30 hours by truck for the IndyCar teams that left Monday morning for this weekend's event in Edmonton, Alberta.

But for Team Penske, it is a longer drive as they began their trip with a 7 a.m. departure from the Mid-Ohio Sports Car Course.

The team had little time to celebrate Sunday's 1-2 finish with **Ryan Briscoe** winning Sunday's Honda Indy 200 at Mid-Ohio and **Helio Castroneves** finishing second. The team cleaned off their cars, loaded up the equipment and prepared for the 1,985-mile, 33-hour drive for the two team transporters and Penske traveling office motorhome.



STEVE SNODDY/IRL INDYCAR PHOTO

CINEMA SHOWCASE: Graham Rahal paid tribute to team co-owner Paul Newman at Mid-Ohio by sporting a helmet depicting posters from many of Newman's films.

Penske's convoy includes two drivers for each of the two trucks and motorhome.

■ After being fired as the driver of Andretti Green Racing's American Le Mans Series team last month, former IndyCar driver **Bryan Herta** has been hired at Vision Racing to help groom drivers **Ed Carpenter** and **A.J. Foyt IV**.

"When one door closes, another one opens," Herta said. "This came from out of the blue, but it was really nice. I didn't want to sit at home the rest of the year. This gives me a chance to come back, and I enjoy working with the team. I have some good road-racing experience, and this, hopefully, gives me a chance to use some of that.

"Vision is still a new race team, really. They are still finding themselves, so they are still building. But the one thing I'm struck by is they are here, and I'm struck by **Tony George's** dedication. They aren't here to make the numbers or fill a field or give Ed Carpenter a job. They are here because they want to build a winning IndyCar team. As a driver, you want to be part of that."

■ **Graham Rahal** had a two-part idea a few weeks ago to honor film legend, philanthropist and IndyCar Series team co-owner **Paul Newman** at Mid-Ohio with a special helmet paint scheme.

The artwork — depicting movie posters of many of Newman's most famous feature films, including "The Sting," "The Hustler," "Cool Hand Luke," "Cat on a Hot Tin Roof," "The Long, Hot Summer" and the infamous "Slap Shot" — was created by helmet designer Troy Lee.

■ **E.J. Viso** returned to IndyCar Series action this weekend in the HVM Racing entry after missing the race at Nashville due to a case of the mumps.

"I was flying from Watkins Glen to Indianapolis and during the flight, I had a little bit of pain in my neck," Viso said. "I thought it was the normal muscle pain after the race. I just took a couple of Tylenol and thought I would be fine the next day.

"When I woke up, I saw myself in the mirror — I looked like a balloon. I called my team, and we went to the medical center. We all thought it was mumps, but they took my blood to check. Tuesday morning they told me it was mumps."

■ **Kevin Kalkhoven** once ruled his own series in Champ Car, but since IndyCar unification he is a team owner committed to building a winning program in the unified series.

He had plenty of reasons to smile after Sunday's race when both of his drivers finished in the top five. **Will Power** was fourth and **Oriol Servia** finished fifth.

Walker 'Cautiously Optimistic' About Edmonton, 2009

STEAM CORNERS, OHIO

Derrick Walker fully expected to be on the starting grid for next Saturday's Rexall Edmonton Indy when the IndyCar Series unified last February because Walker expected to be on the starting grid for every IndyCar race.

But when he lost his sponsor and his driver, Will Power, to KV Racing Technologies before the season began, it was too late for Walker Racing to put together a deal that would have allowed them to participate in IndyCar this season.

So, when the opportunity developed to join forces with Canadian driver Paul Tracy and Vision Racing in Saturday's street race, Walker was

back where he belonged, in the IndyCar paddock at the Mid-Ohio Sports Car Course.

"Any time you can get into the paddock and compete is building towards next year for me," Walker said. "We're

glad for the opportunity to run the third Vision car and it helps us build for next year because people see we are still serious for next year.

"We bump and we grind, but we move on and get on with it. No door is ever closed. You always have to be optimistic."

Walker realizes it will be difficult to field a competitive car at Edmonton because Walker Racing, which will serve as the crew for the Vision Racing car, has not worked on this type of car since they were IRL participants in the late 1990s and early 2000s. It's a different chassis and engine package since those days, but the opportunity to race at Edmonton is a great way to prepare for a full-scale return in 2009.

"It's going to be difficult," Walker said. "I don't think we are under any illusions what we are getting in to. Paul Tracy knows his way around the Edmonton course real well. He is dying to get in there and drive and is enthusiastic. That is a big help. We are doing everything we can to give

LAST WORD



BRUCE MARTIN

our best shot, but we only have a few hours of practice. We'll be working every minute of it.

"There are four of us from Walker Racing here at Mid-Ohio watching how the system works and how the teams are working so we can at least be more familiar with it than we once were."

Walker makes his living as a race team owner. He isn't a wealthy industrialist such as Roger Penske, who runs major businesses that allow him to run top-notch racing programs. Walker kept key members of

"It's going to be difficult. I don't think we are under any illusions what we are getting in to."

DERRICK WALKER

his team on the payroll even though the team wasn't able to participate in IndyCar this season.

It's a true testament to his desire to remain in the sport.

"Needless to say, it has been very difficult," Walker said.

"There is a lot of financial risk and you have to subsidize that while you try to rebuild. The only thing you can do is keep trying. I have loyal people with me who were willing to rough it with me. We kept 50 percent of the team members that we had, so we have 23 employees. We also run a Formula Atlantic program.

"The crushing blow is when the sponsor and driver was taken over to (KV Racing). I was under the impression I had a contract to do this year and it didn't turn out that way. It is still unresolved. I went out of business overnight, basically."

Before Walker can return for 2009 he has to "find a lot of money." He doesn't know if he can do that, but remains "cautiously optimistic."

"I've got everything riding on it, so I'm doing everything I can to try and make it a reality," Walker said. "If we do a good job and sponsors are interested, I would think Tony would consider doing it. But there are no guarantees and right now, it's a one-race deal."

UP NEXT

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JULIA JOHNSON PHOTO



JULIA JOHNSON PHOTO



RICH KEPNER PHOTO



JULIA JOHNSON PHOTO

UP NEXT

Darrah On Track To Be Posse's New Young Gun

A wall of photos at Eckert Trucking in York, Pa., tells the story of sprint-car driver Cody Darrah's family.

In one photo, Cody's uncle, World of Outlaws driver Rick Eckert, wheels his No. 24 car to the 2001 United Dirt Track Racing Ass'n Championship.

In another, Cody's mother, Kitty Eckert Darrah, holds a checkered flag in the late 1980s next to her No. 0 street stock. Along another wall a number of trophies lie.

The display depicts a family's racing history. It depicts a family — aunts, uncles, cousins and grandparents — of track champions and victorious racers.

Darrah, a fourth-generation driver in the prestigious racing family, sought to add another photograph to the wall.

"I was always striving to get my picture there next to the rest of the family," said the 18-year-old who competes full time at Lincoln and Williams Grove Speedways. "Ever since I was little, I lived and breathed dirt-track dirt."

Growing up, he watched along the sidelines as his family members claimed victories. He placed the burden on himself to continue the tradition. He has.

He succeeded for the first — and second — time May 10 at Lincoln Speedway in Abbottstown, Pa., sweeping twin 410-sprint-car features.

Darrah started eighth in the April 26 make-up feature at the same track where his uncle claimed three-straight titles from 1989-91 and where his grandfather and great-grandfather drove late models.

He charged toward the front in his family-owned Darrah Motorsports No. 89.

"I started getting more of a feel for the car," Darrah said. "I started moving up on the leaders. Then we started getting into lapped traffic and I saw the leader slowing a bit. I thought to myself, 'I have a good car, maybe I can get up and have a good finish.'"

He did.

Darrah darted past Cory Haas to take the lead on the 21st lap of the 25-lap feature. The 18-year-old, in just his 28th start at Lincoln Speedway, charged toward the checkered flag. Though Darrah crossed the finish line first and even pulled into the infield to celebrate, the Red Lion, Pa., native's first victory was not official.

Darrah had to restart the last lap three times due to accidents, but in the end, the family was able to add another photo to the wall.

"That was heart wrenching," Candy Eckert Toggas, Darrah's aunt and a former track champion at Bedford Speedway, said of Cody's victory. "We were all pretty excited. We were all pretty emotional."

CODY DARRAH

Birthdate: Aug. 21, 1989
Hometown: Red Lion, Pa.
Car Number: 89, the year he was born
Chassis: Maxim Chassis
Engine Builder: Cappetta Racing Engines
Crew Chief: Lee Stauffer
Favorite Track: Williams Grove Speedway
Divisions Raced: 410 winged sprint cars, 360 winged sprint cars, 600 and 270 micros
Years Racing: Seven
Wins: 11
2008 Statistics
 30 Starts
 2 wins
 8 top fives
 14 top 10s

one day," Stauffer said. "That's very rare."

Rahmer, a close friend to both Stauffer and Darrah, provided a lesson for the young driver in the closing laps: Don't overdrive the car.

"He (Rahmer) really makes you nervous," Darrah said. "He plays mental games with you. I saw the No. 51 closing in and I started to overdrive. He makes you get up on the wheel. He makes you make mistakes."

It's one of many lessons the veteran driver has passed along — both on and off the track.

"Fred Rahmer has lessons on everything that you could ever imagine," Stauffer said of the all-time winningest driver at both Lincoln Speedway and Williams Grove. "He will come down and kind of critique Cody. He'll question a move on the track, or ask why he did this or that. He's the professor of little sayings."

The Red Lion Senior High School graduate listens closely. And he learns.

"With Fred, he blows my mind each week with how good of car control he has," Darrah said. "I envy his ability, too, and his perception on the track to anticipate. He knows what I'm going to do on the track before I even do. He evaluates the track like a chess game."

Darrah also credits his crew chief for accelerating his learning curve behind the wheel.

"If it wasn't for him, I wouldn't have been able to grasp what I've learned," Darrah said. "He's quickened my learning curve by at least 10 years."

Together, the duo analyzes race situations and discusses strategy before each race.

They rely on each other. They've formed a bond.

Stauffer, who has worked with top drivers including Rahmer, Bobby Hersh, Greg Hodnett and Johnny Parsons before joining Darrah Racing in 2007, provides guidance to the young driver.

He coaches Darrah, who jumped from micro sprints to the 410 sprint cars in 2007, and tempers his aggressive driving style when necessary.

He provides the fourth-generation driver with the equipment to succeed.

"You can be the best driver in the world, but if you're not in a car that can compete, that is handling well, you're just another guy," Rahmer said. "They know you have to do it all — good handling, good engines, good mechanic. They've positioned themselves that way."

Though the team claimed its third victory during Pennsylvania Speedweek, July 5 at Port Royal Speedway, Stauffer continues to take a day-by-day approach with the fledgling team.

"He's very young to be in a sprint car," Stauffer said. "We are just learning who he is and what he is. We go to every race trying to do our best. Whether that is first, second, seventh or 20th, we have no expectations."

Competitors do. "He's going to be a force to be reckoned with in a while," Rahmer said.

That time may be now.

NATIONAL
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INSIDE

Yates Racing looks to regain the magic of years past.....**PAGE BY-2**



Is the Allstate 400 still a crown jewel or just a race?...**PAGE BY-4**

Title Time: A look at this season's Chase contenders.....**PAGE BY-7**



BRICKSLAYERS



*Once One Of NASCAR's
Top Teams, Yates Racing
Is Trying To Change Its*

UNDERDOG STATUS

Of all the names and labels associated with what is now Yates Racing in its two decades in NASCAR, underdog was never one of them.

The names have included Dale Jarrett, Davey Allison, Ricky Rudd, Ernie Irvan, Elliott Sadler and Kenny Irwin, Jr. The labels have in the past described it as one of the sport's power teams and pointed to the Yates engine shop as the pre-eminent maker of horsepower in NASCAR over the past 20 years.

Then came the 2008 season, three years removed from the team's last victory at Talladega and nine years removed from its 1999 championship season with driver Dale Jarrett. Without certain sponsorship for either of its two cars — the No. 38 driven by David Gilliland and the No. 28 of Travis Kvapil — hard times had come.

Underdog just seemed to fit.

As Yates Racing heads to Indianapolis Motor Speedway for this year's Allstate 400 at The Brickyard, it is returning to the site of two of the team's greatest triumphs. Jarrett drove the No. 88 Yates Ford to victory across the yard of bricks twice — in 1996 and 1999.

In a place that embraces its own history like no other in the sport, might Yates be able to conjure some of that old magic to go with that famed old horsepower?

"That would almost be a dream come true," said Doug Yates, who took over operation of the team when his father, Robert, retired after last season. "As Robert Yates Racing, we were able to win twice there, but it's a little different situation now."

How different?

When Jarrett arrived at the Brickyard in 1999, he was competing for the championship. Kvapil and Gilliland are trying to find a way to be competitive week-in and week-out. Surprising successes, such as Gilliland's runner-up finish on the road course at Infineon Raceway in California, are countered by puzzling disappointments.

"A win — that would definitely help seal the deal," said Gilliland, whose No. 38 has at least found consistent sponsorship with freecreditreport.com for most of the season. "We've had very competitive cars this year, but we've had little dumb things happen to us. From the com-

petitive side of it, we're getting closer."

In order to get closer, Yates entered and then exited what was termed as a "technological partnership" with Newman/Haas/Lanigan Racing, formerly of Champ Car and currently the IndyCar Series, last year. After that partnership dissolved, Yates and Roush Fenway Racing, which worked together in the past on engine programs, stepped up that agreement. Former Roush Fenway GM Max Jones stepped in as co-owner and general manager for Yates Racing.

"Our challenge now is to get the cars fully

sponsored," said Yates. "When Max Jones and I started, we knew it would be a challenge, but it's been tougher than we expected. People want to see that we're a legitimate team and can run up front. That's what we need."

Gilliland's run at Sonoma, a runner-up finish to Kyle Busch who was driving a car carrying one of Yates's former primary sponsors, and Kvapil's eighth-place finish, which he feels could have been better earlier this year at Darlington, were seen as good signs. Both teams are solidly in the top 35 in owner's

points and have guaranteed starting spots in each race.

"I'm really proud of what Doug and Max have been able to do this year," Kvapil said. "It's been a big turnaround to get this team competitive again."

But for every step Gilliland and Kvapil take toward adding to Yates's list of 57 Cup victories, there also seems to be lost ground. In the two races following Sonoma, the pair's average finish was 31.75. In the two races prior to Sonoma — Michigan and Pocono — the average finish for the Yates teams was 20.5.

One step up, two steps back.

Yates is hoping that some consistency off the track will help the teams gain the consistency they need on it.

"We've had 10 different primary sponsors on the cars this year," Yates said. "That's more than my father had in the whole 20 years he was here. But we're doing the things we've got to do to get this thing back to where it needs to be. We're focusing on the things that matter."

Most of those sponsorships, including a retro scheme from Fred Lorenzen's 1968 car and sponsor Lafayette Ford in Jacksonville, N.C., for Darlington, have come on the No. 28.

"The joke is that I've got more logo polos than anybody else in the garage," Kvapil said. "But it's probably true."

Now Yates Racing is focused on the Brickyard, a race that Yates said has always provided the onus for added attention from the shop.

"As an engine shop, we always put extra prep into the Brickyard," Yates said. "You're points racing all year long to make The Chase, but this is one race where you throw caution to the wind to try and win it."

This year's trip to Indianapolis will mark the debut of the Car of Tomorrow there. The car has not been tested at Indy, so like other teams, Yates is going on feel and information gathered at Pocono Raceway, where Kvapil and Gilliland finished 16th and 23rd, respectively.

They were good runs, but a great one could help Yates Racing on its long road back to prominence and remove an unwanted "underdog" label once and for all.

"There's no place better to have a good run," Yates said. "Indy's been good to us in the past, maybe it will be again."



AUTOSTOCK PHOTOS

LOOKING FOR MAGIC: Doug Yates (above), along with Max Jones, co-owns Yates Racing, which fields the Fords of David Gilliland (left) and Travis Kvapil (right).

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AUTHENTIC DALE EARNHARDT 1997 GM GOODWRENCH PLUS MONTE CARLO HOOD FROM THE DAYTONA 500 "CRASH CAR" AUTOGRAPHED BY RICHARD CHILDRESS AND LARRY MCREYNOLDS. STARTS AUGUST 18, 2008



This is the ACTUAL hood from Earnhardt's 1997 Daytona 500 "Crash Car" Monte Carlo, which has been AUTOGRAPHED by Richard Childress and (then) crew chief Larry McReynolds.

The story of Earnhardt's 1997 Daytona "Crash Car" is one that truly personifies who Earnhardt was as a person and a racer: tough and determined. He never

gave up, no matter how much the deck was stacked against him.

This hood was displayed at Richard Childress Racing (RCR) before being purchased by private collector Charles Ross. It includes a Certificate of Authenticity from RCR. You've seen the replay of the Crash Car many times on highlight and tribute films, and now you have the once-in-a-lifetime chance to add a piece of this car, one of Earnhardt's most legendary machines, to your own collection.



AUTOGRAPHED DALE EARNHARDT JR. 2002 DAYTONA OREO FIRESUIT STARTS AUGUST 4, 2008

Dale Jr. was wearing this firesuit during the race weekend when he won the February 2002 Busch race at Daytona - the track that had claimed his father's life just a year earlier. And he did it driving a #3 Richard Childress Racing Monte Carlo which marked the first time that the #3 Monte Carlo had returned to NASCAR competition since Dale Sr.'s passing.



AUTOGRAPHED AUTHENTIC KIRK SHELMEKDINE 1986 WRANGLER CREW CHIEF UNIFORM STARTS AUGUST 4, 2008

This is one of the actual "uniforms" worn by Kirk Shelmerdine during the 1986 championship season as Dale Earnhardt's crew chief. It also includes an actual pair of Wrangler jeans that Shelmerdine wore as he helped guide Dale to the Winston Cup Championship. This item has been personally autographed by Kirk Shelmerdine.

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BRET KELLEY/IRL INDYCAR PHOTO

LOSING STEAM?

After 15 Years, Allstate 400 May Have Lost Its Luster

When NASCAR arrived at Indianapolis Motor Speedway for the inaugural Brickyard 400 on Aug. 6, 1994, it was an event of epic proportions.

Not only was it the first time since 1918 that a race other than the Indianapolis 500 had been staged on the "hallowed grounds," it helped launch NASCAR on its meteoric rise to national acceptance.

Sure, the 1979 Daytona 500 is regarded as the one race that brought NASCAR into the national consciousness. But it was the first NASCAR race at Indianapolis that proved to the world that stock cars were just as worthy of racing at Indy, the home of the Greatest Spectacle in Racing.

The race was a huge success. Ticket demand was very high with estimates that the first race could have been sold-out two-times over.

In true NASCAR fashion, young Jeff Gordon — who spent his formative racing years in nearby Pittsboro, Ind. — won that race for his second-career victory. It made him a true legend and the Brickyard attained iconic status, leading some to predict that it would be bigger than the Daytona 500.

With names like the late Dale Earnhardt winning in 1995 and Dale Jarrett in 1996, it was a race where the "big names" of the sport prevailed.

But 15 years later, the Allstate 400 is no longer the "earth-stopping" event it once was.

Last year's race had as many as 50,000 empty seats at the massive Indianapolis Motor Speedway.

And as the 15th Allstate 400 at the Brickyard arrives, that trend is expected to continue in the face of a horrible economy with gasoline prices at \$4.25 a gallon in the Midwest.

"Any time the economy takes a downturn, entertainment dollars become affected," said Joe Chitwood III, president of Indianapolis Motor Speedway. "Motorsports is more expensive to participate in because of the travel and the days of activity with the hotels. It affects the customer more than a stick-and-ball sport. That works against us — higher cost to the fans to enjoy that."

Now, some of NASCAR's biggest names even downplay the impact of the race, 15 years after it was created.

"Yeah, it would be awesome to win at Indy," Dale



AUTOSTOCK PHOTO

Two-time Allstate 400 victor Tony Stewart

Earnhardt, Jr. said earlier this year: "It is a big race. Definitely in the top-four biggest races of the season."

So, the Brickyard has gone from the "biggest race in the history of human civilization" in 1994 to Earnhardt's conclusion that it is "in the top-four biggest races of the season."

Earnhardt is likely to get an argument from two-time Allstate 400 winner Tony Stewart of nearby Columbus, Ind., on the impact of that race. While Stewart dreamed of winning the Indianapolis 500, he did the next best thing by winning the Brickyard in 2005 and 2007. And four-time winner Jeff Gordon as a high respect level for the contest.

But the 400 has become "just another race" because of several factors.

The Advent Of The Chase

Ever since NASCAR adopted The Chase to the Championship format in 2004, the first 26 races of the season have been more about making The Chase than winning the race. About the only race not affected by The Chase in terms of stature is the season-opening Daytona 500.

The Brickyard has become race No. 20 of a 26-race pre-season to The Chase.

"If there is one thing that probably is a change is all racers want to win the race, but they look at their place in the standings and want to make The Chase as much as win

the race," Chitwood said. "That doesn't lend itself to the most compelling product because racing safe is different than racing to win. I have noticed that change as well, but that is the model of the sport."

"Should we go back? I don't know. You can argue those things all day long, but I do get a different sense as far as winning this event."

Young Drivers And The Daytona 500

Back in 1994, it was unquestioned that the Indianapolis 500 was the biggest race on the planet. But with the advent of the Brickyard 400 followed by the separation between CART and the Indy Racing League in 1996, the Daytona 500 grew in prominence and to the young, American race driver that became the race they dreamed of competing in.

Someday, it may shift back to the Indianapolis 500, but for now, the American short-track racer dreams of running in NASCAR, not

IndyCar.

Midwest Tracks

When the Brickyard was held for the first time in 1994, Michigan Int'l Speedway was the only track located in the Midwest. Now, Indianapolis is surrounded by Chicagoland Speedway, Kansas Speedway and Michigan, with Kentucky Speedway just a short drive Southeast of Indianapolis. So, if a race fan in the Midwest wants to attend a NASCAR race, there are plenty of options.

No Open Test At The Brickyard

This is very important for promoting an upcoming event. For the last two years, Indianapolis has been the site of a tire test, not an open test.

"If there is one thing we would love to have back is that open test," Chitwood said. "It gave the teams an opportunity to work on their setups and have a more competitive event. They only send one car per manufacturer.

It's not like seeing 30 cars out there on a two-day test. I would love to see that open-test session come back."

Non-NASCAR Drivers At The Brickyard

A.J. Foyt, Danny Sullivan, Geoff Brabham and even H.B. Bailey attempted to run the Brickyard 400. But with the state of the economy and the out-of-sight engineering emphasis in NASCAR, that is no longer feasible.

The Race Is Dull

There is better racing on Interstate 465. The only thing compelling about this race is the venue, not the action.

It's not a track suited for stock cars because the fans can't see the whole track, it's flat and the field spreads out. The Indianapolis 500 has a combination of speed, danger, fearlessness and tradition that makes it one of the most unique events in all of sports, making it an exhilarating experience.

"They are completely different events in terms of what to expect and how the race occurs," Chitwood said. "It depends on how well the teams have their setup and the tires. I think there have been some pretty good races with Tony Stewart and Kasey Kahne battling to the end. That was a compelling race. It all depends on the new car that NASCAR uses, which is why it would have been nice to have that open test to provide a competitive event."

But what should be pointed out is the drivers that win the Allstate 400 at the Brickyard are among the most accomplished in NASCAR and usually contend for and win the title in the same year.

So, in that regard, it's more than "just another race."



DAVID E. HEITHAUS PHOTO

Scott Dixon, winner of the 2008 Indy 500

IndyCar Series Looks To Gain Ground On NASCAR

There was no question that the buzz was back for this year's 92nd Indianapolis 500, as a huge crowd packed into Indianapolis Motor Speedway to watch Scott Dixon win the Memorial Day weekend classic.

The first unified Indy 500 since 1995 even brought the return of a packed infield of spectators.

By comparison, the Allstate 400 at the Brickyard just happens to be where the NASCAR Sprint Cup Series is competing on this particular weekend of a long schedule that begins just after Valentine's Day in February and ends shortly before Thanksgiving in November.

By **BRUCE MARTIN**, NSSN CORRESPONDENT
 "There are some things for the 500 you don't get every year," said Indianapolis Motor Speedway President Joie Chitwood III. "Helio Castroneves winning 'Dancing With the Stars,' Danica Patrick in the *Sports Illustrated* Swimsuit Issue. Danica Patrick winning her first race. Graham Rahal winning a race. Those are extremely powerful storylines, and unique. That helped the Indianapolis 500 be as strong as ever this year from interest, sponsorship and attendance."

"We saw an infield that was packed for the Indy 500." One trend is certain, that ticket sales for the Indy have been upward, while those for the Brickyard have been down over the past five years.

"I think that's a fair statement," said IndyCar President, commercial division, Terry Angstadt, who worked for Indianapolis Motor Speedway from 2001-2007 as vice president of marketing. "I continue to think the Brickyard is a fantastic event. It's big, it's grand, it has lots of the same types of elements as the Indy 500, but I think Indy is a pretty tough comparison to any event because it's the biggest."

"There are a lot of NASCAR events out there, so you have lots of choices. When you can go to many venues twice a year, and in a challenged economic environment, people will make a decision. If you filter all the way down to being in striking distance of the Speedway and can only go once a year, the history, heritage and grandeur of the Indy 500 is pretty special."

"When you can go to many venues twice a year, and in a challenged economic environment, people will make a decision. If you filter all the way down to being in striking distance of the Speedway and can only go once a year, the history, heritage and grandeur of the Indy 500 is pretty special."

Can IndyCar capitalize on the momentum of the Indy 500 and steal some of NASCAR's sponsors and fans?

TERRY ANGSTADT, INDYCAR PRESIDENT, COMMERCIAL DIVISION

"No question," Angstadt said. "Coca-Cola is a great example. They have a fantastic and historic relationship with Indianapolis Motor Speedway and that was developed by a great experience at the Speedway and they talked to us about the momentum we're building at the League level. That is how that happened. We have a couple of them going the other direction, where we have developed some nice relationships from a sponsor standpoint and can deliver that to the Speedway."

Angstadt also hopes to prove that a bad economy can work to the IndyCar's advantage because it is much more cost-effective to be involved with an IndyCar team than the rising costs involved with backing a NASCAR Sprint Cup team.

"We have seen value play to our benefit as well as an uncluttered environment," Angstadt said. "You can come in and stake out a pretty good position with us for not only less money but for good presence and visibility. That is part of what we are selling. We frankly can't afford to have an excuse right now and we understand there is a struggling economy out there, but that doesn't pay our bills or close our revenue gap, so it hasn't slowed us down. We are running 150 miles an hour trying to get deals done. I'm thrilled with the pipeline we've got and we will close them at a pretty good rate."

It is obvious that NASCAR fans are unique. They are avid backers of their sport and pay little attention to other forms of racing.

Meantime, IndyCar is trying to attract the motorsports fan. Those are people just as likely to watch a USAC sprint-car race or a Formula One race and are interested in a diverse group of motorsports.

"We think there is a motorsports fan out there, and good news/bad news, we know when our broadcasts are head to head with NASCAR, we lose and that is a reality," Angstadt said. "But when we can expose fans in person, we do not badmouth or bash in any way. We focus on our unique brand attributes. "When you say speed, technology, innovation, diversity and green, I can't imagine things that are more opposite than that. It's not good or bad. That is saying different. We feel like we are different. That's our mantra. That's what we are pitching and selling and exposing people to. We know people react well to it. We have a good product and that is what we are focused on."

CHEMISTRY EQUATION

Chemistry.

It's a word that is used in every team sport — often too much — to describe how the various individual members of a team interact with each other within a competitive environment.

When you get right down to it, it means that a group of individuals with a diverse background of strengths and weaknesses come

By RON LEMASTERS, JR.
NSSN CORRESPONDENT

together to form a unit, which, hopefully, wins races and championships.

In NASCAR, it starts with the team owner and runs right down to the person who sweeps the shop after work every day. In between, there are multiple personalities, and forging those unique entities into a single collective is the key to success...or rather, it's the key that makes such success possible.

When you remove one part of that collective, it can throw that single entity slightly out of whack, and it can lead to loss of focus, mistakes and worse.

In this sport, crew members come and go on a year-to-year basis — sometimes faster than that — and that means a lot of readjustment for the ones who stay.

For example, Tony Stewart announced recently that he is leaving Joe Gibbs Racing to join his own team next season, causing a ripple among the crew of the No. 20 Home Depot Toyota. Seven members of the current crew are original members of the team dating back in 1999, Stewart's rookie year.

Not only does that sever the longest driver-crew chief relationship in the garage between

Changes In A Team's Make Up Can Greatly Affect Work On, Off Track

Stewart and Greg Zipadelli, it likely means that team personnel will be on the move to the new Stewart Haas Racing team for 2009.

Chip Ganassi was forced to fold his No. 40 operation, leaving 71 employees looking for work. They'll likely find it with other teams, which means there will be a lot of chemistry to manage as they join new teams.

Jimmie Johnson, winner of the last two NASCAR Sprint Cup Series titles, said that losing a crew member is a big change for him.

"Especially, if it's one of those road crew guys who is in that emotional environment at track, that changes the crowd," Johnson said. "If you have someone that is really outgoing and he brought the energy to the team, and somebody that's quiet comes in, that changes the dynamic a lot."

"I feel very fortunate because we really have the same core group of guys that we've had all along. Everybody that I've worked with has been long-term, and guys that have left and have moved on have moved up into other great opportunities. It's been a pretty stable work environment for me."

In the past two seasons alone, however, Johnson has seen two teammates come and go from Hendrick Motorsports on the driver side, with Kyle Busch leaving and Casey Mears and

Dale Earnhardt, Jr. coming in, and then Mears leaving and now Mark Martin coming in next season.

"That's a whole different game," Johnson said.

"The departure of a teammate and someone new coming in does a lot internally inside the organization, especially when you have someone like Casey [Mears], who was so well respected inside the organization and, from my standpoint, a close friend. There's nothing easy about that, and I don't think it was easy for anyone. There are circumstances and pressures coming from other areas that kind of made that come along."

"Now that we have a new teammate, and we look at teammates you can have that can bring something to the table, and Mark Martin is that guy. He can bring a lot and will help soften that transition in. We all know how pleased he is to be part of the company and how happy he is to drive good race cars...he says it all the time how good the race cars are that he's driving..."

Stewart, winner of two NASCAR titles, tried to put his departure and the splitting of his team after 10 years into perspective.

"It's probably the single hardest part about this," Stewart said. "It's kind of like a mar-

riage. Zippy has been there both professionally and like a big brother on the personal side. That relationship is very important to me, not only now, but down the road."

Stewart, obviously, has been a huge part of the team chemistry at Joe Gibbs Racing over 10 years, and he related it to marriage.

"Having to make a change like this is something that, well...I'm not going to call it a divorce because it's really not like that. It was a bittersweet moment...to have to sit down in the room with our guys and our team and let them know that this combination that we've had...was going to finally separate and part ways."

At Daytona next season, for the first time, the orange Home Depot car will roll onto the track without Stewart behind the wheel. That seat will likely be filled by 18-year-old Joey Logano, which means that the veteran crew will have to get used to a new driver.

Stewart will be getting used to a completely new team as well, and the sands of the NASCAR garage will readjust to new realities.

The original "Rainbow Warriors," the team that propelled Jeff Gordon to his first three titles, left Hendrick Motorsports as a group and went to Robert Yates Racing to pit Dale Jarrett's Fords. That was a first, and they helped give Jarrett his only NASCAR title, but by and large, movement among crews is by the individual members.

All in all, any movement up or down, can mean a sea if change in team chemistry.

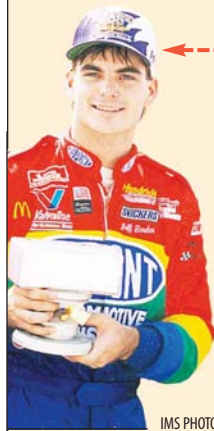
"It does change a lot of it," Johnson said. "Teammates coming and going, crew members...it certainly changes."



AUTOSTOCK PHOTO

This & That: The Brickyard

▶ RACE HISTORY



IMS PHOTO

Year	Winner	Car	Car Owner	Pole
1994	Jeff Gordon	Chevrolet	Rick Hendrick	Rick Mast
1995	Dale Earnhardt	Chevrolet	Richard Childress	Jeff Gordon
1996	Dale Jarrett	Ford	Robert Yates	Jeff Gordon
1997	Ricky Rudd	Ford	Ricky Rudd	Ernie Irvan
1998	Jeff Gordon	Chevrolet	Rick Hendrick	Ernie Irvan
1999	Dale Jarrett	Ford	Robert Yates	Jeff Gordon
2000	Bobby Labonte	Pontiac	Joe Gibbs	Ricky Rudd
2001	Jeff Gordon	Chevrolet	Rick Hendrick	Jimmy Spencer
2002	Bill Elliott	Dodge	Ray Evernham	Tony Stewart
2003	Kevin Harvick	Chevrolet	Richard Childress	Kevin Harvick
2004	Jeff Gordon	Chevrolet	Rick Hendrick	Casey Mears
2005	Tony Stewart	Chevrolet	Joe Gibbs	Elliott Sadler
2006	Jimmie Johnson	Chevrolet	Rick Hendrick	Jeff Burton
2007	Tony Stewart	Chevrolet	Joe Gibbs	Reed Sorenson

▶ TRACK RECORDS

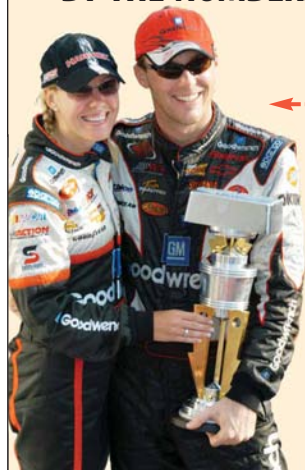
■ **Qualifying:** Casey Mears, Dodge, 186.293 miles per hour (48.311 sec.); Aug. 7, 2004

■ **Race:** Bobby Labonte, Pontiac, 155.912 miles per hour (2:33:56); Aug. 5, 2000



DAN HELRIGEL/IMS PHOTO

▶ BY THE NUMBERS



RON MCQUEENEY/IMS PHOTO

- 1** Races won from the pole (Kevin Harvick, 2003)
- 21** Number of lead changes in the 1994 Brickyard 400
- 5** Number of Brickyard 400s won by team owner Rick Hendrick
- 7** Number of Brickyard 400 top fives by Jeff Gordon, the most of any driver



HHP/ALAN MARLER PHOTO

- 31** Cars on the lead lap at the end of the 2005 Brickyard 400
- 2** Number of Indianapolis 500 winners entered (Juan Pablo Montoya and Sam Hornish, Jr.)
- 9** Number of Brickyard 400s won by Chevrolet

46 Bill Elliott's age when he won in 2002

▶ A PREDICTION

During the June race weekend at Pocono Raceway, a track similar to Indianapolis Motor Speedway, Mark Martin, who has never won at Daytona or Indianapolis, predicted he would win the Allstate 400 at The Brickyard. "I'm planning on winning the Brickyard in the No. 8 car," Martin said. "I have never planned on anything more than my plan for the Brickyard. That's the crown jewel. "Sometimes it all works out, and it almost did at Daytona last year for us," Martin said. "And Daytona and the Brickyard are the two that would be crown jewels of my career, and this team can do it. So, that's the place that I have targeted."

SHERYL CREEKMORE PHOTO

Giving Chase

▶ CHASE CONTENDERS

Pos.	Driver	Points	Wins
1.	Kyle Busch	2,881	7
2.	Dale Earnhardt, Jr.	2,619	1
3.	Jeff Burton	2,590	1
4.	Carl Edwards*	2,509	3
5.	Jimmie Johnson	2,494	1
6.	Jeff Gordon	2,384	0
7.	Greg Biffle	2,318	0
8.	Matt Kenseth	2,317	0
9.	Kevin Harvick	2,308	0
10.	Tony Stewart	2,305	0
11.	Kasey Kahne	2,295	2
12.	Denny Hamlin	2,283	1

* Carl Edwards was docked 10 bonus points and 100 driver's points after failing post-race inspection following his victory at Las Vegas Motor Speedway in March.

▶ ON THE OUTSIDE

Pos.	Driver	Points	Points Out Of 12th
13.	Clint Bowyer	2,256	27
14.	Brian Vickers	2,188	95
15.	David Ragan	2,185	98
16.	Ryan Newman	2,094	189
17.	Martin Truex, Jr.	2,050	233
18.	Kurt Busch	2,038	245
19.	Bobby Labonte	1,905	378
20.	Juan Pablo Montoya	1,863	420

▶ LOOKING AHEAD

NSSN Staffers Sheena Baker, John Clayton and Mike Kerchner predict who's in, who's out and who'll be hoisting the Cup in Homestead come November.

Sheena Baker

NSSN Production Editor

Seven races remain until The Chase, and the stretch will prove critical for those trying to stay in The Chase and those trying to get into the top 12 following the 26th race at Richmond Int'l Raceway Sept. 6.

All of the current contenders run fairly well at the remaining tracks in the Race to The Chase, with Watkins Glen Int'l and Bristol Motor Speedway being the only two major hold-your-breath events on the schedule.

While a scant 35 points separate seventh-place Greg Biffle and 12th-place Denny Hamlin — and just 133 dividing Biffle and 15th-place David Ragan, the current top 12 should be safe bets on being in the top 12 after Richmond. However, I predict heartache will strike Hamlin at his home track and he'll miss The Chase cutoff at the last moment, giving way to Clint Bowyer.

When it comes to the 2008 champ, I can't pick against Kyle Busch, who has been a contender nearly every week. Nothing has deterred him thus far, and I doubt anything can keep him down in the final half of the season. At the eight venues that the Sprint Cup Series will visit a second time in The Chase, Busch has six top 10s.

Baker's '08 Champ: Kyle Busch

John Clayton

NSSN Staff Writer

For purists, last year's Chase usurped what should have been a championship reign for Jeff Gordon. For the first 26 Sprint Cup races of 2007, nobody was better than Gordon.

Will that happen to Kyle Busch, who has been even more dominant than Gordon was a year ago? It could. Enter Carl Edwards. If not for a NASCAR-imposed championship-points penalty and a little bad luck, Edwards could easily be in second place in the current standings with four victories instead of three, potentially taking Chicago away from Busch.

Dale Earnhardt, Jr. has been as consistent as any driver this season and seems determined to fulfill his legacy. Then, two-time defending Cup champion Jimmie Johnson and Gordon are lurking close behind.

It's go-time now. Don't expect the top-10 to change.

That leaves Kasey Kahne at No. 11 and Denny Hamlin holding onto the final spot — for now. Brian Vickers has been solid and will be this year's Clint Bowyer, taking the final spot from Hamlin. Bowyer, meanwhile, won't be this year's Clint Bowyer and will stay on the outside as well.

Clayton's '08 Champ: Carl Edwards

▶ RACE TO THE CHASE

Date	Track	2007 Winner
July 27	Indianapolis Motor Speedway Track Length: 2.5 Miles	Tony Stewart
Aug. 3	Pocono Raceway Track Length: 2.5 Miles	2008 Spring Winner: Kasey Kahne
Aug. 10	Watkins Glen Int'l Track Length: 2.4 Miles	2007 Winner: Tony Stewart
Aug. 17	Michigan Int'l Speedway Track Length: 2 Miles	2008 Spring Winner: Dale Earnhardt, Jr.
Aug. 23	Bristol Motor Speedway Track Length: .533 Mile	2008 Spring Winner: Jeff Burton
Aug. 31	Auto Club Speedway Track Length: 2 Miles	2008 Spring Winner: Carl Edwards
Sept. 6	Richmond Int'l Raceway Track Length: .75 Mile	2008 Spring Winner: Clint Bowyer

▶ HOW IT WORKS

The first 26 points events of the 36-race season determine the drivers eligible for The Chase and, ultimately, the series title. After race No.26 — Sept. 6 at Richmond Int'l Raceway — the top 12 drivers will qualify for The Chase.

Chase drivers' point totals will be adjusted prior to the season's final 10 races — The Chase for the NASCAR Sprint Cup.

The adjusted totals distinguish The Chase field in the final season standings. All drivers will begin with 5,000 points; each then will receive a 10-point bonus for each victory during the first 26 events. Chase drivers will be "seeded" to start The Chase based on the number of wins amassed in the first 26 events.

The driver who tops The Chase standings at the end of the season will be crowned the NASCAR Sprint Cup Series champion.

Mike Kerchner

NSSN Senior Editor

Heading to Indianapolis, the top-seven drivers in the standings appear to have a spot in The Chase locked up; however, eighth through 18th in the standings are separated by only 280 points with seven races remaining in the Race to The Chase.

A diverse selection of race tracks remains with two flat superspeedways, two two-mile banked speedways, two short tracks and a road course. The most versatile drivers and the best-prepared teams will excel during this stretch.

For that reason, 11 of the 12 drivers currently in the top 12 will make The Chase, with Clint Bowyer, who is currently 13th, nosing out Kasey Kahne and David Ragan, whose road-course performance at The Glen will be his undoing, for the final spot.

As for who wins the title, I'd be a fool not to pick Kyle Busch, and he'll win it easily.

Kerchner's '08 Champ: Kyle Busch



HHP/ALAN MARLER PHOTO



AUTOSTOCK PHOTO



NHRA PHOTO

THE TOP DOG: Robert Hight makes a qualifying run en route to becoming the top NHRA Funny Car qualifier Saturday at Pacific Raceways near Seattle.

Hight Still Chasing Wilkerson

By **SUSAN WADE**
NSSN CORRESPONDENT

KENT, Wash. — In the most talked-about Funny Car first-round match-up Sunday at the National Hot Rod Ass'n's Schuck's Auto Supply Nationals, top-qualifier **Robert Hight**, who's second in the standings, eliminated point-leader **Tim Wilkerson**.

He used a 4.135-second elapsed time that was quickest of the session at Pacific Raceways. That, Hight said, made it "a little more realistic to catch him before the Countdown. It is a big plus to be No. 1 (in the Countdown). You have almost a two-round lead going into the last six races and you add that with a good running car, you can really be on a roll. That is really the goal."

But beating Wilkerson didn't ease Hight's anxiety at all — or serve as a springboard to victory.

"I feel like it is already final round, I am so worn out," the **John Force** Racing Mustang driver said. "I felt the thing over-rev and I was on and off (the throttle). And luckily, I didn't blow it up."

In the second round, Hight lost to reigning Funny Car champion **Tony Pedregon** as his Mustang's blower let go.

Hight said he was surprised that his team examined his motor and didn't see any noticeable cause for the explosion.

"Our car blew up. We don't know what caused it. It pushed a head gasket out, but nothing looked wrong. The head was put on properly. Nothing was burned up or hot. It wasn't like it was eating itself up. It blew up," Hight said.

■ **Greg Anderson** became the first Pro Stock driver to secure a spot in the Countdown to the Championship playoffs by qualifying No. 2. He needed only to qualify higher than 12th to clinch one of the top-10 berths.

■ **Tony Schumacher** has been in the final round in Seattle every year since 2004. Out of four consecutive final rounds here, he's won three. He looked primed to add a fifth after qualifying No. 1 Saturday at the 21st annual Schuck's Auto Supply NHRA Nationals, piloting his U.S. Army dragster to a 3.802-second pass at 316.90 mph in prime conditions Friday for his fourth No. 1 qualifier of the season and the 51st of his career.

"We've been lucky at a lot of tracks," Schumacher said. "Indy's another good track for us, and this is one. If you can hand pick a few, the Western Swing is a beautiful place to have a good streak on and so is Indy. I'm not going to complain about it and I'm sure not going to look for answers. I'm just going to let them ride out the storm here and enjoy it. It's fantastic."

Schumacher, who came into this weekend leading the NHRA POWERade Top Fuel championship race, captured his fourth pole position of the 2008 season and 51st of his career. He has won six of the first 13 races in 2008, including eight final rounds.

■ With a No. 3 starting position for the **David Powers** Motorsports-owned Matco Tools Dragster, Top Fuel driver **Antron Brown** has qualified for 159 consecutive races. He hasn't missed the cut since his first NHRA race in 1998, on a Pro Stock motorcycle at Gainesville, Fla. His is the second longest qualifying streak in the professional ranks, behind that of three-time bike champion **Angelle Sampey**, who has 173.

■ Top Fuel driver **Troy Buff** said moving the finish line 320 feet closer is no problem for him and the **Bill Miller**-owned BME/Okuma Dragster. "I think the shorter track is going to help us...I've won lots of 1,000 foot races!" he said with a laugh. But **Brandon Bernstein** beat him in the first round Sunday.

■ **John Force** failed to qualify for the 16-team Funny Car lineup, and he said he was upset with more than the idea of falling from sixth in the Countdown order with only four more qualifying races remaining.

"What really fries me," he said, "is when there are only 17 cars and you don't make it."

The DNQ marked the first time since Sept. 3, 1979 that he did not start at Seattle.

"We need to focus on winning, but right now we have to evaluate our car with **Austin Coil**, **Bernie Fedderly** and myself. It just isn't running like it should be running," Force said. "I just want to be positive, and I really want to thank the fans that came by our pit — hundreds and hundreds of them. They were telling me, 'You will get in. You will get in.' It had me mentally positive, and I thought it was going to go, but it didn't. I'm in this Countdown for the Championship so far. I think I'll probably get hurt here."

■ In the sportsman-level Top Alcohol Dragster ranks, **Brittany Force** made another solid run in the final qualifying session covering the quarter-mile in 5.374 seconds, 267.53 mph. The speed was a new career high for the sophomore at Cal State-Fullerton. In the first round of eliminations, Force defeated ex-boyfriend **Justin Davis** for the first round-win of her Top Alcohol Dragster career. But she lost her second-round match-up with **Duane Shields**.

■ Funny Car winner **Tony Bartone** said the class, "in my opinion, is as competitive as it's ever been. Just look at who didn't qualify. What was that fellow's name, that one guy who didn't qualify? On any given weekend, there's one of the top teams that doesn't get into the show. That speaks to the competitiveness. It's getting like the Pro Stock class, with hundredths of a second between No. 1 and No. 16. There are a lot of great cars and a lot of great teams out here."

Isn't Going Slower, Safer A Good Idea?

KENT, WASH.

Remember that dopey game that kids play? Bet somebody that you can hit softer than he can and invite him to go first. He barely taps you, then you punch him hard and say, "Aw, darn — you win."

That's like the concept of slowing down nitro-burning drag-racing cars. Let those teams who want to slow down their cars have at it. The real drag racers know that just thins out the competition. Oh, and what's that word no kid wants to hear after a deal with his peers? Sucker!

"We've got to slow these cars down!" is the buzz-phrase in National Hot Rod Ass'n circles once again. Let's make sure we're all clear here: No one wants to see anybody hurt or killed. We all agree to that.

But do the drivers and crew chiefs really want to slow down the cars? The notion of slowing down race cars is, if you will, drag racing's morning-after pill. Drivers want to go quicker and faster — and have the assurance that nothing bad will happen in the process. They want the fun without the possible consequences.

They're not derelict because of that. That's just in their nature. Joe Amato, the five-time Top Fuel champion who's retired as a driver and team owner, told Michael Knight of *The Arizona Republic*, "Shame on all of us. We focus so much on winning. We lay our life on the line for the sake of the win light and the glory and the trophy. How nuts is everybody? I was included in that category. It's all because you love the thrill of doing what you're doing."

Last weekend's Schuck's Auto Supply Nationals at Pacific Raceways, near Seattle, was the second race at which the nitro-class drivers raced to 1,000 feet rather than the traditional 1,320 feet. It was an immediate and acceptable solution to protecting drivers following Funny Car driver Scott Kalitta's fatal accident last month.

"There's nothing lost from it," Austin Coil, dean of John Force Racing crew chiefs and member of NHRA's newly minted safety task force, said. "Essentially, we've been racing to 1,000 feet ever since NHRA mandated the rev limiter...and the

THE STRAIGHTLINE



SUSAN WADE

driver's just hanging on for dear life, hoping nothing goes wrong for the last 300 feet. We cut it to 1,000 feet (at Denver two weeks ago) and probably had the most oil-down-free event they've had in years. The show was great. The competition was close. And I hope it stays."

Mark Oswald, Melanie Troxel's crew chief and the 1984 Funny Car champion, is also on the task force. He called NHRA's decision, "probably single-handedly the best decision the sanctioning body has ever made," and said, "It fixes so many things on so many levels."

It does. But however positive the move, it really is designed to give drivers more time to stop their cars. It honestly can't be mistaken for a method of slowing the speeds. That concept simply is foreign to drag racing. Unless the sanctioning body sets a speed limit and disqualifies or fines any driver who exceeds the limit — something absolutely no one has suggested — no nitro-class driver will aspire to driving slower.

The happy news for drivers is that the task force has other elements on which to focus. On the table — for appetizers, at least — are other topics, such as reducing engine failures, parachute mounting techniques and materials, brake efficiency when the body becomes separated and the car loses down force, and top-end methods of stopping runaway cars.

Drag racing is also the only motorsport that's all about who gets to the finish line quickest. Its motto ought to be: "We don't need no stinkin' restrictor plates!" Former Pro Stock driver Tom Martino once called his car a "rolling fruit cart," and said if a driver doesn't use up everything on it with each run, it will spoil.

So drivers, don't worry. NHRA isn't going to market the races, saying, "Come on out and see the Top Fuel dragsters and the Funny Cars! They're going nice and slow these days! Between the launch and the finish line, you have time to grab a sandwich."

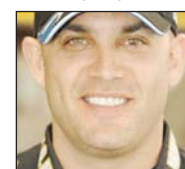
The drivers want safety, but slow speed is another matter: Quick is cool. Safe and quick is even cooler.

UP NEXT

Fram Autolite NHRA Nationals, July 25-27, Infineon Raceway, Sonoma, Calif.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

1. Tony Schumacher	1,297
2. Antron Brown	940
3. Larry Dixon	901

1. Tim Wilkerson	1,009
2. Tony Pedregon	822
3. Robert Hight	821

1. Greg Anderson	1,033
2. Kurt Johnson	954
3. Jason Line	944

RACE REWIND

FORMULA ONE

Race 10 of 18: German Grand Prix, Sunday, July 20
Hockenheimring, Hockenheim, Germany

FINAL RESULTS

FIRST



Lewis Hamilton

SECOND



Nelson Piquet

THIRD



Felipe Massa

Fin.	St.	Driver	Country	Team	Laps
1	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	67
2	17	Nelson Piquet	Brazil	ING Renault F1 Team	67
3	2	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	67
4	12	Nick Heidfeld	Germany	BMW Sauber F1 Team	67
5	3	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	67
6	6	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	67
7	7	Robert Kubica	Poland	BMW Sauber F1 Team	67
8	9	Sebastian Vettel	Germany	Scuderia Toro Rosso	67
9	4	Jarno Trulli	Italy	Panasonic Toyota Racing	67
10	13	Nico Rosberg	Germany	AT&T Williams	67
11	5	Fernando Alonso	Spain	ING Renault F1 Team	67
12	15	Sebastien Bourdais	France	Scuderia Toro Rosso	67
13	10	David Coulthard	Great Britain	Red Bull Racing	67
14	20	Giancarlo Fisichella	Italy	Force India F1 Team	67
15	16	Kazuki Nakajima	Japan	AT&T Williams	67
16	19	Adrian Sutil	Germany	Force India F1 Team	67
17	14	Jenson Button	Great Britain	Honda Racing F1 Team	66
18	18	Rubens Barrichello	Brazil	Honda Racing F1 Team	50
19	8	Mark Webber	Australia	Red Bull Racing	40
20	11	Timo Glock	Germany	Panasonic Toyota Racing	35



STEVE EHTERINGTON PHOTO

P1: Lewis Hamilton races toward the pole Saturday at Hockenheimring.

RACE STATISTICS

Race time: 1 hour, 31 minutes, 20 seconds

Victory margin: 5.586 seconds

TALK OF TIME TRIALS

Lewis Hamilton's pole was his third of the season and his ninth so far in 27 career F-1 races. Felipe Massa, Heikki Kovalainen, Jarno Trulli, Fernando Alonso and Kimi Raikkonen rounded out the top-six qualifiers.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Kimi Raikkonen

Top 10

1. Lewis Hamilton	58	6. Heikki Kovalainen	28
2. Felipe Massa	54	7. Jarno Trulli	20
3. Kimi Raikkonen	51	8. Mark Webber	18
4. Robert Kubica	48	9. Fernando Alonso	13
5. Nick Heidfeld	41	10. Rubens Barrichello	11

Strategy Pays Off

By DAN KNUTSON
NSSN CORRESPONDENT

HOCKENHEIM, Germany — After qualifying on the pole and easily dominating the first half of the German Grand Prix, Lewis Hamilton had to work very hard to pull off his fourth victory of the season.

"I nailed it this afternoon," Hamilton said. "When the team told me I had to build a 23-second gap in just seven laps, I knew I had to drive over the limit, and I did."

Thanks to a brilliant one-stop strategy call by the Renault team, Nelson Piquet finished second — his first F-1 podium — and he led a Grand Prix for the first time.

Ferrari was mystified by what happened to the race pace of its cars, so Felipe Massa was relieved that he at least finished third.

This was the first time two Brazilians have been on the podium since Ayrton Senna won and Nelson Piquet, Sr. finished third in the 1991 Belgian Grand Prix.

The race unfolded fairly quietly at first and it looked like Hamilton would cruise to an easy win. Then on lap 35 of the scheduled 67, something broke in the right-rear suspension of Timo Glock's Toyota on the main straight. The car slid across the track, slammed into the inside pit wall and then skidded back across the track.

Glock was unhurt, but spent the night at a local hospital for further checks. The accident changed the outcome of the race for many a driver and team. To pit or not to pit while the safety car was out? Eleven drivers, including the Ferrari duo and Heikki Kovalainen's McLaren, came in.

McLaren told Hamilton, who pitted on lap 19, to stay out. He had enough fuel to get to lap 50.

"I think we probably should have come in," Hamilton said, "but at the end of the day, I don't understand exactly what's going on behind me, and I have to have full confidence in the guys who tell me what to do."

McLaren was worried about Hamilton doing such a long second



STEVE EHTERINGTON PHOTO

ALL SMILES: Lewis Hamilton, who started on the pole for Sunday's German Grand Prix, celebrates his fourth victory of the season.

stint on the softer of the two Bridgestone compounds, which did not work as well on the car as the harder compound.

The problem would have been compounded by the heavier fuel load a long second stint would require.

The safety car stayed out longer than McLaren expected, so Hamilton, out in front, had less time to build up a gap before his final stop.

The team told Hamilton he had to gain 23 seconds on Massa in just seven laps [between the safety car

pulling off and Lewis' final pit stop] if he wanted to keep the lead. Hamilton managed to gain 13.7 seconds, so when he came out of the pits he was in fifth place behind Nick Heidfeld, Piquet, Massa and Kovalainen.

Heidfeld soon pitted and Kovalainen let teammate Hamilton pass. Then Hamilton reeled in Massa who put up a hard fight, but knew that Hamilton had a much faster car.

Hamilton passed Massa on lap 56, passed Piquet on lap 60 and went on to win.

Red Bull Passes Over Alonso For Vettel

By DAN KNUTSON
NSSN CORRESPONDENT

HOCKENHEIM, Germany — While the team rates Fernando Alonso highly as a driver, Red Bull had no intention of signing the double world champ as Mark Webber's teammate in 2009.

"In the driver market, there is one driver who is potentially key to that market, and that is Alonso," Red Bull's Christian Horner said when the team announced it signed Sebastian Vettel for next season.

"Fernando, for us, with the terms he was potentially looking for, would never have been an option. And, to be honest, it was one that we didn't look

particularly hard at because with Sebastian, we have a driver very much for the future."

Horner said Vettel, a product of the Red Bull young-driver program, was the team's best choice.

"We decided, why delay the inevitable?" Horner said. "Here at Sebastian's home race — the German Grand Prix — was the obvious time to announce our second driver. It gives Red Bull Racing clarity in terms of what its driver line-up will be, and in terms of how we develop the car, and gives Toro Rosso time to evaluate their options for 2009."

With Rubens Barrichello and Jenson Button looking set at Honda — another team that was interested

in Alonso — the Spaniard's options are limited next year. But, as usual, he declined to talk about it all.

"I have said many times, it is not the right time to talk about my future in July," Alonso said. "I will need time. I will need to concentrate now in the championship because it is clear that we need to improve our results compared to the first half of the season. In the first nine races, we scored 15 points, and as a minimum we need to double that in the second half. This is quite an optimistic target and I am fully concentrated on that."

Alonso said if Renault can keep improving it will be clear that the team can field a good car and that would affect his decision.

FORMULA ONE RACE REWIND



STEVE ETHERINGTON PHOTO

NO BULL: Sebastian Vettel will replace the retiring David Coulthard (above) next season.

Barrichello Mum On '09 Plans

By **DAN KNUTSON**
NSSN CORRESPONDENT

HOCKENHEIM, Germany — After team principal **Ross Brawn** told F1.com that Honda would keep **Jenson Button** and **Rubens Barrichello** for 2009, the team quickly went into denial mode.

"I haven't signed anything," Barrichello said. "Of course, I want to stay. I think it's going to be one of best places to have for next year."

Button said the same and dropped a hint of mystery driver shopping for a ride at Honda.

"I think it's a good team to be with for the future," Button said. "I was asked by another driver where he thought he should be, but it's not an easy decision for many drivers if you're not in a Ferrari or McLaren."

Was that driver a certain **Fernando Alonso**?

"No, I can't remember who it was now off the top of my head!" said a grinning Button.

Has Button signed a new contract? "I can't comment on that yet," he said.

Brawn later said Honda's driver line-up is not settled.

"We are moving towards a solution with our two drivers, but nothing is done yet," he said.

■ Windshear, the only 180-mph rolling-road, full-car-size wind tunnel in North America and only the third rolling-road wind tunnel of its scale in existence, has officially opened in Concord, N.C. The Renault F-1 team has already spent two weeks testing a car there, and it's said that McLaren has booked time as well.

■ Who will drive for BMW Sauber in 2009?

"We have not taken a decision for next year," **Mario Theissen** said. "The intention is to announce next year's

line-up sometime between August and September, but before that, I won't comment on apparent opportunities."

■ The German fans have plenty to cheer for including: two F-1 teams — McLaren Mercedes and BMW Sauber; a German-based team — Toyota; five German drivers — **Timo Glock**, **Nico Rosberg**, **Adrian Sutil**, **Sebastian Vettel** and **Nick Heidfeld**, and one German-born Brazilian — **Nelson Piquet**. Attendance had been declining since 2004 even though **Michael Schumacher** was still racing.

■ Hockenheim organizers insist that the track will continue to host the German GP despite rumors that it will switch permanently to the Nurburgring, rather than alternating with Hockenheim.

■ The team bosses met with **Bernie Ecclestone** at Hockenheim to discuss new rules and ratifying the Concorde Agreement. They basically just set the agenda for another meeting in a few weeks.

■ The F-1 drivers' soccer team, including Nico Rosberg, Michael Schumacher and Sebastian Vettel, lost a charity game played against a team of German celebrities on the Wednesday prior to the German GP.

■ Jenson Button stays at the track in his motorhome, and that meant listening to the partying German fans at Hockenheim.

"They're very loud, the German fans, especially the camping ones," he said. "They like their hard rock and it's quite repetitive, which is a good thing because at least there's a beat there you can fall asleep to! And the air horns — it's the loud things you remember when you come to Germany."

■ The BMW M1 Procar Series, which pitted F-1 drivers against amateurs, made its comeback to the

F-1 scene 30 years after it used to run on Grand Prix weekends. **Niki Lauda**, **Jochen Neerpasch**, **Christian Klien** and **Dieter Quester** were among the drivers who competed in two short show races at Hockenheim.

■ Red Bull's F-1 headquarters in England was evacuated for two hours July 13 as fire trucks arrived after smoke set off the alarms. The smoke came from an overheated battery that let off steam during a test of the new Kinetic Energy Recovery System. Fearing a chemical spill, the police even cordoned off the area.

■ BMW's Mario Theissen says that safety and reliability problems with KERS will be solved.

"By far the biggest force of energy on a car is a full fuel tank," he said, "and if you see how well this is under control now — look at the shunt **Robert [Kubica]** had in Canada — no problem at all about the fuel [and fire.] We have to get this under control, and we will."

■ BMW Sauber became the second team after Honda to track test the new KERS system with a shakedown run at its private Miramas track. BMW will continue testing the system at Jerez this week.

■ All the testimony has been heard in the case involving **Max Mosley** and the *News of the World*. The judge will issue his verdict this week.

■ A huge crowd turned out in Moscow July 13 to see a F-1 demo by Red Bull and Williams with **Mikhail Aleshin** and Nico Rosberg driving cars on a street circuit.

"It was a great event and a lot of people turned up," Rosberg said. "I was literally driving around the Kremlin, so it was in the absolute heart of Russia."

Bernie Ecclestone has been pushing for a Russian Grand Prix since 1981.

Drivers Moving Here And There — Or Are They?

HOCKENHEIM, GERMANY

As you will read here and elsewhere on these pages, Silly Season was in full swing in the Hockenheim paddock. While most of the top teams have their driver line-ups settled for 2009, that didn't stop all sorts of wild and crazy rumors starting on the slimmest of evidence.

One of the best examples of this was when Lewis Hamilton's father and manager, Anthony, was spotted and photographed having a one-on-one chat with Ferrari team principal Stefano Domenicali during a Mercedes-Benz party at the track on Thursday night. This ignited ridiculous speculation of a Hamilton-to-Ferrari move.

"That's fantastic anyway," a smiling Domenicali said when he was told. "It's good news! I was walking away from [the] party because I had other things to do with our sponsor."

Anthony just came up behind me and just said hello and that's it. It's nice to see how these things [rumors] can grow."

Mercedes-Benz's racing chief Norbert Haug scorned the stories.

"I think that's a great place to start negotiations with our driver; behind the Mercedes grandstand," he said. "Of course, Stefano would do that! Why would he not meet in a hotel room or wherever? And he's a gentleman...he's not coming to our function and then talking to our driver."

Hamilton has a McLaren contract until 2012.

In other non-moves, Williams tester and A1GP champ Nico Hulkenberg is not slated to replace Nico Rosberg at Williams with Rosberg then replacing Heikki Kovalainen at McLaren.

Wili Webber, manager of Hulkenberg and Michael Schumacher, started the story when he told *Sport Bild*: "He [Rosberg] has a clause in his contract Williams can surely not fulfill. Rosberg will replace Heikki Kovalainen, who will

ACROSS THE POND



DAN KNUTSON

change back to Renault."

But Kovalainen said he's not planning on moving anywhere.

"I have no concerns," he said. "I am very happy with my contractual situation. I have nothing to worry about. I have not heard anything about that. Willi Webber is not doing my management, so I don't think he knows anything about my contract. I am planning to stay here for a long time."

Rosberg says he is 100 percent committed to Williams.

McLaren's Martin Whitmarsh went on record saying the team has had no contact whatsoever with Rosberg or his management.

One driver move rumor did become a reality at Hockenheim when Red Bull announced it signed Sebastian Vettel to be Mark Webber's teammate next year. Vettel replaces the retiring David Coulthard.

Vettel showed his talent when he became the first teen to score a F-1 point when he finished eighth in the 2006 United States Grand Prix at Indianapolis. In 2007, he infamously shunted into the back of Webber while the pair circulated in second and third place behind the safety car during the Japanese Grand Prix. I asked Webber what he thinks of his teammate to be.

"We have been getting along well since Fuji," he said. "He was not very keen to see me after that race! He put his hands up [admitting fault] very quickly."

"We will be a good pairing; I am looking forward to it. Obviously, I am not at the start of my career, I am in the middle, hopefully. David has had a good career in F-1, and now we have a young, promising driver in Sebastian, who has come through the ranks and proved that he has the stripes to deliver in F-1."

"Of course, Stefano would do that! Why would he not meet in a hotel room or wherever? And he's a gentleman...he's not coming to our function and then talking to our driver."

NORBERT HAUG

MERCEDES-BENZ RACING CHIEF

UP NEXT

Hungaroring

Budapest, Hungary

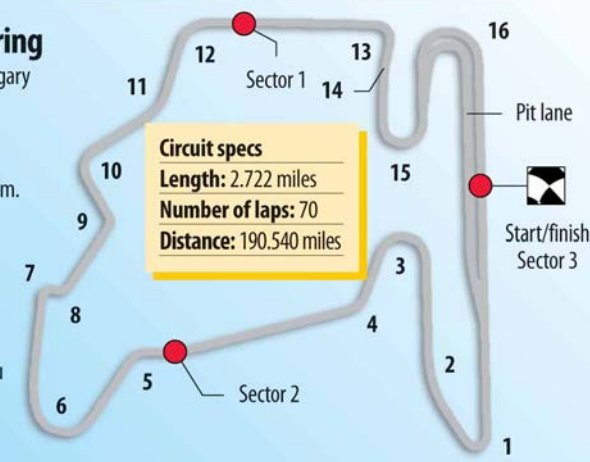
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NASCAR NATIONWIDE SERIES

RACE REWIND

Race 21 of 35: Missouri-Illinois Dodge Dealers 250, July 19 Gateway Int'l Raceway, Madison, Ill.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	3	60	Carl Edwards	Save-a-Lot Ford	200	\$64,545	Running
2	4	20	Joey Logano	Game Stop Toyota	200	52,243	Running
3	7	11	Jason Keller	America's Incredible Pizza Chevrolet	200	44,393	Running
4	12	38	Jason Leffler	Great Clips Toyota	200	40,243	Running
5	20	88	Brad Keselowski	U.S. NAVY Chevrolet	200	35,368	Running
6	11	5	Landon Cassill	National Guard Chevrolet	200	34,268	Running
7	41	32	James Buescher	Dollar General Toyota	200	33,068	Running
8	5	2	Clint Bowyer	BB&T Chevrolet	200	26,000	Running
9	9	64	David Stremme	Atreus Home Chevrolet	200	31,953	Running
10	10	6	David Ragan	Discount Tire Ford	200	27,150	Running
11	13	7	Mike Wallace	GEICO Toyota	200	31,993	Running
12	33	33	Cale Gale	RoadLoans.com Chevrolet	200	31,493	Running
13	32	9	Chase Miller	Missouri-Illinois Dealers Dodge	200	31,743	Running
14	23	70	Mark Green	ForeTravel Motorcoach Ford	200	24,740	Running
15	27	59	Marcos Ambrose	Kingsford Match Light Ford	199	31,823	Running
16	17	22	Josh Wise	Supercuts Dodge	199	30,938	Running
17	16	27	Brad Coleman	Kleenex/Sam's Club Ford	199	30,753	Running
18	22	28	Kenny Wallace	U.S. Border Patrol Chevrolet	199	30,918	Running
19	24	81	Shane Huffman	Mahindra Tractors Dodge	199	30,508	Running
20	15	25	Bobby Hamilton, Jr.	Eckrich Ford	199	31,398	Running
21	38	24	Eric McClure	Hefty Brand Chevrolet	198	30,288	Running
22	29	50	Jeremy Clements	Boudreaux's Butt Paste Chevrolet	197	23,710	Running
23	40	52	Brad Teague	Holiday Inn Select Chevrolet	191	30,468	Running
24	25	30	Stanton Barrett	grandstay.net Chevrolet	173	23,440	Running
25	14	99	David Reutimann	Aaron's Dream Machine Toyota	166	23,480	Running
26	6	66	Steve Wallace	Jimmy John's Chevrolet	157	29,663	Accident
27	1	17	Jamie McMurray	CitiFinancial Ford	152	27,535	Oil Pump
28	36	61	Brandon Whitt	Un-sponsored Ford	122	29,433	Transmission
29	2	40	Reed Sorenson	Fastenal Dodge	115	24,565	Accident
30	28	29	Scott Wimmer	Holiday Inn Chevrolet	115	29,423	Accident
31	8	1	Mike Bliss	Micosukee Resorts Chevrolet	115	29,063	Accident
32	30	47	Kelly Bires	Clorox Anywhere Ford	80	28,953	Accident
33	18	05	Casey Atwood	31W Insulation/Certainfeed Ford	55	22,375	Brakes
34	42	4	Derrick Cope	JVC Chevrolet	46	28,733	Handling
35	43	90	Johnny Chapman	MSRP Motorsports Chevrolet	38	22,155	Electrical
36	37	31	Kenny Hendrick	grandstay.net Chevrolet	34	22,045	Vibration
37	21	89	Morgan Shepherd	Racing with Jesus Dodge	33	21,960	Brakes
38	39	01	Danny Efland	sponsordavis.com Chevrolet	19	28,368	Engine
39	35	91	Justin Hobgood	MSRP Motorsports Chevrolet	10	21,865	Ignition
40	26	92	Brian Keselowski	Keselowski Racing Dodge	10	21,830	Vibration
41	34	36	Ruben Pardo	Supercuts Dodge	7	21,795	Electrical
42	31	0	Larry Gunselman	sponsordavis.com Chevrolet	5	21,715	Brakes
43	19	49	Kertus Davis	Un-sponsored Chevrolet	1	21,655	Brakes

RACE STATISTICS

Race time: 2 hours, 18 minutes, 46 seconds
 Average speed: 108.095 miles per hour
 Victory margin: 6.877 seconds
 Caution flags: Six for 25 laps
 Lead changes: 12 among nine drivers
 Lap leaders: Jamie McMurray 1-22; Morgan Shepherd 23-25; Joey Logano 26-48; David Reutimann 49-64; Chase Miller 65; Carl Edwards 66-95; Reutimann 96-112; Kenny Wallace 113; McMurray 114-122; Logano 123-141; Brad Coleman 142; Jason Leffler 143-151; Edwards 152-200.

TALK OF TIME TRIALS

Missouri native Jamie McMurray won his first pole since July 24, 2004 for Saturday's Missouri-Illinois Dodge Dealers 250 with a lap of 133.101 miles per hour (33.809 seconds). Reed Sorenson joined McMurray on the front row.

STANDINGS



Top 10

1. Clint Bowyer	3,107	6. Mike Bliss	2,673
2. Brad Keselowski	2,937	7. Kyle Busch	2,633
3. Carl Edwards	2,906	8. Mike Wallace	2,506
4. David Reutimann	2,841	9. David Stremme	2,463
5. David Ragan	2,747	10. Jason Keller	2,443

Carl's Home Stand

By AMANDA BRAHLER

MADISON, Ill. — Night racing is always a spectacle, but nobody expected the theatrics that were witnessed Saturday night at Gateway Int'l Raceway.

After two unusual competition-caution flags and an extended red-flag period, in the end it was local favorite, Columbia, Mo., native Carl Edwards winning the Missouri-Illinois Dodge Dealers 250.

Edwards's No. 60 Ford paced the field for 79 of the 200 laps en route to his second victory of the season and the 15th of his career.

"It's rare for me. There have only been a couple of times that I've had a car that dominant at the end of a race," Edwards said. "I was just cruising around at the end and the car was so good. I am really, really proud of Drew (Blickensderfer, crew chief) and the guys for being able to make the adjustments to make it drive like that."

Edwards claimed both of his wins this season within the last five races, his first coming at Milwaukee, the first weekend of his pairing with Blickensderfer.

The latter half of the race was dominated by Edwards, but the first half of the race was, as Joey Logano stated, a throwback to local short-track racing days as lighting issues plagued the 1.25-mile facility.

Just as pre-race ceremonies were wrapping up, electricity around the race track went out. The garage area, media center, the scoring pylon and the caution-signal lights around the track, were all affected, as was the public address system. Despite the hiccup, the race began on schedule. NASCAR called a competition caution after 20 laps to check the lights, which were back on by that time.

On lap 72, a second competition caution came, this time for lighting issues through turns one and two.



HHP/ERIK PEREL PHOTO

UNDER THE FLAG: Missouri-native Carl Edwards (60) flashes under the checkered flag a winner Saturday night at Gateway Int'l Raceway.

After two laps, the race resumed without further incident.

The lighting troubles were caused after one of three phases at a local substation went out.

On lap 117, Landon Cassill made slight contact with the Scott Wimmer entry, sending it into defending race-winner Reed Sorenson and then into the outside wall hard. Steve Wallace and Mike Bliss were also collected. The red flag was displayed for nearly 25 minutes for track cleanup. Following a restart on lap 145 after a Brad Keselowski and David Reutimann run-in, Edwards passed Jason Leffler for the top spot on lap 151.

One lap later, Edwards's Roush Fenway Racing teammate and polesitter Jamie McMurray, who also considers Gateway a home track, slowed with mechanical troubles. He finished 27th after leading 31 laps.

The race stayed green, leaving Edwards unchallenged through the finish.

Without the help of a caution flag and a restart, Logano, back behind the wheel of the No. 20 Joe Gibbs Racing Toyota after a three-week absence, had nothing for Edwards. He finished 6.877 seconds behind in second.

"I had clean air. I just couldn't go anywhere. When you got it, you got it and then they hit it dead on tonight," Logano said.

Jason Keller finished third, his highest finish since 2004 when he ran runner-up at Chicagoland Speedway. Leffler and Keselowski completed the top five.

Clint Bowyer, who finished eighth, has a 170-point lead over Keselowski.

Another Quarterly Honor For NASCAR's Kyle Busch

Dixon, Schatz Also Considered For Driver Of Year Award

SARASOTA, Fla. — Hot on the track and in the minds of an elite media panel, Kyle Busch was voted second-quarter Driver of the Year, repeating his first quarter honor.

Busch won four races in NASCAR's top-two series, three in Sprint Cup and one in Nationwide, during the period of May 3 through June 29. He continues to lead the standings in the Sprint Cup Series.

"It's awesome! Just unbelievable what we've been able to accom-

plish so far this year. We've been so blessed and so fortunate to have everything click like it has," said the driver of the Joe Gibbs Racing Toyota.

In the voting, Busch took seven first-place ballots (out of 14 cast). He was on every ballot, with only one vote below second place totaling 103 points. He handily beat Indy 500 winner Scott Dixon, who drives for Target Chip Ganassi Racing and had two victories, earning him five first-place votes for a total of 85 points.

Donny Schatz, who drives for Tony Stewart Racing in the World of Outlaws Series, scored one first-place vote and was third in the voting with 48 points.

Peterson Dies

CONCORD, N.C. — Longtime NASCAR Technical Director Steve Peterson was found dead in his home July 15.

Peterson, 58, appeared to have died of natural causes.

He first went to work for NASCAR in

January 1995 and during his tenure with the sanctioning body, worked on safety initiatives, including head-and-neck restraints, SAFER barriers and the Car of Tomorrow.

"Steve was a tireless worker and passionate about all aspects of safety, including the car, the track and the driver," said NASCAR President Mike Helton. "Steve was our R & D effort long before there was a formal one. His accomplishments were recognized in motorsports worldwide."

Before joining NASCAR, Peterson spent more than 25 years in the automotive-engineering industry.

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RACE REWIND

Race 13 of 25: Built Ford Tough 225, Saturday, July 19
Kentucky Speedway, Sparta, Ky.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	23	Johnny Benson	Toyota Certified Toyota	150	\$89,650	Running
2	14	22	Michael Annett	Pilot Travel Centers Toyota	150	57,200	Running
3	13	88	Matt Crafton	Menards/Ideal Door Chevrolet	150	39,595	Running
4	11	18	Dennis Setzer	Tahoe Dodge	150	27,510	Running
5	17	11	David Starr	Red Horse Racing Toyota	150	23,360	Running
6	2	51	Kyle Busch	Miccosukee Resorts Toyota	150	17,010	Running
7	1	5	Mike Skinner	Toyota Tundra Toyota	150	20,160	Running
8	19	60	Terry Cook	Wylers.com Toyota	150	17,260	Running
9	6	15	Marc Mitchell	Hyprene Ergon Toyota	150	17,260	Running
10	8	33	Ron Hornaday, Jr.	Camping World Chevrolet	150	18,110	Running
11	32	21	Jon Wood	The Barnhill Group Ford	150	16,360	Running
12	28	4	Stacy Compton	Tim Short Dodge Dodge	150	15,985	Running
13	15	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	150	15,285	Running
14	31	14	Rick Crawford	Circle Bar Truck Corral Ford	150	15,485	Running
15	20	81	Willie Allen	Rascal Flatts Chevrolet	150	16,235	Running
16	3	6	Colin Braun	Con-way Freight Ford	150	16,885	Running
17	16	07	Ryan Lawler	Manheims Dealers Auto Chevrolet	150	14,785	Running
18	26	08	Jason White	GunBroker.com Dodge	150	14,685	Running
19	24	17	Timothy Peters	www.LLS.com Dodge	149	12,335	Running
20	27	71	Donny Lia	NationRides.com Chevrolet	149	15,235	Running
21	22	09	John Wes Townley	Zaxby's Ford	149	13,235	Running
22	5	2	Jack Sprague	American Commercial Chevrolet	148	13,160	Running
23	18	40	Chad Chaffin	Westerman Companies Chevrolet	148	12,110	Running
24	34	63	Justin Allgaier	Dave Porter Truck Sales Ford	148	12,060	Running
25	21	7	T.J. Bell	Iams Chevrolet	147	12,010	Running
26	35	74	Jennifer Cobb	Annexus Group Dodge	144	11,960	Running
27	7	30	Todd Bodine	Lumber Liquidators Toyota	128	11,910	Accident
28	30	10	Brendan Gaughan	International MAXX-FORCE Ford	128	11,810	Accident
29	25	99	Erik Darnell	Northern Tool + Equipment Ford	127	11,710	Running
30	10	8	Chad McCumbee	Malcolmson Construction Chevrolet	118	11,610	Accident
31	9	9	Justin Marks	Construct Corps Toyota	118	11,510	Accident
32	23	16	Brian Scott	Albertsons Chevrolet	63	11,410	Engine
33	12	03	Chrissy Wallace	GEICO/German Toyota Tundra	50	11,310	Accident
34	33	85	Brent Raymer	SEI Ford	41	11,210	Electrical
35	36	91	J.C. Stout	Hart's Insurance Agency Chevrolet	22	11,110	Pwr Steering
36	29	13	Shelby Howard	FarmPaint.com Chevrolet	2	11,012	Accident

RACE STATISTICS

Race time: 1 hour, 57 minutes, 50 seconds
Average speed: 114.592 miles per hour
Victory margin: .474 second
Caution flags: Eight for 36 laps
Lead changes: Seven among four drivers

Lap leaders: Mike Skinner (Pole); Kyle Busch 1-30; Skinner 31-36; Busch 37-49; Skinner 50-53; Johnny Benson 54-115; Michael Annett 116-118; Benson 119-150.

TALK OF TIME TRIALS

Toyotas swept the front row, with Mike Skinner earning his 45th-career Craftsman Truck Series pole and third of 2008 with a lap of 31.487 seconds at 171.499 miles per hour in the No. 5 Toyota Tundra Toyota. Kyle Busch started alongside Skinner in the No. 51 Miccosukee Resorts/NOS Energy Drink Toyota.



RONDA GREER/NASCAR PHOTO

STANDINGS



Top 10

1. Johnny Benson	1,881	6. Todd Bodine	1,770
2. Matt Crafton	1,880	7. Terry Cook	1,695
3. Ron Hornaday, Jr.	1,876	8. Erik Darnell	1,681
4. Rick Crawford	1,789	9. Jack Sprague	1,675
5. Mike Skinner	1,780	10. Dennis Setzer	1,654

Benson Makes It Stick



RONDA GREER/NASCAR PHOTO

CHECKING OUT: Johnny Benson (23) leads Chad Chaffin (40) and teammate Michael Annett (22) late in Saturday's Built Ford Tough 225 at Kentucky Speedway in Sparta, Ky.

Four-Wide Move Late In Race Carries JB To Second Victory Of 2008

SPARTA, Ky. — Johnny Benson made a daring four-wide pass to take the lead with 32 laps remaining and cruised to victory in the Built Ford Tough 225 Craftsman Truck Series race Saturday night at Kentucky Speedway.

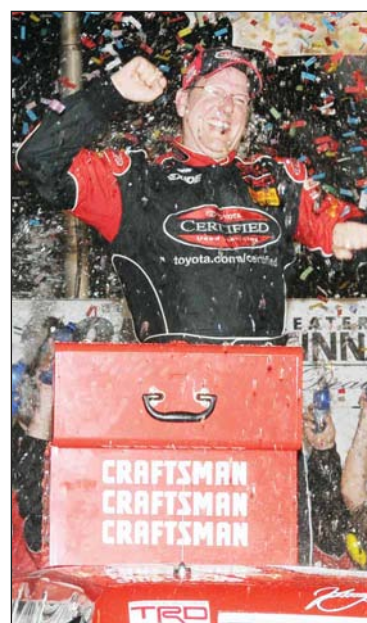
Benson was third behind Bill Davis Racing teammate Michael Annett and Dennis Setzer for the restart on lap 119 of 150 on the 1.5-mile track. Chad Chaffin was the top truck, a lap down on the inside.

"I had a tremendous run off turn two and got alongside the 18 (Setzer)," Benson said. "We both had good runs on the 22 (Annett), and we made a mad dash to the corner (turn three). I expected (Setzer) to turn left, and he did and I had to turn left. I had the best spot.

"This track is extremely difficult to pass on. I think we had one of the few trucks able to hug the bottom, and that was a key to winning."

Benson won his second truck race of the season and 11th of his career, while moving into the point lead by one marker over Matt Crafton, who finished third. Previous leader Ron Hornaday, Jr. is five points off the lead after finishing 10th.

Annett, in his third start in the



RONDA GREER/NASCAR PHOTO

JOHNNY B. GOOD: Johnny Benson celebrates his win in Saturday night's Built Ford Tough 225 at Kentucky Speedway, the second for Benson this season.

series, was second, .475 second behind Benson. Annett, 22, finished sixth and 11th in his previous two starts.

Annett ran solidly in the top 10 for

most of the race. He was sixth when the lead-lap trucks made their final pit stops on lap 115, with Benson leading the field down pit road.

Annett's crew chief, Doug Wolcott, decided to take two tires, and it vaulted Annett into the lead as most trucks, including Benson and Crafton, took four.

"He made a great call and got us out front," Annett said. "Track position was everything. I was surprised how good a run Johnny got, but he's a veteran and he knows how to do that. I saw the red on his hood, and the spotter said, 'Four wide,' and then there was a crash behind us.

"It was pretty cool finishing second."

Setzer finished fourth and David Starr fifth. Kyle Busch passed Mike Skinner at the finish line for sixth.

Busch's Billy Ballew Motorsports Toyota led laps 37 to 49, relinquishing the lead to make his first pit stop. He was on pit road when the caution came out. Busch got the Lucky Dog and was able to regain the lead lap, but he restarted from the back of the field and was never able to return to the front.

Busch was 13th, with a truck banged up in the multi-truck crash on lap 119, for the final restart with 29 laps remaining and charged to sixth, beating Skinner to the line by .032 second.

Thomson Spoils Party For Streaking Steckly

VERNON, British Columbia. — Don Thomson, Jr. passed point-leader Scott Steckly with just eight laps remaining in the A&W Cruisin' The Dub 300 at Sun Valley Speedway.

Steckly was in position to collect his third-straight NASCAR Canadian Tire Series presented by Sirius Satellite Radio late-model triumph before Thomson made the pass for his first victory of the season and his third overall in the

series.

Thomson became just the second driver in the series to win a race from the pole. It was Thomson's fourth pole of the season.

"We have been qualifying great all year, but it wasn't turning into good results for one reason or another," said Thomson. "Poles are nice, but we really wanted to get the win."

Steckly was seemingly headed for another win, but his Dodge was a handful as the race was reaching its conclusion.

"It was just too loose to hold him off," said Steckly. "I had to be careful going into the turns and wait to get on the gas. I was trying to make the car as wide as possible, but (Thomson) is too good for that."

John Gaunt finished a career-best third, followed by Mark Dilley and D.J. Kennington.

The finish:
Don Thomson, Jr., Scott Steckly, John Gaunt, Mark Dilley, D.J. Kennington, Derek Lynch, Jason White, Todd Nichol, Dave Whitlock, Peter Gibbons, Andrew Ranger, Kent Nuhan, Anthony Simone, Brad Graham, Ron Beauchamp, Jr., Jason Hathaway, Alex Tagliani, J.R. Fitzpatrick, Kerry Micks.

Abold Able At Stafford

STAFFORD SPRINGS, Conn. — Jeff Abold took advantage of a caution that closed Randy Cabral's sizable lead and went on to win the 25-lap NEMA feature July 16 at Stafford Motor Speedway.

Abold and Cabral swapped the lead back and forth on several occasions after the restart with Abold finally taking control on lap 14 and pulling away for good three laps later.

Cabral settled for second ahead of Jeff Horn in third. Adam Cantor and early leader Nokie Fornoro rounded out the top five.

In NEMA Lites action at Seekonk (Mass.) Speedway, Jesse State came from last to win the feature event.

The finish:
Jeff Abold, Randy Cabral, Jeff Horn, Adam Cantor, Nokie Fornoro, Lou Ciccone, Jr., Bobby Santos III, Jeremy Frankoski, Joey Payne, Greg Stohr, B.J. MacDonald, William Wall, Erica Santos, Chris Leonard, Mike Lugelle, Abby Martino, Doug Cleveland, Barry Kitteredge, John Zych, Jim Peruto, Lee Bundy, Paul Lugelle, Matt O'Brien, Paul Scally, Mike Horn, Shawn Torrey, Aaron Wall.

McKenney Is Madera Man

MADERA, Calif. — Thrilling the hometown crowd, Dallen McKenney masterfully piloted his No. 88 TCR/Goewens Mopar to victory in Saturday night's Bay Cities Racing Ass'n midget feature at Madera Speedway.

McKenney overtook early race leader Kyle Dickerson on lap six and paced the remainder of the 30 laps on the third-mile asphalt oval.

Shannon McQueen came home second, ahead of Nick Foster, Jr.

The finish:
Dallen McKenney, Shannon McQueen, Nick Foster, Jr., Mitch Hoffses, Danny Parker, Kyle Dickerson, Floyd Alvis, Mike Donaldson, Scott Nail, Nick Chivello.

Atkinson Wins

AGASSIZ, British Columbia — Mark Atkinson passed Tony Seidelman with three laps remaining to win the Western Midget Racing Ass'n's first visit to Canada in several years.

Seidelman settled for second, driving a car on loan from fellow competitor Dave Hoene after Seidelman's engine seized during hot laps.

Troy Globe finished third ahead of Kersten Smutny and Jeremiah Franklin in the top five.

The finish:
Mark Atkinson, Tony Seidelman, Troy Globe, Kersten Smutny, Jeremiah Franklin, Keith Davidson, Dolly Klatt, Bob Pratt, Dallas Melby.



ROGER HAMILTON PHOTO

MIDGET MASTER: Jerry Coons, Jr. powers his midget around Wisconsin's Angell Park Speedway Sunday.

Coons Schools Badger Field

BY BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Jerry Coons, Jr. scored his third series victory of the season, capturing the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway.

After setting fast time, Coons moved up four positions over the first two laps before the event was stopped for a flip involving Tim Noble. On the restart, Robbie Ray continued to lead while Coons moved into third place on lap five behind Ray and Bubba Altig. A caution on lap seven bunched up the field.

One lap after the restart, Coons, running in third behind Ray and Altig, passed both drivers down the backstretch and drove into turn three with a lead he continued to increase, lapping the field up to eighth place until Jake Slotten flipped in turn two, setting up a three-lap dash to the finish.

Coons went unchallenged to the checkered flag and was followed to the stripe by Altig, Matt Smith, Mike Hess and Brandon Waelti in the top five.

The finish:
Jerry Coons, Jr., Bubba Altig, Matt Smith, Mike Hess, Brandon Waelti, Robbie Ray, Joe Wipperfurth, Chad DeSelle, Bryon Walters, David Gough, Jason Dull, Jake Slotten, Kurt Mayhew, Brad Kuhn, Michael Pickens, Rob Keelan, Scott Hatton, David Budres, Aaron Fiscus, Jim Fuerst, Tim Noble, Adam Clarke.

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RACE REWIND

Races 31, 32 and 33: July 15 and July 18-19

FINAL RESULTS

WINNER



Steve Kinser

July 15

Lernerville Speedway, Sarver, Pa.

Qualifications: 1. Chad Kemenah, Hard Eight 8k, 13.631; 2. Donny Schatz, Stewart 15, 13.727; 3. Shane Stewart, Roth 83, 13.808; 4. Sam Hafertepe, Jr., Hafertepe 15h, 13.897; 5. Jac Haudenschild, Carnahan r19, 13.913; 6. Jason Meyers, Stockbridge 14, 13.919; 7. Kerry Madsen, VerMeer 55, 13.942; 8. Craig Dollansky, Woodward 2, 13.960; 9. Steve Kinser, Kinser 11, 13.994; 10. Kevin Schaeffer, Schaeffer 9s, 13.997; 11. Terry McCarl, McCarl 24, 13.998; 12. Danny Smith, Smith 4, 14.000; 13. Paul McMahan, Parsons 6, 14.006; 14. Jeff Shepard, Zemaitis 1, 14.018; 15. Daryn Pittman, Titan 21, 14.031; 16. Joey Saldana, Kahne 9, 14.040; 17. Ed Lynch, Jr., Lynch 2L, 14.057; 18. Scott Bonnell, Bonnell 3b, 14.17; 19. Greg Hodnett, Cline 22, 14.181; 20. Rob Eyster, Eyster 5a, 14.243; 21. Brian Ellenberger, Ellenberger 20e, 14.256; 22. Bob Felmele, Felmele 6f, 14.280; 23. Stevie Smith, Smith 19, 14.341; 24. Fred Rahmer, Clemens 51, 14.358; 25. Kraig Kinser, Stewart 20, 14.363; 26. Jason Sides, Sides 7s, 14.385; 27. Lance Dewease, Catoctin 30c, 14.392; 28. Tim Shaffer, Call 83a, 14.493; 29. Chad Hillier, Hillier 5c, 14.503; 30. Tony Bruce, Jr., Bruce 18, 14.586; 31. Mike Lutz, Lutz 8, 14.619; 32. Troy Little, Little 20au, 14.731; 33. Dan Kuriger, Kuriger 08, 14.761; 34. Cory Good, Good X, 14.887; 35. Rod George, George 4g, 14.889; 36. Chad Layton, Postpack 25, 14.895; 37. Gary Rankin, Rankin 16, 14.963; 38. Charlie Holben, Holben 15m, 15.095; 39. Jason Pisani, Pisani 51x, 15.156; 40. Dan Shelter, Shelter 98, 15.218; 41. Brent Matus, Matus 33, 15.384; 42. Joe Butera, Butera 3j, 15.418; 43. Bill Kiley, Kiley 4k, 15.471; 44. Carl Bowser, Bowser 10, 15.557; 45. Lindsay Enscoe, Enscoe 96, 15.648; 46. Sheila Rankin, Rankin 6r, 15.958; 47. Paul Kish, Kish 4c, 16.354.

First Heat (8 laps): McMahan, S. Kinser, Haudenschild, Lynch, Kemenah, Ellenberger, K. Kinser, Hillier, Kuriger, G. Rankin, Enscoe, Matus.

Second Heat (8 laps): Meyers, Schatz, Shepard, Sides, Schaeffer, Felmele, Bruce, Bonnell, Holben, Good, Butera, S. Rankin.

Third Heat (8 laps): McCarl, Stewart, Pittman, Madsen, Hodnett, Lutz, S. Smith, George, Pisani, Kiley, Kish, Dewease.

Fourth Heat (8 laps): Dollansky, D. Smith, Saldana, Hafertepe, Layton, Rahmer, Shaffer, Eyster, Little, Shelter, Bowser.

Crane Cams Dash (6 laps): S. Kinser, McCarl, Meyers, Dollansky, Schatz, Stewart, D. Smith, Kemenah, McMahan, Hafertepe.

C Main (10 laps): 1. Good, 2. G. Rankin; 3. George, \$125; 4. Holben, \$125; 5. Matus, \$125; 6. Shelter, \$100; 7. Pisani, \$100; 8. Bowser, \$100; 9. Kiley, \$100; 10. Butera, \$100; 11. Kish, \$100; 12. Enscoe, \$50; 13. S. Rankin, \$100.

B Main (12 laps): 1. Eyster; 2. K. Kinser; 3. S. Smith; 4. Rahmer; 5. Ellenberger, \$200; 6. Bonnell, \$180; 7. Felmele, \$175; 8. Hillier, \$160; 9. Shaffer, \$150; 10. Bruce, \$150; 11. G. Rankin, \$150; 12. Little, \$150; 13. Dewease, \$150; 14. Lutz, \$150; 15. Good, \$150; 16. Kuriger, \$150.

Feature (40 laps): 1. S. Kinser, \$40,000; 2. Schatz, \$15,000; 3. Meyers, \$6,500; 4. Saldana, \$5,000; 5. Madsen, \$4,500; 6. Kemenah, \$4,000; 7. Stewart, \$3,500; 8. Hodnett, \$3,000; 9. K. Kinser, \$2,500; 10. Shepard, \$2,250; 11. Rahmer, \$2,000; 12. D. Smith, \$1,800; 13. McCarl, \$1,500; 14. Pittman, \$1,250; 15. Haudenschild, \$1,100; 16. Lynch, \$1,100; 17. Sides, \$1,100; 18. Hillier, \$100; 19. Bruce, \$100; 20. Layton, \$1,100; 21. Felmele, \$100; 22. George, \$50; 23. Dollansky, \$1,000; 24. Hafertepe, \$1,000; 25. McMahan, \$1,000; 26. S. Smith, \$1,000; 27. Schaeffer, \$1,000; 28. Eyster, \$1,000.

WINNER



Daryn Pittman

Friday

July 18, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Lance Dewease, Catoctin 30c, 17.229; 2. Keith Kauffman, Middlesworth 7k, 17.302; 3. Doug Esh, Leach 30, 17.315; 4. Terry McCarl, McCarl 24, 17.323; 5. Chad Layton, Postpack 25, 17.369; 6. Jason Meyers, Stockbridge 14, 17.380; 7. Sam Hafertepe, Jr., Hafertepe 15h, 17.405; 8. Todd Shaffer, Beam 88, 17.424; 9. Alan Cole, Cole 35, 17.428; 10. Shane Stewart, Roth 83, 17.434; 11. Daryn Pittman, Titan 21, 17.444; 12. Sean Michael, Nace 6n, 17.465; 13. Donny Schatz, Stewart 15, 17.475; 14. Brian Leppo, Leppo 71, 17.477; 15. Jeff Shepard, Zemaitis 1, 17.498; 16. Alan Krimes, Krimes 87, 17.500; 17. Kerry Madsen, VerMeer 55, 17.514; 18. Chad Kemenah, Hard Eight 8k, 17.515; 19. Greg Hodnett, Cline 22, 17.535; 20. Jac Haudenschild, Carnahan r19, 17.554; 21. Mark Smith, Smith 7m, 17.630; 22. Jason Sides, Sides 7s, 17.634; 23. Craig Dollansky, Woodward 2, 17.634; 24. Stevie Smith, Smith 19, 17.655; 25. Chad Hillier, Hillier 5c, 17.669; 26. Joey Saldana, Kahne 9, 17.669; 27. Niki Young, Niederer 10n, 17.672; 28. Steve Buckwalter, Buckwalter 17b, 17.686; 29. Fred Rahmer, Clemens 51, 17.696; 30. Paul McMahan, Parsons 6, 17.765; 31. Brian Montieth, Montieth 21p, 17.765; 32. Steve Kinser, Kinser 11, 17.789; 33. John Westbrook, Westbrook 3w, 17.836; 34. Tony Bruce, Jr., Bruce 18, 17.844; 35. T.J. Winegardner, Winegardner 11t, 17.892; 36. Donald Kreitz, Jr., Kreitz 69k, 17.913; 37. Jim Siegel, Siegel 59, 17.977; 38. Pat Cannon, Cannon 3h, 18.037; 39. Cody Darrah, Darrah 89, 18.062; 40. Billy Brian, Jr., Brian 13, 18.212; 41. Kraig Kinser, Stewart 20, 18.238; 42. Mike Erdley, Erdley 11e, 18.271; 43. Bob Bennett, ACME 3, 18.301; 44. Chris Meleson, Meleson 8m, 18.894.

First Heat (8 laps): Schatz, Cole, Dewease, Rahmer, Layton, M. Smith, Madsen, Westbrook, K. Kinser, Hillier, Siegel.

Second Heat (8 laps): Leppo, Kemenah, Meyers, Stewart, Kauffman, Saldana, Bruce, Sides, McMahan, Erdley.

Third Heat (8 laps): Shepard, Pittman, Esh, Dollansky, Young, Hafertepe, Hodnett, Montieth, Darrah, Winegardner, Bennett.

Fourth Heat (8 laps): Krimes, S. Kinser, Shaffer, Haudenschild, Kreitz, McCarl, Buckwalter, Brian, Michael, S. Smith.

Crane Cams Dash (6 laps): Shepard, Kemenah, Leppo, Schatz, S. Kinser, Pittman, Krimes, Dewease, Kauffman, Cole.

B Main (12 laps): 1. Hafertepe; 2. Madsen; 3. Saldana; 4. McCarl; 5. Hodnett, \$200; 6. Hillier, \$180; 7. Montieth, \$175; 8. Bruce, \$160; 9. Sides, \$150; 10. Darrah, \$150; 11. Buckwalter, \$150; 12. K. Kinser, \$150; 13. Winegardner, \$150; 14. Brian, \$150; 15. Westbrook, \$150; 16. Bennett, \$150; 17. Siegel, \$150; 18. Erdley, \$150; 19. Michael, \$150; 20. M. Smith, \$150; 21. S. Smith, \$150; 22. McMahan, \$150; 23. Cannon, \$150; 24. Meleson, \$150.

Feature (25 laps): 1. Pittman, \$8,000; 2. Schatz, \$4,000; 3. Kemenah, \$2,500; 4. S. Kinser, \$2,200; 5. Meyers, \$2,100; 6. Shepard, \$2,000; 7. Leppo, \$1,800; 8. Dollansky, \$1,600; 9. Krimes, \$1,500; 10. Kauffman, \$1,300; 11. Young, \$1,200; 12. Darrah, \$500; 13. Shaffer, \$1,000; 14. Rahmer, \$700; 15. Kreitz, \$600; 16. Esh, \$600; 17. Layton, \$600; 18. Cole, \$600; 19. McCarl, \$600; 20. Stewart, \$600; 21. Bruce, \$50; 22. Madsen, \$600; 23. Hillier, \$50; 24. Dewease, \$600; 25. Haudenschild, \$600; 26. Saldana, \$600; 27. Hafertepe, \$600.

WINNER



Donny Schatz

Saturday

July 19, Williams Grove Speedway, Mechanicsburg, Pa.

Qualifications: 1. Jason Meyers, Stockbridge 14, 17.214; 2. Alan Krimes, Krimes 87, 17.274; 3. Craig Dollansky, Woodward 2, 17.297; 4. Keith Kauffman, Middlesworth 7k, 17.316; 5. Kerry Madsen, VerMeer 55, 17.327; 6. Paul McMahan, Parsons 6, 17.356; 7. Craig Keel, Keel 9k, 17.375; 8. Cody Darrah, Darrah 89, 17.391; 9. Alan Cole, Cole 35, 17.399; 10. Joey Saldana, Kahne 9, 17.408; 11. Doug Esh, Leach 30, 17.412; 12. Donny Schatz, Stewart 15, 17.422; 13. Jac Haudenschild, Carnahan r19, 17.422; 14. Jim Siegel, Siegel 59, 17.422; 15. Stevie Smith, Smith 19, 17.462; 16. Brian Leppo, Leppo 71, 17.468; 17. Brian Montieth, Montieth 21p, 17.468; 18. Terry McCarl, McCarl 24, 17.476; 19. Jeff Shepard, Zemaitis 1, 17.485; 20. Jason Sides, Sides 7s, 17.492; 21. Todd Shaffer, Beam 88, 17.496; 22. Chad Kemenah, Hard Eight 8k, 17.508; 23. Daryn Pittman, Titan 21, 17.514; 24. Fred Rahmer, Clemens 51, 17.535; 25. Steve Kinser, Kinser 11, 17.536; 26. Chad Layton, Postpack 25, 17.543; 27. Greg Hodnett, Cline 22, 17.546; 28. Mike Erdley, Erdley 11e, 17.554; 29. Sam Hafertepe, Jr., Hafertepe 15h, 17.621; 30. Chad Hillier, Hillier 5c, 17.623; 31. Steve Buckwalter, Buckwalter 17b, 17.647; 32. Tony Bruce, Jr., Bruce 18, 17.658; 33. Kraig Kinser, Stewart 20, 17.662; 34. Shane Stewart, Roth 83, 17.666; 35. Donald Kreitz, Jr., Kreitz 69k, 17.678; 36. T.J. Winegardner, Winegardner 11t, 17.822; 37. Niki Young, Niederer 10n, 17.838; 38. John Westbrook, Westbrook 3w, 17.914; 39. Pat Cooper, Cooper 26, 18.046; 40. Bob Howard, Howard 49, 18.299; 41. Billy Brian, Jr., Brian 13, 18.499.

First Heat (8 laps): Meyers, Cole, Haudenschild, Madsen, S. Kinser, Montieth, Hafertepe, Shaffer, K. Kinser, Young, Brian.

Second Heat (8 laps): Saldana, McMahan, Krimes, Kemenah, Siegel, Layton, Stewart, McCarl, Hillier, Westbrook.

Third Heat (8 laps): Smith, Dollansky, Esh, Shepard, Pittman, Hodnett, Keel, Buckwalter, Kreitz, Cooper.

Fourth Heat (8 laps): Schatz, Rahmer, Kauffman, Sides, Darrah, Erdley, Bruce, Winegardner, Howard, Leppo.

Crane Cams Dash (6 laps): McMahan, Dollansky, Rahmer, Schatz, Meyers, Saldana, Smith, Krimes, Cole, Kauffman.

C Main (6 laps): 1. Kreitz; 2. Winegardner; 3. Young, \$125; 4. Howard, \$125; 5. Cooper, \$125; 6. Brian, \$100; 7. Westbrook, \$100.

B Main (12 laps): 1. McCarl; 2. Keel; 3. Montieth; 4. Layton; 5. Erdley, \$200; 6. Hillier, \$180; 7. Shaffer, \$175; 8. Hodnett, \$160; 9. Hafertepe, \$150; 10. Bruce, \$150; 11. Buckwalter, \$150; 12. K. Kinser, \$150; 13. Stewart, \$150; 14. Kreitz, \$150; 15. Winegardner, \$150; 16. Leppo, \$150.

Feature (30 laps): 1. Schatz, \$25,000; 2. Dollansky, \$12,000; 3. Meyers, \$6,000; 4. Rahmer, \$5,250; 5. Saldana, \$4,500; 6. Esh, \$4,000; 7. McMahan, \$3,500; 8. Haudenschild, \$3,000; 9. Madsen, \$2,750; 10. Smith, \$2,500; 11. Darrah, \$2,300; 12. Pittman, \$2,250; 13. Keel, \$2,000; 14. Krimes, \$1,600; 15. Siegel, \$1,500; 16. Sides, \$1,300; 17. Shepard, \$1,250; 18. Kauffman, \$1,050; 19. S. Kinser, \$1,050; 20. McCarl, \$1,050; 21. Layton, \$1,000; 22. Kemenah, \$1,000; 23. Stewart, \$0; 24. Leppo, \$0; 25. Hafertepe, \$0; 26. Cole, \$1,000; 27. Hodnett, \$0; 28. Montieth, \$1,000.



JOE SECKA PHOTO

CUSHION: Steve Kinser works the cushion at Pennsylvania's Lernerville Speedway while Jac Haudenschild uses the bottom during heat race action for the Don Martin Memorial Silver Cup July 15.

King Collects \$40K At Lernerville Classic

SARVER, Pa. — Steve Kinser led all 40 laps to win the Don Martin Memorial Silver Cup Advance Auto Parts World of Outlaws Sprint Car Series race at Lernerville Speedway July 15. It was Kinser's first victory in the prestigious event in 14 years and earned him a \$40,000 check.

Kinser started on the pole after winning the Crane Cams Dash and was challenged early by Craig Dollansky before Jason Meyers set his sights on the leader. Kinser held them as well as Donny Schatz at bay to pick up the 546th WoO triumph of his career.

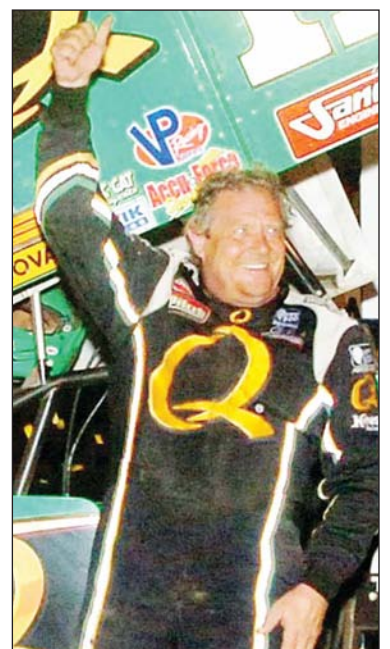
"It feels good to win," said Kinser. "We haven't won all that many this year, so any win is good. I've been coming out here for a lot of years and this is a unique place. You always race against the best race drivers there are when you come out East. You can win a race tonight and struggle to make the race or miss it the next night, that's how tough it is."

Kinser led from the start, but lapped traffic came into play early on, with Meyers and Dollansky giving chase.

"I tried to stick on the bottom, but I was losing speed down there," Kinser explained. "I never really ran that high. I figured I would run the middle and if it happens, it happens. On the restarts, it took me about three laps to get it lit up. It was a fine line to hit it right and get what drive you could out there. When you are leading, you don't know if someone is dusting the top off where they can get a little more speed. You don't want to change your line a whole lot. I was glad to see the checker come out."

After a lap-26 caution, Meyers used a strong restart to stay with Kinser for a couple of laps. On the 27th lap, he used a slide job exiting the fourth turn to inch ahead of Kinser. Meyers slipped up the track just enough that Kinser was able to regain the lead.

The next lap, there was a red flag,



Steve Kinser

giving the crews an opportunity to work on their machines, as it was an open red.

"We made a front shock change, but that is about it," Kinser said. "I left the car pretty much the way it was. During the red, everyone had some time for the tires to cool down and they took off pretty good. We took off OK as well."

Schatz battled Meyers for second on the restart, taking the position with five laps remaining, but it was too late to catch Kinser. It was Schatz's 25th top-five finish of the season.

"It's better than where we were," said Schatz. "I thought we would be able to get the job done. We didn't get going until too late. You make mistakes and I have been making a lot here lately and it's time to clean up the act."

Meyers finished third, while Joey Saldana and Kerry Madsen rounded out the top five.

WORLD OF OUTLAWS SPRINT SERIES

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

Top 10

1. Donny Schatz	4,764	6. Jac Haudenschild	4,305
2. Jason Meyers	4,623	7. Kerry Madsen	4,206
3. Craig Dollansky	4,575	8. Chad Kemenah	4,168
4. Joey Saldana	4,522	9. Shane Stewart	4,079
5. Steve Kinser	4,368	10. Daryn Pittman	4,061

UP NEXT

July 22-23, Ohsweken Speedway, Ohsweken, Ontario
July 25, I-96 Speedway, Hartford, Mich.
July 26, K-C Raceway, Chillicothe, Ohio



DOUG VANDVENTER PHOTO

ALL SMILES: Daryn Pittman was all smiles after winning Friday night's World of Outlaws Sprint Car Series race at Williams Grove Speedway in Mechanicsburg, Pa.

WORLD OF OUTLAWS SPRINT SERIES RACE REWIND



GEORGE LEVY PHOTO

CASHING IN: Donny Schatz (15) takes the lead from Craig Dollansky during Saturday's Summer Nationals at Williams Grove Speedway, ensuring himself the \$25,000 winner's check.

Schatz Captures Grove Loot

MECHANICSBURG, Pa. — Donny Schatz always has plenty of motivation when he comes to Williams Grove Speedway, and track officials added 5,000 more reasons on Saturday, as they raised the winner's share for the Cleveland Brothers Summer Nationals from \$20,000 to \$25,000 prior to the event.

The two-time defending series champion swept under Craig Dollansky on the 20th lap to take the lead and proceeded to slice his way through lapped traffic for the remaining 10 laps to earn his series-leading 11th victory of the season and the 81st of his Advance Auto Parts World of Outlaws career, which places him in a tie with 2001 series champion Danny Lasoski for fifth on the all-time win list.

"It feels good to get back to victory lane," said Schatz, who won for the 15th time at the historic half-mile oval. "It feels like it's been a little bit

since we won. We had an awesome race car tonight, especially at the end of the night. We worked on it early in the night and got going and put ourselves in a good position to get to the front."

After leading late in the race on Friday night before being passed by Daryn Pittman with three laps remaining, Schatz and his team found a couple of things that they tried on Saturday.

"We learn stuff every time we hit the race track," he noted. "It doesn't matter if we have been to victory lane here or not, every time you hit the track helps. The track changed. It stayed longer and it stayed wetter throughout the night. These guys did an awesome job with the track."

Schatz lined up fourth for the 30-lap feature and moved into second on the opening lap, while Dollansky set the pace. After losing second to Joey

Saldana on the third lap, he took it back on the seventh circuit and set his sights on Dollansky. Schatz patiently shadowed Dollansky and worked lapped traffic masterfully to track him down and take the lead.

"It's tough to pass anyone in wide-open race track anymore," explained Schatz. "I was able cut the corner in three and four on him and keep up with him on exit to get a good run on him. I could get through traffic pretty well and maneuver around and I kept trying to see where I could go. I had a good night."

Dollansky led the first 19 laps and finished second.

Jason Meyers followed up a fifth-place finish in the opener of the Summer Nationals with a third-place performance on Saturday.

Fred Rahmer and Saldana rounded out the top five.

Pittman Passes Schatz For Grove Triumph

MECHANICSBURG, Pa. — After missing the feature the last time the Advance Auto Parts World of Outlaws Sprint Car Series visited Williams Grove Speedway in May, Daryn Pittman was a little worried heading into the Cleveland Brothers Summer Nationals Friday night.

But there was little need to worry as Pittman made a thrilling pass on two-time defending series champion Donny Schatz with just three laps remaining to pick up the victory at the historic half-mile oval.

Pittman was running third with just five laps remaining and charged past Chad Kemenah before using a late restart to his advantage to overtake Schatz. Pittman held off Schatz over the last two laps to pick up his second win in the last three races.

"My hat is off to my crew," said Pittman. "They did a great job. Maxim built us a new race car and got me in a seat that I feel more comfortable in and more confident in because I know it's safer. The car felt awesome from the time we unloaded

it. We've been good for about three years now here, and we came here in the spring and struggled and missed the show. It feels good to come here and rebound. It was a great effort by the whole team."

Pittman lined up sixth in the Titan Garages Maxim and gained two spots early, powering past 20-time series champion Steve Kinser and Brian Leppo. He patiently worked on Jeff Shepard, taking third from him on the 11th lap. He then reeled in Kemenah and used the late restart to make a bid for the win.

After sliding by Schatz in the second turn, the pair drifted up to the wall, with Schatz getting on the brakes for a split second and then doing his best to fight back.

"I knew it was my only shot," commented Pittman. "You know that Donny (Schatz) doesn't make mistakes, especially when he is out front. I saw that he went to the top on the prior restart when I was running third. I thought if he opened the door, my only shot would be to get a

good run on him off four and be even with him at the (restart) cone and put a slider on him. We were both fast in (turns) three and four and both running the same line. When you run that line, it's hard to pass. We're just going for wins now and if we mess up going for wins, that's just the way it is."

The win for Pittman was his 27th with the World of Outlaws in his career, which placed him in a tie with Craig Dollansky for 14th on the all-time win list.

Schatz finished second.

"We were decent tonight, but we obviously didn't have the car to win the race," said Schatz. "I just wasn't getting the forward drive that I needed. Tomorrow is a new day and we learned some things tonight that worked and we tried some things that hurt us. It is what it is and tomorrow is a fresh night and I know that we'll be all right tomorrow."

Kemenah, Kinser and Jason Meyers, who started 14th, rounded out the top five.

Decker, Bunting Split DIRTcar Doubleheader

July 16

By AL ROBINSON
NSSN CORRESPONDENT

BECHTELSVILLE, Pa. — As the summer heats up, Billy Decker is doing his best Kyle Busch imitation. Not with post-race burnouts and bowing to the crowd, but by dominating races and threatening the all-time Advance Auto Parts Super DIRTcar Series single season win record.

Decker scored his second July clean sweep in the Traffic Jam 100 for big-block modifieds July 16 at Grandview Speedway.

After drawing seventh spot, he took the lead on lap 38 and with the final 58 laps going caution free, won by five seconds over runner-up Jeff Strunk.

Duane Howard, who surrendered the lead to Decker, was third with Brett Hearn fourth and Rick Laubach fifth.

Decker made an early decision to go with the high line around the third-mile oval.

"We weren't any good on the bottom, and just before the first caution, we were racing with Matt Sheppard and he was really rolling up there on the outside. When I got an outside restart I said, 'I better try this thing.' Lo and behold, it was pretty good out there," Decker said in victory lane.

He would see his pathfinder Sheppard again, as he lapped the 12th-place car on the final circuit. The winner took third from Hearn on lap 26, swapped second with Strunk a couple of times and drove past Howard with little resistance. Strunk secured the runner-up spot two thirds of the way through the 100 green flag laps. It marked Decker's fifth triumph in 10 Advance Auto Parts Super Dirt Series races and stretched his point lead to 116 over Hearn.

The finish:

Billy Decker, Jeff Strunk, Duane Howard, Brett Hearn, Rick Laubach, Jimmy Phelps, Dale Plank, Craig VonDohren, Kenny Brightbill, Steve Paine, Frankie Caprara, Matt Sheppard, Ryan Watt, Gary Tomkins, Mike Gular, Danny Johnson, Ryan Phelps, Larry Wight, Kyle Weis, Justin Haers, Billy Dunn, Mike Storms, Jim Robertson, Jimmy Horton, Ray Swinehart, Ryan Godown, Tom Scheetz, Kevin Hirthler, Shawn Reimert, Jim Horton IV, Jeff Brownell, Jr., Alan Johnson.

July 17

GEORGETOWN, Del. — Team work was evident from day one, and when the checkered flag waved to end the inaugural Advance Auto Parts Super DIRTcar Series event Thursday night at Georgetown Speedway, it was a pair of home track heroes taking center stage.

Tatnell Tops IRA Outlaw Sprints

BRITT, Iowa — Brooke Tatnell clenched the Bumper to Bumper IRA Outlaw Sprint Series win Friday night at Hancock County Fair.

IRA

A strong 32-car field put on an awesome show for the standing-room only crowd, with extremely fast racing due to heavy rains the night prior. Pole-winner Donny Goeden dropped to third before the completion of the first lap, with second-place starter Jake Peters pulling out



Billy Decker

Just one month earlier, track promoter Jay James and DIRTcar Racing NorthEast Director of Competition & Track Sanctioning Cory Reed ironed out a plan to put Georgetown back on the map with a grand re-opening featuring a full card of big-block modified racing.

The event came to a dramatic conclusion with H.J. Bunting III pulling into victory lane for the first time in tour competition, steering the car owned by runner-up Jamie Mills.

"I thought it was a bigger money maker if I let him win and hang on for second," joked Mills, 37, who steered the Colbourne Farms No. 55 to a second-place finish behind his own No. 30. "Tonight, we had the best man in the car to get the job done. He's one heck of a driver."

A capacity crowd cheered on their local favorites from Milford, Delaware, at the rejuvenated Georgetown oval, with third-place runner Jimmy Phelps finishing best from the all-star group of Advance Auto Parts Series regulars making their maiden tour stop at the track, which first opened in 1949. New York invader Dale Plank and Pennsylvanian Rick Laubach rounded out the top five in the 75-lap event.

"I never turned a lap in this car until I got behind the wheel today. Fortunately, things worked in our favor all day," Bunting explained. "It's a lot easier sometimes when you're running second, the leader can't always see what's behind him. When I got right beside him in traffic, I figured I give it a try, either be a hero or zero."

The finish:

H.J. Bunting III, Jamie Mills, Jimmy Phelps, Dale Plank, Rick Laubach, Billy Pauch, Matt Sheppard, Brett Hearn, Billy Decker, Gary Tomkins, Frankie Caprara, Jimmy Horton, Ryan Phelps, Ryan Watt, Ryan Godown, Ricky Johnson, Rich Scagliotta, Danny Johnson, Larry Wight, Billy Dunn, Matt Jester, Richie Pratt, Jr., Steve Downs, Tim Milliman, Billy Pauch, Jr., Wade Hendrickson, Steve Paine, Mike Storms, Kenny Brightbill, Chic Cossabone, Jeff Brownell, Jr.

Tatnell Tops IRA Outlaw Sprints

in front. Mike Reinke, starting on the outside of the second row, moved to second.

From nowhere, Tatnell began pressuring Goeden for third and by lap 22, passed Reinke and Peters for the lead and eventual win. Peters finished second and Reinke rounded out the podium finishers.

The finish:

Brooke Tatnell, Jake Peters, Mike Reinke, Donny Goeden, Steve Meyer, Todd Wanless, John Haeni, Scott Winters, Billy Balog, Travis Whitney, Scotty Neitzel, Kim Mock, Kaylene Veille, Todd King, Gordy Vogelhaar, Bill Warren, Dave Uttech, Brian Kristan, Jerry Richert, Jr., Scott Bierzter, Matt Wasmund, John Cressman.

Hot Hirschman Makes Most Of Mod Madness

STAFFORD SPRINGS, Conn. — Matt Hirschman continued his recent hot streak, picking up the \$10,000 top prize for winning the July 16 Modified Madness feature at Stafford Motor Speedway.

MODIFIED MADNESS

Hirschman started on the front row and took the lead at the initial green flag. Despite three yellow flags during the 100-lap event, Hirschman led every circuit of the half-mile asphalt oval.

"This is a great win for the car owner, Wayne Darling," said Hirschman. "This is his home track. It's been a great week for me. \$10,000 to win is awesome. I got a

good pick, and was able to use it to my advantage. Two years ago, I didn't qualify for this race. Last year, I started last and finished second, so I know how much qualifying means. I had the car to win this year, and we were able to do it. Thanks to Viveiros Insurance for putting this race on."

Dick Houlihan finished second, while Chuck Hossfeld was third. Kirk Alexander and Jon McKennedy rounded out the top five.

The finish:

Matt Hirschman, Dick Houlihan, Chuck Hossfeld, Kirk Alexander, Jon McKennedy, Rob Summers, Ken Bouchard, Ted Christopher, Bobby Grigas III, Eric Beers, Les Hinckley, Jimmy Kuhn, Jr, Ed Dachenhausen, Carl Pasteryak, Ryan Preece, Dan Sammons, Ken Spencer, Mike Andrews, Andy Seuss, Vinny Annarummo, Dave Berghman, Jimmy Blewett, Rowan Pennick, John Fortin.

N.Y. State Of Mind Is Good Medicine For Hirschman

BY AL ROBINSON
NSSN CORRESPONDENT

OSWEGO, N.Y. — Many tourists spend a part of their summer along New York Route 104, drawn by the Lake Ontario beaches, resorts and fishing charters.

ROC ASPHALT

Matt Hirschman has enjoyed the last two weeks in the area for a different reason. He's been winning modified races.

Seven days after scoring his first win on the NASCAR tour at Spencer Speedway, Hirschman moved 55 miles east on Route 104 to Oswego Speedway, switched to his family's car, and recorded his second Dart Race of Champions Asphalt Series victory of 2008 at the historic five-eighths-mile oval.

Although he drew sixth in the lineup, the second-generation driver slashed to the lead by the third of the scheduled 100 laps. He was still there when rain put an end to the contest after 87 circuits.

Pole starter Earl Paules held on to second after losing the lead to Hirschman, although he had a scare as the rain began to fall. Paules spun in turn three, but it was ruled the caution had already been displayed, so he was able to keep the runner-up spot. Pete Brittain was third.

Eric Rudolph and Rick Zacharias rounded out the top five.

The finish:

Matt Hirschman, Earl Paules, Pete Brittain, Erick Rudolph, Rick Zacharias, Daren Scherer, Billy Putney, Dave Wollaber, T.J. Potrzebowski, Tom Kinsella, John Markovic, Jan Leaty, Rusty Smith, Todd Smith, Doug Reaume, Jimmy Zacharias, Chris Whitenight, Lee Sherwood, Eric Beers, Sege Fidanza, Steven Reed, Mark Tychoniewicz, Jim Storace, Dean Rypkema, Tommy Farrell III, Rick Kluth, Ken Canestrari, Mike Leaty.

Lee Takes Richmond?

RICHMOND, Ky. — O'Reilly Battle of the Bluegrass DirtCar Series point-leader Victor Lee continued his stellar season by winning the 21st-annual Paul "Butterball" Woodrige Memorial Saturday night at Richmond Raceway.

BOB LM

Lee earned \$5,000 for what was his sixth victory of the season and seventh in the traveling late-model series.

Lee started third, took the lead from Joey Kramer on lap 12 and paced the remaining distance, beating Josh McGuire to the checkered flag.

Dustin Linville, Aaron Hatton and Kramer filled the top five.

The finish:

Victor Lee, Josh McGuire, Dustin Linville, Aaron Hatton, Joey Kramer, Don O'Neal, Chris Combs, Tyrel Todd, Eddie Carrier, Jr., Jason Keltner, David Webb, Mike Jewell, Michael Chilton, Jimmy Crabtree, Larry Gray, Jim Robinson, Tim Tugate, Zach Carney, Eric Wells, Arnie Fields, Dwight Embree, Shelby Miles, Marty Stepp, Chris Ruble.

Kramer Earns 6th In Bluegrass

RICHMOND, Ky. — Joey Kramer romped to his sixth Battle of the Bluegrass DirtCar Series Open Wheel Modified victory in a rain-shortened event Saturday at Richmond Raceway.

BOB MODS

Kramer, who was also the fast qualifier, earned \$1,500 for what was his

19th-career victory in the series. Dennis Roberson finished second, ahead of Josh Lucas, Russ Gabbert and Don Adams.

The finish:

Joey Kramer, Dennis Roberson, Josh Lucas, Russ Gabbert, Don Adams, Robbie Gullion, Shawn Tolson, Mick Sansom, Walt Mayabb, Kenneth Reams, Wayne James, Joe Turner, Cecil Cochran, Travis Preston, Kelly Warren, Charlie Jude, Skylar Marlar, Jimmy Crabtree, Michael Ward, Doug Webb, Victor Lee, Jared Reams, Delane Browning.



KEVIN HORCHER PHOTO

TWO LANES: Brad Loyet (o5) holds off Derek King for the first of Loyet's two POWRi midget victories over the weekend at Macon (Ill.) Speedway.

Midgets, Love It Or Loyet

Defending Champ Sweeps POWRi Weekend

Friday

MACON, Ill. — Brad Loyet led the final 15 laps of the 30-lap Dana Godfrey Memorial at Macon Speedway for his fourth O'Reilly POWRi midget feature of the year.

POWRI

Derek King, who earlier won the 600 c.c. outlaw feature, started on the pole and paced the first 14 laps. On lap 15, Loyet moved past King from his third-row starting position to take the lead. Loyet would pace the field until a lap-27 yellow for Kody Swanson. On the restart, Loyet would continue to lead, but not without pressure from King. The two traded slide-jobs for the final three laps with Loyet making his move stick going into turn one of the final lap.

Following Loyet and King at the line were Brad Kuhn, Michael Pickens and Gary "Bubba" Altig.

The finish:

Brad Loyet, Derek King, Brad Kuhn, Michael Pickens, Bubba Altig, Daniel Adler, Rich Camfield, Derrick Myers, Tim Siner, Tony Roney, Kody Swanson, Jason Holt, Tyler Robbins, Davey Ray, Brett Anderson, Austin Brown, Mike Hess, Joey Moughan, Zach Daum, Dave Camfield, Jr., Donnie Lehmann, Kellen Conover, Nick Knepper.

Saturday

BELLEVILLE, Ill. — Brad Loyet captured his third-straight POWRi midget feature victory Saturday night, winning the Finley Memorial feature at Belle-Clair Speedway.

Loyet led 28 of 30 laps en route to victory lane, giving way only to Brett Anderson for two laps midway through the race. From there, Loyet went unchallenged.

Anderson followed Loyet to the finish line in second ahead of Derek King in third, Mike Hess in fourth and Nick Knepper in fifth.

Mike Gass was the winner of the Finley Memorial 600 c.c. outlaw micro-sprint race.

The finish:

Brad Loyet, Brett Anderson, Derek King, Mike Hess, Nick Knepper, Steve Knepper, Brad Kuhn, Mike Riley, Chase Barber, Daniel Adler, Matt Sherrill, Tony Roney, Daniel Robinson, Ryan Criswell, Austin Brown, Jason Holt, Zach Daum, Kellen Conover, Garrett Hood, Rich Camfield, Tyler Robbins, Tim Siner.

Sophomore Shear Breaks Through With White Race

BY TOM WAGNER

KAUKAUNA, Wis. — The fact that Kyle Shear won the Mid-American Series Tisler Salvage White Race Saturday night at Wisconsin Int'l Raceway wasn't all that surprising.

MID-AM

Afterall, the series sophomore entered the event third in points, and registered top-five finishes in three of the six races heading into the night.

But what did raise eyebrows was

how he did it.

Shear proved to be the class of the field, leading 39 of the 40 laps without a serious challenge en route to his second-career, and first of the season, Mid-American late-model victory.

Jeremy Spoonmore finished second, ahead of Lyle Nowak, Bill Prietzel and James Swan.

The finish:

Kyle Shear, Jeremy Spoonmore, Lyle Nowak, Bill Prietzel, James Swan, Jake Finney, Brian Back, Bobby Gutknecht, Kenny Smart, Darren Wolke, Rod Brewie, Tom McClintok, Mark Pluer, Ross Zumbach, Andy Casavant, Travis Rodewald, Kevin Damrow, Troy Shear, Jr., Scott Null, Ryan Gutknecht, Mikie Breiner, Jim Thorson.

2-Year Drought Ends For Martin At 24 Raceway

MOBERLY, Mo. — Ending a nearly two-year winless drought with the O'Reilly Auto Parts Winged Outlaw Warriors, Randy Martin led all 20 laps at 24 Raceway Saturday night to register his 36th all-time victory with the winged 360 sprint-car series.

WOW

Martin started on the pole and led all 20 laps, holding off point-leader Jonathan Cornell for the victory.

Jon Corbin, Chris Walker and Curtis Evans rounded out the top five.

The finish:

Randy Martin, Jonathan Cornell, Jon Corbin, Chris Walker, Curtis Evans, Terry Hinck, Curtis Boyer, Tony Crank, Kyle Bellm, Mike Lefholz, Frank Brown, Steven Cross, Rusty Potter, Matt Fox, David Brown.

Jedrzejek Win Follows Tragic Crash In Toledo

TOLEDO, Ohio — Tim Jedrzejek picked up his fourth Midwest Supermodified Ass'n victory of the season Friday night at Toledo Speedway, but it came on a night when fellow driver Terry Gibson (see separate story on page three) was killed during the first heat race.

MSA

Randy Burch led the 30-lap feature early, but Jack Smith took control on lap four only to have Jedrzejek power past on the 10th tour of the half-mile asphalt oval.

Jedrzejek led the rest of the distance, beating Dave Shullick, Jr to the checkered flag. Moe Lilje, Charlie Schultz and Tim Ice rounded out the top five.

The finish:

Tim Jedrzejek, Dave Shullick, Jr., Moe Lilje, Charlie Schultz, Tim Ice, Jack Smith, Randy Burch, Dave Mumaw, Jim Paller, Rob Stasick, Gene Lee Gibson, Denny Fisher, Bob Dawson, Jon Henes, Matt Palmer.

Carnes Triumph Trumps Porter

ANDERSON, S.C. — In front of a near capacity crowd, Anderson Motor Speedway late-model track champion Ralph Carnes took his first Georgia Asphalt Series victory by passing Randy Porter at the halfway point in the UpState 100.

GAS

Porter had won the GAS Series event earlier in the season at AMS.

"I wanted to win this one," said Carnes. "We haven't won in more than a year and this win is really sweet and we had some tough luck earlier this season here."

Porter held on to finish second, with Joey Senter, T.J. Reaid and Blair Addiss rounding out the top five.

The finish:

Ralph Carnes, Randy Porter, Joey Senter, T.J. Reaid, Blair Addiss, Greg Simpson, Ryan Sieg, Nick Potts, Russell Fleeman, Larry Jordan, Tommy Stokes, Justin Ashley.

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- Feb. 29-Mar. 2 Speedway Expo • The Big E • Springfield, MA
- March 15-16 Food City 500 • Bristol Motor Speedway • Bristol, TN
- April 13 Kentuckiana Ford Dealers ARCA 200 • Salem Speedway • Salem Indiana
- April 18 Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- April 20 Rich Vogler Classic • Winchester Speedway • Winchester, IN*
- May 4 ARCA/RE-MAX Series • Rockingham Speedway • Rockingham, NC
- May 9-10 SUPER CLEAN Diamond Nationals • Lucas Oil Speedway • Wheatland, MO
- May 16 NHRA O'Reilly Thunder Valley Nationals • Bristol Dragway • Bristol, TN
- May 17 NASCAR Sprint All-Star Challenge • Lowe's Motor Speedway • Concord, NC
- May 17 ARCA Lincoln Welders Truck Series • Toledo Speedway • Toledo, OH
- May 17-18 4th Annual ARCA Fan Festival • Toledo Speedway • Toledo, OH
- May 18 ARCA RE/MAX Series • Toledo Speedway • Toledo, OH
- May 23 World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- May 24-25 NASCAR • Lowe's Motor Speedway • Concord, NC
- May 26 United Sprint Car Series Speedweek • Clay Hill Motorsports Park • Atwood, TN
- May 27 United Sprint Car Series Speedweek • Clarksville Speedway • Clarksville, TN
- May 29 United Sprint Car Series Speedweek • Camden Speedway • Camden, TN
- May 30 United Sprint Car Series Speedweek • North Alabama Speedway • Tusculmbia, AL
- May 30 Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI*
- June 4 Prelude to the Dream • Eldora Speedway • New Weston, OH
- June 6-7 14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
- June 20 USAC Midgets • Knoxville Raceway • Knoxville, IA
- June 22 Iowa Corn Indy 250 • Iowa Speedway • Newton, IA
- June 24 All Star Circuit of Champions • Hilltop Speedway • Millersburg, OH
- June 25 All Star Circuit of Champions • Skyline Speedway • Stewart, OH
- June 26 All Star Circuit of Champions • Fremont Speedway • Fremont, OH
- June 28 PA Speedweeks • Lincoln Speedway • Lincoln, PA
- June 29 PA Speedweeks • Bedford Speedway • Bedford, PA
- July 1 PA Speedweeks • Grandview Speedway • Bechtelsville, PA
- July 2 PA Speedweeks • Hagerstown Speedway • Hagerstown, PA
- July 3 PA Speedweeks • Port Royal Speedway • Port Royal, PA
- July 4 PA Speedweeks • Williams Grove Speedway • Mechanicsburg, PA
- July 5 UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN
- July 9 Brad Doty Classic • Limaland Motorsports Park • Lima, OH
- July 11 Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
- July 12 Kings Royal • Eldora Speedway • New Weston, OH
- July 18 Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
- July 19 NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
- July 19 NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
- July 24-26 Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN
- Aug. 3 Brodix 360 Tournament of Champions • Knoxville Raceway, Knoxville, IA
- Aug. 4 Musco Lighting Front Row Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 5 Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
- Aug. 6-9 Knoxville Nationals • Knoxville Raceway • Knoxville, IA
- Aug. 15-16 Ron Schuman Classic* • Lakeside • Kansas City, KS
- Aug. 20 Craftsman Truck • Bristol Motor Speedway • Bristol, TN
- Aug. 21 WoO Late Model Fifth Annual Scorcher • Volunteer Speedway, Bulls Gap, TN
- Aug. 22-23 NASCAR • Bristol Motor Speedway • Bristol, TN
- Aug. 29-30 WoO • Skagit Speedway • Alger, WA
- Oct. 8 Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Oct. 9-11 NASCAR Sprint Cup • Lowe's Motor Speedway • Concord, NC
- Oct. 12 Winchester 400 • Winchester Speedway • Winchester, IN*
- Oct. 17-19 IHRA • Rockingham Dragway • Rockingham, NC
- Oct. 30-Nov. 1 Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Nov. 1 Adam Petty Memorial All America CRA 400 • Music City Motorplex • Nashville, TN
- Dec. 26-27 Rumble in Ft. Wayne • Allen County Memorial Expo Center • Ft. Wayne, IN

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GM: Low Sales, High Gas Prices Hitting Manufacturer Hard

CONTINUED FROM PAGE 2

NASCAR events, has been told that GM will not renew sponsorship contracts at New Hampshire Motor Speedway and Bristol Motor Speedway.

Scott Cooper, a spokesman for SMI-owned Lowe's Motor Speedway, said SMI has four tracks with GM sponsorships and each is being reviewed individually as GM moves forward with its plan.

"The partnerships between NASCAR and auto makers should always remain strong because the sport is such a great way for auto makers to reach their customers," Cooper said. "There may be challenges with the economy, but we anticipate having relationships with manufacturers for years to come."

NASCAR spokesman Ramsey Poston said the connection between the manufacturers to the race teams flows beyond the garage and into the stands, and it is a "powerful marketing tool" for everyone involved.

"One thing about our sport is that our fans are so connected to the manufacturers," Poston said. "Our fans are racing fans, and they are Chevy fans and Dodge fans and Ford fans. Lots of times, they draw their lines of fandom based on manufacturers."

Cooper said he expects GM to continue to support racing venues when it comes to buying entertainment suites, signage and in other ways, but perhaps at a lesser level.

In addition to the support of several NHRA teams and supplying the "Official Car and Truck of the NHRA" through its GMC brand, GM also has entitlement sponsorships of two races — Gainesville, Fla., and Las

Vegas — through its subsidiary, ACDelco.

Gary Darcy, NHRA senior vice president of sales and marketing, said GM officials have made no moves regarding the future sponsorships of those events, nor have they indicated what the future cuts will mean to their race teams.

"We've been with General Motors for a number of years as a marketing partner," Darcy said. "It's an important relationship for us, and one we certainly value."

"From our perspective, when you review all spending across the board, I think we provide access to very targeted fans and customers. I think we provide a great value proposition for GM, and we hope that relationship continues to unfold."

But Darcy admitted, like everyone else in the racing industry, the NHRA and its teams are in a "wait-and-see" mode as GM's cost-cutting plan continues to unfold.

While GM has not been involved with the IRL's IndyCar Series in several years, the company does have a longstanding relationship as the pace-car provider for Indianapolis Motor Speedway and the Indianapolis 500.

Pace-car programs at other tracks are reported to be on the chopping block, but IMS spokesman Ron Green said he has heard nothing of the company wanting out of its involvement with Indy.

"We've been watching closely at what's been going on," Green said. "General Motors, especially through Chevrolet, has been a longtime partner of the Indianapolis Motor Speedway, and it's a relationship we value greatly."

Call it an economic downturn or a recession or worse, but Cooper said it is a storm the racing industry must continue to weather.

"It's historic that economies run in cycles," he said. "There may be challenges now, but there are likely better days ahead."

PROGRESS: USAC Attacking New Strategy Step By Step

CONTINUED FROM PAGE 2

Crown show, they elevated the site to yet another level by introducing live video streaming.

"We didn't announce it," explains Jason Smith, vice president of racing operations, "because we didn't know how it would work. It worked great! It's part of our plan to attract new fans. We won't stream the races live because we don't want to affect the track's gate. Rather, we'll do a pre-race show, complete with a set and a couple of commentators."

It's this type of quick, positive response that has impressed those long associated with USAC.

"Besides the new marketing strategy that they've formulated and that I believe has a lot of potential," commented Tommy Hunt, USAC vice president of Western Operations, and a 22-year USAC stalwart, "they have laid out a business plan that has a lot of promise. Also, I see willingness by management to participate in areas where there was reluctance before. I realize that this is still a work in process, but I sincerely believe that we're going in the right direction. I'm looking forward to the future."

Darryl Guiducci, one of the owners of 6R Racing and involved with USAC for nearly 20 years, agreed with Hunt's summation, adding, "I like the way that they're starting to think more like marketers. A lot of us have been telling USAC that for years. Hey, if you don't market, you're not going to have anything to sanction."

"And, I'm not saying this to bash any former administration," continued Guiducci, "but they are listening to us now. The best example of this is their action with the new Silver Crown car. They formed a team to look at how to fix it, and they have given the owners, drivers, chief mechanics, everybody, a say-so in it."

"We looked at the way the car was launched initially, and said that's not the approach we want," said Smith. "The impression then was that it got shoved down people's throats. They had no input. Those who should have been involved in its development weren't."

"So, we assembled a seven-man committee to redevelop the car, with the members elected by those involved with racing the car. When the panel gets their work done, we'll send that out to the membership for their input. If they don't like what they see, then we'll do it again. We want to get this right."

Bruce Ashmore, former Indy car engineer with Lola and Reynard, leads that team. While he does not work directly for USAC, he has dealt often with it in the past, and sees a decided change in their approach.

"They are definitely more marketing oriented than I've seen before," said Ashmore. "You notice it when you go to the office. And I think a reflection of that is their intent to refurbish the new Silver Crown car that was introduced a couple of years ago."

"They want to improve the aesthetics of the car, to make it more appealing to the fans. More marketable. And they're attempting to do that without

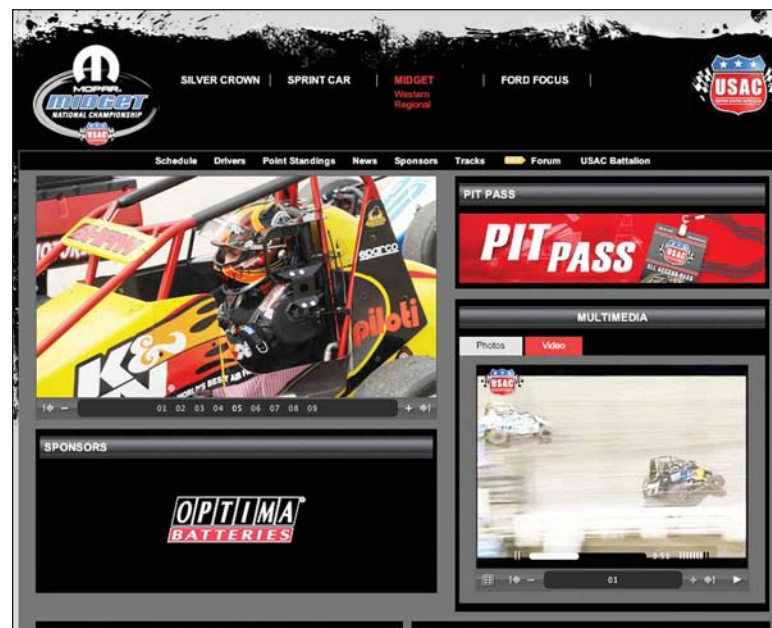


IMAGE COURTESY USAC

HIGH-TECH MAKEOVER: As part of its new strategy, USAC revamped its Web site, which now offers live streaming video.

Ashmore Buys Silver Crown Effort

BROWNSBURG, Ind. — Bruce Ashmore, former chief Indy car designer with Lola and president of Reynard North America, has purchased the new-generation Silver Crown car project from Chris Paulsen's C&R Racing, Inc.

The car will be racing again in 2010 when USAC reorganizes the series as the Gold Crown Series.

"This is just what USAC needs right now," said Paulsen. "People like Bruce will put USAC back where it belongs as one of the most respected sanctioning bodies in this country, and I wish him all the best with the car."

"I have enjoyed working in USAC racing more than anything I have ever done in motorsport," Ashmore said. "I really want to thank Chris Paulsen for this opportunity to become a racing car constructor in my own right. I am very confident that when USAC re-launches the series and the cars race again in 2010, the division will be very successful with their new look, bodywork and new name."

The new-generation Silver Crown car debuted in 2006, but was parked after last season as USAC reevaluated the program.

a lot of additional expense to the car owner. With some minor exceptions, the car raced very well, so the goal is to use the existing chassis, and only have to replace the body panels."

Their entire approach to the new-generation Silver Crown car typifies the mind set of the new USAC. Other than just better communication and efforts at holding costs down, it involves a completely different strategic direction.

Unless there is a title sponsor, the series will be known as the Gold Crown Series, targeted to launch in 2010. The last USAC cars to be designated were the Indy cars back when USAC was battling CART for supremacy. And, in a complete departure from the recent past, the aim is to make the Gold Crown Series a destination for racers. The current Silver Crown cars would continue to race on dirt.

"When we thought about redeveloping the car and the series," explained Smith, "we questioned what it should be. Should it be a development series targeting NASCAR? Or the IRL? Or, should it be the top rung of USAC's ladder; a place drivers strive to get to with their careers? We chose the latter, with the idea that we would also get it to the point that the car owner can make money racing in it. They could actually make it a business."

At the other end of the spectrum is the Ford Focus series.

"The Ford Focus was the other big issue that Kevin and I believed needed to be addressed when we came into USAC," Smith said. "That's sup-

posed to be our entry-level series, but it has huge cost issues. I've heard of guys paying \$60,000 for a car. That's with an \$8,000 spec engine. That's crazy."

"We're working on how to bring those costs down. Do we limit the materials that can be used in the car? No carbon fiber, titanium? Or, do we spec out a car where a guy can buy one, race it for a couple of years, and be able to sell it because the rules haven't changed?"

"These are the things we're working out now. We had planned on an announcement concerning our intentions in about a month, but it's probably going to take a little longer than that. We want to be sure we're doing what's right for everyone before we make a final decision."

Electronic communications. A focus on marketing. Lowering racing costs. Involving the participants in the decision making. A career destination series. This indeed sounds like a new USAC.

As with any effort of this type, there have been some better than expected gains, and some less than expected. There are still many challenges ahead. But, USAC it appears, is moving forward.

"I heard the head of the Department of Energy talking about high gas prices the other day," chuckled Guiducci. "He said what it took politicians 30 years to mess up can't be fixed overnight. It took years for USAC to get in this shape, and things won't turn around overnight. But, we're on the right track."



AUTOSTOCK PHOTO

HIGHS AND LOWE'S: Chevrolet has won the last three NASCAR Sprint Cup Championships with Jimmie Johnson (48) and Tony Stewart.

Gray Matters

Six-Time Champion Takes Two

Friday

CROSSVILLE, Tenn. — Terry Gray and Steven Lines were the winners Friday of the twin 20-lap O'Reilly USCS Southern Thunder features at Crossville Raceway.

USCS

Gray, a six-time USCS National Champion, won the first twin from the outside of the front row, beating polesitter Lines to the first corner and surviving a couple of restarts for the victory. Ronnie Blair passed Lines for second on lap 11. Lines settled for third ahead of Jon Stinson and Johnny Bridges.

In the second twin, Lines started seventh, but charged to the lead by lap six. Lance Moss finished second ahead of Gray in third. Bridges was fourth and Blair finished fifth.

The finish:
Feature No. 1: Terry Gray, Ronnie Blair, Steven Lines, Jon Stinson, Johnny Bridges, Garry Bell, Lance Moss, Clint Weiss, Jake McLain, Wayne Reutimann, Jr. Michael

Craddock, Brad Wickham.
Feature No. 2: Steven Lines, Lance Moss, Terry Gray, Johnny Bridges, Ronnie Blair, Wayne Reutimann, Jr., Jon Stinson, Jake McLain, Clint Weiss, Brad Wickham, Michael Craddock, Garry Bell.

Saturday

BULLS GAP, Tenn. — Terry Gray's first visit to Volunteer Speedway included a new track record and a trip to victory lane after Saturday night's 30-lap O'Reilly USCS Southern Thunder feature.

Gray set a new qualifying record of 11.67 seconds around the four-tenths-mile oval, topping the 16-month-old mark of 11.690 seconds set by Joey Saldana.

Ronnie Blair finished second to Gray for the second time in as many nights, while Johnny Bridges finished third. Steven Lines finished fourth and Brad Wickham was fifth.

The finish:
Terry Gray, Ronnie Blair, Johnny Bridges, Steven Lines, Brad Wickham, Jon Stinson, David Adkins, Clint Weiss, Jake McLain, Bronzie Lawson IV, Bronzie Lawson III, Tom Selhorst, Michael Craddock, Nick Bashford.



TIM MORAN PHOTO

NUMBERS: A big crowd turned out at Big Diamond Raceway to watch United Racing Company sprint-car action Friday.

Clauss Nabs Diamond; Heimbach Takes Gunn

Friday

MINERSVILLE, Pa. — Seventeen-year-old sprint-car rookie David Gravel from Watertown, Conn., had a perfect night in United Racing Company sprint-car competition

URC

Friday night at Big Diamond Raceway. That is until post-race technical inspection.

Gravel, who led all 25 laps of the feature, was disqualified because of an engine infraction, handing the triumph to Jason Clauss. It was the first victory of the season for Clauss and the fourth of his career.

Becca Anderson finished second, with point-leader Curt Michael, Kramer Williamson and Robbie Stillwaggon rounded out the top five.

The finish:
Jason Clauss, Becca Anderson, Curt Michael, Kramer Williamson, Robbie Stillwaggon, Kevin Darling, Michael Carber, Danny Massey, Ken Carberry, Art Liedl, Jimmy Reppert, Dave Gabel, Tim Hogue, Gary Gollub, Mark Bitner,

Brett Schoenly, Rory Janne, Joey Biasi, Davey Sammons, J.J. Grasso, Dave Ely, Josh Weller, Kyle Purks, Ed Aikin.

Saturday

SELINGROVE, Pa. — The United Racing Company Sprint Car Series returned to Selingsrove Speedway on Saturday night for the 28th-annual Jack Gunn Memorial and local-favorite Blane Heimbach rallied home the winner.

For Heimbach, it was his third time winning the prestigious race and in doing so, he earned \$3,500. Heimbach took the lead from Pat Cannon on lap 25 of the half-mile oval and pulled away for the victory.

Cannon finished second, followed by Larry Kelleher, Curt Michael and Nate Snyder. Forty cars were on hand.

The finish:
Blane Heimbach, Pat Cannon, Larry Kelleher, Curt Michael, Nate Snyder, Dave Ely, Phil Walter, Kyle Purks, Ken Carberry, Mark Bitner, Ed Aikin, Mike Walter, Davey Sammons, Adam Gordon, Rory Janne, Cody Keller, Chris Coyle, Colby Womer, Ryan Kissinger, Duane Hausteller, Danny Massey, Justin Collett, Chuck Palmucci, Becca Anderson, Davey Franek, Brett Schoenly.

Bunton, Bruns End Up On Top

Friday

LEXINGTON, Tenn. — Ryan Bunton dominated Friday night's O'Reilly Midwest All Star Series

MW ALL STARS

winged sprint-car event at West Tennessee Motor Speedway.

Point-leader Jerrod Hull posted a late-race challenge for Bunton, but finished in second place.

Third went to Lee Sowell, with Miranda Throckmorton and Brad Greer filling the top five.

The finish:
Ryan Bunton, Jerrod Hull, Lee Sowell, Miranda Throckmorton, Brad Greer, Shane Wade, Tony Wilson, Alex Shanks, Tiffany Wyzard, Greg Merritt, A.J. Bruns, Tyler Thompson.

Saturday

SUMMERTOWN, Tenn. — A.J. Bruns claimed Saturday night's O'Reilly Midwest All Star sprint-car feature at Thunderhill Raceway.

Bruns shadowed early leader Alex Shanks through the early laps, as the event was slowed by several yellow flags. Finally, Bruns took the lead near the mid-point of the race and led the remainder of the event.

Jerrod Hull came on strong at the end and posted his second runner-up finish in as many nights. Ryan Bunton finished third, ahead of Brad Greer and fast qualifier Lee Sowell.

The finish:
A.J. Bruns, Jerrod Hull, Ryan Bunton, Brad Greer, Lee Sowell, Alex Shanks, Greg Merritt, Miranda Throckmorton, Shane Wade, Tony Wilson.

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UMP Indiana Super Stocks BOSS Series
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3RD ANNUAL MID-SEASON DOUBLER
sponsored by The Hastings Law Firm (Indianapolis, IN)
FRIDAY, JULY 25th
Non-wing Sprints \$2,800 to Win
UMP Modifieds \$1,000 to Win
UMP Street Stocks \$400 to Win
Thunder Cars \$300 to Win
HARF Members 50% off Grandstand admission
Adults 13 and over \$12 • Pit Pass \$25
Ages 12 and under FREE with paying adult
Gates Open at 4:00 pm • Race at 7:30 pm
1/4 mile west of I-69 on S.R. 22
Info: 765-384-7285 • Track: 765-674-6135
www.gascityi69speedway.com
FREE bicycle given away Every Friday Night! (Must be 6-12 to enter)

Gibson Gets Emotional Win; Saxer Dash Takes Columbus

Friday

XENIA, Ohio — Zach Gibson earned his second Buckeye Super Sprint victory of the season by winning Friday's 30-lap main event at Killbuck Race Speedway.

BUCKEYE

In victory lane, Gibson dedicated the win to his uncle, Terry Gibson, who was killed in a crash at Toledo Speedway earlier in the evening.

Gibson overtook Trent Stephens for the lead on lap 12. Talon Stephens won the battle for second over his brother, Trent.

Tom Tolbert was fourth and Tim Buchanan fifth.

The finish:
Zach Gibson, Talon Stephens, Trent Stephens, Tom Tolbert, Tim Buchanan, Daniel Brown, Paul Buckingham, Levi Youster, Ryan Gillenwater, Dave Saxer, Ted Saxer, Josh

Burdette, Mike McVetta, Tommy Kunz, Lloyd Halsey, Kurt Huber.

Saturday

COLUMBUS, Ohio — Dave Saxer won a five-lap dash to the finish in Saturday night's 30-lap Buckeye Super Sprint feature at Columbus Motor Speedway Saturday night.

A caution on lap 25 set up the dash for Saxer, who led from the outset and held off a charging Zach Gibson to post his first victory of the season.

Gibson settled for second ahead of brothers Tim Buchanan in third and Todd Buchanan in fourth. Talon Stephens rounded out the top five.

The finish:
Dave Saxer, Zach Gibson, Tim Buchanan, Todd Buchanan, Talon Stephens, Ryan Gillenwater, Paul Buckingham, Tom Tolbert, Ted Saxer, Trent Stephens, Mike McVetta.

TBARA
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OKTOBERFEST RACE WEEKEND
FOOD - FUN - FRIENDS - FESTIVITIES
OCTOBER 2-3-4-5, 2008
Dear Race Fans,
We Believe that Every Race Fan should receive the very best in competitive stock car racing, food, beverage, merchandise, and entertainment possible for their purchasing power. In 2008, the Best Seat in the house on any night during the Oktoberfest Race Weekend will be \$25 or less. Save even more with a multi-day wristband - which includes FREE Legendary After Race Party Admission!
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Racing NATION

A weekly report of action from across America



Thunder Road Int'l Speedbowl

Barre, Vt.
July 17, 2008
Late Model
1. Cris Michaud
2. Trampas Demers
3. Phil Scott
Tiger Sportsman
1. Joey Laquerre
2. Eric Badore
3. Tom Therrien
Street Stock
1. Tommy Smith
2. David Greenslit
3. Greg Adams, Jr.
Junkyard Warrior
1. Travis Hull
2. Neal Foster
3. Justin Gay

Thompson Int'l Speedway

Thompson, Conn.
July 17, 2008
Pro Stock
1. Fred Astle, Jr.
2. Derek Ramstrom
3. Norm Wrenn
Modified
1. Woody Pitkat
2. Bert Marvin
3. Tommy Cravenho
Late Model
1. Marc Palmisano
2. Mark Jenison
3. Jeff Zuidema
TIS Modified
1. Kurt Vigeant
2. Glenn Boss
3. R.J. Marcotte
Limited Sportsman
1. Jay Sundeen
2. Ed Puleo
3. Scott Sundeen
Mini Stock
1. Tim Taylor
2. Danny Fields
3. Mike Romano

Stafford Motor Speedway

Stafford Springs, Conn.
July 16, 2008
NEMA Lite
1. Jesse State
2. Nick Ribbie
3. Jake Stergios

Oxford Plains Speedway

Oxford, Maine
July 16, 2008
Chimney Tech
Feature No. 1
1. Gerry Richard
2. Fred Clavet
3. Jay Wilkins
Feature No. 2
1. Nik Coates
2. John Patria
3. Scott Ellis

Feature No. 3
1. Tyler Belanger
2. Ron Abbott, Jr.
3. Zach Bowie
Runnin Rebel
Feature No. 1
1. David Cook
2. Josh Brown
3. Jeff Beale
Feature No. 2
1. Archie Watt, Jr.
2. Jamie Leavitt
3. Scott Farrington
Sport Truck
1. Jake Burns
2. Opie Allard
3. Ross Spurling
Brandy Ladies
1. Dottie Patria
2. Vanna Brackett
3. Lisa Vining
Renegade
1. Jamie Heath
2. Zach Bowie
3. Jason Hannigan

Oxford Plains Speedway

Oxford, Maine
July 19, 2008
Modified
1. David Pinkham
2. Jean-Paul Cyr
3. Dwight Jarvis
Strictly Stock
Feature No. 1
1. Mike Short
2. Joe Hutter
3. Zach Emerson
Feature No. 2
1. Justin Karkos
2. Kevin Bishop
3. Randy Kimball

Seekonk Speedway

Seekonk, Mass.
July 19, 2008
Street Stock
1. John Geremia III
2. Mike Mitchell
3. Ryan Lineham
Sports Truck
1. Jody Tripp
2. Bill Prisco
3. Rick Martin
Late Model
1. Gerry DeGasparre, Jr.
2. Kevin Casper
3. Kyle Casper
Pro Stock
1. Ryan Vanasse
2. Tom Scully, Jr.
3. Ken Spencer

Lebanon Valley Speedway

West Lebanon, N.Y.
July 19, 2008
Modified
1. Kenny Tremont, Jr.
2. Andy Bachetti
3. J.R. Heffner
Constructor Clash
1. Eddie Marshall
2. Andy Bachetti
3. Mark Flach, Jr.
Sportsman
1. Kyle Armstrong
2. Alan Houghtaling
3. Kolby Schroder
Pro Stock
1. Robbie Speed
2. Nick Hilt
3. Jason Casey
Limited Pro Stock
1. Scott Kilmer
2. Frank Twing
3. Mark Stevens
Pure Stock
Feature No. 1
1. Jeff Douglass
2. Dave Fachini
3. Bob Palmer
Feature No. 2
1. Ed Hatch
2. Tom Murphey
3. Randy Myers

Feature No. 3
1. Kirk Stanaway
2. Al Relyea
3. Jesse Murphy

Riverhead Raceway

Riverhead, N.Y.
July 19, 2008
Modified
1. Jimmy Blewett
2. Bill Park
3. Justin Bonsignore
Blunderbust
1. Doug Watson
2. Joe Pingitore
3. Chris Busick
Super Pro Truck
1. Dave Koenig
2. Wayne Meyer
3. Roger Turbush
Figure 8
1. Roger Maynor
2. Tom Kraft
3. Ralph Tasso

Chemung Speedrome

Chemung, N.Y.
July 19, 2008
Modified
1. Tony Hanbury
2. John Wilber
3. J.R. Kent
Super Stock
1. Matt Nichols
2. Jeff Goddwin
3. Terry Potrzebowski
Legend
1. Matt Kurzejewski
2. Matt Priscott
3. Mike Alcaro
Four Cylinder
1. Gene Purvis
2. Tom Knapp
3. Kurt Knapp
Mod Lite
1. Jody Buckley
2. Joe Lane
3. Paul Brinckman

REGIONAL NOTES

Tim Karrick became the winningest modified driver at Kansas City, Kan.'s Lakeside Speedway since the track's conversion back to dirt in 2000. Karrick notched his 34th victory at the track to surpass NASCAR Sprint Cup star **Clint Bowyer** atop the list. . . **Speedy Faucett** won for the seventh-straight time July 12 at Ace Speedway in Altamahaw, N.C. . . **Bobby Osgood** ended a three-year winless drought with a July 11 modified victory at Chemung (N.Y.) Speedway. . . **Nathan Haseleu** won by one of the slimmest margins in track history July 11 at Madison Int'l Speedway in Oregon, Wis. Haseleu edged **Steve Rubeck** by .0124 second after passing Rubeck on the final lap during the super late-model feature. . .With nine feature modified feature victories at Attica (Ohio) Raceway Park this season, **Jon Henry** went to victory lane in just his second late-model start July 11. . .**Danny Smith** saw his six-race winning streak at Skyline Speedway in Stewart, Ohio, snapped by 16-year-old **Cole Duncan's** July 11 victory in the 410 sprint-car feature. . .Spring Run, Pa.'s Path Valley Speedway driver **Levi Peck** won a heat race and then proposed to girlfriend Ashley on the frontstretch at halftime July 11. She said yes. . . **Jeff Maupin** captured both the super late-model and crate late-model features July 12 at Volunteer Speedway in Bull's Gap, Tenn. . .**Matt Peterson** out-dueled his toughest competitor — his dad, **Dean Peterson** — in the July 12 UCAR feature at I-94 Raceway in Sauk Centre, Minn. . . With 14 career sportsman-modified victories at Canandaigua Speedway in Weedsport, N.Y., on his resume, **Todd Burley** added a big-block modified victory to the list July 13. . . **Jeremy Miller** set a new Bedford (Pa.) Speedway track record during super late-model qualifying for the Independent Racing Series show July 11.

3. Todd Henderson
Late Model
1. Brandon Smith
2. Dave DuBois
3. Quinn Sutherland
Street Stock
1. Ryan Polenz
2. Andrew Bickford
3. Matt Evans

Orange County Fair Speedway
Middleton, N.Y.
July 20, 2008
Modified
1. Jeff Heotzler, Sr.
2. Chuck McKee
3. Dave Van Horn
Modified
1. Craig Mitchell
2. Dave Van Horn
3. John Guarino
Sportsman
1. Jake Schiagel
2. Rich Coons
3. Mike Ruggiero
Pro Stock
1. Pete VanNoordt
2. Bill Pascual
3. Mike Vigiletti
Veteran Pure Stock
1. Emerson Cargin, Sr.
2. Tim McCarthy
3. John Aumick
Amateur Pure Stock
1. Charles Donald
2. Kyle Pepin
3. Frank Thissen

Spencer Speedway
Williamson, N.Y.
July 18, 2008
Super 6
1. Skip Powers
2. Kris Hillegeer
3. Patti Davenport
Street Stock
1. Dan Scott
2. Phil Alhart, Jr.
3. Don Stevens
Modified
1. Terry Cheetham
2. Buck Catalano
3. Jeff Hamman

Canandaigua Speedway
Weedsport, N.Y.
July 19, 2008
PureStox
1. Marc Minutolo
2. Roger Bush
3. Bryan Faulkner
Street Stock
1. Andy Fisk
2. Chris Fisher
3. Mike Welch
Sportsman Modified
1. Tim Currier
2. Steve Gray
3. Kevin Ridley
Big-Block Modified
1. Steve Paine
2. Matt Sheppard
3. Derrick Podsiadlo

Brewerton Speedway
Brewerton, N.Y.
July 18, 2008
DIRTcar Modified
1. Bob Henry, Jr.
2. Alan Johnson
3. Chuck Bower
IMCA Modified
1. Dale Caswell
2. Rich Keller
3. Rob Kellar
Mod Lite
1. Gary Jeffries
2. Lowell Zehr
3. Joe Garafolo
Super Stock
1. Matt Wetterer
2. Chuck Powelczyk
3. Claude Hutchings, Jr.

Waterford Speedbowl
Waterford, Conn.
July 19, 2008
Modified
1. Keith Rocco
2. Jeff Pearl
3. Ron Yuhas, Jr.
Race Truck
1. Allen Coates

Adams County Speedway
Coming, Iowa
July 19, 2008
Hobby Stock
1. Trent Davison
2. Matt Hudson
3. Kevin Yerington
Pro Street
1. Greg Miller
2. Jeremy Swanson
3. Ron Ballinger
Modified
1. Jesse Dennis
2. Ryan Peckham
3. Dean Mahlstedt
Late Model
1. Chris Spieker
2. Karl Ritterbusch
3. Paul Glendenning

Lakeside Speedway
Kansas City, Kan.
July 20, 2008
Modified
Feature No. 1
1. Chad Lyle
2. Tim Karrick
3. Dustin Boney
Feature No. 2
1. Jim Whisler
2. Bobby Layne
3. Cody Owens
Grand National
1. Steven Dibben
2. Jim Conley
3. Nic Bidingger
Factory Stock
1. Terry Schmidt
2. Buz Kaster
3. Marshall Jewett

Dawson County Raceway
Lexington, Neb.
July 20, 2008
Modified
1. Charley Brown
2. Jay Steffens
3. Chad Dolan
Stock
1. Jason Smidt
2. Travis Tilford
3. Dan Walker
Hobby Stock
Feature No. 1
1. Dillon Thompson
2. Jim Buss
3. Tim Miller
Feature No. 2
1. Aaron Koch
2. Brandon Nelson
3. Corey Cruzan

Knoxville Raceway
Knoxville, Iowa
July 19, 2008
410 Sprint Car
1. Skip Jackson
2. Davey Heskin
3. Billy Alley
360 Sprint Car
1. Matt Moro
2. Gregg Bakker
3. Jesse Giannetto

Miller Speedway
Miller, S.D.
July 19, 2008
Super Stock
1. Kip Myers
2. David Carlson
3. Lorin Johnson
Midwest Modified
1. Kale Urban
2. Lorin Johnson
3. Robbie Kohnen
Street Stock
1. Brandon Myers
2. Doug LaVoy
3. Robert Ross
U-Car
1. Ben McFarland
2. Curt Manning
3. Michael Hamhill

Tri-State Speedway
Pocola, Okla.
July 19, 2008
Road Runner
1. Ty Evans
2. Andrew Bohanan
3. Cody Jones
Mini-Stock Car
1. Brian White
2. Wesley Bourne
3. Jake Davis
E-Modified
1. Rodney Nobles
2. Kendall Hargrove
3. Martin Hemphill

Outlaw Motor Speedway
Oktaha, Okla.
July 14, 2008
Super Modified
1. Greg Skaggs
2. Jason Hughes
3. Steve Holtzkemper
Hobby Stock
1. Dale Richardson

Miller Speedway
Wainwright, Okla.
July 18, 2008
Modified
1. Greg Skaggs
2. Tate Cole
3. Jeran Frailey
Hobby Stock
1. Brian Scroggins
2. Dale Richardson
Super Modified
1. William Gould
2. Mike Northrup
3. J.D. Jackson
Pure Stock
1. Matt Burnett
2. Darien Austin
3. Jason Ward

Miller Speedway
Miller, S.D.
July 19, 2008
Super Stock
1. Kip Myers
2. David Carlson
3. Lorin Johnson
Midwest Modified
1. Kale Urban
2. Lorin Johnson
3. Robbie Kohnen
Street Stock
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2. Doug LaVoy
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U-Car
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DAN FENNEL PHOTO

99-to-1: Veteran late-model drivers Lynn Geisler (1c) and Ben Miley entertain the crowd at Pittsburgh's PA Motor Speedway Saturday night.

2. Andy Lindeman
3. Doug Dunleavy
Sportsman
1. Mark Cooper
2. Joe Nogiec
3. Ed Lamb, Jr.
Mini Stock
1. Jeff Mehlenschacher
2. Ken Cassidy, Jr.
3. Jeff Cividari
Super-X Car
1. Rob Corey
2. Michael Maskell II
3. George Correia
X Car
1. Curt D'Addario
2. John Bowes
3. Brad Voglesong

Waterford Speedbowl
Waterford, Conn.
July 16, 2008
Legends
1. Carl Blandina
2. George Whitney
3. Max Zachem
Super X Car
1. Jon Porter
2. George Correia
3. Greg Moran, Sr.
X Car
1. Curt D'Addario, Sr.
2. Brad Voglesong
3. Richard Hurne
X Modified
1. Bill Gersch, Jr.
2. Richard Durkee IV
3. Richard Brouwer

Waterford Speedbowl
Waterford, Conn.
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2. Spencer Meyer
3. Rick Gooding
Hornet
1. Ryan Jund
2. Daniel Shirley
3. Tim Ford
Legends
1. Jason Anderson
2. Dole Hartman
3. Rod Stiller
Premier
1. Bruce Quale
2. Shelby Stroebel
3. Mike Greco

Adams County Speedway
Coming, Iowa
July 19, 2008
Hobby Stock
1. Trent Davison
2. Matt Hudson
3. Kevin Yerington
Pro Street
1. Greg Miller
2. Jeremy Swanson
3. Ron Ballinger
Modified
1. Jesse Dennis
2. Ryan Peckham
3. Dean Mahlstedt
Late Model
1. Chris Spieker
2. Karl Ritterbusch
3. Paul Glendenning

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2. Karl Ritterbusch
3. Paul Glendenning

2. Spencer Meyer
3. Rick Gooding
Hornet
1. Ryan Jund
2. Daniel Shirley
3. Tim Ford
Legends
1. Jason Anderson
2. Dole Hartman
3. Rod Stiller
Premier
1. Bruce Quale
2. Shelby Stroebel
3. Mike Greco

Adams County Speedway
Coming, Iowa
July 19, 2008
Hobby Stock
1. Trent Davison
2. Matt Hudson
3. Kevin Yerington
Pro Street
1. Greg Miller
2. Jeremy Swanson
3. Ron Ballinger
Modified
1. Jesse Dennis
2. Ryan Peckham
3. Dean Mahlstedt
Late Model
1. Chris Spieker
2. Karl Ritterbusch
3. Paul Glendenning

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Late Model
1. Chris Spieker
2. Karl Ritterbusch
3. Paul Glendenning

Adams County Speedway
Coming, Iowa
July 19, 2008

2. Josh Slade
3. Brian Wiersma
Late Model
1. Chris Anthony
2. Scott Thomas
3. Tim DeVos
Sportsman
1. Dennis Mann
2. Ken Roelofs
3. Terry Bockheim

Rockford Speedway

- Rockford, Ill.
July 16, 2008
Legends
1. Maxx McNamara
2. Matt Booker
3. Tom Palma
RoadRunner
1. Charlie Frisch
2. Ricky Nielsen
3. Gene Marocco
Hornet
1. Alan Bekielewski
2. Solomon Barker
3. Matt Mangiaracina
Figure-8
1. Chris Gantz
2. Tom Schneider
3. Sabrina Castillo
Winged Women on Wheels
1. Olivia Chance
2. Sarah Trank
3. Laura Stankiewicz

Mt. Lawn Speedway

- New Castle, Ind.
Ford Focus
1. Julia Landauer
2. Allison MacLeod
3. Kyle Hamilton
Kenyon Midget
1. Drew Charlson
2. Frant Galloway
3. Caleb Armstrong
USAC Regional Midget
1. Dakoda Armstrong
2. Travis Young
3. James Robertson

St. Francois County Raceway

- Farmington, Mo.
July 17, 2008
Sprint Car
1. Bryan Matthews
2. Tommy Worley, Jr.
3. Steve Short
Modified
1. Brent Thompson
2. Jeremy Greenwalt
3. David Shepard

Corbin Speedway

- Corbin, Ky.
July 19, 2008
Late Model
1. Marty Taylor
2. Russell Smith
3. Jason Jones
Vintage
1. T.J. Isaacs
2. Preacher Bowen
3. David Fields
Super Truck
1. David Walters
2. Mike Bargo
3. Randy Frasure
Pure Street
1. Ed Murray
2. Jim Martin
3. Kyle Parker
Chevette
1. Scottie Smith
2. Anthony Wagers
3. Rick Hibbard
Slammer
1. Ron Troxtell
2. Frank Helton
3. Earl Sulfridge
Mini-Slammer
1. Clifford Wagers
2. Dewayne Smith
3. Steve Decker
Mini-Cup
1. Mark Evans
2. Blake Orr
3. Blake Brown

Shady Bowl Speedway

- DeGraff, Ohio
July 19, 2008
Sport Stock
1. Chris Abbott
2. Rodney Roush
3. Richard Roush
Modified
1. Brock Coyer
2. Rodney Roush
3. Mike Pippin
Compact

1. Jerry Ellis, Jr.
2. Josh Sage
3. Mike Shafer
Moler Raceway Park
Williamsburg, Ohio
July 18, 2008
Late Model
1. Barry Doss
2. Rusty Schlenk
3. Jason Montgomery
Modified
1. Doug Adkins
2. Dave McWilliams
3. Ray Branscum
Pure Stock
1. Derrick Davis
2. Tim Carpenter
3. Kevin Hess
Chevette
1. Troy Stamper
2. Rusty Yarger
3. Jeff Watson

Anderson Speedway

- Anderson, Ind.
July 18, 2008
Midget
1. Grant Galloway
2. Jeff Wimmenauer
3. Caleb Armstrong
Legends
1. Zach Zimmerly
2. Adam Roberts
3. David Moyes III
ThunderCar
1. Lonny Burton
2. Sam Folsom
3. Darryl Rogers
Front-Wheel Drive
1. Andy Keller
2. Jared Keller
3. Mike Alley
Figure 8
1. Donnie Ellis, Jr.
2. Andy Keller
3. Nick Warner

Toledo Speedway

- Toledo, Ohio
July 18, 2008
Modified
1. Tim Jedreczyk
2. D.J. Shullick
3. Moe Lilje
Sportsman
1. Ron Allen
2. Jim Froling
3. Chad Guinn
Factory Stock
1. Eric Huston
2. A.J. Padgett
3. Josh Bunting
4-Cylinder
1. Mike Bershback
2. David Price
3. Michael Marlow

Calumet County Fairgrounds

- Chilton, Wis.
July 18, 2008
Grand National
1. David Fields
2. Randy Brunette
3. Aaron Thurwachter
Street Stock
1. Ryan Brandes
2. Ryan Mueller
3. Matt Vetting
Challenger
1. Steven Ruh
2. Brad Ruh
3. Troy Bartel
4-Cylinder
1. Tom Schneider
2. Jenny Harris
3. Jake Meyer

Red Cedar Speedway

- Menomonie, Wis.
July 18, 2008
Late Model
1. Luke Schilling
2. Robby Bunkelman
3. Scott Duval
Super Stock
1. Steve Thomas
2. Mike Keller
3. Shawn Huse
Midwest Modified
1. Jim Bourn
2. Mark Thomas
3. Mark Gerth
Pure Stock
Feature No. 1
1. Chaz Ducummun

2. Mike Knudtson
3. Chris Wert
Feature No. 2
1. Dusty Brown
2. Chaz Ducummun
3. Jordan Johnson
Tomahawk Speedway
Tomahawk, Wis.
July 18, 2008
Midwest Modified
1. Duane Dunbar
2. Bruce Belland
3. Mickey Nosser
Street Stock
1. Jeff Hoogland
2. Bill Froelich
3. Cliff Houle
Pure Stock
1. Terry Selmer
2. Andy Nylund
3. Jay Wilberding
4-Cylinder Bandit
1. Kraige July
2. Kenny Schram
3. Ryan Schuppel

Paducah Int'l Raceway

- Paducah, Ky.
July 18, 2008
Faster Pastor III
Feature No. 1
1. Brian Moore
Feature No. 2
1. Chris Wilson
Late Model
1. Randle Sweeney
2. Justin Houston
3. Todd Miller
Crate Late Model
1. Matt Linder
2. Troy English
3. Cary King
Street Stock
1. Pancho Elder
2. Paul Howard
3. Ryan Humphrey
Warrior
1. Jeffrey Bailey
2. Keaton Downing
3. Jay Tindal
Mini Sprint
1. Brian Nance
2. Jarrett Cathey
3. Clint Collins

Ohsweken Speedway

- Ohsweken, Ont.
July 18, 2008
Sprint Car
1. Kevin Job
2. Keith Dempster
3. Warren Mahoney

Bloomington Speedway

- Bloomington, Ind.
July 19, 2008
Modified
1. Kent Robinson
2. Ray Humphrey
3. Clint DeMoss

Kil-Kare Speedway

- Xenia, Ohio
July 18, 2008
Midget
1. Kyle Hamilton
2. Chet Gerhke
3. Katie Hargitt
Modified
1. Greg Stapleton
2. Mike Carroll
3. Shane Shirk
Super Sprint
1. Zach Gibson
2. Talon Stephens
3. Trent Stephens
Thunder Roadster
1. T.J. Sneva
2. James Edsall
3. Tony Wachter
VARC
1. Austin McKee
2. Mike Ellis
3. Brian Butler

Rockford Speedway

- Loves Park, Ill.
July 19, 2008
Sportsman
1. Fred Nason
2. Chris Gantz
3. Brock Behnke
Short Tracker
1. Tim Melvin
2. Aaron Rude
3. Boyce Sparkman
Late Model
1. Matt Berger

2. Jon Reynolds
3. Jerry Gille
Roadrunner
1. Ricky Nielson
2. Gene Marocco
3. Robert Roush
Shawano Speedway

- Shawano, Wis.
July 19, 2008
Late Model
1. Chris Oertel
2. Troy Springborn
3. Jesse Peebles
Modified
1. Julie McDermid
2. Lance Arneson
3. Mike Wedelstadt
Stock Car
1. Rod Snellenberger
2. Darren Otto
3. Larry Karcz, Jr.
Crate Late Model
1. Kraige July
2. Brett Swedberg
3. David Fieber
Sport Mod
1. Marcus Yarie
2. Clint Forstner
3. Jeremy Hodkiewicz

Waynesfield Motorsports Park

- Waynesfield, Ohio
July 19, 2008
Truck
1. Gabe Twining
2. Matt Twining
3. Randy Crossley
Mini Sprint
1. Jared Horstman
2. Garry Loney
3. Todd Keen
Sprint
1. Mike Miller
2. Mike Brecht
3. Matt Westfall
Modified
1. Darryl Banks
2. Eddie Shaner
3. Brian Post

Anderson Speedway

- Anderson, Ind.
July 19, 2008
Figure 8
1. Nick Warner
2. Rob Allman
3. Joe Hart
Super Truck
1. Josh Poore
2. Joe Beaver
3. Josh Timmerman
Legend
1. David Moyes
2. Adam Roberts
3. Zach Zimmerly

Salem Speedway

- Salem, Ind.
July 19, 2008
ASA Late Model
1. Sean Murphy
2. Rex Cox II
3. Herbice Conrad
Hornet
1. Kyle Byrd
2. Daniel Enlow
3. Nigel Peters

Oshkosh Speedzone Raceway

- Oshkosh, Wis.
July 18, 2008
Late Model
1. Jeff Curtin
2. Brett Swedberg
3. Scott Lewis
Grand National
1. Jerry Kope
2. Brian Monday
3. Terry Van Roy
Modified
1. John Schultz
2. Brian Drexler
3. Mike Klenz
Street Stock
1. Brian Drexler
2. Jerry Winkler
3. Frank Formiller
Dirt Devils
1. Tim Sheppard
2. Matt Janke
3. Steve Seehawer

Indianapolis Speedrome

- Indianapolis, Ind.
Figure 8
1. Josh McQueary
2. David Plummer, Jr.
3. J.D. Blankenship
Junior Faskart
1. Mason Keller
2. Jack Dossey III
3. Jacob Garrigus
Hornet
1. Daniel Enlow
2. Chad Sizemore
3. Jess Holliday
Bandolero
1. Tyler Poe
2. Jack Dossey III
3. Ty Rose



KEVIN HORCHER PHOTO

RIVALRY: Brian Mathews (98) battles early leader Tommy Worley, Jr. en route to a victory at St. Francois County Raceway in Farmington, Mo. Worley finished second.

- July 18, 2008
Faskart
1. Josh McQueary
2. David Plummer, Jr.
3. J.D. Blankenship
Junior Faskart
1. Mason Keller
2. Jack Dossey III
3. Jacob Garrigus
Hornet
1. Daniel Enlow
2. Chad Sizemore
3. Jess Holliday
Bandolero
1. Tyler Poe
2. Jack Dossey III
3. Ty Rose

Indianapolis Speedrome

- Indianapolis, Ind.
July 20, 2008
Late Model
1. Jack Dossey, Jr.
2. Mark Tunney
3. Casey White
Stock
1. Larry Hahn
2. Speedy Teepe
3. Victor Rybolt
Roadrunner
1. Kenny Smith
2. Rex Cox II
3. Herbice Conrad
Hornet
1. Kyle Byrd
2. Daniel Enlow
3. Nigel Peters

Mt. Lawn Speedway

- New Castle, Ind.
July 19, 2008
Thundercar
1. David McConnell
2. Kevin Claborn
3. Mike Vaccaro
Late Model
1. Eric Evans
2. Eddie Claborn
3. Kevin Claborn
Hornet
1. Chris Jennings
2. Kim Lawrence
3. Jerry Small
Street Drag
1. Kenny Boykin
2. Gary Branscum

I-44 Speedway

- Lebanon, Mo.
July 19, 2008
Modified
1. Justin Neuman
2. Scotty Allen
3. Jimmy Willis
B Mod
1. Kris Jackson
2. Jason Otto
3. Josh Woody
Factory Stock
1. Lonnie Henderson
2. Derek Brown
3. Rob White
Rookie
1. Jeff Brown
2. Greg Wall

3. Dane Bartle
Super Stock
1. Ben Newell
2. J.C. Newell
3. Bennie Joiner
Sprint
1. J.P. Compton
2. Galvin Galbreath
3. John Wagner

I-55 Raceway

- Pevely, Mo.
July 19, 2008
Late Model
1. Randy Korte
2. Billy Faust
3. Kevin Weaver
Modified
1. Mike Harrison
2. Tommie Seets, Jr.
3. Matt Mevert
Sportsman
1. Troy Medley
2. Paul Bauman
3. Danny Ems
Pro 4 Stock
1. Homer Mooney
2. Gary Range
3. Pat Brewer

I-70 Speedway

- Odesa, Mo.
July 20, 2008
Enduro
1. Tommy Dumire
2. Steve Bailey
3. Marty Meyers
Dash
1. Michael Deschens
2. Robert Isabell
3. Jason Isabell
Super Stock
1. Mark Spillman
2. Brad Johnson
3. John Thomason
Super Late Model
1. Austin Siebert
2. Billy Crane
3. Terry Smith

Whittmore Speedway

- Whittmore, Mich.
July 19, 2008
Limited Late Model
1. Ryan Ostrander
2. Nate Freel
3. Dan Holmes
Mini Stock
1. Kevin Peek
2. Chris Trinklein
3. Mike Muckenthaler
Led Sled
1. Trevor King
2. Kris Edmonds
3. John King
Factory Stock
1. Alex Zawacki
2. Jim Dorman
3. Scott McClellan

Auto City Speedway

- Flint, Mich.
July 19, 2008
Street Spectator Drag

1. Justin Bartholomew
Led Sled
1. Lonnie Saumier
2. Ricky Plamondon
3. Chad Lamson
Figure 8
1. Duane Damon
2. Chad Lamson
3. Charlie Thom

Charter Raceway Park

- Beaver Dam, Wis.
July 19, 2008
Modified
1. Tim Lemirannde
2. Frank Firari
3. Jay Schraufnagel
Legends
1. Joel Wyttenschbach
2. Joe Johnson
3. Eric Barth
Dirt Devils
1. Matt Janke
2. Tim Sheppard
3. Tim Draheim
Street Stock
1. Jeremy Schwoch
2. Jesse Kanas
3. Aaron Streblow
Grand National
1. Roger Lee
2. Will Schumacher
4. Don Sorce
Stock Car
1. Bill Schmitz
2. Jerry Berdorf
3. Corey Pieper

Monett Speedway

- Monett, Mo.
July 19, 2008
Bomber
1. Willie Oxendine
2. Danny Boyd
3. Corey Pope
Pro 4
1. Pat Schudy
2. Lonnie Muhlbauer
3. Darrin Widener
Modified
1. Johnny Bone
2. Jackie Dalton
3. Daniel Anders
Late Model
1. Darrin Barton
2. Brad Looney
3. Dustin Mooneyham
Factory Stock
1. Kelly Bremer
2. George Meyer
3. Sean Williams

Eagle Valley Speedway

- Jim Falls, Wis.
July 20, 2008
Modified
1. Shane Halopka
2. Ronnie Rihn
3. Mark Thomas

Spartan Speedway

- Mason, Mich.
July 18, 2008
SUPERPRO
1. Jeff Finley
2. Rick Everidge
3. Rob Buckley

- Lincoln Park Speedway
Putnamville, Ind.
July 19, 2008
Sprint
1. Dickie Gaines
2. Billy Putterbaugh
3. Shane Hollingsworth
Modified
1. Ray Humphrey
2. Kenny Carmichael, Sr.
3. Doug McCullough
Super Stock
1. Joe Whisler
2. Slick Griffin
3. Benny Carmichael, Jr.
Bomber
1. Lloyd Walls
2. Dustin Shoulders
3. Gary Long

I-69 Gas City Speedway

- Gas City, Ind.
July 19, 2008
UMRA TQ
1. Terry Golf
2. Ron Combs
3. Tate Martz
Modified
1. Travis Shoulders
2. Bill Lewis
3. Jeff Ochs
Street Stock
1. James Headley
2. Shane Landis
3. Bruce McGill
Thundercar
1. Mike Fredrick
2. Brandon Sheppard
3. Steve Sheppard, Jr.

Double X Speedway

- California, Mo.
July 20, 2008
360 Winged Sprint
1. Jonathan Cornell
2. Evan Martin
3. Curtis Evans
360 Winged Sprint
1. Ray Smith
2. Harlan Dowell
3. Greg Holdren
Street Stock
1. Jeremy Gordon
2. Mike Schrader
3. Mike Barton

Slinger Super Speedway

- Slinger, Wis.
July 20, 2008
Late Model
1. Mike Meyerhofer
2. Jeremy Lepak
3. Dennis Prunty
Limited Late Model

Lincoln Park Speedway

- Mason, Mich.
July 18, 2008
Thunderstock
1. Steve Schultz
2. Ron Schmitt
3. John Kruschel
ThunderStock
1. Al Stippich
2. Aaron Can
3. John Daley
Slinger Bees
1. Ken Schraufnagel
2. Erik Long
3. Matt Klenz

1. Chris Ratajczyk
2. Steve Apel
3. Scott Ascher
Midwest Sportsman
1. Steve Schults
2. Ron Schmitt
3. John Kruschel
ThunderStock
1. Al Stippich
2. Aaron Can
3. John Daley
Slinger Bees
1. Ken Schraufnagel
2. Erik Long
3. Matt Klenz

Miami County Speedway

- Peru, Ind.
July 19, 2008
Junior
1. Kolt Kinsler
2. Trenton Bitzel
3. Hallie Feuquay
Stock
1. Halen Shafer
2. Kris Knox
3. Sam Kimmel
B-Open
1. Travis Ray
2. K.C. Hughes
3. Brian Busz
Restrictor
1. Braxton Hanft
2. Tyler Marsh
3. Zach Lacey
Non Wing
1. Stuart Hanft
2. Jordan Lambert
3. Tony Lingard

Macon Speedway

- Macon, Ill.
July 18, 2008
Late Model
1. Kyle Logue
2. Brandon Sheppard
3. Steve Sheppard, Jr.
Modified
1. Dave Crawley
2. Jeremy Nichols
3. Jim Leka
Sportsman
1. Rick Roedel
2. Scott Landers
3. Tim Bedinger
Street Stock
1. Steve Ewing
2. Terry Reed
3. Jim Cardoni
Pro Hornet
1. Raymond Watts
2. Jeff Dodd
3. Joe Reed
Amateur Hornet
1. Cody Fleming
2. Heidi Hames
3. Jeff Gill

Macon Speedway

- Macon, Ill.
July 19, 2008
Modified
1. Marty Hiser
2. Jeremy Nichols

3. Dave Crawley, Jr.
Midget
1. Brad Loyet
2. Derek King
3. Brad Kuhn
Micro
1. Derek King
2. Ryan Langston
3. Ryan Guyett
Limaland Motorsports Park
Lima, Ohio
July 18, 2008
Thunderstock
1. Kevin Gossard
2. Mark Hiatt
3. Nick Rosselli
Modified
1. Jon Henry
2. Darryl Banks
3. Terry Hull
Sprint Invader
1. Dale Blaney
2. Dennis Yoakam
3. Mick Brecht

Madison Int'l Speedway

- Oregon, Wis.
July 18, 2008
Limited Late Model
1. Scott Broughton
2. Ryan Carlson
3. Bobby Wilberg
Bandit
1. Chester Ace
2. Kyle Padfield
3. Stephen Scheel
Legends
1. Max McNamara
2. Dave Townsend
3. Michael Cooter
Sportsman
1. Tory Bagley
2. Scott Lawver
3. Jay Kalbus
Hobby Stock
1. Kyle Stark
2. Steven Sauer
3. Jimmy Robinson

Lebanon Midway Speedway

- Lebanon, Mo.
July 19, 2008
Modified
1. Jimmy Willis
2. Danny Atkinson
3. Steve Muilenburg
Factory Stock
1. Derek Brown
2. Tim Petty
3. Donnie Miller
B-Open
1. Kris Jackson
2. Ken Dickinson
3. Mickey Burrell
Bomber
1. Brandon Knudtson
2. Rob White
3. Shawn Strong
Winged Sprint Car
1. J.P. Compton
2. J. Kinder
3. Galvin Galbreath

Central Missouri Speedway

- Warrensburg, Mo.
July 19, 2008
Modified
1. Dave Meyer
2. Aaron Marrant
3. Tim Karrick
Late Model
1. Jon Binning
2. Brett Rollert
3. Mike Ryan
Street Stock
1. Brett Nail
2. Herb Dannar
3. Tammy Korff
B-Mod
1. Scotty Martin
2. Dean Wille
3. Ethan Isaacs

U.S. 24 Speedway

- Logansport, Ind.
July 18, 2008
JR
1. Craig Ronk
2. Sam McGhee
Restrictor
1. Garrett Miller
2. Dustin Denmark
Wing
1. Sara Elrod
2. Max McGhee

3. Jimmy Wood
Non-wing
1. Todd Kirkman
2. Shayne Riley
3. Megan Wood

U.S. 24 Speedway

Logansport, Ind.
July 19, 2008
JR
1. Craig Ronk
2. Sam McGhee
3. Jimmy Ferns
Restrictor
1. Megan Ferns
2. Dustin Denmark
Wing
1. Nate Lauderbaugh
2. Garrett Abrams
3. Mike Terry, Jr.
Non-wing
1. Tyler Stump
2. J.J. Hughes
3. Shayne Riley

KC Raceway

Chillicothe, Ohio
July 19, 2008
410 Sprint Car
1. Danny Smith
2. Jimmy Stinson
3. Blake Feese
Late Model
1. Ben Adkins
2. Rod Conley
3. Jason Montgomery
Modified
1. Bobby Kitchen
2. Bob Grace, Jr.
3. Joe Hunley
Hobby Stock
1. Jamey Adams
2. Jim Hildebrand
3. Jerry Hemming

La Crosse Fairgrounds Speedway

West Salem, Wis.
July 19, 2008
Late Model
1. Steve Carlson
2. Brent Kirchner
3. J. Herbst
Sportsman
1. Randy Steinhoff
2. Nick Clements
3. John Olson

Attica Raceway Park

Attica, Ohio
July 18, 2008
410 Sprint Car
1. Tim Shaffer
2. Greg Wilson
3. Brandon Martin
305 Sprint Car
1. D.J. Foos
2. Todd Heuerman
3. Coty Runion
Late Model
1. Curtis Deisenroth
2. Wayne Maffiett, Jr.
3. Ryan Missler
Dirt Truck
1. Art Ball
2. Steve Endicott
3. Cory Ward

Grundy County Speedway

Morris, Ill.
July 18, 2008
Late Model
1. Brett Sontag
2. Tom Smith
3. Eddie Hoffman
Mid American Sportsman
1. Gary Jurak, Jr.
2. Chad Proctor
3. Jeff Olson
Street Stock
1. Chad Bayuk
2. Brandon Clubb
3. Rick Dawson
4-Cylinder
1. Jim Beasley
2. Jimmy Ellison
3. Kyle Lindemuth

Skyline Speedway

Stewart, Ohio
July 18, 2008
Late Model
1. Chris Garnes
2. Larry Bond
3. K.C. Burdette
Sprint Car
1. Danny Smith
2. Jim Nier
3. Aaron Higgins
Modified

1. Jeremy Blake
2. Mark Dickson
3. Jeremy Berwanger
Pure Stock
1. Jeremy Blake
2. Jeremy Misel
3. Anthony Maynard
4-Cylinder
1. Tim Christopher
2. Tom Adkins
3. George Klintworth
Mini Wedge
1. Kyle Bond
2. Ron Pickens
3. Mariah Miller

Malden Speedway

Malden, Mo.
July 18, 2008
E-Mod
1. Justin McBroom
2. Chad Tilley
3. Scott Tracer
Pure Street
1. Coot Wilson
2. Dale Moore
3. Doug Moore
Mini Stock
1. Michael McCain
2. Gene Windham
3. Derrick Durrall
Modified
1. Robby Arnold
2. Larry Hull
3. Austin Mathews
Hobby Stock
1. Greg Sparks
2. Claudie Cook
3. Doug Moore

Sharon Speedway

Hartford, Ohio
July 19, 2008
410 Sprint Car
Feature No. 1
1. Bob Felmlie
2. Dan Shetler
3. Cale Conley
Feature No. 2
1. Bob Felmlie
2. Doug Dodson
3. Jimmy Hawley
Modified
Feature No. 1
1. Russell King
2. Rex King, Jr.
3. Del Rougeux, Jr.
Feature No. 2
1. Rob Curtis
2. Dave Murdick
3. Russell King
Limited Sprint Car
1. Brandon Spithaler
2. Rob Felix, Jr.
3. Andy Paden
E-Mod
Feature No. 1
1. Jeff Johnson
2. Tim Deutsch
3. Alan Dellinger
Feature No. 2
1. Alan Dellinger
2. Scott Jones
3. Bob McCann
Pure Stock
1. Alan Dellinger
2. Bill Hanna
3. Gary Robinson



Florida
Georgia
North Carolina
South Carolina
Tennessee

Orlando Speedworld

Orlando, Fla.
July 18, 2008
Super Late Model
1. Michael Williams
2. Travis Towell
3. Derrick Wood
Modified
1. Mark Emberson
2. Larry Bond
3. K.C. Burdette
Sprint Car
1. Danny Smith
2. Jim Nier
3. Aaron Higgins
Modified

3. Austin Carr
Sportsman
1. Pedie Allison
2. Markey Powers
3. R.J. Arnone
Strictly Stock
1. Ricky Solomon, Jr.
2. Neal Kirby
3. Glen Rhodes

Citrus County Speedway

Inverness, Fla.
July 20, 2008
Open Wheel Modified
1. Robbie Cooper
2. Teddy Nelson
3. Jeremy Gerstner
Sportsman
1. Richie Smith
2. Tom Posavec
3. Bobby Evrien
Street Stock
1. Tommy Smith
2. Jason Murphree
3. Kyle Peters
Figure 8
1. John Baranuskas
2. Robert Aaron
3. Darryl Hage
Four Cylinder Bomber
1. Travis Hoeffler
2. Brandon Watson
3. Patric Conner
Pure Stock
1. Bill Ryan
2. Richie Smith
3. Victor Shahid
V8 Thunder Stock Rookie
1. Cody Sticker
2. Austin Roberts
3. Josh Long

Caraway Speedway

Asheboro, N.C.
July 18, 2008
Late Model Super Truck
Feature No. 1
1. Mark Gentry
2. Jimmy Wallace
3. Cole Miktuk
Feature No. 2
1. Jimmy Wallace
2. Nathan Bess
3. Gene Kepley
Street Stock
1. Chuck Isom
2. James Markwell
3. Brandon Davis
Legends
1. Daniel Hemric
2. Christian Pahud
3. Kyle Beattie
U-Car
1. Jimmy Cooper

Caraway Speedway

Asheboro, N.C.
July 19, 2008
Late Model
1. Mack Little III
2. Randy Burnett
3. Brad Brinkley
Sportsman
1. Alan Dellinger
2. Rich Hunter
3. Ron Burchette
Mini Stock
1. Paul Wark
2. Michael Tucker
3. Pnut Vernon
Super Mini Truck
1. Jerry Chriscoe
2. Glenn Chriscoe, Jr.
3. Sammy Bullins
Lap Cab Car
1. Zach Bralley
Fiat Head Ford
1. Bill Daniels
2. Randy Apple
3. Bill Blair

Antioch Speedway

Morganton, N.C.
July 19, 2008
Super Stock
1. Freddie Frady
2. John McElrath
3. Ronnie Vasser
Renegade
1. Jody Adams
2. Jerrod Parker
3. John McElrath
Super Stock
1. Jimmy Millsaps
2. Keith Hart
3. Ed Brittain

Crossville Raceway

Crossville, Tenn.
July 18, 2008
Sprint Car

Feature No. 1
1. Terry Gray
2. Ronnie Blair
3. Steven Lines
Feature No. 2
1. Steven Lines
2. Lance Moss
3. Terry Gray
Modified
1. Steve Mullinax
2. Billy Palmer
3. Joey Whitenburg
Pro Street
1. James Smotherman, Jr.
2. Mike Selby
3. Jesse Lowe
Mini Mod
1. Bradley Hamilton
2. Derrick Hutchings
3. Bo Allison
Pure Mini
1. J.D. Rector
2. Dustin Cansler
3. Terry Kimbrell
Cruiser
1. Josh Proffitt / Scott Brown
2. Hannah Proffitt / Sam Proffitt
3. Stephen Hargis / Dale Hargis

Volunteer Speedway

Bulls Gap, Tenn.
July 19, 2008
Sprint Car
1. Terry Gray
2. Ronnie Blair
3. Johnny Bridges
Super Late Model
1. Vic Hill
2. Jeff Maupin
3. Kerry Jones
Crate Late Model
1. Dale Ball
2. Kelly Glass
3. Chris Chandler

Harris Speedway

Rutherfordon, N.C.
July 19, 2008
GM Performance
1. Roddey Bolin
2. Travis Blackwell
3. Chris Steele
Limited
1. Chris Jackson
2. Clyde Scott
3. Mitch Sill
Stock 8
1. Travis Robbins
2. Scott Smith
3. Dale Chapman
Renegade
1. Josh Burgess
2. Jason Jolley
3. Josh Ayers
Pure Stock
1. Josh Ayers
2. Chris Price
3. Jason Jolley
Super Stock 4
1. Scott Morgan
2. Damon Crump
3. Jamie Barbrey
Street Stock 4
1. Blake Bentley
2. Kyle Cooper
3. Kyle Westmoreland
Young Gun
1. Hunter Eubanks
2. Ethan Gregory
3. Mack Norris

Lowé's Motor Speedway

Concord, N.C.
July 17, 2008
Legends Pro
1. Casey Roderick
2. Chris Buescher
3. Steven Ross
Thunder Car
Feature No. 1
1. Thomas Van Wingerden
2. Tom Van Wingerden
Feature No. 2
1. Adam Gay
2. Taylor Hull
3. Thomas Pistone III
Legends Master
1. Clay Hair
2. John Sossoman
3. Will Cagle
Legends Semi-Pro
1. Mike Blackburn
2. Justin Swilling
3. Chad Hackenbracht
Legends Young Lion
1. Dylan Presnell
2. Scott Hensley
3. Dylan Sawyer
Bandolero Bandit
Feature No. 1
1. Kason Plott
2. Kyle Weatherman
3. T.J. Michael
Feature No. 2
1. Dillon Bassett

2. Mason Massey
3. Brian Kolb
Bandolero Young Gun
Feature No. 1
1. Chad Finchum
2. Corey Gordon
3. Timmy Hill
Feature No. 2
1. Chad Finchum
2. Corey Gordon
3. Robert Poole
Bandolero Outlaw
1. Kendall Sellers
2. Bailey Daniels
3. Brett Pepicelli

Atlanta Motor Speedway

Hampton, Ga.
July 17, 2008
Legends Charger
Feature No. 1
1. Jordan Coker
2. Amber Colvin
3. Robbie Woodall
Feature No. 2
1. Jordan Coker
2. Mark Swan
3. Amber Colvin
Legends Pro
Feature No. 1
1. Kyle Lowry
2. Billy Fulson
3. Casey Roderick
Feature No. 2
1. Casey Roderick
2. Kyle Lowry
3. Steven Ross
Legends Semi-Pro
Feature No. 1
1. Justin Swilling
2. Chase Moody
3. Bryce Walker
Feature No. 2
1. Scott Hensley
2. Justin Swilling
3. Tyler Armstrong
Bandolero Bandit
Feature No. 1
1. Kyle Benjamin
2. Mason Massey
3. Kason Plott
Feature No. 2
1. Evan Bell
2. Dillon Bassett
3. Kyle Benjamin
Bandolero Young Gun
Feature No. 1
1. Justin Thomas
2. Dustyn Cunningham
3. Blake Jones
Feature No. 2
1. Tyler Lester
2. Matthew Linker
3. Chad Finchum
Bandolero Outlaw
1. Bret Hardin
Legends Master
Feature No. 1
1. Brad Shelnut
2. Skip Nichols
3. Jeff Haynie
Feature No. 2
1. Jeff Haynie
2. Skip Nichols
3. Brad Shelnut
Roadster
1. Bubba Henry
2. Ed Clark
3. Brian Meredith

Volusia Speedway Park

Barberville, Fla.
July 19, 2008
Late Model
1. Johnny Collins
2. Adam Bedenbaugh
3. Patrick Williams

East Lincoln Speedway

Stanley, N.C.
July 19, 2008
Stock Car
1. Matthew Patterson
2. Johnny Walker
3. David Holland
Late Model
1. Ronnie White
2. Jonathan Jennings
3. Jeff Mundwiler
Micro-Sprint
1. Justin Lineman
2. Terry Peters
3. Rick Goss
Open-Wheel Modified
1. Jamie Kuntz
2. Nick Hoffman
3. Greg Brown
Rookie-4
1. Joshua Cook
2. Lee Oiler
3. Silas Reynolds
Star of Tomorrow
1. Brett Myers
2. Shanan Major
3. Brian Toler
Stock-4



RICHARD KEPNER PHOTO

IN THE ROUGH: Jeff Strunk (126) races inside of Bobby Gunther Walsh during modified action at Big Diamond Raceway in Minersville, Pa.

1. Jamie Major
2. Tony Paladino
3. Jeremy Potter

Ace Speedway

Altamahaw, N.C.
July 18, 2008
Late Model
1. Speedy Faucette
2. Rodney Cook
3. Dustin Rumley
Modified
1. Thomas Scott
2. Gary Young, Jr.
3. Richard Bailey
Limited Sportsman
1. Ziggy Zimmerman
2. Bobby Griffin
3. John Moore
Mini Stock
1. Michael Tucker
2. Chad Sykes
3. Chris Breedlove
X-treme Car
1. Michael Neal
2. Keith Spake
3. Jerry Kernodle
Ground Pounder Modified
1. Ricky Seay
2. Randy Smith
3. Jerry Scott
Ground Pounder Sportsman
1. Gary Lloyd
2. Ricky Pope
3. Steve Powell

Music City Motorplex

Nashville, Tenn.
July 19, 2008
Late Model
1. Andy Johnson
2. Dillon Oliver
3. David Shacklett II

New Smyrna Speedway

New Smyrna Beach, Fla.
July 19, 2008
Late Model
1. Rich Clouser
2. Jeremy Colangelo
3. Chuck Abell
Mini Stock
1. Cody Blair
2. Ted Vulpis
3. Rex Christensen
Modified
1. Gary Fountain, Jr.
2. Jeff Colburn
3. James Yarborough
Sportsman
1. Timothy Todd, Jr.
2. Donald Williams
3. John Nusbaum
Strictly Stock
1. Eric Wolf
2. Doug Wolf
3. Steve Pierce
Super Stock
1. Todd Allen
2. Bobby Holley
3. Edward Barber
Truck
1. Austin Pickens
2. Cody Blair
3. Robert Strader, Jr.

Bowman Gray Stadium

Winston-Salem, N.C.
July 19, 2008
Modified
Feature No. 1
1. Burt Myers
2. Lee Jeffrey
3. Robert Jeffrey
Feature No. 2
1. Tim Brown
2. John Lain
3. Bobby Hutchens
Sportsman
Feature No. 1
1. Derek Stoltz
2. Ronnie Barron
3. Mitch Gales
Feature No. 2
1. Gene Pack
2. Robbie Brewer
3. Tommy Neal
Street Stock
1. Ryan Nelson
2. Matt Fletcher
3. John McNeal
Stadium Stock Car
Feature No. 1
1. Dale Barneycastle
2. Darren Cotner
3. Jason Keaton
Feature No. 2
1. Adam Baker
2. V.L. Richardson
3. Kevin Hedgecock

Travelers Rest Speedway

Travelers Rest, S.C.
July 16, 2008
Young Gun
1. Roger Austin
2. Chris Goodman
3. Spencer Pridgen
Renegade
1. Donnie Leonard
2. Roger Gilliam
3. Greg Dodgens

Travelers Rest Speedway

Travelers Rest, S.C.
July 19, 2008
GM Performance
1. HotRod LaMance
2. Roger Pilgrim
3. Johnny Raines
Limited
1. Michael Barbare
2. Scott Galloway
3. Tony Coggins
Stock-8
1. Kenneth Bowers
2. Timmy Smith
3. Steve Massey
Renegade
1. Timmy Smith
2. Dwight Smith
3. Roger Gilliam
Pure Stock
1. Nick Adams
2. Mike Watson
3. Michael Burns
Stock-4
1. Joey Kelly
2. Matt Gilbert

3. Kevin Kelly
Young Gun
1. Zeke Whitman
2. Matt Spencer
3. Morgan Gentry

Concord Motorsport Park

Concord, N.C.
July 16, 2008
Ford Focus
1. Marc Daily
2. Steven Intraiva
3. Bradley Riethmeyer

Concord Motorsport Park

Concord, N.C.
July 19, 2008
Late Model
Feature No. 1
1. Kevin Love
2. Chuck Crump
3. Justin Hill
Feature No. 2
1. Chuck Crump
2. Kevin Love
3. Terry Brooks, Jr.
Limited Late Model
1. Mike Terry
2. David Miller
3. Kenny Sigmon
Pure Stock
1. Charles Hutto
2. Cooper Faassen
3. Jeff Melton
4-Cylinder
1. Chad Miller
2. Tracy Mullis
3. Jake Simpson
Bootlegger Brigade
1. Rusty Drye
2. David Miller
3. Kirby Allen

Old Dominion Speedway

Manassas, Va.
July 19, 2008
Late Model
Feature No. 1
1. Willard Lawrence
2. Ray Terzacak
3. Michael Arnold
Feature No. 2
1. Michael Arnold
2. Willard Lawrence
3. Ray Terzacak
Legends
1. Roger Austin, Jr.
2. John Jansen, Jr.
3. David Polenz
U-Car
1. Jeff Beamer
2. Billy Ingles
3. Bryan Fox
Mini Modified
1. Davey Callihan
2. Bobby Able
3. Jason Darne

Lernerville Speedway

Sarver, Pa.
July 19, 2008
Sprint Car
1. Kevin Schaeffer
2. Mike Lutz
3. Ed Lynch, Jr.
Super Late Model
1. Alex Ferree
2. Sam Stile
3. Mike Bloese
Modified

Penn Can Speedway

Susquehanna, Pa.
July 18, 2008

Late Model
1. Dave Zona
2. Alan Kellogg
3. Tracy Gregory
Sportsman
1. Nick Petrilak
2. Paul Strohl
3. Paul Rooney
Super Stock
1. Doug Polhamus
2. Carl Heater
3. Neil Palladino
Pure Stock
1. Steve Deinhardt
2. Rich Green
3. Ryan Stone
Four Cylinder
1. Gary Kinne
2. Beezer Wilkie
3. Andy Brigham

Trail-Way Speedway

Hanover, Pa.
July 18, 2008
358 Sprint Car
1. Brad McClelland
2. Jeff Rohrbaugh
3. Mike Bittinger
Thundercar
1. Rick Weaver
2. Allen Cullum
3. Robert Stough
Limited Stock
1. Shannon Weaver
2. Robert Nicklow
3. Broc Lawrence

Dog Hollow Speedway

Strongstown, Pa.
July 18, 2008
Late Model
1. Shawn McGarvey
2. Randy Smithley
3. Billy Eash
Fastrak Late Model
1. Tommy Snyder
2. Dan Angelicchio
3. Gary Stahl
Street Stock
1. Jim Boyer
2. Mike Laughard
3. Denny Keener
Pure Stock
1. Tim Laughard
2. John Mازه
3. Rich Powell
Four-Cylinder
1. Adam Pletcher
2. Ray Hickok, Jr.
3. Brennan McCracken

Virginia Motor Speedway

Jamaica, Va.
July 19, 2008
Late Model
1. Tom Cohick
2. Walker Arthur
3. Scott Adams
Sportsman
1. Roger Jamerson
2. Kenny Moreland
3. J.R. Guy
Modified
1. Matt Marshall
2. Bret Hamilton
3. Page Harrison
Sprint Car
1. Mary Anne Williams
2. Matt Stambaugh

3. Michael Tolley

Mountain Speedway

St. Johns, Pa.

July 19, 2008

Late Model

1. Ricky Ross, Jr.
2. Tony Volpe
3. Joe Hoffman

Street Stock

1. Chip Wanamaker
2. Eric Danyluk
3. Brad Kline

Thriller

1. Nick Ross
2. Scott Adams
3. Nick Shaw

Legends

1. Steve Stull
2. Michael Gervais
3. Roger Coss

Trail-Way Speedway

Hanover, Pa.

July 19, 2008

600 cc Micro Sprint

1. Isaac Sneeringer
2. Timmie Barrick
3. Jimmy Brookens
270 cc Micro Sprint

1. Michael Ertter
2. Nik Gower
3. Ryan McAndrew

1000 cc Sidewinder

Feature No. 1

1. Sean Campbell
2. Brent Marks
3. Tim Mertz

Feature No. 2

1. Sean Campbell
2. Jeremy Lynch
3. Brent Marks

Scramble Car

Feature No. 1

1. Steve Hollingsworth
2. Chad Stine
3. Brian Lynch

Feature No. 2

1. Chase Eckert
2. Michael Kolodziej, Jr.
3. Jim Sensesenig, Jr.

Four Cylinder

1. Joseph Flanary
2. Matt Chronister
3. Broc Lawrence

Six Cylinder

1. Wes McDaniel
2. Steve Hollingsworth
3. Broc Lawrence

Kutztown Fairgrounds

Kutztown, Pa.

July 16, 2008

600 c.c. Micro Sprint

1. Ryan Smith
2. Mike Freed
3. Jarrett Seng

270 c.c. Micro Sprint

1. Chad Owens
2. Trevor Kobylarz
3. Mike Esposito

Slingshot

1. Shannon Smith
2. Simon Egan
3. Jim Houseworth

Langley Speedway

Hampton, Va.

July 19, 2008

Modified

1. Rusty Wood
2. Shawn Balluzzo
3. Joe Scarbrough

Grand Stock

1. Jammie Goode
2. Paul Lubno
3. Brandon Hinson

Super Street

1. Randy Sample
2. Ryan Nester
3. Randy Akers

Legends

1. Nick Smith
2. Steve Keese
3. Rette Causey

Contractors

1. Randy Bradsher
2. Jeff Sampson
3. Mark Claar

Grandview Speedway

Bechtelsville, Pa.

July 19, 2008

Modified

1. Terry Meitzler
2. Jeff Strunk
3. Kerry Kratz

Late Model

1. Randy Stoudt
2. Mike Kellner
3. Ed Trimbur

Legends

1. Todd McCollum
2. Brian Weitzell
3. Scott Houdeshell

Mahoning Valley Speedway

Lehighton, Pa.

July 19, 2008

Modified

1. John Bennett
2. Bup Dreher
3. Don Wagner

Late Model

1. Todd Stehle
2. Troy Bollinger
3. Zane Zeiner

Street Stock

1. Jon Moser
2. Todd Ahner
3. Jay Llewellyn

Pro 4 Late Model

1. Barry Christman, Jr.
2. Kris Gruber
3. Chris Kuronya

Factory Stock

1. Matt May
2. Jason Frey
3. Brian Hughes

Four Cylinder

1. Jake Kibler
2. Dan Freundt
3. Gene Bowers

Selinsgrove Speedway

Selinsgrove, Pa.

July 19, 2008

358 Sprint Car

1. Blane Heimbach
2. Pat Cannon
3. Larry Kelleher

Late Model

1. Tony Adams
2. Jeff Rine
3. Jeff Smith

Pro Stock

1. Chad Davis
2. Brad Mitch
3. A.J. Stroup

Pittsburgh's P.A. Motor Speedway

Imperial, Pa.

July 19, 2008

Late Model

1. Steve Baker
2. John Flinner
3. Keith Barbara

Crate Late Model

1. Tommy Schirnhofner
2. Mike Pegher
3. Bryant Hank

E-Mod

1. Wayne Tessean
2. Vince Laboon
3. J.J. Barnetzrieder

Pure Stock

Feature No. 1

1. Pat Weldon
2. Craig Kamicker
3. Nick Kocuba

Amateur Stock

Feature No. 1

1. Brian Huchko
2. Rich Mason
3. Tony White

Feature No. 2

1. Rich Mason
2. Brian Huchko
3. Davey Lee

Young Gun

1. Michael Reft
2. Daniel White
3. Brian Beyerbach

Mercer Raceway Park

Mercer, Pa.

July 19, 2008

Sprint Car

1. Rod George
2. Brian Ellenberger
3. Gale Ruth, Jr.

358 Modified

1. Jeff Schaffer
2. Garrett Krummert
3. John Buchanan

Late Model

1. Frank Guidace
2. Steve Hollabaugh
3. Brian Booher

Mod Lite

Feature No. 1

1. Rod Jones
2. Brian Woodhall
3. Kenny Meadows

Late Model

Feature No. 2

1. Alan Kneppper
2. Rod Jones

3. Bud Watson

Mini Stock

Feature No. 1

1. Dillon Kineston
2. Chris Myers
3. Kyle Colwell

Feature No. 2

1. Chris Myers
2. Cody Colwell
3. Dillon Kineston

New Egypt Speedway

New Egypt, N.J.

July 18, 2008

Modified

1. Billy Pauch
2. Brian Godown
3. Dominick Buffalino

Sportsman

1. Rocco Infante
2. Gary Butler
3. Ryan Forte

Super Stock

1. George Quinlan
2. Todd Cray
3. Bill Liedtka

SS Sprint

1. Art Liedl
2. Ian Borden
3. Dan Biggs

Crate-1 Sportsman

1. Rob Stump
2. George Idell, Jr.
3. Jon Haegle

SPEDster

1. Andy Burkhardt
2. Steve Hicks
3. Ray Evernham

Susquehanna Speedway Park

Newberrytown, Pa.

July 19, 2008

Late Model

1. Charles Potts
2. Carl Billet
3. Jeff Smith

Street Stock

1. Eric Walker
2. Wes Alleman
3. Craig Morgan

Stock Car

Feature No. 1

1. Donnie Broderick
2. Mike Zeigler
3. Sam Rial

Feature No. 2

1. Ray Broderick
2. Adam Smith
3. Donnie Broderick

4-Cylinder

1. Ronnie Buck
2. Henry Leshar
3. John Stoll, Jr.

Vintage Car

1. Bob Campbell
2. Paul Bacchus
3. Rob Casti

Hesston Speedway

Hesston, Pa.

July 19, 2008

Limited Late Model

1. Derek Byler
2. Brad Ling
3. Matt Parks

Street Stock

1. Bill Henney
2. Cris Edwards
3. Khi Swanger

Hobby Stock

1. Joe Dearmitt
2. Gary Morder
3. Curtis Guyer

Four Cylinder

1. Dave Leidy
2. Greg Moore
3. Gary Hendershot

Outlaw

1. Brian Deihl
2. Glenn Elliott
3. Kevin Palmer

McKean County Raceway

East Smethport, Pa.

July 19, 2008

Late Model

1. Jeremy Wonderling
2. Glenn Whritenour
3. Steve Dixon

Winchester Speedway

Winchester, Va.

July 19, 2008

Late Model

1. Booper Bare
2. Wes Bonebrake
3. Allen Brannon

Semi-Late Model

Feature No. 1

1. Brian Buckler
2. Sam Crouch
3. Jimmy Richards

Pure Stock

1. Dean Holmes
2. Joey Carter
3. Terry Staton

Four Cylinder

1. Rodney Hoffman
2. Chuck Johnson
3. Mark Digges

Eastside Speedway

Waynesboro, Va.

July 18, 2008

Late Model

1. Joe Leavell

Sprint

1. Tony Casady
2. R.W. Armstrong
3. Patrick Wilt

Sportsman

1. Mike Dudley
2. Tony Knicely

Mini Modified

1. Travis Campbell
2. Gary Stitealer, Jr.
3. Tim Schulte

U-Car

1. Brad Saylor
2. Ryan Wharam
3. J.B. Breeden

Virginia Sprint Car

1. Anthony Linkenhoker
2. French Grimes
3. Pete Kingrea

Street Stock

1. Chad Click
2. Larry Martin

Jennerstown Speedway

Jennerstown, Pa.

July 19, 2008

Super Late Model

1. Barry Awtey
2. Jason Mignogna
3. Mark Smith

Hobby Stock

1. Clifford Zerfoss
2. Deidre Petrie
3. Steve Long

Franklin County Speedway

Callaway, Va.

July 20, 2008

Late Model

Feature No. 1

1. Rodney Cook
2. Rick Sigmon
3. Travis Hurt

Feature No. 2

1. Jimmy Mullins
2. Rodney Cook
3. Travis Hurt

Mod4

1. Michael McGuire
2. B.J. Hodges
3. Jonathan Smith

Street Stock

1. Tommy Adams, Jr.
2. Kendall Ramsey
3. Teddy Lawless

U-Car

1. Jerry Ramey
2. Randy Argabright
3. Bill Lipps

Mountain Speedway

St. Johns, Pa.

July 20, 2008

Sport Modified

1. Shaun Carrig
2. Rick Zacharias
3. Scott Rigglesman

Pure Stock

1. Gregg Miranda
2. Chip Wanamaker
3. Billy Cole

Legends

1. Derek Hopkinson
2. Roger Coss
3. Mike Alcaro

Micro Stock

1. Tom Ervin
2. Denny Hiddemen
3. Brian Braddock

Tyler County Speedway

Clarksburg, W.Va.

July 19, 2008

Late Model

1. Steve Wilmoth
2. Mike Balzano
3. Paul Wilmoth, Jr.

Steel Block Mafia

1. Zack Dohm
2. Freddy Carpenter
3. Gary Knollinger

Modified

1. Josh Morrow
2. Brian Probst

3. Louie Krushinsky

Pure Stock

1. Danny Thomas
2. Jeff Fornash
3. Brian Shaffer

Mod-Lite

1. Tony Tatgenhorst
2. Mitch Herrick
3. Billy Brow



Arizona
California
Nevada
New Mexico
Oregon
Washington

Placerville Speedway

Placerville, Calif.

July 19, 2008

Sprint

1. Colby Wiesz
2. Jimmy Turlli
3. Trent Canales

Pure Stock

1. Tom Tilford
2. Jason Euglund
3. Les Friend

Pro Stock

1. Dan Brown, Jr.
2. Geoff Arbogast
3. Dennis Armstrong

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Larson Earns Silver Score With Repeat Performance

CHICO, Calif. — Elk Grove's Kyle Larson became the first repeat winner of the 2008 Hoosier Racing Tires Civil War Series Friday night at Silver Dollar Speedway.

In the eighth round of the 15-race series, Larson led all but six laps of the 30-lap feature to pick up his second-straight victory on the banked quarter-mile track. Larson started on the outside of the front row next to pole-sitter Brett Miller. At the green flag, Larson powered ahead of Miller to take the early lead.

Andy Forsberg charged into the lead on lap 19, but a blown head gasket ended his night and handed the lead back to Larson.

Dan Menne charged from sixth to second by the end of the race, while Brad Bumgarner finished third after starting ninth. Mark Hall was fourth and Greg DeCaires claimed fifth after starting 13th.

The finish:

Kyle Larson, Dan Menne, Brad Bumgarner, Mark Hall, Greg DeCaires, Herman Klein, Mike Benson, Jimmy Trull, Mike Monahan, Chad Compton, Bradley Terrell, Andy Forsberg, Rick Williams, Sean Becker, Alissa Geving, Myles Bishop, Billy Wallace, Mason Moore, Colby Wiesz, Doug Machado, Willie Croft, Brett Miller.



RONSKINNERPHOTOS.COM PHOTO

MAD DASH: Gary Watson won Friday night's ASCS Gulf South sprint-car feature at Golden Triangle Raceway Park.

It's Watson At Home

Friday

BEAUMONT, Texas — Gary Watson made the most of racing in front of his hometown crowd by dashing to victory in Friday night's 25-lap American Sprint Car Series Gulf South Region feature at Golden Triangle Raceway Park.

ASC'S GULF

Watson took the lead from defending series-champion Brandon Berryman on the 17th circuit and led the rest of the way to post his second-career ASCS Gulf South triumph aboard the Tim's Engine S&S Motorsports No. 3 Maxim.

Watson took the checkered flag in front of Berryman, who paced the opening 17 circuits. Greg Rilat, Tommy Bryant and rookie Aaron Reutzel rounded out the top five.

The finish:

Gary Watson, Brandon Berryman, Greg Rilat, Tommy Bryant, Aaron Reutzel, Jimmy Brooks, David Noker, Bruce

Crockett, Travis Elliott, Shawn Mize, Clint Angelette, Travis Knighton, Chris Sweeney, Michael McNeil, Darryl Wills, Greg Coleman, Kent Lewis, Jr.

Saturday

WILLIS, Texas — Tommy Bryant snared his first American Sprint Car Series Gulf South Region victory Saturday night at Gator Motorplex.

Racing into the lead from fourth-starting position, Bryant fought off Scottie McDonald to secure the win aboard David Miller's 105 Machine-powered No. 21t J&J.

Bryant and McDonald were chased to the line by defending series-champion Brandon Berryman, with Aaron Reutzel and Greg Rilat rounding out the top five.

The finish:

Tommy Bryant, Scottie McDonald, Brandon Berryman, Aaron Reutzel, Greg Rilat, Travis Knighton, Gary Watson, Kent Lewis, Jr., Darryl Wills, Jack Spencer, Richard Cooper, Clint Angelette, Blake Roberts, Jimmy Brooks, James Cooper, James McNeil, Ryan Hall, Tracey Cearley, Travis Elliott, Bruce Crockett.

Dover Nabs Nos. 4 & 5

Friday

DENISON, Iowa — Jack Dover tallied his fourth American Sprint Car Series feature win of the season by racing to victory lane in Friday night's 25-lap ASCS Midwest vs. Northern Plains Regional challenge at Crawford County Speedway.

ASC'S MIDWEST/ N. PLAINS

Dover slipped under early leader Ryan Anderson on the 11th lap of the half-mile dirt track en route to victory lane aboard the Eckley-powered 3D Auto Transport No. 53 Eagle.

Anderson chased Dover to the line, with Clint Garner, ASCS Northern Plains Region point-leader Lee Grosz and Don Droud, Jr., rounding out the top five.

The finish:

Jack Dover, Ryan Anderson, Clint Garner, Lee Grosz, Don Droud, Jr., Gregg Bakker, Jason Tostenson, Natalie Sather, Eric Lutz, Brad Foster, Jody Rosenboom, Bobby Becker, Billy Alley, Brian Brown, Dave Glennon, Mike Boston.

Saturday

EAGLE, Neb. — Jack Dover

completed a sweep of the American Sprint Car Series Midwest vs. Northern Plains Region doubleheader by racing to victory lane in Saturday night's 25-lap feature at Eagle Raceway.

But after losing an engine in heat-race action, the 18-year-old had to work for this one.

Dover climbed to third in the B main to transfer to the main event and charged from the 19th-starting position to take command on the 16th round en route to his fifth-overall ASCS triumph of the season and third-consecutive ASCS Midwest Region victory.

Dover took the checkered flag in front of ASCS Northern Plains Region point-leader Lee Grosz, who raced from 10th after a heat race flip.

Jason Danley trailed Dover and Grosz at the line, with Gene Ackland and Jeff Griffiths rounding out the top five.

The finish:

Jack Dover, Lee Grosz, Jason Danley, Gene Ackland, Jeff Griffiths, Tige Jensen, Dave Glennon, Eric Lutz, Robbie Wolfgang, Josh Riggins, John Klabunde, Jay Russell, Bobby Becker, Mark Schmidt, Brad Wright, Terry Holliman, Mike Gabelhouse, Nick Bryan, Frank Galusha, Mike Boston.

Grubaugh And Daggett Victors

Friday

IONIA, Mich. — Ryan Grubaugh knew he would like the Ionia Fairgrounds Speedway the first time he laid eyes on it.

Grubaugh used his front-row starting position and pushed his car to the point of overheating to win the

ASC'S SOD

Engine Pro ASCS Sprints on Dirt feature Friday night. Grubaugh made the victory a family affair after his cousin Nicole was named queen of this year's free fair and joined Ryan in victory lane.

"The track was really nice. This was a lot of fun," said Grubaugh. "The car was absolutely perfect. Need to thank my dad and my crew for all the help they give me."

Grubaugh led all 20 laps, with Dustin Daggett finishing second. Ben Rutan, Sean Robinson and Brett Mann rounded out the top five.

The finish:

Ryan Grubaugh, Dustin Daggett, Ben Rutan, Sean Robinson, Brett Mann, Tim Norman, Dain Naida, Tim Champlin, Gary Fast, Gregg Dalman, Andy Teunessen, Davey Brown, Louie Carufel, Nathan Bevard, John Gall, Aaron Shaffer, Nic Rogers, Kirk Cheney, Jim Lingar, Ernie Kuehneman, Jr., Joe Bares.

Saturday

CRYSTAL, Mich. — Dustin Daggett won Saturday night's Engine Pro ASCS Sprints on Dirt feature at Crystal Motor Speedway.

Daggett moved from the eighth-starting position and battled for the lead with defending ASCS Sprints on Dirt champion Tim Norman, putting the Mott Motorsports No. 2m in the lead on lap 13.

Daggett led the rest of the way, with Norman finishing second. Dain Naida, Brett Mann and Gregg Dalman rounded out the top five.

The finish:

Dustin Daggett, Tim Norman, Dain Naida, Brett Mann, Gregg Dalman, Ryan Grubaugh, Nathan Bevard, John Gall, Gary Fast, Aaron Shaffer, Davey Brown, Ben Rutan, Kirk Cheney, Andy Teunessen, Gavin Hunyady, Aaron Smith, Jim Goetzeluck, Louie Carufel, Jim Lingar, Ralph Brakenberry.

Cochran Falls To Martin

COCHRAN, Ga. — Danny Martin, Jr. netted his second American Sprint Car Series Rebel Region triumph of the year by wiring the field in Saturday

ASC'S REBEL

night's 25-lap event at Cochran

Speedway. Starting outside the front row, Martin outgunned pole-sitter Michael Miller at the

green flag and led throughout aboard the Motorheads-powered Martin Structures No. 00 Shaw.

Martin beat point-leader Kenny Adams to the line, with Bryn Gohn, Matt Tiffany and Gavin Thomas rounding out the top five.

The finish:

Danny Martin, Jr., Kenny Adams, Bryn Gohn, Matt Tiffany, Gavin Thomas, Tyler Godwin, Samantha Taylor, Brian Thomas, Red Stauffer, Scott Anderson, Michael Miller, T.W. Parkinson.

Eastside Suffers Shark's Bite

WAYNESBORO, Va. — Anthony "The Shark" Linkenhoker showed the field what it was like to take a summer evening

VSS

cruise, as he easily paced the field throughout Saturday night's Virginia Sprint Series feature at Eastside Speedway.

Linkenhoker, who won his

heat earlier in the night, took the lead from Scott Vabinder on lap six and paced the remainder of the distance with veteran racer French Grimes coming home second.

Pete Kingrea, Tony Harris and Satch Worley rounded out the top five.

The finish:

Anthony Linkenhoker, French Grimes, Pete Kingrea, Tony Harris, Satch Worley, Billy Norfleet, Bill Rice, Chris Ware, Scott Vabinder, P.J. White, Carl Simmonds, Donny Rodeffer.

Barger Wires Field Up North

BROCKVILLE, Ontario — Justin Barger found his way to victory lane for the fourth time

this season as the 25th Anniversary Tour for the Lucas Oil Empire Super Sprints visited Brockville

ESS

Ontario Speedway Saturday night. Barger led all 25 laps en route

to his 14th-career victory in the series.

As Barger stretched his lead, Rick Wilson was left to out-duel Lance Yonge for second place. Doug Emery and Steve Poirier completed the top five.

The finish:

Justin Barger, Rick Wilson, Lance Yonge, Doug Emery, Steve Poirier, Jared Zimbardi, Alain Bergeron, Jeff Cook, Tommy Wickham, Bubby Kerrick, Tim Kelly, Mike Stelter, Normand Beaudreault, Lee Ladouceur, Michael Parent, Anthony Cain, Justin Harris, Chris Jones, Brian McDonald, April Wilson, Daniel Lampron.

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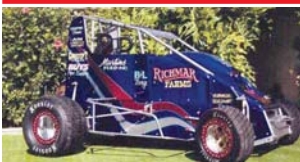
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2004 STEALTH wide body, eight-race winner in '07, 5th place USAC West, B-main Chili Bowl twice. Completely fresh for '08 Chili Bowl. 174 Fontana motor, new Aug. '07, freshened 1/08. Car and motor only ran four times this year. 12 wheels and tires, two spare rear ends, complete front axle, tons of spares. Super clean! \$38,000. Willing to separate car and motor. (714) 524-9108, rahejon@att.net.

Stock Cars 8

2002 NASCAR Busch series Monte Carlo race car. Laughlin chassis. Complete roller. (412) 373-1012 or (412) 600-2943.

FOR SALE: Goody's/ISCARS Dash car and parts. NEW WEAVER CHASSIS - not complete, but have lots of parts for it. (1) V-6 motor, tranny, etc. Can be seen at Weaver Race Car's N.C. Roger Moser (573) 642-9145.

Parts/Engines 15

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

Parts/Engines 15

SILVER CROWN pavement motor used by Dave Steele. Less than 60 laps since freshened. Best of everything. \$19,500 o.b.o. Call Phil Durst (402) 432-6555.

WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16

HYDRAULIC CYLINDER and mounting arms for No. 2 Hossfeld bender. \$500. Sussen rod reconditioning power unit. \$200. (330) 533-4780.

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our Web site for information and special prices. (305) 215-2202.

Trucks/Haulers 17



1999 FL70 Freightliner toterhome used as national sales office. Fully refurbished to like-new condition throughout - loaded with extras! Priced to sell at \$85,000! (940) 727-1085, shannalee63@yahoo.com.

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Trucks/Haulers 17



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Trucks/Haulers 17



2007 37' GOLDRUSH custom goose-neck trailer. New/loaded. All aluminum, A/C, satellite, flat screen TV, DVD, Onan genset, observation deck, compressor, 7kw generator, workbench, wall cabinets, rubber floor, bathroom package, walk-on roof, 18' Arrow awning, Listas and more... Cost new \$120,000. Reasonable offers only. (949) 230-4920.



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www.nationalspeedsportnews.com

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| 5. Midgets | 12. Go-Karts | 19. Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
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NSSN RACING MARKETPLACE
CLASSIFIEDS

Trucks/Haulers 17



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Collectibles 20

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Collectibles 20

www.racediecast.com: Old & new diecast. All types of race cars. Over 7,000 cars in stock to choose from. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing, Inc., 251 Ella Street, Eunice, LA 70535.

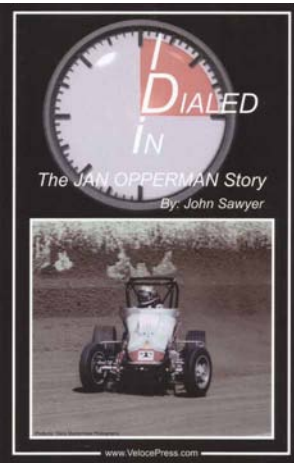
Books/Magazines 22

CAN AMERICAN OPEN WHEEL RACING SURPASS NASCAR & F1? I'll show you how in "Reclaiming the Crown" - visit www.AmericanOWR.com.

Great Racing Stories

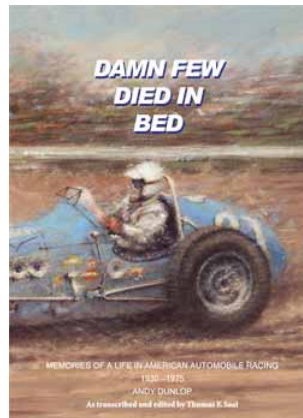
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DIALED IN: The Jan Opperman Story. Back in print! Order direct from the publisher. (210) 979-6098.

FOR SALE: First two issues of *Open Wheel* magazine. Very good condition. Best offer takes both. Meet me at the Knoxville Nationals August 6th & 7th. Call Marty @ (515) 975-1515 or mgay@artcraftprint.com.



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Books/Magazines 22



MURDER, MYSTERY, wrecks on NASCAR tracks. Romantic suspense with a NASCAR background. Female mechanic working for chauvinistic race driver and all male team. AuthorHouse (888) 280-7715. *WHEELS OF DANGER* #47471.

Positions Available 25

EXPERIENCED SET-UP man for dirt late model 4-bar rockets. Midwest area. Salary open. (618) 779-9919.

Auctions 31

Phillip Walker
Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

GAVEL AUCTION. Always accepting quality parts ... from one part to entire race teams. Consignments are always welcome. Call for your racing needs. (704) 658-9906. www.gavelauction.com. NCAL #6177.

Real Estate 32



BROWNSBURG HOUSE w/ shop for sale. Sitting on almost one acre. Two to three miles from race shops in Brownsburg. Great neighborhood, three bedroom, fireplace, will sell furnished or unfurnished. Very nice and clean. 30x40 steel frame shop, heat, air 330 amp power, easy access for hauler. \$154,900, possible finance. Call Gary (360) 929-7410, Duncan (360) 675-6604.



FOR LEASE: (3) 38,000' buildings two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750'- 15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about very aggressive incentives from the town of Brownsburg to relocate. Call (317) 840-4437 or email dixonproperties@aol.com.

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Real Estate 32

LOOKING TO purchase a dirt or asphalt oval operating track in the Southeast. (413) 246-8452 or spdway1@aol.com.

DAYTONA 500 Speedweek unit available for February 2009. Call for details. (626) 966-1146.



RACERS! Moving to Brownsburg, IN? 2900 sq. ft. loaded custom home. One acre lot. 28x36 pole barn. 12 miles from Indy 500, five miles from IRP. (317) 910-6666, realty@indy.rr.com. 6615 E. 1000 N., Brownsburg, IN 46112.

Business
Opportunities 33

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@national-speedsportnews.com.

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Miscellaneous 35

FREE REPORT to racing fans. Ten Greatest Drivers. Mail to JLF, Hershey Square 138, 1152 Mae Street. Hummelstown, PA 17036.

MOTO GP FANS: Rooms for rent, two clocks from main gate of track. Call (317) 240-0975.

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Use the NSSN Classifieds
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and racing parts...and
shop for new!

What's In Store For Honda's
ALMS Debut In 2009?

CHARLOTTE, N.C.

What do you do when you have an abundance of riches? That is the question facing the Honda folks as they approach the debut of their LMP1 program in the American Le Mans Series.

When Acura announced it was going to enter the ALMS several years ago to race against the Penske Porsche RS Spyders in LMP2, officials noted Acura's eventual goal was to run in LMP1. That time is about to arrive. But, is it just for North America? And, perhaps more importantly, who will be the lead dog when the Honda/Acura actually appears?

Before the start of the 2007 season, many thought the approach of Honda to its Acura brand program, which featured three private teams running two different chassis, wouldn't work. They were wrong. Not only did the Andretti-Green Acura win its class in its debut at the Sebring 12-Hour show, the Acuras challenged the Penske Porsches throughout the season, a feat made even more impressive by the fact that the Penske entries were dominating the series in terms of outright victories.

This year, all three '07 Acura teams, Andretti-Green, Adrian Fernandez's Lowe's-backed effort and Patron Highcroft Racing, were in the new Acura ARX-01B chassis, as was Gil de Ferran, whose ties to Honda Motorsport suggested that he might well be the chosen one in terms of the LMP1 project. But de Ferran's team made its debut late. And, so far, while he and his partner Simon Pagenaud have been fast, they haven't achieved much in the way of results.

If anyone has fulfilled Honda's aspirations here, it is Highcroft, whose drivers Scott Sharp and David Brabham embarrassed the Penske Porsches at Long Beach with a class win, then at Lime Rock took the overall victory at the Northwestern Connecticut track, again beating the RS Spyder camp.

So where does Honda go in 2009?

Clearly, one can not count out de Ferran, who has put together a new organization in a relatively short period of time, and whose potential for success remains unquestioned. On the other hand, it is difficult to ignore what Patron Highcroft has done, nevermind that Adrian Fernandez and Luis Diaz have been in the mix, as has Andretti-Green whose new lead driver, Franck Montagny, is one of the best in the business.

What makes all this even more interesting is the question of Honda's ultimate intentions. So far, the Acura

RAMBLING ROAD



BILL OURSLER

ALMS effort has been a domestic one, as one suspects the brand's entrance into LMP1 will be. Yet, if Acura is successful in LMP1, will it head across the Atlantic to Europe. And if it does, will it be rebranded as a Honda program?

Moreover, what form will the new Honda-Acura take? Will it be a diesel or maybe a hybrid, or will it be based on the current LMP2 engine with a turbocharger attached?

Eventually, we'll know the answers, but in the meantime speculation will be rampant.

Still, there is also the question of what the Acura brand will be facing here and abroad. At the moment, the LMP1 class in the ALMS is somewhat like a lost soul looking for a home.

There are the two factory-supported Audi R10 diesels and not much else, which has forced the ALMS to deviate slightly in its technical rules from the Le Mans folks, from whom it leases its regulations in terms of the LMP2 category. While Le Mans has moved to make the LMP2 set uncompetitive against its LMP1 brethren, the ALMS has kept the two divisions relatively equal to provide a good, entertaining package for its audience. However, there seems to be a renewed interest in LMP1, not just by Honda, but by others, such as Audi, which reportedly is in the midst of designing a replacement for its current R10 diesel.

Reportedly, that replacement may not be a diesel, but may have a gasoline-ethanol powerplant instead, or may turn out to be a hybrid. Given the seriousness of the commercial warfare between Audi and its parent Volkswagen, and Peugeot, which will likely counter its German opposition on the race track with its own new design as the two manufacturers fight to win over customers through the display of their technological capabilities. The costs should be tremendous.

Even so, Acura's own parent, Honda, has equally deep pockets, and from what it has done so far, it appears entirely likely that the ALMS, and maybe Europe, will have a new exiting player in LMP1, one that could not only enhance the attractiveness of the ALMS, but sports-car racing in general.

NSSN THE FINAL LAP

HEIN BROTHERS PHOTO
NEEDING SPACE: Donny Schatz (15), Jason Sides (7s), Bob Felmler (6) and Kevin Schaeffer prepare to line up for a heat race during the Don Martin Memorial Silver Cup July 15 at Pennsylvania's Lernerville Speedway.



GRAND AM PHOTO
GRAND SHOWING: The Grand Am Rolex Series field flashes around Alabama's Barber Motorsports Park Sunday.



GINNY HEITHAUS PHOTO
WRONG WAY: John Memmer flips his sprint car during USAC Sprint Car action Saturday at Tri-State Speedway in Haubstadt, Ind.



THOMAS HENDRICKSON PHOTO
BLUEGRASS MAGIC: Victor Lee makes his way around Richmond (Ky.) Raceway during Saturday's 21st annual Paul "Butterball" Wooldridge Memorial.



TED ROSSING, JR. PHOTO
AUDI POWER: The Audi R10s lead the ALMS field during Saturday's Acura Sports Car Challenge at the Mid-Ohio Sports Car Course.

ECONOMAKI: GEM Entertains More Than 100 Soldiers

CONTINUED FROM PAGE 4

Hanging in there! A recent phone call from a Bay State reader reports that **Marvin Rifchin**, founder of the M&H Tire Co., well-known in the racing community, is now 95 years old and getting along well — if not slowly — in Waltham, Mass.

Come Aug. 24, the Formula One series will visit Valencia, Spain, for the first time with the running of the Spanish Grand Prix. The new 3.4-mile street circuit, which winds

around the harbor, reflects an investment of 26 million euros, reports show. Despite ticket prices of 250 to 400 euros, organizers expect half a million paid spectators for the three-day racing weekend.

From The Staff

The final off-weekend of the 2008 NASCAR Sprint Cup season saw many Gillett Evernham Motorsports employees put in a little extra time at the team's race shop Friday night, hosting soldiers from a North Carolina National Guard unit. More than 100 uniformed troops and their families enjoyed food, pit-stop demonstrations, entertainment and employee tours of the race shops. It was the first public effort of the Gillett Evernham Motorsports

Soldier Outreach committee. The committee plans future fundraisers to aid the unit and its families while the troops are overseas.

Elliott Bachelart, son of IndyCar Series team owner **Eric Bachelart**, recently completed a Formula BMW test with Apex Racing. The 16-year-old Belgian driver turned laps close to the track record at Indiana's Putnam Park road course.

The 17th annual Harris Clash was rained out at Knoxville (Iowa) Raceway last week, but not before a new infield record for cars was set at the historic Marion County Fairgrounds half-mile oval. The rain swept in after heat races for the 121 modifieds and 62 sport modifieds on the grounds.

them if they're planning on coming back next year, and you'll get an enthusiastic and almost unanimous affirmative reply.

A word of caution, however: Dealing with success is the greatest challenge for any entity. Flush with another great year, there will be pressure to "change" ISW. More dates; a different qualifying format; a bigger purse; a higher ticket price; those are just a few topics likely to be on the table for discussion.

To those in control: Tread lightly, ladies and gentlemen. In an era fraught with promotional challenges for short track racing, ISW is truly a gem, a gleaming and inspiring success story worthy of imitation in every corner of the U.S. Whatever changes you contemplate, think them through carefully, and make them with restraint.

You have a rabid, devoted audience for your product, eager to come spend money with you again next year. It's up to you to continue the positive momentum.

And, one more thing: Thanks for a fantastic Indiana Sprint Week.

Exactly 10 years ago, I wrote a tough, critical column detailing the extremely poor conditions of the 1998 ISW. I still remember the lead sentence in that column: "What a waste." Officials and promoters didn't like that column, but they were professional in their feedback. More importantly, they improved the product. Not because of the column, but because they recognized they had to get better if they wanted the series to survive.

Today, give credit where credit is due. USAC and the six track operators deserve a loud round of praise for their collective performance in 2008. Yes, the dust was a problem at Kamp; but keep in mind, this is just their second ISW experience, and hopefully next year will be better.

Daylight Savings Time has done Indiana dirt-track racing no favors. Yet, in spite of running heats under a blazing sun, track conditions were excellent the majority of the time.

If you're a movie critic, you have to give this year's ISW two thumbs up. It was entertaining, it was exciting, and it was memorable. Take any cross-sampling of 100 fans and ask

ARGABRIGHT: Thanks For The Fantastic Memories From ISW 2008

CONTINUED FROM PAGE 4

emerged as the most consistent sprint car racer in USAC today.

As the fans began filing out of Tri-State Speedway, you could overhear people raving about the action, both tonight and throughout the previous week. Indeed, over the past five years, ISW has earned tremendous respect from fans throughout the U.S., evidenced by the surging attendance at every track on the schedule. Despite a tough economy, and soaring fuel costs, campers and motor homes filled nearly every square foot at each stop this year.

The explanation is simple: ISW offers excellent racing for a reasonable ticket price; in this case, \$20. The venues are accommodating and clean, and if you listen to fans, they seem to be having a genuine good time.

Wittmer & Archer Top Mid-Ohio Challengers

Touring

STEAM CORNERS, Ohio — Kuno Wittmer earned his third victory of the season in round seven of the SCCA Pro Racing Speed World Challenge Touring Car Championship at Mid-Ohio Sports Car Course Sunday morning.

Wittmer's RealTime Racing teammate Peter Cunningham finished second, followed by rookie Jim Daniels.

Wittmer and Cunningham filled the front row, with Cunningham's No. 42 Acura TSX on the pole and Wittmer's No. 44 Acura TSX pulled alongside. Wittmer quickly took the lead.

"I had the momentum through one on the start, and the way the track is laid out, it worked out going into turn two," Wittmer said.

"I must not have gotten as good a start as Kuno," Cunningham said. "He is awesome on the starts. We went side by side through turn one, but he had the momentum and the inside line for two and I had to hand it to him on a platter there because there were apparently a lot of 'angry' cars behind us bearing down."

Daniels finished third in a Mazda6,

with fellow Mazda drivers Jason Saini and Michael Galati rounding out the top five.

The finish:
Showing driver, car and laps completed: 1. Kuno Wittmer, Acura TSX, 27; 2. Peter Cunningham, Acura TSX, 27; 3. Jim Daniels, MAZDA6, 27; 4. Jason Saini, MAZDA6, 27; 5. Michael Galati, MAZDA6, 27; 6. Seth Thomas, BMW 325i, 27; 7. Chip Herr, MAZDA6, 27; 8. Glenn Bochino, Acura RSX, 27; 9. Dino Crescentini, Acura TSX, 27; 10. Robb Holland, Dodge SRT-4, 27; 11. James Clay, BMW 325i, 27; 12. Charlie Putman, MAZDA6, 27; 13. Brandon Peterson, Acura TSX, 27; 14. Jason Martinelli, BMW 325i, 26; 15. Nick Esayian, BMW 325i, 26; 16. Jim Osborn, Volkswagen Jetta TDI, 26; 17. Patrick Lindsey, MAZDA6, 8; 18. Charles Espenlaub, MAZDA6, 0; 19. Pierre Kleinubing, Acura TSX, 0.

GT

STEAM CORNERS, Ohio — Tommy Archer led every lap Sunday to win round five of the SCCA Pro Racing Speed World Challenge GT championship at Mid-Ohio Sports Car Course.

Brandon Davis and Andy Pilgrim completed the podium.

Starting from the pole, Archer got away cleanly from the standing start to lead second-starting Davis. Davis was never far from Archer, but he was unable to mount a challenge for the lead, despite the race being slowed by three cautions.

Archer beat Davis by 1.224 seconds, averaging 77.075 mph over the 29-lap, 65.481-mile race.

While it was Archer's second win of

the season and Davis's third podium, two new faces graced the top three throughout the race before falling back, allowing Pilgrim to remain perfect in 2008 podium appearances in his No. 8. Third-starting Jeff Courtney ran third before a lap-six spin put him well back to an eventual 15th-place finish.

Courtney's spin promoted hard charging Tommy Milner to third in his first series appearance in the No. 21 Rahal Letterman Racing Aston Martin DB9. For 15 laps, the top three were nose to tail until Milner spun out in the Carousel on lap 22.

Milner's departure coincided with Archer pulling away for the victory.

The finish:
Showing driver, car, laps completed: 1. Tommy Archer, Dodge Viper, 29; 2. Brandon Davis, Ford Mustang Cobra, 29; 3. Andy Pilgrim, Cadillac CTS-V, 29; 4. Tommy Milner, Aston Martin DB9, 29; 5. Michael Galati, Porsche 911, 29; 6. Randy Pobst, Porsche, 911; 29; 7. Dino Crescentini, Porsche 911, 29; 8. James Sofronas, Porsche 911, 29; 9. Michael McCann, Cadillac CTS-V, 29; 10. Tony Gables, Chevrolet, 29; 11. Tim McKenzie, Porsche 911 GT3, 29; 12. Joey Scarlo, Pontiac GT0, 29; 13. Mike Davis, Ford Mustang Cobra, 29; 14. Fred Roberts, Dodge Viper, 29; 15. Jeff Courtney, Dodge Viper, 29; 16. Robert Foster, Chevrolet Corvette, 29; 17. John Bourassa, Porsche 911, 29; 18. Ritch Marziale, Porsche 911 GT3, 29; 19. Phillip Martien, Porsche 911 GT3, 29; 20. Russ Oasis, Dodge Viper, 28; 21. Sean Allen, Porsche 911 GT3, 28; 22. Sonny Whelen, Chevrolet Corvette, 28; 23. Eric Olberz, Porsche 911 GT3, 28; 24. Jeff Altenburg, Lexus IS-250, 28; 25. Gunter Schaldach, Dodge Viper, 26; 26. Jason Daskalos, Dodge Viper, 26; 27. Stu Frederick, Dodge Viper, 26; 28. Cindi Lux, Dodge Viper, 16; 29. Eric Curran, Chevrolet Corvette, 16; 30. Kyle Foster, Dodge Viper, 0.

FORUM: Reflections From The Old Days At Paragon

CONTINUED FROM PAGE 4

year.

I was at both nights of the Kings Royal and feel it is only fair to acknowledge the extra effort put in by the track-prep people last weekend. During both nights, they used a scissor plow to break up the track during the program and watered several times.

The dust was back to normal, pre-Larry Kemp, and you could see the cars. The extra prep didn't take all that long and was much appreciated by the fans and drivers alike. Friday night included 360 sprints, which are always good. Saturday/Sunday night was only the Kings Royal WoO, which was great. That's what everyone came to see, not Eldora stocks or modifieds. We were on our way home before 10 p.m.

Great job. Thanks, Tony.

*Fred Gable
Indianapolis, Ind*

Down On Hmiel

After reading recent articles regarding Shane Hmiel's return to racing, I must say that I am sickened. While I certainly applaud Hmiel for attempting to get his life back on track, at the same time I have to say that it certainly makes it easier to do so when mom and dad are footing the bill or at least paving the way through their contacts in the racing industry.

At the same time, there are many talented drivers out there who are trying to make things happen the old-fashioned way — through hard work, day after day, race after race.

And they do not have the advantage of mom and dad manipulating rides for them.

Furthermore, they have managed to keep themselves clean from drug and alcohol abuse. To think that a driver would climb behind the wheel of a race car while under the influence of drugs or alcohol and jeopardize the safety of other drivers on the track is unfathomable.

As followers of a USAC racing venue, both my husband and I find it difficult to garner any fan support for Shane Hmiel, considering the conditions under which his ride was obtained.

We applaud NASCAR for taking a firm stance on drug testing and suspensions. To do anything less would destroy the integrity and character of the sport.

*Vickie Kibble
Lafayette, Ga.*

Pro And Con

I just read Dave Argabright's article about him and his son going to the local races over July 4 weekend. They loved it! As usual, a great story and a real race fan's perspective — great reading!

Then, I read Gary London's every issue, standard anti-everything gripe column. If he dislikes so many things about auto racing, maybe he should quit complaining to us race fans and do something else. Argabright is from Indiana. London acts like he's from New York.

*Bill Wendt
Cape Coral, Fla.*

London On Target

The most recent column by Gary London was right on target. Most fans are sick and tired of hearing the never-ending babble of commercial sponsor endorsements coming from the mouths of drivers during an interview. While commer-

cial-sponsorship is an important part of auto racing, there is a limit.

We, as fans, can't help but notice just about every square inch of bodywork is covered with some decal advertising everything from motor oil to liquor.

We know who pays the bills; we just don't believe everything you spew out during the interview about how you just couldn't have won the race without this energy drink or that certain brand of aftershave.

Yeah, right.

And, as London points out, NHRA Funny Car driver Cruz Pedregon crossed the line when he saw it so very critical to get two plugs in for his primary sponsor when discussing the unfortunate passing of Scott Kalitta. It was a total lack of class on Cruz Pedregon's part. Like Gary, I will make it a point to avoid that auto-supply store.

Gary London continues to tell it like it is. At the very least, Pedregon should make an apology, if he is fact capable of writing a sentence without mentioning his sponsor. Probably not.

*Mark Hazen
Euclid, Ohio*

Remembering Paragon

As always, I enjoyed Dave Argabright's column about Paragon Speedway and also the letter from Danny Hartley. I would also add Alan Barr to his list of sprint-car drivers.

I'm glad to hear that Paragon survived the flooding.

I was puzzled about one thing in Dave's column. He stated, "It's been a Saturday-night tradition for more than 50 years."

My son and I went to our first sprint-car race at Paragon sometime in the mid-1960s. I distinctly remember sitting out on the boards over the stumps in the hot sun on several Saturday afternoons. I don't recall any night racing until later.

Now, it's possible that they had night racing then, but we preferred the sunshine — as I still do.

Did they have lights then?

*Bruce A. Hiles
Egg Harbor City, N.J.*

A Sour Note

Oh, yes, Mr. Economaki, my friends and I cringe sometimes at the way the national anthem is sung.

Does anybody know who determines the singer/performer of the national anthem? Somebody suggested a school choir or something of that sort. Sounds good to me.

Allow us to be proud of the singing of the national anthem, not nauseated.

Also, Dave Argabright, I love your articles. Keep up the good work.

*R.A. Hines
Wapakoneta, Ohio*

Sorenson, Ganassi Gaining

Local Sprint Cup driver Reed Sorenson is showing some improvement lately. I wonder if the shuffling of crew chiefs has helped? Juan Pablo Montoya on the same team is showing improvement as well.

If they start finishing up front or have a win, Chip Ganassi will be praised. If not, he'll be the goat.

We lost a good one on June 24: Hugh W. Lewis was a past Hampton, Ga., (home of Atlanta Motor Speedway) city councilman and mayor. He was helpful in getting the proper roads and freeways in place to help in handling the speedway traffic. I've heard of many of the things he and Ed Clark accomplished in that area.

*Mike Rudderham
Griffin, Ga.*

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