AMERICA'S WEEKLY MOTORSPORTS AUTHORITY

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SINCE 1934

NATIONAL
SPEED SPORT NEWS

COUNTDOWN 101

NSSN *Gets You Ready For The U.S. Nationals*

PAGE **US-1**



SUBSCRIBE: Page 18



AUGUST 29, 2007 www.nationalspeedsportnews.com Vol. LXXV, No. 34 $3

AGR Aggression

Dixon Takes Victory, Point Lead When Teammates Collide



IRL INDYCAR PAGES **3, 32-33**

DENNIS MATTISH PHOTO

MOVING MARCO: Dario Franchitti (27) makes contact with teammate Marco Andretti during Sunday's Motorola Indy 300.



HAROLD HINSON/HHP PHOTO

CRUISIN' CARL: Carl Edwards celebrates his Sharpie 500 victory Saturday night at Bristol Motor Speedway.

BMS Master

Edwards Makes 'Huge' Bristol Score Look Easy

NEXTEL CUP PAGES **2, 28-29**

Dominant Bourdais Rules Belgium

CHAMP CAR PAGES **34-35**



AUTOSTOCK PHOTO

CAR OF TODAY: Carl Edwards makes his way around the newly resurfaced Bristol (Tenn.) Motor Speedway Saturday night.

Feeling Groovy

Resurfaced Bristol Surface No Problem For Edwards

By Brit Fryer
NSSN Correspondent

BRISTOL, Tenn. — The hardest part of Carl Edwards's Saturday night may have been executing his signature stunt, because everything else came easy at Bristol Motor Speedway.

Edwards back flipped his way into The Chase for the Nextel Cup, dominating the closing stages of the Sharpie 500 for his first victory in what he called "the race."

NEXTEL CUP

After Edwards crossed the finish line, all of the 160,000 fans in the darkness above knew what was coming. He didn't disappoint, as Edwards nailed back flip No. 2 of the season and No. 6 of his Nextel Cup career.

"The reason it's such a huge win is that it's Bristol," Edwards said. "It's a short track. It's really tough. It's 500 laps. It's grueling. This is what I always thought of as a Nextel Cup race. I'm living a dream."

Edwards passed Kasey Kahne for the lead with 166 laps to go and was hardly challenged despite a rash of late cautions. His Roush Fenway Racing Ford beat Kahne's Dodge to the stripe by 1.405 seconds.

The Chase field will be seeded based on the bonus points earned through regular-season victories. Edwards now has 20 points, which would tie him with Kurt Busch for third place when The Chase begins Sept. 16, at New Hampshire. Only Jeff Gordon and Jimmie Johnson (four wins apiece) and Tony Stewart (three) have more.

"Jack (Roush) said it really well early in the season, 'Those guys are faster than us now, but if we can peak at the right time, if we can be fast at the right time, we're going to be great'," Edwards recalled. "We've been moving in that direction. I feel like we stack up pretty well."



Carl Edwards

Clint Bowyer finished third in a Chevrolet and moved closer to his first berth in the 12-driver, 10-race Chase. Tony Stewart ran fourth in another Chevrolet.

Dale Earnhardt, Jr. was in desperate need of a good showing and got it with a fifth-place finish in his Chevrolet. He entered the night 13th in the standings — 163 points behind 12th-place Busch. Unfortunately for Earnhardt, Busch ended up sixth. He gained a measly five points and must make up 158 more in the next two races.

GROOVY: CONTINUED ON PAGE 28



Jet Setters

Air Travel Now A Big Part Of Busy Racing Schedules

HARRISBURG, N.C. — Before they take to the track, they take to the air.

Flying has become a fact of life for race-car drivers as well as team members and support staff for America's top stock-car and open-wheel racing series, especially since NASCAR's Nextel Cup has exploded from its regional beginnings in the deep South into the richest, most popular — and longest — racing series in the U.S., covering 38 weeks and both coasts, from Darlington, S.C., to Sonoma, Calif.

By John Clayton
Staff Writer

INSIDE LOOK

In addition to the parade of motor homes and haulers that travel the highways to every race, literal fleets of airplanes and helicopters are used to get everyone in place for every race.

"You know, we're on helicopters, we're on airplanes," said Nextel Cup point-leader and four-time champion Jeff Gordon. "And you know, it's definitely that lifestyle and that schedule, it's a necessity more than just a luxury. I mean, we really, truly have to get to places as fast as we can."

Add in the personal appearances for sponsors and the rest that celebrity brings, and the use of chartered jets or the outright ownership of them becomes the norm for drivers. In some cases, the drivers fly themselves.

For example, three quarters of Jack Roush's team of Nextel Cup drivers — Greg Biffle, Carl Edwards and Matt Kenseth — all have their pilot's licenses. Biffle is licensed to fly either a plane or helicopter and owns both.



JOHN CLAYTON PHOTO

MODE OF TRANSPORTATION: A Chip Ganassi Racing charter waits on the tarmac at Concord Regional Airport Thursday.

Roush himself nearly died in a plane crash several years ago, but survived it to purchase a pair of Boeing 727 passenger jets to transport his Nextel Cup and Busch teams as well as friends and fellow Ford drivers, the Wood Brothers, to the track each week aboard "Fenway Roush Air."

"(Roush) just thought it would be more convenient," said Kim Fisher, who has directed travel and logistics for Fenway Roush Racing since Roush made the purchase some six years ago. "We have so many people and with five teams, including the Wood Brothers, he felt it would be easier just to travel on our own planes."

Roush has also been reported as saying that it was costing his team $10 million per year to lease aircraft for travel. Those planes were usually the King Air twin-propeller planes, which lacked the size, comfort and speed of the 727s.

Marcos Ambrose, a rookie in the Busch Series who drives for the Wood Brothers, is a regular on Fenway Roush Air.

Too much so.

"I've promised myself that when I retire from this sport, I'm not going to fly for an entire year," said Ambrose, a native of Tasmania. "But flying Roush Air is a pretty good way to go. It's a lot easier than the commercial flights I had to take

JET: CONTINUED ON PAGE 31

NSSN RACING LINE

The Week In Motorsports For August 29, 2007

Bernhard And Dumas Do It Again In A Penske Porsche

BOWMANVILLE, Ontario — Some days it's better to have no luck at all than have the kind of luck that befell Allan McNish and his Audi R10 turbo diesel partner, Rinaldo Capello, here at the high-speed Mosport Park circuit.

ALMS
PAGE 6

The duo's bad luck resulted in the fifth victory of the season for the Penske DHL Porsche RS Spyder team of Timo Bernhard and Romain Dumas.



ALMS PHOTO

Kinser's Bad Luck Is Worth $25,000 To Craig Dollansky

ALGER, Wash. — It not only takes a fast car, but also a little luck to win a World of Outlaws event.

WoO
PAGE 22

Craig Dollansky experienced a little bit of both on Saturday night, to earn his third victory of the season and the healthy $25,000 paycheck that went along with it at Skagit Speedway.

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DENNIS MATTISH PHOTO

TRACK TACTICS: Target Chip Ganassi Racing driver Scott Dixon (9) races Andretti Green Racing's Tony Kanaan for track position Sunday at Infineon Raceway in Sonoma, Calif.

Dixon Takes On AGR

Ganassi Driver Beats Franchitti And Co. To Capture The Win, Point Lead

By Bruce Martin
NSSN Correspondent

SONOMA, Calif. — Scott Dixon's charge over the faltering Dario Franchitti continued as he won Sunday's Motorola Indy 300.

Franchitti had dominated most of the afternoon before he crashed into Andretti Green Racing teammate Marco Andretti late in the race.

IRL INDYCAR

Franchitti was able to continue and finish third, but he basically threw away a chance at an easy victory.

Dixon defeated Helio Castroneves by 0.5449 second.

Dixon's fourth win of the season gave him the IndyCar Series point lead over Franchitti, who entered with an eight-point lead but now trails the 2003 champion by four points.

Dixon, who claims he was victimized by "team tactics" from the four AGR drivers throughout the race, believes the rival team "got what they deserved."

"Today was very frustrating, especially having to deal with TK (Tony Kanaan, another AGR driver) a lot," Dixon said. "He was not playing fair at all. We were all warned in the drivers meeting about team tactics. I think the IRL (Indy Racing League, sanctioning body of the IndyCar series) was watching another race because it was definitely going on."



JIM HAINES/IRL INDYCAR PHOTO

RIGHT ON TARGET: Scott Dixon celebrates his IRL IndyCar Series victory with his crew Sunday.

Andretti pitted as the leader with 12 laps to go but as he came out of the pits, he was in front of Franchitti, who clipped his teammate's car, sending Andretti off the track and into a tire barrier in turn two. Team owner Michael Andretti, Marco's father, threw his headset in disgust and later said he was upset that Franchitti didn't "show more patience."

That brought out the first of just two full-course caution periods in the race.

The contact busted Franchitti's front wing but with only eight laps of green-flag racing left, the team told him to stay out of the pits rather than change the broken part.

Dixon, who at times felt as if he were outnumbered 4-1 by the AGR drivers, saw the incident and couldn't help but laugh at the outcome.

"It was kind of ironic when Marco and Dario hit each other," Dixon said. "I could definitely see what happened. Marco was coming out of the pits and Dario was at full speed. Dario probably felt because Marco was his teammate that he was obviously going to give him some room. But I really don't think Marco knew he was there. It was one of those things, coming out of the pits, you're trying to get out as fast as possible and those things happen."

After being blocked and held up throughout the race by the AGR drivers, Dixon was asked if he felt a sense of "karma" when he saw Franchitti's race end in a tangle with a teammate.

"It sure did," Dixon said with a smile.

When the green flag waved, Franchitti tried to block Dixon but the New Zealander was able to outsmart this year's Indianapolis 500 winner by taking the outside line going up the hill in turn three for the lead.

DIXON: CONTINUED ON PAGE 32

Lloyd Takes Victory And Championship

By Bruce Martin
NSSN Correspondent

SONOMA, Calif. — Alex Lloyd of England scored his eighth Indy Pro Series victory of the season Saturday and clinched the 2007 Indy Pro Series title.

It was the third title for team owner Sam Schmidt since 2003.

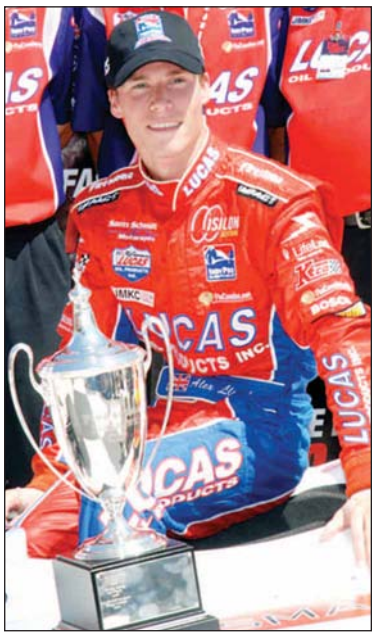
INDY PRO

Lloyd started second but passed pole winner Richard Antinucci on the opening lap and led the rest of the 30-lap race.

"It's been an amazing day," Lloyd said. "We really wanted to win the championship by winning the race. That was the way we wanted to do it. We had a big lead, but we didn't want to fall behind and win it through the fact that we just had a big lead from the beginning of the season. We wanted to show that we were dominant from the beginning and finish that way as well."

Lloyd admitted his car's handling began to fade midway through the

LLOYD: CONTINUED ON PAGE 31



DENNIS MATTISH PHOTO

TITLIST: Alex Lloyd captured both the Indy Pro Series championship and race win Saturday at Infineon Raceway in Sonoma, Calif.

IRL Drivers Split On Using Assisted Steering In Cars

By Bruce Martin
NSSN Correspondent

SONOMA, Calif. — Because an IndyCar doesn't have power-steering, otherwise known as technically assisted steering, it's quite a challenge muscling the open-wheel machines around a street and road course.

IRL INDYCAR

Because it has much wider tires on the front and back of the car, the steering becomes heavy when a driver cranks it out of a slow-speed corner. This isn't a problem on ovals because the cars are traveling at such a high-rate of speed, but in Sunday's Motorola 300 at Infineon Raceway, it's survival of the fittest.

The cars in the IndyCar series have remained virtually unchanged for much of this decade, and several of the top drivers in the series were asked if they'd like to see assisted steering or paddle-shifting allowed on the cars.

These devices are common in other open-wheel series such as Formula One.

"In my opinion it's appropriate for the series to move along with the times," said 2005 Indianapolis 500 winner and 2005 series champion Dan Wheldon. "Certainly, NASCAR is very popular for its lack of technology, but the IndyCar series is the pinnacle of open-wheel racing in the United States of America. You should certainly have paddle-shifting, power-steering and all of the gadgets and gizmos.

"Even some of the feeder series in the United Kingdom have things like that, so I think it's inappropriate that

STEERING: CONTINUED ON PAGE 32

OPINIONS

ECONOMAKI: Belle Isle has Indy cars — and spectator shuttles. **PAGE 4**
WADE: What will be the outcome of the inaugural Countdown? **PAGE 5**
MARTIN: Team tactics don't deter Scott Dixon. **PAGE 33**

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EXCLUSIVE

Keselowski Family Tradition Alive With Next Generation Of Racers

Like many children of families dedicated to racing, Brad and Brian Keselowski grew up following and supporting the efforts of their father — in this case, Bob Keselowski and his K-Automotive race team.

FAMILY PLAN
PAGES 26-27

Now adults and trying to forge their own careers in the sport, the Rochester Hills, Mich., natives have struggled to break through — until recently.

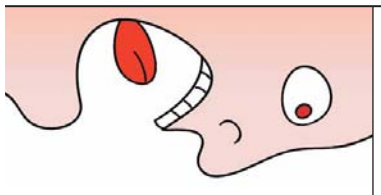
WINNER'S LIST

Series	Winner	Where	Page
Grand Am	Fogarty/Gurney	Sonoma, Calif.	6
ARCA RE/MAX	Frank Kimmel	West Allis, Wis.	8
USAC Midgets	Jerry Coons, Jr.	Sun Prairie, Wis.	10
ARDC Midgets	Andy Martin	New Egypt, N.J.	10
WoO LMs	Scott Bloomquist	Bulls Gap, Tenn.	14
Busch	Kasey Kahne	Bristol, Tenn.	24
Formula One	Felipe Massa	Istanbul, Turkey	36
Craftsman Trucks	Johnny Benson	Bristol, Tenn.	38

THE FINISH

"You can't be innovative. Your creativity is limited. You don't have time. My R & D is 'rob and duplicate.'"

Tim Wilkerson
U.S. Nationals
Page US-4



PUBLIC FORUM

Let your voice be heard

Praise For Eagle Raceway

On Aug. 18, we were reminded once again how good race people are. After 44 years, Eagle (Neb.) Raceway is now under the promotion of Roger Hadan and was rocking like never before. On that night, which was fan appreciation night, admission was only $5. The place was packed and after attending races there for all of those years, we believe it may have been the largest ever.

On that night, we were treated to 360 sprints (two A features), modifieds, hobby stocks and four-cylinder tuners. The racing in all classes was outstanding.

There was so much free stuff being thrown into the stands that a person had to be alert to that all night. The thing that topped it all off was the giveaway of some 260 new bikes to lucky children who drew for a chance to win as they entered the raceway. This mammoth giveaway was due to the work of Rhonda Byran of Lincoln, Neb., Mr. Hadan, drivers, pit crews, sponsors, owners and friends of racing.

What a night it was. This was truly the Big One. Thank you to all involved with this effort.

Les and Karen Domina
Fremont, Neb.

No. 85 Just Adds Up

I see where Hendrick Motorsports could not come to an agreement with DEI for the No. 8. Dale, Jr. stated that he would like a number in the 80s. I think No. 85. Here's why: Rick Hendrick started with No. 5, and Junior started with No. 8. So, in reality, they both can keep the number they both started with. No. 85 sounds good.

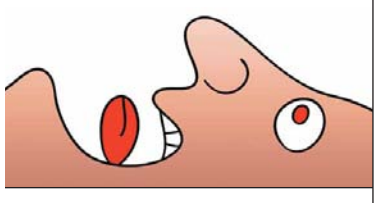
Tom Faron
Midlothian, Ill.

Midget Week Comments

A few comments on the Indiana Midget Week races:

It's great that the USAC has scheduled these midget dirt races as lots of fans have wanted

FORUM: CONTINUED ON PAGE 51



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.



What About My Car?

Belle Isle Events Pose Unique Problems

MIDLAND PARK, N.J.

What might be the costliest race of the year from a track preparation standpoint is the Labor Day weekend activities at the Motor City's Belle Isle circuit. To prepare for the ALMS-Indy Racing League double-header, millions of dollars are being spent shortening, upgrading and refining the city-owned Belle Isle road course not far from downtown Detroit. Acres of new concrete have been poured to enhance team and hospitality areas, and fan (and sponsor) amenities increased and glamorized. In addition to slightly shortening the lap distance, several corners of the circuit have been reshaped and widened to assure easy passing. Race chairman Bud Denker, a VP at Penske Automotive, says sponsor interest in the event is so high a "sold out" announcement might have to be sent to potential sponsors not yet signed up. But fans planning to attend face a new twist. No spectator parking at all is permitted on Belle Isle on race day! Using their Super Bowl-learned parking lessons, track management has arranged with dozens of parking lots in downtown Detroit and its environs to accommodate fans' vehicles. Shuttle buses will deliver race goers to the track site and return them to their cars. Daylong parking at these shuttle-served lots will cost $5 per car, no more, plus $5 for each fan's round-trip shuttle ride. Success of this unique undertaking could mean a long-term motorsport involvement for this country's most important auto city.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Remember Buick? It tied with Lexus for the No. 1 ranking in the latest Vehicle Dependability report issued by J.D. Power and Associates. Lexus was exclusive in the No. 1 spot for a dozen years. This year's runners-up are Cadillac, Mercury and Honda, the Power report tells us.

Why is racing so costly these days? A recent report revealed 24 crew members are on hand to provide service every time NASCAR star **Matt Kenseth** takes his No. 17 Roush-Fenway Ford out for practice, qualifying or a race!

A Ferrari Berlinetta Lusso, owned and driven by the late movie actor **Steve McQueen** and appraised between $800K and $2 million, was sold for $2.31 million at California's recent Monterey Jet Center auction. Deceased movie stars have become of significant interest due to the escalating value of



TOM PARKER PHOTO

NEXT UP: Danica Patrick and Tony Kanaan, shown here Sunday at Infineon Raceway, will lead the IndyCar Series to Belle Isle next weekend.

their names as advertisers have developed posthumous peddling to a high degree. The celebrity marketing firm CMG Worldwide says it now represents more than 300 faces including those of **Jean Harlow**, **Babe Ruth** and **Marilyn Monroe**.

A message? **Kasey Kahne** and **Jason Leffler**, the 1-2 finishers in Friday night's Busch Series race at Bristol Motor Speedway, grew up in midget racing. And had not **Ryan Newman** been knocked out with two laps to go, the finish would have been midget grads 1-2-3! Remember that's where **Jeff Gordon** started too.

Constant reader **Fred Nagle** of Maryville, Tenn., sends along news clippings relative the saving of the former Smoky Mountain Speedway from oblivion by ex-driver **Kevin Coffey**. He purchased the Blount County Fairgrounds and the track, renamed it Mountain Raceway and plans to promote it heavily. The area lost Atomic Speedway and Coffey says he will create an indigenously Southern culture at the track that celebrates sheet metal, powerful engines, daredevil drivers and a fan base that doesn't mind getting a little red clay in its mouth. To Mr. Coffey we say Bravo!

It will be party time at Connecticut's Lime Rock Park on Sept. 2 when the track celebrates its 50th anniversary with a **Jim**

ECONOMAKI: CONTINUED ON PAGE 51

NASCAR Facing Down A Pair Of Lawsuits

ST. PAUL, MINN.

Two NASCAR legal cases are working their way through federal court. Both are about who controls NASCAR: The (mostly) benevolent dictatorship of the France family or the car owners and sponsors.

On Aug. 13, a federal appeals court in Atlanta overturned a lower court ruling and said that AT&T could not use its brand on the No. 31 car driven by Jeff Burton. NASCAR had told AT&T, which recently acquired Cingular, that it could not put its AT&T brand on the Richard Childress-owned car. Title sponsor Sprint has the exclusive wireless service provider rights in NASCAR. The two exceptions were Cingular and Alltel, which were already NASCAR sponsors and were grandfathered in.

This is just round one of the $100 million lawsuit between AT&T and NASCAR. But the importance of the ruling by the 11th Circuit Court is that it reaffirmed NASCAR's ability to enforce its driver-owner contracts. The ruling reaffirms that NASCAR has almost exclusive authority to accept or reject certain sponsorships.

The second case involves Kentucky Speedway in Sparta, Ky.,

MONEY TRAIL



MARK YOST

about 50 miles southwest of Cincinnati. It opened in 2000 and is a state-of-the-art facility. It has seating for 66,000, 50 luxury suites, a 2,200-seat club level, and camping for 1,300. The track hosts races for NASCAR's Craftsman Truck and Busch series, as well as a variety of non-NASCAR events. All are a resounding success, but Kentucky Speedway has yet to secure a Nextel Cup date. Its lawyers are arguing that the track doesn't have a premier Nextel Cup date because those are reserved for tracks owned and operated by International Speedway Corp., which, like NASCAR, is controlled by the France family. NASCAR argues that it's about geography. In short, NASCAR isn't looking for another track in the Southeast, but is looking to expand to new markets.

On the surface, Kentucky Speedway would seem to have a point. After all, how fair can it be that the family that runs NASCAR and sets the schedule also owns the race tracks that get the preferred Nextel Cup dates? Indeed, the very idea seems counterintuitive to our egalitarian, democratic sensibilities.

YOST: CONTINUED ON PAGE 51

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The Audit Bureau

Count On The Countdown!

THE STRAIGHTLINE



SUSAN WADE

INDIANAPOLIS

If the NHRA didn't know before, it certainly knows now that trying to do something bold to generate excitement — like this Countdown to the Championship — will not please everybody.

When NHRA announced the new format last August in Indianapolis, people looked at each other in shock, mainly because we were stunned that so many NHRA people could keep such a spicy secret. But Tony Schumacher was tearing up the Top Fuel class, and he didn't think he'd like any system that would bunch up the field after 17 races and let a mere No. 8 driver have a chance to steal the championship.

As Pro Stock's Jeg Coughlin, Jr. put it, the new set-up has provided "an opportunity for somebody in a distant position to have a heck of a shot at winning a POWERade championship."

So it's different this year. Schumacher says, "This Countdown deal, it's as if the NHRA made it with us in mind. This team always comes alive in the second half of the season. The format of this deal is perfect for us."

Some people will drum up conspiracy theories, but it's America and people can think what they want.

Are they wondering if drivers will dog it and try just hard enough to make that first cut, when only eight officially are in contention as of the Mac Tools U.S. Nationals? Brandon Bernstein, for one, hasn't been dogging it. "In the long run, it's just important to get in the countdown to eight, but we all have that competitive spirit and want to lead the Top Fuel standings," he said.

Dave Grubnic teetered for weeks on the edge of the Top Fuel cut off, and he said the Countdown format is "definitely playing into my advantage this year. If we were in the old format, obviously we'd have to a pretty big miracle to put ourselves into contention. It opens it up."

Warren Johnson, the six-time Pro Stock champion, questioned how great it can be if it was an idea stolen from another sanctioning body. But does it really matter that NHRA borrowed the concept from NASCAR? The first rule of effective marketing is if you see something that is highly successful, copy it! Don't burden yourself with innovation. Cut to The Chase — er, the Countdown.

Pro Stock Motorcycle leader Matt Smith, enjoying his success this season as an independent team owner, said after his Denver victory, "I kind of wish we didn't have the Countdown now."

Look, it's human nature — those strategically set are happy for now, and those who aren't, aren't. And that changes as performances improve or slide.

Gary Scelzi has won four championships and has pretty sharp instincts. He said, "It's going to be excitement. It's going to be drama. It's going to be everything the fans are going to want. Even if they bitch about it, they're going to watch. Trust me."

The Countdown should be great for the fans and consequent media attention and the growth of the sport.

Coughlin said the Countdown would "bring so much more opportunity for NHRA and for POWERade drag racing that the fans can enjoy. And if we, as a group of drivers and race teams and crew chiefs and media, can take this opportunity and build this sport, because it is exciting...I mean again you can't argue with Tony Schumacher's finish last year, and that's really what the Countdown to the Championship has the ability to set up. I see it as a win-win for the whole sport."

Here's the thing...Like Schumacher, Grubnic has refined his opinion as the season has gone along.

"When we first started doing this, I really had no opinion on whether it would be better or worse," he said. "It was one of those deals: You've got to try a piece of food before you decide you like it or not. So we really have to give it a run and we'll see how it plays out."

I agree.

Old Timers Relish Hidden Gems

THE LONG LOOK



RON HEDGER

BALLSTON SPA, N.Y.

Car collectors and followers of vintage racing live for the day that they find a jewel hidden away in the proverbial barn. Or better yet, they dream of someone walking up to them at a race or exhibition and offering to sell them a long-lost car for a fraction of its value.

The story began at Airborne Park in Plattsburgh, N.Y., after the Atlantic Coast Old Timers midgets and sprint cars had run their exhibition race. Bruce Carman decided to wander over behind the grandstand, where four cars that didn't run were on display. Here he found a stranger showing the ACOT guys pictures of a car he had in his shed.

"He thought he had an Offy," related Carman. "But I knew right away it was a four-port Riley. None of the other guys seemed interested, so I asked if he wanted to sell it. He said 'That's what I'm here for,' so I loaded him in his car and followed him home."

In a shed two miles away, Carman found a race car frame, body and engine.

"I couldn't breathe," says Carman, normally the most laid back guy in the world. "I almost had a heart attack. It was a complete engine with four Riley carbs. The body had a nameplate on it, but it was all pitted and I couldn't read it. Then I asked if he'd take $200 for the whole thing. He acted like I'd offered him thousands of dollars and when he said, 'yes,' I lost my breath all over again."

Carman's next move was to get some other ACOT guys to help load the parts in their various trailers to haul home. Bit by bit he got them all to his Shaftsbury, Vt., shop and the search began. After some cleaning, a magnifying glass revealed the words, "Body by Blake – VA" on the nameplate.

"I called photographer Les King, who remembers every race car he's ever seen. He said there was a guy named Blake who built cars years ago and he remembered one being in Albany for a while before being sold to someone in Plattsburgh. He said that this Blake was from Virginia but he'd gone to England to build bodies for Jaguar, then moved to Alfa-Romeo. Eventually, he came home and built sprint cars and midgets.

"The one I bought was a mile-track car that had never been raced. Later on, it would have been called a champ car, or a big car. The hand-hammered body is perfect and the holes had never been cut in the dash for the gauges or in the side panel for the exhaust."

After two months, Carman is still undecided about what to do with his find.

"I've found front and rear axles for it and I've been talking with a guy who has the proper wire wheels. But I still haven't decided whether to restore it or leave it as is. My friend, Allan Wiltse, found the Milt Marion car in Florida and he's left it the way he found it. I saw another car recently with a Ranger engine in 'as found' condition and people seem to love them that way.

"Either way, it sits here in the middle of my shop and I look at it constantly. I may just leave it right there to enjoy looking at."

With eight other race cars and a few antiques and hot rods in his collection, Bruce obviously has enough to play with already.

"Most guys like complete cars but I love parts!" he says succinctly.

"When I see interesting pieces, I buy them. I've seen bare Riley heads for four grand but didn't buy them because I didn't know where I'd find the parts to complete them. Now I've got an engine with the dry sump system, the mags and the Riley head with the two valve covers, rockers and everything. I love the way the covers have 'Riley' written on them in what looks like a six-year old kid's writing. That lets you know they're original.

"I don't think the motor was ever run. There's no dirt anywhere. You hear about barn finds and I finally got one. I've always wanted a Riley and when I found one, I got a car to go with it."

As we leave, Carman says that there's one other thing that surprised him.

"I can't believe that none of the other guys asked him if he wanted to sell it!"

Neither can we.

Late Cancellation of Long Island Reunion Leaves London Fuming

RACING JOURNAL



GARY LONDON

VALLEY STREAM, N.Y.

When I started writing many moons ago, my mentor told me never to write when angry. What he said makes sense. However, I have to break this one rule.

Regular readers of this column know that one of my favorite things to do every year is participate in the Long Island racing reunion, staged by Marty Himes. For the last seven years, it has been held at Riverhead Raceway.

For all those years, the track owners, Barbara and Jim Cromarty, opened their gates for us and totally supported it. In fact, last year when it poured rain, they gave us a later date. Marty Himes had no indication that there were any problems. Yet, six days before this year's reunion, he got a terse phone call, saying that he and his reunion won't be welcome this year.

What a cruel thing to do. If they didn't want to stage the event, why not say something earlier? Marty could have scheduled the event elsewhere. People fly in from California and Florida every year.

What I especially hate is this impugns the reputation of Marty Himes, who has tirelessly done so much for those of us who helped create racing history on L.I. It strikes me as a vindictive act and I wonder what the Cromartys will gain from this, as they have lost many supporters and friends.

■ ESPN is back televising NASCAR racing. They used to be the best.

Aside from pit reporters Mike Massaro and Dave Burns, their commentators are awful.

Trying to run the twice-postponed Michigan Cup race, NASCAR had to delay the start an hour because cloud cover hindered the view of the spotters. For many years, there were no spotters.

That hour was filled by Jerry Punch's slobbering over NASCAR President Mike Helton. It made it difficult to eat lunch.

Rusty Wallace chided Kevin Harvick for his comments via two-way radio to his crew when J.P. Montoya spun. What was ESPN doing eavesdropping over a private confab anyway? How come they didn't listen to what Ricky Rudd or anybody else had to say? Rusty had plenty to say about his rivals when he was racing. What about his son, who seems to wreck every week?

ESPN sure wasted money on its "draft-track" special effects. Too bad it doesn't show why racing was better 20 years ago without the damned "aero-push."

■ Unfortunately, it didn't look like there were 40,000 fans at the Knoxville Nationals like announcer Ralph Sheehan blathered. People just don't seem to have the enthusiasm they had for racing years ago. Better racing and less rules and politics would help.

■ I wonder if NASCAR will get Oscar Mayer to sponsor its rulebook? Talk about baloney!

■ Don't forget Ken Brenn's car show Sept. 9, the day after the Freedom 76 at Grandview Speedway. Williams Grove's Open is set for Friday- Saturday Sept. 29-29. Hope the gremlins don't keep me away again.

■ Best wishes to my longtime friend John Roth on the news he will be a granddad. That child will have two excellent male influences.



Porsche Wins As Shifting Bug Bites McNish's Audi

Corvette Helps Retiring Fellows With Third-Place Sendoff In GT1

BOWMANVILLE, Ontario — Some days it's better to have no luck at all than have the kind of luck that befell Allan McNish and Audi R10 turbo diesel partner Rinaldo Capello on Sunday at high-speed Mosport Park.

ALMS

The duo's bad luck resulted in the fifth victory of the American Le Mans season for the Penske Racing Porsche RS Spyder team of Timo Bernhard and Romain Dumas.

From the start, the Audis were faster and with less than 15 minutes to go, McNish had a 26-second margin over Bernhard and an even larger advantage over Sascha Maassen and Ryan Briscoe in the second Penske Porsche.

All seemed set for Audi's first overall triumph since March when it was on top of the podium at St. Petersburg after winning Sebring outright. Since then, it has been all Penske and the Porsche that as of Road America had racked up seven-straight outright victories, four by Bernhard and Dumas to three by Briscoe and Maassen.

Now, it seemed as if was the turn of the feisty Scotsman and his Italian partner to set things right. But suddenly, the electronically controlled shift mechanism began to fail, leaving McNish only a couple of gears.

Two laps from the end, Bernhard passed, and while McNish showed his talents — repassing his Porsche rival for the lead — he couldn't hold on. As the last lap started, Bernhard quickly moved around the crippled Audi to take the checkered for his fifth and the team's eighth triumph, virtually assuring the Penske team its second-straight LM2 division title as Briscoe and Maassen helped the cause by claiming third overall and second in the division.

For the frustrated McNish, there was little more than the terse post-race comment, "We've never had that kind of failure before, and I'm sure that the engineers will figure out what went wrong and fix it."

If there was any sunlight left in the day for the Audi camp, it was that McNish and Capello's winning LMP1 performance ensured the German manufacturer yet another season LMP1 ALMS championship, a string that stretches back to 2000.

Third in LMP2 and fifth in the outright standings despite some early problems was the Andretti Green team's Acura/ARX-01a with Marino Franchitti and Bryan Herta behind the wheel. Ben Devlin and Jamie Bach brought their Mazda Lola home right behind the Acura duo.

In GT1, it was almost the usual Corvette story, except that for Mosport the team entered a third car for hometown favorite Ron Fellows and Andy Pilgrim on the eve of what most believe will be Fellows' retirement, the two taking third in class behind the winning Corvette of Johnny O'Connell and Jan Magnussen after Oliver Gavin and Olivier Beretta were pushed off into the tire wall earlier in the race and forced to settle for second place in their GM two-seater.

As for GT2, there the story was all Ferrari, with Jaime Melo and Mika Salo leading Gianmaria Bruni and Eric Helary in a two-car Risi Competizione sweep over the Rahal-Letterman Porsche 911 GT3RSR of Tom Milner, Jr. and Ralf Kelleners, the performance putting Salo and Melo along with Ferrari back in the class point lead.

— Bill Oursler



ALMS PHOTO

TWO FOR THE MONEY: Johnny O'Connell and co-driver Jan Magnussen won for the second time this season in GT1.

Theetge Over Laperle In ACT Castrol

MONTMAGNY, Quebec — Donald Theetge returned to his stock-car roots in the ACT Castrol Series Sunday at the Autodrome Montmagny Speedway and emerged with a $4,000 victory in La Québécoise 250.

ACT CASTROL

Theetge, the 2006 ACT champion, elected not to defend his title and has instead been competing with the U.S.-based American-Canadian Tour (ACT).

Patrick Laperle, who is challenging for the 2007 ACT title, finished second, and Karl Allard finished a season-best third. Alexandre Gingras and Sylvain Lacombe completed the top five.

The finish:

Donald Theetge, Patrick Laperle, Karl Allard, Alexandre Gingras, Sylvain Lacombe, Yvon Bedard, Jean-Francois Dery, Claude Leclerc, Sylvain Lacombe, Spencer MacPherson, Dany Ouellet, Jacques Poulin, Eric St.-Gelais, Jonathan Desbiens, Stephane Durand, Eric Lehoux, Marc-Andre Cliché, Daniel Bergeron, Steven Boissonneault, Kevin Roberge.

"If it weren't for the full-course yellow, I would not have been able to pass David."

ALEX GURNEY



DENNIS MATTISH PHOTO

RED ROCKET: Jon Fogarty, in the No. 99 Pontiac Riley, leads the Grand Am Daytona Prototype field to the green flag Saturday at Infineon Raceway. Fogarty's teammate, Alex Gurney, brought home the victory.

GAINS-GO

Infineon Drama Moves Fogarty, Gurney Into DP Lead

Pruett's Only One Point Back With Two Races Remaining

SONOMA, Calif. — On one side of Saturday's Grand Am race was Scott Pruett desperately trying to hold onto his slim point lead. On the other were Jon Fogarty and Alex Gurney, trying to snatch it away. And in the middle was David Donohue, equally desperate to score his first Daytona Prototype victory since 2003.

GRAND AM

Two sons of driving greats from the past, Dan Gurney and Mark Donohue, went head to head as their fathers had on so many occasions. Pruett trailed, ready to pounce should the two front runners take each other out in the Armed Forces 250 at Infineon Raceway.

Gurney and Fogarty had come to Sonoma with six victories but still trailed Pruett by a few points with just the California affair and the mid-September Miller Motorsports Park finale remaining.

All of this led to the question of whether the Gainsco Pontiac Riley could garner a record-breaking seventh victory of the season to remain in the title chase.

The first hint of the answer came in qualifying when the team put its bright red prototype on the pole. The second hint came at the start when Fogarty immediately jumped into an impressive lead. But that lead turned into a deficit after the first round of pit stops, leaving Gurney in catch-up mode.

Out front was Donohue, who had taken over the Brumos Red Bull Porsche Riley from his partner, Darren Law. Still, everyone expected that after the next round of refueling, Gurney or Pruett, who teamed with Memo Rojas in the Chip Ganassi-owned Lexus Riley, would have the lead.



Jon Fogarty



Alex Gurney

But Donohue took just two tires, while his rivals all opted for four — the gamble keeping him barely ahead of Gurney as the pair entered the final 60 minutes of competition.

While Gurney could put the nose of his Gainsco entry within inches of Donohue's gearbox, he couldn't find a way around. Even so, his reluctance to take chances was not only inspired by the fact that he needed to finish but also was tempered because in his rearview mirror was Pruett, who surely would claim the crown if Gurney wasn't around to see the checkered flag.

But a full-course caution for an errant competitor who had left his car in a dangerous position after an unwanted off-course excursion, changed the game. On the restart with only two laps left, the field reached the top of the hill on the backside of the course. Pruett made his move, diving to the inside of Gurney, still pasted to Donohue's tail section.

Gurney likewise dove to the inside to protect his position and in the process got by Donohue, something he might not have been able to accomplish had Pruett not forced him into making the move in the first place.

As Gurney put it, "If it weren't for the full-course yellow, I would not have been able to pass David. He drove a great race."

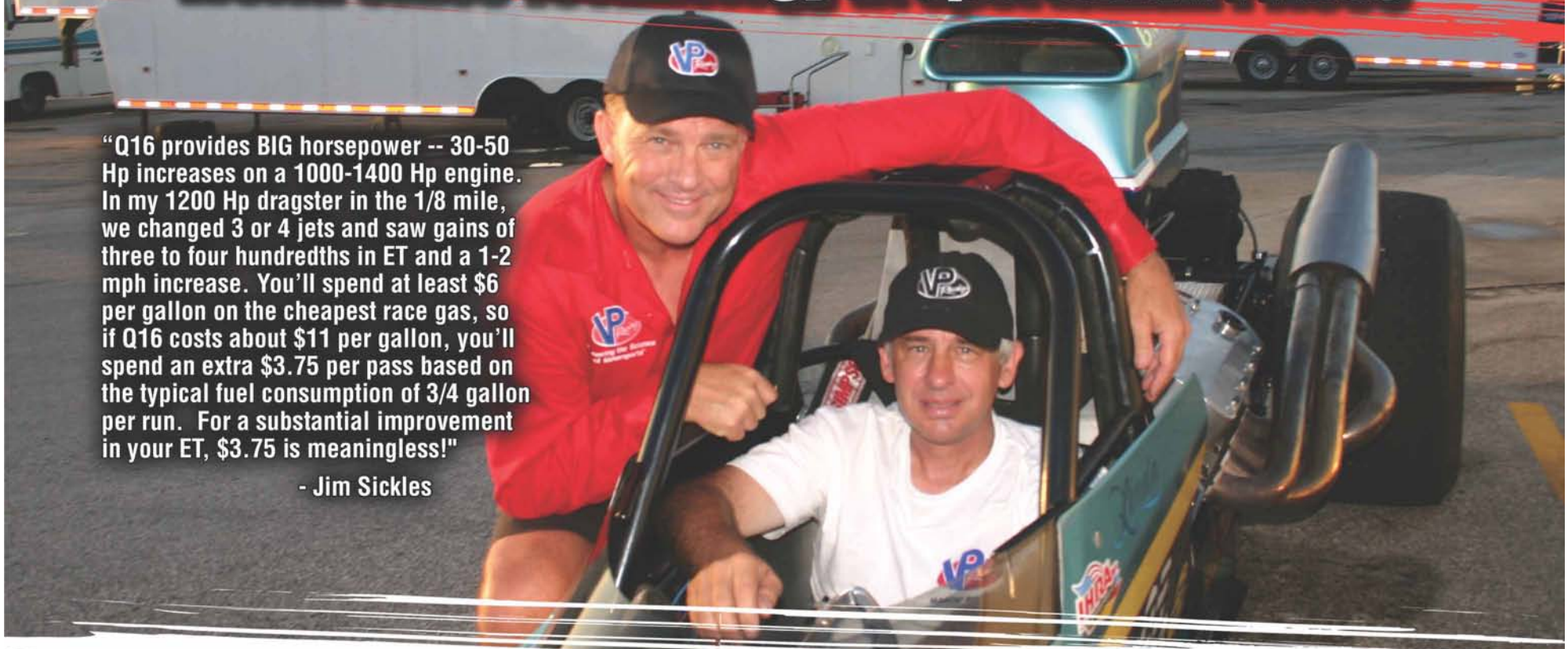
But Gurney did get past and held on to win, with Pruett taking third and Max Angelelli, co-driving with Memo Gidley, fourth in Wayne Taylor's SunTrust Pontiac Riley. Rounding out the top five was Nic Jonsson and Ricardo Zonta (substituting for 18-year-old Colin Braun, who was serving a one-race suspension for his aggressive driving at Montreal and Watkins Glen) in the Krohn Racing Pontiac Riley.

As a result, Fogarty and Gurney found themselves in the championship lead by a single point over Pruett, with Angelelli just three back and the multi-hour finale still to go.

— Bill Oursler

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- Jim Sickles

There aren't many performance parts that offer a .03 to .04 improvement in 1/8 mile ET for under $5 a pass. But according to Steve Burns, that's exactly what VP's new Q16 racing fuel does. "Our C16 racing fuel has been among our most popular fuels for Quick 16-style racing, but we're suggesting that racers not subject to fuel rule restrictions now look at Q16 as a better option.

"This fuel has been in development for a year and it all began with Jim Sickles, my friend since high school. Jim and I both grew up racing bracket cars, and he asked me recently to design a fuel for his dragster to run in Quick 16, a class that's gaining popularity in our home state of Texas. Jim's kind of your average racer, with an average budget."

"Jim knew about our work with the motorcycle industry—Factory Honda, Yamaha, Kawasaki, Suzuki--and how we've been designing fuels to fit their new engines and technology. Jim wanted a fuel to pick his dragster up using our best technology without regard to fuel rule restrictions or price and he didn't want to-completely redo his tune-up. The Q16 fuel we have in production right now combines the latest technology from these factory motorcycle fuels and technology involving oxygenates that we've developed for the European market."



"Q16 will definitely give you more horsepower for the dollar."
- Steve Burns

Q16 is highly oxygenated, which, for bracket racers, will significantly expand the range of air/fuel ratio acceptability. Due to its high oxygenation, performance of a Q16 powered vehicle will be more consistent and won't vary as dramatically with altitude or density changes. Q16's oxygenation requires a 4-6% increase in fuel flow, which will contribute to making 3-5% more power. This added fuel flow also effectively increases its octane by 6-8 numbers above its standard ASTM octane rating.

Q16 will work well in any drag racing or circle track application -- normally aspirated or nitrous. "Jim ran this fuel very successfully thru the 2006 season through the beginning of this year, when we completed testing. Given that it's priced the same as C16 and less than NO2 but will outperform both (and any other competitor's fuel), Q16 is the best gas you can use in drag racing if you're not bound by fuel rules."

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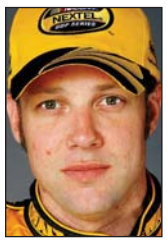
Kenseth's Car Blisters The Mile

By Stan Kalwasinski

WEST ALLIS, Wis. — NASCAR champion Matt Kenseth returned to his home state and captured the Wisconsin All Star 50 on Sunday at The Milwaukee Mile.

With the super late-model stock-car race carrying his name and his father, Roy, working as promoter, the event was as much a homecoming until the green flag waved.

ALL STAR 50



Matt Kenseth

Kenseth raced at Milwaukee but had never won before Sunday when he and his Ford dominated the race, winning by a full straightaway over second-place Dean Cornelius.

Earlier in the day, Kenseth set a track record for super late-model stock cars, touring the relatively flat one-mile oval in 29.241 seconds for an average speed of 123.115 miles per hour.

"You can always pick them apart and make them better, but it was pretty good," Kenseth said of his car. "We got a little loose with the sun out there. It was pretty fast. It rolled through the middle fast. I could get on the gas. I could really pull them off the corner."

Dan Fredrickson, Jesse Saunders, Jeremy Lepak and Nathan Haseleu rounded out the top six. The 50-lap late-model special was part of the speedway's Governor's Cup racing weekend.

Gutknecht Finally Has His Day Just Down The Road

WEST ALLIS, Wis. — Oak Creek is a Milwaukee suburb, but until Saturday 25-year stock-car veteran Bobby Gutknecht felt his hometown was a million miles from victory lane at The Milwaukee Mile.

MID-AM STOCKS

Gutknecht competed in past Mid-American events at Milwaukee but never won until scoring a popular victory Saturday in the Mid-American Stock Car Series Governor's Cup 40.

After avoiding a wreck among the leaders with four laps to go, Gutknecht took the point and held on as the race was red-flagged because of a six-car crash on the lap-37 restart.

Lyle Nowak was second and Jake Finney took third. Andrew Kulka and Kevin Lee completed the top five.

The finish:

Bobby Gutknecht, Lyle Nowak, Jake Finney, Andrew Kulka, Kevin Lee, Ryan Finley, Bill Prietzel, Kenny Smart, Ron Weyer, Don Wood, Jeff Holtz, Justin Neisius, Maxwell Schultz, Dave Obermeyer, Tom McClintock, Russ Zumbach, Kyle Shear, Travis Rodewald, Danny Powell, James Swan, Jimmy Becker, Jeremy Spoonmore, Troy Shear, Jr., Mark Kissinger, Darren Wolke, Scott Null, Shaun Utphall, Tony Habeck, David Verhagen, Tim Schmitt, Becca Kasten, Brac Joecks, Butch Mirendorff.

"You've got to earn beating Frank at the end of these races, and I went to school there a little bit at the end of the day."

Justin Marks

School's In Session

Veteran Kimmel Steals First ARCA Victory From Marks At Milwaukee

WEST ALLIS, Wis. — Veteran Frank Kimmel patiently picked his way through the pack and then picked off Justin Marks with two laps remaining to win the Governor's Cup 200 Sunday at The Milwaukee Mile.

The triumph marked Kimmel's 71st ARCA RE/MAX Series victory — just eight shy of Iggy Katona's all-time mark of 79.

ARCA RE/MAX

"At the first part of that race we didn't have a car that could make it to the front of the field," Kimmel said. "The car eventually came to us."

Marks, in search of his first win, lost a heartbreaker after leading 59 laps in the Construct Corps Dodge but still came home a career-best second. "You've got to earn beating Frank at the end of these races, and I went to school there a little bit at the end of the day," Marks said.

Phillip McGilton, in the SI Performance Ford, finished a career-best third while earning the Hoosier Tire Hard Charger award for advancing the most positions and the highest-finishing rookie honors.

Michael McDowell, after leading 43 laps, pitted for tires with 13 laps remaining and made it back to finish fourth in the Z Line-Make A Wish-Beck Dodge. The championship contender also earned the pole Saturday, his seventh of the season.

Josh Krug, in the Bigford Enterprises-ARCASimRacing.com Chevrolet, finished a career-best fifth. In all, there were 10 lead changes among eight drivers. The caution flag waved nine times for 45 laps, all for minor incidents.

Defending race winner Phil Bozell, who led 28 laps, was dueling Marks for the lead inside of 20 laps remaining but ran out of gas 10 laps shy of the finish and settled for 11th. Rookie James Buescher, who led 30 laps, was also a threat before an accident on lap 134 took him from contention.

The finish:

Showing driver, car, laps completed: 1. Frank Kimmel, Ford, 200; 2. Justin Marks, Dodge, 200; 3. Phillip McGilton, Ford, 200; 4. Michael McDowell, Dodge, 200; 5. Josh Krug, Chevrolet, 200; 6. Billy Leslie, Ford, 200; 7. Mark Mitchell, Dodge, 200; 8. Dexter Bean, Chevrolet, 199; 9. Justin South, Dodge, 199; 10. Andy Lally, Chevrolet, 199; 11. Phil Bozell, Dodge, 199; 12. Jacob Francis, Dodge, 198; 13. Bryan Silas, Chevrolet, 197; 14. Norm Benning, Chevrolet, 197; 15. Gabi DiCarlo, Ford, 197; 16. Tom Berte, Chevrolet, 196; 17. Darrell Basham, Chevrolet, 194; 18. Ricky Gonzalez, Chevrolet, 192; 19. Brad Smith, Ford, 190; 20. Troy Wangerin, Dodge, 182; 21. Tim Mitchel, Ford, 182; 22. Brian Keselowski, Chevrolet, 175; 23. Justin Allgaier, Chevrolet, 173; 24. John Graham, Ford, 168; 25. Mike Buckley, Pontiac, 158; 26. Mike Koch, Chevrolet, 139; 27. Dominick Casola, Ford, 138; 28. James Buescher, Dodge, 134; 29. Bill Tanner, Chevrolet, 132; 30. Rick Tackman, Ford, 118; 31. Mike Harmon, Chevrolet, 114; 32. Ken Butler III, Dodge, 89; 33. Tim Schendel, Chevrolet, 85; 34. Kory Rabenold, Chevrolet, 76; 35. Todd Hansen, Chevrolet, 10; 36. Patrick Sheltra, Chevrolet, 9; 37. Dustin Delaney, Dodge, 4; 38. Greg Seevers, Chevrolet, 2; 39. Wayne Peterson, Chevrolet, 0; 40. James Hylton, Dodge, 0; 41. Julien Penaruiz, Chevrolet, 0.



MARK MELCHIORI PHOTO

BEST FOR LAST: Frank Kimmel's No. 46 Ford was at its strongest when it counted most, as Kimmel passed Justin Marks with two laps remaining in Sunday's Governor's Cup 200.

ARCA Cars Will Run Hoosier Tires Through 2011 Season

WEST ALLIS, Wis. — Officials from ARCA and Hoosier Racing Tire Corp. announced Sunday they have executed a contract extension that will position Hoosier as the official tire of the ARCA RE/MAX Series through the 2011 season.

The agreement provides for the continued exclusive use of Hoosier Racing Tires in ARCA for the 2008, 2009, 2010 and 2011 seasons and features an enhanced awards program for competitors. Hoosier also will develop and introduce a short-track radial tire to complement its established superspeedway program.

"Hoosier's exclusive business is building quality tires for racers, and we have great confidence in extending the ARCA-Hoosier relationship through the 2011 season," said ARCA President Ron Drager. "Hoosier's commitment to developing and producing tires constructed specifically for the demanding and diverse ARCA RE/MAX Series — from short tracks to the mile dirt tracks to superspeedways — continues to be proven each race weekend."

The agreement extends Hoosier's status as among the longest-standing participating manufacturer-sponsor relationships in the 55-year history of the sanctioning body.

Hoosier has participated as a supplier for ARCA-sanctioned events since 1985 and first became the official tire of ARCA in 1995.



MARK MELCHIORI PHOTO

ALL OVER: Robbie Pyle took the lead on lap 12 at The Milwaukee Mile.

Pyle Shines On ASA's Biggest Track

WEST ALLIS, Wis. — Robbie Pyle dominated Saturday's ASA Late Model Series event at The Milwaukee Mile, the largest track the five-year-old series will compete on this year.

ASA LM

Pyle took the lead on the 12th of 150 laps and was never headed en route his second victory of the season.

Sean Murphy recovered from a mid-race altercation that saw him sent to the rear of the field to finish second.

Point-leader Travis Dassow also worked from the back of the pack to extend his lead with a third-place finish. Jacob Goede and Brian Campbell rounded out the top five.

The finish:

Robbie Pyle, Sean Murphy, Travis Dassow, Jacob Goede, Brian Campbell, Derek Thorn, Eddie Hoffman, Jesse Smith, Jason Tyler, Peter Cozzolino, Colt James, Travis Sauter, Jim Duchow, Nick Schumacher, Nick Beinlich, Pete Vanderwyst, Kris Stump, Trevor Stewart, Michael Annett, Rick Corso, Alec Carll, Michael Simko, Keeton Hanks, Josh Gilbert, Robert Maynor, Jason Taghikhani, J.Herbst, Chris Fontaine, Terry Schoppenhorst, Jim Ross, Charlie Menard, Jamie Wallace, Earl Counter.

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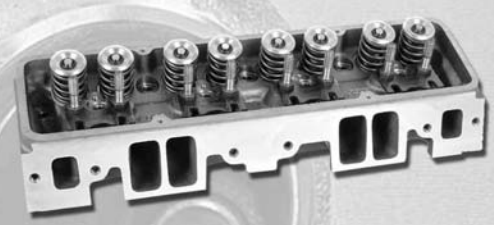
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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Trying To Take Command Of The Los Angeles Market

"Yeah, yeah, now go capture Los Angeles for NASCAR," was all Bill France, Jr. said when I thanked him for naming me president of California Speedway.

He didn't tell me how to conquer the L.A. market. So, in the past two years, we tried a little of everything in a market about as similar to Daytona Beach, Fla., as the road course at Watkins Glen, N.Y., is to Daytona Int'l Speedway.

It's a whole different game and it takes a different strategy to win.

Creating Buzz — We had to begin with letting people know we exist. Imagine a community of 17 million who drove past California Speedway and never knew it. That's because there was no identifying signage on the roadways until this year. Now, a 105-foot LED Freeway Marquee marks our exit, complimented by six state DOT signs marking the exit on the 10, 15 and 210 freeways.

BY GILLIAN ZUCKER
GUEST COLUMNIST

Bridging the Gap — We're 40 miles from L.A., where the vast majority of our media is based. We're constantly staging events to generate exposure for the track and awareness among the media. On the horizon, our biggest event to date — California Speedway's Wide Open in Hollywood, an event that merges NASCAR Drivers and Hollywood Stars, to raise funds for the NASCAR Foundation.

Those who wonder just how big this event will be need only look at the buzz created on the gossip pages when Kasey Kahne caught Paris Hilton's eye during a recent outing to Hollywood hotspot Le Deux.

Overcoming Stereotypes — In a land where image is everything, ours needed a little sprucing. It's taken a grass-roots education process to convince this region NASCAR is far more than "guys turning left." We've done this by exposing fans to technology like the Nextel Fan View and by highlighting the product of our broadcast partners during public-speaking engagements that literally put the fans inside the cockpit.



GILLIAN ZUCKER

Gillian Zucker was named president of California Speedway in June of 2005. She was named Woman of the Year in 2006 by California's 63rd Assembly District.

We've done this by positioning NASCAR drivers on mainstream programming like "24," "Jimmy Kimmel Live" and "Mad TV," by walking the red carpet at the Grammy's with Carl Edwards and serving on countless community boards to raise our profile.

We've done this by networking with political powerhouses in our region, including California Governor Arnold Schwarzenegger, Speaker of the House Nancy Pelosi and our San Bernardino county supervisors.

Bling — We've had to learn to be glitzy beyond fireworks and flybys, so we added a musical element to pre-race activities with a performance by Sammy Hagar in February. Plus, this weekend, we'll debut the California Speedway Girls, bringing the long-standing motorsports tradition of umbrella girls to NASCAR. Check out their myspace page — www.myspace/californiaspeedwaygirls.

The stars are always out at California Speedway, where our grand marshals are global icons like Kevin Costner for this past Auto Club 500 and Stevie Wonder for the upcoming Sharp Aquos 500.

Se habla Español — More than 80 percent of teenagers in Southern California are Hispanic. Latinos are not an emerging market at California Speedway, they are a key part of our fan base. In addition to learning Spanish myself, we've taken on some unique grassroots initiatives with great results. A recent poster campaign: "Juan Pablo Montoya tiene un secreto" (has a secret), call toll free to find out what it is. 877-513-7223 (English) and 877-515-7223 (Spanish) has been a resounding success with huge call volume.

Fans — And while I put this last, it's always first in my mind. Every change that has been made at California Speedway since my arrival, has been as a result of fan comments. Fans write me directly at president@californiaspeedway.com, and the results are reflected at the track — our expanded food menu and Wolfgang Puck restaurant, our new ADA bridge, additional shade areas and air-conditioned rest locations, additional Nextel Vision screens, improved traffic routing, victory lane where fans can see it, Wi-Fi and High Definition offerings, additional RV camping locations and the list goes on.

Since Mr. France left out the "how," we've been counting on the fans to provide it.

So, we ask fans to keep writing and we'll keep at it until Mr. France's goal is achieved. It's not an overnight fix, but there's no doubt in our minds that in the not too distant future, Southern California will know what the rest of the nation has known for years….There is NOTHING like attending a live NASCAR race. Nothing.

NEXT WEEK ...

Grand Am Rolex Series driver **Alex Gurney** writes about his racing heritage.

Coons, Kiwi Pickens Take Classic

Fourth Angell Park Win Extends Coons's USAC Point Lead

BY BRYAN GAPINSKI

USAC/BADGER

Saturday

SUN PRAIRIE, Wis. — Jerry Coons, Jr. found victory lane Saturday night at Angell Park Speedway by capturing the 30-lap National Midget Hall of Fame Classic.

The event was co-sanctioned by the USAC National and Badger Midget Car Series. The victory also extended Coons's USAC point lead and was his fourth feature victory of the season at the track.

Ricky Stenhouse, Jr. stalled on the opening lap of the feature and restarted in last position. On the restart, Dan Mecum flipped escaping injury.

Once underway, Dave Darland, running the cushion on an extremely fast multi-grove track, held a comfortable margin over the field. Coons made his move starting on lap nine when he took third. Two laps later, Coons assumed second and began erasing Darland's 1.4-second lead. Darland began lapping slower cars on lap 13, with Coons closing to Darland's bumper.

Coons drew even with Darland and was scored the leader as the pair crossed the start/finish line at the midway point. Stenhouse entered the top 10 on the same lap.

Brad Loyet escaped injury when he flipped on lap 18. On the restart, Coons drove away from Darland, finishing 1.94 seconds ahead at the checkered flag.

Stenhouse rallied to finish third, while Danny Stratton and Chuck Gurney, Jr. rounded out the top five.

The summary:

Qualifications: 1. Kevin Swindell, Kahne 79, 14.548; 2. Ricky Stenhouse, Jr., Stewart 21, 14.580; 3. Brad Sweet, Kunz 67, 14.649; 4. Jerry Coons, Jr., Wilke-Pak 11, 14.696; 5. Matt Sherrell, Tel-Star 135, 14.715; 6. Chuck Gurney, Jr., Stewart 20, 14.727; 7. Chris Windom, Windom 17, 14.742; 8. Danny Stratton, Klatt 4, 14.748; 9. Dave Darland, Nine Racing 9, 14.811; 10. Brandon Wagner, Wagner 92, 14.827; 11. Brad Loyet, Loyet 05L, 14.878; 12. Mike Hess, Jerryatric 44, 14.878; 13. Gary Altig, Mecum 33, 14.889; 14. Cole Whitt, Kahne 99, 14.921; 15. Davey Ray, Nine Racing 91, 14.954; 16. Gary Taylor, Tel-Star 999, 15.001; 17. Chad DeSelle, DeSelle 81, 15.004; 18. Michael Pickens, Lein 2x, 15.012; 19. Donnie Ray Crawford, Tel-Star 299, 15.048; 20. Nick Lundgreen, Jones 41, 15.070; 21. Doug Schenck, Imhoff 19x, 15.078; 22. Darren Hagen, RFMS 32, 15.104; 23. Brandon Waelti, Waelti/Schulenburg 3, 15.105; 24. Scott Hatton, Huston 15, 15.110; 25. Dan Mecum, Mecum 8m, 15.111; 26. Brian Ramstack, Ramstack 02, 15.139; 27. Brad Kuhn, Quin 43, 15.144; 28. A J Fike, RFMS 69, 15.224; 29. Tim Noble, WOR 9x, 15.281; 30. Tom Hessert III, Hessert 5, 15.300; 31. Rob Keelan, Keelan 17x, 15.322; 32. Jim Fuerst, Fuerst 28x, 15.333; 33. Chase Barber, Barber 90, 15.357; 34. Scott Buckley, Buckley 25nz, 15.361; 35. Bryce Townsend, Buckley 3nz, 15.375; 36. Brad Mosen, Buckley 77, 15.383; 37. Ryan Durst, Auto Auction 191, 15.386; 38. Bobby East, Klatt 04, 15.395; 39. Bryon Walters, Billings/Walters 5w, 15.456; 40. Buddy Luebke, Bulldog 43x, 15.456; 41. Robbie Ray, Ray 3r, 15.482; 42. Joe Wipperfurth, Jerryatric 4x, 15.504; 43. Bob Shreffler, Shreffler 21xs, 15.534; 44. Kurt Mayhew, Mayhew 21k, 15.563; 45. Aaron Fiscus, WOR 7x, 15.567; 46. Jason Dull, Dull 56, 15.773; 47. Jon LeJeune, LeJeune 34, 16.028; 48. Kenny Love, Love 71x, 16.089; 49. Michael Gruenberg, Gruenberg 03, 19.056; 50. Cole Carter, Carter 7, no time; 51. Bob East, East 6, no time.

Qualifying Race (6 laps): Mosen, Buckley, East, Wipperfurth, Barber, Durst, Mayhew, Fiscus, Luebke, Dull, Shreffler, R. Ray, Townsend, Walters.

First Heat (8 laps): Mecum, Noble, DeSelle, Darland, Sherrell, Swindell, Altig, Schenck, Barber, Mosen.

Second Heat (8 laps): Ramstack, Stenhouse, Hessert, Hagen, Pickens, Whitt, Gurney, Wagner, Durst, Buckley.

Third Heat (8 laps): Kuhn, D. Ray, Waelti, Sweet, East, Windom, Crawford, Mayhew, Keelan, Loyet.

Fourth Heat (8 laps): Fike, Coons, Lundgreen, Hess, Wipperfurth, Stratton, Hatton, Fuerst, Fiscus, Taylor.

Semi (10 laps): Swindell, Windom, Stratton, Altig, Gurney, Loyet, Hatton, Mosen, Wagner. Whitt, Schenck, Wipperfurth, Buckley, East, Barber, Mayhew, Fuerst, Fiscus, Pickens, Taylor, Keelan, Sherrell.

Feature (30 laps): Coons, Darland, Stenhouse, Stratton, Gurney, Hagen, Hess, Waelti, Ray, Altig, DeSelle, Kuhn, Swindell, Hatton, Lundgreen, Hessert, Windom, Fike, Ramstack, Sweet, Loyet, Noble, Whitt, Mecum.



JEFF ARNS PHOTO

EASY PICKENS: New Zealander Michael Pickens drives on to victory during the USAC-Badger National Midget Hall of Fame Classic Sunday at Angell Park Speedway.

Sunday

SUN PRAIRIE, Wis. — New Zealand's Michael Pickens topped fellow countryman Brad Mosen to win Sunday night's 30-lap National Midget Hall of Fame Classic at Angell Park Speedway.

The event was co-sanctioned by the USAC National and Badger Midget Car Series.

Pickens jumped into the lead from the pole, followed by Mosen and Danny Stratton. Pickens, running the cushion, began increasing his lead over a tightly bunched field of cars. By lap 10, Pickens held a 1.4-second lead over Mosen. At the midway point, Pickens led by more than three seconds.

Brady Bacon hit the frontstretch wall on lap 17, bringing out the caution flag. On the restart, Pickens took advantage of two lapped cars between himself and Mosen and built a quick lead. A multi-car tangle mid-pack on lap 19 resulted in Ricky Stenhouse, Jr., Davey Ray and Chad DeSelle all flipping in turn three.

Pickens easily pulled away from Mosen on the restart, and the pair separated themselves from the rest of the field.

Positions three through seven changed several times over the remainder of the event. Pickens, driving the Hans Lein Spike/Ford Esslinger No. 2, finished 2.57 seconds ahead of Mosen.

USAC point-leader Jerry Coons, Jr., Badger point-leader Brad Kuhn and fast-qualifier Brad Loyet completed the top five.

The summary:

Qualifications: 1. Brad Loyet, Loyet 05L, 14.992; 2. Scott Hatton, Huston 15, 15.057; 3. Brad Kuhn, Quin 43, 15.076; 4. Danny Stratton, Klatt 4, 15.143; 5. Levi Jones, Stewart 20, 15.165; 6. Brad Mosen, Kunz 71 15.175; 7. Doug Schenck, Imhoff 19x, 15.175; 8. Michael Pickens, Lein 2x, 15.192; 9. Jerry Coons, Jr., Wilke-Pak 11, 15.213; 10. Darren Hagen, RFMS 32, 15.224; 11. Kevin Swindell, Kahne 79, 15.256; 12. Nick Lundgreen, Jones 41, 15.280; 13. Ricky Stenhouse, Jr., Stewart 21, 15.288; 14. Davey Ray, Nine Racing 91, 15.298;15. Brad Sweet, Kunz 67, 15.364; 16. Brady Bacon, Kahne 99, 15.380; 17. Gary Taylor, Tel-Star 999, 15.395; 18. Chad DeSelle, DeSelle 81, 15.428; 19. Dave Darland, Nine Racing 9, 15.430; 20. Bobby East, Klatt 04, 15.452; 21. Ryan Durst, Auto Auction 191, 15.462; 22. Tom Hessert III, Hessert 5, 15.462; 23. Chase Barber, Barber 90, 15.509; 24. A.J. Fike, RFMS 69, 15.569; 25. Matt Sherrell, Tel-Star 135, 15.603; 26. Joe Wipperfurth, Jerryatric 4x, 15.612; 27. Gary Altig, Mecum 33, 15.623; 28. Brandon Waelti, Waelti/Schulenburg 3, 15.653; 29. Jason Dull, Eggert 98, 15.681; 30. Buddy Luebke, Bulldog 43x, 15.735; 31. Donnie Ray Crawford, Tel-Star 299, 15.783; 32. Mike Hess, Jerryatric 44, 15.815; 33. Chuck Gurney, Jr., Gurney 51, 15.818; 34. Chris Windom, Windom 17, 15.840; 35. Brian Ramstack, Ramstack 02, 15.841; 36. Robbie Ray, Ray 3r, 15.868; 37. Tim Noble, WOR 9x, 16.015; 38. Aaron Fiscus, WOR 7x, 16.064; 39. David Gough, WOR 6x, 16.088; 40. Chad Dreher, Dreher 69x, 16.098; 41. Kurt Mayhew, Mayhew 21k, 16.103; 42. Jim Fuerst, Fuerst 28x, 16.162; 43. Brandon Wagner, Wagner 92, 16.222; 44. Kris Hoegsted, Hoegsted 97, 16.277; 45. Joe Wyttenbach, Bong 38, 16.367; 46. Bob Shreffler, Shreffler 21x, 16.431; 47. Rob Keelan, Keelan 17x, 16.482; 48. Jon LeJuene, LeJuene 34, 16.615; 49. Leroy Waelti, Waelti 7w, 17.202; 50. Kurt Boers, Polewczynski 79x, 17.954.

Qualifying Race (6 laps): Windom, Noble, R. Ray, Fiscus, Gough, Wagner, Keelan, Mayhew, Hoegsted, LeJuene, L. Waelti, Boers, Ramstack, Dreher, Fuerst, Gurney.

First Heat (8 laps): Durst, Coons, Stenhouse, Loyet, Jones, Sherrell, Taylor, Windom, Gough, Dull.

Second Heat (8 laps): Wipperfurth, DeSelle, D. Ray, Hatton, Hagen, Mosen, Hessert, Luebke, Wagner, Noble.

Third Heat (8 laps): Altig, Swindell, Darland, Kuhn, Sweet, Schenck, Barber, Keelan, Crawford, R. Ray.

Fourth Heat (8 laps): Hess, Pickens, Lundgreen, Bacon, B. Waelti, East, Stratton, Fike, Fiscus, Mayhew.

Semi (10 laps): Stratton, Jones, Mosen, Hagen, Sweet, Schenck, Taylor, B.Waelti, East, Hessert, Fike, Windom, Luebke, Barber, Noble, Fiscus, Wagner, Mayhew, Sherrell, Dull.

Feature (30 laps): Pickens, Mosen, Coons, Kuhn, Loyet, Stratton, Jones, Swindell, Hagen, Hatton, Sweet, Schenck, Darland, B. Waelti, Altig, Lundgreen, Hess, Wipperfurth, Bacon, Stenhouse, D. Ray, DeSelle, Durst.

Cush Job: Martin Gets It Done At New Egypt

NEW EGYPT, N.J. — Reigning American Racing Drivers Club midget champion and point-leader Andy Martin rode the cushion to victory Saturday night at New Egypt Speedway.

ARDC

Starting 13th in the 25-lap event, Martin immediately went to the high groove and started passing cars.

He was fifth after five laps, and on lap nine sailed around leader Bruce Buckwalter to take the lead.

From there it was a runaway, with Martin romping to a commanding victory.

Ryan Watt finished second, ahead of Eric Heydenrich, Bruce Buckwalter and Frank Polimeda.

The finish:

Andy Martin, Ryan Watt, Eric Heydenreich, Bruce Buckwalter, Frank Polimeda, Tracy Readinger, Carey Becker, P.J. Gargiulo, A.J. Ernesto, Ryan Smith, Scott Zipp, Steve Lenig, Brett Arndt, Nick Wean, Phil Meisner, Jr., Zack Martini, Greg Robinson, Dave Shirk, Randy Monroe, Stephanie Stevens, Chris Zrinski, Brett Conkling, Steve Craig, Mark Lawshe, Ed Stimely, Jr., Frank Cozze.

CURB RECORDS

COUNTRY MUSIC LABEL OF THE YEAR
POINTS PAGE



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



Dale Jarrett with his Curb/
Busch Grand National Car

Top 5/Busch Grand National
Championship



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



P.J. Jones – 2006 Top 20 Daytona.
Top 20 Indianapolis 500 - 2006



Joey Saldana – 7 Victories.
Top 3 2006 World of Outlaws
Championship



Johnny Sauter, Curb Records
Runner-Up at Indianapolis
Raceway Park



TIM McGRAW



KIMBERLEY LOCKE



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



AMY DALLEY



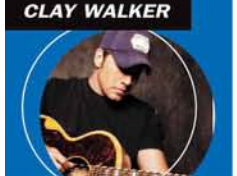
PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



NEMESIS

Nextel Cup

1. Jeff Gordon	3,582
2. Tony Stewart	3,233
3. Denny Hamlin	3,229
4. Matt Kenseth	3,163
5. Carl Edwards	3,160
6. Jimmie Johnson	3,059
7. Jeff Burton	3,054
8. Kyle Busch	3,024
9. Clint Bowyer	2,944
10. Kevin Harvick	2,888
11. Martin Truex, Jr.	2,887
12. Kurt Busch	2,879
13. Dale Earnhardt, Jr.	2,721
14. Ryan Newman	2,704
15. Greg Biffle	2,562
16. Casey Mears	2,458
17. Bobby Labonte	2,406
18. Juan Pablo Montoya	2,375
19. Jamie McMurray	2,371
20. J.J. Yeley	2,296

Busch Series

1. Carl Edwards	3,743
2. David Reutimann	3,053
3. Kevin Harvick	3,028
4. Jason Leffler	2,921
5. David Ragan	2,841
6. Bobby Hamilton, Jr.	2,704
7. Stephen Leicht	2,615
8. Greg Biffle	2,585
9. Marcos Ambrose	2,553
10. Mike Wallace	2,477
11. Matt Kenseth	2,322
12. Clint Bowyer	2,275
13. Dave Blaney	2,252
14. Casey Mears	2,248
15. J.J. Yeley	2,239
16. Scott Wimmer	2,170
17. Kyle Krisiloff	2,159
18. Steve Wallace	2,141
19. Jeff Burton	2,128
20. Denny Hamlin	2,020

Craftsman Truck

1. Mike Skinner	2,682
2. Ron Hornaday	2,589
3. Travis Kvapil	2,425
4. Todd Bodine	2,346
5. Rick Crawford	2,196
6. Johnny Benson	2,159
7. Jack Sprague	2,027
8. Ted Musgrave	1,957
9. Matt Crafton	1,949
10. Erik Darnell	1,875
11. David Starr	1,863
12. Brendan Gaughan	1,794
13. Dennis Setzer	1,781
14. Terry Cook	1,700
15. Ken Schrader	1,689
16. Tim Sauter	1,583
17. Bill Lester	1,550
18. Willie Allen	1,524
19. Aaron Fike	1,487
20. Chad McCumbee	1,436

IRL IndyCar

1. Scott Dixon	560
2. Dario Franchitti	556
3. Tony Kanaan	498
4. Dan Wheldon	414
5. Sam Hornish, Jr.	409
6. Helio Castroneves	398
7. Danica Patrick	365
8. Scott Sharp	363
9. Tomas Scheckter	328
10. Marco Andretti	325

Indy Pro

1. Alex Lloyd	609
2. Hideki Mutoh	481
3. Wade Cunningham	410
4. Jaime Camara	363
5. Bobby Wilson	361
6. Mike Potekhen	349
7. Stephen Simpson	322
8. Logan Gomez	318
9. Robbie Pecorari	309
10. Chris Festa	302

Champ Car

1. Sebastien Bourdais	283
2. Robert Doornbos	230
3. Will Power	221
4. Justin Wilson	211
5. Graham Rahal	196
6. Oriol Servia	189
7. Neel Jani	182
8. Alex Tagliani	174
9. Simon Pagenaud	173
10. Bruno Junqueira	165

Atlantic

1. Raphael Matos (champion)	341
2. Franck Perera	310
3. Robert Wickens	255
4. James Hinchcliffe	224
5. Jonathan Bomarito	207
6. Giacomo Ricci	188
7. J.R. Hildebrand	140
8. Alan Sciuto	140
9. John Edwards	125
10. Carl Skerlong	114

Formula One

1. Lewis Hamilton	84
2. Fernando Alonso	79
3. Felipe Massa	69
4. Kimi Raikkonen	68
5. Nick Heidfeld	47
6. Robert Kubica	29
7. Heikki Kovalainen	19
8. Giancarlo Fisichella	17
9. Alexander Wurz	13
10. Nico Rosberg	9

NHRA Top Fuel

1. Rod Fuller	2,070
2. Tony Schumacher	2,060
3. Larry Dixon	2,050
4. Brandon Bernstein	2,040
5. J.R. Todd	2,030
6. Bob Vandergriff, Jr.	2,020
7. Whit Bazemore	2,010
8. Doug Herbert	2,000
9. Dave Grubnic	789
10. Melanie Troxel	766

NHRA Funny Car

1. Ron Capps	2,070
2. Robert Hight	2,060
3. John Force	2,050
4. Tony Pedregon	2,040
5. Jack Beckman	2,030
6. Mike Ashley	2,020
7. Gary Scelzi	2,010
8. Jim Head	2,000
9. Del Worsham	765
10. Tommy Johnson, Jr.	721

NHRA Pro Stock

1. Greg Anderson	2,070
2. Dave Connolly	2,060
3. Jeg Coughlin	2,050
4. Allen Johnson	2,040
5. Jason Line	2,030
6. Kurt Johnson	2,020
7. Warren Johnson	2,010
8. Larry Morgan	2,000
9. V. Gaines	755
10. Richie Stevens, Jr.	730

NHRA Pro Stock Motorcycle

1. Matt Smith	2,070
2. Angelle Sampey	2,060
3. Andrew Hines	2,050
4. Karen Stoffer	2,040
5. Chip Ellis	2,030
6. Ed Krawiec	2,020
7. Peggy Llewellyn	2,010
8. Craig Treble	2,000
9. Chris Rivas	755
10. Steve Johnson	730

WoO Sprints

1. Donny Schatz	8,005
2. Joey Saldana	7,951
3. Danny Lasoski	7,603
4. Steve Kinser	7,557
5. Jason Meyers	7,525
6. Daryn Pittman	7,320
7. Craig Dollansky	7,344
8. Paul McMahan	7,303
9. Jason Solwold	7,215
10. Tim Shaffer	7,131

USAC Silver Crown

1. Bud Kaeding	348
2. Wayne Reutimann	322
3. Tim Barber	305
4. Cameron Dodson	300
5. Paul White	298
6. Pablo Donoso	289
7. Brian Tyler	289
8. A.J. Fike	286
9. Mat Neely	268
10. Aaron Pierce	264

USAC Sprints

1. Levi Jones	1,166
2. Darren Hagen	1,066
3. Dave Darland	1,007
4. Brady Bacon	891
5. Ricky Stenhouse, Jr.	824
6. Kevin Swindell	806
7. Brady Short	780
8. Jesse Hockett	762
9. Jon Stanbrough	672
10. Mat Neely	655

USAC Midgets

1. Jerry Coons, Jr.	1009
2. Darren Hagen	897
3. Brad Kuhn	850
4. Ricky Stenhouse	832
5. Dave Darland	774
6. Kevin Swindell	760
7. Levi Jones	659
8. Brady Bacon	638
9. Brad Loyet	539
10. Danny Stratton	485

ARCA

1. Frank Kimmel	3,980
2. Michael McDowell	3,890
3. Dexter Bean	3,735
4. Justin Allgaier	3,420
5. Phillip McGilton	3,415
6. Patrick Sheltra	3,165
7. Justin South	3,150
8. Justin Marks	3,110
9. Bryan Silas	3,010
10. Norm Benning	2,850

Hooters Pro Cup

Southern Division (Final)

1. Michael Ritch	1,016
2. Trevor Bayne	947
3. Bobby Gill	907
4. Chase Pistone	906
5. Mike Garvey	889
6. Shelby Howard	885
7. Mark McFarland	858
8. Richard Boswell	857
9. Matt Hawkings	846
10. Woody Howard	828

Busch East

1. Joey Logano	1,753
2. Matt Kobyluck	1,671
3. Sean Caisse	1,597
4. Peyton Sellers	1,564
5. Mike Olsen	1,494
6. Jeffrey Earnhardt	1,441
7. Jeff Anton	1,430
8. Jamie Hayes	1,427
9. Marc Davis	1,408
10. Bryon Chew	1,395.

NASCAR Whelen Modifieds

1. Donny Lia	1,759
2. Todd Szegedy	1,628
3. Matt Hirschman	1,620
4. Ted Christopher	1,504
5. James Civali	1,491
6. Ronnie Silk	1,470
7. Mike Stefanik	1,386
8. Jamie Tomaino	1,366
9. Jimmy Blewett	1,334
10. Eddie Flemke	1,318

National Midget Driver Of The Year

1. Jerry Coons, Jr.	1,508
2. Brad Kuhn	1,398
3. Mike Hess	1,041
4. Ricky Stenhouse, Jr.	813
5. Darren Hagen	781
6. Brad Loyet	770
7. Dave Darland	779
8. Danny Stratton	733
9. Davey Ray	689
10. Kevin Swindell	632

ASCS Canyon

1. Jeremy Sherman	1,717
2. Bob Ream, Jr.	1,574
3. Josh Pelkey	1,566
4. Charles Davis, Jr.	1,558
5. Mike Leslie	1,554
6. Andrew Reinbold	1,530
7. Bernie Smith	1,522
8. Seainn Hendricsen	1,510
9. Mike Martin	1,485
10. Shon Deskins	1,481

ASCS Coastal

1. Michael Dupuy	1,712
2. Michael Herrington	1,636
3. Robert Casada	1,568
4. Todd Fayard	1,518
5. Shane Morgan	1,508
6. Lane Whittington	1,431
7. Timmy Thrash	1,398
8. Chris Sweeney	1,306
9. Hunter Phillips	1,279
10. Terry Gray	856

ASCS Rocky Mountain

1. C.J. Johnson	1,780
2. Keith Rauch	1,708
3. Bob Schaeffer	1,234
4. Chad Corken	1,229
5. Patrick Bourke	1,186
6. Ricky Montgomery	1,154
7. Mark Sweet	1,127
8. Josh Flood	1,017
9. Nick Haygood	847
10. John Jacob	845

WoO Late Model

1. åSteve Francis	4,526
2. Chub Frank	4,488
3. Clint Smith	4,470
4. Josh Richards	4,404
5. Shane Clanton	4,400
6. Rick Eckert	4,388
7. Darrell Lanigan	4,189
8. Tim Fuller	3,691
9. Brian Shirley	3,294
10. Shannon Babb	3,190

URC Sprints

1. Curt Michael	2,194
2. Ed Aiken	2,039
3. Michael Carber	1,933
4. Kramer Williamson	1,920
5. Trevor Lewis	1,731
6. Brian Seidel	1,705
7. Davey Sammons	1,699
8. Chris Coyle	1,660
9. Mark Bitner	1,620
10. Jason Clauss	1,604

ASCS Sprints

1. Chuck Hebing	2,570
2. Jared Zimbardi	2,486
3. Ray Preston	2,346
4. Don Adamczyk	2,326
5. Scott Kreutter	2,126
6. Blake Breen	1,876
7. Chris Muhleisen	1,734
8. Bobby Breen	1,704
9. Geoff Quckenbush	1,636
10. Dave Wickham	1,558

Badger Midgets

1. Brad Kuhn	1,453
2. Brandon Waelti	1,288
3. Mike Hess	1,284
4. Scott Hatton	1,132
5. Davey Ray	1,114

Grand Am

Daytona Prototype

1. Jon Fogarty/Alex Gurney	385
2. Scott Pruett	384
3. Max Angelelli	382

GT

1. Dirk Werner	345
2. R.J. Valentine/Andy Lally	340
3. Bryce Miller	333

American Le Mans

LMP1

1. Rinaldo Capello/Allan McNish	181
2. Emanuele Pirro/Marco Werner	155
3. Clint Field	95

LMP2

1. Romain Dumas/Timo Bernhard	170
2. Sascha Maassen/Ryan Briscoe	149
3. David Brabham/Stefan Johansson	90

GT1

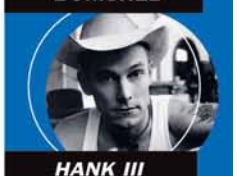
1. Oliver Gavin/Olivier Beretta	181
2. Jan Magnussen/Johnny O'Connell	145
3. Ron Fellows	35

GT2

1. Mika Salo/Jaime Melo	147
2. Jorg Bergmeister/J. Van Overbeek	131
3. Wolf Henzler/Robin Liddell	85



SELAH



STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



HANK III

CLEDUS T. JUDD

LEE BRICE

COWBOY CRUSH

LEANN RIMES

Brad Noffsinger - Top 5 USAC Silver
Crown Championship

Tim Grose - NHRA
Winternationals Champ

Johnny Sauter –
Curb/Agajanian Busch Car.
Winner at Richmond

Billy Boat - Top 10 Indianapolis 500
Top 5 IRL Championship

Tom Sneva - Top 10 CART
Indy Car Championship

Kasey Kahne with the Kahne/
Curb Records 2006 Sprint Car

POWER RANKINGS

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

Scott Dixon

No. 9 Target Chip Ganassi Racing Honda, IndyCar Series

NO. 1

With his series-leading fourth triumph of the season Sunday at Infineon Raceway, Dixon moved into the Indy Racing League IndyCar Series point lead.

He takes a four-point lead into this Sunday's race on the street course at Detroit's Belle Isle.



JERRY JONES PHOTO

REST OF THE BEST

2. Tony Stewart

No. 20, Home Depot Chevrolet, Nextel Cup

Stewart continued his strong second half of the season with a fourth-place finish at Bristol, Tenn., moving to second in the standings.

3. Donny Schatz

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

Schatz had an uncharacteristic week, posting no top-five finishes in two events. However, he did finish 10th and sixth.

4. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

Hamilton retained the World Driving Championship point lead, but finished fifth Sunday in Istanbul.

5. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac, Grand Am Series

Gurney pulled off a thrilling late-race pass to give the duo its seventh victory of the season, which propelled them into the point lead.

6. John Force

Castrol Ford, NHRA Funny Car

After finishing the rain-delayed Reading, Pa., event as the runner-up, Force starts The Countdown third in the standings.

7. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car World Series

Bourdais extended his point lead in the Champ Car World Series with his sixth victory of the season.

8. Jeff Gordon

No. 24 DuPont Chevrolet, NASCAR Nextel Cup Series

Gordon still holds a commanding point lead, but finished outside the top 10 for the third-straight race.

9. Carl Edwards

No. 99 Office Depot Ford, No. 60 Ford, NASCAR Busch and Cup

Edwards earned his second Cup Series victory of the year Saturday at Bristol and still holds a large lead in the Busch Series standings.

10. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

A late-race collision with teammate Marco Andretti kept Franchitti from victory and cost him his point lead. He finished third Sunday.

Honorable Mention

Porsche drivers Timo Bernhard and Romain Dumas combined for their fifth American Le Mans Series triumph of the season Sunday at Mosport Raceway in Ontario.

Last Week

With many of the other front-runners struggling, Scott Dixon used his fourth IndyCarSeries victory of the '07 to jump to the top of the Power Rankings. Previous leader Donny Schatz fell to fourth.

What's making news in motorsports

Silver Crown May Visit Bristol Oval

Two Cars Make Test Run Prior To Craftsman Truck Series Race

BRISTOL, Tenn. — A pair of USAC Silver Crown Series drivers and teams took to Bristol Motor Speedway prior to the Aug. 22 Craftsman Truck Series race at the .533-mile concrete oval.

Veteran driver Brian Tyler and Cameron Dodson took part in the 10-lap exhibition run to test the feasibility of running the new-generation Silver Crown cars at the track in 2008.

"Running the cars here at Bristol would be awesome," remarked Tyler. "I can see a two-groove race track when we come back to race. We really didn't know what to do with the car so we just threw a basic setup on it and I was amazed how well it handled, even though it was moving around a lot. I've been here a few times but never had the opportunity to race here."

The last time USAC open-wheel competition occurred in northeastern Tennessee was in 1973 when Merle Bettenhausen and Tommy Astone captured feature victories in midget races at Johnson City and Kingsport respectively.



HAROLD HINSON/HHP PHOTO

TAKE A GOOD LOOK: Fans that saw Denny Hamlin win at Michigan Int'l Speedway recently got one of the last looks at the Rockwell Automation NASCAR sponsorship.

Rockwell Automation Parting With Gibbs

HUNTERSVILLE, N.C. — Rockwell Automation has announced that this will be its final year with Joe Gibbs Racing (JGR) after 11 years in the motorsports industry. The No. 20 Rockwell Automation Chevrolet of the NASCAR Busch Series since 2003 will end its sponsorship of the JGR car at the Busch season finale Nov. 17 at Homestead Miami Speedway.

Starting as a sponsor in 1997, Rockwell Automation stepped up as primary sponsor with Richard Childress Racing in 2000 before partnering with JGR. "Rockwell Automation has been a great partner to Joe Gibbs Racing," said president of JGR, J.D. Gibbs. "We use the term 'partner' because they've been more than just a sponsor."

Despite losing Rockwell, JGR is planning to run the No. 20 in the 2008 season under new sponsorship expected to be announced in January.

Tulare Thunderbowl Set To Reopen Gates

TULARE, Calif. — Closed since June, the Tulare Thunderbowl Raceway is getting ready to reopen its gates for the U.S. Western Modified Nationals, a $20,000-to-win race for drivers from throughout the West.

Scheduled Sept. 27-29, the three-day event already has more than100 cars pre-entered for a projected 200-car field.

The format is set to include the first tire change challenge in the pit area Saturday at 1 p.m. for fans who can enter the pits with a donation to the Make-A-Wish foundation. Saturday evening, the show will end with a 40 lap A-main event to award the champion of the Nationals.

For tickets and prices call (559)-688-0909 or log on to http://www.thunderbowlraceway.com

Sprints National Open Set For Sept. 28-29

MECHANICSBURG, Pa. — The 34th annual National Open for sprint cars is scheduled Sept. 28-29 at Williams Grove Speedway. Sanctioned by the World of Outlaws, the race will showcase both local and national drivers for a 40-lap event paying $50,000 to win.

Among those registered to compete are Steve Kinser, seven-time track champion; Fred Rahme; and current World of Outlaws point-leader Donny Schatz.

Long-Time Florida Track Owner Dies

LAKE CITY, Fla. — Bert Ashelman, former owner of Columbia Motorsports Park and series director of the former Florida Pro Super Late Model Series, died Aug. 21 after suffering a stroke.

While visiting Columbia Motorsports Park this past Saturday, Ashelman suffered a severe stroke while in the pits and was found unconscious there. He was airlifted to Shands Hospital in Jacksonville in grave condition.

Ashelman sold Columbia Motorsports Park to Robert Hart, owner of Orlando SpeedWorld and New Smyrna Speedway in 2005 when he decided it was time to retire, but he could not stay away and visited the track and friends there often.

ASCS Suspends Driver For Rest Of Season

TULSA, Okla. — Following his disqualification in last Friday night's American Sprint Car Series Northern Plains Region event at Minnesota's Jackson Speedway, Chuck Swenson has been suspended from all ASCS-sanctioned events until January 1, 2008. After his apparent victory in the Aug. 17 Jackson Nationals preliminary feature event, post-race inspection revealed that Swenson's cylinder heads had been altered well beyond the parameters defined in the ASCS rulebook.

Swenson's engine, including the tampered cylinder heads, came out of the shop of Ohio's Charlie Fisher. Swenson declined further tear-down of the engine, thus leading to the suspension for the rest of the year by the American Sprint Car Series.

IHRA's Michigan Event Postponed Due To Rain

MARTIN, Mich. — Heavy rain in Southeast Michigan has forced the postponement of The Fifth Annual IHRA Motor City Nationals.

The region has experienced nearly 12 inches of rain in the past six days and has completely saturated the track surface.

IHRA officials have tentatively rescheduled the event for Sept. 21-23.

Action Racing Collectibles Returns

CONCORD, N.C. — Back by popular demand, Motorsports Authentics, the leader in the design, promotion, marketing and distribution of licensed motorsports merchandise, announced today the re-launch of the Action Racing Collectables (ARC) brand for its core line of die-cast.

Launched in 1993, ARC was the flagship brand of Action Performance Companies, known now as Motorsports Authentics, and was developed with four guiding elements: developing and maintaining exclusive licenses with top drivers, manufacturing controlled quantities, streamlining distribution and demanding high-quality products.

NUTS AND BOLTS

Previously known as the Official Camshaft Manufacturer of NASCAR, **COMP Cams** recently became an exclusive NASCAR Performance Partner, making the company a part of the NASCAR Automotive Marketing Program for high performance products... RWI Racing (RWIR) NASCAR Busch East Series driver **Chase Austin,** who turns 18 Oct. 3, will attempt to make his NASCAR Busch Series debut in the Sam's Town 250 on Oct. 28. If he qualifies in the No. 61 Dodge Charger, he will likely be the first African-American driver in NASCAR history to start a Busch Series race on an oval... With ratings exceeding 2.0, **Championship Off Road Racing** announced the expansion of NBC's television coverage of the 2007 CORR season, adding an additional hour-and-a-half to the series' broadcast schedule. NBC adds 30-minutes to each of CORR's upcoming races from Chula Vista, Calif., Fort Worth, Tex., and Las Vegas, delivering a total of 90 minutes of off-road racing for each broadcast. Due to financial problems, **Crossville (Tenn.) Raceway** will close for the remainder of the season. Plans are being made to reopen the track in 2008...The Aug. 22 issue of *National Speed Sport News* incorrectly read that **Dario Franchitti** was the first Scotsman since **Graham Hill** to win the Indy 500. While both drivers are Brits, Hill was not of Scottish origin. Jim Clark, (1965) of course, was the last Scotsman to win Indy before Franchitti. We regret the error... **Volkswagen** and **Sports Car Club of America** has formed a partnership naming Volkswagen the Official Pace Car of SCCA and SCCA Pro Racing.

Hebing Finishes Big Weekend, Sprint-Car Sweep Across The Border

Saturday

BATAVIA, N.Y. – Winged sprint cars made their first appearance at the third-mile Genesee Speedway in more than 11 years Saturday night, and Chuck Hebing came away with the victory at the inaugural Dave McLeod Memorial 360 Sprint Car Shootout.

PATRIOT/ESS

Hebing overcame a stout field of competitors populated by the ASCS Patriot Region, the Empire Super Sprints and Southern Ontario Sprints.

After taking the lead from Jared Zimbardi on lap 10, Hebing, the current ASCS Patriot point-leader, cruised to the $2,000 payday.

Mike Stelter finished second and Jeff VanDusen was third.

The finish:

Chuck Hebing, Mike Stelter, Jeff VanDusen, Bryan Howland, Ray Preston, Tim Kelly, Bobby Breen, Don Adamczyk, Bubby Kerrick, Lance Yonge, Justin Barger, Steve Poirier, Michael Parent, Doug Emery, Tommy Wickham, Blake Breen, Jeff Cook, Jared Zimbardi, Scott Kreutter, Kyle Moffit, Geoff Quackenbush, Alain Bergeron, Keith Dempster, Chris Muhleisen.

Sunday

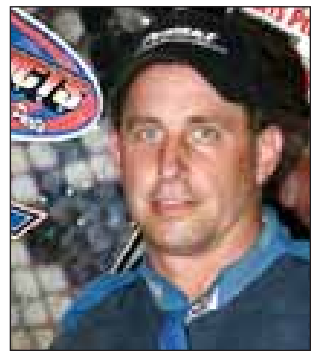
PORT COLBORNE, Ont., — Chuck Hebing had never seen New Humberstone Speedway before Sunday Night, but now he's seen victory lane there, too, after scoring his 10th ASCS victory of the season.

Hebing led all but one lap of the 25-lap feature, moving back around a hard-charging Chris Muhleisen on lap 19 to sweep the ASCS Patriot Region weekend.

Justin Barger finished second and was followed to the strip by Muhleisen, Rob Pietz and Tom Huppunen.

The finish:

Chuck Hebing, Justin Barger, Chris Muhleisen, Rob Pietz, Tom Huppunen, Kevin Job, Don Adamczyk, Geoff Quackenbush, Kyle Moffit, Scott Kreutter, Howard Singer, John Burbridge, Jr., Brad Rouse, Stan Zanchin, James Whittaker, Tim Zack, Joel Lehman, Bryan Howland, Derek Jonathan, Dave Wickham, Jared Zimbardi, Jay Pietz, Ray Preston.



Chuck Hebing

Davis Denies Sherman

PHOENIX, Ariz. — Charles Davis, Jr., broke Jeremy Sherman's stranglehold on American Sprint Car Series Canyon Region victory lane at Manzanita Speedway Saturday night.

CANYON

And he did it in the most dramatic of fashions, as the storied race track celebrated its 56th anniversary.

Making his first start aboard Jim Massey's No. 50, Davis tagged the tail of the 25-car feature field and overtook Sherman on the final lap to capture his second ASCS Canyon Region victory of the year.

When Sherman ran low on fuel on the final round and faltered momentarily, Davis took quick advantage and denied Sherman his eighth triumph in as many ASCS Canyon Region events at Manzanita Speedway this season.

The finish:

Charles Davis, Jr., Jeremy Sherman, Michael Colegrove, Jeremy Reagles, Josh Pelkey, Bob Ream, Jr., Chris Bonneau, Bobby Taylor, Brandon Lane, Andrew Reinbold, Thomas Ogle, Nick Aiuto, Adam Wirth, R.J. Johnson, Mike Leslie, Shon Deskins, Jody Wirth, Chad Boat, Kevin Wolfe, Justin Fisher, Seainn Hendricsen, Mike Martin, Stevie Sussex, Bernie Smith, Matt Rossi.

Peters Finally Returns To Victory Lane

NORTH PLATTE, Neb. — Veteran racer Mike Peters notched his first American Sprint Car Series victory in nearly a decade by topping Friday night's ASCS Rocky Mountain Region event at Lincoln County Raceway.

ROCKY MTN.

Peters took the lead from Bob Schaeffer on lap eight of the event, which was co-sanctioned by NCRA, and won an ASCS event for the first time since Nov. 1, 1997, at Devil's Bowl Speedway.

Toby Chapman finished second, ahead of Jon Freeman, Brian Brown and Mike Chadd.

The finish:

Mike Peters, Toby Chapman, Jon Freeman, Brian Brown, Mike Chadd, C.J. Johnson, Garry Lee Maier, Don Droud, Jr., Stu Snyder, J.D. Johnson, Keith Rauch, Jeremy Herbst, A.J. Selenke, Jeff Heffner, Jamie Turpin, Scott Cochran, Ricky Montgomery, Bob Schaeffer, Zach Merritt, Chad Corken.



Viva La DIRT

Hearn, Robidoux Post Small-Block Modified Victories

By Tom Skibinski

Aug. 20

DRUMMONDVILLE, Quebec — Having reached victory lane at the same oval one month earlier in Advance Auto Parts Super DIRTcar Series for Big-Block Modifieds, Brett Hearn continued to reign supreme on Canadian soil as he captured the Aug. 20 small-block feature at Autodrome Drummond.

DIRTCAR MODIFIEDS

Hearn forged the sixth and final lead change on lap 44 and held on for a three-length victory over David Hebert. Hearn's second-career Mr. DIRTcar tour victory at the Drummondville half-miler was worth $4,000 and provided the defending overall Mr. DIRTcar 358-Modified champion with an early edge in the point standings.

Following Hearn and Hebert across the stripe were track regulars Kayle Robidoux and Mario Clair, with Vermont driver Todd Stone filling out the front five.

The finish:

Brett Hearn, David Hebert, Kayle Robidoux, Mario Clair, Todd Stone, Mike Adderly, John Lazore, Carey Terrance, Lance Willix II, Gino Clair, Clement Therrien, Roy Tarbell, Sebastien Gougeon, Dany Bilodeau, Jeff Marshall, Mark Smoke, Andrew Ranger, Michael Pelletier, Eric Landry, Francois Bernier, Robbie Grant, Steve Bernard, Claude Brouillard, Vince Quenneville, Jr., Yan Bussiere, Pete Bicknell, Michel Dusseault, Alain Laplante, Frederic Gamache, Patrice Demers, Real LaFrance.

Aug. 21

GRANBY, Quebec — Matching an effort put forth only once before in DIRTcar Series competition, Kayle Robidoux became the first Frenchman to capture a Mr. DIRTcar 358-Modified championship event in the modern era.

The victory came Aug. 21 at Autodrome Granby.

Robidoux charged from his eighth-place start to emerge as the fourth leader on lap 15 before opening up a seemingly insurmountable lead. The third and final yellow flag waved on lap 71 to erase a near straightaway advantage, and just 10 laps later, weekly rival Alain Boisvert surprised Robidoux with a move to the outside high across the stripe. Robidoux faded to third, but he rebounded and pulled off a perfect slide job past Boisvert to retake the lead on lap 88.

Boisvert settled for second, followed by Alain Boisvert, Yan Bussiere, David Hebert and Mario Clair.

The finish:

Kayle Robidoux, Alain Boisvert, Yan Bussiere, David Hebert, Mario Clair, Real LaFrance, Pete Bicknell, Clement Therrien, Brett Hearn, Martin Gagne, Frederic Gamache, Jasmin Leveillee, Martin Roy, Carey Terrance, John Lazore, Michael Dusseault, Sebastien Gougeon, Steve Bernard, Roy Tarbell, Patrice Demers, Wallace Stacey, David Langlois, Carl Labonte, Jeff Marshall, Mike Adderley, Eric Landry, Danny Johnson, Lance Willix II, Todd Stone, Dany Bilodeau, Christian Salvas, Vince Quenneville, Jr.



RANDY PERRY PHOTO

MAD MAN: Chris Madden (44) slides past Darrell Lanigan during Thursday night's Scorcher 100 at Volunteer Speedway.

Madden Paces A Team Zero Parade

Breaks Through With $20,225 Victory

BULLS GAP, Tenn. — Scott Bloomquist and his boys shined once again in a major dirt late-model event Thursday night at Volunteer Speedway.

WOO LM

But this time, Bloomquist didn't lead the charge of his Team Zero chassis across the finish line.

Chris Madden stepped up to win the fourth annual Scorcher 100 Presented by Young Oil Co., pacing a memorable sweep of the top-four finishing positions by Bloomquist-built cars.

After finishing second to Bloomquist in several special shows over the past two years — including the 2006 Scorcher 100 and two big-money races this season — Madden broke through for a huge victory worth $20,225.

He overtook his mentor for second on a lap-41 restart and passed fellow Team Zero driver Jimmy Owens for the lead on lap 95 en route to his second World of Outlaws Late Model Series victory of the season.

"Jimmy just got caught up in that lapped traffic," said Madden. "He chose the wrong line and pushed up off of two, and I was able to capitalize on it."

Owens, who led laps 14-94, settled for the $7,625 runner-up money, just ahead of Bloomquist and Brady Smith. Rick Eckert, who started 21st, finished fifth and was the best-finishing race not wheeling a Bloomquist machine.

"If these guys keep beating me," Bloomquist smiled during the post-race ceremonies, "I'm gonna have to stop building cars."

The finish:

Chris Madden, Jimmy Owens, Scott Bloomquist, Brady Smith, Rick Eckert, Chub Frank, Ray Cook, Donnie Moran, Steve Francis, Steve Smith, Shane Clanton, Josh Richards, Austin Dillon, Darrell Lanigan, Michael England, Tim Fuller, Shannon Buckingham, Brian Birkhofer, Clint Smith, Jeep VanWormer, Brad Neat, Mark Douglas, Damon Eller, Dan Schlieper, Dale McDowell.

Bloomquist Collects $10,000 In Bluegrass Late Model Classic

BARDSTOWN, Ky. — Scott Bloomquist won his third-consecutive Bluegrass Classic Saturday night at Bluegrass Speedway.

LUCAS LM

Bloomquist earned $10,000 for the victory in the Lucas Oil Late Model Dirt Series-sanctioned event.

Brad Neat came from the 20th-starting spot to finish second followed by Billy Drake, Terry English and Justin Rattliff.

Dan Schlieper led the first 17 laps in a tight battle for the lead with three other drivers. Earl Pearson, Jr. took to the inside groove and moved into the lead on lap 18 passing Schlieper, who fell to second. Schlieper regained the lead until a caution flag on lap 24 would see Schlieper head to the pit area with mechanical problems to end his night.

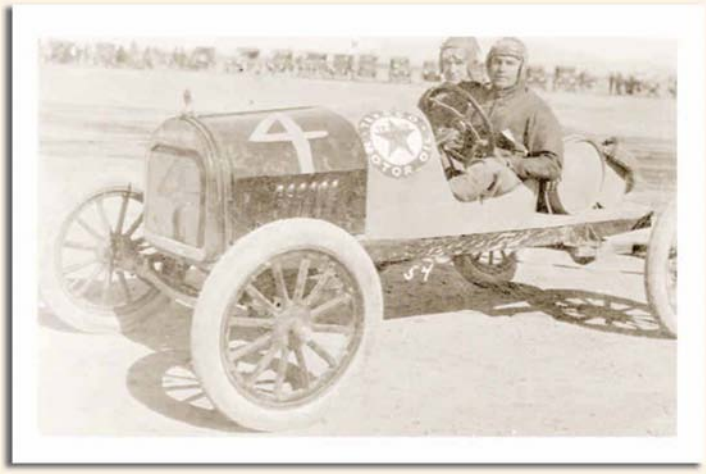
Pearson inherited the lead after Schlieper went out and he led until Bloomquist who started second in the race went by him for the lead. Bloomquist then waited through four more caution flags but had no problem with restarts as he comfortably went on for the victory before a packed grandstand.

The finish:

Scott Bloomquist, Brad Neat, Billy Drake, Terry English, Justin Rattliff, Steve Casebolt, Jason Keltner, Mike Marlar, Damon Eller, Earl Pearson, Jr., Garrett Durrett, Tim Tungate, Donnie Moran, Joey Daniel, Dustin Neat, Freddy Smith, Tommy Carlton, Johnny Wheeler, Wendell Wallace, Scott James, Jimmy Owens, Dan Schlieper, Michael England, Whitney McQueary, Victor Lee, Don O'Neal.

A LESSON IN HISTORY

A look back at the formative years of racing



LUNA COUNTY HISTORICAL SOCIETY COLLECTION PHOTO

DESERT HOT ROD: Jim Ackerman and his riding mechanic are shown in the Chevy that won the 50-mile race in Deming, N. M., in 1922.

Ackerman Ruled New Mexico Racing Scene Before Unsers

By Don Radbruch

No, this is not a story about the Unser family. Admittedly, all those Unsers are a big part of racing history and they were/are from New Mexico. This tale goes back to 1913 and stars a driver named Jim Ackerman.

There really wasn't much racing in the state of New Mexico before World War II. What little there was included racing in Deming — a remote, medium-sized town in the southwest corner of the state. The first race was in 1913. This was a road race from Deming to Silver City and return — a total distance of about 60 miles. How well organized this event was and how many entries there were is unclear, but Ackerman was the winner in a Model-T Ford. We can only imagine what the road conditions were in that area in 1913 — maybe it could be called an off-road race.

The known racing in New Mexico and the career of Ackerman moves ahead to 1922 when a race was held in Deming as part of the rodeo celebration. A one-mile circular dirt track was constructed and a purse of $300 was advertised for a 50-mile race — by contrast, the rodeo purse totaled $2,000. Ackerman was one of a half-dozen entries.

On-track behavior had rules that limited passing to the right only and said that "any car crowding another car will be disqualified from the race."

His car was a 490 Chevy that — with a bit of imagination — could be called a "sprint car." He even enjoyed sponsorship from the Texaco Oil Company, although it is doubtful if the relevant numbers approached the current sponsorship dollars this company puts into NASCAR.

Race day was Nov. 10, 1922, and there was a $20 entry fee — a fairly hefty sum back then. The rules stated that "all cars must be inspected before the race." Sound familiar? A further rule stated that "all cars must be in shape, so that they will not be dangerous to other cars on the track." On-track behavior had rules that limited passing to the right only and said that "any car crowding another car will be disqualified from the race." A bit more liberal rule was "any car skidding off the track will not be disqualified."

Newspaper reports on the race indicate a "thrilling finish." Ackerman was the winner with a time of one hour, seven minutes — not bad for a 50-mile race. Luke Terry, in a Studebaker, was second, some seven minutes behind Ackerman, and J.D. O Connell, in a Maxwell, placed third as only three cars finished the long race. It sounds like the purse was bigger than advertised — Ackerman earned $300 and Terry $100.

Plans were announced to hold a July 4 race in 1923, and there was probably some sort of a race in Deming on July 21, 1923, but there is no information on this event.

Extensive research turned up nothing on any other races that Ackerman competed in. So, it appears that his racing career consists of two wins in two starts — nobody can top that winning percentage! (If any of the readers of *NSSN* have further information on Ackerman, please contact the author.)

Thanks to Silvia Ligochy of the Luna County Historical Society in Deming for a lot of help with the story.

Comments on "A Lesson in History" are welcome at 30 Country Lane, Sagle, Idaho, 83860, or by e-mailing radbruch@sandoint.net.



BOB HESSER PHOTO

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AUTOIMAGERY.COM PHOTO

CRAIG MURPHY PHOTO

RUSS LABOUNTY PHOTO

BOB HESSER PHOTO

ANGELA BARRAZA PHOTO

FRANK SMITH PHOTO

BOB HESSER PHOTO

NSSN

Through The LENS

Presented By Valvoline

A visual tour through the history of motorsports

BRANDON BERNSTEIN

Second-generation drag racer Brandon Bernstein is in the midst of the best season of his career.

The driver of the Bud King dragster has won six races this season, bringing his career total to 18. He is solidly in the hunt to earn his first NHRA POWERade Drag Racing Series championship.

Bernstein stepped into the cockpit in 2003 after his legendary father Kenny, who has since returned to racing, retired from the sport.

Brandon was successful in Top Alcohol and worked as a crew member on his dad's car before taking up driving. He was named the Auto Club Road to the Future award winner after the 2003 NHRA season.

He owns a bachelor's degree in kinesiology from Texas A&M University.

Featured here (clockwise from top left): Celebrating his first Top Fuel victory at Phoenix in 2003; Ready to take off in Houston in 2006; Smiling at Denver in July; At Columbus in 2006; Tuning up his dragster in 2003; Lighting it up in Atlanta; Promoting his sponsor's product at the 2006 U.S. Nationals; Heading toward his first Top Fuel start in 2003; Showing off his Wally at Seattle in 2005.

— *NSSN* Archives

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

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Aug. 30-Sept. 3

Friday

■ ARCA RE/MAX Series Governor's Cup 200 (taped), 3 a.m., Speed
■ "NASCAR Now," 5 a.m., ESPN2
■ Classic Drag Racing: 2004 NHRA Dallas, 11 a.m., ESPN Classic
■ "NASCAR Live," 12 p.m., Speed
■ NASCAR Busch Series Camping World 300 practice, 1 p.m., Speed
■ NASCAR Nextel Cup Aquos 500 practice, 3 p.m., Speed
■ "NASCAR Live," 4 p.m., Speed
■ "NASCAR Now," 5 p.m., ESPN2
■ Indy Pro Series from Sonoma, Calif. (taped), 5:30 p.m., ESPN2
■ NASCAR Nextel Cup Aquos 500 qualifying, 6 p.m., Speed
■ "Trackside," 8 p.m., Speed
■ ARCA RE/MAX Southern Illinois 100 (taped), 9 p.m., Speed
■ NASCAR Busch Series Camping World 300 qualifying, 11 p.m., Speed

Saturday

■ NASCAR Nextel Cup Aquos 500 qualifying (taped), 1 a.m., Speed
■ Classic Drag Racing: 2006 NHRA U.S. Nationals, 1 p.m., ESPN Classic
■ IHRA Mopar Canadian Nationals (taped), 3 p.m., Speed
■ "NASCAR Performance," 4:30 p.m., Speed
■ "NCTS Setup," 5 p.m., Speed
■ NASCAR Craftsman Truck Dodge Ram Tough 200, 5:30 p.m., Speed
■ NASCAR Nextel Cup Aquos 500 practice, 8 p.m., Speed
■ ALMS Detroit Belle Isle Grand Prix (taped), 9:30 p.m., Speed
■ "NASCAR Countdown," 9:45 p.m., ESPN2
■ NASCAR Busch Series Camping World 300, 10 p.m., ESPN2

Sunday

■ NHRA U.S. Nationals qualifying (taped), 12:30 a.m., ESPN2
■ "NCTS Setup," 2 a.m., Speed
■ NASCAR Craftsman Truck Series Dodge Ram Tough 200 (taped), 2:30 a.m., Speed
■ NASCAR Busch Series Camping World 300 (taped), 3:30 a.m., ESPN2
■ Champ Car Grand Prix of Assen, 7 a.m., ESPN Classic
■ "NASCAR Performance," 8 a.m., Speed
■ "NASCAR Now," 10 a.m., ESPN2
■ "NHRA Race Day," 11:30 a.m., ESPN2
■ World of Outlaws, 12 p.m., Speed
■ NHRA qualifying, 2 p.m., ESPN2
■ IndyCar Detroit Belle Isle Grand Prix, 3:30 p.m., ABC
■ "NASCAR Performance," 5 p.m., Speed
■ "NASCAR RaceDay," 6 p.m., Speed
■ "NASCAR Countdown," 7 p.m., ESPN
■ NASCAR Nextel Cup Aquos 500, 8 p.m., ESPN

Monday

■ "NASCAR Victory Lane," 12 a.m., Speed
■ "NASCAR Now," 1 a.m., ESPN2
■ "NASCAR Victory Lane," 9 a.m., Speed
■ NASCAR Nextel Cup Aquos 500 (taped), 9 a.m., ESPN Classic
■ NHRA U.S. Nationals, 12 p.m., ESPN2
■ "NASCAR Now," 5:30 p.m., ESPN2
■ NHRA U.S. Nationals, 7 p.m., ESPN2
■ "Inside Nextel Cup," 8 p.m., Speed

TUNE IN TO ...

The IRL IndyCar Series Detroit Grand Prix (3:30 p.m. Sunday on ABC), IndyCar's inaugural visit to Belle Isle, Mich.

MOTORSPORTS CALENDAR

Aug. 29 World of Outlaws
Southern Oregon Speedway, Medford, Ore., Sprint Cars

Aug. 29 USAC Indiana Ford Focus Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars

Aug. 29 USAC Kenyon and Regional Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars

Aug. 29-Sept. 3 National Hot Rod Ass'n
O'Reilly Raceway Park, Clermont, Ind., Dragsters

Aug. 31 Hooters Pro Cup Series
Gateway Int'l Raceway, Madison, Ill., Stock Cars

Aug. 31 ASCS Gulf South and Sooner Regions
Heart O'Texas Speedway, Waco, Texas, Sprint Cars

Aug. 31 ASCS Sprint Dirt Series
Winston Motor Speedway, Rothbury, Mich., Sprint Cars

Aug. 31 Empire Super Sprints
Autodrome Granby, Granby, Quebec, Sprint Cars

Aug. 31 Tampa Bay Area Racing Ass'n
Orlando SpeedWorld Speedway, Orlando, Fla., Sprint Cars

Aug. 31-Sept. 1 StormPay.com Dirt Late Model Series
Whynot Motorsports Park, Meridian, Miss., Late Models

Sept. 1 NASCAR Busch Series
California Speedway, Fontana, Calif., Stock Cars

Sept. 1 NASCAR Craftsman Truck Series
Gateway Int'l Speedway, Madison, Ill., Stock Cars

Sept. 1 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calf., Sprint Cars

Sept. 1 USAC Northeast Ford Focus Midget Series
All Star Speedway, Epping, N.H., Midget Cars

Sept. 1 USAC California, Utah Ford Focus Midget Series
Rocky Mountain Raceways, Salt Lake City, Utah, Midget Cars

Sept. 1 USAC Western Sprint Car Series
Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars

Sept. 1 American Le Mans Series
Belle Isle Park, Detroit, Mich., Sports Cars

Sept. 1 NASCAR Whelen, Southern Modified Tours
Martinsville Speedway, Martinsville, Va., Modifieds

Sept. 1 ASCS Gulf South and Sooner Regions
Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars

Sept. 1 ASCS Sprint Dirt Series
Crystal Motor Speedway, Crystal, Mich., Sprint Cars

Sept. 1 ASCS Southern Region
Tri-County Race Track, Brasstown, N.C., Sprint Cars

Sept. 1 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars

Sept. 1 ASCS Rocky Mountain Region
RPM Speedway, Hays, Kan., Sprint Cars

Sept. 1 Badger Midget Auto Racing Ass'n
Angell Park Speedway, Sun Prairie, Wis., Midget Cars

Sept. 1 Hooters Pro Cup Series
Mansfield Motorsports Speedway, Mansfield, Ohio, Stock Cars

Sept. 1 Lucas Oil Late Model Dirt Series
Tyler County Speedway, Middlebourne, W.Va., Late Models

Sept. 1 International SuperModified Ass'n
Oswego Speedway, Oswego, N.Y., Modifieds

Sept. 1 URC Sprints
New Egypt Speedway, New Egypt, N.J., Sprint Cars

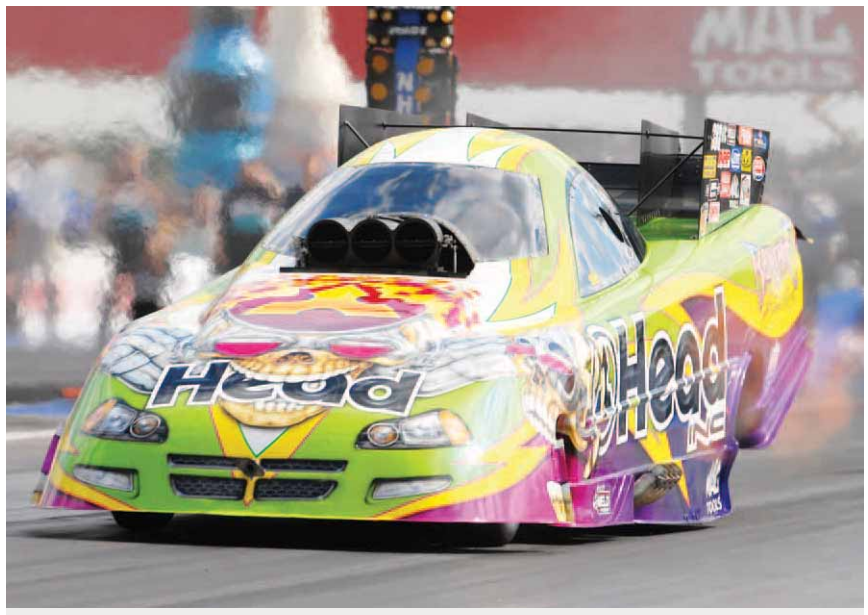
Sept. 1 Empire Super Sprints
Autodrome Drummond, Drummondville, Quebec, Sprint Cars

Sept. 1 O'Reilly All Star Circuit of Champions
Attica Raceway, Attica, Ohio, Sprint Cars

Sept. 1 Interstate Racing Ass'n
Charter Raceway, Beaver Dam, Wis., Sprint Cars

Sept. 1 Tampa Bay Area Racing Ass'n
New Smyrna Speedway, New Smyrna, Fla., Sprint Cars

Sept. 1 United Sprint Car Series
Lanier National Speedway, Braselton, Ga., Sprint Cars



FRANK SMITH PHOTO

NITRO KNOW-HOW: Jim Head makes a practice run last season during the U.S. Nationals at O'Reilly Raceway Park.

MARK IT DOWN!

Aug. 29-Sept. 3, NHRA Mac Tools U.S. Nationals

O'Reilly Raceway Park, Clermont, Ind., Dragsters

After a long, rain-soaked stay at Maple Grove Raceway in Reading, Pa., the National Hot Rod Ass'n heads to the series's most prestigious marathon event. This season, the U.S. Nationals is even more dramatic as the number of drivers elligible for the championship narrows from eight to two.

Sept.1-2 World of Outlaws
Calistoga Speedway, Calistoga, Calif., Sprint Cars

Sept.1-2 World of Outlaws Late Model Series
Tri-City Speedway, Franklin, Pa., Late Models

Sept.1-2 ASCS Northern Plains Region
North Central Speedway, Brainerd, Minn., Sprint Cars

Sept. 2 NASCAR Nextel Cup Series
California Speedway, Fontana, Calif., Stock Cars

Sept. 2 IRL IndyCar Series
The Raceway at Belle Isle, Detriot, Mich., Champ Cars

Sept. 2 Champ Car World Series
Circuit Assen, Assen, Holland, Indy Cars

Sept. 2 USAC Silver Crown Series
DuQuoin State Fairgrounds, DuQuoin, Ill., Silver Crown Cars

Sept. 2 DIRT Modifieds
Cayuga County Fair Speedway, Westport, N.Y., Modifieds

Sept. 2 ASCS Southern Region
Lavonia Motor Speedway, Lavonia, Ga., Sprint Cars

Sept. 2 ASCS Mid-Atlantic Region
Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars

Sept. 2 ASCS Rocky Mountain Region
Colorado Nat'l Speedway, Erie, Colo., Sprint Cars

Sept. 2 Empire Super Sprints
Utica-Rome Speedway, Vernon, N.Y., Sprint Cars

Sept. 2 American-Canadian Tour
Thunder Road Int'l Speedbowl, Barre, Vt., Late Models

Sept. 2 O'Reilly All Star Circuit of Champions
Hilltop Speedway, Millersburg, Ohio, Sprint Cars

Sept. 2 Interstate Racing Ass'n
Seymour Speedway, Seymour, Wis., Sprint Cars

Sept. 2 United Sprint Car Series
Garnertown Speedway, Luray, Tenn., Sprint Cars

Sept. 3 DIRT Modifieds
Rolling Wheels Raceway Park, Elbridge, N.Y., Modifieds

Sept. 3 ARCA RE/MAX Series
DuQuoin State Fairgrounds, DuQuoin, Ill., Stock Cars

Sept. 3 NASCAR Whelen Southern Modified Tour
Ace Speedway, Altamahaw, N.C., Modifieds

Sept. 3 United Sprint Car Series
Clarksville Speedway, Clarksville, Tenn., Sprint Cars

Sept. 6-8 World of Outlaws
Silver Dollar Speedway, Chico, Calif., Sprint Cars

Sept. 7 NASCAR Busch Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars

Sept. 7 USAC Kenyon Midget Series
Anderson Speedway, Anderson, Ind., Midget Cars

Sept. 7 ASCS Midwest Region
U.S. 36 Raceway, Cameron, Mo., Sprint Cars

Sept. 7 Interstate Racing Ass'n
Superior Speedway, Superior, Wis., Sprint Cars

Sept. 7-8 International SuperModified Ass'n
All-Star Speedway, Epping, N.H., Modifieds

Sept. 8 NASCAR Nextel Cup Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars

Sept. 8 National Midget Car Series
Terre Haute Action Track, Terre Haute, Ind., Midget Cars



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BILL HESS PHOTO

SPEED WAGGON: Michael Carber (5g) battles eventual winner Robbie Stillwaggon Saturday at Delaware Int'l Speedway.

Crockett Tops Star-Studded Field

ELMA, Wash. — Winning never gets old for Roger Crockett.

Crockett continued his season-long run as the top driver on the Northwest Sprint Challenge Series circuit by capturing his series-high sixth NSCS feature of the season Sunday night at Grays Harbor Raceway.

NSCS

Crockett has won all three NSCS events at Gray's Harbor this season, most recently topping a field that included several World of Outlaws drivers as well as surprise appearances by NASCAR Nextel Cup stars Kasey Kahne, a Washington native, and Tony Stewart.

Leading all 30 laps, Crockett held off 16-year-old Jared Peterson in second, and Jay Cole finished third. Shawn Rice and Shane Stewart completed the top five.

Kahne finish 19th after being collected in an early accident.

Tony Stewart was eighth in the B-main, but only the top four transferred to the A-main.

The finish:

Roger Crockett, Jared Peterson, Jay Cole, Shawn Rice, Shane Stewart, Mitch Olson, Steve Kilcup, Jason Solwold, J.J. Hickle, Travis Rutz, Evan Funk, John Farrell, Jason Sides, Cory Chamberlain, Brad Holmes, Chris Adams, Jayme Barnes, Rick Fauver, Kasey Kahne, Glenn Borden, Jr.

Stillwaggon Rolls, Ely Hungrier Than Wolfe

Friday

MECHANICSBURG, Pa. — Dave Ely scored his first United Racing Company victory of the season and the eighth of his career Friday night at Williams Grove Speedway.

URC

Ely led the first 21 laps with Lucas Wolfe taking the lead on lap 22. Ely and Wolfe exchanged the lead on lap 23 with Wolfe regaining the top spot then running unchallenged to the checkered flag.

However, Wolfe was disqualified when his car was too light at the post-race technical inspection and Ely was awarded the victory.

Michael Carber was credited with second, while Randy West, Davey Sammons and Curt Michael filled the top five.

The finish:

Dave Ely, Michael Carber, Randy West, Davey Sammons, Curt Michael, Kyle Purks, Pat Cannon, Mares Stellfox, Josh Weller, Ed Aikin, Jimmy Stitzel, Trevor Lewis, Chris Coyle, Robbie Stillwaggon, Joe Zuczek, Jason Clauss, Joey Biasi, Scott Pursell, Midge Miller, Brian Brittingham, Brian Seidel, Kramer Williamson, Mark Bitner, Adam Gordon, Lucas Wolfe.

Saturday

DELMAR, Del. — Robbie Stillwaggon drove the race of a lifetime on his way to his first United Racing Company sprint-car triumph Saturday night at Delaware Int'l Speedway.

In just his second season of URC competition, Stillwaggon not only won the feature, he did it in thrilling style, holding off Davey Sammons, Michael Carber and Ed Aikin, three drivers that each took a serious shot at stealing the victory.

Stillwaggon started on the pole and one by one, Sammons, Carber and Aikin challenged, with Aikin getting alongside Stillwaggon on the final lap.

But Stillwaggon held on for the $2,000 triumph and became the 16th different winner in 22 URC events this season.

Aikin finished second, with Sammons, Mark Bitner and Brian Seidel following.

The finish:

Robbie Stillwaggon, Ed Aikin, Davey Sammons, Mark Bitner, Brian Seidel, Curt Michael, Trevor Lewis, Kevin Welsh, Jason Clauss, Kyle Purks, Dave Ely, Randy West, Mares Stellfox, Brian Brittingham, Jeff Davis, Michael Carber, Dave Betts, Joey Biasi, Becca Anderson, J.J. Grasso, Midge Miller, Mike Kostic, Scott Pursell, Kramer Williamson.

Maier Manages Mid-Nebraska

DONIPHAN, Neb. — After an off-night Friday, O'Reilly NCRA Sprint Car Series point-leader Garry Lee Maier returned to the winner's circle Saturday at Mid-Nebraska Speedway.

NCRA SPRINTS

Maier pulled underneath race leader Don Droud, Jr. at the starter's stand to end lap 21 of 30. They raced side by side on lap 22 until Maier went to the top and took the lead heading into turn one on the 23rd circuit and held on for his fifth victory of the season.

C.J. Johnson passed Droud for second before a late caution set up a three-lap dash to the finish, but the top positions held as Johnson took second, followed by Droud, J.D. Johnson and Chad Humston.

The finish:

Garry Lee Maier, C.J. Johnson, Don Droud, Jr., J.D. Johnson, Chad Humston, Mike Peters, Toby Chapman, Jon Freeman, A.J. Selenke, Stu Snyder, Scott Cochran, Mark Walinder, Josh Flood, Mark Sweet, Brunt Obanion, Roger Sundquist, Dave Titus, Mike Chadd.





JOHN DADALT PHOTO

BIG BEN: Ben Seitz en route to victory Saturday at Seekonk Speedway.

Seitz Scores Rare NEMA Repeat

SEEKONK, Mass. — Ben Seitz became the first repeat winner of the Northeastern Midget Ass'n season Saturday night with his dominating performance in the prestigious "Boston" Louie Seymour Memorial Coors Light Silver Cup Classic at Seekonk Speedway.

NEMA

Seitz made a daring three-wide pass on the third attempted start and lead every lap to become only the second repeat winner in the 11-year history of the event.

Jeremy Frankoski started on the pole but lost it was Jeff Horn who jumped out at the start of the 29-lap event. After a yellow flag and a red flag before a single lap could be completed, the race finally got going with the third start, as Seitz screamed to the inside of Frankoski and Horn for the lead.

Two more caution flags slowed the event, but Seitz was able to get away clean on both restarts as Joey Payne and Nokie Fornoro moved into the top three and began their push for the top spot.

Lapped traffic started to become a factor in the closing laps as Payne and Fornoro began to close in, but Seitz patiently worked his way through and held on over the final nine laps for the repeat victory.

The finish:

Ben Seitz, Joey Payne, Nokie Fornoro, Adam Cantor, Shane Hammond, Bobby Santos III, Jeremy Frankoski, Randy Cabral, Jeff Horn, Greg Stoehr, Erica Santos, John Zych, Jr., Doug Cleveland, Kyle Carpenter, Cory Cleary, Andy Shlatz, Shawn Torrey, Steve Powers, Mike Lugelle, Mike Horn, Rich Gerbe, Chris Leonard, Paul Scally, Lou Ciconni, Jr., Mark Irving, Barry Kittredge, Paul Luggelle, Bobby Kuiken, Kevin Park.



Kaplan Wins Battle With Teen Faccinto

HANFORD, Calif. — Ryan Kaplan held off Michael Faccinto in a thrilling late-race duel to win Saturday's DMS Race Products Bay Cities Racing Ass'n Midget series feature at King's Speedway.

BCRA

Running a lightning-fast route around the high groove of the three-eighths-mile track, Kaplan moved up from his 11th-place starting spot and picked his way through the top 10 to pass Kody Swanson for the lead on lap 24.

Sixteen year old Michael Faccinto jumped into the fray and spent the next five laps swapping the lead with Kaplan and Swanson before Kaplan came back to secure the top spot with two laps to go and hold Faccinto at bay to score the victory. Defending BCRA champion John Sarale finished third, followed by C.J. Sarna and Alfred Galeridge, Jr.



Ryan Kaplan

The finish:

Ryan Kaplan, Michael Faccinto, John Sarale, C.J. Sarna, Alfred Galeridge, Jr., Kody Swanson, Kevin Morris, Floyd Alvis, David Prickett, Steve Roza, Ralph Cortez, Justin Grand, Tanner Swanson, Randi Pankratz, Jimmy Voitel, Scott Nail, Shannon McQueen, Nick Foster, Jr., Dave Stolz, Brian Gard, Jared Little, Allan Ballard

Saturday Was Neitzel's Night

RICE LAKE, Wis. — After a week of steady rain caused a pair of rain-outs, the O'Reilly Bumper to Bumper IRA Outlaw Sprint Series returned to the track, and Scott Neitzel made a trip to victory lane Saturday at Rice Lake Speedway.

IRA

Neitzel inherited the lead after Scott Winters was involved in an accident that brought out a red flag on lap 12.

Neitzel led for the remainder of the 30-lap feature, beating Brian Kristan to the finish. Steve Meyer was third, and Donny Goeden and Travis Whitney rounded out the top five.

The finish:

Scott Neitzel, Brian Kristan, Steve Meyer, Donny Goeden, Travis Whitney, John Haeni, Mike Reinke, Billy Balog, Jerry Richert, Jr., Bill Wirth, Wayne Modjeski, Scott Biertzer, Billy Warren, John Sernett, Scott Winters, Scott Uttech, Tim Vandevere, Joe Symoens, Tim Sernett, Andy Hunt, Russell Borland, Dave Uttech, Howie Gleason.

Cox Strong At Marshfield

MARSHFIELD, Wis. — Tim Cox was victorious in Saturday's Hoosier Outlaw Spring Series feature at Marshfield Super Speedway.

HOSS

Cox, the quick qualifier, took the lead on lap 10 and held on for the triumph.

Greg Wheeler was second. The rest of the top five included Thomas Meseruall in third, Ron Koehler in fourth and Jason Fuller in fifth.

Phillips, Frye, Korte Are Triumphant In Late Model Shootout

Aug. 22

UMP/MARS

PONTOON BEACH, Ill. — Terry Phillips continued his red-hot month of August, winning the Aug. 22 MARS DIRTcar Series/UMP DIRTcar Racing Late Model Shootout at Tri-City Speedway.

The $5,000 triumph was Phillips's second consecutive on the MARS tour after he went winless in the first 11 events of the season.

Phillips, 41, was the evening's dominant force. He blasted into the lead from the outside pole and never looked back, leading all 40 laps of the three-eighths-mile oval.

Will Vaught made a late charge to finish second, while four-time series champion Billy Frye romped from 14th to finish third. Shannon Babb and Randy Korte rounded out the top five.

The finish:

Terry Phillips, Will Vaught, Bill Frye, Shannon Babb, Randy Korte, Wes Steidinger, Rodney Melvin, Don O'Neal, Dennis Erb, Jr., Jack Sullivan, Kevin Cole, Tim Manville, Billy Faust, Brandon McCormick, Mike Hammerle, Steve Sheppard, Jr., Clay Baumann, Jeremy Payne, Michael Kloos, Peyton Taylor, Mark Faust, Jason Feger, Reid Millard, Billy Moyer.

Friday

PADUCAH, Ky. — Bill Frye's "Drive for Five" is alive.

The veteran continued putting a slow start in this year's MARS DIRTcar Series in his rearview window, capturing Friday night's USA World 50 at Paducah Int'l Raceway.

Frye's $5,000 victory in the MARS/UMP DIRTcar Racing Late Model Shootout gave him three wins in the last four MARS events. He also regained the points lead in his quest for a second straight and record fifth overall MARS championship, overtaking his 20-year-old protégé Will Vaught, who finished eighth.

After going winless through the first eight races of the 2007 MARS schedule, Frye broke out with back-to-back victories on Aug. 4-5 at Springfield (Mo.) Raceway and Monett (Mo.) Speedway. He finished third on Aug. 22 at Tri-City Speedway in Pontoon Beach, Ill., before returning to the spotlight at the three-eighth-mile Paducah oval.

Shannon Babb led the first 27 laps of the race before being overtaken by Frye. Babb held on for second and was followed to the finish by Terry Phillips, Randy Korte and John Tindal.

The finish:

Bill Frye, Shannon Babb, Terry Phillips, Randy Korte, John Tindal, Peyton Taylor, Terry English, Will Vaught, Dennis Erb, Jr., Kevin Cole, Jeremy Payne, Brent Kreke, Jack Sullivan, Michael Steele, Jason McBride, Brandon McCormick, Joe Mike III, Chris Shelton, Michael Kloos, Brian Shirley, Rusty Griffaw, Jason Riggs, Mike Hammerle, Jeff Sloan.

Saturday

PEVELY, Mo. — Defending UMP DIRTcar Racing Late Model national champion Randy Korte was flawless Saturday night at I-55 Raceway, capturing the 40-lap MARS DIRTcar Series/UMP DIRTcar Racing Late Model Shootout.

Korte, 42, became the first UMP driver to visit victory lane in the week's trio of MARS/UMP Shootout events. Former MARS champions Terry Phillips and Bill Frye grabbed the glory for their tour with victories in the other races.

Coming off a triumph in I-55 Raceway's regular UMP late model show one week earlier, Korte blasted into the lead at the start of Saturday's extra-distance affair and never looked back. He paced the entire distance to pocket the $5,000 top prize.

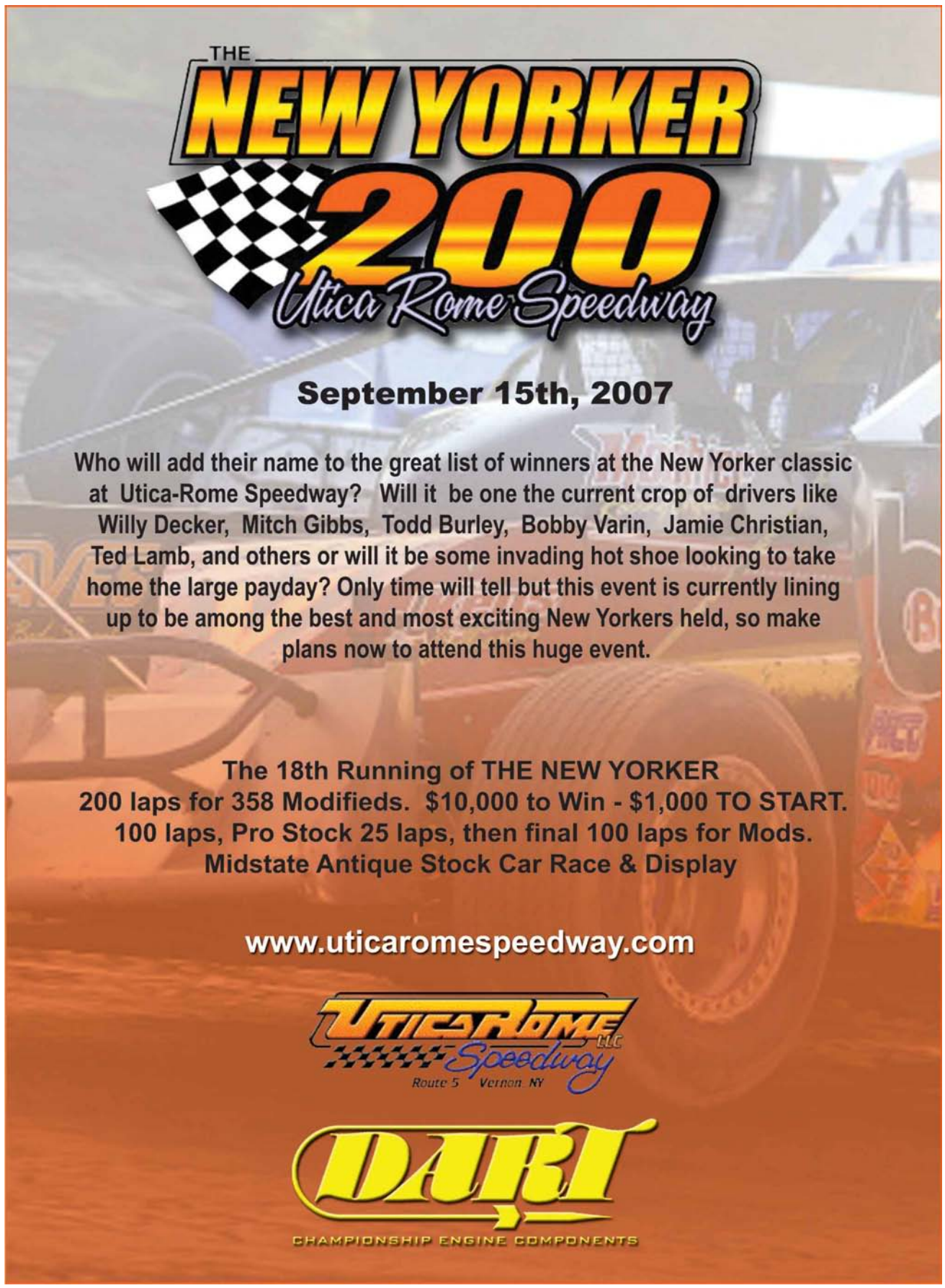
Korte was able to distance himself in the race's late stages from Will Vaught, who settled for a second-place finish ahead of Billy Faust, Brian Shirley and Bill Frye.

The finish:

Randy Korte, Will Vaught, Billy Faust, Brian Shirley, Bill Frye, Bryan Collins, Shannon Babb, Dennis Erb, Jr., Danny Haynes, Jeremy Payne, Jeff Johns, Terry Phillips, Jack Sullivan, Ryan Dauber, Danny Woodworth, Tim Manville, Wes Steidinger, Mark Faust, Brian Harris, Steve Grotz, Mark Voigt, Tim Ratajczyk, Peyton Taylor, Jason McBride.







RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 57 and 58: Aug. 24-25

FINAL RESULTS

WINNER



Brooke Tatnell

Friday

Aug. 24, Skagit Speedway, Alger, Wash.

Qualifications: 1. Jason Sides, Sides 7s, 11.343; 2. Donny Schatz, Schatz 15, 11.360; 3. Randy Hannagan, Hannagan 1x, 11.421; 4. Steve Kinser , Kinser 11,11.456; 5. Travis Rutz, Rutz 39c, 11.479; 6. Craig Dollansky, Karavan 7, 11.483; 7. Jonathan Allard, Williams 0, 11.501; 8. Joey Saldana, Kahne 9, 11.502; 9. Kerry Madsen, Helm 11h, 11.524; 10. Tim Shaffer, Parsons 6, 11.525; 11. Daryn Pittman, Titan 21, 11.541; 12. Jason Meyers, Stockbridge 14, 11.546; 13. Brooke Tatnell, Woodward 2, 11.607; 14. Jason Solwold, Carnahan r19, 11.613; 15. Mitch Olson, Olson 98m, 11.618; 16. Danny Lasoski, Roth 83, 11.639; 17. Sam Hafertepe, Jr., Hafertepe 15h, 11.645; 18. Steve Kilcup, Kilcup 18, 11.694; 19. Jeff Hodgson, Hodgson v8, 11.707; 20. Danny Bullock, Bullock 31, 11.712; 21. Jayme Barnes, Barnes 9x, 11.730; 22. Barry Martinez, Martinez 66, 11.744; 23. Justin Henderson, Henderson d1, 11.764; 24. Jason Botsford, Botsford 29a, 11.811; 25. Jac Haudenschild, Wright 35, 11.831; 26. Steve Parker, Parker 23s, 11.836; 27. Jeremy Campbell, Campbell 10c, 11.842; 28. Tony Bruce, Jr., Bruce 18t, 11.860; 29. Chad Hillier, Hillier 5c, 11.865; 30. Colton Heath, Heath 13c, 11.907; 31. J.J. Hickle, Hickle 7h, 11.911; 32. Brock Lemley, Lemley 40, 11.919; 33. Paul McMahan, Stewart 20, 11.947; 34. Tim Gee, Gee 4, 12.003; 35. Seth Bergman, Bergman 23, 12.048; 36. Chris Schmelzle, Schmelzle 57c, 12.083; 37. Chad Kemenah, Hard Eight 8k, 12.134; 38. Terry McCarl, McCarl 24, 12.146; 39. Josh Edson, Edson 83x, 12.270; 40. Greg Sandquist, Sandquist 19, 12.308; 41. Adriana Klein, Klein 25, 12.322; 42. Tayler Malsam, Rudeen 26, 13.116; 43. Roy Blumenhagan, Blumenhagan 75, no time.

First Heat (10 laps): Madsen, Tatnell, Sides, Rutz, McMahan, Hillier, Haudenschild, Hafertepe, Barnes, Kemenah, Klein.

Second Heat (10 laps): Shaffer, Solwold, Dollansky, Schatz, Martinez, Kilcup, Gee, Heath, Parker, McCarl, Malsam.

Third Heat (10 laps): Pittman, Allard, Henderson, Olson, Hannagan, Campbell, Hodgson, Bergman, Hickle, Edson.

Fourth Heat (10 laps): Meyers, Kinser, Lasoski, Saldana, Lemley, Bruce, Botsford, Bullock, Schmelzle, Sandquist.

Crane Cams Dash (8 laps): Tatnell, Pittman, Solwold, Kinser, Meyers, Madsen, Schatz, Shaffer, Sides, Allard.

C Main (10 laps): 1. Gee; 2. Hickle; 3. Kemenah, $125; 4. Bergman, $125; 5. Schmelzle, $125; 6. Edson, $100; 7. Sandquist, $100; 8. Blumenhagan, $100; 9. Klein, $100; 10. McCarl, $100; 11. Malsam, $100.

B Main (12 laps): 1. Kilcup; 2. Hafertepe; 3. Bullock; 4. Hodgson; 5. Haudenschild, $200; 6. Barnes, $180; 7. Campbell, $175; 8. Hillier, $160; 9. Bruce, $150; 10. Heath, $150; 11. Botsford, $150; 12. Hickle, $150; 13. Gee, $150; 14. Parker, $150.

Feature (30 laps): 1. Tatnell, $8,000; 2. Kinser, $4,000; 3. Solwold, $2,500; 4. Shaffer, $2,200; 5. Madsen, $2,100; 6. Meyers, $2,000; 7. Saldana, $1,800; 8. Dollansky, $1,600; 9. Sides, $1,500; 10. Schatz, $1,300; 11. Lasoski, $1,200; 12. Pittman, $1,100; 13. McMahan, $1,000; 14. Hodgson, $700; 15. Henderson, $600; 16. McCarl, $0; 17. Haudenschild, $0; 18. Hannagan, $600; 19. Lemley, $600; 20. Bullock, $600; 21. Martinez, $600; 22. Allard, $600; 23. Olson, $600; 24. Hafertepe, $600; 25. Rutz, $600; 26. Kilcup, $600.

WINNER



Craig Dollansky

Saturday

Aug. 25, Skagit Speedway, Alger, Wash.

Qualifications: 1. Randy Hannagan, Hanngan 1x, 11.556; 2. Joey Saldana, Kahne 9, 11.620; 3. Jeff Hodgson, Hodgson v8, 11.626; 4. Jason Sides, Sides 7s, 11.628; 5. Jason Solwold, Carnahan r19, 11.649; 6. Justin Henderson, Henderson d1, 11.676; 7. Steve Kinser, Kinser 11, 11.706; 8. Danny Lasoski, Roth 83, 11.710; 9. Terry McCarl, McCarl 24, 11.720; 10. Craig Dollansky, Karavan 7, 11.727; 11. Kerry Madsen, Helm 11h, 11.768; 12. Tim Shaffer, Parsons 6, 11.769 13. Travis Rutz, Rutz 39c, 11.772; 14. Barry Martinez, Martinez 66, 11.799; 15. Jeremy Campbell, Campbell 10c, 11.810; 16. Donny Schatz, Schatz 15, 11.822; 17. Paul McMahan, Stewart 20, 11.832; 18. Jonathan Allard, Williams 0, 11.868; 19. Chad Kemenah, Hard Eight 8k, 11.925; 20. Mitch Olson, Olson 98m, 11.932; 21. Jason Botsford, Botsford 29a, 11.951; 22. Jason Meyers, Stockbridge 14, 11.962; 23. Jayme Barnes, Barnes 9x, 12.016; 24. Chad Hillier, Hillier 5c, 12.018; 25. Brooke Tatnell, Woodward 2, 12.030; 26. Seth Bergman, Bergman 23, 12.055; 27. Daryn Pittman, Titan 21, 12.057; 28. Sam Hafertepe, Jr., Hafertepe 15h, 12.073; 29. Tony Bruce, Jr., Bruce 18t, 12.081; 30. Tayler Malsam, Rudeen 26, 12.087; 31. Danny Bullock, Bullock 31, 12.093; 32. J.J. Hickle, Hickle 7h, 12.099; 33. Jac Haudenschild, Wright 35, 12.102; 34. Colton Heath, Heath 13c, 12.113; 35. Tim Gee, Gee 4, 12.123; 36. Steve Kilcup, Kilcup 18, 12.137; 37. Brock Lemley, Lemley 40, 12.142; 38. Steve Parker, Parker 23s, 12.170; 39. Chris Schmelzle, Schmelzle 57c, 12.203; 40. Josh Edson, Edson 83x, 12.213; 41. Roy Blumenhagan, Blumenhagan 75, 12.323; 42. Adriana Klein, Klein 25, 13.306.

First Heat (10 laps): McCarl, Solwold, Hannagan, Rutz, Tatnell, McMahan, Lemley, Haudenschild, Blumenhagan, Bruce, Botsford.

Second Heat (10 laps): Dollansky, Saldana, Allard, Meyers, Heath, Parker, Klein, Bergman, Henderson, Malsam, Martinez.

Third Heat (10 laps): Kinser, Campbell, Madsen, Hodgson, Pittman, Kemenah, Barnes, Gee, Schmelzle, Bullock.

Fourth Heat (10 laps): Schatz, Shaffer, Lasoski, Sides, Hillier, Olson, Kilcup, Hafertepe, Edson, Hickle.

Crane Cams Dash (8 laps): Kinser, Saldana, Campbell, Dollansky, Shaffer, McCarl, Schatz, Solwold, Hodgson, Hannagan.

C Main (8 laps): 1. Haudenschild; 2. Kilcup; 3. Gee, $125; 4. Edson, $125; 5. Hickle, $125; 6. Parker, $100; 7. Klein, $100; 8. Lemley, $100; 9. Schmelzle, $100; 10. Blumenhagan, $100.

B Main (12 laps): 1. Henderson; 2. Martinez; 3. McMahan; 4. Kemenah, $200; 5. Olson; 6. Haudenschild, $180; 7. Bergman, $175; 8. Malsam, $160; 9. Hafertepe, $150; 10. Botsford, $150; 11. Kilcup, $150; 12. Bullock, $150; 13. Barnes, $150; 14. Bruce, $150.

Feature (40 laps): 1. Dollansky, $25,000; 2. Saldana, $5,500; 3. Shaffer, $4,000; 4. McCarl, $3,000; 5. Campbell, $2,700; 6. Hannagan, $2,400; 7. Solwold, $2,100; 8. Madsen, $2,000; 9. Schatz, $1,900; 10. Sides, $1,800; 11. McMahan, $1,700; 12. Henderson, $1,600; 13. Pittman, $1,500; 14. Allard, $1,200; 15. Meyers, $1,100; 16. Hillier, $1,000; 17. Martinez, $900; 18. Kinser, $850; 19. Lasoski, $800; 20. Rutz, $800; 21. Tatnell, $800; 22. Hodgson, $800; 23. Olson, $800; 24. Heath, $800.

UP NEXT

Aug. 27, Grays Harbor Raceway, Elma, Wash.

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Danny Lasoski

Top 10

1. Donny Schatz	8,005	6. Daryn Pittman	7,520
2. Joey Saldana	7,951	7. Craig Dollanksy	7,344
3. Danny Lasoski	7,603	8. Paul McMahan	7,303
4. Steve Kinser	7,557	9. Jason Solwold	7,215
5. Jason Meyers	7,525	10. Tim Shaffer	7,131

Dollansky Cashes In

Battles Kinser, Saldana To Collect $25,000 And Third Victory In 2007

By Tony Veneziano

ALGER, Wash. — It not only takes a fast car, but also a little luck to win a World of Outlaws event. Craig Dollansky experienced a little bit of both on Saturday night, to earn his third victory of the season and the healthy $25,000 paycheck that went along with it at Skagit Speedway.

After running in the top three the entire race, he took advantage of Steve Kinser's misfortune, as the 20-time World of Outlaws champion suffered a mechanical failure in the driveline of his car. At this time, Dollansky was right behind Joey Saldana and quickly powered his way to the lead on the high side of the track as Saldana momentarily lifted off the throttle.

Dollansky battled with Steve Kinser for a number of laps, before Kinser took the lead and then chased Joey Saldana for the second spot. For a number of laps, he was right on Saldana's bumper as he looked for a way around.

"We had a pretty good race car, and I could work the bottom and the top," noted the winner. "I was working the bottom early on in the race, and we were waiting for some opening in lapped traffic. It's a tough break for Steve (Kinser). I've been there and experienced that and it's never pleasant, but that's the way racing goes sometimes. I was very happy with our race car and we felt like we would have a good shot from where we started."

Despite a nearly three-hour rain delay prior to time trials, Dollansky remained focused all night en route to earning his 21st-career World of Outlaws triumph.

"This is what we are here for, and it really does not matter how long a day becomes," he said. "You have to be ready for it. My entire race team was ready for that. This team has been running strong lately and we have had a good car and that is how we should be and need to be. We've had a few wins slip away from us recently, so it's good to get this one. We just have to finish this year off strong."

Saldana finished second and closed to within 54 points of Donny Schatz in the standings.

"It was a good night," said Saldana. "Craig (Dollansky) did a good job and he had a good car. I'm not saying that I could have beaten him, but I thought when Steve (Kinser) broke, the yellow would come out. I lifted enough that he mowed me off like I was standing still. Then it was catch-up and with a guy who has a car that good, it was tough to catch him."

Tim Shaffer finished third, with Terry McCarl and Jeremy Campbell rounding out the top five.



DICK AYERS PHOTO

NO. 21: Craig Dollansky (shown here in the No. 7 at Knoxville Raceway) pocketed $25,000 for his Saturday night triumph.

Tatnell Gets Much Needed 'Fun' Victory

By Tony Veneziano

ALGER, Wash. — Brooke Tatnell turned his season around Friday night, winning the opening event of the World of Outlaws two-night stand at Skagit Speedway.

It was his second straight victory at the three-tenths-mile oval and the eighth of his World of Outlaws career.

"We needed this as a team and I needed this as a driver," said Tatnell. "We all needed it. This place has been good to us and we have to keep it going. It was fun. We had a good hard race."

After taking some time earlier this summer to return to their shop in Des Moines, Iowa, to regroup, Tatnell and his team look to finish the season on a strong note. Despite bad luck for a large part of the season, the team continued to stick together, led by veteran crew chief Troy Renfro.

"The team is what sprint-car racing is all about," said the driver of the Volcano Joe's Coffee Schnee. "This is not an individual sport. You need every person on the team to be on the same page, from the car owner to the mechanics, to the driver to the guy who scrapes the mud. Everyone has to be on the same page. Sticking together as a team is the only way that you will ever win races."

Tatnell traded the lead with Daryn Pittman several times during the 30-lap event, retaking the spot for good on a lap-23 restart. Pittman soon fell back the wayside with a flat right-rear tire.

With eight cautions and one red flag, patience played a vital role in Tatnell's victory.

"It was hit and miss with the cautions," noted the winner. "Some were good and some were bad. I think we gained a spot by having a caution and then Daryn (Pittman) passed us by having a caution. I think both cars were pretty equal, and at one point he put a couple of lapped cars between us. One caution definitely helped us."

Steve Kinser finished second, with Jason Solwold, Tim Shaffer and Kerry Madsen rounding out the top five.



KELLY HART PHOTO

TROPHY TIME: Brooke Tatnell celebrates his Skagit victory Friday night.

Weather Warnings Earn Civali Mod Victory

MANSFIELD, Ohio — James Civali can thank his brother for his third victory of 2007.

With his brother serving as spotter and tracking the weather on his cell phone, Civali elected not to pit with the leaders and was out front when NASCAR Whelen Modified Tour officials called the rain-shortened Mansfield 150 Saturday at Mansfield Motorsports Park.

NASCAR MODS

"He knew it was going to rain. He just didn't know how much or when," Civali said.

The race was called after 108 laps following several attempts to dry the track.

Doug Coby finished second, and rookie Woody Pitkat was third. Point-leader and pole-winner Donny Lia was fourth and Eric Beers fifth.

Ronnie Silk, Matt Hirschman, Ted Christopher, Todd Szegedy and Bobby Grigas rounded out the top 10.

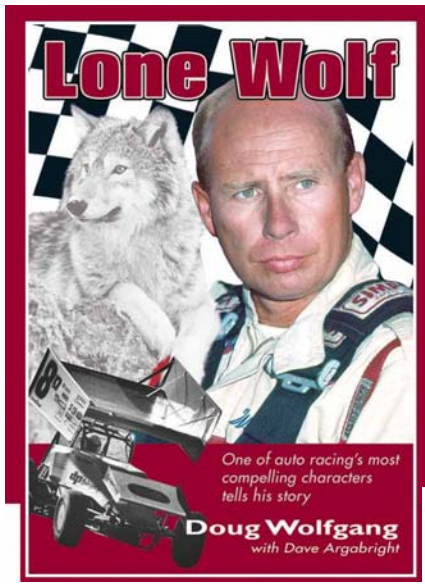
Coby led the first 13 laps before Civali made the pass. Silk moved to the front seven laps later and led until a lap-54 caution.

Silk elected to pit along with the fifth-place car of Szegedy and nine others.

Following the restart, Civali and Coby built a straightaway lead over third-place Pitkat on the half-mile banked oval. The field was bunched briefly following a lap-96 caution. Rain brought out the caution at lap 104 and the red at lap 108.

The finish:

James Civali, Doug Coby III, Woody Pitkat, Donny Lia, Eric Beers, Ronnie Silk, Matt Hirschman, Ted Christopher, Todd Szegedy, Bobby Grigas, Tony Hirschman, Jr., Mike Stefanik, Richard Savary, Jamie Tomaino, Dick Houlihan, Billy Pauch, Jr., Ryan Preece, Eddie Flemke, Joe Hartmann, Kevin Goodale, Rowan Pennink, Wade Cole, Glen Tyler, Andy Seuss, Danny Sammons, Jake Marosz, Jerry Marquis.



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September 2 (Sunday)	Practice, Qual. Heats and/or Last Chance Races for: CRA Super Series Late Models, USPRO Cup Late Models, American Modifieds, Sportsman, CRA Street Stocks & Trucks Features for ThunderCars and CRA F.W.D. Compacts PARTY! PARTY! PARTY! After the Races!	Pits Open 9:00 Spectators 11:00 Racing Starts 6:00 pm Adults: $10 Students 9-18: $5 Pit Pass: $25 / 2-Day $50
September 3 (Monday)	Monday Features Only: CRA Super Series - 100 Laps USPRO Cup Late Models 50 American Modifieds 40 Howe / CRA Sportsman 40 CRA Street Stocks 40 ShortTrackTrucks 40 Vore's CRA F.W.D. Compacts 20	Pits Open 9:00 Spectators 10:30 Racing Starts 1:00 pm Adults: $20 Students 9-18: $10 Pit Pass: $30 / All 3-Days $60

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World of Outlaws 2008 Provisional Schedule

#	Date	Day	Track	Location
1.	Feb. 8	Friday	Volusia Speedway Park	Barberville, Fla.
2.	Feb. 9	Saturday	Volusia Speedway Park	Barberville, Fla.
3.	Feb. 10	Sunday	Volusia Speedway Park	Barberville, Fla.
4.	Feb. 15	Friday	Pike County Speedway	Magnolia, Miss.
5.	Feb. 16	Saturday	Houston Raceway Park	Baytown, Texas
6.	Feb. 22	Friday	TBA	
7.	Feb. 23	Saturday	Manzanita Speedway	Phoenix, Ariz.
8.	Feb. 29	Friday	Thunderbowl Raceway	Tulare, Calif.
9.	March 1	Saturday	Thunderbowl Raceway	Tulare, Calif.
10.	March 7	Friday	TBA	
11.	March 8	Saturday	TBA	
12.	March 14	Friday	Volunteer Speedway	Bulls Gap, Tenn.
13.	March 15	Saturday	Volunteer Speedway	Bulls Gap, Tenn.
14.	April 4	Friday	TBA	
15.	April 5	Saturday	I-55 Raceway	Pevely, Mo.
16.	April 11	Friday	Eldora Speedway	Rossburg, Ohio
17.	April 12	Saturday	Eldora Speedway	Rossburg, Ohio
18.	April 18	Friday	Attica Raceway Park	Attica, Ohio
19.	April 19	Saturday	Tri-State Speedway	Haubstadt, Ind.
20.	April 25	Friday	Huset's Speedway	Brandon, S.D.
21.	April 26	Saturday	Knoxville Raceway	Knoxville, Iowa
22.	May 2	Friday	U.S. 36 Raceway	Cameron, Mo.
23.	May 3	Saturday	Lake Ozark Speedway	Lake Ozark, Mo.
24.	May 9	Friday	Tri-City Speedway	Pontoon Beach, Ill.
25.	May 10	Saturday	Paducah International Raceway	Paducah, Ky.
26.	May 13	Tuesday	Lernerville Speedway	Sarver, Pa.
27.	May 15	Thursday	Williams Grove Speedway	Mechanicsburg, Pa.
28.	May 16	Friday	Williams Grove Speedway	Mechanicsburg, Pa.
29.	May 17	Saturday	Orange County Fair Speedway	Middletown, N.Y.
30.	May 20	Tuesday	Grandview Speedway	Bechtelsville, Pa.
31.	May 23	Friday	The Dirt Track @ Lowe's Motor Speedway	Concord, N.C.
32.	May 24	Saturday	Virginia Motor Speedway	Saluda, Va.
33.	May 26	Monday	Rolling Wheels Raceway	Elbridge, N.Y.
34.	May 30	Friday	Sharon Speedway	Hartford, Ohio
35.	May 31	Saturday	Eldora Speedway	Rossburg, Ohio
36.	June 3	Tuesday	Missouri State Fair Speedway	Sedalia, Mo.
37.	June 6	Friday	Knoxville Raceway	Knoxville, Iowa
38.	June 7	Saturday	Knoxville Raceway	Knoxville, Iowa
39.	June 13	Friday	Huset's Speedway	Brandon, S.D.
40.	June 14	Saturday	Eagle Raceway	Eagle, Neb.
41.	June 20	Friday	Dodge City Raceway Park	Dodge City, Kan.
42.	June 21	Saturday	Dodge City Raceway Park	Dodge City, Kan.
43.	June 27	Friday	River Cities Speedway	Grand Forks, N.D.
44.	June 28	Saturday	Red River Valley Speedway	Fargo, N.D.
45.	June 30	Monday	Cedar Lake Speedway	New Richmond, Wis.
46.	July 3	Thursday	TBA	
47.	July 4	Friday	TBA	
48.	July 5	Saturday	I-55 Raceway	Pevely, Mo.
49.	July 9	Wednesday	Limaland Motorsports Park	Lima, Ohio
50.	July 11	Friday	Eldora Speedway	Rossburg, Ohio
51.	July 12	Saturday	Eldora Speedway	Rossburg, Ohio
52.	July 15	Tuesday	Lernerville Speedway	Sarver, Pa.
53.	July 17	Thursday	Williams Grove Speedway	Mechanicsburg, Pa.
54.	July 18	Friday	Williams Grove Speedway	Mechanicsburg, Pa.
55.	July 19	Saturday	Williams Grove Speedway	Mechanicsburg, Pa.
56.	July 20	Sunday	Lebanon Valley Speedway	West Lebanon, N.Y.
57.	July 22	Tuesday	Ohsweken Speedway	Ohsweken, Ontario
58.	July 23	Wednesday	Ohsweken Speedway	Ohsweken, Ontario
59.	July 25	Friday	I-96 Speedway	Lake Odessa, Mich.
60.	July 26	Saturday	K-C Raceway	Chillicothe, Ohio
61.	Aug. 1	Friday	TBA	
62.	Aug. 2	Saturday	Charter Raceway Park	Beaver Dam, Wis.
63.	Aug. 14	Thursday	Gillette Thunder Speedway	Gillette, Wyo.
64.	Aug. 16	Saturday	TBA	
65.	Aug. 17	Sunday	Nodak Speedway	Minot, N.D.
66.	Aug. 19	Tuesday	TBA	
67.	Aug. 22	Friday	Castrol Raceway	Edmonton, Alberta
68.	Aug. 23	Saturday	Castrol Raceway	Edmonton, Alberta
69.	Aug. 29	Friday	Skagit Speedway	Alger, Wash.
70.	Aug. 30	Saturday	Skagit Speedway	Alger, Wash.
71.	Sept. 1	Monday	Grays Harbor Raceway	Elma, Wash.
72.	Sept. 2	Tuesday	Cottage Grove Speedway	Cottage Grove, Ore.
73.	Sept. 4	Thursday	Silver Dollar Speedway	Chico, Calif.
74.	Sept. 5	Friday	Silver Dollar Speedway	Chico, Calif.
75.	Sept. 6	Saturday	Silver Dollar Speedway	Chico, Calif.
76.	Sept. 12	Friday	Clay County Fairgrounds	Spencer, Iowa
77.	Sept. 13	Saturday	Heartland Park Topeka	Topeka, Kan.
78.	Sept. 14	Sunday	Lucas Oil Speedway	Wheatland, Mo.
79.	Sept. 19	Friday	Eldora Speedway	Rossburg, Ohio
80.	Sept. 26	Friday	Williams Grove Speedway	Mechanicsburg, Pa.
81.	Sept. 27	Saturday	Williams Grove Speedway	Mechanicsburg, Pa.
82.	Oct. 3	Friday	Princeton Speedway	Princeton, Minn.
83.	Oct. 4	Saturday	Princeton Speedway	Princeton, Minn.
84.	Oct. 11	Friday	TBA	
85.	Oct. 12	Saturday	TBA	
86.	Oct. 17	Friday	Ocean Speedway	Watsonville, Calif.
87.	Oct. 18	Saturday	Thunderbowl Speedway	Tulare, Calif.
88.	Oct. 24	Friday	TBA	
89.	Oct. 25	Saturday	Manzanita Speedway	Phoenix
90.	Oct. 30	Thursday	The Dirt Track @ Lowe's Motor Speedway	Concord, N.C.
91.	Oct. 31	Friday	The Dirt Track @ Lowe's Motor Speedway	Concord, N.C.
92.	Nov. 1	Saturday	The Dirt Track @ Lowe's Motor Speedway	Concord, N.C.

NASCAR BUSCH SERIES

RACE REWIND

Race 26 of 35: Food City 250, Friday, Aug. 24
Bristol Motor Speedway, Bristol, Tenn.

FINAL RESULTS

FIRST



Kasey Kahne

SECOND



Jason Leffler

THIRD



David Reutimann

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	23	9	Kasey Kahne	Ragu Dodge	250	$57,525	Running
2	1	38	Jason Leffler	Great Clips Toyota	250	59,374	Running
3	10	99	David Reutimann	Aaron's Dream Machine Toyota	250	40,696	Running
4	20	5	Kyle Busch	Hot Shot Chevrolet	250	24,850	Running
5	25	21	Scott Wimmer	AutoZone Chevrolet	250	32,375	Running
6	19	6	David Ragan	Discount Tire Ford	250	23,650	Running
7	18	88	Brad Keselowski	U.S. Navy Chevrolet	250	24,310	Running
8	16	2	Clint Bowyer	BB&T Chevrolet	250	22,170	Running
9	30	26	Jamie McMurray	Aflac Ford	250	21,950	Running
10	27	20	Aric Almirola	Rockwell Automation Chevrolet	250	39,621	Running
11	21	60	Carl Edwards	Scotts Ford	250	27,625	Running
12	39	35	Bobby Hamilton, Jr.	McDonald's Ford	250	28,971	Running
13	4	22	Mike Bliss	Supercuts Dodge	250	23,700	Running
14	14	37	Greg Biffle	Cub Cadet Ford	250	21,260	Running
15	9	42	David Stremme	Wrigley's Winterfresh Dodge	250	27,490	Running
16	6	33	Kevin Harvick	Roadloans.com Chevrolet	250	27,680	Running
17	2	18	Brad Coleman	Carino's Italian Grill Chevrolet	250	27,681	Running
18	36	56	Danny O'Quinn	Power Equipment Co. Chevrolet	250	23,090	Running
19	24	24	Casey Mears	National Guard Chevrolet	250	21,055	Running
20	26	90	Stephen Leicht	citifinancial Ford	250	28,536	Running
21	35	16	Travis Kvapil	3M Ford	250	26,450	Running
22	29	27	Johnny Sauter	Kleenex/Food City Ford	250	22,905	Running
23	38	44	Dale Jarrett	UPS Toyota	250	21,220	Running
24	13	11	Jason Keller	Dutch Quality Stone Chevrolet	250	22,810	Running
25	7	70	Mark Green	ForeTravel Motorcoach Chevrolet	250	22,750	Running
26	33	14	Kyle Krisiloff	Lilly/Walgreens Ford	250	27,231	Running
27	22	77	Bobby Labonte	Dollar General Chevrolet	247	26,275	Running
28	11	12	Ryan Newman	alltel Dodge	246	20,980	Running
29	34	47	Kelly Bires	Armor All Ford	244	22,845	Running
30	43	72	D.J. Kennington	Northern Provincial Pipelines Dodge	242	22,950	Running
31	41	36	Brent Sherman	Big Lots Chevrolet	239	27,006	Running
32	5	66	Steve Wallace	HomeLife Communities Dodge	238	26,986	Running
33	8	41	Reed Sorenson	Memorex Dodge	237	20,420	Running
34	15	17	Matt Kenseth	Arby's Ford	229	22,400	Running
35	31	7	Mike Wallace	Geico Chevrolet	225	26,931	Running
36	28	10	Brian Vickers	Ft. McDowell Resort Toyota	214	22,365	Accident
37	12	59	Marcos Ambrose	Kingsford/Bush's Ford	169	25,711	Accident
38	42	28	Robert Richardson, Jr.	Checker's Chevrolet	165	20,305	Accident
39	17	1	J.J. Yeley	Miccosukee Resorts Chevrolet	127	20,270	Fuel Pump
40	3	29	Jeff Burton	Holiday Inn Chevrolet	118	25,750	Running
41	37	25	David Gilliland	freecreditreport.com Ford	98	22,230	Accident
42	32	0	Eric McClure	Hefty Chevrolet	74	22,205	Accident
43	40	89	Morgan Shepherd	Victory in Jesus Dodge	17	22,166	Handling

RACE STATISTICS

Race time: 1 hour, 45 minutes, 2 seconds
Average speed: 76.119 miles per hour
Victory margin: .374 second
Caution flags: 11 for 57 laps
Lead changes: Nine among six drivers

Lap leaders: : Jason Leffler 1-14; Jeff Burton 15-52; Leffler 53-77; Kyle Busch 78-101; David Reutimann 102-134; Leffler 135-176; Ryan Newman 177-236; Kasey Kahne 237; Newman 238-241; Kahne 242-250.

TALK OF TIME TRIALS

Jason Leffler captured his second pole of the season and the third for Toyota this year, posting a fast lap of 120.324 miles per hour. Brad Coleman, Jeff Burton, Mike Bliss and Steve Wallace completed the top five qualifiers.

STANDINGS

FIRST



Carl Edwards

SECOND



David Reutimann

THIRD



Kevin Harvick

Top 10

1. Carl Edwards	3,743	6. Bobby Hamilton, Jr.	2,704
2. David Reutimann	3,053	7. Stephen Leicht	2,615
3. Kevin Harvick	3,028	8. Greg Biffle	2,585
4. Jason Leffler	2,921	9. Marcos Ambrose	2,553
5. David Ragan	2,841	10. Mike Wallace	2,477



JASON SMITH/GETTY IMAGES

BANKED BURNOUT: Kasey Kahne celebrates his second Busch Series victory of the season and first at Bristol Motor Speedway Friday night in Bristol, Tenn.

Kahne Conquers Bristol

Kahne Gets Second Of The Season; Busch Gets Raw Deal From NASCAR

By Brit Fryer
NSSN Correspondent

BRISTOL, Tenn. — Anyone outside Bristol Motor Speedway missed the frantic finish Saturday night, when Kasey Kahne edged Jason Leffler, who spun past the checkered flag.

The viewing public that tuned into ESPN's coverage of the Busch Series Food City 250 missed the live finish because the network lost its satellite feed with three laps to go. By the time the glitch — blamed on "human error" — was fixed, Kahne was in the winner's circle celebrating his first victory at Bristol. ESPN then re-aired the final moments.

What TV watchers *did* witness was a great injustice — Kyle Busch's supposed commitment-line violation entering pit road with 75 laps go. NASCAR ruled that Busch blew it coming into the pits, forced him to forfeit his second-place position and dropped him to 28th. TV replays clearly showed no violation, and NASCAR, which didn't see a replay until the race restarted, later admitted its own human error.

But it was far too late. Busch, whose Chevrolet was one of the race's strongest cars and led 24 laps, could climb no higher than fourth.

"I don't know that I hit the line. I don't think I did," Busch said. "They could have waited to get it sorted out and do the right thing, but they didn't."

Bristol's new concrete surface provided multiple racing grooves, and Kahne passed Ryan Newman on the outside with eight laps to go. Kahne's Dodge, protecting the momentum-friendly high line, held off Leffler's Toyota on the bottom. David Reutimann was a close third in another Toyota, sending Leffler for a spin in the final few feet.

"It was time to make that run, went three wide and ran out of room on the backstretch. I think all three of us were touching," Kahne said. "I had an awesome battle with Jason Leffler and Ryan Newman."

It was Kahne's second Busch victory of the season and seventh of his career.

Earlier Friday, he won the pole for the Sharpie 500 in the No. 9 Gillett Evernham Motorsports Dodge.

"It feels good," Kahne said. "There's so many people. The atmosphere here is different than any other race track we go to. To win a race at Bristol is unbelievable."

Braun Racing's Leffler started from the pole and led a race-high 81 laps. He raced Kahne clean and just missed giving Toyota its second victory in its first season of Busch competition.

"We could get wound up there on the bottom, but Kasey did a great job controlling the race from the high groove," Leffler said. "I tried to slide in on him on that last lap, and that's why I checked up and that's when David got into the back of me."

Scott Wimmer finished fifth in a Chevrolet. David Ragan, Brad Keselowski, Clint Bowyer, Jamie McMurray and Aric Almirola completed the top 10.

Point-leader Carl Edwards finished 11th. His lead stands at 690 points over Reutimann.

Clauson Set For Busch Debut

By Brit Fryer
NSSN Correspondent

BRISTOL, Tenn. — The highly touted **Bryan Clauson** turned 18 years old June 15, a significant date in that Clauson became eligible to compete in NASCAR.

He'll make his NASCAR debut Sept. 7 at Richmond Int'l Raceway, driving in seven of the final eight Busch races in the No. 41 Dodge.

The **Chip Ganassi** Racing development driver has been sharpening his skills in various ARCA, ASA and USAC events.

Chase Austin is another work in progress with **Rusty Wallace,** Inc., as is **Blake Bjorklund** at Haas CNC Racing. Austin will turn 18 on Oct. 3 — 25 days before his scheduled Busch debut Oct. 27 at Memphis Motorsports Park.

Bjorklund will start his Busch career Saturday at California Speedway.

BUSCH NOTES

■ Slowly, **Dave Blaney** is plummeting in points. That's because Braun Racing opted to yank Blaney out of the No. 10 Toyota in favor of **Brian Vickers**, who began a four-race campaign when he finished sixth Aug. 18 at Michigan.

"We plan to have both drivers in the fold for the remainder of this year as we continue to build and strengthen our relationships within Toyota," Braun Racing owner **Todd Braun** said.

The biggest loser is Blaney. He had the car solidly in the top 10 but now sits 13th in the driver standings after missing the past two races. Vickers finished 36th at Bristol.

■ Veteran **Jason Keller** made his 413th Busch start in the Food City 500 — four shy of tying the mark of **Tommy Houston** (417). Keller's CJM Racing team recently secured sponsorship from Carfax, so Keller should break the record Oct. 12 at Charlotte.

Caisse Keeps Kobyluck At Bay

MANSFIELD, Ohio — Sean Caisse scored his third NASCAR Busch East triumph of the season Saturday in the Mansfield 150 at Mansfield Motorsports Park.

BUSCH EAST

The 21-year-old Caisse outran the constant pressure from the previous week's winner, Matt Kobyluck, through the race's final restart with three laps to go.

Caisse, driving the No. 44 Casella Waste Systems Chevrolet, won the pole for the inaugural event at the half-mile paved oval with a lap at 109.170 miles per hour. He then led 136 laps.

Runner-up Kobyluck, in the No. 40 Mohegan Sun Chevrolet, was a constant presence, however, leaving the outcome in doubt until the finish.

Point-leader Joey Logano finished third, followed by Jerry Marquis and Jeffrey Earnhardt in the top five.

Completing the top 10 were Marc Davis, Peyton Sellers, Jamie Hayes, Bryon Chew and Belgian Max Dumarey, who posted his first top-10 finish of the season.

The Busch East Series heads to New Hampshire Int'l Speedway for a 125-lap event Sept. 14 before the circuit ends its season Sept. 21 at Dover Int'l Speedway.

The finish:

Showing driver, car, laps completed, money won: 1. Sean Caisse, Chevrolet, 150, $9,500; 2. Matt Kobyluck, Chevrolet, 150, $4,000; 3. Joey Logano, Chevrolet, 150, $3,700; 4. Jerry Marquis, Dodge, 150, $2,900; 5. Jeffrey Earnhardt, Chevrolet, 150, $2,500; 6. Marc Davis, Chevrolet, 150, $2,500; 7. Peyton Sellers, Chevrolet, 150, $1,900; 8. Jamie Hayes, Chevrolet, 150, $1,800; 9. Bryon Chew, Chevrolet, 150, $1,700; 10. Max Dumarey, Chevrolet, 150, $2,100; 11. Brian Ickler, Chevrolet, 150, $1,050; 12. Mike Olsen, Chevrolet, 150, $2,125; 13. Jonathan Smith, Chevrolet, 150, $1,500; 14. Eddie MacDonald, Chevrolet, 150, $1,487; 15. Rogelio Lopez, Chevrolet, 150, $1,450; 16. Jason Cochran, Chevrolet, 150, $925; 17. Chase Austin, Dodge, 149, $1,400; 18. Stephen Berry, Chevrolet, 143, $900; 19. Jeff Anton, Chevrolet, 135, $1,400; 20. John Salemi, Chevrolet, 134, $1,400; 21. Jesus Hernanez, Chevrolet, 131, $1,400; 22. Antonio Perez, Chevrolet, 119, $900; 23. Michelle Theriault, Chevrolet, 88, $1,375; 24. Ben Stancill, Chevrolet, 63, $875; 25. Dion Ciccarelli, Chevrolet, 34, $1,375; 26. Trevor Bayne, Chevrolet, 22, $875; 27. Tim Cowen, Ford, 2, $875; 28. Guy Pavageau, Chevrolet, 1, $875; 29. Scott Bouley, Chevrolet, 0, $1,375.

Dupree Makes Short Trip To Oswego

OSWEGO, N.Y. — Patrick Dupree made quick work of the field Aug. 22, needing just 10 minutes to claim the DIRTcar-sanctioned Big Block/Small Block special at Oswego Speedway.

OSWEGO

Unlike his last-lap pass for the lead a year ago at Oswego, Dupree led flag to flag in the 25-lapper that was slowed by one caution flag.

As soon as the initial green flag waved, Dupree darted from fourth to first between turns one and two.

He opened up a five-car-length advantage after one time around the spacious five-eighths-mile track.

Mike Perrotte held on for second, and Mike Bruno took third ahead of Tom Kinsella and Pierre Berthiaume.

The finish:

Patrick Dupree, Mike Perrotte, Mike Bruno, Tom Kinsella, Pierre Berthiaume, Andy Powell, Chad Phelps, Leon Gonyo, Matt Woodruff, Larry Wight, Francis McNeil, Rick Rogala.

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ALL IN THE FAMILY

Brian And Brad Keselowski Are Keeping Their Racing Lineage Alive



ROBERT COSTANZO PHOTO



TOM DEVETTE PHOTO

NEXT GENERATION: Brian Keselowksi celebrates his ARCA RE/MAX victory at Salem (Ind.) Speedway in June. (At right) Keselowski scored the ARCA win at Berlin (Mich.) Raceway in April.

Like many children of families dedicated to racing, Brad and Brian Keselowski grew up following and supporting the efforts of their father — in this case, Bob Keselowski and his K-Automotive race team.

By John Close
NSSN Correspondent

Now adults and trying to forge their own careers in the sport, the Rochester Hills, Mich., natives have struggled to break through — until recently.

"All the years of work we put in was starting to seem like we weren't going to get anything out of it," said Brian Keselowski. "We weren't getting very far until Brad drove that truck race at Memphis in June and since then, things have just exploded for him. That's great. Then I won the ARCA race at Berlin, my second win this year, and things started to change for me. All we ever wanted and needed was a chance to show what we can do, and now we're finally getting that."

After 41 NASCAR Craftsman Truck Series career starts — mostly in family-owned equipment — a lack of funding had Brad Keselowski on the outside looking in this season. Without a ride and few prospects, Keselowski got the call to replace the suspended Ted Musgrave in the No. 9 Toyota Tundra for one race at Memphis. The 23-year-old driver responded with a pole and nearly won the race.

According to the younger of the two Keselowski brothers, it was a combination of persistence and good fortune that finally provided his big break.

"I believe that if you hang around and show that you want to be a part of this sport, your break will come," said Brad Keselowski. "I was fortunate to catch that break and make the most of it. It kind of put me in the spotlight and now I'm trying to take advantage of that."

The Memphis performance has led Brad Keselowski to a seat in the No. 88 NASCAR Busch Series entry fielded by JR Motorsports. Meanwhile, Brian Keselowski's fortunes took a different turn when fate intervened again as an injury to ARCA front-runner Bobby Gerhart has landed him in one of the most potent cars in the series — the No. 5 Gerhart Racing Chevrolet.

"We've been working with Bobby's team all year and it was kind of a natural deal that we'd try to help them out when Bobby got hurt," said Brian Keselowski. "I'm not sure how long that will last, but it's a great opportunity, especially on the speedways and superspeedways. I haven't had a lot of opportunities to do that. Everyone in ARCA knows Bobby has the best superspeedway program going and it will be very cool if I get to do that. It's all kind of up in the air right now, but either way, I get to race more and there's never anything wrong with that."

The Keselowski family name has been part of the national racing scene for the better part of five decades. Ron Keselowski — the uncle of Brad and Brian — made 68 NASCAR Grand National/Winston Cup (now Nextel Cup) starts from 1970-1974 with two fifth-place finishes at his nearby home track of Michigan Int'l Speedway as his career highlights.

Bob Keselowski, meanwhile, distinguished himself in the ARCA series in the late 1980s and early 1990s with 24 victories, 26 poles and the 1989 series championship. In 1995, he graduated to the NASCAR Truck Series where he competed in 86 events, winning once — at Richmond in 1997.

Later, fielding his own team under the K-Automotive banner, the team propelled drivers Dennis Setzer and Terry Cook to stardom in the Truck Series. It was in this environment that Brad and Brian Keselowski found their calling as racers.

"I never pushed the boys to be in racing," said Bob Keselowski. "They just grew up in it and that's what they wanted to do. They've definitely gone about it in different ways. They are very different kids. Brian can build his car from one end to the other. Nobody is going to stop him from racing. Brad likes to keep his hands clean, work with the engineers and the sponsors. He's very technical, but he has to have somebody supply him the cars. They were like that from the time they were little kids. If I asked Brian to pick up something and carry it across the room, he'd go do it. Brad would take 10 minutes to figure out how to move it with a dolly and chain. They are still that way today — Brian will just get in there and do it where Brad wants to science things out."

It was that difference of approach that led Brian Keselowski to a spot as a mechanic on his father's Truck Series effort. Driving was a part-time occupation as the family racing schedule allowed for occasional late-model races at places like Toledo Speedway. Only after the family team could no longer field a full-time NASCAR Craftsman Truck Series effort did Brian's driving career take flight. He won the late-model championship at Toledo (Ohio) in 2003.

"I would say 75 percent of why I have a chance to win races is because of what I learned from my dad while working on our Truck Series team," said Brian Keselowski. "The experience of being a mechanic puts a lot of things into perspective when I drive. I probably respect my equipment more than someone who didn't have that experience."

While Brian Keselowski was working under the vehicle, Brad Keselowski was on top of the action trying to "science out" other avenues of the business immersing himself in technical issues and sponsor-related initiatives.

"I've always been interested in the why, not the how to do things," Brad Keselowski stated. "Brian's the opposite. We just have different interests."

Whatever the method, things weren't going anywhere fast for either Keselowski brother, especially when the family K-Automotive team cut back its Truck Series efforts after the 2005 season.

"My family was always in racing and there comes a point where you become involved in racing just to be a part of your family," said Brad Keselowski. "I got to the Truck Series with my family team and we had to part ways because we ran out of money. It wasn't what anyone desired. That's just the way it worked out financially. I don't know if it's as frustrating as it is devastating to see your family have to go thought that. To see my family lose that team and know that that's all they ever did was very difficult. They didn't own any other businesses. All we did was race. To watch that go under was a tough pill to swallow."

That bitter taste lasted for Brad Keselowski until the call from Germain Racing in late June changed his life.

"Things have been very different since then," Brad Keselowski stated. "When the Trucks and Busch Series were in Milwaukee at the end of June, I had nothing going. Nothing. I couldn't even get anyone to return my calls. The next thing I know, I'm driving a truck in Memphis the following weekend, almost winning the race. Now, it seems like the same people who wouldn't return my phone calls are calling me. It's a good thing that they are calling and I have quite a few good offers."

While it's unclear whether Brad Keselowski will get a permanent seat in the JR Motorsports entry, it's clear he's joined the ranks of 'young driver to watch.' If the ride in Dale Earnhardt, Jr.'s car doesn't pan out, there are plenty of other teams that will be willing to give the articulate driver a chance.

Meanwhile, Brian Keselowski's prospects have also taken a turn for the better with the seat in Gerhart's No. 5 ARCA entry.

"This has been a way better year than the past couple of years," said Bob Keselowski. "Both of the boys have finally started to see some light in the careers. I had almost given up on the NASCAR part of it. I had done everything I could possibly do to push Brad along in his career. It just wasn't happening for him, but as luck would have it, it's starting to look like maybe I didn't do such a bad job bringing him along.

"Brian has been making progress all along on the ARCA side," he continued. "His record in the events he's run has been phenomenal this year. His average finish is something like 2.9 with two wins. We just haven't had the sponsorship to run all the races. Now he has a shot to drive Bobby's (Gerhart) cars and Bobby runs a pretty dang good ARCA team. Bobby wins Daytona and Talladega on a regular basis and it's a great opportunity for Brad to get behind the wheel of that kind of equipment. That's as good as it gets in ARCA."





AT LEFT: CHRIS ECONOMAKI PHOTO

ERIK PERREL/HHP PHOTO

FAMILY TRADITION: Brad Keselowski was tapped to drive JR Motorsports's No. 88 in the NASCAR Busch Series in July after an impressive run in the NASCAR Craftsman Truck Series. (At left) Brothers Bob (left) and Ron Keselowski made their family name synonomous with racing. Ron competed in 68 NASCAR Grand National/Winston Cup events, while Bob, father of Brian and Brad, captured the 1989 ARCA championship.

NATIONAL
SPEED SPORT NEWS

AUGUST 29, 2007

■ Sponsor troubles can't keep Rod Fuller from pursuing a Top Fuel title..... **Page US-2**
■ *NSSN* gives a crash course in NHRA's new championship format..... **Pages US-4-5**
■ Pro Stock's top two teams are reaping the benefits of stock-car country..... **Page US-8**

The Final Countdown

U.S. NATIONALS ISSUE
PRESENTED BY

Rockett Brand Racing Fuel

Even Unsponsored, Hot Rod Fuller Is Still

The Little Engine That Could

Hot Rod Fuller used a curious choice of words.

Minutes after winning the Top Fuel trophy July 15 at Denver's Bandimere Speedway, he said, almost for his own benefit as much as for that of the reporters gathered around him, "There's something about this win. It almost makes me feel like I'm legit."

Really? How could the NHRA Top Fuel point leader not have already felt validated, suitable, acceptable, the genuine article among Top Fuel drivers?

By Susan Wade
NSSN Correspondent

Fuller began the season third in points but after the Winternationals took the lead and has dropped to second only twice. He has led the standings since his semifinal finish at Gateway Int'l Raceway May 6. He has victories at Phoenix and Denver among his four final-round appearances this season.

He qualified No. 1 three times. Only once has he qualified lower than fourth on the 16-car grid. His career-best elapsed time, a 4.464-second pass this June at Joliet, Ill., was the Top Fuel class's seventh-best of the season, just 34-hundredths of a second slower than Tony Schumacher's best of 4.430.

So why did Fuller feel he had to do more to prove himself?

Insecurity will do that to a driver.

Oh, team owner David Powers has no problem with Fuller. "He knows we've got something special here," Fuller said. "It's not every day you can put a team together and fight for a championship and win races."

And the accomplished former sportsman racer has passed muster with veteran Lee Beard, the dean of crew chiefs in an organization that certainly has no tenderfoot tuner in Rob Flynn, Fuller's expert top mechanic.

"He just continues to impress me as a driver," Beard said. "There isn't anybody I've seen come down the pike in a long time who has adapted to driving a Top Fuel car as well as Hot Rod Fuller. Basically, what we've got at David Powers Motorsports is...the foundation for a mega superteam."

The trouble is the team has no primary sponsor, making Fuller's achievements this season all the more remarkable — and for him, all the more nerve-wracking.

Valvoline, scheduled to leave after the first two races of the year, stayed on for the Gatornationals in March. Since then, Caterpillar, seeking a vehicle for increased technician recruiting, has put various regional dealers on the side of Fuller's 8,000-horsepower dragster at five races. But eight times, Fuller has raced without major-sponsor decals on his car. That version of the dragster he calls "The Great White Shark."

And just like the ocean predators, Fuller and his Great White have used the element of surprise to their advantage. In January 2005, Fuller wandered out to The Strip at Las Vegas Motor Speedway to watch his colleagues test their dragsters for the first time that year. His team owner had opted not to participate, and not being able to strap into that car was gnawing at Fuller.

But Fuller lives in Las Vegas and has learned to discern the true from the fake, the real from the rhinestone. And he said, "I'm not out there now. But I'm going to be a contender for that championship."

Despite entering just 15 races, he won at Memphis, was runner-up at Bristol and Chicago and finished in the top 10 that year.

In 2006, his first full season in Top Fuel, he earned two victories in five final rounds and finished fifth.

That didn't amaze Fuller. He had been saying he didn't think NHRA had a race he couldn't win.

"A lot of people thought, 'Yeah...right,'" he said of that '06 effort. "In the second race out, we won. I think it opened some eyes."

He beat Melanie Troxel in the Phoenix final, spoiling a fairy tale scenario because her husband, Tommy Johnson, Jr., won the Funny Car trophy that day. Fuller said he likes his spoiler role.

"I was sitting in the car and I could hear them over the public-address system talking about the husband-and-wife win. I went there to win the race, and I enjoy the underdog role."

He also beat Larry Dixon at Englishtown last year, halting Dixon's streak of Father's Day victories at five.

Flynn said, "We don't compromise performance because of sponsorship. We run the car like we have full funding. We're careful, but we don't hold back."

Yet at Denver, where Fuller spoiled teammate Whit Bazemore's first Top Fuel final, he stopped short of declaring himself "legit." Even heading into Brainerd two races ago, he said, "We have to put a stop to the [Tony] Schumacher freight train. We can do it because we're the Little Engine That Could."

He's still looking for some proof.

"I can't wait for the day I have security," Fuller said. "I should be enjoying this season, but I haven't been able to enjoy it. I've been pretty stressed out, trying to find a sponsor. In January, there was a big doubt about whether I'd be here, driving this car. I sold my two cars and put my house up for sale. It was scary there for awhile.

"I've had to work hard for everything I've gotten in life," said Fuller, who defied dyslexia and doubting teachers to earn a marketing degree from the University of Arkansas. "I've spent 16 years getting to this spot. God is testing me. I don't think He wants everything to come that easy for me. He's letting me know that when it comes, I'll have earned it. It's going to make me feel a lot better."

So will knee surgery at the end of the season to repair a torn meniscus he incurred early in the season. He has weathered the loss of his Grandma Fuller just before the Denver race, the scarcity of sponsorship dollars to fuel an annual budget around $3 million and that feeling that his opportunity to be champion might disappear at any time.

Stoking his "I think I can — I think I can" mentality is almost a sense of entitlement. After all, he was born at Victory Memorial Hospital in Waukegan, Ill., where his mother lobbied for him to have the official name "Hot Rod" Fuller on his birth certificate. (His father nixed that but approved "Rod," although stitched on the birth blanket from the hospital was the name "Hot Rod.")

"I don't do this for money," Fuller said. "It's in my heart. And I am a really grateful person. If it ended today, I could walk away with a smile, because I feel I accomplished a lot."



NHRA PHOTO

WALLY WINNER: Rod Fuller at the Mopar Mile-High NHRA Nationals.

"We have to put a stop to the [Tony] Schumacher freight train. We can do it because we're the Little Engine That Could."

Rod Fuller

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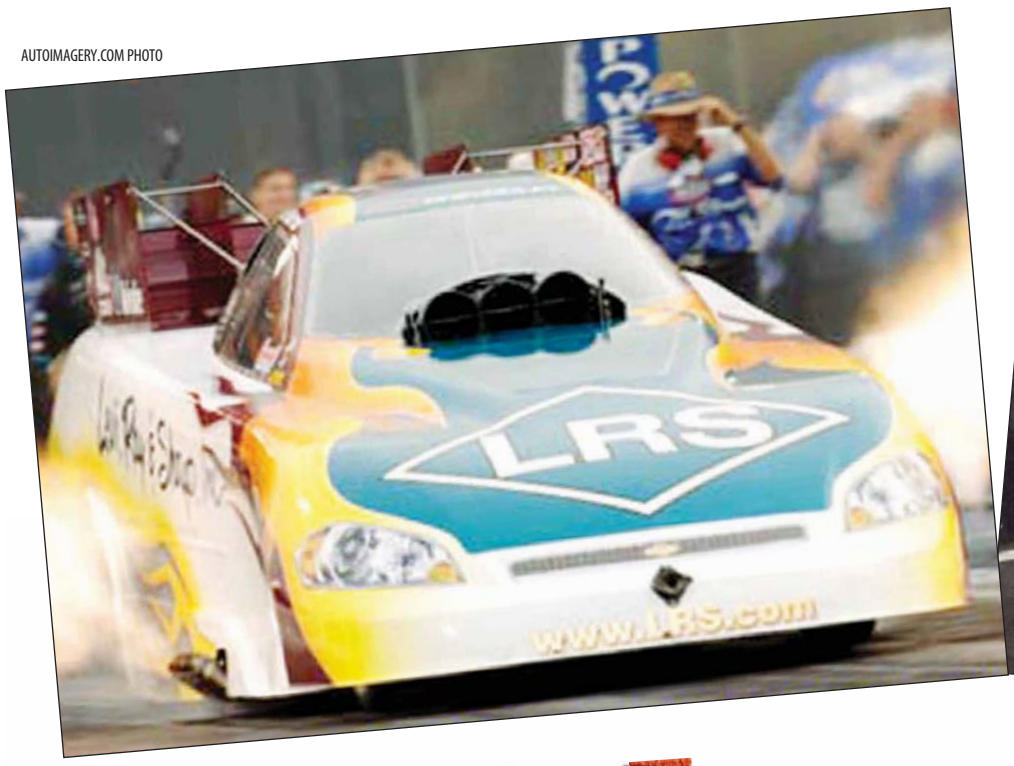
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David vs. Goliath

Small Teams Find It Difficult To Compete Against Multi-Car Efforts

By Susan Wade
NSSN Correspondent

Much is made about the advantages of data sharing, extra crew chiefs and plentiful parts and pieces that belong to drag-racing drivers with multiple-car teams.

But being a David among the Goliaths has plenty of other drawbacks, not to mention that being a Goliath invites some quirky dynamics for the big boys, as well.

Now, mind you, the Biblical David dealt a fatal blow to Goliath, so there's some inspiration.

However, in the Scriptures, David had to square off against Goliath only once. Drag-racing Davids have to do it 23 weekends a year.

And it can be brutal on hopes and even on progress. For Top Fuel team owners Tim and Renee Coghlan and driver Brady Kalivoda, that's a fresh wound.

In just four appearances, the overachieving underdogs made such a positive impression that several teams approached crew chief Keith Adams. Don Schumacher Racing — which already had a dragster, three Funny Cars, two Pro Stock interests and two Pro Stock Motorcycles — hired Adams to serve as crew chief for Cory McClenathan's newly formed team.

That shelved Kalivoda and the Coghlan Motorsports dragster, which had the financial backing to run three more races this season.

"This was a dream and a passion," said Tim Coghlan, who funded the operation for seven races in 2006 and four this season with profits from his Tennessee trucking business and house-moving company.

"We put together a nice team, and we've proven ourselves," he said. "We had all brand-new stuff last year, and we were running 4.40s and 4.50. We had a lot of people looking at us. It's aggravating. We could compete with the best of 'em. And it all goes to crap in a week's time.

"It's just kind of one of those things," Coghlan said. "If you qualify No. 2 and No. 3 and win a round or two even on a limited schedule, people start looking at your crew chief. And when a person gets offered everything under the sun and three or four times what he's making, I can't compete with the wealthy teams with the tremendous resources and the great corporate backing. It's just another independent team that's parked."

Kalivoda said, "If we had a couple million dollars, it wouldn't be an issue. So I get it. It's an unfortunate reality."

The second-generation dragster driver said, "We could do the rent-a-crew-chief thing. But let's say we did and went out and kicked butt and turned some heads. The same darn thing is going to happen. All of a sudden the dream's gone — again."

Funny Car independent Tim Wilkerson, owner-driver of the Levi, Ray & Shoup Chevy Impala, has won five races — including the 2003 U.S. Nationals from the next-to-last qualifying position — and led the field for eight events.

"If we had a couple million dollars, it wouldn't be an issue. So I get it. It's an unfortunate reality."
Brady Kalivoda



He makes the distinction that a one-car team isn't necessarily an underfunded team. He doesn't own a blower dyno or cut his own clutch disks, but he proved a team can maximize parts and maximize performance at the same time.

"That's why Mr. Levi and I get along so well," he said of his sponsor. "He's not oblivious to performance. If we have a problem and it takes some money, then we spend it. But I'm convinced it's always a matter of money."

Though he said he doesn't dwell on it, one frustration is that "you can't be innovative. Your creativity is limited. You don't have time. My R & D is 'rob and duplicate.'"

He said he has learned a lot about his nitro car from working with his alcohol car.

Despite the obstacles, Wilkerson said, "I'm still doing it. I enjoy the challenge of tuning the car."

That puts him on an equal plane with the mega team tuners.

"I can go to Jimmy Prock (Robert Hight's crew chief and one of Force Racing's most valued employees). He isn't going to walk over and put his motor in my car, but I can run an idea by him," Wilkerson said. "They don't want to see a guy like me fail. They appreciate what we do here."

Jim Head must enjoy the mechanical challenge, too. The Galena, Ohio, Funny Car driver, who has one of the sharpest engineering minds in any form of motorsports, has contended that he never really enjoyed being behind the wheel. Nevertheless, he's having perhaps his best season. He has been in Countdown contention most of the year. Though he is financially fine, he has slogged on with one reality, that "every time you make a change…it costs a lot of money."

Wilkerson said if he were in charge, "I'd make sure nobody had more than two cars. I don't think any more is good for the sport. Against two cars, I can compete, but three or four? They tout it as beneficial, but now they're running into the problem with multi-car teams taking from each other."

Regardless of how the hook-up occurred, Mike Neff's move from Schumacher Racing to John Force Racing is the most recent example.

That's natural with increased opportunities. They look juicy even to the already well served.

So, does being a David have any advantages? Kalivoda said he could think of only one.

"Expectations aren't placed on you. You don't have that pressure," he said. "That's all I can think of, but that doesn't work for me. I have high expectations for myself. Bring on the pressure. I thrive on that."

Some of the sport's best live with reminders that they weren't always this fortunate.

Del Worsham, a 21-time Funny Car winner who has finished in the top four in four of the past six years, said this recent stretch of six races in consecutive weekends was "personally…not the roughest. When I first started racing, just to make ends meet back in the early '90s, I think there was a point I raced 15 weeks in a row between NHRA and IHRA and match-racing. Three-man crew — my dad and myself and another person. I can remember nights being out there at 11 at night" facing yet more work.

"Now we have big teams and big crews and plenty of people and lots of parts. We're financed properly," he said. But he didn't count the "time off" after that sixth race as down time at all.

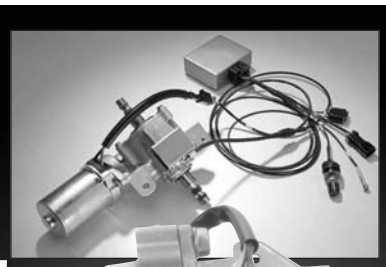
"I guess we have a week we're not racing," Worsham said after Sonoma, "but I'm at the shop right now. I am paying bills. I haven't been here a month. They're stacked up high. [We have] Funny Car bodies everywhere and engines apart, people going a hundred different directions. I don't really see a whole lot of time off for anybody."

John Force takes no time off, either. That's how he got to be a 14-time champion as a driver with a 15th title as a car owner. He values what he has. He instinctively has adapted to changes but can't shake that mindset he had in the beginning, when he raced for years with not so much as a crumb of encouragement from the sport's elite. He still has that work ethic and perseverance that inspire every dreamer in drag racing.

Plenty has gone wrong for him during the championship years. He has lost one precious driver to death and another to the lure of being a team owner. He has seen rule changes cost him thousands of dollars in R & D work. He has dealt with other drivers' anger at him, a concept he has a tough time computing emotionally. And when that "something-ain't-right" feeling roils inside Force, he turns to his empty shop for solace.

"I'll walk the floors," he said. "You have to get back to the heart of the race car. You sit in a race car and set every record there is, and you forget there was a day 25 years ago when you bought a brand-new magneto. It's like losing your mind because nothing has value. As the money grows, you grow, but you got to learn not to forget where you came from."

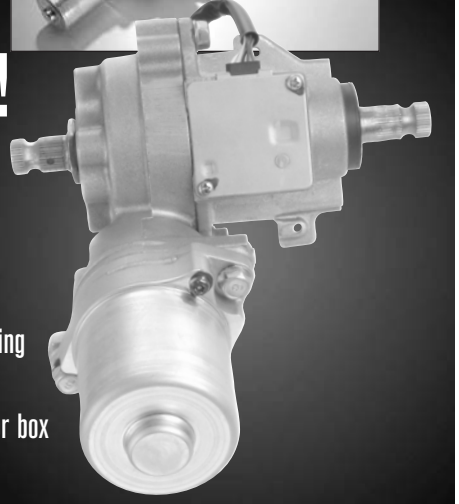
From being a David.

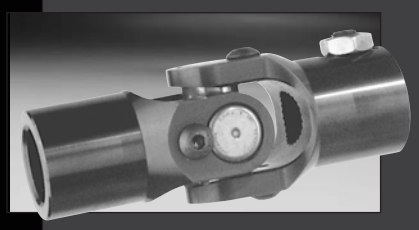
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COUNTDOWN Q & A

Q Has the Countdown increased the intensity all this season?

A **DEL WORSHAM (Funny Car):** "Definitely. Halfway through the season, I already feel like it's the last race. We're watching the points very close in mid-season when we normally wouldn't. And just every single round feels like a final round now."

Q How has the new format changed your strategy?

A **JEG COUGHLIN (Pro Stock):** "I'm not sure the philosophy really changes a whole lot. I think the excitement level and the stress level is certainly increased. I think the drama that's going to be built and the drama enjoyed by the fans is what's going to fuel us. Our strategy is to go into each event as we would any other event, be as prepared as we can but not make any mistakes. It's a zero tolerance world in any professional classes anymore."

Q How does this format work when you have talented teammates who have legitimate chances to compete for a title?

A **DOUG KALITTA (Top Fuel):** "The way we've done so far this year, it's really a blessing that there is a system like this. It is what it is. We're all trying to do the same thing. I guess we're not trying to knock each other out."

Q Rob Bruins won the 1979 Top Fuel championship without winning a race. Is that likely to happen, and is that a positive for the sport?

A **COUGHLIN:** "You could not win a race all year but be a very, very consistent top-four team and make it to the final four cars for the last two races and have a great round at the last two races and win the championship. But I think the strong survive. Consistency does pay and strong teams pay and the real winners will be the fans and media to talk about it."

A **DAVE GRUBNIC (Top Fuel):** "That scenario I guess is possible. Now, is that right? Is it fair? In all honesty, I don't know. My gut tells me it's not. If somebody goes out and you have somebody who dominates and wins eight races during the course of the year and then, unfortunately, we have some freak temperatures the last couple of races just didn't play out to them and they lose a championship because of that, well, that doesn't sound fair to me, either. I'm going against myself, because this format plays right into a car like mine right now. So honestly, I don't know. It's one of those deals that hopefully that won't be the case. Hopefully we'll see a champion crown that is a true champion who would have won it either way, whether we did it the old format or this current format."

Q Is this fabricated drama? It's not based on the total production of 23 races. If you dominated at the beginning of the year, why should you not be rewarded for that?

A **COUGHLIN:** "I think you are rewarded for it. You're rewarded in the race wins and all the accolades and exposures that come from it. And, too, the format our sport is following . . . is not new in the sports world. We can look to those sports as role models to try and build our own sport. And I think what we've done the last several years with POWERade has been phenomenal and … the possibilities [are] very positive and pretty awesome."

Q Could NASCAR's Chase benefit from NHRA's tiered format?

A **GRUBNIC:** "Well, NASCAR has its own, and we have ours. This might work very well for us. It might not. Each individual series has to have something tailored for it. I'm sure our sanctioning body put a lot of thought into this one. And it may not be perfect, but I'm sure they tried to make it perfect."

—*Susan Wade*

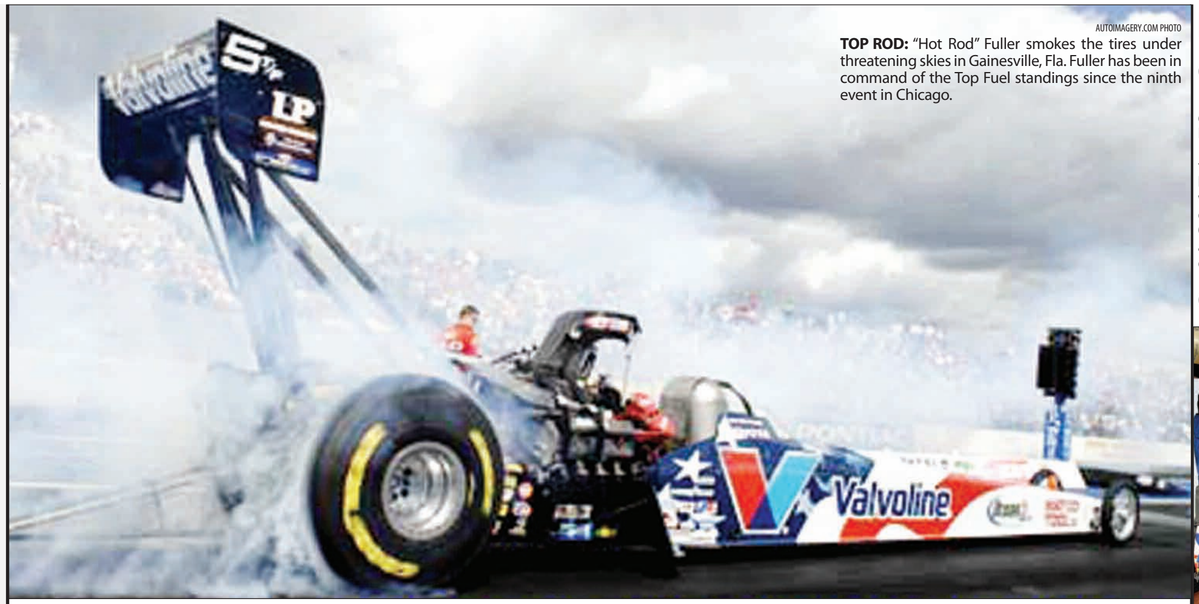
BY THE WAY . . .

■ The average margin of victory during the past seven years (2000-06) in the NHRA POWERade Series's three classes that run full 23-race schedules has been: Top Fuel, 256.5; Funny Car, 221.3; and Pro Stock, 378.7.

■ The Sunday format for the final six races will remain the same. With full fields and with eight drivers in contention for the championship, those drivers eliminated from the Countdown will have more opportunity than ever before to play spoiler.

■ The NHRA POWERade Series champions in Top Fuel and Funny Car each will receive a $100,000 Countdown bonus, making the total payout $500,000 in each category. In Pro Stock, the champion will receive a bonus of $50,000, making the total payout $250,000. In Pro Stock Motorcycle, the bonus will be $25,000, making the total payout $75,000. NHRA also will increase the total year-end payouts for the top eight in the four professional categories to more than $2 million.

■ Whereas historically, only two to three cars were still in contention at the Mac Tools U.S. Nationals during Labor Day weekend, now eight drivers at the NHRA's most prestigious event will have a legitimate chance to win the championship.



AUTOIMAGERY.COM PHOTO

TOP ROD: "Hot Rod" Fuller smokes the tires under threatening skies in Gainesville, Fla. Fuller has been in command of the Top Fuel standings since the ninth event in Chicago.

FINAL ELIMINATIONS

Here's A Guide To Understanding NHRA's New Championship Format

HOW IT WORKS

The Countdown is composed of three distinct tiers called the Countdown to 8, the Countdown to 4 and the Countdown to 1.

Countdown to 8 is essentially a 17-race "regular season" in which the full field of drivers in each pro category is reduced to eight who remain eligible for the 2007 POWERade Series championship. These top eight drivers in each class will have their points adjusted in 10-point increments with 2,070 to first place and 2,000 to eighth.

The "regular season" began at the February Winternationals at Pomona and ended Aug. 22 at the Toyo Tires Nationals at Reading, Pa.

Countdown to 4 is a four-race "first-round playoff" in which the field of eight remaining drivers eligible for the championship is reduced to four. These top four drivers in each class will have their points adjusted, so there are only 30 points separating first from fourth with 3,030 for first and 3,000 for fourth. This phase will start at the Mac Tools U.S. Nationals at Indianapolis and end at the Oct. 5-7 Torco Racing Fuels Nationals at Richmond, Va.

Countdown to 1 is a two-race "championship" that consists of the Oct. 25-28 ACDelco Las Vegas Nationals and the Nov. 1-4 Auto Club Finals at Pomona.

The final six events will include full fields in a traditional elimination format.

TIEBREAKER METHODS

NHRA's current tiebreaker system will be used for all three stages of the Countdown to the Championship. If a tie exists at the end of the regular season (the first 17 races), it will be resolved using a stepped system. First, the driver with the most round wins through the first 17 races will win the tie. If a tie still exists, the driver with the most head-to-head victories over the deadlocked participant will advance. Finally, if a tie remains, the driver with the quickest average qualifying elapsed time from his or her 10 best qualifying attempts will win the tie.

As the Countdown moves on, the same tiebreaker method will be used, but will be applied only to the four events in the Countdown to 4 (Indianapolis, Memphis, Dallas and Richmond) or the two events in the Countdown to 1 (Las Vegas and Pomona), as applicable.

OILDOWN POLICY/PENALTIES

The current oildown policy and associated penalties continue to be in effect. However, to create a level playing field for the top eight teams in the Countdown to 4, each Countdown competitor will have his or her oildown credits re-adjusted to one credit as it relates to points deductions during eliminations. Also, entering the Countdown to 1 in Las Vegas, each of the top four teams will, once again, have their oildown credits re-adjusted to one as it relates to points deductions during eliminations. Despite the credits for competitors qualifying for both the Countdown to 4 and Countdown to 1, monetary fines will continue to be assessed as if no credits were given.

COUNTDOWN QUALIFYING

Until the NHRA POWERade Countdown to the Championship reaches its final stage at the ACDelco Las Vegas NHRA Nationals and the Automobile Club of Southern California NHRA Finals in Pomona, qualifying will maintain its current structure and format.

However, beginning with the Countdown to 1, if any of the top four competitors are not afforded four qualifying attempts during the event due to unforeseen circumstances that are not team-related, and as a result do not qualify, the affected competitor or competitors will be seeded at the bottom of the 16-car field ladder based on their best elapsed time of the event.

KEY STORY LINES

Chasing No. 15



John Force

John Force's resurrection from a 20th-place driver in April to a contender for a 15th Funny Car championship

Said Del Worsham, "John Force, the crazy thing about him through the last 17 years, he has this ability to rise up when it's time to win a race or time to win a round. I see it coming. I see (John Force's crew chief) Austin Coil making great runs when he needs to — and John Force showing he's a great driver, can cut a light when he has to also."

Can Capps Capture The Title?



NHRA PHOTO

FIRST IN FUNNIES: Ron Capps celebrates his Funny Car victory in St. Louis.

Ron Capps's dominance of the Funny Car standings since the fourth race of the year and whether he'll benefit from past experience. For example, he led the class for 14 consecutive races and on two other occasions last year, only to see John Force win at the final event and find himself in third place. Capps, never the Funny Car bride, has been the maid of honor three times.

Said Capps, "Clinching is OK, but you don't want to get complacent. That's where you get beat. Football teams do it. They're in the playoffs, they take it easy, they have a bye weekend, they roll into the first round, and they get their butts handed to them because they're lackadaisical. We don't want to do that. I've been there. I've been to Pomona, and I've been second too many times to get in that mode. We're not going to let that happen this year."



NHRA PHOTO

FORCE FAMILY: Ashley Force may not be in the Countdown, but she's got her father's back.

Daddy Defense

Ashley Force's hopes of being among the Great Eight faded by midsummer, but she remains the frontrunner for the Automobile Club of Southern California's Road to the Future Award that identifies professional drag racing's Rookie of the Year. And she has a plan to help her father.

Said Ashley Force, "All year we've raced really conservative. One reason is because almost all of us were new to Funny Car racing when the season started, but another reason is because we didn't want to make any silly mistakes and beat ourselves.

"Now, though, I think Guido (first-year crew chief Dean Antonelli) is going to start pushing a little harder, especially if we come up against one of the drivers who can knock Dad out. It has been a little disappointing, but it's just part of the learning experience. This is a new team from top to bottom, and we're all learning together. So we started out with a new driver, new crew chief, new crew and new car, and when you think about that, I think we've done OK."

— *Susan Wade*

THE CONTENDERS

Top Fuel



1. Rod Fuller 2,070



2. T. Schumacher 2,060



3. Larry Dixon 2,050



4. B. Bernstein 2,040



5. J.R. Todd 2,030



6. B. Vandergriff 2,020



7. W. Bazemore 2,010



8. Doug Herbert 2,000

Funny Car



1. Ron Capps 2,070



2. Robert Hight 2,060



3. John Force 2,050



4. T. Pedregon 2,040



5. Jack Beckman 2,030



6. Mike Ashley 2,020



7. Gary Scelzi 2,010



8. Jim Head 2,000

Pro Stock



1. G. Anderson 2,070



2. Dave Connolly 2,060



3. Jeg Coughlin 2,050



4. Allen Johnson 2,040



5. Jason Line 2,030



6. Kurt Johnson 2,020



7. W. Johnson 2,010



8. Larry Morgan 2,000



AUTOIMAGERY.COM PHOTO
STRANGERS IN A STRANGE LAND: Jason Line (far lane) and Jeg Coughlin run qualifying attempts this season.

SOUTHERN SUCCESS

KB, Cagnazzi Have Invaded NASCAR's Traditional North Carolina Home Base

The Charlotte, N.C., area has long been known as a racing hotbed and home to the majority of NASCAR teams. Other types of motorsports — including Grand Am chassis builder Crawford Race Cars and DIRT Motorsports, the sanctioning body of the World of Outlaws — now call North Carolina home, as do a few of stock-car racing's high-speed, straightlining Pro Stock cousins.

By Sheena Baker
Production Editor

NHRA's top two Pro Stock teams have quietly set up shop in Mooresville, N.C., which is known to the NASCAR faithful as Race City U.S.A. with its plethora of race shops and motorsports-related businesses. Fans, though, haven't necessarily caught on to the new kids in town.

"Fans will walk into our showroom and they'll look very puzzled because Pro Stock cars don't look anything like Nextel Cup cars. And then they always get confused between Cagnazzi and [NASCAR Nextel Cup team owner Chip] Ganassi," laughs car owner Victor Cagnazzi, who fields cars for Jeg Coughlin and Dave Connolly. "The first thing that comes out of their mouths is, 'Wow. I didn't know they had a drag race team.' Then they want to know where the Coors shop is."

For Cagnazzi, who made the move from Long Island, N.Y., in 2003, the Charlotte area provided everything necessary to build a successful Pro Stock effort.

"From a standpoint of trying to establish ourselves as one of the more competitive teams in the Pro Stock class, everything that was available to us in Mooresville, from the people who could help us and from hiring new people who are already skilled in either fabrication or engine development or in aerodynamics or in engineering, they're all really located in the area," Cagnazzi says.

"What made me move down here...was that they were at the tail-end of finishing up building the wind tunnel (in Mooresville)," Cagnazzi recalls. "That kind of made relocating the team a pretty easy decision to move from New York down to Mooresville. Just the area itself — the cost of living is cheaper and it's just a beautiful place to live."

While Cagnazzi's move was spurred by the resources the area had to offer, KB Racing's Greg Anderson says he stumbled upon the assets "by accident."

"I was trying to find a location that was centrally located for our travel schedule for where we raced around the country and the best location I could be to fly in and out of. They have a good airport here and it's very convenient to drive in and out of, and it just made a lot of sense since most of our races are from the Mississippi east," says Anderson from the KB Racing shop located near the Mooresville Dragway.

"The reason I elected to go with Charlotte is because my wife's family is from North Carolina, so I decided to go with Charlotte to be closer to her family," Anderson said.

When Anderson made the move in 2002, he quickly learned of the motorsports resources the area had to offer.

"I wasn't in the shop for one week when people heard that a drag racer moved in to town and people started stopping by to check it out. These people worked in NASCAR shops," Anderson recalls. "One was Jason Line. Another was Joe Hornick. They worked for Joe Gibbs' engine shop and they heard that a drag racer came to town and they just wanted to stop over.

> *"Looking at motorsports as a business besides actually just the resources from the performance side, there's really no other place you'd rather be than in the Charlotte-Mooresville area."*
>
> **Victor Cagnazzi**
> Owner, Cagnazzi Racing

"That's the first thing I learned when I came here: There were a lot of people working in the Cup world that were either ex-drag racers or followed the sport fairly closely and had a big interest in it. I started getting volunteer help from guys right away that I didn't plan on when I came here, so it all ended up being a tremendous bonus.

"I wish I was smart enough to have figured that out before I moved here, but, quite honestly, it was by accident," Anderson laughs.

Anderson was able to lure Line, who had worked as the head dyno operator for Joe Gibbs Racing for five years, to KB by offering him a driving job. Since his first full season with the team in 2004, he and Anderson have combined to capture the last four Pro Stock titles.

Line isn't the only former NASCAR crew member to defect to NHRA. Six of KB Racing's 14 employees formerly worked for NASCAR teams.

Both teams agree that the motorsports talent pool is one of the area's greatest appeals.

"From the standpoint of getting good personnel that are fluent in the things that we do, [being in Mooresville is] absolutely [beneficial]," Cagnazzi says. "There is more talent in a five-square mile area than probably anywhere in the country for racing."

But having so many qualified individuals at their fingertips also has its downside.

"There's a big talent pool here, but they're all high priced," Anderson says. "The drag racing community can't necessarily afford that. Bottom line is you just have to love drag racing because it's too much work for not enough money."

"We can't pay what a Cup shop pays," Line says. "There is a little bit of a disease here in Charlotte where we all think that we're more important than we really are. We all want a lot of money. It's kind of bad. We're not doing anything that anybody else couldn't do if they had the desire to do it."

Just as the Charlotte area is overflowing with talented personnel, so too is it brimming with other motorsports resources.

"It's very, very easy to entertain sponsors in this area if they've never been involved in racing before and to get them excited about it by just seeing what else is around and the heritage of the area," Cagnazzi says.

"No matter what you need to go with a car or an engine or if you have to have a specialist to work on it, it's here within a 50-mile radius. You can have it that day, no problem," Anderson says.

"There's not much we can't get within an hour drive," Line says. "Those types of companies here know our specific needs."

Having a drag strip within sight of their facility certainly appeals to Anderson and Line, both of whom are Minnesota natives and, like Cagnazzi, appreciate Charlotte's climate compared to northern winters.

"We can test at our race track all year long. People at Indy, they're going to cut themselves out of four or five months just because of the winter time. That's a big reason that I moved down to the South from Minnesota to begin with," Anderson says. "You can only race five months a year up there."

So, does the success of the Cagnazzi and KB teams signify that the future of flourishing Pro Stock teams lies in the Charlotte area?

"If [other teams] are looking at what KB is doing and what we're doing as far as how competitive we've been able to be, I would imagine that they would look at it and figure that some of what we've been able to garner from being in the area is helping us be competitive," Cagnazzi says. "I think that would be a smart thing, but you never know… I would hope that some of the NHRA teams would move down here."

"As far as I'm concerned, no one else needs to move here," Line quips.

"There's nothing here. It's a terrible place. We're just biding our time until we can get out of here," Anderson laughs before turning serious again. "We *are* kind of shocked that there aren't more teams here, but we're glad."

"I think you'd have a hard time getting the fuel teams to move, but I think in 10 years you'll see some Pro Stock teams here," Line says. "I can't imagine that you wouldn't...if you want to be a serious player, eventually it's going to get that way."

Even with the success of both teams, Anderson isn't convinced that being in Charlotte is the soul answer to their success.

"[Being in Charlotte] is certainly not all the answer, but I'm sure there's something to it," Anderson says. "[Cagnazzi's] certainly not the only one winning races. There're plenty of them. So that tells you right there that you don't have to be in Charlotte to win races."

Still, for anyone seeking a resourceful home for a motorsports team — even outside of the traditional NASCAR community — moving to the Charlotte area may be a way to ensure some level of success.

"Looking at motorsports as a business besides actually just the resources from the performance side, there's really no other place you'd rather be than in the Charlotte-Mooresville area," Cagnazzi says.

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"I don't know how I'm going to feel driving through the gates at Pomona (for the season's final race in November). That empty feeling seems to be growing. This is my life. Scelzi Enterprises is my livelihood. I don't know that I'm making the right decision."

GARY SCELZI

Lane Choice

Scelzi Chooses Time With Family, Business Over Racing For 2008

The pancakes weren't quite Mom quality, and the macaroni and cheese came from a box, but the guys-weekend-out cooking in the motorhome beat a poke in the eye with a sharp stick.

And the story regarding their bonding experience during the NHRA weekend in Brainerd, Minn., is different depending on whether it is told by Funny Car driver Gary Scelzi or his 10-year-old son Dominic.

BY SUSAN WADE
NSSN CORRESPONDENT

But getting up early to explore nature and sitting up late by a campfire and gabbing — not to mention staying busy at the racetrack for about 12 hours in between — were part of the plan.

Dominic Scelzi is an aspiring racer himself. He currently races mini sprints at Plaza Park Raceway in Visalia, Calif. But that weekend, he learned to pack parachutes and helped wash parts for his dad's Mopar/Oakley Dodge Charger that's in the hunt for a second Funny Car title.

"We haven't done this kind of trip together since I was testing a Funny Car for Don Schumacher Racing about three or four years ago in Indy, when Dominic and I were the only ones in the family who went. We had such a great time and we haven't been able to do it again," Gary Scelzi said.

Time with his family — wife Julie, Dominic, and five-year-old son Giovanni, who's eyeing go-karts — is one of the reasons the wildly popular nitro-class legend-in-progress announced this spring that he'll take a hiatus after this season. The other is the need to help older brothers Mike and Jim manage the family's truck-body manufacturing firm in their Fresno, Calif., hometown.

The business has grown from 65 employees to 265 employees while Scelzi has been expanding his racing resume.

"I've pretty much lost touch with the day-to-day operations, and that bothers me," he said. "It's time to get back to work, learn the business again, and take some of the load off my brothers. Mike wants to play some golf, and Jim wants a little time to play. So with three of us, we can do some jockeying."

As for driving a race car, Scelzi said, "I don't feel I'm done. I'm not retiring. I could be back.

"I don't know how I'm going to feel driving through the gates at Pomona (for the season's final race in November). That empty feeling seems to be growing. This is my life. Scelzi Enterprises is my livelihood. I don't know that I'm making the right decision," he said.

Missing at the moment is the certainty he had in 1996, when mechanical mastermind Alan Johnson called him and offered him a chance to step up from the alcohol-fueled dragster and Funny Car ranks to the Top Fuel class.



RON LEWIS PHOTO

GUYS' WEEKEND: Gary Scelzi spends time with his son Dominic, 10 , in Brainerd, Minn.

"I knew that I was making the right decision then. That was my shot to be a world champion," Scelzi said. "I had no hesitation, no doubt. I said, 'I'm pretty damn sure I'm making the right decision.' And Alan put me on the map."

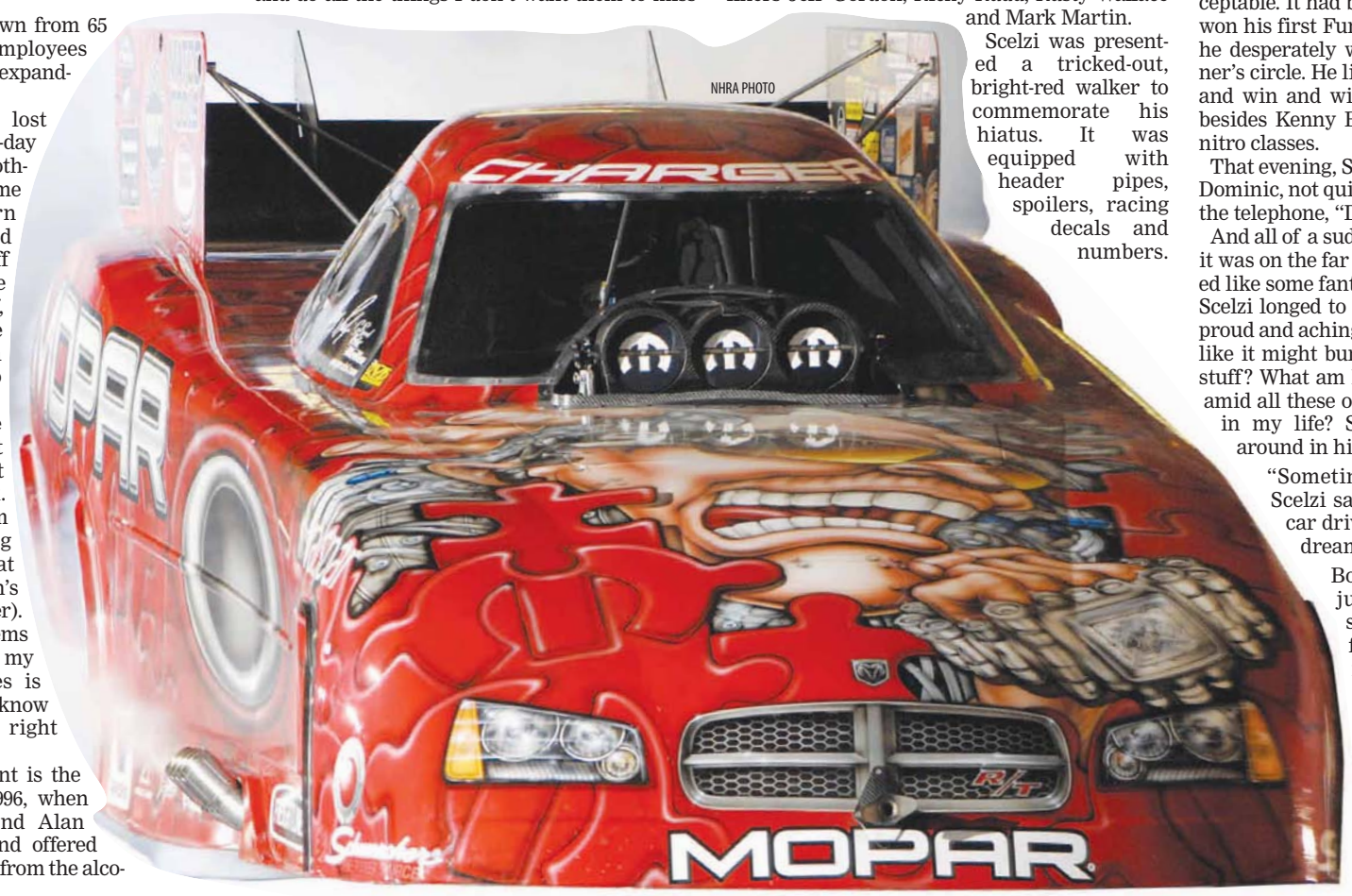
But this hour of decision is different. In 11 years of professional racing, he has won three Top Fuel championships (1997, 1998, 2000) and in 2005 swiped the Funny Car crown that sat atop John Force's head all but three years since 1990.

In the fall of 2001, Scelzi had toyed with the idea of racing for only three more years. At the time, he said, "I'll be 44 and I'm going to go back to work (at the truck-body business). I'm going to raise my family and let them play baseball and do all the things I don't want them to miss and I don't want to miss."

At that time, he said if he were to walk away and return, he'd do it with a well-funded operation. "I'm not here not to win championships…I don't want to show that we can do this as independents. I've already eaten beans and rice and had holes in my pants. I'm not going back to that."

Further proof that he doesn't need to worry about such things came July 29 at Infineon Raceway at Sonoma, Calif. That morning before eliminations began, Scelzi became the third NHRA driver to be enshrined in the facility's Wall of Fame. He joined Pro Stock's Warren Johnson and Funny Car's John Force, along with O. Bruton Smith, chairman of track-owner Speedway Motorsports, Inc., and NASCAR headliners Jeff Gordon, Ricky Rudd, Rusty Wallace and Mark Martin.

Scelzi was presented a tricked-out, bright-red walker to commemorate his hiatus. It was equipped with header pipes, spoilers, racing decals and numbers.



NHRA PHOTO

GARY SCELZI QUICK FACTS

- Claimed the 2005 Funny Car championship, his first, by eight points over his teammate Ron Capps, 32 over third-place John Force
- Is a three-time Top Fuel champion (1997, 1998, 2000)
- Became only the second NHRA driver (after Kenny Bernstein) to have won crowns in both Top Fuel and Funny Car
- Is walking away from the largest team in NHRA pro history: Don Schumacher Racing
- Is the first Funny Car driver to break the 330-mph barrier (330.15 mph in 2004 at Route 66 Raceway, Joliet, Ill.)
- Age 47, born and raised in Fresno, Calif., where he lives with wife, Julianne, and sons Dominic and Giovanni
- Dominic, 10, races Restricted 600 Mini Sprints
- Runs Scelzi Enterprises, a custom truck body design and manufacturing business in Fresno with his two brothers, Mike and Jim
- Won his first Top Fuel crown as a rookie
- Has 10 Funny Car wins, 25 Top Fuel wins
- Is the only NHRA driver to have won in Top Fuel, Funny Car, Top Alcohol Dragster and Top Alcohol Funny Car
- Is one of the few Funny Car drivers who has a winning record against the 14-time Funny Car champion John Force: 12-10, 3-1 in final rounds
- Says he's stepping away from NHRA competition at the end of 2007, but not retiring

His sons stared at the contraption as if it had just landed from Mars.

And that's about as far away as Scelzi felt he was from normalcy on April 19, 2004.

He had to test at Baytown, Texas, that day. He was in ninth place, and that simply was unacceptable. It had been eight months since he had won his first Funny Car trophy at Sonoma, and he desperately wanted to get back to the winner's circle. He liked that feeling, wanted to win and win and win and become the only driver besides Kenny Bernstein to win titles in both nitro classes.

That evening, Scelzi received a call from home. Dominic, not quite seven then, said proudly into the telephone, "Dad, I can read!"

And all of a sudden, Fresno, Calif., seemed like it was on the far side of the moon. Home sounded like some fantasy, some mirage in the desert. Scelzi longed to be home, and his heart was so proud and aching all at the same time that it felt like it might burst. Why do I have to miss this stuff? What am I doing here, driving a fast car amid all these oil refineries? What's important in my life? Scelzi had questions swirling around in his head.

"Sometimes it's hard to swallow," Scelzi said of those milestones a race-car driver misses while he chases his dream.

Both worlds were vital to him, just in different ways. And sometimes balancing them was far harder than trying to corral the dragsters that Scelzi said, "tried to kill me three times," those 8,000-horsepower fire-breathers that carried him "like a tiger with a rag doll in its mouth." Mastering a Funny Car was harder than one might think.

So is walking away from it.

Scelzi, Capps Top Funny Car Testing

Troxel Posts Fastest Top Fuel Time, Then Subs In Ashley's Funny Car

CLERMONT, Ind. — Funny Car driver Gary Scelzi made it three-in-a-row for Don Schumacher Racing at the final session of testing for the Mac Tools U.S. Nationals at O'Reilly Raceway Park in Indianapolis.

Scelzi clocked a 4.846-second run at 317.87 miles per hour, taking the top spot for Thursday's test session, which had been held the previous two days of testing by Don Schumacher Racing teammate Ron Capps.

Capps's best shot came on Aug. 22 at 4.846 and 317.87 mph.

Testing his Mopar/Oakley Dodge Charger with newly acquired crew chief, Todd Okuhara, Scelzi says the experience gained in this test session should prove to be successful heading into the U.S. Nationals.

"Todd hasn't had a whole lot of test time with our car," said Scelzi. "We got here and there were a lot of things he wanted to try with the clutch and today was mainly doing some really wild stuff. It looked really great and that was the quickest run of the weekend and that wasn't the optimum conditions that we had run in the other night."

Melanie Troxel turned the quickest Top Fuel lap, with a 4.530-second, 328.46 mph shot on Aug. 21's first day of action. Tony Schumacher was quick on day two with a 4.563, 324.83 run, while Phil Burkart driving the Hartley Racing rail was quick on the final day at 4.62 at 326.40 mph.

"We've just been testing some little things," Troxel said. "Trying some new clutch discs and just generally getting ready for qualifying here at Indy. I would imagine that is what we are going to do out here tomorrow. A little bit of testing and a little bit of getting ready for our U.S. Nationals tune-up."

Troxel also made a pass in a Funny Car Aug. 22, subbing for Mike Ashley.

Rain Delay Worth Wait For Herbert, Pedregon, Connolly

MOHNTON, Pa. — Top Fuel veteran Doug Herbert defeated "Hot Rod" Fuller in Aug. 22's rain-delayed final of the 23rd annual Toyo Tires NHRA Nationals to earn the final spot in the NHRA's Countdown to the Championship.

Funny Car racer Tony Pedregon, Pro Stock ace Dave Connolly and Pro Stock Motorcycle rider Matt Guidera also scored big wins in the last regular season race of the season, while Cinderella hopefuls Del Worsham, V. Gaines and Chris Rivas all came up short in their bids to make the Countdown playoffs.

Herbert launched with a stellar .039-second reaction time and zoomed down Maple Grove Raceway in 4.562 seconds at 323.43 miles per hour to take the win over a back-pedaling Fuller, who ran a 4.709 at 324.98 mph.

"Wow, nothing like a little drama, huh?" Herbert said. "I was ready for this race. It was the biggest round of my life and I didn't want to have any regrets. I was ready, the team was ready, and we went out there and got it done.

"The Countdown to the Championship was designed to bring extra excitement to the sport and it's definitely done that. Grubnic is my buddy and I hated that it knocked him out, but he already called me to say congratulations. Now if we can get our act together, we can make a real run at the championship. There is no team as fired up as this one, I promise you that."

John Force posted a quick 4.792 at 320.10 mph in the final, but it was all for naught as his -.038-second red-light start gave the win to former employee Pedregon. Pedregon made a leisurely 6.061-second pass at 151.99 mph to score his second win of the year and 34th of his career.

"It was certainly worth the wait for us," Pedregon said. "Mentally, I'm spent. We had to get up to race so many times only to have it start raining again. It stresses you out. The other thing was the track was totally different after all that rain so Dickie [Venables, tuner] and the guys did an excellent job of reading it today. To run a 4.78 right off in the semis probably helped us win the race because John had to look at that number and try to do something."

After eliminating V. Gaines from Countdown consideration in the semifinals, Connolly powered to his 13th career victory by defeating Johnson in the Pro Stock final. Connolly was sharp at the starting line, leaving with a .005 to .050 second advantage, before racing away from a tire-shaking Johnson to win with a 6.643 at 207.43 mph in his Chevrolet Cobalt to Johnson's 6.857 at 206.80 mph in his Chevrolet Cobalt.

"It was one of those long deals when Mother Nature rolled in," Connolly said. "Torco needed the win to pay for the hotel bills this weekend. Nothing against my partner Jeg Coughlin, but we had to get that point to get around him."

Guidera and Sampey were side by side for most of the way down the track in the Pro Stock Motorcycle final but Sampey's Suzuki was slowly drifting towards the centerline. Not wanting to lift, she tried to coax it back into the center of the lane but eventually clipped the 1,000-foot cone, which is an automatic disqualification. Guidera took his first NHRA win with a 6.971 at 188.02 mph on his Buell V-Twin.

U.S. Nationals Winners

2006	
Top Fuel	Tony Schumacher
Funny Car	Robert Hight
Pro Stock	Greg Anderson
2005	
Top Fuel	Larry Dixon
Funny Car	Del Worsham
Pro Stock	Greg Anderson
2004	
Top Fuel	Tony Schumacher
Funny Car	Gary Densham
Pro Stock	Greg Anderson
2003	
Top Fuel	Tony Schumacher
Funny Car	Tim Wilkerson
Pro Stock	Greg Anderson
2002	
Top Fuel	Tony Schumacher
Funny Car	John Force
Pro Stock	Jeg Coughlin
2001	
Top Fuel	Larry Dixon
Funny Car	Whit Bazemore
Pro Stock	Greg Anderson
2000	
Top Fuel	Tony Schumacher
Funny Car	Jim Epler
Pro Stock	Jeg Coughlin
1999	
Top Fuel	Cory McClenathan
Funny Car	Frank Pedregon
Pro Stock	Warren Johnson
1998	
Top Fuel	Gary Scelzi
Funny Car	John Force
Pro Stock	Mike Edwards
1997	
Top Fuel	Jim Head
Funny Car	Whit Bazemore
Pro Stock	Kurt Johnson
1996	
Top Fuel	Cory McClenathan
Funny Car	John Force
Pro Stock	Kurt Johnson
1995	
Top Fuel	Larry Dixon
Funny Car	Cruz Pedregon
Pro Stock	Warren Johnson
1994	
Top Fuel	Connie Kalitta
Funny Car	Cruz Pedregon
Pro Stock	Warren Johnson
1993	
Top Fuel	Pat Austin
Funny Car	John Force
Pro Stock	Warren Johnson
1992	
Top Fuel	Ed McCulloch
Funny Car	John Force
Pro Stock	Warren Johnson
1991	
Top Fuel	Kenny Bernstein
Funny Car	Jim White
Pro Stock	Darrell Alderman
1990	
Top Fuel	Joe Amato
Funny Car	Ed McCulloch
Pro Stock	Jerry Eckman
1989	
Top Fuel	Darrell Gwynn
Funny Car	Don Prudhomme
Pro Stock	Larry Morgan
1988	
Top Fuel	Joe Amato
Funny Car	Ed McCulloch
Pro Stock	Bob Glidden
1987	
Top Fuel	Joe Amato
Funny Car	Kenny Bernstein
Pro Stock	Bob Glidden
1986	
Top Fuel	Don Garlits
Funny Car	Mike Dunn
Pro Stock	Bob Glidden
1985	
Top Fuel	Don Garlits
Funny Car	John Lombardo
Pro Stock	Bob Glidden
1984	
Top Fuel	Don Garlits
Funny Car	Jim Head
Pro Stock	Warren Johnson
1983	
Top Fuel	Gary Beck
Funny Car	Kenny Bernstein
Pro Stock	Bob Glidden
1982	
Top Fuel	Shirley Muldowney
Funny Car	Billy Meyer
Pro Stock	Frank Iaconio
1981	
Top Fuel	Johnny Abbott
Funny Car	Raymond Beadle
Pro Stock	Lee Shepherd
1980	
Top Fuel	Terry Capp
Funny Car	Ed McCulloch
Pro Stock	Lee Shepherd
1979	
Top Fuel	Kelly Brown
Funny Car	Gordie Bonin
Pro Stock	Bob Glidden
1978	
Top Fuel	Don Garlits
Funny Car	Tom McEwen
Pro Stock	Bob Glidden
1977	
Top Fuel	Dennis Baca
Funny Car	Don Prudhomme
Pro Stock	Don Nicholson
1976	
Top Fuel	Richard Tharp
Funny Car	Gary Burgin
Pro Stock	Wally Booth
1975	
Top Fuel	Don Garlits
Funny Car	Raymond Beadle
Pro Stock	Wayne Gapp
1974	
Top Fuel	Marvin Graham
Funny Car	Don Prudhomme
Pro Stock	Bob Glidden
1973	
Top Fuel	Gary Beck
Funny Car	Don Prudhomme
Pro Stock	Bob Glidden
1972	
Top Fuel	Gary Beck
Funny Car	Ed McCulloch
Pro Stock	Ray Allen
1971	
Top Fuel	Steve Carbone
Funny Car	Ed McCulloch
Pro Stock	Ronnie Sox
1970	
Top Fuel	Don Prudhomme
Funny Car	Don Schumacher
Pro Stock	Herb McCandless
1969	
Top Fuel	Don Prudhomme
Funny Car	Danny Ongais
Pro Stock	Ronnie Sox
1968	
Top Fuel	Don Garlits
Super Stock	Arlen Vanke
1967	
Top Fuel	Don Garlits
Funny Car	Doug Thorley
Super Stock	Bill Jenkins
1966	
Top Fuel	Mike Snivley
Top Stock	Jere Stahl
1965	
Top Fuel	Don Prudhomme
Top Stock	Bud Shallenberg
1964	
Top Fuel	Don Garlits
Top Stock	Roger Lindamood
1963	
Top Eliminator	Bobby Vodnik
Stock	Herman Mozer
1962	
Top Eliminator	Jack Chrisman
Stock	Hayden Proffitt
1961	
Top Eliminator	Pete Robinson
1960	
Top Eliminator	Leonard Harris
Stock	Jim Wangers
1959	
Top Eliminator	Rodney Singer
Stock	Harold Ramsey
1958	
Top Eliminator	Ted Cyr
1957	
Top Eliminator	Buddy Sampson
1956	
Top Eliminator	Melvin Heath
1955	
Top Eliminator	Calvin Rice



BOB HESSER/AUTOIMAGERY.COM PHOTO

ARMED FORCE: Tony Schumacher has captured five U.S. Nationals titles.

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NASCAR NEXTEL CUP

RACE REWIND

Race 24 of 36: Sharpie 500, Saturday, Aug. 25
Bristol Motor Speedway, Bristol, Tenn.

FINAL RESULTS

FIRST



Carl Edwards

SECOND



Kasey Kahne

THIRD



Clint Bowyer

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	6	99	Carl Edwards	Office Depot Ford	500	$297,050	Running
2	1	9	Kasey Kahne	Dodge Dealers/UAW Dodge	500	265,541	Running
3	15	07	Clint Bowyer	Jack Daniel's Chevrolet	500	180,125	Running
4	23	20	Tony Stewart	The Home Depot Chevrolet	500	178,386	Running
5	17	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	500	164,008	Running
6	19	2	Kurt Busch	Miller Lite Dodge	500	145,608	Running
7	7	12	Ryan Newman	Alltel Dodge	500	139,775	Running
8	22	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	500	144,238	Running
9	20	5	Kyle Busch	Kellogg's/Carquest Chevrolet	500	116,875	Running
10	34	16	Greg Biffle	Dish Network Ford	500	120,300	Running
11	25	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Boats	500	125,695	Running
12	10	31	Jeff Burton	RCR Chevrolet	500	134,641	Running
13	40	18	J.J. Yeley	Interstate Batteries Chevrolet	500	131,758	Running
14	36	40	David Stremme	Coors Light Dodge	500	97,700	Running
15	29	41	Reed Sorenson	Target Dodge	500	123,558	Running
16	13	29	Kevin Harvick	Shell/Pennzoil Platinum Chevrolet	500	140,561	Running
17	2	42	Juan Pablo Montoya	Texaco/Havoline Dodge	500	131,050	Running
18	11	10	Scott Riggs	Valvoline/Stanley Tools Dodge	500	102,300	Running
19	18	24	Jeff Gordon	Dupont Chevrolet	500	137,111	Running
20	24	7	Robby Gordon	Camping World Ford	500	95,975	Running
21	9	48	Jimmie Johnson	Lowe's Chevrolet	499	142,911	Running
22	30	25	Casey Mears	National Guard/GMAC Chevrolet	498	106,425	Running
23	16	55	Michael Waltrip	Napa Auto Parts Toyota	498	104,958	Running
24	41	15	Paul Menard	Menards/Turtle Wax Ice Chevrolet	498	90,675	Running
25	26	21	Bill Elliott	Air Force Ford	498	110,514	Running
26	3	26	Jamie McMurray	Irwin Industrial Tools Ford	498	97,525	Running
27	39	66	Jeff Green	HAAS Automation Chevrolet	498	110,563	Running
28	42	96	Tony Raines	DLP HDTV Chevrolet	498	96,145	Running
29	21	19	Elliott Sadler	Dodge Dealers/UAW Dodge	497	106,030	Running
30	27	38	David Gilliland	M&M's Ford	497	114,789	Running
31	5	22	Dave Blaney	Caterpillar Toyota	496	104,123	Running
32	32	45	Kenny Wallace	Wells Fargo Dodge	496	93,902	Running
33	14	4	Ward Burton	Miccosukee/Food City Chevrolet	494	85,495	Running
34	33	44	Dale Jarrett	UPS Toyota	494	84,135	Running
35	43	84	A.J. Allmendinger	Red Bull Toyota	491	84,000	Running
36	35	01	Aric Almirola	U.S. Army Chevrolet	485	91,890	Running
37	31	36	Jeremy Mayfield	360 OTC Toyota	481	83,755	Running
38	8	88	Ricky Rudd	Snickers Ford	478	114,678	Accident
39	12	17	Matt Kenseth	DeWalt Ford	452	131,176	Accident
40	28	49	John Andretti	Paralyzed Veterans Dodge	416	83,425	Electrical
41	4	6	David Ragan	AAA Ford	414	119,100	Accident
42	38	70	Johnny Sauter	HAAS Automation Chevrolet	280	83,155	Running
43	37	11	Denny Hamlin	FedEx Freight Chevrolet	209	102,268	Engine

RACE STATISTICS

Race time: 2 hours, 59 minutes, 39 seconds
Average speed: 89.006 miles per hour
Victory margin: 1.405 seconds
Caution flags: Nine for 61 laps
Lead changes: 12 among eight drivers

Lap leaders: Kasey Kahne 1-36; Carl Edwards 37-64; Kahne 65-330; Edwards 331; Kahne 332-334; Edwards 335-357; Dale Earnhardt, Jr. 358; Kurt Busch 359-360; Ryan Newman 361-362; Kyle Busch 363-365; Jeff Gordon 366-367; Robby Gordon 368-370; Edwards 371-500.

TALK OF TIME TRIALS

Kasey Kahne, in the No. 9 Dodge, captured his 14th pole and second of the season, posting a fast lap of 119.805 miles per hour during Friday's qualifying. Rookie Juan Pablo Montoya joined Kahne on the front row in another Dodge.

STANDINGS

FIRST



Jeff Gordon

SECOND



Tony Stewart

THIRD



Denny Hamlin

Top 12

1. Jeff Gordon	3,582	7. Jeff Burton	3,054
2. Tony Stewart	3,233	8. Kyle Busch	3,024
3. Denny Hamlin	3,229	9. Clint Bowyer	2,944
4. Matt Kenseth	3,163	10. Kevin Harvick	2,888
5. Carl Edwards	3,160	11. Martin Truex, Jr.	2,887
6. Jimmie Johnson	3,059	12. Kurt Busch	2,879

Laps, Seat Time Are Key For JV

Sport Welcomes Villeneuve With Open Arms, But Will He Earn His Place?

By Brit Fryer
NSSN Correspondent



JOHN MARSH PHOTO

OLD TIMES IN F-1: Jacques Villeneuve (right) is shown in 2005 with longtime manager Craig Pollock.

BRISTOL, Tenn. — NASCAR has gained even more street cred outside America now that another international open-wheel racer ditched his single-seater for full bodies and fenders.

"I'm encouraged to hear that more and more people think NASCAR's the place to be," said Jimmie Johnson, the defending Nextel Cup champion. "It's shown the world what NASCAR is all about."

Canadian Jacques Villeneuve, the 1997 Formula One world champion, will run in seven Craftsman Truck races and one ARCA event later this season for Bill Davis Racing. Villeneuve, 36, was scheduled to test a Toyota Tundra on Monday at Chicagoland Speedway. It's all in preparation for his move to Sprint Cup in 2008 — a plan car owner Bill Davis confirmed Friday at Bristol Motor Speedway.

"He will race in Cup in 2008," Davis said.

Villeneuve is following the lead of Colombian Juan Pablo Montoya, a seven-time winner in F-1 who raced against Villeneuve for five seasons. Montoya went straight to stock cars for his NASCAR debut last October.

"I think I opened the door for a lot more people," Montoya said, "people who are afraid of coming to NASCAR because they thought, 'It's so much different. Nobody can do it.' It's good for NASCAR. It's become the sport to be in."

Lee White, senior vice president of Toyota Racing Development, told *NSSN* before Saturday night's Sharpie 500 that Villeneuve's foray into NASCAR is a "team issue," with Toyota providing its usual motor and engineering support.

"It's great for NASCAR. It's great for Toyota. It's great for Bill Davis," White said. "There's got to be some sponsorship opportunities that cross international boundaries.

"Everything's great about it. But will you get him enough time? Is he young enough? Is he versatile enough? We're going to find all that out."

Villeneuve, son of the late Gilles Villeneuve, landed an F-1 seat with the Williams team in 1996 and won the championship a year later. He owns 11 grand prix victories and stood on the podium 23 times in 165 starts. His final few seasons, however, were rocky at best, and Villeneuve was booted from his seat at BMW Sauber midway through 2006.

In a Thursday interview with *Journal de Montreal*, Villeneuve expects the adjustment won't be a problem.

"It's important for me to race again," Villeneuve told the *Journal*. "I'm ready to make the necessary sacrifice, but I'm not saying I'm ready to race at any cost. If it works, great. If it doesn't, it'll hurt a lot."

Villeneuve last raced on ovals in 1995, when he won the Indianapolis 500 and CART championship.

"I'm not worried about ovals because I've always loved ovals," Villeneuve said. "I've never driven cars with so little downforce, but since there is no driving aide (like electronics in F-1), I should like it. As a matter of fact, it's in these case that a driver makes a difference, and that's what I intend to do."

In the meantime, Villeneuve, who lives in Montreal, will go through the testing ringer before the Sept. 22 truck race at Las Vegas — the first of the final seven races — and the Oct. 5 ARCA event at Talladega. He will, of course, be monitored closely by NASCAR and evaluated for superspeedway approval.

"The truck series will determine if he's a driver or not," White said. "Because guys in the truck series race unlike anybody in the Cup garage. Those guys race intense every lap. They're not the longest races, but they go out there and knock each other's teeth out.

"It will be a really good measure of what Jacques brings."

Veteran crew chief Richard "Slugger" Labbe will lead Villeneuve's Sprint Cup effort.

GROOVY:

Edwards, Kahne Combine To Lead All But 13 Laps

CONTINUED FROM PAGE 2

"If I can't make The Chase, I want to win a race," Earnhardt said. "When we don't make (The Chase) everybody makes a big deal out of it. They talk about it in pre-race. They talk about it in post-race. It's a bummer when you see that and have to watch that and read it. You kind of want to go under the radar when you can't get it done."

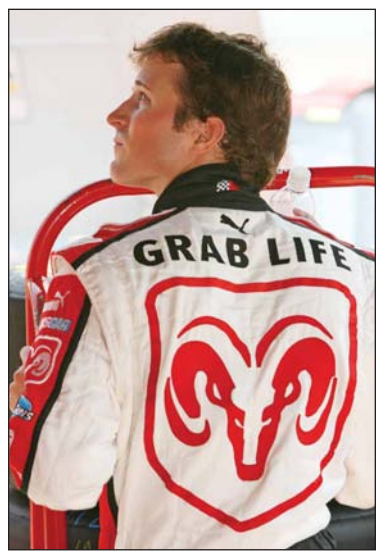
The Sharpie 500 was the first Nextel Cup race on Bristol's new concrete surface, and every driver expected much of the same style of racing that was seen in the earlier Craftsman Truck and Busch Series — multiple grooves and passing to the high and low sides. While the new surface did promote passing in the back of the pack, there was hardly any at the front.

Uncharacteristic to Bristol, the race saw several long green-flag runs. Kahne started from the pole and led a parade, showing the way for 305 of the first 334 laps.

Then it was Edwards's turn. He, Kahne and Earnhardt battled for the lead behind the lapped car of Michael Waltrip, and Edwards took advantage. He passed Kahne and briefly surrendered the lead during a series of rare green-flag pit stops. Edwards reassumed the point on lap 371 and survived five restarts in the final 125 laps.

All totaled, two drivers — Edwards and Kahne — led all but 13 laps.

"Before, you had a track where you could have had the fastest car and be running 25th and it was hard to get to the front," Edwards said. "Now you have a track, where if you have a really fast car, you can pass people and move around to get to the front."



ERIK PEREL/HHP PHOTO

BIG NIGHT: Kasey Kahne led 305 laps to post his first top-five finish of the season Saturday night.

Junior Loses Part Of His Identity

Earnhardt Defends Teresa's Stance On No. 8, Tells Media To Back Off

By Brit Fryer
NSSN Correspondent

BRISTOL, Tenn. — Nextel Cup drivers become synonymous with their car numbers, and now **Dale Earnhardt, Jr.**, who made the No. 8 famous, must carry a new digits when he begins driving for Hendrick Motorsports next season.

On Aug. 15, talks between Dale Earnhardt, Inc. and Hendrick broke down for good, and it was announced the No. 8 is staying at DEI. Junior Nation might as well have placed a bounty on **Teresa Earnhardt's** head, because she has been under heavy fire for not releasing the No. 8.

NASCAR NOTES

Earnhardt, however, came to the defense of his stepmother with whom he often has been at odds.

"She makes the decision on the number because she owns it," Earnhardt said Friday. "And as much as I am disappointed and frustrated over the fact that I don't get to keep driving the No. 8, the stuff that I read and the stuff that I'm hearing, the remarks about her, directed toward her — I don't think anybody deserves that.

"She is doing what she needs to do, what she feels like she needs to do. I think everybody needs to lay off a little bit because she was married to my daddy, and I know he wouldn't be too happy about what is being said about her."

Defending series champion **Jimmie Johnson** called the No. 8 part of Earnhardt's identity.

"It'd be tough to leave that," Johnson said, "but it's a way to start over. And I think with Junior and his fan base and how loyal they are, that it is a good opportunity for him to start over. It's going to slight some of them, there's no doubt about it, especially the people with the 8 tattoos."

Elliott Sadler wouldn't touch the No. 8.

"I can't see anyone else driving the No. 8 car but him," Sadler said. "Being that he is the biggest name and biggest face in the sport — I'll be honest, I wouldn't want to drive the No. 8 car. If they put that on my car I would want to put a half behind it or a letter or something like that."

■ Speaking of the No. 8, **Max Siegel**, DEI's president of global operations, told the *Associated Press* last week that the team is looking at filling the vacant Chevrolet with veteran **Mark Martin** and up-and-comer **Aric Almirola**.

The plan would be for the two drivers, whose contracts were acquired in the recent DEI-Ginn Racing merger, to split the 2008 schedule alongside teammates **Martin Truex, Jr.** and **Paul Menard**. What DEI will do with the No. 01 Chevrolet remains to be seen.

■ The "Blue Deuce," otherwise known as Penske Racing's No. 2 Miller Lite Dodge, has found its way back to the top of Nextel Cup. **Kurt Busch** has won two of the past four races and finished sixth in Saturday night's Sharpie 500.

With two events remaining before The Chase, Busch sits 12th in the standings — 158 points ahead of Earnhardt in the race for the final berth.

"It's great to have the 2 car winning again and everybody up in Milwaukee are as excited as we are," Busch said. "**Roger (Penske)** said some nice words about how this was one of the best decisions he's ever made was to put me in to the car. I feel privileged to have the opportunity. To have Rusty call me Tuesday night (after the Michigan victory) and say, 'That looked like me driving the car. It looked like me out there doing it.' He was real proud to see the car doing well. He has put a lot of heart and soul in that car."

Rusty Wallace, of course, was a mainstay in the No. 2 before his retirement at the end of 2005.

■ The No. 31 **Richard Childress** Racing machine ran naked at Bristol. AT&T is still sponsoring the car but had to remove its logos because the U.S. 11th Circuit Court of Appeals overturned an injunction that had permitted its use.

NASCAR, armed with an exclusivity agreement, says only Cingular and Alltel — two companies involved in the sport before the series sponsorship deal with Sprint Nextel — can compete. AT&T, however, merged with Cingular in 2006 and is phasing out the name. That's why **Jeff Burton** drove a plain orange car.

"I'm still holding onto the fact that we can come to a reasonable solution," Burton said. "I can't see where it's in the sport's best interest to ask a sponsor that's been part of this thing for years to not be here. That doesn't make sense to me. I hold in my heart the belief that reasonable people will come to a reasonable solution and hopefully we can get there sooner than later."

■ It looks like **Tony Raines** will sport the team colors of rival **Jeff Green** this weekend at California. Raines and Green agreed to a friendly wager on the outcome of the Sharpie 500.

Green (27th) finished one spot higher than Raines (28th), meaning Raines will wear a No. 66 Best Buy hat on Labor Day weekend rather than Green carrying the colors of No. 96 DLP HDTV.

"It'll be our race within a race," Green said.

■ What kind of toll does 500 laps at Bristol take on a driver? At other race tracks, "You can almost go home and go for a jog, do stuff around the house, bring the bags in, unpack and turn around from the weekend," Johnson said.

"You leave Bristol, you get in the motor home and you are staring at the couch thinking that looks like a pretty good option right now. You don't notice it in the car, but when you get out of the car, you are spent. You are just done."



ERIK PEREL/HHP PHOTO

ICE MAN: Kyle Busch cools off Friday at Bristol Motor Speedway.

Brace Yourself For Plenty Of Green At Bristol

BRISTOL, TENN.

Bristol Motor Speedway oozes character from each tiny crack in its concrete surface.

Five hundred laps under the lights here, the toughest ticket in NASCAR, is a sight to see for sure. The racing, 43 fighters crammed into a bullring a half-mile long, is intense and riddled with action sequences that would make Hollywood jealous. The atmosphere in the stands above, some 160,000 lined up row after row, is even more amazing.

"I didn't think you could make Bristol any cooler and any more fun, but they have," Jeff Gordon said.

A re-paving project — started and completed since the Nextel Cup Series last visited Bristol in March — took away the cracks in the surface and replaced them with smooth squares of concrete.

Character, however, remained. It's just different now that there are defined racing grooves all over rather than the bottom being the only place to be.

Saturday night's Sharpie 500 marked a shift in the style of racing at Bristol. Winner Carl Edwards and second-place Kasey Kahne spanked everybody, leading all but 13 laps. Their ridiculously dominant cars aside, the new surface allowed for two- and three-wide racing everywhere but the front.

The long green-flag runs were in part because, finally, there is room to race. The days of nose-to-tail traffic hugging the apron and excessive beating and banging appear to be over.

"The reason that we hit one another so much is because it's one groove," Gordon said. "In the past, it's been action, not racing. There's a big difference between good racing and just cars sliding and getting spun out and cautions every 20 or 30 laps."

Denny Hamlin immediately noticed the increase in workspace.

"There's a lot more room for error, I guess you could say," Hamlin said.

Saturday afternoon, former driver Brett Bodine treated a select few to rides around Bristol, scattered with Bodine's expert analysis on the track's facelift. Bodine is NASCAR's director of cost research and drives the pace car during Nextel Cup events. His lone victory came in 1990 at North Wilkesboro.

NEXT GENERATION



BRIT FRYER

Buckled up and riding shotgun with Bodine in a souped-up Chevrolet Monte Carlo SS showed just what the drivers had been talking about all day Friday.

Bodine confirmed that adding three feet to the track's width is a ton of space considering there's hardly any to begin with. The transitions in and out of the corners are far more gradual, allowing drivers to pick and choose their entry and exit. And the banking is concave in appearance rather than flat from apron to soft wall.

(A quick peek at the speedometer revealed Bodine eclipsed 80 miles per hour in a three-lap run. And yes, the wall really is that close.)

"Totally different," Bodine said. "I wish I could race here."

Bodine can't, but Gordon did.

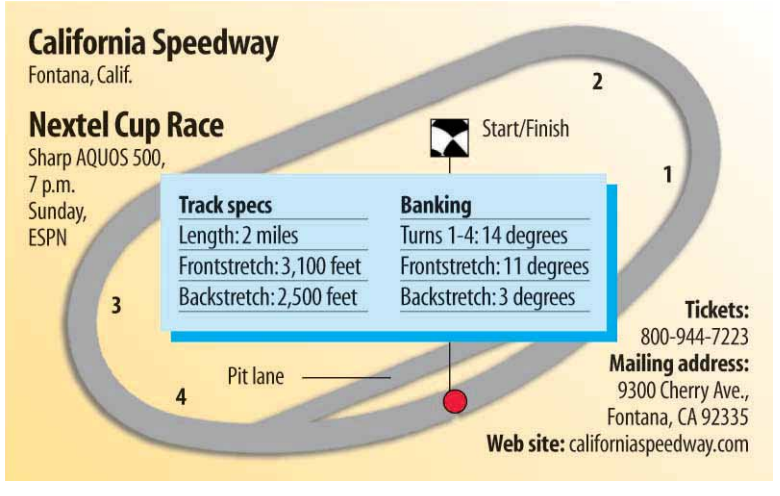
"I'm telling you," Gordon said, "I'm driving around here thinking this is the first time I've ever been here. Now it's a little more of a momentum track. I think the configuration and the transitions in and off the corners are phenomenal. They've basically made this track have more room to race on."

Only three times in the past 22 Bristol races have there been less than 10 caution flags. Saturday was one of those nights with only nine, and five of them came in the final 125 laps. And in a stunning development, there were actually green-flag pit stops.

There were 2,147 passes in Saturday night's race, compared to 991 passes on the race track in the March event at BMS.

Finally, Kevin Harvick passed a race-high 52 cars in March, while J.J. Yeley steered his Chevrolet past 107 cars on Saturday night.

UP NEXT



NASCAR NEXTEL CUP

RACE REWIND

Race 23 of 36: 3M Performance 400, Tuesday, Aug. 21
Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS

FIRST



Kurt Busch

SECOND



Martin Truex, Jr.

THIRD



Jimmie Johnson

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	15	2	Kurt Busch	Miller Lite Dodge	203	$190,108	Running
2	14	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	203	151,245	Running
3	7	48	Jimmie Johnson	Lowe's Chevrolet	203	175,761	Running
4	21	17	Matt Kenseth	DeWalt Ford	203	152,491	Running
5	8	11	Denny Hamlin	FedEx Kinko's Chevrolet	203	109,650	Running
6	17	22	Dave Blaney	Caterpillar Toyota	203	114,433	Running
7	13	99	Carl Edwards	Office Depot Ford	203	93,150	Running
8	18	83	Brian Vickers	Red Bull Toyota	203	82,925	Running
9	4	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	203	120,036	Running
10	35	20	Tony Stewart	Home Depot Chevrolet	203	135,411	Running
11	29	25	Casey Mears	National Guard/GMAC Chevrolet	203	94,625	Running
12	39	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	203	121,508	Running
13	6	5	Kyle Busch	Kellogg's/Carquest Chevrolet	203	94,350	Running
14	19	31	Jeff Burton	AT&T Mobility Chevrolet	203	114,891	Running
15	28	29	Kevin Harvick	Shell/Pennzoil Chevrolet	203	124,336	Running
16	34	12	Ryan Newman	Alltel Dodge	203	110,150	Running
17	9	07	Clint Bowyer	Jack Daniel's Chevrolet	203	$85,625	Running
18	25	6	David Ragan	AAA Insurance Ford	203	117,200	Running
19	2	16	Greg Biffle	3M Ford	203	97,225	Running
20	27	4	Ward Burton	State Water Heaters/Lucas Oil	203	76,500	Running
21	20	40	David Stremme	Tums Dodge	202	76,125	Running
22	40	66	Jeff Green	Best Buy Chevrolet	202	99,983	Running
23	12	00	David Reutimann	Dominos.com Toyota	202	87,108	Running
24	30	7	Robby Gordon	Jim Beam Ford	202	75,300	Running
25	31	18	J.J. Yeley	Interstate Batteries Chevrolet	202	103,333	Running
26	26	42	Juan Pablo Montoya	Texaco/Havoline Dodge	202	109,100	Running
27	1	24	Jeff Gordon	DuPont Chevrolet	202	135,236	Running
28	24	38	David Gilliland	M&M's Ford	202	101,264	Running
29	41	70	Johnny Sauter	Yellow Transportation Chevrolet	202	73,775	Running
30	36	26	Jamie McMurray	Irwin Industrial Tools Ford	202	82,400	Running
31	3	9	Kasey Kahne	Dodge Dealers/UAW Dodge	201	117,841	Running
32	5	19	Elliott Sadler	Dodge Dealers/UAW Dodge	201	91,745	Running
33	22	88	Ricky Rudd	Snickers Ford	201	104,808	Running
34	37	96	Tony Raines	DLP HDTV Chevrolet	201	78,225	Running
35	23	21	Bill Elliott	Little Debbie Ford	201	89,289	Running
36	43	10	Scott Riggs	Auto Value Dodge	201	78,025	Running
37	16	49	John Andretti	Paralyzed Veterans Dodge	201	81,633	Running
38	33	41	Reed Sorenson	Target Dodge	200	87,422	Running
39	38	15	Paul Menard	Menards/Sylvania Chevrolet	167	69,825	Engine
40	11	55	Michael Waltrip	NAPA Auto Parts Toyota	135	69,775	Running
41	42	45	Chad McCumbee	Marathon Amercian Spirit Dodge	134	69,725	Running
42	10	01	Mark Martin	U.S. Army Chevrolet	101	77,665	Oil Leak
43	32	08	Joe Nemechek	Dodge	92	68,724	Accident

RACE STATISTICS

Race time: 2 hours, 37 minutes, 45 seconds
Average speed: 117.044 miles per hour
Victory margin: 0.495 second
Caution flags: Eight for 36 laps
Lead changes: 18 among 10 drivers
Lap leaders: Jeff Gordon 1-12; Greg Biffle 13-32; Robby Gordon 33-34; Jeff Gordon 35-47; Jimmie Johnson 48-62; Brian Vickers 63-65; Matt Kenseth 66; Vickers 67-73; Kenseth 74-88; Vickers 89; Kenseth 90-100; Kurt Busch 101-103; Kenseth 104-107; Busch 108-129; Dale Earnhardt, Jr. 130; Ward Burton 131-134; Busch 135-168; Ryan Newman 169-170; Busch 171-203.

TALK OF TIME TRIALS

Jeff Gordon earned his fifth-career Bud Pole at Michigan Int'l Speedway, edging Greg Biffle with a 189.026-mile-per-hour lap. Biffle, Kasey Kahne, Bobby Labonte and Elliott Sadler completed the top-five qualifiers.

STANDINGS

FIRST



Jeff Gordon

SECOND



Denny Hamlin

THIRD



Matt Kenseth

Top 12

1. Jeff Gordon	3,471	7. Jeff Burton	2,927
2. Denny Hamlin	3,195	8. Kyle Busch	2,881
3. Matt Kenseth	3,117	9. Clint Bowyer	2,779
4. Tony Stewart	3,073	10. Kevin Harvick	2,773
5. Carl Edwards	2,970	11. Martin Truex, Jr.	2,757
6. Jimmie Johnson	2,959	12. Kurt Busch	2,724

Rain Goes Away, Busch Wins

BROOKLYN, Mich. — Despite two days of rain and morning fog that delayed the 3M400 at Michigan Int'l Speedway, a large crowd was on hand Aug. 21 as Kurt Busch romped to his second victory in the last three NASCAR Nextel Cup Series events.

The fans were also treated to overtime when Greg Biffle spun with two laps remaining. Busch, who held the lead, restarted on the point and easily held off Martin Truex, Jr. during the green-white-checkered finish to put his Miller Lite Dodge in victory lane for the second time in three races and solidify his hold on the 12th and final position in The Chase for the Cup.

"I thought we had a good car in practice, and it turned out to be true," said Busch, who won for the 17th time in his career. "We made one big adjustment at the end of Happy Hour and three days later we were able to put it to use. It really turned out great.

"It was a really smooth and steady day for us. We had to race some guys hard and got to move forward. We led some laps and put ourselves in position. That's what it takes when you're running for The Chase, to get in, its just smooth and steady effort."

Truex started last after his team changed the engine in his Chevrolet after the Aug. 18 practice. He charged through the field and finished second despite a faulty clutch.

"We got up to about eighth there and on our last green-flag stop, the clutch went out and I couldn't get off pit road and lost a bunch of spots. That was the best we'd been all day as far as the car went, so I was happy with the car and it was an easy decision to stay out there at the end," Truex said. "You know I had no clutch. I was going to get killed on pit road, so we got some clean air, man, and that thing just went to diggin,' so not a lot of fun at the end, but I could smell the victory, but congratulations to Kurt. He deserved it."

Jimmie Johnson turned around his recent string of bad luck, bringing his Chevrolet home third.

"That wasn't bad," the defending series champion said. "We were competitive. We led some of the race, and then there at the end, I thought we really had the right strategy with two tires and the first car on tires but those restarts hurt us at the end. These tires really recovered well that Goodyear brought and the 2 (Busch) and the 1 (Truex) in front of me that didn't have tires, it would take them three or four or five laps before I could start catching them with my new rubber and just didn't have enough time but still a great performance and the big goal is to really get ourselves locked into this Chase and we're doing the right things for that."

Matt Kenseth was fourth in a Ford, while Denny Hamlin rounded out the top five in another Chevrolet.

Toyota put two cars in the top 10, with Dave Blaney finishing sixth and Brian Vickers coming home eighth.

Jeff Gordon had one of the strongest cars all afternoon, but spun after contact with Kenseth with only a handful of laps remaining. He was stuck in the mud as a result and finished 27th after losing a lap.



CHRIS GAYTHEN/GETTY IMAGES PHOTO

BURNING OUT: Kurt Busch shows off for the more than 40,000 fans that stuck around until Aug. 21 for the 400-mile Nextel Cup race at Michigan Int'l Speedway.

Gordon Spins Again Late In The Running

BROOKLYN, Mich. — For the second-consecutive NASCAR Nextel Cup Series race, **Jeff Gordon** spun while in contention for a victory.

After spinning from the lead at Watkins Glen nine days earlier, Gordon, who had the only car in the field Aug. 21 capable of beating eventual winner **Kurt Busch**, was battling with **Matt Kenseth** when his DuPont Chevrolet got loose and the two made contact, sending Gordon spinning into the infield where his No. 24 got stuck in the mud and lost a lap in the process.

"I was having a lot of fun with the DuPont Chevrolet, and then there at the end, we just stayed out and I thought the car would tighten up, and man, I was just so loose," Gordon said. "It's my fault what happened with Matt (Kenseth). He went to the outside and I was loose. I was sliding up the track and I saw in my mirror he was there. I was trying to get out of his way and he just had too much momentum, so that may have just saved us. I don't know, we might have had a tire going down, I'm not sure what was going on."

CUP NOTES

■ **Tony Stewart** and crew chief **Greg Zipadelli** were not happy with finishing 10th at Michigan.

"The car was just evil on restarts," Stewart said. "It seemed like we were either on one side of the coin or the other. It would be loose where I was just hanging onto it or it was too tight. It's a top 10, but I think we all thought we would be better than that."

"I'm a little disappointed with 10th," Zipadelli said. "I think at one point in time in the race we were probably a fourth- to sixth-place car, and we just couldn't get there."

■ It was **Mark Martin's** first race with a DEI engine under the hood of his No. 01 and his car went out with mechanical problems on lap 88. "A great engine, great power but we got an oil leak of some sort that we haven't figured out yet," Martin said.

■ **Bobby Labonte** finished ninth, his second top-10 finish of the season, in his first race with new crew chief **Doug Randolph**.

■ **Kasey Kahne** is becoming increasingly frustrated by his team's repeated poor performances. "Same story, different weekend," said Kahne after finishing 31st. "We struggle when rubber gets on the track and in traffic. It's no fun. That's just the way it is."



MARK WEBER PHOTO

LEADER OF THE PACK: Adam Pecorari led all but one lap Saturday to take his first SCCA Pro Racing SPEED World Challenge Touring Car victory at Mosport Int'l Raceway.

All But One For Pecorari

SPEED TOURING

BOWMANVILLE, Ontario — Adam Pecorari led all but the first lap from the pole to take his first-career SCCA Pro Racing SPEED World Challenge Touring Car win at Mosport Int'l Raceway, part of the Mobil 1 Presents the Grand Prix of Mosport.

Teammate Chip Herr was second, followed by Pierre Kleinubing.

Driving the No. 19 STaSIS/Clear Capital/Pfaff Audi A4, Pecorari slipped past fellow front-row starter Herr in turn 10 on the second lap and never looked back, taking a .219-second win under caution, averaging 86.251 miles per hour.

"This is amazing, because there are so many fast drivers in these series," Pecorari said. "We were quick at Mid-Ohio, but couldn't back it up in qualifying and the race. This weekend we started off quick as well. The car has been amazing all weekend, all three of our cars were great. I just did my job and there wasn't too much I could have messed up."

Defending race-winner Herr played wingman in his No. 17 STaSIS/Clear Capital/Pfaff Audi A4 for much of the race, holding off the advances of four-time Mosport winner Kleinubing and his No. 1 Acura Certified Pre-Owned/RealTime Racing Acura TSX.

The race was slowed by two cautions, one to retrieve the Mazda 6 of Charles Espenlaub from the turn-three tire wall halfway through the event. The second coming out on the last lap, after Roberto Santos crashed his Mazda into the turn-two tire wall. Neither driver was injured.

The finish:

Adam Pecorari, Chip Herr, Pierre Kleinubing, Kuno Wittmer, Randy Pobst, Jeff Altenburg, Seth Thomas, Ian Baas, James Sofronas, Peter Cunningham, Michael Galati, Andrew Wojteczko, Charlie Putman, Stan Wilson, Brandon Davis, Justin Pritchard, Nick Esayian, Jason Martinelli, Sasha Anis, Roberto Santos, Charles Espenlaub, Scott Nicol, Joey Hand.

Curran Captures Another GT Win

SPEED PRO GT

BOWMANVILLE, Ontario — Eric Curran captured his fourth SCCA Pro Racing SPEED World Challenge GT Championship win of 2007 at Mosport Int'l Raceway, part of the Grand Prix of Mosport weekend.

Lawson Aschenbach and Michael Galati completed the top three.

After heavy rain soaked the track, the field made its standing start under clearing skies. Potential disaster was averted as neither polesitter Aschenbach's No. 1 XM/Mobil 1/Motorola/Bose Cadillac CTS-V nor second-starting Randy Pobst's No. 22 K-PAX Racing/Jim Haughey Porsche 911 GT3 moved as the lights went out. Aschenbach quickly re-fired the Cadillac, but Pobst sat stationary and was grazed by fourth-starting Ron Fellows' No. 16 XM/Mobil 1/Motorola/Bose Cadillac CTS-V, forcing both to the pits for repairs.

Galati started third in his No. 23 K-PAX Racing/Jim Haughey Porsche 911 GT3 and safely made it past Aschenbach to take the lead. Curran, who started sixth in the No. 30 Whelen Engineering Chevrolet Corvette, was quickly to third, pressuring the two leaders as they broke away from the field.

"The race was pretty wild at the start," Curran said. "[Randy] Pobst stalled right in front of us and everybody was trying to figure out what direction to go and not hit each other. I fell back a little bit at the start and these guys got away."

Curran was by Aschenbach's No. 1 XM/Mobil 1/Motorola/Bose Cadillac CTS-V on lap seven, and made the B&M Oil Coolers Coolest Move of the Race a lap later as he passed Galati for the lead in Turn Three.

From there, Curran battled high engine temperatures and a drying track that took its toll on everyone's Toyo Proxes RA-1 rain tires en route to a 6.165-second win, averaging 97.555 miles per hour in a race that went green the whole way.

LLOYD:

Antinucci Takes Sunday's IPS Race

CONTINUED FROM PAGE 3

race but on a track where it's difficult to pass, he was able to stay in front.

"Today was a tough day," Lloyd said. "The car changed a lot during the race. We started off really strong and then it kind of fell apart a little bit in the middle of the race. I was struggling a little bit and Richard was catching back up.

"After the yellow, the car cooled down, the tires cooled down and the car was great again."

With the championship clinched, Lloyd did not start the second race when his car failed to roll off the grid because of a fuel pressure issue. When the car was restarted, it stalled in the first turn and dropped out of the race.

As the race winner, he pulled an "eight" which meant the top eight finishers in Saturday's race started in inverse order. Antinucci started seventh and was able to move his way up to third in the first nine laps.



Richard Antinucci

Antinucci passed Andrew Prendeville for second place on lap 14 and set his sights on the lead. He took it on lap 19 when he passed Ryan Justice and led the final 12 laps for his second victory of the season.

"Two out of the last three road course races, we've got to be proud of that," said Antinucci, who also won at Mid-Ohio on July 22. "I have to thank my Uncle Eddie (Cheever) for giving me this chance. We had the best car out there today.

"In such a short span, five race weekends, we have the best road course car out there."

The finishes:

Saturday: Alex Lloyd, Richard Antinucci, Mike Potekhen, Stephen Simpson, Jaime Camara, Logan Gomez, Andrew Prendeville, Ryan Justice, Jonathan Klein, Brad Jaeger, Matt Jaskol, Sean Guthrie, Chris Festa, Phil Giebler, Ken Losch, Wade Cunningham, Bobby Wilson, Robbie Pecorari, Hideki Mutoh, Steve Ablondi, Micky Gilbert, J.R. Hildebrand.

Sunday: Richard Antinucci, Ryan Justice, Andrew Prendeville, Logan Gomez, Stephen Simpson, Jonathan Klein, Matt Jaskol, Mike Potekhen, Brad Jaeger, Hideki Mutoh, Wade Cunningham, Phil Giebler, Sean Guthrie, Bobby Wilson, Ken Losch, Micky Gilbert, Jaime Camara, Steve Ablondi, Chris Festa, J.R. Hildebrand, Alex Lloyd, Robbie Pecorari.

JET:

Air Travel Has Its Perks And Its Dangers

CONTINUED FROM PAGE 2

back home."

Danger Zone

In between the rain-delayed 3M Performance 400 at Michigan Int'l Speedway and the Sharpie 500 at Bristol Motor Speedway, Clint Bowyer hopped a flight to Cleveland, Tenn., for an appearance and late-model race alongside Austin Dillon, the 16-year-old grandson of Bowyer's team owner, Richard Childress.

The next day, he headed for Bristol with tires planted firmly on the pavement of Interstate 77.

"You know, we're not too far from Bristol. Why cheat death if you don't have to?" Bowyer said. "I'll just drive over there. I actually was over at Volunteer Speedway last night. We flew in there and raced with Scott Bloomquist and Richard (Childress's) grandson, Austin (Dillon), over there."

The death of Dr. Bruce Kennedy, the husband of NASCAR heiress Lesa France-Kennedy, and his flight instructor, Bruce Klemm, a veteran pilot with NASCAR Aviation, was a reminder of some of NASCAR's saddest days involving air travel.

Rising star Davey Allison died in a helicopter crash at Talladega Superspeedway in 1993. He was piloting his newly purchased Hughes 369HS and crashed while attempting to land. Allison's death came just months after 1992 Winston Cup champion Alan Kulwicki died when the Hooters corporate plane he was riding on crashed near Blountville, Tenn. He was killed along with three others aboard the plane.

In 2004, Ricky Hendrick, son of Hendrick Motorsports team owner Rick, was aboard a team plane en route to Martinsville, Va., when it crashed, killing Ricky, and nine others on board.

"We're on helicopters, we're on airplanes.... it's a necessity more than a luxury."

Jeff Gordon

The dangers are obviously real and have been driven home time and again to the racing community, but Gordon said it's just another part of the job. The larger NASCAR teams have their own aviation departments. If they don't own their own planes, they charter them. If drivers don't fly themselves, they have someone do it for them.

"You've got to focus on the safety of it as well. And I think that, you know, through the whole tragedy that we had at Hendrick, it made all of us step up our safety and just really try to look at fine tuning everything," he said. "I feel very confident in the way that, you know, I travel. But there are holes out there. And they can happen to anybody. And you do the best that you can, and, you know, it's a part of life, unfortunately.

"I drive a race car 200 miles per hour every weekend, and it's dangerous. And it can happen there. Or it could happen walking across the street, you know. And all you can do is try to be as preventative and try to be as structured and organized as possible to make sure that those things don't happen. But there are never any guarantees."

Big Business

With air travel being part of the business of auto racing at this point, it has become business for those involved in the industry.

Officials at Concord (N.C.) Regional Airport estimate that 60 percent of the total fuel sold at its facility is directly attributed to the motorsports industry.

Steve Henry, who co-owns and operates ETA Logistics out of Dallas, Texas, said nearly all his business — as much as 80 percent — since he merged his Henry Aviation with CTC Sports Marketing is based in and around motorsports, particularly NASCAR.

Henry's company doesn't own a single plane or helicopter, but if you want to charter one — or land your own — at, say, one of the 11 landing circles at the Lowe's Motor Speedway helipad, just outside of turn three, Henry would be the man to call.

"We handle logistics for drivers, owners and a lot of the sponsors, primarily," said Henry. "We work with a lot of the tracks. It kind of integrates between us, the driver, owners and tracks, and keeps the flow real smooth."

Just five years ago, helicopters landed in a field across U.S. 29. The helipad was built in 2002 and has been expanded for use by drivers, including Biffle, Dale Earnhardt, Jr. and Dale Jarrett, as well as teams, including RCR and Hendrick.

"We do a lot of helicopter stuff, moving people around to and from the track and we coordinate a lot of the temporary helipads at the tracks," Henry said.

Henry noted the growth of the sport and the purchasing power of teams and drivers, who have graduated from the King Air planes to large passenger and private jets. With that growth, so has the job description for Henry and a 10-12-person staff that works full-time on making sure all the planes and helicopters get where they need to be when they need to be there.

"In the last 10-12 years, it's gotten so busy with the schedule and the guys are so busy, it's become just part of the logistics of the events, trying to make things happen smoothly and seamlessly," he said.

RACE REWIND

INDY RACING LEAGUE

Race 15 of 17: Motorola Indy 300, Sunday, Aug. 26
Infineon Raceway, Sonoma, Calif.

FINAL RESULTS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dario Franchitti

Fin.	St.	Car	Driver	Car	Laps	Money	Status
1	5	9	Scott Dixon	Target Chip Ganassi Racing	80	$131,400	Running
2	4	3	Helio Castroneves	Team Penske	80	99,050	Running
3	1	27	Dario Franchitti	Canadian Club	80	92,050	Running
4	3	11	Tony Kanaan	Team 7-Eleven	80	65,500	Running
5	6	6	Sam Hornish, Jr.	Team Penske	80	59,400	Running
6	2	7	Danica Patrick	Motorola	80	51,900	Running
7	10	10	Dan Wheldon	Target Chip Ganassi Racing	80	50,400	Running
8	11	2	Tomas Scheckter	Vision Racing	80	51,000	Running
9	13	4	Vitor Meira	Delphi Panther	80	49,000	Running
10	12	55	Kosuke Matsuura	Panasonic Panther	80	47,400	Running
11	9	15	Buddy Rice	Dreyer & Reinbold Racing	79	45,800	Running
12	16	14	Darren Manning	ABC Supply/A.J. Foyt Racing	79	44,400	Running
13	14	20	Ed Carpenter	Hitachi Vision Racing	79	43,000	Running
14	17	8	Scott Sharp	Patron Sharp Rahal Letterman	79	41,300	Running
15	15	22	A.J. Foyt IV	Vision Racing	71	39,900	Contact
16	8	26	Marco Andretti	NYSE Group	68	40,500	Contact
17	18	5	Sarah Fisher	AAMCO Dreyer & Reinbold Racing	28	37,000	Mechanical
18	7	17	Ryan Hunter-Reay	Rahal Letterman Racing Team Ethanol	5	37,000	Handling

RACE STATISTICS

Race time: One hour, 51 minutes, 58.5533 seconds
Average speed: 98.593 miles per hour
Victory margin: .5449 second
Caution flags: Two for five laps
Lead changes: Nine among four drivers

Lap leaders: Dario Franchitti 1-21; Tony Kanaan 22; Scott Dixon 23; Franchitti 24-44; Dixon 45-47; Franchitti 48-63; Dixon 64-66; Marco Andretti 67-68; Franchitti 69-72; Dixon 73-80.

TALK OF TIME TRIALS

Andretti Green Racing owned the front row with Dario Franchitti earning the fifth pole of his career and Danica Patrick on the outside. It was Franchitti's third-straight front-row start.

STANDINGS

FIRST



Scott Dixon

SECOND



Dario Franchitti

THIRD



Tony Kanaan

Top 10

1. Scott Dixon	560	6. Helio Castroneves	398
2. Dario Franchitti	556	7. Danica Patrick	365
3. Tony Kanaan	498	8. Scott Sharp	363
4. Dan Wheldon	414	9. Tomas Scheckter	328
5. Sam Hornish, Jr.	409	10. Marco Andretti	325



TOM PARKER PHOTO

GIRL POWER: Danica Patrick started on the front row alongside pole-winning teammate Dario Franchitti.

DIXON:

Dixon Takes Care Of Car En Route To Infineon Victory

CONTINUED FROM PAGE 3

"It enabled us to have a really good go at him," Dixon said. "He slipped a little bit in turn two; we had the run going into turn three.

"Pretty much then, it was smooth sailing."

As Dixon drove away from the field, Vision Racing's A.J. Foyt IV ran into the spinning car of Scott Sharp in the final hairpin turn.

After two laps of caution, the green flag waved with four laps to go with Dixon in front of Castroneves and Franchitti.

Telemetry in Dixon's pit area indicated a tire pressure problem but the driver had to stay on the course as he began to drive away from Castroneves.

Dixon babied his race car with the lead, which allowed the hard-charging Castroneves to close up to the gearbox on tight areas of the track but Dixon continued to lead.

Kanaan refused to pass teammate Franchitti for third place while holding up Sam Hornish, Jr. in an attempt to protect his teammate in the title race.

Franchitti finished third after leading four times for a race-high 62 laps.

"It was a perfect day right up until Marco and I got together in turn one," Franchitti said. "We've come close to getting together earlier in the pits. He was out there on cold tires going a good bit slower.

"Tony and I had a similar situation earlier in the race. Tony had given me space. Hell, even Dixon did it on cold tires. But Marco was out there trying to win the race and we were out there trying to win a championship."

And this is where the priorities clashed.

"He had his priorities, I had mine," Franchitti said. "You saw what happened.

"Right now I've only got my side of it and he's only got his."

Marco Andretti's side of the story was Franchitti is enough of a racing veteran to know how to pick and choose his passing zones.



TOM PARKER PHOTO

POINT MAN: With his victory at Infineon Raceway Sunday, Scott Dixon leads the IRL IndyCar standings by four points.

"I gave racing room and I was hoping Dario would race me clean," Marco said. "I hate to think he'd do anything intentional. I was saving so much fuel and my car was good enough that we were still catching them as we were saving fuel and that was the win right there.

"If we would have played fair, that would have happened."

Instead, it was Dixon who celebrated his 10th career IndyCar series triumph with a check for $131,000.

Dixon carries the point lead into next Sunday's street course race in Detroit.

STEERING:

Drivers Think Power Steering Would Be Beneficial

CONTINUED FROM PAGE 3

we don't have that. We should look at that over the next few months."

Defending IndyCar champion Sam Hornish, Jr. likes the physical nature and skills required to drive an IndyCar on a road course.

"The physicality you have on road courses now is a good thing," Hornish said. "There is something to be gained for somebody that might not have the overall speed for one lap but can put together laps over a 30-lap run that don't fall off so much because they get tired.

"There are a lot of different things they could do and each thing adds more expense to the series. It's what these rules are and what they (the series) want to do with it. There are plusses and negatives to it."

Scott Dixon favors the paddle-shifting because he believes it would help teams with costs because it would keep the car from over-revving the engine.

"That's pretty expensive when you get the bill from Honda," Dixon said. "I agree with Sam on the physical side of things. There is enough adjustment in the cars to make changes on the steering weight. But I agree with technology and that we should move ahead."

Dario Franchitti believes paddle-shifting would be good because it would remove the gear-lever from the cockpit, which would be a safety advance to keep a driver from hitting it with their leg during a crash.

"If they can put power-steering in the cars at a reasonable cost and have an efficient system, you have to have it so it works all the time," Franchitti said. "The Acura ALMS car has it and it's fun to drive that thing."

Andretti Green Racing recently tested a new steering rack and some rival teams claimed they were using a "Variable Rate Steering" rack in Sunday's Motorola Indy 300 where the more a driver turns, the less effort it takes.

Kevin Blanch, the IndyCar Series Technical Director, said teams are allowed to make innovations in the car's steering with a few exceptions.

"As long as it doesn't have hydraulics or electronics, it's legal," Blanch said. "It's a free area for development."



JERRY JONES PHOTO

SCOT IN A STOCK CAR? Dario Franchitti leads Tony Kanaan and Scott Dixon around Infineon Raceway. Franchitti says that he's open to new ventures beyond open-wheel racing, which could include NASCAR.

Dario Open To The 'Unknown'

By Bruce Martin
NSSN Correspondent

SONOMA, Calif. — In the, 'haven't we been here before?' category **Dario Franchitti** admitted he is open to new ventures, which could include the possibility of NASCAR with team owner **Richard Childress**.

During the NASCAR race last weekend at Michigan Int'l Speedway, Childress admitted that he's friends with this year's Indianapolis 500 winner and is intrigued to see what he could do in a stock car.

IRL NOTES

This has been a trend lately where such IndyCar drivers as **Sam Hornish, Jr.**, **Dan Wheldon** and others have been asked about their interest in jumping series. Only Hornish appears to be a strong possibility to do that at the end of this season, though.

"At some point, I'd like to drive one of the cars to see what it is like," Franchitti said after winning the pole at Infineon last Saturday. "Right now, I'm looking around. I'm looking at a lot of different options at the end of the season, including staying here, doing sports cars, and the NASCAR thing is interesting to me as well.

"I think anybody who loves racing would be a fool not to look at the NASCAR thing."

Franchitti said it's an unknown that he'd like to experience because he's driving sports cars and is one of IndyCar racing's best, leading the title race by eight points over Scott Dixon with three races left in the season.

"I have to make a decision reasonably soon which direction I'm going," said Franchitti, who works on a year-to-year contract with Andretti Green Racing. "What intrigues me is the racing side of things and the challenge of it. It would be something new, something unknown and different.

"I've done this for a long time. I've really enjoyed doing this. I like the sports cars as well."

Franchitti won't allow himself to think about next year during race weekends because he wants to win the title but he admitted that winning the Indianapolis 500 allows him to look at other things.

"I said to the bosses last year, I want to win Indy," Franchitti said. "I want to win a championship and I want to win Indy. That has definitely relaxed me as a driver to have won that race."

When asked about Franchitti's comments, team owner **Michael Andretti** laughed out loud and said, "Can you see Dario do 38 races in a season? He has a hard enough time with our 17-race schedule. Can you see him doing all of those personal appearances?

"I can't."

Andretti said he has operated on a one-year contract status with Franchitti since he joined the team in 2003 and is confident Franchitti will be back next year.

■ Team owner **Roger Penske** confirmed over the weekend that Sam Hornish, Jr.'s first NASCAR Nextel Cup race will be at New Hampshire Int'l Speedway on Sept. 16. That's the first race in the "Chase for the Championship," but it will also provide Hornish with his first opportunity to qualify and race the Cup car after competing in selected Busch and ARCA races this season.

■ **Danica Patrick** was running fifth in the race when she made her final pit stop on lap 63. She stalled her car exiting the pits and dropped to sixth in the final standings.

"We had a pretty fast car, but races like this are all about track position," Patrick said. "We lost so much time in the pits, and there is just no need for that. It just seemed like there was something on every pit stop. You can't win races when you have problems on every stop.

"There are things we all need to improve on when it come to our pit stops, but the stall — I barely got it going the second time, so that is something that needs to be looked into on the car."

■ Franchitti didn't need the 10-minute "Saturday Six" qualifying format to win the pole; he was fast enough with single-lap qualifications to retain the top starting position with a lap at 107.951 miles per hour around the 2.26-mile, 12-turn road course.

■ **Helio Castroneves** of Team Penske was parked for the first 25 minutes of Friday's practice session after series officials penalized him for an on-track incident with **Tony Kanaan** during the Aug. 11 race at Kentucky Speedway.

Series officials believe Castroneves drove Kanaan up the track and near the wall during the race.

The penalty didn't seem to matter because Castroneves was the fastest driver in Friday's combined practice session with a lap at 108.193 miles per hour.

He finished second in the race.

"My car was really good towards the end," Castroneves said. "In the middle of the race, when **Scott Dixon** and I were leaving the pits, he was able to find a little bit of my track and we touched wheels. I was like, 'Hey, I have nothing to lose buddy.' He was racing hard and forcing it.

"I was like, 'You know what? I'm going for it if I have an opportunity.' I would not put a stupid move on him. That's not what I want to do. I tried everything I could, but he did a good job. I guess that was payback from St. Pete for him."

AGR 'Team Tactics,' Kanaan Frustrate Race Winner

SONOMA, CALIF.

Prior to Sunday's Motorola Indy 300, the IndyCar drivers were warned in the drivers' meeting that team tactics resulting in a caution period would not be tolerated.

But once the race began, the Andretti Green Racing drivers were blocking as if Joseph Addai of the Super Bowl Champion Indianapolis Colts was carrying the football.

Despite the tactic that was used to try to keep Target Chip Ganassi Racing driver Scott Dixon contained so that AGR's Dario Franchitti could protect his point lead, it didn't work. That's because Franchitti inadvertently tackled fellow AGR driver Marco Andretti after that driver made his final pit stop and came back onto the track in front of Franchitti's speeding race car.

The clipping incident that knocked Andretti out of the race and damaged the front wing on Franchitti's car allowed Dixon to overcome the team tactics and score his fourth victory of the season.

More importantly, he has taken the point lead away from Franchitti and has a four-point advantage heading into Belle Isle in Detroit.

At one point, Dixon was boxed in with AGR's Tony Kanaan in front and Andretti to his rear. This protected Franchitti in the lead.

Dixon took pride that he wasn't going to be intimidated by the team tactics.

"Today was very frustrating, especially having to deal with T.K. (Kanaan) a lot," Dixon said. "He was not playing fair at all. We were all warned in the drivers meeting about team tactics. I think the IRL was watching another race because it was definitely going on."

With Franchitti's front wing flapping in the breeze, Dixon still wasn't sure he could pass him.

"It's always hard to tell because I've been in situations like that where you've damaged a car, you end up going bloody quicker," Dixon said. "I couldn't see the car because it was in front of me. I didn't know what his wing was like. The team had said he had some left front damage.

LAST WORD



BRUCE MARTIN

"I think the problem with him was warming his tires. He had to save the fuel from what our team was telling me and it looked like he struggled just to get going on the restart."

At one point in the race, Dixon screamed into his radio about Kanaan blocking him.

"You mean you could work those words out?" Dixon joked, because his over-the-air conversation contained a few expletives. "He was just obviously slowing down. When we had clear laps and he was at speed, he was doing 77s (seconds per lap). When they came across and told TK to slow down because Dario was getting into traffic, he started running in the 79s — almost two seconds a lap slower.

"In the middle of the corner, he was just crawling. There are two sections of a lap he was making it very slow and very pronounced that he was trying to give Dario a gap. Of course it's frustrating. If that's how it's going to go, it's just a bit sad really."

It was obvious Kanaan's car was faster than Franchitti's, but the Brazilian driver refused to pass his teammate, trying to minimize Dixon's gain in the standings. That also held up Hornish, who probably could have passed both Kanaan and Franchitti.

"I had to protect Dario as much as I could over the final few laps," Kanaan admitted. "The guy has done a lot for me over the years and I was thinking about the team. Motor racing is a very selfish sport, but I'm proud of what I did today.

"It wasn't going to change anything for me to be second, third or fourth. I want this team to win a championship, and I'm pretty sure Dario will. It's a little setback, but we've still got two races to go."

Dixon has gotten little help from his teammate, Dan Wheldon, who was mathematically eliminated from title contention on Sunday.

"That's why they have four cars," Dixon said. "That's the advantage they have."

UP NEXT



RACE REWIND

CHAMP CAR WORLD SERIES

Race 12 of 17: Belgian Grand Prix, Sunday, Aug. 26
Circuit Zolder, Bolderburg, Belgium

FINAL RESULTS

FIRST



Sebastien Bourdais

SECOND



Bruno Junqueira

THIRD



Graham Rahal

Fin.	St.	No.	Driver	Team	Laps	Status
1	1	1	Sebastien Bourdais	Newman/Haas/Lanigan Racing	71	Running
2	4	19	Bruno Junqueira	Dale Coyne Racing	71	Running
3	13	2	Graham Rahal	Newman/Haas/Lanigan Racing	71	Running
4	2	5	Will Power	Team Australia	71	Running
5	5	9	Justin Wilson	RuSPORT	71	Running
6	10	7	Oriol Serva	Forsythe Championship Racing	71	Running
7	3	14	Robert Doornbos	Minardi Team USA	71	Running
8	9	21	Neel Jani	PKV Racing	71	Running
9	6	8	Alex Tagliani	Rocketsports	71	Running
10	7	3	Paul Tracy	Forsythe Championship Racing	71	Running
11	14	11	Katherine Legge	Dale Coyne Racing	71	Running
12	8	15	Simon Pagenaud	Team Australia	71	Running
13	11	14	Jan Heylen	Conquest Racing	71	Running
14	17	29	Alex Figge	Pacific Coast Motorsports	70	Running
15	16	28	Ryan Dalziel	Pacific Coast Motorsports	67	Running
16	15	22	Tristan Gommendy	PKV Racing	60	Mechanical
17	12	4	Mario Dominguez	Minardi Team USA	47	Mechanical



CHAMP CAR PHOTO

LOSING GRIP: Robert Doornbos tackles the curbing on Belgium's Zolder Circuit.

RACE STATISTICS

Race time: One hour, 45minutes, 21.997 second.
Average speed: 100.752 miles per hour
Victory margin: 13.655 seconds
Caution flags: Three for 11 laps

Lead changes: Four among three drivers.
Lap leaders: Sebastien Bourdais 1-40; Graham Rahal 41-47; Bourdais 48-50; Simon Pagenaud 51-63; Bourdais 64-71.

TALK OF TIME TRIALS

Sebastien Bourdais won the 30th pole of his career and his fifth of the season with a time of 1 minute, 12.821 seconds (123.2 miles per hour) along the 2.5-mile Zolder circuit. Robert Doornbos was second — .246 second behind.

STANDINGS

FIRST



Sebastien Bourdais

SECOND



Robert Doornbos

THIRD



Will Power

Top 10

1. Sebastien Bourdais	283	6. Oriol Servia	189
2. Robert Doornbos	230	7. Neel Jani	182
3. Will Power	221	8. Alex Tagliani	174
4. Justin Wilson	211	9. Simon Pagenaud	173
5. Graham Rahal	196	10. Bruno Junqueira	165



CHAMP CAR PHOTO

TWO OF THREE: Newman/Haas/Lanigan Racing drivers Sebastien Bourdais (left) and Graham Rahal celebrate on the podium Sunday.

Belgium Circuit Submits To Seb

Bourdais Conquers Circuit Zolder, Closes In On Fourth-Straight Title

By John Oreovicz
NSSN Correspondent

BOLDERBURG, Belgium — Sebastien Bourdais maintained his perfect record when the Champ Car World Series races in Europe, taking an easy victory over Bruno Junqueira in the Champ Car Belgian Grand Prix at Circuit Zolder.

Bourdais won the first two Champ Car races of his highly successful career during his rookie 2003 season at Brands Hatch in England and Germany's Eurospeedway Lausitz. He'll have the opportunity to go four-for-four when Champ Car races Sunday at Assen, Netherlands.

In Belgium, Bourdais led 51 of 71 laps and was 13.655 seconds ahead of Junqueira at the checkered flag. Rookie Graham Rahal put two Newman/Haas/Lanigan Racing drivers on the podium by producing a great drive from 13th on the grid to third.

French native Bourdais was closely pursued over the first half of the race by his nearest championship challenger, Robert Doornbos of Minardi Team USA. But Doornbos was less efficient with his fuel, which eventually dropped him to seventh.

Will Power, who ranks third in the championship standings, qualified on the outside of the front row but was disappointed with his pace in the race and finished fourth. Bourdais now holds a 53-point advantage over Doornbos and 62 points over Power as he aims for his record fourth-consecutive Champ Car title.

"I guess it's been a great weekend, once again — pole and win," Bourdais said after his sixth win of the 2007 season and the 29th of his five-year Champ Car career. "It wasn't exactly the target to go after the wins and everything, but if we could get it, for sure we were going to do so. Let's see if we can wrap up this championship early."

Bourdais took the lead from pole position, while Doornbos gained a place on Power heading into the first turn. Doornbos stayed with Bourdais through the first round of pit stops, under yellow on lap 17.

In the second stint, Bourdais and Doornbos again pulled away from Power. But Doornbos did so at the expense of using more fuel, and the Australian got past the Dutchman by running an extra lap. Doornbos lost additional positions to Junqueira, Rahal and Simon Pagenaud, who ran alternate pit-stop sequences, and eventually finished seventh.

Rahal led laps 41 to 47 before making his final stop, putting fellow rookie Pagenaud at the front for 13 laps. But the Frenchman's strategy didn't pay off, and he had to stop for fuel with seven laps to go and finished 12th.

Bourdais was behind Junqueira when the final stint of green-flag racing began on lap 53, but he made an aggressive pass a few laps later. However, Rahal was never able to get around the fuel-saving Brazilian before the end and finished third, holding off Power and Justin Wilson.

"It turned out to be a very exciting race," Bourdais said. "I think for the fans it was pretty cool, too, because it was always a very interesting race strategy-wise.

"It was really good to be back here in Europe and racing in front of a 'home' crowd for me," he added. "There was a pretty large following of French persons around, so it was really enjoyable."

Rahal believed his car was faster than Junqueira's, but he couldn't make a move on the narrow Zolder road course. "I didn't want to go off and crash and not finish," he said.

Little Team That Could Earns Place On Podium

Junqueira Finishes Second At Belgium, Credits Dale Coyne Mechanics

By John Oreovicz
NSSN Correspondent

BOLDERBURG, Belgium — A second-place finish in the Champ Car Belgian Grand Prix was old hat for Bruno Junqueira. But it was something special for Dale Coyne Racing.

Junqueira's second-place finish behind Sebastien Bourdais matched the best result in the 24-year history of Dale Coyne Racing. It was a timely reminder that the 30 year old Brazilian is still a top-level open-wheel driver, and it demonstrated that on any given day, any team on the admittedly thin Champ Car grid can earn a trophy and a trip to the podium.

It was ironic that "Junky" shared the rostrum with Newman/Haas/Lanigan Racing drivers Bourdais and third-place Graham Rahal because he was dropped by the iconic team in favor of 18-year-old Rahal this season.

Junqueira ended up in a marriage of convenience with Coyne, who has faithfully helped fill the Champ Car field for more than two decades, generally running near the back.

As the winner of eight Champ Car races, Junqueira could have viewed going to work for Coyne after four years at Newman/Haas as sort of a penance. Instead, he grasped the opportunity to help the small team move up the grid, maximizing the fact that Champ Car's move to a new Panoz-Cosworth spec package helped equalize the field this year.

Coyne's podium finish at Zolder really represented a victory for the little guy and splitting the cars of his dominant former employer must have given Junqueira a great sense of pride. It certainly drew smiles up and down the pit lane.

"I'm very happy to get a podium for the Dale Coyne Racing team," Junqueira remarked. "The team works very hard, especially the mechanics. I have three fulltime mechanics so they have to work three times as hard as any other team because there are just not enough people to do all the things. So, they deserve to get great results."

The Junqueira/Coyne tandem started the season well with a series of top 10s but faded in June as a lack of road-course testing began to show. A July test session at Putnam Park near Indianapolis with new engineer Dave Morgan helped Junqueira improve his qualifying performances, but prior to Sunday, he hadn't put together a finish better than fifth.

"It's my first podium this year, and I usually get 10 of them," he joked. "So, this podium is very sweet."



CHAMP CAR PHOTO

WORKMANLIKE EFFORT: After starting 13th, Graham Rahal rallied to finish third in Sunday's Champ Car World Series race in Bolderburg, Belgium. The lone American in Champ Car sits fifth in points.

Clarke 'Made Us Look Like Idiots'

Melee In Practice Forces Champ Car To Park Englishman For Weekend

By John Oreovicz
NSSN Correspondent

BOLDERBURG, Belgium — Champ Car's European tour got off to an inauspicious start with a four-car crash less than a minute into the opening practice session that left local hero **Jan Heylen** on the sidelines.

Heylen's Conquest Racing car was extensively damaged when **Dan Clarke** triggered the four-car melee with some over-aggressive driving. Clarke was suspended for the rest of the Zolder weekend by Champ Car race director **Tony Cotman** and replaced at Minardi Team USA by veteran **Mario Dominguez**.

CHAMP NOTES

Paul Tracy had an eyewitness view of the initial incident and said he couldn't slow down fast enough to avoid hitting **Justin Wilson**, who was driving the first car swept in by "Speedy Dan."

"We're supposed to be putting on a good advertisement for Champ Car here in Europe, and Clarke made us look like idiots," Tracy remarked. "I don't know what he was thinking on the first lap of practice on a new track because he was going 30 or 40 miles per hour faster than everyone else. It was like a train wreck, and I've never seen anything like it."

Cotman said the accident was "totally unacceptable and completely avoidable," and he didn't rule out additional penalties for Clarke, a 23-year-old native of North Yorkshire, England.

Clarke was already on probation after causing two wrecks during the recent Grand Prix of San Jose, including one that ruined fastest qualifier Justin Wilson's race. Clarke then matched his best finish in Champ Car with a second-place showing two weeks ago at Road America, but in the process, he pushed his teammate **Robert Doornbos** off track, seriously harming Doornbos's championship hopes.

"I'm sorry that today's incident happened, but I fully accept Tony Cotman's decision," Clarke stated. "I genuinely hope the other drivers involved go on to have a positive weekend here in Zolder."

A sedate Clarke accepted Cotman's invitation to watch the event from race control.

Meanwhile, Heylen's weekend never really improved. His Conquest Racing mechanics worked well into the night to have the Grafiprint Panoz ready for Saturday. Heylen was 11th in practice, qualified 11th and finished 13th, the last car on the lead lap after being hobbled by a broken seventh gear. His high point was running second through pit-stop strategy late in the race.

■ **Graham Rahal** turned in the drive of the race, overcoming a poor qualifying that left him 13th on the grid to claim the last spot on the podium.

"We got a break when **Alex Figge** spun off and they threw a full-course caution, so we were able to pit out of sequence," Rahal said. "Ultimately we needed to do something different than what everyone else was doing. If we just followed them, we were never going to make up any time."

The 18 year old from Albany, Ohio, led laps 41-47 but wasn't able to find a way past **Bruno Junqueira** to compete a Newman/Haas/Lanigan Racing 1-2.

"I really wanted to get by Bruno because I wanted to finish second this weekend, but he was just a touch too quick," Rahal admitted. "At turn five, I was at least a couple tenths faster than him. I'd get right up on his gearbox going into seven every time, but you just cannot pass there. It's too tight. I finally got next to him one time, but he made his car a little wider than it normally is, and it just wasn't going to happen."

■ Rahal's father, three-time Champ Car champion **Bobby Rahal**, accompanied his son on the first leg of Champ Car's European tour.

The elder Rahal will spend next weekend with his IndyCar Series and American Le Mans Series teams when they race together at Detroit's Belle Isle.

Bobby Rahal also enjoyed spending time at Zolder with his former driver **Kenny Brack**. The Swedish former IndyCar champion and Champ Car race winner now lives in Brussels, Belgium.

■ **Bart Rietbergen**, the promoter of both European Champ Car races, was extremely pleased with the attendance at Zolder. He said a weekend attendance of 45,000 was the break-even point, before adding that the race at the Assen TT Circuit in the Netherlands is expected to be his money maker.

"I really believe this form of racing can catch on strongly in Europe and we rarely see this type of attendance like this before race day," Rietbergen said.

■ Paul Tracy was happier with his Panoz than recently, thanks to engineering changes at Forsythe Championship Racing. **Tom Brown** was dropped by PKV Racing and quickly hired by Forsythe, which is based less than a mile from PKV in Indianapolis.

Tracy's car suffered traction problems in the race and he finished 10th, while **Oriol Servia** was sixth. "The yellows were just crazy today and nobody understands how Bruno made it to the end but I'm happy for him," said Servia.

Stroll Around Zolder Reveals Track's True Side

TURNING AWAY



JOHN OREOVICZ

BOLDENBURG, BELGIUM

Based on historical accounts of Formula One racing, I went to Circuit Zolder for the first time thinking I would find a run-down, backwoods, Mickey Mouse track more suitable for go-karts than serious racing cars.

It's all a matter of perspective.

Zolder may not have the character and cache of nearby Spa-Francorchamps or the fast corners and long straights of Road America, but it's superior to 90 percent of the road courses in the United States in most respects. That's a sad commentary about the amount of respect (and the lack of investment) directed at American road courses.

Prior to the race weekend, I walked the 2.492-mile road course with my colleague David Phillips, and we agreed that Zolder had unfairly gotten a bad rap over the years. It's not a bad race course, though the Champ Car drivers complained that it was slightly too narrow.

Turn one is a fast left-hander similar to the first corner at Mid-Ohio, and the next three corners are all taken in fourth gear at more than 120 miles per hour. So, the lap gets off to a fast and challenging start.

Drivers complain about chicanes, but the ones at Zolder are better than usual. The first one has the cars exit up a steep hill, and after reaching the crest, they plunge into a flat-out, downhill left-hand sweeper that leads to the Gilles Villeneuve chicane.

It's superior to 90 percent of the road courses in the U.S.

Of course, Zolder is most famous as the track where the great Villeneuve was killed on May 8, 1982, while on a qualifying run in his Ferrari 126C2. Phillips and I paused for several minutes to pay respect to GV at the simple monument constructed at the site of his death, and I have to say it is in bad taste that the revised corner has been renamed after Gilles. Knowing Villeneuve's legend, it's insulting just to name a chicane after him — he hated them!

After another not-quite-long-enough straightaway, turn 10 is a sharp right-hander, leading the drivers back to the start-finish line via the Jochen Rindt and Jacky Ickx chicanes. The track has been modified and repaved since F-1 last ran at Zolder in 1984, but the Champ cars were considerably faster than expected, running seven seconds faster than Rene Arnoux's 1984 lap record.

The EuroBoss series for vintage F-1 cars was on the bill at Zolder, and people from that series optimistically believed their cars would be faster than the Champ cars. But the EuroBoss cars failed to break 1 minute, 22 seconds, whereas Sebastien Bourdais took the Champ Car pole in 1:12.8.

Zolder's biggest problem in the modern world is that it is simply too far from what the F-1 set considers adequate accommodations. Antwerp and Brussels are both more than an hour away, and I can't imagine Bernie Ecclestone or Ron Dennis trying to navigate their way back to a hotel in Hasselt, the pleasant city where we stayed.

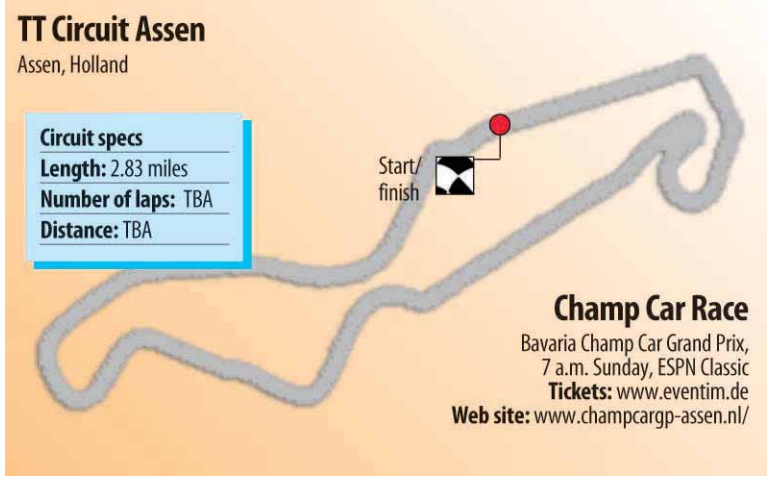
Crowds for the race weekend weren't massive, but they definitely pleased promoter Bart Rietbergen. He was particularly thrilled with the Friday and Saturday turnout, and it certainly looked like he easily achieved his break-even attendance of 45,000 for the weekend.

The crowd is expected to be much bigger next week at Assen, where more than 45,000 reserved grandstand tickets have already been sold.

The Dutch are extremely motivated when it comes to supporting their racers, and Robert Doornbos still ranks second in the Champ Car title chase, even if Bourdais seems well on the way to his fourth-consecutive crown.

All in all, Zolder was a very good showcase for the Champ Car World Series. And Assen promises to be even better.

UP NEXT



FORMULA ONE

RACE REWIND

Race 12 of 17: Petrol Ofisi Turkish Grand Prix, Sunday, Aug. 26
Istanbul Park, Istanbul, Turkey

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Kimi Raikkonen

THIRD



Fernando Alonso

Fin.	St.	Driver	Country	Team	Laps
1	1	Felipe Massa	Brazil	Scuderia Ferrari	58
2	3	Kimi Raikkonen	Finland	Scuderia Ferrari	58
3	4	Fernando Alonso	Spain	McLaren Mercedes	58
4	6	Nick Heidfeld	Germany	BMW Sauber F-1 Team	58
5	2	Lewis Hamilton	Great Britain	McLaren Mercedes	58
6	7	Heikki Kovalainen	Finland	Renault F-1 Team	58
7	8	Nico Rosberg	Germany	Williams	58
8	5	Robert Kubica	Poland	BMW Sauber F-1 Team	58
9	10	Giancarlo Fisichella	Italy	Renault F-1 Team	58
10	13	David Coulthard	Great Britain	Red Bull Racing	58
11	16	Alexander Wurz	Austria	Williams	58
12	18	Ralf Schumacher	Germany	Toyota Racing	57
13	15	Jenson Button	Great Britain	Honda Racing F-1 Team	57
14	11	Anthony Davidson	Great Britain	Super Aguri F-1 Team	57
15	17	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	57
16	9	Jarno Trulli	Italy	Toyota Racing	57
17	14	Rubens Barrichello	Brazil	Honda Racing F-1 Team	57
18	19	Takuma Sato	Japan	Super Aguri F-1 Team	57
19	20	Sebastian Vettel	Germany	Scuderia Toro Rosso	57
20	22	Sakon Yamamoto	Japan	Spyker F-1 Team	56
21	21	Adrian Sutil	Germany	Spyker F-1 Team	53
22	12	Mark Webber	Australia	Red Bull Racing	9



STEVE ETHERINGTON PHOTO

OFF THE PACE: Jenson Button's miserable season continued Sunday. He finished 13th in Turkey.

RACE STATISTICS

Race time: One hour, 26 minutes, 42.161 seconds.
Average speed: 133.040 miles per hour

Victory margin: 2.275 seconds

TALK OF TIME TRIALS

Felipe Massa turned in a late qualifying run of one minute, 27.329 seconds to earn the eighth pole of his career. The time denied Lewis Hamilton, who had just turned a lap of 1:27.373.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	84	6. Robert Kubica	29
2. Fernando Alonso	79	7. Heikki Kovalainen	19
3. Felipe Massa	69	8. Giancarlo Fisichella	17
4. Kimi Raikkonen	68	9. Alexander Wurz	13
5. Nick Heidfeld	47	10. Nico Rosberg	9



STEVE ETHERINGTON PHOTO

CODE RED: Felipe Massa leads Ferrari teammate Kimi Raikkonen around the Istanbul Park on Sunday.

MASSA MASH

Brazilian's Ferrari Leaves F-1 Field In Dust In Turkish GP

By Dan Knutson
NSSN Correspondent

ISTANBUL, Turkey — Starting from the pole in a Ferrari that was clearly superior to the McLaren Mercedes cars meant that Felipe Massa led all but three of the 58 laps to win the Turkish Grand Prix at the Istanbul Park track Sunday.

"I love the track," Massa said. "I love the place, and here is where my career made a switch (last year) and I started to win races and fight with the front runners. It is a very special place for me."

As the track is seldom used, the dirty side of the grid off the racing line is a real disadvantage. Lewis Hamilton qualified his McLaren second but lost the place right after the start to Kimi Raikkonen, who had lined up third on the grippy side of the track.

The Ferraris were on medium-compound Bridgestones, which, while not as good on race pace as the hards that the McLarens were on, probably gave a tiny but crucial advantage at the getaway.

And that was it. Raikkonen's Ferrari was as fast or faster than Massa's, but he had little hope of passing so just hung onto second place.

Hamilton settled into third place.

Fernando Alonso qualified fourth but managed to immediately get passed by the BMW Saubers of Robert Kubica and Nick Heidfeld. He leapfrogged by both of them in the first round of pit stops to reclaim fourth place.

A burst of drama exploded into the race on lap 43 along with Hamilton's right-front tire.

With a large layer of tread flaying around, Hamilton was lucky his car wasn't damaged. He arrived in the pits just as Alonso was leaving (no 10 extra seconds of delay as in Hungary) rejoined the race and placed fifth.

Thus, for only the second time in his F-1 career Hamilton did not have a podium finish. Bridgestone's initial investigations did not reveal what caused the tire problem.

Once again, BMW Sauber was the best of the rest as Heidfeld grabbed fourth place. Kubica's strategy of a short first stint on soft tires in order to attack the front-runners didn't work out. He faded to eighth.

Heikki Kovalainen scored points for the sixth time in seven starts as he brought his Renault home sixth. He said that this race finally proved that the updates Renault introduced two races ago are a step forward. As he did in Hungary, Nico Rosberg finished seventh in his Williams Toyota.

After 12 of 17 races, Massa, Hamilton, Raikkonen and Alonso each have three victories.

Had Hamilton finished third and Alonso fourth, which would have happened without the tire woes, Hamilton would have extended his championship lead to eight points. Instead, Alonso is only five points behind.

Ralf In Limbo; Rosberg's Value High At Williams

By Dan Knutson
NSSN Correspondent

ISTANBUL, Turkey — Who will be the four Toyota drivers next year?

"Jarno (Trulli) has a contract, and we're in discussion with Ralf (Schumacher) and we're studying the driver market," Toyota Motorsport President John Howett said in a FIA press conference at Istanbul Park.

"Ralf is still definitely on our list. He's doing a very good job at the moment, as we've seen in the last two or three races. We're just not prepared at this moment to make a decision, which is very tough. I have a great deal of personal sympathy with Ralf, but that's the position.

"We're waiting to see what moves, and I can assure you that Ralf is on our list. We feel that we can wait longer."

Who will be the Williams Toyota drivers in 2008?

"I can't tell you because I don't want to," Frank Williams said. "John (Howett) has said it all really. Alex (Wurz) is very highly regarded in our team, as Ralf is in the other Toyota team and our short list is very short."

Asked if both Wurz's and Nico Rosberg's contracts expire this year, Williams dodged the question.

"It depends how you want to read or describe the contract," he said. "I am not going to talk about it anymore."

But when quizzed if he was confident that Rosberg would stay with Williams in 2008, Frank replied: "I think he knows the value of a fixed contract, most racing drivers do. We have a fixed contract with Nico, that is beyond question."

Reliable sources informed *Auto Action* that Toyota may buy out Rosberg's contract at Williams and partner him with Trulli next year.

Williams technical director Sam Michael and the rest of the team rate Kazuki Nakajima highly and Toyota likes him as well, but Michael told *AA* it's too early to tell if he is ready to graduate to F-1.

Meanwhile, a number of drivers are aiming for Wurz's seat, including Tonio Liuzzi.

Lewis Scoffs At 'Playboy' Status

By Dan Knutson
NSSN Correspondent

ISTANBUL, Turkey — **Lewis Hamilton** says he is not a playboy although recent tabloid reports and photos try to show him being just that.

During F-1's summer break, Hamilton spent some time in the Mediterranean on a yacht owned by McLaren shareholder **Mansour Ojjeh**. Photos in the tabloids showed Hamilton, 22, frolicking with Ojjeh's 18-year-old daughter.

"All those stories are completely wrong," Hamilton said.

"I'm not a playboy," he explained. "I haven't gone out and bought lots of expensive cars, I'm not dating all these women. If I was, then play fair and write stuff about me. But I'm just trying to lead a normal life."

Actually, the whole thing was a family get together. Lewis has known Ojjeh's children most of his life. The photos made it look like Hamilton and one of the daughters were alone.

"There were 13 of us on the boat, and there were three of the Ojjeh daughters and they all had their boyfriends there," Hamilton said. "When I first got there, I wasn't expecting to have pictures taken of us, and what you don't see in that picture is that there were 12 of us in the back of the boat throwing each other in."

Hamilton said that paparazzi photographers are a growing irritation in his life and he may have to move away from England.

■ To avoid a conflict of interest, **Michiel Mol** has resigned as CEO of Spyker Cars so that he can pursue his interest in buying the Spyker F-1 team from the parent company. The deadline for another payment to original owner Midland is looming.

■ **Fernando Alonso** sported a Conquistador moustache and beard when he arrived in Turkey. Was that just to upset **Ron Dennis,** who likes his driver's to be clean-cut? Alonso shaved it off Saturday.

■ BMW Sauber has confirmed that **Nick Heidfeld** and **Robert Kubica** will drive for the team again in 2008. While the announcement wasn't made until Aug. 21, the team never considered any other drivers.

"It was quite clear, both for us and the drivers, early on in the season that we wouldn't really be looking elsewhere," **Mario Theissen** said.



STEVE ETHERINGTON PHOTO

RELIABLE FINN: Renault's Heikki Kovalainen is the only driver to have finished all the races this season.

F-1 NOTES

Heidfeld signed his contract after the Hungarian Grand Prix. Kubica signed his just a couple days after his horrific accident in the Canadian Grand Prix on June 10.

"We sealed him as a driver immediately after his crash, even before he got back into the car," Theissen said. "It was a strong commitment from our side at that point. It was a strong commitment from our side at that point of the season."

■ McLaren used two pit stalls and crews during qualifying in Turkey to avoid the problems the team had in Hungary when both drivers were in the pits at the same time to get fresh tires.

■ **Felipe Massa** won his fifth pole of the season. The first of his eight career poles came in Turkey one year ago. A mere .393 of a second separated the top five qualifiers.

■ Spyker had to delay racing the updated B version of its car because it unexpectedly failed the rear-impact test. The team fielded two of its A-spec cars in Turkey instead.

■ Was this the 100th grand prix race for Alonso and Toyota? It depends if you count Indianapolis in 2005 when the Michelin runners withdrew after the formation lap. F-1 statisticians can't agree on the subject.

■ Without so much as a podium to its name so far this season, Renault is now focusing a majority of its efforts on its 2008 car.

"We began work on the car early," Technical Director **Bob Bell** explained, "and our approach has been quite different to recent years. First and foremost, we had to be certain that our development tools were working correctly. Once this was confirmed, we began putting a lot of energy into the design of the new car. The project is on time, and we have been exploring some very interesting new development paths."

■ Engine changes after qualifying meant that **Jenson Button** and **Rubens Barrichello** had to start from the back of the grid in their Hondas.

■ **Lucas de Grassi** and **Timo Glock** won the two GP2 races in Turkey.

■ Three-time World Champion **Niki Lauda** says Alonso should keep quiet.

"Instead of complaining, moaning and bitching, which is what Alonso is doing at the moment, all he needs to do is concentrate on driving quicker," Lauda said in a BBC interview. "He is using all kinds of excuses. He should have done this after the second or third race of the season after he realized how quick Hamilton is. He didn't do that."

■ The Malaysian government has confirmed it has extended its grand prix contract to 2015.

■ An engine caught fire on the dyno at Toyota's F-1 factory in Cologne. Team personnel put it out before the fire department arrived.

■ Prodrive's **David Richards** says he is in discussion with three teams about supplying his new F-1 operation in 2008. McLaren is at the top of the list, but Richards said no announcement would be made before next month.

■ **Heikki Kovalainen** is the only non-McLaren driver to have finished all the races this season.

■ **Flavio Briatore** is part of a consortium that has bought the Queen's Park Rangers, a second division soccer team in England. The flamboyant Renault boss says that this will not divert his attention from F-1 any more than his other business ventures such as his restaurant.

■ In his newly released biography, **David Coulthard** reveals that he suffered from bulimia as a teenager. "In my mind the only way to keep my weight down was making myself vomit," he said.

Things Calm Down In Feisty McLaren Camp

ACROSS THE POND



DAN KNUTSON

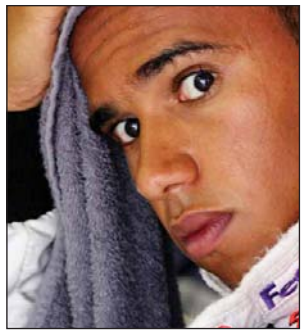
ISTANBUL, TURKEY

Fernando Alonso and Lewis Hamilton agreed to start afresh after their clash in Hungary when each obstructed the other's qualifying runs. The Vodafone McLaren Mercedes management also stepped in to iron out the whole mess and its repercussions.

"After the last race (Hungary), I called Fernando and said, 'Look, we can't spend the next three weeks without talking while the media report that we're at war, when really we're not'," Hamilton told the British press. "We need to discuss things and move forward. We're teammates and have to get on.

"He agreed, but we didn't meet until last Thursday (prior to the Turkish Grand Prix.) First of all, we discussed the holidays we've just taken, but I put my hand up and apologized for all that happened at the last race and he said, 'Yeah, me too.'

"We agreed we didn't have a problem with each other and needed to push on and fight for the world title on the team's behalf."



STEVE ETHERINGTON PHOTO

HAMILTON: Not at war with teammate Alonso.

On the Thursday prior to the race in Turkey, the McLaren drivers did not make their usual appearance at the track to meet with their engineers and the media. Instead, they stayed in the city center of Istanbul where McLaren staged a series of meetings.

"We laid everything out in a long meeting that started at 2 p.m. and finished at 8:30 in the evening," McLaren director Ron Dennis said. "That wasn't with both drivers all the time. It was with different elements of the meetings, some with management and some with the drivers. It was a complete run through of the relationship from beginning to end.

"We went into the meeting with the clear intention of coming out with everybody pointing in the right direction."

Alonso said he has no problems with Hamilton.

"I talked with Lewis," Alonso said. "Not to laugh, because it is not a funny thing, but about how we have been in the press all summer, creating this fight between each other. I have no problems with him at all, and he has no problems with me at all.

"After what happened in Hungary, we talked to each other. And everything is so clear. We try to understand about why everybody wants to put us in a fight, because it is just not true."

The relationship between Dennis and Alonso still needs some work, but Alonso said he will probably stay at McLaren for the three years of his contract.

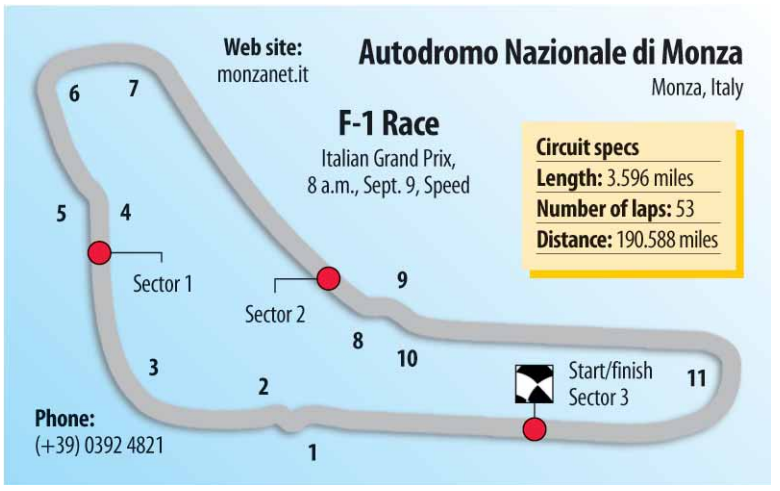
"There are not many options I think, and I have a contract with McLaren so the possibilities for the near future are around here, driving for McLaren," Alonso said. "As far as I know that is the only possibility."

Is Alonso happy at McLaren?

"As far as I have a winning car, I'm happy," he said. "This year we have a winning car; we are first and second in the drivers (championship) and leading the constructors, so I am happy."

The long break between the races in Hungary and Turkey provided the perfect opportunity for the whole McLaren team to let things chill down. Now it's up to the team to keep the situation under control as its two drivers fight for the world championship in the final five races of the season.

UP NEXT



RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 16 of 25: O'Reilly 200, Wednesday, Aug. 22
Bristol Motor Speedway, Bristol, Tenn.

FINAL RESULTS

FIRST



Johnny Benson

SECOND



Brendan Gaughan

THIRD



Mark Martin

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	8	23	Johnny Benson	Exide Batteries Toyota	200	$60,300	Running
2	2	77	Brendan Gaughan	South Point Hotel Chevrolet	200	28,175	Running
3	10	21	Mark Martin	Mark Martin Ford Ford	200	20,725	Running
4	5	5	Mike Skinner	Toyota Tundra Toyota	200	14,750	Running
5	11	14	Rick Crawford	Power Stroke Diesel by Intl. Ford	200	13,250	Running
6	14	33	Ron Hornaday, Jr.	Camping World Chevrolet	200	11,300	Running
7	16	4	Mike Bliss	Open Joist Dodge	200	8,900	Running
8	7	60	Jack Sprague	Con-way Freight Toyota	200	11,100	Running
9	15	2	Cale Gale	Camping World Chevrolet	200	8,800	Running
10	13	50	Danny O'Quinn	Northern Tool + Equipment Ford	200	14,450	Running
11	1	6	Travis Kvapil	K & N Filters Ford	200	12,750	Running
12	20	88	Matt Crafton	Menards /Turtle Wax Ice Chevrolet	200	12,900	Running
13	6	99	Erik Darnell	Northern Tool + Equipment Ford	200	10,750	Running
14	3	47	Regan Smith	Ginn Resorts Chevrolet	200	8,450	Running
15	9	51	Kyle Busch	Flanders Beef Patties Chevrolet	200	9,250	Running
16	29	1	David Green	RFMS /RedHorseRacing.net Toyota	200	10,550	Running
17	27	10	David Starr	MaxxForce Int'l Diesel Power Ford	200	10,500	Running
18	17	18	Ken Schrader	Fastenal Dodge	200	10,450	Running
19	22	13	Willie Allen	Pork /ThorSport Racing Chevrolet	200	13,200	Running
20	21	49	Bradley Riethmeyer	BlackwaterUSA.com Dodge	200	8,100	Running
21	34	00	A.J. Allmendinger	Aaron's Lucky Dog Toyota	200	10,750	Running
22	23	40	Brandon Miller	Curtis Key Plumbing Chevrolet	200	10,275	Running
23	33	09	Joey Clanton	Zaxby's Ford	200	10,250	Running
24	12	30	Todd Bodine	Lumber Liquidators Toyota	199	11,225	Running
25	28	08	Shane Sieg	People Against Drugs Chevrolet	196	8,925	Running
26	18	75	Dennis Setzer	Spears Mfg. Co. Chevrolet	180	8,875	Running
27	30	9	Ted Musgrave	Germain Toyota/Team ASE Toyota	158	7,850	Accident
28	26	07	Tim Sauter	Lester Buildings Chevrolet	143	7,825	Running
29	25	16	Derrike Cope	Xpress Motorsports Ford	134	7,775	Accident
30	36	71	Bryan Silas	Shell Rotella T Chevrolet	131	7,750	Running
31	4	22	Ryan Mathews	Chimney Rock Cattle Co. Toyota	127	7,315	Running
32	19	59	Terry Cook	Harris Trucking Toyota	120	7,250	Running
33	35	15	Nate Monteith	Graceway Pharmaceuticals Chevy	118	7,225	Handling
34	24	7	Jason White	Hooters Energy Drink Chevrolet	88	7,200	Clutch
35	31	8	Chad McCumbee	thegpsstore.com/Garmin Chevrolet	35	7,175	Accident
36	32	46	Timothy Peters	Tahoe Smokeless Chevrolet	33	7,141	Accident

RACE STATISTICS

Race time: One hour, 29 minutes, 40 seconds
Average speed: 71.331 miles per hour
Victory margin: .790 second
Caution flags: 10 for 56 laps
Lead changes: Four among three drivers

Lap leaders: Travis Kvapil 1-16; Brendan Gaughan 17-41; Johnny Benson 42-104; Kvapil 105-179; Benson 180-200

TALK OF TIME TRIALS

Travis Kvapil earned his second pole of the season, turning a lap of 121.136 miles per hour on the recently resurfaced .533-mile concrete oval. Kvapil's Roush Fenway Ford outran the Chevrolet qualified outside the front row by Brendan Gaughan.



AUTOSTOCK PHOTO

STANDINGS

FIRST



Mike Skinner

SECOND



Ron Hornaday

THIRD



Travis Kvapil

Top 10

1. Mike Skinner	2,681	6. Johnny Benson	2,159
2. Ron Hornaday, Jr.	2,589	7. Jack Sprague	2,027
3. Travis Kvapil	2,425	8. Ted Musgrave	1,957
4. Todd Bodine	2,346	9. Matt Crafton	1,949
5. Rick Crawford	2,196	10. Erik Darnell	1,875



AUTOSTOCK PHOTO

DOUBLE TROUBLE: Travis Kvapil (6) and Kyle Busch (51) tangle late in the Craftsman Truck Series race at Bristol (Tenn.) Motor Speedway, allowing Johnny Benson to sneak past for the victory.

Leaders Spin & Benson Wins

BRISTOL, Tenn. — Johnny Benson was in the right place at the right time Aug. 22 at Bristol Motor Speedway.

Benson took advantage of contact between Travis Kvapil and Nextel Cup Series interloper Kyle Busch to score his second NASCAR Craftsman Truck Series victory of the season.

Benson, who pitted for tires on lap 104 of the O'Reilly 200 and restarted 17th, quickly knifed his way through the field. He was riding in third and closing in on the leaders when they made contact on lap 179 of the 200-lap race on the recently resurfaced .533-mile concrete oval.

Kvapil had the dominant truck in the middle stages of the race, but Busch was coming on strong as the laps clicked off. He moved inside Kvapil going into turn one, and the truck jumped loose, sliding into Kvapil and sending them both into a synchronized spin.

"My truck was a little loose and I thought we could keep it on the outside and run pretty good up there. That was kind of the plan," said Kvapil, who won his second pole of the season earlier in the night. "I was willing to give up the bottom because my truck was just too loose. I needed to just let it roll around the outside. I'm pretty sure I gave him (Busch) enough room out there, but he just got up into me a little bit and that's all it took."

Benson slipped through unscathed and led the final 20 laps to ring up his seventh-career NCTS victory.

"I was confident we could get to the front because we had 40-lap fresher tires," Benson said about his crew chief Trip Bruce's call to pit in the middle of the race. "I knew we had a great truck even before we pitted. "We just knew that on the new surface the tires would give up just a little bit."

Benson had a front-row seat to the unfolding demise of the leaders.

"I think when Travis and Kyle got together, it was just hard racing," Benson said. "If they hit door to door, they would have just slid up the track and we would have gone on past and they finish second and third. But they ended up spinning. When that happened, it just made it a little easier."

Benson held off newlywed Brendan Gaughan, who scored his best finish of the season in second. Gaughan made a run at the lead on the final restart with six laps remaining but then was forced to drive defensively to hold on to the spot.

"I wanted to win this race bad," Gaughan said. "I really like Johnny, but if I got to him, I can't guarantee that he wasn't going to go around. But he got away from us, and I did all I could to move down and block like heck to keep Mark Martin behind us."

Martin finished third, with point-leader Mike Skinner and Rick Crawford rounding out the top five.

Ron Hornaday, Jr. finished sixth, followed by Mike Bliss, Jack Sprague, Cale Gale and Danny O'Quinn, Jr. Kvapil ended up 11th and Busch 15th.

Bristol Victory Eases Gordon's Pain

BRISTOL, Tenn. — Benny Gordon wasn't crowned the Northern Division champion for the first time in four years this season, but his win in the Aug. 22 Food City 150 at Bristol Motor Speedway eased his pain.

HOOTERS

Gordon took the lead when Wade Day bounced off the wall on lap 86 and fought off Chase Pistone on a green-white-checkered finish en route to his third victory of the season and the 24th of his career.

"We've always run well here over the years, but we've never been able to win," said Gordon. "It's really cool to be the first person to win on the new surface here. I don't know that we had the best car here. But once we got out front, our car was really good."

Pistone's car was pretty good, too. Pistone took a shot at Gordon on the final restart, but he came up .300 of a second shy of his second victory of the year.

"This was really important for our team," said Pistone. "Hopefully, this will get everybody pumped up heading into Mansfield for the Championship Series."

Trevor Bayne continued his recent upswing by finishing third after starting 23rd on the .533-mile oval. Shelby Howard and Bobby Gill rounded out the top five.

Michael Ritch won the pole and led the first six laps. He ended up 19th, but still clinched the Southern Division championship.

The finish:

Showing driver, car, laps completed and money won: 1. Benny Gordon, Ford, 151, $10,000; 2. Chase Pistone, Chevrolet, 151, $6,000; 3. Trevor Bayne, Chevrolet, 151, $5,600; 4. Shelby Howard, Chevrolet, 151, $4,300; 5. Bobby Gill, Ford, 151, $4,000; 6. Shane Wallace, Ford, 151, $2,800; 7. Billy Bigley, Jr., Ford, 151, $2,600; 8. Richard Boswell, Chevrolet, 151, $4,900; 9. Jeff Agnew, Ford, 151, $2,300; 10. Dusty Williams, Ford, 151, $2,200; 11. Jay Fogleman, Ford, 151, $3,050; 12. Mike Garvey, Ford, 151, $2,000; 13. Eric Humphries, Ford, 151, $1,900; 14. Carl Long, Ford, 151, $2,300; 15. James Buescher, Chevrolet, 151, $1,700; 16. Gary Helton, Chevrolet, 151, $1,600; 17. Steven Davis, Ford, 151, $1,600; 18. Derrick Kelley, Ford, 148, $1,600; 19. Michael Ritch, Ford, 148, $3,100; 20. Dange Hanniford, Chevrolet, 148; 21. Clay Jones, Ford, 146, $1,400; 22. Matt Hawkins, Ford, 136, $1,400; 23. Caleb Holman, Chevrolet, 134, $1,400; 24. Bil Plemons, Jr., Ford, 132, $1,400; 25. Woody Howard, Chevrolet, 130, $1,400; 26. Justin Wakefield, Ford, 125, $1,200; 27. Tom Hessert, Chevrolet, 110, $1,200; 28. Danny O'Quinn, Ford, 104, $1,200; 29. Frank Deiny, Jr., Ford, 102, $1,200; 30. Wade Day, Ford, 90, $2,200; 31. Kirk Leone, Ford, 63, $1,400; 32. Joey Coulter, Ford, 43, $1,200; 33. Andy Lally, Chevrolet, 26, $1,200; 34. Brian Scott, Ford, 23, $1,200; 35. Mart Newsbitt, Ford, 22, $1,200; 36. Mark McFarland, Chevrolet, 13, $1,450.

CATCH THE ACTION!



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LUCAS OIL MOTORSPORTS HOUR 2007 SCHEDULE:

LUCAS OIL Late Model DIRT SERIES Touring Division

5:00 PM EST September 23
4:00 PM EST November 10

LUCAS OIL PRO PULLING LEAGUE

5:00 PM EST September 30
3:30 PM EST October 13

LUCAS OIL USAC Racing

4:00 PM EST October 27
3:00 PM EST December 9

HOOTERS PRO CUP SERIES

3:00 PM EST September 8

LUCAS OIL ASA MODIFIED SERIES

3:00 PM EST October 7
2:00 PM EST October 21
3:30 PM EST November 3
4:00 PM EST November 17
2:00 PM EST November 25

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ESPN 2

LUCAS OIL PRO PULLING LEAGUE



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A weekly report of action from across America



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

I-70 Speedway

Odessa, Mo.
Aug. 25, 2007
Dwarf Car
1. David Raffurty
2. Greg Nellis
3. Devin Krahl

Anderson Speedway

Anderson, Ind.
Aug. 25, 2007
ThunderCup
1. Ronnie Phipps
2. Lonny Burton
3. Josh Myers
School Bus Figure-8
1. Danny Stanley, Jr.
2. Basil Stanley
3. Ronnie Phipps
Powder Puff Figure-8
1. Robin Cullen
2. Kendra Burgess
3. Teresa Dowden
Mini Cup
Junior Division
1. Kyle Baugh
2. Alec Webb
3. Cole Williams
Adult Division
1. Taylor Webb
2. Chad Varner
3. Artie Repplewell
Front-Wheel Drive Oval
1. Kevin Harmon
2. Nick Warner
3. Randy Hoppes

Auto City Speedway

Clio, Mich
Aug. 25, 2007
Factory Stock
1. Ed Newman, Sr.
2. Tony Basalone
3. Timmy Near
Super Stock
1. Samuel Coulter
2. Jeff Owens
3. Shaun Whitney
Modified
1. Ken O'Connor
2. Nick Clemons
3. Rick Wiecorek
Led Sled
1. Joe O'Leary
2. Lonnie Saumier
3. Chad Lamson
Hornet
1. Blake Childers
2. Andrew Abbott
3. Hanna Christensen
Thunder Truck
1. Brian Cogswell
2. Rod Marsh
3. Dale Keenan

Whittemore Speedway

Whittemore, Mich.
Aug. 27, 2007
Modified
1. Karl Edmunds
2. Buck Harsen
3. Todd Matheson
Factory Stocks
1. Randy Murphy
2. Mike Avram
3. Ed Doutre, Jr.
Lead Sled
1. Bob Farley
2. Kevin Strong
3. Corey Robinson
Mini Stock
1. Chris Trinklein
2. Charlie Norton
3. Mike Mukenthaller

Skyline Speedway

Stewart, Ohio
Aug. 24, 2007
Road Warrior Tour
1. Chris Stotts
2. Jeff Wood
3. Mark Dickson

Columbus Motor Speedway

Columbus, Ohio
Aug. 25, 2007
Late Model
1. Donnie Hill
2. Bobby Justus
3. Coby Robb
Modified
1. Ray Muncy
2 .Terry Humphrey
3. Jessica Cyrus
Sport Stock
1. George Lindsay
2. James Harding
3. Beau Davis
Compact
1. Michael Hyler
2. Jason Dennis
3. Lisa Harding

St. Francois County Raceway

Farmington, Mo.
Aug. 25, 2007
Sprint Car
1. Joey Montgomery
2. Robbie Standridge
3. Bryan Matthews
Multi
1. Derek King
2. Scott Sawyer
3. Daniel Robinson
Modified
1. Shannon Blair
2. Mike Francis
3. Billy Smith
Pure Street
1. Chris Boyd
2. David Wofford
3. Brian Blair

Vermillion County Speedway

Danville, Ill.
Aug. 26, 2007
Street Stock
1. Lee Hall
Modified
1.Rob Fugua
2. Denny Schwartz
3. McKay Wenger
Pure Stock
1. Jack Dowers
2. Wes Parsons
3. Jacob Johnson
Hornet
1. Joe Reed
2. Mike Pollitt
3. Monte Reed

Paragon Speedway

Paragon, Ind.
Aug. 25, 2007
Sprint Car
Feature No. 1
1. Danny Holtsclaw
2. Chase Stockton
3. Tony Reed
Feature No. 2
1. Johnathan Sciscoe
2. Broc Burton
3. Arin McIntosh
Feature No. 3
1. Josh Cunningham
2. Eric Edwards
3. Bill Babcock
Street Stock
1. Chris Hillman
2. Winston Howe
3. David Woolston
Bomber
1. Nelson Gingery
2. Jeremy Payne
3. Mike Moody
Pure Stock
1. Kyle Zike
2. Dan Wampler
3. Rick Shipp

Kokomo Speedway

Kokomo, Ind.
Aug. 26, 2007
Sprint Car
Feature No. 1
1. Casey Schuman
2. Jon Stanbrough
3. Shane Cottle
Feature No. 2
1. Robert Ballou
2. Jon Stanbrough
3. Shane Cottle
Street Stock
1.James Headly
2. Dan Meyers
3. John Geary
Thundercar
1. John Rhoads
2. James Nutter
3. Brad Clark
Pure Stock
1. Mike Landis
2. Daphine Paul
3. Sam Landis

I-94 Raceway

Sauk Centre, Minn.
Aug. 25, 2007
Super Late Model
1. Tim Olson
2. Rich Snyder
3. A.J. Rhoads
Modified
1. Kevin Woeste
2. Jonathan Olmscheid
3. Shawn Koranda
Legends
1. Robby Carter
2. Rob Caho
3. Tim Brockhouse
Thunder Car
1. Lance Stueve
2. Jerry Messer
3. Dustin Karl
U-Car
Pro-4 Truck
1. Matt Peterson
4-Tracker
1. Dan Bolstad
2. Josh Christy
3. Andy Mayavski
Just-4-Fun
1. Dan Fitzpatrick
2. Mike Post
3. Michael Lofquist

I-55 Raceway

Pevely, Mo.
Aug. 25. 2007
Late Model
1. Randy Korte
2. Will Vaught
3. Billy Faust
Modified
1. Paul Bauman
2. Bobby Bittle
3. Bobby Martintoni
Sportsman
1. Troy Medley
2. Jimmy Cummins
3. Ronnie Bader
Pro-4
1. Chris Fisher
2. Homer Mooney
3. Conrad Miner

Cedar Lake Speedway

New Richmond, Wis.
Aug. 25, 2007
Late Model
1. Pat Doar
2. Steve Laursen
3. Brent Larson
Modified
Feature No.1
1. Dave Cain
2. Doug Gustafson
3. Ron Schreiner
Feature No. 2
1. Jason Miller
2. Dave Cain
3. Jody Bellefeuille
Super Stock
Feature No.1
1. Dan Carlson
2. Mike Weber
3. Larry Boumeester
Feature No.2
1. Larry Boumeester
2. Ryan Wiome
3. Mike Loomis
Midwest Modified
Feature No. 1
1. Dan Wheeler
2. Dave Lear
3. Shawn Phillips
Feature No. 2
1. Keith Tourville
2. Chanda Fjorden-Nord
3. Jason Vandekamp

Mount Lawn Speedway

New Castle, Ind.
Aug. 26, 2007
Midget
1. Alex Pruett
2. James Robertson
3. Chris Hettinger
Kenyon Midget
1. Kyle Hamilton
2. Caleb Armstrong
3. Jeff Wimmenauer
Ford Focus Midget
1. Craig Haack
2. Tyler Irwin
3. Andy Nock

Deer Creek Speedway

Spring Valley, Minn.
Aug. 25, 2007
Modified
1. Mike Sorensen
2. Bob Timm
3. Tim Donlinger
Late Model
1. Neil Eckhart
2. Nic Herrick
3. Lance Matthees
Midwest Modified
1. Kenny Wytaske
2. Bryan Hernandez
3. Brandon Davis
Street Stock
1. Steve Eischens
2. Ryan Goergen
3.Chuc Nerland
Super Stock
1. Ted Marrs
2. Cole Queensland
3. Aaron Wilson

Mount Lawn Speedway

New Castle, Ind.
Aug. 25, 2007
Late Model
1. Doug Hinshaw
2. Scoott Knepley
3. David McConnell
Thundercar
1. Eric Evans
2. Chuck Cook
3. Kyle Evans
Hornet
1. Kenny Lee
2. Ryan Claborn
3. Mike Burgess
Midget
1. Tate Martz

Rice Lake Speedway

Rice Lake, Wis.
Aug. 22, 2007
Late Model
1. Chad Mahder
2. John Kaanta
3. Eric Pember

Moler Raceway Park

Williamsburg, Ohio
Aug. 24, 2007
Late Model
1. John Whitney, Jr.
2. Billy Williams
3. Jeff Alsip
Modified
1. Doug Adkins
2. Shawn Tolson
3. Ray Branscum
Chevette
1. Miles Tarvin
2. Brandon Elam
3. Rusty Yarger
Pure Stock
1. Tony Brewer
2. Scott Hensley
3. Greg Owens

Rice Lake Speedway

Rice Lake, Wis.
Aug. 25, 2007
IRA Sprint Car
1. Scotty Neitzel
2. Brian Kristan
3. Steve Meyer
WISSOTA Modified
1. Craig Thatcher
2. Rich Lofthus
3. Brent Prochnow
WISSOTA Midwest Modified
1. Mark Hanson
2. Steve Hallquist
3. Matt Leer
Pure Stock
1. Danny Richards
2. Jared Amundson
3. Dusty Brown

Macon Speedway

Macon, Ill.
Aug. 25, 2007
Hornet
1. Jeff Dodd
2. Bruce Dulgar
3. Todd Rush
Street Stock
1. Steve Ewing
2. Troy Dodson
3. Brian Cassell
Modified
1. Jeff Ray
2. Mark Tullis
3. Clark Robertson
Late Model
1. Jayme Zidar
2. Chris Dick
3. Steve Shepard, Jr.
Sportsman
1. Jeff Graham
2. Timmy Dick
3. Greg Kimmons

Bloomington Speedway

Bloomington, Ind.
Aug. 25, 2007
Sprint Car
1. Danny Smith
2. Jimmy Hurley
3. Kraig Kinser
Modified
1. Ray Humphrey
2. Clint DeMoss
3. Jesse Cramer
Super Stock
1. Jeremy Hines
2. Brad Cummings
3. Chris Hillman

Bluegrass Speedway

Bardstown, Ky.
Aug. 25, 2007
Late Model
1. Scott Bloomquist
2. Brad Neat
3. Billy Drake
Sportsman
1. Jimmy Bryan
2. Barry Chesser
3. Roger Cecil
Street Stock
1. Timmy Glazer
2. Michael Cranmer
3. Cotton Mattingly

Central Missouri Speedway

Warrensburg, Mo.
Aug. 25, 2007
Modified
1. Tim Karrick
2. Dennis Walrath
3. Chad Lyle
Late Model
1. Fred King
2. Jon Binning
3. Brett Rollert
Street Stock
1. Brian Johnson
2. Brett Nail
3. John Miller
B-Modified
1. Brian Ziegler
2. Mark Evinger
3. Dean Wille

Indianapolis Speedrome

Indianapolis, Ind.
Aug. 25, 2007
Late Model
1. Jack Dossey, Jr.
2. Ben Tunny
3. R.J. Norton, Jr.
Stock
1. Dennis Sloan
2. Matt Clark
3. Speedy Teepe
Roadrunner
1. Ray McKinney
2. Larry Jones
3. Kevin Smith
Hornet
1. Marilyn Mayhew
2. Dale Whited
3. David Coil

Kil-Kare Speedway

Xenia, Ohio
Aug. 24, 2007
Late Model
1. Tim Allensworth
2. Justin Alsip
3. John Vallo
Modified
1. Jason Mahaffey
2. Charlie Davis
3. Gary Eaton, Jr.
Compact
1. Tim Haerr
2. Amber Sites
3. Bo Hoelscher
School Bus
1. Dennis Carmine
Demolition Derby
1. Tom Johnson

Malden Speedway

Malden, Mo.
Aug. 24, 2007
Late Model
1. Scott Gibbs
2. Scott Tracer
3. Steve Karnes
Modified
1. Larry Hull
2. Austin Mathews
3. Ronnie Vernon
Hobby Stock
1. Kyle Berry
2. Greg Sparks
3. Chris Kelley
Pure Street
1. Kyle Berry
2. Chad Tilley
3. Willis Glass
E-Mod
1. Dicky Jackson
2. Todd Gibbs
3. Jeff Jarrell
Mini Stock
1. Chris Odom
2. Jimmy Newsome
3. Jimmy Null

Ponderosa Speedway

Junction City, Ky.
Aug. 25, 2007
DirtCar Late Model
1. Mike Marlar
2. Scott James
3. Victor Lee
Late Model
1. Jerry Rice
2. P.J. Feistritzer
3. Zane Morgan
Modified
1. Shon Flanery
2. Benji Lee



JULIA JOHNSON PHOTO

FINALLY: Bob Bennett picked up his first Williams Grove Speedway victory Friday night at the historic Pennsylvania oval.

REGIONAL NOTES

Wisconsin late-model racer **Jimmy Mars** captured the 15th annual Comp Cams Topless 100 Aug. 17 at Batesville (Ark.) Speedway. Mars, who started eighth, banked $46,000 for winning the event for the second time in his career…**Eric Beers** dedicated his Aug. 18, 100-lap modified victory at Mahoning Valley Speedway in Lehighton, Pa. to good friend **John Blewett III**, who had died in a racing accident two nights earlier. Beers celebrated with a "Polish" victory lap and burnout. "I had my mind set to win a race for Johnny," Beers said…The 24 Hours of Lemons-Detroit event, which was originally announced as an eight-hour endurance event has been expanded to a 24-hour race at Flat Rock Speedway in Flat Rock, Mich. The event is scheduled for Sept. 29-30, beginning at 2 p.m. on Sept. 29, and will feature cars valued at less than $500. The race will pay $1,500 to win. For more information, visit www.24hoursoflemons.com…**Wayne Anderson**, a five-time Riverhead Raceway NASCAR Modified champion, earned his 30th-career victory at the track on Aug. 18, ending a two-year winless drought at Riverside…**Doug Hoffman** recorded his 91st big-block victory on Aug. 18, at Bridgeport (N.J.) Speedway. Hoffman charged from the 11th-starting spot for the victory…**Jon Johnson** notched his sixth victory of the URSS season on Aug. 18, at Sherman County Speedway in Oberlin, Kan…Hometown driver **Andy Gregg** finally visited victory lane for the first time at Placerville (Calif.) Speedway on Aug. 18. Gregg started from the pole and led every lap…**Nick Lyons** scores his sixth late-model victory of the season at Tri-City Speedway in Pontoon Beach, Ill.





A weekly report of action from across America

3. Russ Gabbert
Sportsman
1. Rick King
2. Butch Phillips
3. Kevin Edwards
Chevette
1. Shane Irvin
2. Clayton Devine
3. Billy Jewell

Indianapolis Speedrome

Indianapolis, Ind.
Aug. 24, 2007
Legend
1. Adam Roberts
2. Jermie Johnson
3. James Edsall
Bandolero
1. Dustin Sword
2. Justin Campbell
3. Ty Rose
Hornet
1. Rob Mink, Sr.
2. Robert Fox, Jr.
3. Justin Dibbern
Roadrunner
1. Kevin Smith
2. Scott McKinney
3. Steve Ott

La Crosse Fairgrounds Speedway

West Salem, Wis.
Aug. 25, 2007
Late Model
Feature No. 1
1. Steve Carlson
2. Dan Steele
3. Mike Carlson
Feature No. 2
1. Andy Burgess
2. Paul Proksch
3. Steve Carlson
Sportsman
1. Larry Bolster, Jr.
2. Aaron Hass
3. Jes Tenner
Thunderstox
1. Steve Bornitz
2. Chris Weber
3. Tony Wheeler

Attica Raceway Park

Attica, Ohio
Aug. 25, 2007
410 Sprint Car
1. Greg Wilson
2. Byron Reed
3. Mike Linder
305 Sprint
1. Bryan Sebetto
2. Dustin Dinan
3. Dustin Keegan
Late Model
1. Wayne Maffett, Jr.
2. Jim Fleming
3. Ryan Missler
Dirt Truck
1. Art Ball
2. Bob Dible
3. Brian Arnold

Berlin Raceway

Marne, Mich.
Aug. 25, 2007
Sportsman
1. Terry Bockheim
2. Allan Troup
3. Ken Roelofs
Pro Stock
1. Scott Root
2. Brian Tillema
3. Kevin DeGood
Super Stock
1. Mike Bursley
2. Andrew Nylaan
3. Chris Koslek
Late Model
1. Billy Shotko
2. Terry VanHaitsma
3. Ross Meeuwsen
4-Cylinder
1. Tim DeVos
2. Chad Whittengen
3. Robin Maley
School Bus
1. Billy Krupp

Skyline Speedway

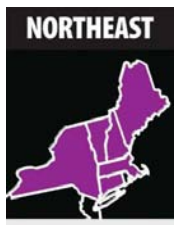
Stewart, Ohio
Aug. 24, 2007
Mini Wedge
1. Randy Arms
2. Ron Pickens
3. Kyle Bond
Modified
1. Chris Stotts
2. Jeff Wood
3. Mark Dickson
Late Model
1. Jared Hawkins
2. Freddie Carpenter
3. Jeff Burdette
Four Cylinder
1. Dennis Adkins
2. George Klintworth
3. Jeff Rankin
Street Stock
1. Steve Bigley
2. Tom Hendrix
3. Josh McDaniel
Pure Stock
1. Bill Fordyce
2. Bobby Lilly
3. Jeromy Misel

Charter Raceway Park

Beaver Dam, Wis.
Aug. 25, 2007
Modified
1. Mike Sandholm
2. Russ Reinwald
3. Tim Lemirande
Grand National
1. Don Sorce, Jr.
2. Roger Lee
3. Todd Ascherien
Stock
1. Jon Schultz
2. Craig Lepple
3. Dan Troyan
Legend
1. Brad Weber
2. Eric Barth
3. Bethany Wyttenbach
Dirt Devil
1. Shaun Diebert
2. Stephen Lemay
3. Matthew Janke

Rockford Speedway

Loves Park, Ill.
Aug. 25, 2007
Short Tracker
1. George Sparkman
2. Steven Allman
3. Tim Melvin
Sportsman
1. Fred Nason
2. Doug Bennett
3. Brock Behnke
Late Model
1. Mike Lloyd
2. Matt Berger
3. Jerry Gille
Road Runner
1. Christopher Jones
2. Sam Christofano
3. Andrew Wells
Last Chance
1. John Logan, Jr.
2. Marci Lundberg
3. Beau Lawson



Fulton Speedway

Fulton, N.Y.
Aug. 25, 2007
Modified
1. Tom Sears, Jr.
2. Jimmy Phelps
3. Roy Bresnahan
Sportsman
1. Shawn Donath
2. Alan Fink
3. Sammy Reakes IV
Pro Stock
1. Pete Stefanski
2. Jason Parkhurst
3. Billy Clark, Jr.
Street Stock
1. Jim Wallace
2. Steve Crouse
3. Ron Hawker
Crate Sportsman
1. Timmy Sears, Jr.
2. Katelyn Kane
3. Ron Ingison
Enduro
1. Mark Johnston
2. Les Baker
3. Joe Buske, Jr.

Riverhead Raceway

Riverhead, N.Y.
Aug. 25, 2007
Modified
1. Justin Bonsignore
2. Chuck Steuer
3. Dave Sapienza
Late Model
1. Scott Kulesa
2. Ken Matlach
3. Dan Turbush
Blunderbust
1. Chris Busick
2. Scott Pedersen
3. Donny Oliver

Airborne Speedway

Plattsburgh, N.Y.
Aug. 25, 2007
Modified
1. Mike Bruno
2. Patrick Dupree
3. Mark Lamberton
Sportsman
1. Joey Roberts
2. Robin Wood
3. Shawn Duquette
Renegade
1. Rick Hart
2. Brian Rogers
3. Don Bressette
Bomber
1. Randy Martin
2. Geoff Hemmingway
3. Brock Begore
Warrior
1. Jim Collins
2. Justin Doner
3. Donny Lamere

Utica-Rome Speedway

Vernon N.Y.
Aug. 26, 2007
358-Modified
1. Stewart Friesen
2. Todd Burley
3. A.J. Romano
Sportsman
1. Alan Barker
2. Matt janczuk
3. Jim Rothwell
Pro Stock
1. Jerry Holmes
2. Chris Mackey
3. Chad Ray
Pure Stock
1. Keith Stevenson
2. Chris Cunningham
3. Tim Janczuk
IMCA Modified
1. Aaron Jacobs
2. Bob Banks
3. Jeff Jones

Cayuga County Fair Speedway

Weedsport, N.Y.
Aug. 26, 2007
Battlekarz
Feature No.1
1. Charles DeGroff
2. Karl Werner
3. Barb Amidon
Feature No. 2
1. Karl Werner
2. Charles DeGroff
3. Bill Werner

Lebanon Valley Speedway

West Lebanon, N.Y.
Aug. 25, 2007
Sportsman
1. Kyle Hoffman
2. Korey Sandstedt
3. Alan Houghtaling
Pro Stock
1. Robbie Speed
2. Kevin Arnold
3. Jay Corbin
Limited Pro Stock
1. John Santolin
2. Dave Colwell
3. Rob Maxon
Pure Stock
Feature No. 1
1. Jeff Douglass
2. Kirk Stanaway
3. Chris Streeter
Feature No. 2
1. Howard Madsen
2. Johnny Lane
3. Ron Hoyt, Jr.
Feature No. 3
1. Jay Casey
2. Matt Humes
3. Mike Eichstedt

Chemung Speedrome

Chemung, N.Y.
Aug. 25, 2007
NASCAR SST Modified
1. T.J. Potrzebowski
2. Tony Hanbury
3. J.R. Kent
Super Stock
Feature No. 1
1. Chris Daugherty
2. Lee Sharpsteen
3. Henry Brown
Feature No. 2
1. Mike Nichols
2. Henry Brown
3. Tom Cundy
4-Cylinder
1. Bob Curren
2. Gene Purvis
3. A Jay Potrzebowski
Legends
1. Justin Petcosky
2. Patrick Albor
3. Chris Bohlman
Speedrome Junior
1. Jesse Kent
2. James Lorows
3. Fred Peters
Bandoleros
1. Eric Bostwick
2. Andrew Bickford
3. Matt Evans

Centre for Speed

Shediac, New Brunswick
Aug. 26, 2007
Sportsman
1. Jim Duke
2. Nathan Ellis
3. Dan Bourque
Street Stock
1. Gerard Doiron
2. Norm Richard
3. Remi Gaudet
TigerCat
1. Marcel Goguen
2. Gary Stewart
3. Daniel Gautreau
Thundercat
1. Chris Powers
2. Serge Robichaud
3. Phil Coombes

Brewerton Speedway

Brewerton, N.Y.
Aug. 24, 2007
DIRTcar Modified
1. Willy Decker
2. Chuck Bower
3. Kevin Bates
IMCA Modified
1. Dale Caswell
2. Rob Keller, Jr.
3. Kevan Cook
ESDCA Mod Lite
1. Lowell Zehr
2. Tod Simons
3. Doug Williams
4-Cylinder Super Stock
1. Chuck Powelczyk
2. Claude Hutchings, Jr.
3. Aron Backus
Street Stock
1. Nathan Peckham
2. Blaine Smith
3. Scott Smith

Oxford Plains Speedway

Oxford, Maine
Aug. 25, 2007
Super Stock
Feature No. 1
1. Fred Ireland
2. Francis Bernard, Jr.
3. R.J. Pinkham
Feature No. 2
1. Rich Hall
2. Francis Bernard, Jr.
3. Darron Burrill

Black Rock Speedway

Dundee, N.Y.
Aug. 24, 2007
Crate Sportsman
1. Todd Henderson
2. Larry Wight
3. Justin Wright
Bandit
1. Josh Sharpsteen
2. C.J. Winslow
3. Dylan Cecce
Street Stock
1. Rich Sharpsteen I
2. Chris Force
3. Chris Fisher
Pro Truck
1. Jared Hill
2. Chris Leroux
3. Terry Povoski
4-Cylinder
1. Joe Povoski
2. Kim Jennejohn
3. Chris McCann

Waterford Speedbowl

Waterford, Conn.
Aug. 25, 2007
Modified
1. Tommy Fox
2. Dennis Gada
3. Robert Janovic, Jr.
Late Model
1. Bruce Thomas, Jr.
2. Larry Goss
3. Ernie Bertrand
Sportsman
1. Jack Aquilina
2. Jim Procaccini
3. Al Stone III
Mini Stock
1. Danny Field
2. Joseph Godbout III
3. Ken Cassidy, Jr.
Legends
1. Michael Gervais, Jr.
2. Jason Palmer
3. Chris Bakaj

Waterford Speedbowl

Waterford, Conn.
Aug. 22, 2007
X Modified
1. Richard Brouwer
2. David Flammia, Jr.
3. Chris Drouin, Jr.
Super X Car
1. Steve Barrett
2. Joe Campbell
3. Jon Porter
X Car
1. Michael Trask
2. Peter Zaikarite
3. Patrick Williams
Legend
1. Chris Bakaj
2. Mark Bakaj
3. Glen Billings

Oxford Plains Speedway

Oxford, Maine
Aug. 22, 2007
Outlaw
Feature No. 1
1. Maurice Martel, Jr.
2. Dillon Coburn
3. Rodney Englehaupt
Feature No. 2
1. Scott Ellis
2. Ron Abbott, Jr.
3. Kevin Plummer
Feature No. 3
1. David Childs
2. Mike Ballard
3. Shannon Judd
Rebel
Feature No. 1
1. Jason Short
2. Josh Brown
3. David Childs
Feature No. 2
1. Craig Farrington
2. Nathan Guptill
3. Troy Jordan
Feature No. 3
1. Derek Cook
2. Scott Farrington
3. Josh Childs
Truck
1. Jake Burns
2. Yogi Hiscock
3. Rick Hebert
Lady
1. Deanna Bisbee
2. Kimberly Sessions
3. Cathy Manchester
Renegade
1. Jamie Heath
2. John Childs
3. Bob Morey

Thompson Int'l Speedway

Thompson, Conn.
Aug. 23, 2007
Modified
1. Kerry Malone
2. Keith Rocco
3. Woody Pitkat
Pro Stock
1. Norm Wrenn
2. Dave Berghman
3. Les Rose
Late Model
1. Rick Gentes
2. Dennis Perry
3. Mark Jenison
Limited Sportsman
1. Keith DeSanctis
2. Ernie LaRose
3. Jay Pepin
TIS Modified
1. Tim Sullivan
2. Leo Oliviera
3. Kurt Vigeant
Mini Stock
1. Mike Romano
2. Scott Michalski
3. Brad Caddick

Thunder Road Speedbowl

Barre, Vt.
Aug. 23, 2007
Late Model
1. Dwayne Lanphear
2. Dave Whitcomb
3. Marcel Gravel
Street Stock
1. Michael Moore
2. Tim Campbell
3. Joe Fecteau



Tucson Raceway Park

Tucson, Ariz.
Aug. 25, 2007
Super Late Model
1. Rip Michels
2. Travis Thirkettle
3. Andrew Phipps
Super Truck
1. Joe Harold
2. Conner Cantrell
3. Pat Miney, Jr.
Super Stock
1. Bryan Harrell
2. Greg Crutcher
3. Darren Cheek
Mini Stock
1. Tyler Rogers
2. Eric Reed
3. Steve Rogers
Pure Stock
1. Mark Whitson
2. Tom Whitson
3. Jeff Elder

Marysville Raceway Park

Marysville, Calif.
Aug. 26, 2007
Mini Stock
1. Jamey Ollar
2. James Foster
3. Lisa Shelby
Wingless Sprint Car
1. Steve Stein
2. Mark Ziske
3. Dave Press
Winged Sprint Car
1. Kevin Lovell
2. Korey Lovell
3. Mike Wasina, Jr.
SORA Sprint Car
1. Tony Gaoiran
2. Nick McColloch

Manzanita Speedway

Phoenix, Ariz.
Aug. 25, 2007
Midget
1. Chris Rahe
2. Nathan High
3. R.J. Johnson

Placerville Speedway

Placerville, Calif.
Aug. 25, 2007
Sprint Car
1. Andy Gregg
2. Greg DeCaires
3. Andy Forsberg
Pro Stock
1. Dan Brown, Jr.
2. Wayne Trimble
3. Mike Moran
Pure Stock
1. Jason Englund
2. Mike McClure
3. Matt Tilford

Altamont Motorsports Park

Tracy, Calif.
Aug. 24, 2007
Late Model
1. Ryan Philpott
2. Justin Philpott
3. David Philpott
Limited Stock Car
1. Donnie Darter
2. Jim Earl
3. Jim Dulla
Modified
1. Todd Lynch
2. Thomas Leiby
3. Tony Noceti

Evergreen Speedway

Monroe, Wash.
Aug. 25, 2007
Super Stock
1. Shane Harding
2. Lex Johnson
3. Naima Lang
Bomber
1. Duane Shosboek
2. Jim Foti
3. Travis Blackwood
Figure 8
1. John Carlson
2. Jim Downey
3. Steve Cox

Orange Show Speedway

San Bernardino, Calif.
Aug. 25, 2007
Late Model
1. Brian Malone
2. Jim Conklin
3. Steve Smith
Figure 8
1. Tom Smith
2. Johnny Lathrop
3. Johnny Betzer
Stock Pony
1. Roger Gates
2. Matt Goodwin
3. Jim Edmiston
Legend
1. Gery Scheuerell
2. Darren Amidon
3. Ryan O'Connor
Bandolero
1. Andrew Anderson
2. Andrew Porter
3. Eric Sloan



Path Valley Speedway Park

Spring Run, Pa.
Aug. 25, 2007
Strictly Stock
8-Cylinder
1. Joe Daywalt
2. Jerry Fleming
3. Jason Ege
Truck
1. Rob Woodring
2. Rob Keller
3. Dale Martin
6-Cylinder
1. Dan Gelwick
2. Jeff Dickens
3. Jason Ege
4-Cylinder
1. Jackie Gordon
2. Ron Daihl
3. Frankie Gordon

Hesston Speedway

Hesston, Pa.
Aug. 25, 2007
Limited Late Model
1. Mike Shoemaker
2. Rance Garlock
3. Derek Byler
305 Sprint Car
1. Andy Haus
2. Scott Ellerman
3. Roger Irvine
Street Stock
1. Bill Henney
2. Tom Williams
3. Cris Edwards
Hobby Stock
1. Darren Desch
2. Curtis Heath
3. Keith Russell

Bridgeport Speedway

Bridgeport, N.J.
Aug. 25, 2007
Big-Block Modified
1. Wade Hendrickson
2. Richie Pratt, Jr.
3. Billy Pauch
358 Sportsman
1. Kevin Collins
2. Sean Gunther
3. John Pursell
Sportsman
1. Travis Hill
2. Jordan Watson
3 .Joe Watson
Outlaw Stock
1. Bill Miller
2. Ken Watson
3. Rick Haegele

New Egypt Speedway

New Egypt, N.J.
Aug. 26, 2007
600 Micro Sprint Car
1. Jimmy Carpenter
2. Tim Iulg
3. John Carpenter
Enduro
1. Glenn Osborne
2. Sean Elk
3. Scott Dunn
Vintage Car
1. Wayne Weaver
2. Doug Dial
3. Ken Pullen

Wall Township Speedway

Belmar, N.J.
Aug. 24, 2007
Modified
1. Mike Carpenter
2. Chas Okerson
3. Tom Farrell
Modified Affordable
1. Kevin Davidson
2. Robert Geibel, Jr.
3. Robert Sutphin
ATQMRA Midget
1. Mike Tidaback
2. Tim Buckwalter
3. Ryan Tidman
Street Stock
1. Rich Mongeau
2. John McCormack
3. Rob Hyer
Factory Stock
1. Felix Ciattarelli
2. Joe Constandi
3. Vern McLaughlin III
Legends
1. Steve Stull
2. Bruce Roslin
3. Mark Tischler

Wall Township Speedway

Belmar, N.J.
Aug. 26, 2007
Legends
Feature No.1
1. Zach Alspach
2. Ryan Truex, Jr.
3. Derek Hopkinson
Feature No. 2
1. Zach Alspach
2. Derek Hopkinson
3. Ryan Truex
Bandolero
Feature No. 1
1. James Haddow
2. Gregg Ostrander
3. Rich Vassilatos, Jr.
Feature No. 2
1. Ken Van Wickle
2. Rich Vassilatos, Jr.
3. Bobby Walton

Selinsgrove Speedway

Selinsgrove, Pa.
Aug. 26, 2007
410 Sprint Car
1. Todd Shaffer
2. Lucas Wolfe
3. Mike Erdley
Late Model
1. Scott Haus
2. Coleby Frye
3. Jason Covert

Allegany County Speedway

Cumberland, Md.
Aug. 26, 2007
Super Late Model
1. D.J. Troutman
2. Dave Troutman
3. Scott Rhodes
Street Stock
1. Daniel Cornman
2. Mike Warrenfeltz
3. Jimmy Iser
Hobby Stock
1. Mike Moore
2. Marcius VanMeter
3. Steve Fadley
4-Cylinder Junk Car
1. Steve Riggleman
2. Jason imes
3. Mark Seiler
8-Cylinder Junk Car
1. Jimmy Moreland
2. John Swartzwelder
3. Jim DeArmitt

Grandview Speedway

Bechtelsville, Pa.
Aug. 25, 2007
Modified
1. Kevin Hirthler
2. Jon Kellner
3. Kerry Kratz
Late Model
1. Rick Todorow
2. Dean Stoudt
3. Mike Kellner

Mercer Raceway Park

Mercer, Pa.
Aug. 25, 2007
Modified
1. Frank Guidace
2. Eric Gabany
3. Gary Smoker
Sprint Car
1. Rob Eyler
2. Arnie Kent
3. Rod George
Stock Car
1. Brian Booher
2. Chris Haines
3. Russ Byler
Mod Lite
1. Garrett Krummert
2. Todd Canter
3. Rod Jones
Mini Stock
1. Mike Mathieson
2. Mike Anderson, Jr.
3. Pete Wearing

Lake Erie Speedway

North East, Pa.
Aug. 25, 2007
Late Model
1. Mark Bliss
2. Glenn Gault, Jr.
3. Will Thomas
Street Stock
1. Eric Hadley
2. Terry Akerly
3. Dave Wilson
Bandolero
1. Zac Carter
2. Nathan Carlson
3. Brody Wood
Legend
1. Justin Hines
2. Larry Occhibone
3. Steve Sunday
Truck
1. Dana Novoa
2. Tim Card
3. Eric Redmond
Kompact
1. Dave McAvoy
2. Ricky Wright
3. Bob Belson

Langley Speedway

Hampton, Va.
Aug. 25, 2007
Late Model
1. Nick Smith
2. Greg Edwards
3. Mark Wertz
Grand Stock
1. David Gray
2. Jason Leftwich
3. Bobby Spivey
Legend
1. Ryan Crites
2. Don McLaughlin
3. Casey Wyatt
Truck
1. Randy Bradsher
2. Jeff Sampson
3. Rob Hughes

Path Valley Speedway Park

Spring Run, Pa.
Aug. 24, 2007
600 Sprint
1. Ryan Greth
2. Kevin Steele
3. Timmie Barrick
Mini Stock
1. Kevin Thomas
2. Tim Burkholder
3. Korey Washinger
V-8 Superstock
1. Josh Berrier
2. Steve Bailor
3. Ryan Renninger
Legend
1. Geremey Scheaffer
2. Randy Kissinger
3. Steve Nederostek
270 Sprint
1. Jim Still
2. Sean McAndrews
3. Rich Shepard
Thunder Car
1. Mike Bringle



A weekly report of action from across America

2. Terry Smith
3. John Rasp

Dog Hollow Speedway

Northern Cambria, Pa.
Aug. 24, 2007
Townsend Late Model
1. Dave Satterlee
2. Bernie Whiteford
3. Randy Smithley
Stoystown Late Model
1. Dave Padula
2. Paul Michny
3. Chad Wilds
Street Stock
1. Scott Stein
2. Jeff Sweeney
3. Mike Laughard
Pure Stock
1. Tim Good
2. Tim Laughard
3. John Mazey
Sidewinder
1. Ray Hickok, Jr.
2. Mark Maglet
3. Joe Petyak

Lernerville Speedway

Sarver, Pa.
Aug. 24, 2007
Sprint Car
1. Brian Ellenberger
2. Ed Lynch, Jr.
3. Kevin Schaeffer
Late Model
1. Alex Ferree
2. David Scott
3. Jason Dupont
Modified
1. Jim Weller, Jr.
2. Brian Swartzlander
3. J.R. McGinley
Pure Stock
1. Wayne Carbo
2. Joe Kelley
3. Jason Fosnaught

Virginia Motor Speedway

Jamaica, Va.
Aug. 25, 2007
Late Model
1. Stevie Long
2. Brett Royal
3. Walker Arthur
Sportsman
1. Roger Jamerson
2. Kenny Moreland
3. Chris Stacy
Modified
1. Brandon Galloway
2. Tommy Shiflet
3. Mark Schools
Sprint Car
1. Craig Folmar
2. Mary Anne Williams
3. Matt Stambaugh
VMS Charger
1. Ray Payne
2. Bob Terry
3. Ryan Toole

Susquehanna Speedway Park

Newberrytown, Pa.
Aug. 25, 2007
Late Model
1. Carl Billet
2. Bud Witmer
3. Chuck Yingling
Street Stock
1. Joey Hoffer
2. Brian Shue
3. Paul Morgan
Stock Car
1. Ray Broderick
2. Larry Landis
3. Thomas Johns
Rookie Rumble
1. Adam Doll
2. Nancy Frye
3. Renee Luckenbaugh
Classic Car
1. Joe Snodgrass
2. Kurt Welsh
3. Brian Diehl
Legend
1. Jeff Condran
2. Geremy Sheaffer
3. Scott Houdeschell
School Bus
1. Van Baker
2. Harold Ebaugh
3. Eric Deibler

Port Royal Speedway

Port Royal, Pa.
Aug. 25, 2007
Sprint Car
1. Kevin Nouse
2. Mike Erdley
3. Todd Shaffer
Late Model
1. Mitch Hack
2. Travis Dillman
3. Steve Campbell
Pro Stock
1. Dan Berry
2. Todd Snook
3. Jim Palm
Stock Car
1. Ralph Morgan, Jr.
2. Dave Leidy, Jr.
3. Dave Leidy, Sr.

New Egypt Speedway

New Egypt, N.J.
Aug. 25, 2007
Modified
1. Pat Wall
2. John Keller
3. Ryan Godown
Sportsman
1. Dave Hunt
2. Mike Krachun
3. Rich Scagliotta
Super Stock
1. George Quinlan
2. Steve Davis
3. Billy Bauer
SS Sprint
1. Ken Carberry
2. Lee Taylor, Jr.
3. Art Liedl
ARDC Midget
1. Andy Martin
2. Ryan Watt
3. Eric Heydenreich

Selinsgrove Speedway

Selinsgrove, Pa.
Aug. 25, 2007
358 Sprint Car
1. Pat Cannon
2. Nate Snyder
3. Matt Heimbach
Late Model
1. Coleby Frye
2. Alan Sagi
3. Jeff Smith
Pro Stock
1. Troy Miller
2. Gary Beward
3. Jason Smith
Roadrunner
1. Keith Bissinger
2. Donny Murphy
3. Zach Lingle

Williams Grove Speedway

Mechanicsburg, Pa.
Aug. 24, 2007
Sprint Car
1. Bob Bennett
2. Lucas Wolfe
3. Greg Hodnett
URC Sprint Car
1. Dave Ely
2. Michael Carber
3. Randy West

Williams Grove Speedway

Mechanicsburg, Pa.
Aug. 25, 2007
Late Model
1. Gene Knaub
2. Tyler Armstrong
3. Tyler Hershey
4-Cylinder Stock
1. John Stoll
2. Eric Hollenbach
3. John Henry
Street Stock
1. Kory Sites
2. Gary Johnston
3. Randy Patterson
Enduro
1. David Wilhelm
2. Mark Krone
3. Jan Powell

Penn Can Speedway

Susquehanna, Pa.
Aug. 25, 2007
Modified
1. Mike Gular
2. Brian Weaver
3. Alan Rudalavage
Sportsman
1. Mike Lartz
2. Dan Pompey
3. Dwayne Robbins
Late Model
1. Dave Zona
2. Dan Stone
3. Jeremy Randall
Super Stock
1. Denny Decker
2. Frank Payne
3. Jim Howard
Pure Stock
1. Jon Carpenter
2. Rich Talada
3. Charlie Gilbert
4-Cylinder Stock
1. Gary Kinne
2. Nick Grist
3. Nick Stark

Hagerstown Speedway

Hagerstown, Md.
Aug. 25, 2007
Late Model
1. Ashley Barrett
2. Richard Walls
3. Andy Fries
Pure Stock
1. Mike Warrenfeltz
2. Mark Jones
3. Hans Stamberg
Enduro
1. Mark Vegh
2. Robin Koogler
3. Jim Speelman

SOUTHEAST



Florida
Georgia
North Carolina
South Carolina
Tennessee

East Lincoln Speedway

Stanley, N.C.
Aug. 25, 2007
Late Model
1. Ronnie White
2. Brandon White
3. Chris Smith
Micro-Sprint
1. Justin Lineman
2. Jonathan Hager
3. Steve Cooke
Modified
1. Rob McLaughlin
2. Jamie Kuntz
3. Greg Brown
Renegade
1. Mickey Anderson
2. Chris Stowe
3. Jamie Starks
Rookie Fours
1. Joshua Cook
2. Michael Williams
3. Riley Dunford
Stars Of Tomorrow
1. Justin Mauney
2. Brett Myers
3. Brian Toler
Stock Fours
1. Tony Paladino
2. Jamie Major
3. Michael Shirah

Ace Speedway

Altamahaw, N.C.
Aug. 25, 2007
Late Model
Feature No. 1
1. Speedy Faucette
2. Rodney Cook
3. Dean Fogleman
Feature No. 2
1. Speedy Faucette
2. Rodney Cook
3. Todd Massey
Modified
Feature No. 1
1. Thomas Scott
2. Rand Butner
3. Roy Cook
Feature No. 2
1. Brad Allen
2. Gary Young, Jr.
3. Randy Butner
Sportsman
1. Jimmy Rice
2. Josh Lowder
3. John Moore
Mini Stock
1. Michael Tucker
2. P-Nut Vernon
3. Jason Cook
X-treme Car
1. Keith Brame, Jr.
2. Harold Jefferson
3. Chad Massey

Travelers Rest Speedway

Travelers Rest, S.C.
Aug. 26, 2007
Late Model
1. Ernest Steifle
2. Greg Pilgrim
3. David Smith
Limited
1. Lamar Jordan
2. Cougar Williams
3. Scott Galloway
Super Stock
1. Joey Kelley
2. Kevin Kelley
3. Will McGrew
Street Stock
1. Joey Kelley
2. Bo Guker
3. Matt Gilbert
Stock Eight
1. Timmy Smith
2. Seth Coggins
3. Randy Johnson
Renegade
1. James Hudson
2. Johnny Duncan
3. Josh Ayers
Young Guns
1. Cody Ussery
2. Ashley Harvey
3. Chris Goodmn

New Smyrna Speedway

New Smyrna Beach, Fla.
Aug. 25, 2007
Enduro
1. Ron McCreary
2. Eddie Lawler
3. Chris South
Sportsman
1. Dale Howard
2. Mike Pletka
3. Ricky Bullard, Jr.
Strictly Stock
1. Doug Woolf
2. Jody Roberts
3. Brent Bruner
Super Stock
1. Michael Wofford
2. Jeff Colburn
3. Bobby Holley

Desoto Super Speedway

Bradenton, Fla.
Aug. 25, 2007
Pro Truck
1. Austin Howell
2. Keith Lilley
3. Logan Bordeau
Quick Kids
1. Chase Hoffman
2. Randy Anderson
3. Matt Cohen

PLAINS



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Knoxville Raceway

Knoxville, Iowa
Aug. 25, 2007
410 Sprint Car
1. Dion Hindi
2. Brian Brown
3. Wayne Johnson
360 Sprint Car
1. Chad Meyer
2. Dennis Moore, Jr.
3. Bryan Dobesh

Independence Motor Speedway

Independence, Iowa
Aug. 25, 2007
Late Model
1. Darren Ackerman
2. Luke Goedert
3. Travis Smock
Modified
1. Vern Jackson
2. Troy Cordes
3. J.D. Auringer
Stock Car
1. Brian Irvine
2. Tony Schimmels
3. Jarod Weepie
Hobby Stock
1. Josh Irvine
2. Rod Grother
3. Vince Buchholz
B-Modified
1. Joe Docekal
2. Josh Sherbon
3. Tony Olson

River Cities Speedway

West Fargo, N.D.
Aug. 24, 2007
Street Stock
1. Aaron Olson
2. Jim Geringer
3. Steffan Snare
Midwest Modified
1. Dustin Strand
2. Patrick Sobolik
Super Late Model
1. Mike Balcaen
2. Cody Skytland
Outlaw Sprint Car
1. Mark Dobmeier
2. Wade Nygaard
3. Bill Balog

Dawson County Raceway

Lexington, Neb.
Aug. 26, 2007
Modified
1. Jay Steffens
2. Chuck Stryker
3. Vince Leibert
Stock Car
1. Josh Hudson
2. Casey Werkmeister
3. Corey Struckhoff
Hobby Stock
1. Kyle Bond
2. Hunter Cantrall
3. Jim Buss
Mini Sprint Car
1. Josh Sabin
2. Arden Myers
3. Adam Nielsen

Tri-State Speedway

Pocola, Okla.
Aug. 25, 2007
Road Runner
1. Ryan Williams
2. Andrew Bohanon
3. Dakota Bandy
Super Stock
1. Johnny Mitchell
2. Richard Kunze
3. Tommy Lewis
Economy Modified
1. Clay Julian
2. George Martin
3. Kendall Hargrove
Modified
1. Brandon Watts
2. Tim Adams
3. Lonnie Robins
Mini Stock
1. Daniel Nicholson
2. Kyle Ledford
3. Jake Davis
Front-Wheel Drive
1. Raymond Bieker
2. Jack Bieker
3. Ronnie Palmer

Outlaw Motor Speedway

Oktaha, Okla.
Aug. 25, 2007
Modified
1. David Whittle
2. Dalton Clay
3. Andy Morris

Independence Motor Speedway

Independence, Iowa
Aug. 25, 2007
Late Model
1. Darren Ackerman
2. Luke Goedert
3. Travis Smock
Modified
1. Jim Schaefer
2. Garry Stuber
3. Buck Swanson
Stock Car
1. Brian Irvine
2. Tony Schimmels
3. Jarod Weepie
Hobby Stock
1. Josh Irvine
2. Rod Grother
3. Vince Buchholz
B-Modified
1. Joe Docekal
2. Josh Sherbon
3. Tony Olson

Rocky Mountain Raceways

West Valley City, Utah
Aug. 25, 2007
Late Models
1. James Eaton
2. Dave Minegar
3. John Newhouse

Lincoln County Raceway

North Platte, Neb.
Aug. 24, 2007
NCRA 360 Sprint
1. Mike Peters
2. Toby Chapman
3. Jon Freeman
Modified
1. David Murray, Jr.
2. Robby Haines
3. Ronnie Wallace
Mini Sprint
1. John Webster
2. Jeremy Herbst
3. Josh Sabin

Lincoln County Raceway

North Platte, Neb.
Aug. 25, 2007
IMCA Modified
1. Jeremy Herbst
2. Cole Hodges
3. Robby Haines
IMCA Stock Car
1. John Huffman
2. Mikey Dancer
3. Travis Tilford
IMCA Hobby Stock
1. Austin Davis
2. Michael Woodhead
3. Miles White
Mini Sprint
1. Arden Myers
2. John Webster
3. Jeremy Herbst

Junction Motor Speedway

McCool Junction, Neb.
Aug. 25, 2007
Late Model
1. Bo Egge
2. John Bridges
3. Alex Humphrey
Modified
1. Josh Hessheimer
2. Dean Wilkinson
3. Tyler Iverson
Street Stock
1. Andy Wilkinson
2. Bryon Boersen
3. Jason Wilkinson
Hobby Stock
1. Jesse Sobbing
2. Shane Schneider
3. Brent Kassik
Two-Person Cruiser
1. Edd Huxoll/Steve Cordis
2. John Miller/Bill Slezak
3. Vic Jacobitz/Josh Jacobitz
4-Cylinder
1. Alex Koehler
2. Sam Wiarda
3. Dan Alt

Mid-Nebraska Speedway

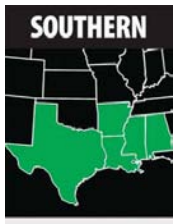
Doniphan, Neb.
Aug. 25, 2007
Happy Hornet
1. Jamie Bergmark
2. Tony Rost
3. Ben Hobbs
IMCA Hobby Stock
1. Jim Buss
2. Andy Gregg
3. Kyle Bond
IMCA Modified
1. Scott Blessing
2. Jimmy Pearce
3. Lonnie Schriner
Grand National
1. Chris Lomasney
2. Robert Leonard
3. Josh Leonard
Wild & Wacky Cruiser
1. Adam Cook
2. James Cook
3. Mike Poland
NCRA Sprint
1. Garry Lee Maier
2. C.J. Johnson
3. Don Droud, Jr.



RICHARD KEPNER PHOTO

ROUGH IN THE DIAMOND: Jeff Strunk (126) and Ray Swinehart race through the turns Friday night at Big Diamond Raceway in Minersville, Pa.

SOUTHERN



Alabama
Arkansas
Louisiana
Mississippi
Texas

Grand Prairie Speedway

Grand Prairie, Texas
Aug. 24, 2007
Modified
1. Tim Clonch
2. Mike Hathcock
3. Jason Sartain
Sport Modified
1. Jeff Turner
2. Randy Buttery
3. Tommy Davis, Sr.
Stock Car
1. Jeff Turner
2 .Jason Gore
3. Kevin Sustair
Street Stock
1. Demetrius Carter
2. Bill McGee
3. Clint Friedley
Mini Stock
1. Jimmy Gore
2. Bobby Ortega
3. Bobby Parker
Hobby Stock
1. Gene Hadley
2. Buddy Baker
3. Noel Jones

Green Valley Speedway

Glencoe, Ala.
Aug. 26. 2007
Super Late Model
1. T.J. Alford
2. Robert Gant
3. Ryan Law
Limited Late Model
1. Brian Smith
Crate Late Model
1. Clay Grogan
Super Street
1. Bart Starr
Hobby Stock
1. Kyle May
Cruiser
1. Jack Rayburn
Pure Pony
1. Mike Blevins
Modified Pony
1. Brian Dodgen

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PAUL TREVINO PHOTO

YOUNGSTER: Michael Faccinto celebrates his SCRA victory Saturday at Kings Speedway.

Youth Victorious: Faccinto Outduels Veteran Faria, Jr.

16 Year Old Takes Heat Race, BCRA Midget Feature

HANFORD, Calif. — Sixteen-year-old Michael Faccinto topped a big night of racing for himself at Kings Speedway by winning the SCRA's 360-non-winged sprint car feature Saturday night.

SCRA

Faccinto outdueled veteran Danny Faria, Jr. for the 30-lap feature triumph after winning both his heat race and the Passing Masters Dash. He also finished second in the 30-lap BCRA midget feature.

Davey Pombo charged to a second-place finish after his qualifying run was thrown out at the scales.

Faria finished third, while Jeff Gardner and Peter Murphy rounded out the top five.

The finish:

Michael Faccinto, Davey Pombo, Danny Faria, Jr., Jeff Gardner, Peter Murphy, John Niggli, Justyne Hamblin, Jonathan Logan, Rusty Carlile, John Iturriria, Richard VanderWeerd, Adam Frith-Smith, T.J. Hartman, Doug Gandy, Myles Bishop, Richard Harvey, Jr., Gregg Bragg, Jerry Wise, Jr., Dave Knott.







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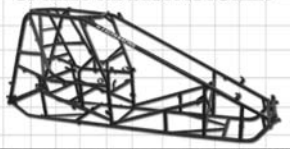
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Smith Wins From Wire

Polesitter Leads 30 At Bloomington

BLOOMINGTON, Ind. — Danny Smith won his second O'Reilly Midwest All Star Series sprint-car feature at Bloomington Speedway Friday night.

ALL STARS

Smith started on the pole and led all 30 laps to bank the $2,000 top prize.

Smith held off repeated challenges from Kraig Kinser, who made his first sprint-car racing appearance of the season.

Jimmy Hurley, who started 10th, stole second from Kinser on the final lap of the quarter-mile oval, while Rob Standridge and A.J. Bruns rounded out the top five.

The finish:

Danny Smith, Jimmy Hurley, Kraig Kinser, Rob Standridge, A.J. Bruns, Jerrod Hull, Kyle Cummins, Jeff Bland, Jr., Ryan Bunton, Joey Standridge, Arin McIntosh, Bobby Stines, Tom Busch, Tyler Thompson, Ty Deckard, Scott Williams, Jesse Hockett, Kevin Briscoe, Tiffany Wyzard, Terry Babb.

Dearborn Ends Near Two-Year Drought

NAPLES, Maine — Before the Pro All Stars Series North Super Late Models headed to Speedway 95 Sunday, Richie Dearborn had finished second in a race this year. He'd also finished third — and fourth.

PASS

But he had yet to visit victory lane.

On Sunday, Dearborn romped to his first PASS triumph since September, 2005 at White Mountain Motorsports Park.

"It had almost been two years and we've finally got another one," said Dearborn. "We've been running good all year long. Last weekend we finished 12th, and that was our worst finish all year. We've been very consistent.

"We've had a bunch of seconds and thirds and last weekend we had a 12th-place finish. I've been thinking all week that I might have forgotten how to drive. It's a tough deal. But if racing was easy, everyone would be doing it."

Trevor Sanborn finished second, ahead of Scott Chubbuck, Ben Rowe and Travis Benjamin.

Gary Norris held off a charging Chris Staples to win the PASS modified feature. Troy Morse finished third.

The finish:

Richie Dearborn, Trevor Sanborn, Scott Chubbuck, Ben Rowe, Travis Benjamin, Paul White, Derek Ramstrom, Mike Thomas, Curtis Gerry, Ryan Deane, Matt Eaton, Adam Bates, Johnny Clark, Steve Berry, Mike Rowe, John Higgins, Gary Bellefleur, Gary Smith, John Phippen, Jr., Cassius Clark, Sam Sessions.

Riehl Reels In Another

POST FALLS, Idaho — Brandon Riehl won an ASA Northwest Tour event at Stateline Speedway for the second time in 2007, taking the Access Road Solutions 150 Saturday.

ASA NW

B.J. Tidrick finished second and strengthened his hold on the 2007 points championship.

Part-time ASA Northwest Tour racer Mike Longton finished third.

Riehl took the lead on lap 31 of the 150 and was pulling away at the end.

The finish:

Brandon Riehl, B.J. Tidrick, Mike Longton, Travis Bennett, Dave Garber, Jay Sauls, Andy Brown, Matt Hall, Kevin Richards, Kelly Tanner, Kevin Moland, Jeff Ford, Dan Garber, Tony Berry.

Lakatos Stands Tall at I-76

FT. MORGAN, Colo. — Josh Lakatos won the 20-lap Rocky Mountain Midget Racing Ass'n feature at I-76 Speedway Saturday night as the championship point-race tightened.

RMMRA

Series point-leader Chris Sheil started on the pole and finished second, despite an early spin that placed him at the rear of the field. Billy Mentgen was third.

The finish:

Josh Lakatos, Chris Sheil, Billy Mentgen, Todd Plemons, Dave Scroggs, Buddy Lowther, Scott Fennell, Mike Heberling, Bob Harr.

CLASSIFIEDS

RACING MARKETPLACE

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STEP 3 – MAKE YOUR AD STAND OUT. (optional)

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FAX . EMAIL . PHONE ORDERS — CC ONLY
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NSSN RACING MARKETPLACE

CLASSIFIEDS

Trucks/Haulers 17



1991 MACK Toterhome with 2000 NRC smooth side conversion. 235,000 original miles. Onan diesel generator runs truck and trailer. New front tires with alignment. Very nice truck in excellent condition. Call Jared Fox at (812) 327-3010 or email fabtech56@yahoo.com for more pics. Bloomington, Indiana.

1996 PACE 32' tagalong race trailer, cabinets, work bench, tire rack, generator & more. $9,500 o.b.o. (559) 625-9205. Tulare, Calif.

2006 HAULMARK, 34' inside Tag stacker, pulled eight times in 2006. 4-post lift. $34,000. 2002 Raider late model 4-2, GM crate motor. Bert trans. and bellhousing, MSD, all new spring of 2006. $14,500. Call (573) 819-4413. Missouri.



38' COMPETITION sprint car trailer, oak cabinets, front & rear end mounts, top & nose wing mounts, trolley hoist, Snap-On toolbox. $12,500. Call Mike Ward (901) 409-0088 or (901) 357-2430.



PRICE REDUCED. Everything goes! Full ready to race Grand National team equipment. $179K. 1999 Freightliner with 42 ft, 3-car stacker trailer. '07 Chevy Grand National Levit car, two engines, two trans. All pit and set up equip. Seven rear gears. Many extras. Call Scott Gaylord (303) 232-7645.

Collectibles 20



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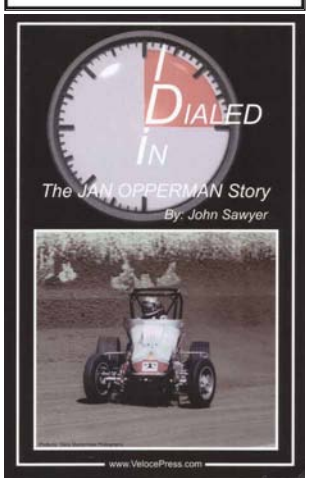
www.racediecast.com: Old & new diecast. All types of race cars. Over 7,000 cars in stock to choose from. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing, Inc., 251 Ella Street, Eunice, LA 70535.

Books/Magazines 22

Great Racing Stories

SmokeyYunick
Fireball Roberts
Don Oldfield

SmokeyYunick.com



DIALED IN: The Jan Opperman Story. Back in print! Order direct from the publisher. $29.95 + $5.50 S&H. (210) 979-6098.

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Sara at 704-455-8042 or sarab@nationalspeedsportnews.com

Books/Magazines 22

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SEPT. 1967 Hemmings Motor News, 1978 and 1979 Daytona Souvenir Programs, 1976 and 1977 Schaefer 500 Poconos. Best offer plus shipping. (860) 828-4846.

Videos/Photos 23

Fast Lane Summer



"Required Viewing for Fans and Non-Fans Alike"
-Full Throttle Magazine

Fast Lane Summer

FAST LANE SUMMER – Nostalgia Race Documentary. 80 min. DVD documents a season with a Top Fuel Nostalgia Drag Racing Team as they work on their dragster and race it across the U.S. recapturing the glory days of drag racing. Orders www.fastlanesummer.com or (800) 581-8051. Save 10%! Code: speedsport.

Positions Available 25

INSIDE/OUTSIDE SALES management position available with a racing safety equipment manufacturing company located in Indianapolis. Candidates should have a minimum of five years experience in sales coupled with knowledge of the racing industry. Interested candidates may email cover letter and resume to: mcapie@impactraceproducts.com or fax to (317) 852-8943. No phone calls please.

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.

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Real Estate 32

FOR LEASE: Full turn-key, immaculate 3/8 high-banked asphalt race track w/figure 8 course. Refurbished lighting, grandstands, concessions, CLEAN restrooms & beer garden. Flexible terms available. Serious inquiries only via PO Box 460, Bronson, FL 32621.



FOR LEASE: New 38,000' building 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 receiving up to $10,000 in rent relief from the town of Brownsburg. Call (317) 840-4437 or e-mail dixonproperties@aol.com.

INDIANAPOLIS/CLERMONT: Two-bedroom home completely rebuilt five years ago. Detached two-car garage finished with A/C and heat. Two blocks from ORP and three miles from Nitro Alley. Great racing home. Asking $95,000. (317) 403-9008.

LAKE FRONT home on 2.74 acres! 4BR/3.2BTHS lovely estate w/3,200 sq. ft., dock, 6,000 sq. ft., ht/cooled "RACE SHOP" w/multi levels, full bath, office, working garage, showroom, storage. Fabulous property! $795,000. Hickory, NC. Prudential Real Estate. 110 North Center Street, Hickory, NC 28601. (800) 968-3069 x266.

MIDDLE TENNESSEE - 17 miles from Nashville Superspeedway, two shops (6,200 sq. ft.), one htd/cooled full bath & office. PLUS 4BR/2.5BA home near I-24 and I-840. Possible owner finance. Call Teresa (931) 808-3010. austindo@realtracs.com. Bob Parks Realty. 1535 W Northfield Blvd., Suite 7, Murfreesboro, TN 37129.

MOORESVILLE, CONCORD, CHARLOTTE RACE shops and industrial buildings. Buying, selling or leasing call Paul Aiken, Sperry Van Ness (704) 622-5347.

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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 Liz Mellott at (704) 455-8045 or via email at lizm@nationalspeedsportnews.com.

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NASCAR's Rig-Rage Is Latest Fad For Race Teams

RACING BRIEFCASE



GREG ZYLA

COAL TOWNSHIP, PA. Seven-post shaker rigs are all the rage in NASCAR racing these days. The rigs cost about $3-million to install at a shop, or cost many thousands of dollars to rent.

Not long ago, top race teams had shops that featured good lighting, professional sets of tools, a chassis jig, an engine room, and, if really well-equipped, a dyno to check horsepower. If you happened to be Dave Marcis, well, he had a good set of tools, good lights, and several great pairs of wingtip shoes.

First, let's touch on the dyno, which is a fair correlation to the shaker rig development. Officially called dynamometers, today's dyno is a highly technical machine that allows an engine to be attached, started and allowed to run for however many hours at whatever RPM ranges desired. The corresponding information given is priceless, and it's all printed for ease of comparing how much power the engine produces, and how modifications influence power and torque.

Yet, back in the mid-'80s, I sat down for a lengthy discussion with Jere Stahl at his business in York, Pa. Stahl is known for his drag racing championships, dyno tuning, cam profiles and especially his header construction business. (He also drove a sprint car a short time at Williams Grove Speedway for you history buffs.) If you weren't running Stahl Headers back then, they say you were missing out on a few extra horses. To this day, Stahl still produces some of the best exhaust tubes you can buy.

As I looked at and talked to Jere about his state of the art dyno, he quickly changed "gears" about what meets the eye isn't necessarily so, especially as I was referring to "state of the art."

Specifically, although Stahl indeed had a great dyno room, he told a story about Robert Yates I'll never forget, explaining in detail how Yates' initial "state of the art" dyno preceded many of the big-name teams in usage and results.

Surprised I was when Stahl explained that Yates's initial "dyno" was nothing more than an airplane propeller that Robert had attached to a rear-end housing and then to an engine. This "Yates dyno" allowed Robert to gauge how much force the engine was producing via the propeller's wind speed and pitch.

When contacted recently, Yates quickly remembered the dyno and confirmed Stahl's story.

"Yes, Jere's story is true. It was 1982, and we had just won the Daytona 500 with Bobby Allison. Then, we went to Rockingham, and did lousy. On the way home after Rockingham, I'm in the airplane with Bobby Allison and I said, 'how about if we put some propellers on a rear end housing and we'll build a dyno (to test our engines)?' In two or three days, we had this airplane prop dynamometer running, and to this day, it is actually one of the better dynos we've ever used."

Yates, who began his racing career with Holman-Moody back in 1968, explains that his homemade dyno achieved a certain rpm with a distinct prop pitch, and it gave about four different prop pitches depending on the engine's power.

"I remember I used Navaho props," Yates continued. "One was a three blade and one was a four blade. It pulled the air in the center and pushed it out, and we used a stock rear end housing with a locker in it. I remember I had a digital tach on it, nothing fancy."

Back to the shaker rigs. I remember initially the four-post shaker, which has been around for decades and used mostly in the manufacturing industry. Ford, GM, AMC and Chrysler used four-post shakers to test shock absorbers, springs and if the car would develop squeaks. Each tire had its own "shaker post" to sit on, which would move up and down and sideways to simulate road conditions.

Race teams, meanwhile, didn't worry about rattles and squeaks yet were intrigued with the shaker theory. It all started when Adrian Reynard of Team Reynard in Indy Car and Formula One began to improve on a four-post rig.

Reynard figured that if more hydraulic posts were built into the four-post system, the teams could learn more about their race car. Today, the seven-post shaker provides complex suspension information as if the race car were actually on the track.

Thus, if you want to win, you'll either own a shaker or be willing to rent time on Reynard's ARC-developed seven-post shaker near Indianapolis or other "rentable" seven-post shakers, like the one at Ohlins USA in Hendersonville, N.C.

Some say "monkey see, monkey do," but in this age of NASCAR and corporate sponsors, it's now "money see, money do."



CHAMP CAR PHOTO

PINK DAY: Daly Coyne Racing's Katherine Legge sports the Pink Panther on her helmet during the Champ Car World Series' inaugural visit to Beligium.

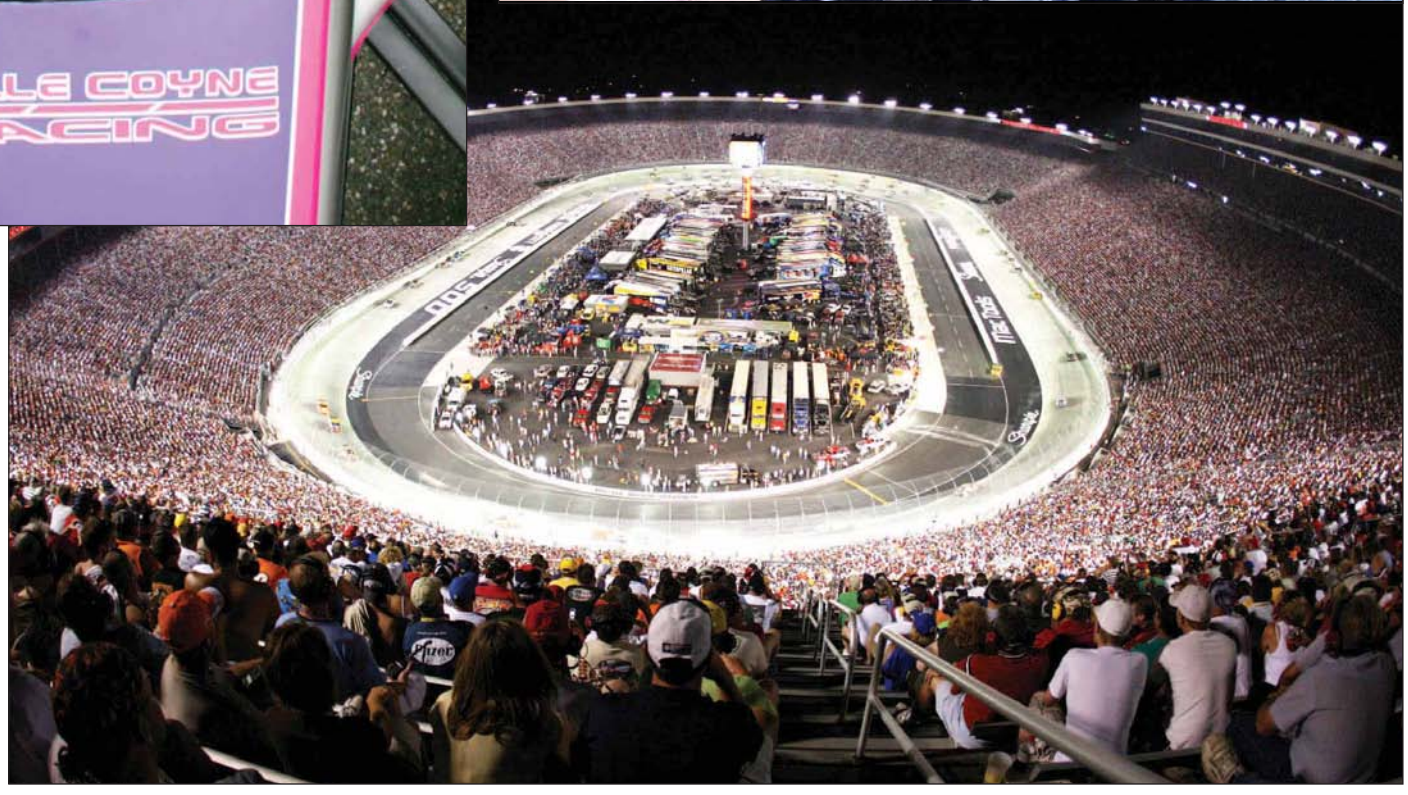


GRAND AM PHOTO

FAN FAITHFUL: Fans watch the No. 60 Michael Shank Racing/Lexus Riley navigating Infineon Raceway during Saturday's Grand Am event. (Below) Ricky Stenhouse, Jr. signs an autograph for Tove Westermeyer of Sun Prairie, Wis.



ROGER HAMILTON PHOTO



HAROLD HINSON/HHP PHOTO

NO ROOM AT THE INN: Fans pack a sold-out Bristol (Tenn.) Motor Speedway for Saturday night's NASCAR Nextel Cup Sharpie 500.

ECONOMAKI:

Brewer Is Pro When Talking About The Technical Side

CONTINUED FROM PAGE 4

Haynes (former operator) party. On track Saturday and Monday it's the Rolex Vintage Festival presented by BMW.

Are **Manny**, **Moe** & **Jack** coming? We ask after learning the Oct. 28 Nextel Cup race at Atlanta Motor Speedway will be sponsored by Pep Boys, the nationwide automotive aftermarket retail and service chain. Pep Boys was once the title sponsor of the IRL way back when.

"Motor Mouth," a $7.99 novel by **Janet Evanovich** about her protagonist's NASCAR-driving boy friend investigating a scandal, made the *N.Y. Times* paperback best-seller list last week.

Long-retired Indy Car owner **Rolla Vollstedt**, now 88 years old, who gave **Janet Guthrie** her now-famous Indy 500 drive, was recently treated to a glowing review of his activities, past and present, by AP feature writer **Anne M. Peterson**. Vollstedt keeps busy these days in his Portland, Ore., workshop building racing car parts.

It will be interesting to see what the No. 12 Penske Dodge Ryan Newman drives looks like when it shows up for the Sept. 2 Nextel Cup race in California. Sponsor Kodak has conducted a nationwide design contest for the car that drew 3,000-plus entrants. The winning designer is being chosen and will travel to the race at Kodak's expense.

Of all the pit-pass wearing racing insiders who have appeared on TV with a microphone in their hand, none have done as well as **Tim Brewer**. Brewer's work as an ESPN technical analyst using Chevy's Cut-Away Car is superb, short and to the point, which really helps the racing fan better understand the complex nuts and bolts jargon the guys in the booth discuss. On the other side of the coin "talk about," an order ye ed detests, is still being heard from reportedly knowledgeable pit reporters who, obviously, can't create an intelligent question to pose.

Those who visit Detroit regularly will agree The Rattlesnake is one of the city's finest restaurants. And The Rattlesnake décor is decidedly auto racing, like the F-1 DFV Cosworth cylinder head on its men's room wall. But few know that the chef-owner of The Rattlesnake, **Jimmy Schmidt**, is always absent on weekends the ALMS is racing. Why? Schmidt is the touring chef for members of the GT-1 Corvette team. No race team members have ever dined better. PS: Bring money.

YOST:

NASCAR Has Flourished Because Of The Frances

CONTINUED FROM PAGE 4

And the record certainly backs up Kentucky Speedway's claims.

Over the past decade, every new track that ISC has built has been awarded a Nextel Cup race. Moreover, since 1998, only ISC-built tracks have been awarded a new Nextel Cup race. Yes, Texas Motor Speedway got a second date, but that was in exchange for closing North Wilkesboro. And Las Vegas was awarded a date before it was acquired by ISC's chief competitor, Speedway Motorsports Inc. Regardless, there are 36 Nextel Cup events and 19 are held at ISC tracks.

Based on all this evidence, Kentucky Speedway filed a $400 million lawsuit against NASCAR, claiming conflict of interest between ISC board members, including the France family, and NASCAR. On Aug. 15, NASCAR asked the court to dismiss the case. Here's the problem with Kentucky Speedway's case: There's nothing illegal in what the Frances are doing. The Kentucky Speedway suit is akin to accusing McDonald's of unfair trade for only selling Big Macs at McDonald's restaurant. The France family created NASCAR, it's a private enterprise, and until a court says otherwise, NASCAR and the France family can do what they please with the business.

Like the AT&T suit, a ruling against NASCAR in the Kentucky case would be a ruling against the Frances. And that's the more fundamental question at the heart of the Kentucky Speedway suit: Has the France family been good for NASCAR? I think they have.

One reason that NASCAR has succeeded so well where other racing series have failed has been the single rule of the France family. Over the past five decades, they have, in large part, done what's best for the sport. And while that has often been what's best for the France family, there's no denying that they have done more good than harm for NASCAR.

There also are myriad examples of where a lack of singular rule has caused chaos. Just look at open-wheel racing. One of the reasons open-wheel racing struggled for so long was that it was run by committee. It wasn't until another, strong-ruling family, namely Tony George of Indianapolis Motor Speedway, took over that open-wheel racing started to flourish.

The same is true for the stick and ball sports. The NFL flourishes because so much power is concentrated in the hands of the commissioner and the league. It was Pete Rozelle's singular vision that created the Super Bowl, a national TV contract, and so much else that has made the NFL the envy of every other league. And it has been Bud Selig's feckless leadership of Major League Baseball that has caused it to flounder.

The France family has been good for NASCAR. In fact, NASCAR wouldn't be where it is today without them. Weakening the France family could ultimately weaken NASCAR.

So while it's easy to cheer against big, bad NASCAR, fans should stop and think. Would NASCAR be better off by destabilizing the France family? I don't think it would.

Mark Yost is the author of "The 200 MPH Billboard: The Inside Story of How Big Money Changed NASCAR" (Motorbooks, 2007).

Hagar & Johnson Share Coastal Money

Friday

MENDENHALL, Miss. — Sixteen-year-old Derek Hagar notched his first American Sprint Car Series victory Friday night at Simpson County Motorsports Park.

ASCS COASTAL

Hagar picked up the win in style, beating a pair of past ASCS National champions, Travis Rilat and Terry Gray, in addition to 2006 National Driver of the Year, Jason Johnson, to the stripe to win the Coastal Plains regional event.

Rilat finished second, ahead of Gray, Johnson and Danny Martin, Jr.

The finish:

Derek Hagar, Travis Rilat, Terry Gray, Jason Johnson, Danny Martin, Jr., Marshall Skinner, Michael Dupuy, Dewayne Prince, Michael Herrington, Shane Morgan, Lane Whittington, Robert Casada, Timmy Thrash, Todd Fayard, Justin McKenzie, David Kountz, Hunter Phillips, Marshall Yelverton, Ronny Howard.

Saturday

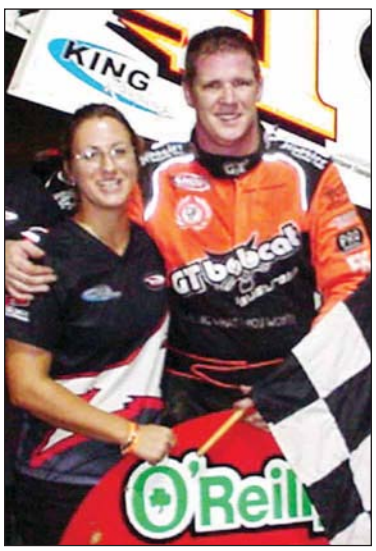
MAGNOLIA, Miss. — Jason Johnson picked up $2,000 in Saturday night's American Sprint Car Series Coastal Region feature at Pike County Speedway.

Johnson outgunned fellow front row starter Terry Gray for the point at the green flag and led throughout to record his second ASCS Coastal Region win and 10th overall ASCS triumph of the year aboard Lanny Row's Wesmar-powered Eagle.

Johnson beat fourth-starter Travis Rilat to the line, with Gray, Derek Hagar and Coastal Region point-leader Michael Dupuy following.

The finish:

Jason Johnson, Travis Rilat, Terry Gray, Derek Hagar, Michael Dupuy, Marshall Skinner, Jimmy Brooks, Greg Rilat, Rusty Sanford, Michael Herrington, Chris Sweeney, Kelly Angelette, Todd Fayard, Shane Morgan, Timmy Thrash, Robert Casada, Justin McKenzie, Hunter Phillips, Danny Martin, Jr., Brad Bowden, Lane Whittington, Dewayne Prince, David Kountz.



Jason Johnson

FORUM:

Dusty Days At Indiana's Midget Week

CONTINUED FROM PAGE 4

to see more midget racing in Indiana. Great turnout of cars with lots of top dogs competing.

Most of the racing was good, but I would like to comment on the race at Lawrenceburg. Compared to other short tracks, the Lawrenceburg facility is second to none as far as the grandstands, restrooms and concession stands. The problem is, with both events I have recently attended there (Indiana Sprint and Midget weeks), the track has been terrible. When I first walked in the spectator gates for the midget program, one look at the track and I knew it would not be good for racing. I mentioned it to one of the track workers, and he said that it was hot outside. I noted that I had been to Gas City the previous night with identical weather, and it wasn't anything like what I was seeing at Lawrenceburg.

At Gas City, at least one of the three water trucks was busy watering access roads to and from the pits as well as run-off areas all night long. When the first hot-lap session took to the track, the cars were actually sliding around, which is a must on hot, humid days. It paid dividends as they never had to touch the track again until after the midget feature.

Conversely, at Lawrenceburg, they had to work on the track after hot laps and it was dry and slick all night. The water truck did not move again while I was there, and I left after the midget feature.

Don't get me wrong — I have been going to dirt-track races for over 50 years and expect to get dirty, but I want to see racing, not sliding like on ice with the cars at about one-third throttle.

Thanks again, USAC, for the opportunity to see the best midget drivers around do battle.

Delbert Frazier
Rushville, Ind.

Sad Days For Racing

There are an incredible number of sports other than motor racing that the media dwells on. Therefore, racing must have better shows. The F-1 race (Hungarian Grand Prix) with one driver leading from start to finish, was just another bore. With 130,000 at Pocono, it was another bore – one driver leading almost the whole race. Due to rain, the IndyCar race was shown on ESPN Classic.

Yet another sad day for racing. NASCAR should have given the fans at Pocono their money back.

R.L. Grange
Swansea, Ill.

Nothing Personal But...

I hope Danica Patrick never wins a race because I love to see her stomp her feet, pout and whine.

It's a good thing to have mommy and daddy there for her. She is with the right team – the Andrettis are famous for whining.

Joe Gagliano
Mariposa, Calif.

Lesa For President

I was glad to read Jack Flowers's comments in the Aug. 8 *NSSN*. I do hope that Lesa France Kennedy or someone who has sense enough to run NASCAR right and send Brian France back to California takes over. He is the worst person who has ever run NASCAR. The sad thing is it will take a year or two to clean up the mess he has made.

I don't agree with Jack or anyone who wants to fine or suspend a driver. He doesn't build or adjust the car – all he does is drive it, so where is he at fault about anything on or in the car? He isn't. He's a driver only.

J.D. Shok
Kansas City, Kan.

'Lone Wolf' Well Done

Dave Argabright, thanks for doing the great book, "Lone Wolf," terrific story! It's great — after 15 years — to hear the rest of the story.

Too bad *NSSN* or Berggren could not attend the trial. The fans only got to hear the negative bashing the press is so famous for. So that Doug's efforts were not totally in vain, short-track drivers should continue to push this fire and safety crew issue where needed, because no one wants to end up like Doug. Thanks, Doug, for the great memories and thanks, Dave, for all your great books. Try kissing up to Karl Kinser for a story. We would all like to know what's inside his head. He's in Smokey's league.

Clyde McFarlin
Ignacio, Colo.

Great Days At Monterey

Due to the appearance of roadsters at Monterey, I decided to make the trek west this year. The event was fantastic, and the people were even better.

The most beautiful car in the world, Mauri Rose's No. 16 Pennzoil Special, was there, albeit no information given, as well as many roadsters from the Indianapolis Motor Speedway's collection.

I met Jesse Alexander, Tom Saal, Dick Wallen, Dario Franchitti and, of course, the autograph group, which included Al (Unser), Jr., Big Al (Unser), Bobby (Unser), Parnelli (Jones), etc.

The people who put on the show, as well as the people who showed, are a fantastic group and are to be commended for being truly professional, kind and courteous. My fellow spectators were equally as gracious. You all did a superb job. I will be back.

Daniel Wallace
Athens, Ohio

Qualifying Suggestion

If NASCAR qualifying is rained out, then go ahead and let the top 35 teams start by points.

The next day, let the remaining teams qualify for the next eight spots.

Lee Kerstine
Wichita, Kan.

Qualifying Changes Needed

I recently attended the NASCAR races at Watkins Glen for the eighth time. I have been a NASCAR fan all my life and understand that every decision they make may not be to my liking. However, I cannot comprehend why NASCAR cancelled Nextel Cup qualifying. If you look at the schedule of events for the weekend, you will see that there was nothing scheduled on track until 10:30 a.m. Saturday and Sunday at 2 p.m.

This ridiculous decision cost the small, struggling teams dearly. These are the people who need and deserve the opportunity. Boris Said stated that this decision probably would put his small team out of business. Fortunately, a class act named Bill Elliot gave Boris his car for the race. This is one of the reasons I have been a race fan all my life — countless times I have seen racers help each others in the pits or garages, then duel it out on the tracks.

Obviously, NASCAR has no concern for any of the small, lesser-known struggling competitors. This needs to change.

Mike Hale
Newport, R.I.



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We are proud to announce the **2007-2008 K&N Horsepower Challenge**. Starting at the 2007 Norwalk race, the Challenge features a special elimination pairing with the eight quickest Pro Stock drivers who have accumulated the most points in qualifying during the 23-race Challenge series. The Challege features a new K&N Hood Scoop designed for the Pro Stock Class. The scoop provides lower drag and increased internal pressure distribution. Internal modifications help straighten the air flow which increases the efficiency of the intake scoop and leads to greater engine performance.