

AUGUST 8, 2007



RUSTY BURROUGHS/HHP PHOTO

PAGE 6

MISTAKEN: A defiant Robby Gordon does celebratory doughnuts Saturday at Circuit Gilles-Villeneuve in Montreal. However, Gordon, who was involved in the controversial finish, did not win. Kevin Harvick did.

Montreal

Mayhem

Inaugural Canadian Race

Has Controversial Ending

BUSCH SERIES

FINAL FRACAS Kanaan Survives Michigan Wreckfest



ONE-TWO PUNCH: Tony Kanaan beats teammate Marco Andretti to the finish line Sunday at Michigan Int'l Speedway.

BRANDED: The Toyota Camrys of Dave Blaney (22), Dale Jarrett (44) and David Reutimann make their way around Daytona Int'l Speedway in July.

AUTOSTOCK PHOT



MONEY MAN: Sean Michael makes a lap around Port Royal Speedway.

Michael Sprints To \$30K Pay Day

Driver Takes Lead With Three Laps To Go To Beat Hodnett At Port Royal

PORT ROYAL, Pa. — Chalk one up for the little guy.

Sean Michael won the 50-lap Dream Race Extreme sprint-car race Saturday night at Port Royal Speedway. Driving for for-

DREAM RACE

banked the huge \$30,000 winner's purse on the halfmile oval. Nace, who retired last season after more than 30 years as a driver, co-owns the winning No. 6n, which carried a Charlie Garrett engine in its Schnee chassis.

Nace,

mer driver Jim

Michael

"We're true outlaws," continued Nace. "They used to say 'run what ya brung.' Well, we brung what we got.' Nace said the winning team will head to the Knoxville Nationals this

week. Another little guy, Mike Wagner, took the lead at the start of the 50-lap event on the half-mile dirt track. Wagner set the pace until Greg Hodnett, who won Thursday's preliminary feature, moved under Wagner

for the lead on lap 14. Michael was fifth when Hodnett took the lead, but quickly started his move to the front, taking second from Wagner on lap 20.

A final yellow flag slowed the pace on lap 29. Following the restart, Michael stayed within striking distance of Hodnett and finally dove under Hodnett entering the first turn on lap 47. Hodnett bobbled and Michael had the lead.

"I went down into turn one and got under Hodnett. I hoped there was enough room because I went in wide open and I wasn't

lifting," Michael explained. "I got fired by the Zemco team a couple years ago and I didn't care about

racing. I spent a lot of time with my daughters and liked that. I was Sean Michael

on the sidelines when Jim called. I want to race

again. I thought it was great to win the Speedweek race at Selinsgrove, but this is even better.'

overflow crowd watched The Michael take the victory with Hodnett second. Wagner held on for third, with Jeff Shepard and Mike Erdley rounding out the top five. The finish:

Sean Michael, Greg Hodnett, Mike Wagner, Jeff Shepard, Mike Erdley Mark Smith, Fred Rahmer, Todd Shaffer, Doug Esh, Brian Leppo, Todd Hestor, Kevin Nouse, Judi Bates, Lance Dewease, Alan Cole, Keith Kauffman, T.J. Stutts, Kenny Jacobs, Chad Layton, Brian Montieth, Donnie Kreitz, Rick Lafferty, Lucas Wolfe, Stevie Smith

SALISBURY, N.C. Construction crews are scheduled to begin work this month Toyota Racing Development's 33,000-square-

foot NASCAR competition support facility in rural Salisbury. The facility. BY JOHN CLAYTON

STAFF WRITER **INSIDE LOOK**

on

which will house a team of engineers, headed by Andy Graves, and

other "scien-tists," will sit on

an 89-acre tract recently purchased by Toyota. The company plans to spend an additional \$28 million to build and equip the facility, which is scheduled to open next summer, over the next

five years. "We have made a commitment like I've never been a part of, and I've been with Toyota and their Motorsports Group for 20 years now," said group David Vice-President Wilson. "Ultimately, from a social-responsibility point of view, from a NASCARpolitical point of view and just from an operational point of view, we need



"I think it will be a big positive for us. Any time you have access to that kind of equipment — and have it just 30 minutes from the shop (in High Point, N.C.) — that kind of access will be a great help."

TRD Has Big Plans For NASCAR Support Center

JEFF HENSLEY CREW CHIEF, NO. 5 TOYOTA TUNDRA

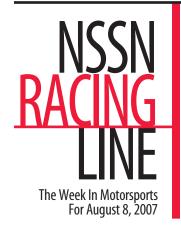
to be part of the community. NAS-CAR is the triangle you can draw between Charlotte, High Point and Mooresville, let's say. The need to be there — for all those reasons — was developed some time ago. We set out CHRISTINA RAMZEL PHOTO

TUNDRA STRUCK: Mike Skinner celebrates his fourth victory of 2007 July 14 at Kentucky Speedway in Sparta, Ky.

to look for a piece of property, which we found in Salisbury.

A core group of 40-50 employees, including support staff, will work at the Salisbury center in conjunction with TRD's headquarters in Costa Mesa, Calif. Toyota plans to parcel out about half of the 89 acres it now owns in Salisbury. The facility will eventually sit on about 40 acres

TRD: CONTINUED ON PAGE 42



Buschwacked! Busch Dominates Pennsylvania 500 To End Drought

LONG POND, Pa. — They hadn't been to victory lane since April 2006 and it was being said that Penske Racing's two-car Nextel Cup team had been surpassed by NFXTFI CUP the three-, four- and five-car teams of

their ever-expanding rivals. PAGE 30 It was whispered that Kurt Busch had made a bad career decision by abandoning Roush Racing to

succeed Rusty Wallace in the Miller Dodge.



Solwold Leads Wire To Wire To Take Wisconsin Victory

BEAVER DAM, Wis. — Jason Solwold had been waiting a long time to win a World of Outlaws feature.

Wo0 After being close on several occasions this season, as well **PAGE 38**

as winning two preliminary features last year, Solwold led all 40 laps Friday night at Charter Raceway Park.

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"For us it was just like death row waiting for somebody to kill you... Really, it was a bomb waiting to explode. Somebody just pulled the plug and then they just wait. Thank God nobody is hurt."

TONY KANAAN

TK Survives MIS

Point Leader Franchitti Goes Airborne In Late-Race, Seven-Car Melee

BY BRUCE MARTIN **NSSN CORRESPONDENT**

BROOKLYN, Mich. -The final IndyCar Series race at Michigan Int'l Speedway showcased everything that is right and everything that is wrong with this form of racing.

Tony Kanaan claimed his third victory of the season in Sunday's raindelayed Firestone Indy 400, defeating teammate Marco

IRL INDYCAR

Andretti in a dramatic final-lap battle to score his sec-

ond MIS triumph. But a seven-car crash at the front of the field marred the outcome as Dan Wheldon and Indianapolis 500 winner Dario Franchitti triggered a horrific scene. Franchitti literally became "The Flying Scot," as his car went 35 feet in the air before landing upsidedown on Scott Dixon's car.

"For us, it was just like death row waiting for somebody to kill you," Kanaan said. "I knew it was going to happen. I knew it. I avoided two times of sending Tomas Scheckter to the grandstands. Somebody had to give up and I knew somebody in the front was going to get stubborn enough and say I'm not going to give up.

"Really, it was a bomb waiting to explode. Somebody just pulled the plug and then they just wait. Thank God nobody is hurt.

The race restarted with 29 laps to go with Scott Sharp in front, but Andretti went three wide to take the lead and was black-flagged by race officials for jumping the restart. He had to give back the position but remained in touch with the six cars still on the track.

Both Dixon and Hornish returned to the race after their cars were repaired. At the front of the field was a trio of AGR cars lead by Kanaan, Andretti and Danica Patrick.

With 14 laps to go, the right rear tire on Patrick's car lost air pressure, forc-

SURVIVES: CONTINUED ON PAGE 32

estone



FINAL TIME: Helio Castroneves leads a pack of cars Sunday at Michigan Int'l Speedway. Sunday's event was the series' final trip to the track.

IRL Bids Farewell To Michigan Track

Differences Between IRL, Track Officials Lead To Series's Final MIS Event

BY BRUCE MARTIN **NSSN CORRESPONDENT**

BROOKLYN, Mich. — Sarah Fisher can never forget the first IndyCar Series race at Michigan Int'l Speedway when she brought the

IRL INDYCAR

She was part of an eight-car draft and her "slide-job" on race leader Gil de Ferran created an ovation from the fans that could be heard over the roar of the race cars.

It was one of the great moments of drama that made open-wheel races at Michigan something to remember, whether it was USAC, CART, Champ Car or the IndyCar Series

Fisher would finish eighth that day in a race won by Tomas Scheckter. But in the first MIS race run by competitors from the Indy Racing League. it appeared the two were a perfect match.

Five years later, both IndyCar and MIS have worn out their welcomes. IndyCar is upset over the track's inability to market and promote and MIS is upset with the series for shifting its date to two weeks before its

August NASCAR Nextel Cup race. With low attendance, and with a revived street course race at Belle Isle in Detroit on Labor Day Weekend, Sunday's Firestone Indy 400 was the last IndyCar race at the historic twomile oval.

"I'm really sad," Fisher said. "Michigan holds a lot of history here. I've got a lot of good memories here. I about gave my mom a heart attack that day. That was five years ago and a lot of things have changed and we have to change for the good.'

Fisher said it doesn't seem like five years ago when she had that dramatic race, that it seems "like yesterday."

"I'm surprised we weren't able to build that into something bigger because we put on one of the best shows of the year at Michigan," Fisher said. "A lot of people know that. I'm sure it will be re-evaluated someday and maybe we'll be back."

Patrick looked around the empty grandstands and said it was obvious there isn't any point in continuing to race at MIS.

"I don't know if I'll miss this one much." Patrick said. "I haven't done very well here. It makes for good racing on TV but on a day like today it seems like a regional race. There is nobody here and that's kind of boring to be at in person."

FAREWELL: CONTINUED ON PAGE 32

OPINIONS

ECONOMAKI: What was Ford's best racing engine? PAGE 4 **CLAYTON:** Threat of Toyota may be catalyst behind mergers. PAGE 5 **HEDGER:** McCarl has sights set on more than just driving. **PAGE 5**

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EXCLUSIVE

TRIUMPHANT TK: Tony Kanaan celebrates his third victory of 2007 Sun-

Unique Form Of Racing Has Evolved Into An Extreme Sport

day at Michigan Int'l Speedway.

Drifting has been described as beauty and grace at speed. With the car tossed sideways, tires smoking, front wheels cranked in full opposite lock, it's 'BEAUTY & GRACE'

certainly an exciting visual and PAGES 28-29 compellingly reminiscent of a

time when the quickest way around a paved race track was a slide on the brink of control.

		WINNE	R'S LIST
Series	Winner	Where	Page
360 Nationals	Shane Stewart	Knoxville, Iowa	8
Grand Am DP	Angelelli/Magnussen	Montreal	10
USAC Midgets	Brad Kuhn	Salem, Ind.	13
ARCA RE/MAX	Michael McDowell	Long Pond, Pa.	14
USAC-CRA	Mike Spencer	Perris, Calif.	17
NASCAR West	Brian Ickler	Monroe, Wash.	20
Canadian Tire	Kerry Micks	Montreal, Quebec	20
Formula One	Lewis Hamilton	Budapest	34

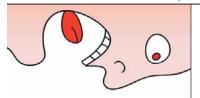
JIM HAINES/IRL INDYCAR PHOTO

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"I was never running 13th or 14th, so I don't know what to say. I completed the most laps; I was the first car to complete 'em. I won the race."

> ROBBY GORDON BUSCH SERIES, PAGE 6

crowd to its feet after taking the lead with 15 laps to go.



PUBLIC **FORUM**

Let your voice be heard

Fine Is Pure Bull

NASCAR's fining Tony Stewart for his postrace comments just shows they are full of the word he used.

Did you see the grin on his face? Do you think 25 points and \$25,000 is going to change that? In the words of Juan Montoya, "Hell no."

Deanna Frock Akron, Ohio

Penske Off Point

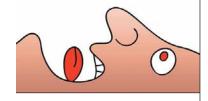
Normally, I'm a Roger Penske fan. He's been good for racing. He's accomplished a lot and, having met him personally, I find him pleasant to talk to. But regarding his guest column of July 25, he's a lot more optimistic about the reunification of the two primary open-wheel series than the rest of us. In fact, I think he's dreaming.

The then-CART-IRL split occurred 11 years — in racing, that's a lifetime. If they ado haven't found enough common ground to reunify by now, why should they continue to bother? Does anyone still care anymore? Fans allegiances have switched to NASCAR and, like it or not, they're not switching back, no matter what else happens. In the unlikely event that there actually will once again be only one series in five years, all that will mean is they don't have to scrape as hard to fill the starting field for the Indy 500. I'm reasonably sure that there won't be much of an influx of new drivers – or more important, new teams.

To further illustrate that reunification may be only a pipe dream, the Champ Car teams had from middle of April to the beginning of June off and not one of them entered the Indianapolis 500. Why was that?

As for Roger's prediction that NASCAR will limit the number of Cup drivers in the Busch - why should they do that? The Cup series drivers are the ones who put "fans in the

FORUM: CONTINUED ON PAGE 55



Share Your Opinion

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



Ford's No. 1 Racing Engine?

Some Say the V-8; Ye Ed Votes For The Model B

MIDLAND PARK, N.J.

he 75th anniversary of "The Deuce," the 1932 Ford remembered for its introduction of the 85 horsepower V-8 engine, has resulted in many a "birthday" story as to the V8's long-term effect on American society. Little, if anything has been written about its little sister, born the same day as the V8. a reworked and rechristened four-cylinder Model A engine called the "Model B." Historians know full well how the V8 Ford brought power to the people and how, five years later, a mini-version, the V-8-60 (horsepower) found favor with the midget racing community. The big V8, though frequently seen in racing cars, never became a factor on U.S. raceways. In 1935 Ford ordered 10 V-8-85-engined cars built expressly for the Indianapolis 500. The Indy project was a disaster, with only four

EDITOR'S NOTEBOOK



race in which all DNFd with frozen steering mechanisms due to their being sited alongside an exhaust manifold. Examples of this 1935 Indy Ford can be seen at the

of the 10 making the

Indianapolis Speedway Museum. Apparently unbeknownst to Fordeven to this day—was the overwhelming

acceptance and success in racing of the Model B, which differed from the Model A only by pressure lubrication replacing splash main bearing lubrication and addition of a fuel pump. Racing engines of that era — aside from a few expensive Millers and an occasional Duesenberg - were "conversions," a production cylinder block on which a special high-compression racing cylinder head was installed. Unfortunately for Ford, these engines became known only by the name appearing on the cylinder head: HAL, Cragar, Miller-Schofield. McDowell. Green Engineering, Fronty, Roof, and R&R being the most popular, but there were dozens, none, however, made by Ford. From 1933 to the mid-1950s these Ford B-block engines were rarely defeated on the nation's busy fairground racing circuits sanctioned by the AAA, IMCA, CSRA, BCRA, URC, Penn-Jersey and other regional clubs. Ford, in crafting the 100th anniversary celebration of Ford Racing, which pre-dated the formation of the Ford Motor Company, completely ignored the countless racing successes over the years by cars utilizing Ford Model Bbased powerplants. The B-block era ended in the mid-1950s when the Chevy small block V-8 appeared, which is the engine of choice to this day, however now being seriously challenged in the world of checkered flags by new arrival Mopar.

For this reporter, visiting Pocono Raceway in eastern Pennsy



SIGN THIS: A fan thrusts a handful of Jeff Gordon collectibles through the fence to be autographed Friday at Pocono Raceway's Autograph Alley.

is always a delight. On every visit improvements are noted as the Mattiolis, the close-knit owning family, have been spending millions of dollars annually upgrading this scenic high-speed triangle. Fans were treated to a look at a huge new Cape Coddesign office building which, when completed, will replace several one-story work sheds on Long Pond Road. Then there's, "The Village at Pocono," a new private home development anchored by a million dollar clubhouse with billiard, steam and workout rooms. All this adds to the mystique Pocono enjoys which was evident Sunday during the Pennsylvania 500 as hundreds — perhaps thousands — of fans mingled behind and under the grandstands — out of sight of the actual racing — to chat, stroll, and enjoy the atmosphere. Race day at Pocono has become "a place to be." I can't recall seeing a larger crowd than the one that showed up at the track Sunday. For the hardcore fan, Saturday's ARCA 200 will be talked about for ages. Due to wrecks, yellow and red flags, it may have been ARCA's longest race from a time standpoint. A final-lap lead change saw 23-year-old road-race trained Michael McDowell emerge victorious. Sunday's NASCAR 500 miler - called dull by the press was dominated by Kurt Busch, who ended a long winless streak.

ECONOMAKI: CONTINUED ON PAGE 55

HHP/HAROLD HINSON PHOTO

Defending Champ Can't Wait To Get Nationals Behind Him

KNOXVILLE, IOWA

or as long as I can remember the week of the Knoxville Nationals has been something you can't wait for, but it's also a week you can't wait for it to be over. That might sound strange, but it's true.

When my dad and I used to come down it was the highlight of my summer. When I first started racing, I couldn't wait until we could come down and try. When I got going pretty good racing around home, we couldn't wait to see how we stacked up against the best in the business. Heck, maybe we'd quali-

fy and race well enough on the qualifying night to get locked into one of Saturday's races.

After being in the Nationals three times, we entered the 1997 event with a little different feeling. I had spent the season as a rookie with the Outlaws trying to keep up with Mark Kinser, Dave Blaney, Steve Kinser and Sammy Swindell. We were just looking forward to being more competitive. It was a classic case of hero to zero in a span of a few seconds.

Back then, the format was the same, but the fast qualifiers were making bonzai starts in the heats and getting from 10th to first. We weren't quite sure how good we were going to be, but

SNAP SCHATZ



we timed second quick on Thursday night. Then we had the task of racing from the back row of our heat into the top four to transfer to the feature. We did more than that. We were just like one of the big guys who started 10th and got the lead. I was pushing as hard as I could and we were on our way to scoring some major points and getting locked into Saturday's feature. With two laps to go in the second heat, we were going down the backstretch and I

entered turn three and the car made it through half the corner then went straight

into the wall. A broken torsion stop caused the crash, and ended the dream.

The Nationals has a way of doing that. Looking back, those types of things do build character.

Going into last year's Nationals, everyone knew our history of finishing second at Knoxville. Talk about character building! After finally winning the race, it took a while to sink in that we finally reached the top. All the sweat and tears were worth it. Now, it's just a matter of trying to do everything we can to



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> CHRIS ECONOMAKI Editor and Publisher Emeritus

CORINNE ECONOMAKI sident/Publishe

MIKE KERCHNER Senior Editor

SHFFNA BAKER

JOHN CLAYTON Staff Writer

DAVE NICHOLS

CHRIS SESSIONS Account Executive In-Market Events Manage

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OPINIONS

McCarl Wears Two Hats When Sprints Visit S. Iowa

BALLSTON SPA, N.Y.

f it's August, it's time for the Knoxville Nationals, which for Terry McCarl means going home.

Scores of sprint teams have prepped their best pieces for four days of war. But Terry and Lori McCarl also face their Front Row Challenge and Ultimate Challenge promotions at the Southern Iowa Speedway in Oskaloosa in the week before Knoxville.

Many drivers retire and take over their local speedway, planning to make tons of money while "straightening out" the former promoter's "mess." But McCarl has a different viewpoint, having raced across America.

'I wouldn't mind taking over Knoxville some day but Ralph (Capitani) says it doesn't pay very well," he says with a grin. "I'll need something to fall back on eventually, so we've done

THE LONG LOOK



times you lose a lot of

money. When I was a

RON HEDGER

kid, we didn't have 120 TV channels and Nintendo games, so filling the stands is a lot tougher now.

"You really have to promote today. That's the problem I have with the guys complaining about bad crowds. They're not doing anything to promote. They're putting on races, not promoting races! You have to make it fun for families, while keeping it good for the owners and drivers, and that's very difficult.'

Unlike many, McCarl puts his money where his mouth is. For the Front Row Challenge, he gave each heat winner a complete chassis. For the Ultimate Challenge, it was a rear end.

"It was a JEI, Schnee, J&J or Eagle chassis with hood, nose and body panels, over \$3,000 worth of stuff to win a heat. Or a new Winters rear. I wanted to spread the rewards out and the guys who start up front in the heats are usually the 17th to 24th qualifiers. The chances of them getting up to the big money in the feature are slim, so it helps them while making the races better. I had to purchase them, but the manufacturers gave me a good deal. That brought more cars, which in turn brought more people.

McCarl would love to have a true short track in the Des Moines area.

'What we really need is a short track around there," he says. "Ever since I was a little boy with my dad racing at Knoxville, we've needed a smaller place for young guys coming up to gain experience, a track where they wouldn't need as much horsepower or so many tires."

McCarl does admit that "investors have come to me in the last couple of years willing to back a short track in the Des Moines area. They understand that short tracks are a lot more fun to watch, with wheel banging, wheelies and the guys out front in lapped traffic all the time. To me, a three-eighths-mile or smaller is the way to go.'

Many track operators try to go it alone, always struggling due to a lack of capital but reluctant to share profits. But McCarl knows how valuable a partner can be.

'Bill McCroskey is my partner in the Front Row and Ultimate Challenges. He was there when we started, the money behind the deal, because I didn't have a dollar to my name. I was the idea man.

"We work really well together and he's more than a partner, he's my mentor. Better yet, he's got a crazy mind like I do," McCarl said. "When I came up with a \$30,000 to win non-wing show, everybody thought I was crazy except for him.

Modifieds Racing Of Old *Is Losing Its Identity*

VALLEY STREAM, N.Y.

s some of you may know, I've spent most of my racing life following the modifieds. They were my first racing love. There was good reason, they were plentiful, put on good racing from deep in the pack and they had variety and identity.

What wasn't there to love? They are getting blown out of the racing water. There sure are people to blame. No one hurt them intentionally, but the modifieds have become a sad shadow of what they were.

The modified gentry did exactly what the midget folks did ... they strayed away from home-built cars and went for shelling out big money instead.

One of the great things about modifieds was the diversity in the pits. Everyone had their own idea. Various pre-war coupes and sedans were evident. The powerplants varied, too. I took a "mill" count at a race at Old Bridge, N.J.,

RACING JOURNAL



once and the 24-car feature had 11 different engines. Plus there injection and some ran The cars had identity.

adorned with two- or

two were alike. In a 100-mile range from my Long Island home I had several tracks, dirt and asphalt, to venture to. I would cheat some Fridays and drive an extra 50 miles to Reading, Pa., or Stafford Springs, Conn.

I'd see three nights a week of them. Then the All-Star League started in 1967 and it was found that mid-week racing was popular too. What made the modifieds so great is that they were powerful but far from easy to handle. The drivers had to make them work. There were dozens of great modified drivers back then. Many raced for a living.

The cars were backyard/garage built. Mostly junk parts were used and many owners built their own engines. A first-rate modified could be put on the track for about \$4,000. Will Cagle told me that it cost him about \$100 a night to race in those days. Then it all started going away. A handful of businesspeople began building and selling chassis. Tubular frames from sprint-car designs were used.

In the '70s, many modifieds were bought, not built. Then engine builders came on the scene. Soon the price of a modified went up five times. Now a turn-key car is more than \$40.000

Trouble is, there was no way the purses could be brought up to pay for them. Guys with their homemade cars couldn't keep up. They started dropping out of the sport in droves. Tracks that had more than 40 cars in the pits were lucky to get 30. It hurts to read in a regional newspaper when the track reporter says, "a fine field of 25 cars competed tonight." This means no one has to race to get into the feature. The

heats which used to be exciting are now warm-up sessions. As years have gone on, the modified fields are dwindling and tracks are disappearing.

Fans are paying to see a far inferior show then they used to with fewer cars in the pits. These manufactured cars handle so well that anyone can drive them and many races have no pass ing

NASCAR is doing everything it can to ruin the division Big Bill France started with in 1947. They are down to 15 tour races. The new "flash" system put on such a bad show last May at New Jersey's Wall Speedway that people paying \$35 walked out disgusted.

Today's modifieds all look alike and most use the same engine. The most competitive racing I have ever enjoyed isn't close to what it was. It makes me very sad. What a damned shame.

The Six Degrees Of Toyota Spending

HARRISBURG, N.C.

all them what you want — mergers, partnerships, alliances. Call them good business decisions. Say that bigger is better and part of "new and improved" means addi-

tion by addition, not by subtraction. Whatever they are named, all the movement among NASCAR teams this past week seemed to make sense on several different levels.

DEI needed space and was determined to overcome the defection of Dale Earnhardt, Jr. with a four-car team. It got both by putting Ginn Racing under its umbrella and moving into Ginn's spacious Mooresville, N.C., shop. Robert Yates admitted that technology was the Achilles heel of his organization, so his partnership with Champ Car's Newman-Haas- Lanigan Racing looks like the "beginning of a beautiful friendship." No one can blame them. These teams are faced with the

ALL THE MARBLES



prospect of keeping pace with Hendrick Motorsports, Joe Gibbs Racing and Roush Fenway Racing today, but also with what is sure to be the better, stronger Toyotas of tomorrow. The latter may be the more relevant fear or maybe just para-

JOHN CLAYTON noia. Decisions in all

sports tend to be reactionary. In football, defenses used to react to big, pounding I-backs such as John Riggins. Now, they react to surgically skilled quarterbacks such as Peyton Manning and Tom Brady. Front offices build teams to prepare for them and coaches drill to stop them.

NASCAR is the same. Teams are reacting to the success of Hendrick and Roush by growing themselves — in some cases too quickly (see, Ginn) — into four-team behemoths the way Godzilla grew before stepping on Tokyo.

Speaking of Tokyo, those same teams are also reacting to what they think Toyota could become.

In a recent interview, longtime Toyota Racing Development executive David Wilson said TRD was determined not to change the economics of the sport, but TRD's spending power and technological savvy is no doubt in the back of the minds of

people such as Yates and DEI head Max Siegel. "About two years" — that's how long Jeff Hensley, crew chief of the Bill Davis Racing's No. 5 Toyota Tundra, gives Toyota before the manufacturer becomes a serious, serious player in what will by that time be the Sprint Cup Series. Just as in the NASCAR Craftsman Truck Series in 2004, it

took Toyota half a season to score its first victory in its first year of Busch Series competition. Right on schedule? I'd bet on it.

The competition is stiffer at NASCAR's top level, and Toyota knows that. The money spent is far more serious and the talent

level from team to team, crew to crew is far superior. To that effect, TRD's NASCAR Support Center will open sometime next summer in Salisbury, N.C., and will continue a Toyota philosophy of sharing the raw data available to all teams in every NASCAR series. There will be no wind tunnel and no test track. But Toyota

will keep about 40 of the 89 acres it purchased for the facility, leaving plenty of room to expand over the next five years. By that time, Toyota should be well beyond the seven cars it now has competing in Nextel Cup and closer to a more representative 25 percent of the field - 10-12 cars. If tunnel time, which is already in short supply, can't be found, well, what's a company to do? Toyota certainly has the commitment and the cash to do whatever, whenever it pleases.

And that's where the paranoia begins for other owners whether it is justified or like swatting at imaginary spiders during a restless sleep.

Whether Toyota wants or intends change the "economic landscape" of the sport or not, it already has. The chain-reactions have already started — they're just being called mergers or partnerships

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were four barrels, three deuces, fuel fuel, others gas.

three-tone paint. No

Because of their large size, many were **GARY LONDON**

RACE REWIND

Race 23 of 35: Montreal 200, Saturday, Aug. 4 Circuit Gilles-Villeneuve, Montreal, Quebec

FINAL RESULTS



22

90

19

14

13 15

21

38

35



Kevin Harvick

Max Papis Patrick Carpentier

·····				P
Driver	Car	Laps	Money	Status
Kevin Harvick	AutoZone Chevrolet	75	\$109,450	Running
Patrick Carpentier	Zellers & Komatsu Dodge	75	74,025	Running
Max Papis	Miccosukee Resorts Chevrolet	75	60,400	Running
Ron Fellows	Camping World Chevrolet	75	54,225	Running
Stephen Leicht	citifinancial Ford	75	52,755	Running
Kyle Krisiloff	Lilly/Walgreens Ford	75	48,477	Running
Marcos Ambrose	Kingsford Ford	75	54,002	Running
Brad Coleman	FedEx Express Chevrolet	75	38,025	Running
David Reutimann	NAPA Auto Parts Toyota	75	43,577	Running
Jeff Burton	Holiday Inn Chevrolet	75	41,625	Running
Aric Almirola	Rockwell Automation Chevrolet	75	46,927	Running
Nic Jonsson	Yellow Transportation Chevrolet	75	33,900	Running
Ron Hornaday	Dollar General Chevrolet	75	41,500	Running
Scott Pruett	Wrigley's Juicy Fruit Dodge	75	35,500	Running
Andy Pilgrim	U.S. Navy Chevrolet	74	35,700	Accident
Michel Jourdain	Dish Network Ford	74	35,250	Running
Stanton Barrett	Interush.net Chevrolet	74	33,575	Running
Robby Gordon	Camping World Ford	73	32,975	Running
David Ragan	Discount Tire Ford	73	32,850	Running
Greg Biffle	Cub Cadet Ford	73	33,700	Running
Todd Kluever	3M Ford	73	45,027	Running
Brent Sherman	Big Lots Chevrolet	73	39,477	Running
John Graham	Kick Butt Amped Energy Ballz Toyota	72	35,350	Running
Bobby Hamilton, Jr.	McDonald's Ford	72	39,352	Running
Richard Johns	freecreditreport.com Ford	72	34,600	Running
Jason Leffler	Great Clips Toyota	71	39,557	Running
Mike Wallace	Geico Chevrolet	70	39,202	Running
Boris Said	Hellmann's Mayonnaise Dodge	66	39,805	Engine
Andy Lally	Clorox/TRG Ford	65	34,270	Transmission
Carl Edwards	Scotts Ford	65	37,985	Running
Jorge Goeters	Scott Towels/Wal-Mart Ford	57	34,375	Accident
Steve Wallace	HomeLife Communities Dodge	34	37,812	Engine
Mike MacKenzie	Forbes Chevrolet Chevrolet	25	32,105	Transmission
Michael Valiante	Texaco/Havoline Dodge	24	39,570	Transmission
Trevor Boys	First Produce Chevrolet	24	32,035	Transmission
Alex Garcia	Dixien/Omni Source Chevrolet	18	32,000	Engine
D.J. Kennington	Krispy Kreme/Castrol Dodge	14	31,960	Transmission
Morgan Shepherd	Victory In Jesus Dodge	7	31,905	Brakes
Scott Gaylord	Ford	5	31,870	Brakes
Mark Green	Dodge	4	31,785	Electrical
Joe Fox	JD Motorsports/RACEGIRL Chevrolet	3	31,700	Overheating
Jerick Johnson	American Legion Chevrolet	3	31,640	Rear End
J.R. Fitzpatrick	Home Hardware Chevrolet	0	31,473	Electrical
		-	, ., 5	

RACE STATISTICS

01

Race time: 3 Hours, 8 minutes, 30 seconds Average speed: 64.671 miles per hour Victory margin: .338 second Caution flags: Five for 14 laps Lead changes: 11 among seven driver

Lap leaders: Patrick Carpentier 1-6; Boris Said 7-10; Ron Fellows 11-13; Carpentier 14-15; Niclas Jonsson 16-18; Scott Pruett 19-27; Marcus Ambrose 28-38; Fellows 39: Carpentier 40-45: Jonsson 46-47: Ambrose 48-73: vin Harvick 74-75

2.398

2,340 2,27

2.252

2.240

TALK OF TIME TRIALS

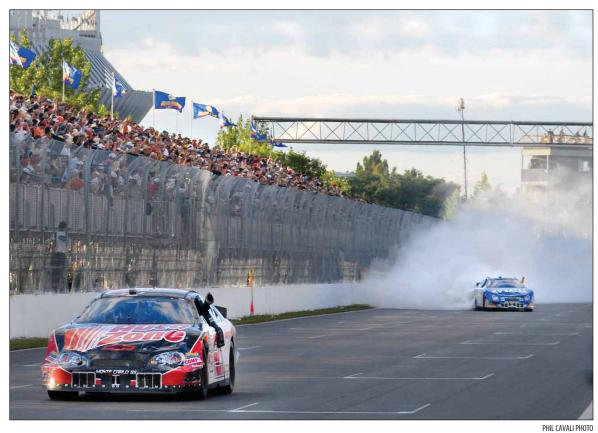
French Canadian Patrick Carpentier earned the pole with a lap at 102.086 miles per hour at Circuit Gilles-Villeneuve. Max Papis, Ron Fellows, Boris Said and Busch regular Marcos Ambrose rolled off second through fifth.

STANDINGS



Top 10

1. Carl Edwards	3,467	6. Bobby Hamilton, Jr.
2. David Reutimann	2,680	7. Stephen Leicht
3. Kevin Harvick	2,548	8. Marcos Ambrose
4. Jason Leffler	2,532	9. David Blaney
5. David Ragan	2,486	10. Mike Wallace



HOT HEAD: Race winner Kevin Harvick heads to victory lane while Robby Gordon, feeling he deserved the Busch Series win, performs a burnout along the grandstands Saturday at Circuit Gilles-Villeneuve in Montreal.

Chaos In Canada Harvick Wins, But Not If Gordon Has Anything To Say About It

MONTREAL — Was it a demolition derby? Was it an auto race? Whatever Saturday's NAPA Auto Parts 200, the first NASCAR Busch Series race in Canada was, it was highly popular with the capacity crowd gathered at Circuit Gilles-Villeneuve.

One of the most controversial races in recent NASCAR history ended with Kevin Harvick in victory lane and a lot of angry drivers, officials and fans standing by.

The angriest was Robby Gordon, who appeared to have taken the lead from Marcos Ambrose just prior to a yellow flag appearing late in the event on the 2.747-mile road course.

However, seconds after Gordon passed Ambrose, the Australian driver hit Gordon from behind, sending the veteran racer spinning. Now, with race under the full-course yellow, confusion reigned.

After several laps of the track with Ambrose and Gordon following closely behind the pace car. Gordon was ordered to fall back to 13th in the order. He refused.

But instead of red flagging the race, NASCAR allowed the green flag to wave with Gordon right behind Ambrose. Gordon promptly wrecked Ambrose and raced ahead of the field the remaining distance.

However, his scorecard was pulled for ignoring NASCAR's commands and he was credited with 18th at the checkered flag. Believe it or not, the craziness had

only begun

Harvick, who started at the rear of

the field after missing qualifying while practicing his Cup car at Pocono, had rammed his way to the front of the field, spinning Scott Pruett and Andy Pilgrim along the way.

He inherited the lead and held off a spirited charge by French Canadian open-wheel racer Patrick Carpentier to claim his 30th series victory. Carpentier finished .338 second behind in his first Busch Series start.

"The last four or five laps were pret-ty wild," Harvick said. "There was a lot of pushing and shoving and everybody running into each other — a lot like short-track racing."

Road racer Max Papis finished third, while Ron Fellows and Stephen Leicht rounded out the top five.

While Harvick enjoyed the official victory lane celebration, Gordon performed a burnout on the frontstretch as if he had won the race. And he contended that he had.

"You always go back to your posi-tion, if you get spun out," Gordon said after the race. "Marcos spun me under the (final) caution. They told me originally, 'Go back to second place.' Halfway around the last lap, they told me to go back to 13th place, 14th place, something like that.

'I was never running 13th or 14th, so I don't know what to say I completed the most laps. I was the first car to complete 'em. I won the race. You guys can say I got into the back of (Ambrose) over here. He got into the back of me over there. It's just a huge disappointment.

While NASCAR did not explain its

decision following the race, it issued a statement that explained its interpretation of the events. According to NASCAR, Ambrose was leading at the time of the yellow flag, and Gordon attempted to improve his position under the yellow flag.

'At the time that the field was frozen, the 59 (Ambrose) was in the lead," the statement read. "The 55 (Gordon) did not maintain cautious pace and by NASCAR rule, cars not maintaining cautious pace are scored only when they blend back into the continuous line. The 55, based on our scoring, was ordered to blend back in behind the 33 in front of the 7.

'The tower ordered the 55 multiple times to get in to position. The directive was acknowledged by the crew chief of the 55 and the crew chief also communicated the order to the driver the 55. The driver ignored NASCAR's directive."

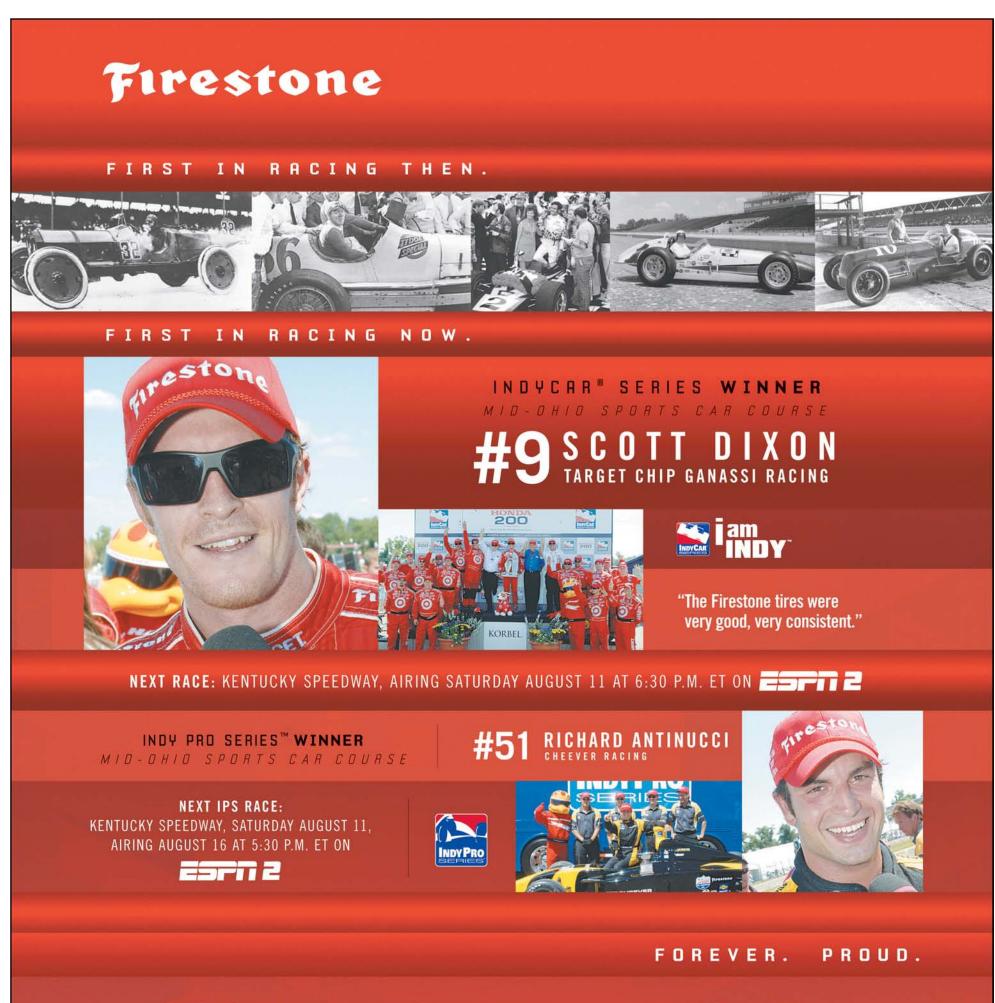
NASCAR did not take Gordon's actions lightly and he was parked for Sunday's Cup race at Pocono Raceway, where he was replaced by P.J. Jones. Additional penalties against Gordon are expected this week.

Meanwhile, Ambrose dominated the event, only to have it stolen from him in the closing laps.

"I knew that he was going to try and hit me," Ambrose said. "We were talking whether we should pull over and let him pass, but you know, I've got two laps to go and I'm trying to win the race. If somebody is going to take me out, they're going to take me out. If they feel strong enough, they're going to do it.'

6

VASCAR BUSCH SER





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Gharst Tops Off Quite The Week

BY BOB WILSON

KNOXVILLE, Iowa — Kaley Gharst is on a roll at Knoxville Raceway. That roll continued with a victory in

Sunday night's ninth annual 360 Tournament of Champions at the historic half-mile oval.

ToC SPRINTS



Gharst won Thursday night's preliminary feature during the 360 Nationals and topped Saturday night's 410 sprint-car feature before taking Sunday night's \$5,000 top prize.

Gary Wright took the early lead in the 30-lap event and ran the bottom groove with most of the competition running the cushion.

Kaley Gharst

Wright's night ended early when a flat tire during a lap-six yellow flag sent him to the pits. Chuck Swenson inherited the lead with Gharst second.

At the halfway point Swenson owned a 20length lead over Gharst, but just as quickly that margin began to melt as Swenson entered lapped traffic. Lap 17 saw Gharst grab the top spot as he roared out of turn two while Swenson struggled behind some of the backmarkers.

Gharst worked lapped traffic expertly the remaining laps, while Jeff Mitrisin took second from Swenson. Swenson, Wayne Johnson and Garry Lee Maier rounded out the top five.

The summary: Fast time: JD. Johnson, 15:984 seconds (49 cars). First Heat: Gabe Maycock, Randy Martin, Wayne Johnson, Bryan Dobesh, Jason Johnson, J.D. Johnson, Chris Schmelzle, Ryan Jamison.

Second Heat: Kager Phillips, Gary Wright, Brett Mather, Seth Bergman, Justin arger, Foster Landon, Chuck Hebing, T.J. Winegardner, Jr. Third Heat: Joe Beaver, Jeff Mitrisin, Josh Higday, Rick Ideus, Darren Long, Stu

Snyder, Brian Thomas, Kathryne Minter. Fourth Heat: Nick Smith, Matt Moro, Joe Ramaker, Luke Hall, Robby Vaughn, Don

Droud, Jr., Eric Baldaccini, Matt Harms

Uroug, Jr., Eric Baldaccini, Matt Harms. Fifth Heat: Kaley Gharst, Lee Grosz, Ron Blair, Travis Rilat, Johnny Anderson, Natalie Sather, Tyler Spath, Dave Glennon. Sixth Heat: Chuck Swenson, Garry Lee Maier, Toby Chapman, Eric Lutz, Derek Ingalls, Lauren Densie, Malloy Armfield, Josh Fisher. First B: Rilat, Baldaccini, Ingalls, Ideus, Minter, Densley, Thomas, J.D. Johnson, Snyder.

First S. Finat, Badascum, Ingains, Jueus, Minter, Vertisay, Inomas, J.D. Jonnison, Janger, Second B: Dobesh, J.Johnson, Barger, Hall, Bergman, Vaughn, Jamison, Harms, Schmelzle. Third B: Droud, Long, Anderson, Sather, Lutz, Landon, Winegardner, Hebing, Armfield. Feature: Gharst, Mitrisin, Swerson, W. Johnson, Maier, Martin, J. Johnson, Beaver, Rild, Dobesh, Smith, Grosz, Long, Moro, Baldaccini, Winegardner, Hebing, Maycodk, Blair, Vaughn, Mather, Densley, Minter, Barger, Wright, Phillips, Chapman, Higday, Droud.

Gharst Inherits 410 Lead, **Holds Off Droud At Finish** BY BOB WILSON

KNOXVILLE, Iowa — Kaley Gharst took the annual tune-up for the Knoxville Nationals, topping Saturday night's 20-lap 410-sprint-car feature during the 17th annual

410 SPRINTS

360 Knoxville Nationals. Front-row-starter Jeff Mitrisin took the lead at

the start and was chased closely by Californian Tim Kaeding. With two laps in the books, a vellow was displayed for Travis Cram, whose car had lost a

left-rear tire. When the race went green again, Mitrisin again held the top spot with Kaeding in second and Gharst third. On lap 12, Kaeding made a run at Mitrisin

in the first turn, but contacted Mitrisin's leftrear tire, sending both cars into the turn-one wall. Gharst, who had inherited the lead, held off Don Droud, Jr. the remaining distance, with Billy Alley, Davey Heskin and Ricky Logan filling out the top five.

\$10,000 RICHER

Stewart's 360 Conquers Knoxville; Wright Gives Up Second To Johnson

KNOXVILLE, Iowa — Shane Stewart pocketed \$10,000 by winning Saturday night's 17th annual 360 Knoxville Nationals featuring the O'Reilly

American Sprint Cars on Tour at the famed Knoxville **360 NATIONALS** Raceway.

Stewart and Gary Wright traded the lead during the middle portion of the race before Stewart took over for keeps on the 14th circuit aboard the Shaver-powered Doyle's Harley Davidson No. 1hd Maxim.

Surviving a caution flag that waved on the white-flag lap, Stewart took the checkered flag with a .840-second advantage over Wayne Johnson, who raced around Gary Wright for the runner-up position in the final corner.

Stewart started outside the front row with Josh Higday on the pole. Stewart took the lead on the second attempt to start the race after Bryan Howland flipped on the initial start. Wright quickly moved to second and worked the low groove, while Stewart ran the high side.

Wright sneaked into the lead on lap 11, but Stewart remained close and reclaimed the point from the ASCoT point leader on lap 15.

Despite the green-white-checkered finish, Stewart claimed his 14th ASCoT triumph, while Wayne Johnson, who started ninth, finished second. Wright, Jason Johnson and Kaley Gharst rounded out the top five.

The summary: E Main (8 laps): Jonathan Cornell, Eric Lutz, Kathryne Minter, Travis Porter, Jordan St. unold, Gary Moyer, Dave Glennon, Lauren Densley, Ben Gregg.



MIDDLE STAGES: Shane Stewart (1) battles Gary Wright for position during Saturday night's 360 Nationals feature at Knoxville (Iowa) Raceway.

D Main (10 laps): Eric Baldaccini, Forrest Sutherland, Cornell, A.J. Selenke, Frankie Heimbaugh, Foster Landon, Alan Zoutte, Lutz, Robbie Vaughn, St. Arnold, Dave Glennon, Matt Harms, Josh Fisher, Chris Schmelzle, Tyler Thompson, Minter, Porter, Moyer, Toby Chapman, Matt Linder, Derek Hagar, Nick Smith. C Main (12 laps): J.D. Johnson, Lee Sowell, Tayler Malsam, Jack Potter, Bryan Dobesh, Larry Pinegar II, Seth Bergman, Brad Sweet, Fete Crall, Joe Ramaker, Don Droud, Jr., Nate VanHaaften, Cornell, Baldaccini, Derek Ingalls, Landon, Mike Houseman, Jr., Sutherland, Heimbaugh, T.J. Winegardner, Selenke, Mike Chadd.

B Main (15 laps): Justin Barger, Larry Neighbors, Garry Lee Maier, Jonathan Allard, Jan Howard, Joe Beaver, Russ Hall, Chad Meyer, Rick Ideus, Natalie Sather, Ron Blair, Luke Hall, Lee Grosz, Potter, Lee Sowell, Dustin Selvage, Malsam, Johnson, Chuck Swenson, Jarod

Smith, John Keamey, Brett Golk. Feature (25 laps): Shane Stewart, Wayne Johnson, Gary Wright, Jason Johnson, Kaley Gharst, Josh Higday, Travis Rilat, Scott Winters, Matt Moro, Allard, Dale Blaney, Brett Mather, Neighbors, Daren Long, Gregg Bakker, Maier, Don Young, Brian Brown, Chuck Hebing, Barger, Skip Jackson, Johnny Anderson, Bryan Howland.

Gharst, Stewart Split Knoxville Prelims

Thursday

KNOXVILLE, Iowa — Kalev Gharst was presented with a golden opportunity on Thursday night as the 17th annual ASCoT Knoxville Nationals for 360 sprint cars kicked off at Knoxville Raceway.

And the young Illinois **360 NATIONALS** racer took full advantage by

collecting his first O'Reilly American Sprint Cars on Tour feature win in the 20-lap main event and put himself in a solid position for Saturday night's \$10,000-to-win ASCS Knoxville Nationals finale.

Randy Martin had led most of the distance in search of his first Knoxville victory in nearly two years, when Brown made a bid for the lead.

Brown slid past Gharst for second in turns one and two on the 18th lap and set his sights on Martin. Martin rode the high line into turns three and four, while Brown drove in on the low side and tried to execute a slide job that had no chance of succeeding from the outset.

The resulting contact sent Martin's Diamond Pet Foods airborne and headlong into the turnfour retaining barrier with Brown tumbling as well. Both drivers walked away from the melee.

"I never saw him coming, once I kind of regained my senses after a couple of minutes I asked one of the track officials who it was that just ran over me," Martin said.

Gharst assumed the point on the restart, with Gary Wright on his tailtank. Setting a slow pace approaching the green flag, Gharst got the jump and Wright was unable to mount a serious bid for the win, with Gharst taking the checkered flag with a 0.622-second advantage

Wright had started the race 21st and blasted through the field on the historic half-mile oval, but Gharst's No. 3 Maxim, which carried the same Wesmar engine that propelled Billy Alley to consecutive ASCS Knoxville Nationals triumphs in 2004 and 2005, was too strong for the ASCoT point leader.

Matt Moro, Russ Hall and Johnny Anderson rounded out the top five.

The summary: Fast time: Jon Corbin, 16.226 seconds (51 cars).

First Heat (8 laps): Natalie Sather, Travis Rilat, Don Young, George White, Larry Pinegar II,

Hrst Heat (8 lap): Natale Sather, Travis Kilat, Don Young, Leorge Wnite, Larry Pinegar II, Alan Zoutte, A. J. Selenke, Derek Hagar, Kathnyne Minter, Jon Corbin. Second Heat (8 laps): Matt Moro, Brian Brown, Russ Hall, Jarod Smith, Gary Wright, Nate Van Haaften, Foster Landon, Robbie Vaughn, Chris Schmelzle, Travis Porter. Third Heat (8 laps): Larry Neighbors, Joe Ramaker, Pete Crall, Seth Bergman, Billy Alley, Jeff Mitrisin, John Kearney, Fred Cade, Frankie Heimbaugh.

Fourth Heat (8 Japs): Scott Winters, Kaley Gharst, Lee Grosz, Randy Martin, Lee Sowell,

Fourth Heat (8 Japs): Scott Winters, Kaley Gharst, Lee Grosz, Randy Martin, Lee Sowell, Dale Blaney, Derek Ingalls, Danny Jennings, Brian Thomas, Casey Heser. Fifth Heat (8 Japs): Luke Hall, Johnny Anderson, Jack Potter, Bryan Howland, Don Droud, Jr., Chuck Swenson, Tyler Thompson, Matt Harms, Doc Sloan. C Main (8 Japs): Heimbaugh, Thomas, Porter, Schmelzle, Heser, Minter. B Main (12 Japs): Wright, Blaney, Kearney, Alley, Swenson, Droud, Pinegar, Sowell, Thompson, Ingalls, Jennings, Zoutte, Hagar, Van Haaften, Heimbaugh, Harms, Landon, Vaughn, Cade, Selenke, Mitrisin, Thomas. Evature 201 Lanc): Ghazt, Wright Mircor, B. Hall, Anderson, Blaney, Winters, Pilot

vaugini, Jade, Seetine, Mitthin, Informas. Feature (20 laps): Gharst, Wright, Moro, R. Hall, Anderson, Blaney, Winters, Rilat, Howland, Smith, Neighbors, L. Hall, Grosz, Young, Potter, Bergman, Sather, Crall, Ramaker, Martin, Brown, White, Alley, Kearney.

Friday

KNOXVILLE, Iowa — Shane Stewart returned to victory lane at Knoxville Raceway with a victory on the second night of the 17th annual ASCOT Knoxville Nationals Friday night.

Stewart battled Jonathan Allard for the lead upon the completion of the eighth round and ultimately took the checkered flag with a comfortable 3.681-second advantage over Jason Johnson, who picked up the runner-up slot when apparent second-place finisher Clint Garner was disqualified after his car failed postrace technical inspection.

It was Stewart's 13th-career O'Reilly ASCoT National victory and first since winning the Devil's Bowl Winter Nationals in 2004. It was his third victory at Knoxville's hallowed half-mile oval.

Stewart started fifth in the No. 1 Shaver-powered Maxim and quickly made his way to the front, taking second on lap two and chasing Allard. Once passing Allard, Stewart ran away from the competition.

Garner crossed the line 1.352 seconds behind Stewart, but Johnson took runner-up honors following Garner's disqualification. After starting eighth, Knoxville Raceway point-leader Josh Higday took third. Brett Mather and Darren Stewart rounded out the top five. The summary:

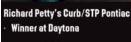
The summary: Fast time: Chuck Hebing, 16.179 seconds (59 cars). First Heat (8 laps): Dustin Selvage, Darren Stewart, Jonathan Allard, Tim Allison, Chuck Hebing, Justin Barger, Nick Smith, Forrest Sutherland, Matt Linder, Tim Allison. Second Heat (8 laps): Garry Lee Maier, Josh Higday, Skip Jackson, Ron Blair, T.J. Winegardner, Ryan Roberts, Ricky Logan, Rick Ideus, Josh Fisher, Eric Baldaccini. Third Heat (8 laps): Gregg Bakker, Joe Beaver, Jason Johnson, Brett Mather, Mike Houseman, Jr., Dave Hail, Darren Long, Nick Mulheim, Kevin Ingle, Jordan St. Arnold. Fourth Heat (8 laps): Wayne Johnson, J.D. Johnson, Brett Golik, Bryan Dobesh, John Hall, Mike Chadd, Eric Lutz, Toby Chapman, Jordan Martens, Chris Morgan. Fifth Heat (8 laps): Clini Gamer, Shane Stewart, Jan Howard, Brad Sweet, Tayler Malsam, Nate Mosher, Mitch Runge, Jonathan Cornell, Jesse Giannetto, Tim Norman.

Nate Mosher, Mitch Runge, Jonathan Cornell, Jesse Giannetto, Tim Normar

C Main (10 laps): Baldaccini, Fisher, Snyder, Linder, Gregg, Glennon, Phillips, St. Arnold, Houseman, Moyer, Armfield, Danley, Yeager, Kulhanek, Ingle, Densley. B Main (12 laps): Long, Barger, Hebing, Ideus, Logan, Fisher, Malsam, Mosher, Chapman, Winegardner, Sutherland, D. Hall, Baldaccini, Chadd, Smith, Mulheim, Lutz, Houseman, J. Utare Hall, Cornell, Roberts.

Han, Conten, Novels.
Feature (20 laps): S. Stewart, J. Johnson, Higday, Mather, D. Stewart, Bakker, Meyer, Jackson, Maier, Beaver, Sweet, Howard, Long, W. Johnson, Dobesh, Blair, Ideus, Barger, J.D. Johnson, Selvage, Allard, Hebing, Golik.

CURB RECORDS POINTS PAL YEAR



STP.



HANK WILLIAMS JR.

NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM

5 David Ragar 6. Bobby Hamilton, Jr Stephen Leicht 8. Marcos Ambrose 9. Dave Blaney 10 Mike Walla 11. Grea Biffle 12. J.J. Yeley AMY DALLEY





CLAY WALKER

RODNEY ATKINS



IRL IndyCar Nextel Cup 1. Jeff Gordon 3,236 1. Dario Franchitt 2. Denny Hamli 2,870 2. Scott Dixon 3. Matt Kenseth 2,825 3. Tony Kanaai 4. Jeff Burton 2,763 4. Dan Wheldon 2,749 Sam Hornish, J Tony Stewart 6. Carl Edwards 2.682 6. Helio Castrone 7. Jimmie Johnsor 2,624 7. Danica Patrick 8. Scott Sharp 3. Kyle Busch 2,611 9. Kevin Harvick 2.600 9. Marco Andrett 10. Clint Bowyer 10. Buddy Rice 2,552 11. Martin Truex, Jr 2,437 **IRL Indy Pro** 12. Kurt Busch 2,399 13. Dale Earnhardt, Ji 2,392 1. Alex Lloyd 14 Ryan Newman 2 3 0 9 2. Hideki Mutoh 15. Greg Biffle 2,183 3. Wade Cunningha 16. Mark Martin 2,183 4. Bobby Wilson 17. Jamie McMurray 2.147 . Jaime Camara 18. Juan Pablo Montoya 2,132 6 Robbie Pecorar 19. Casey Mears 2,113 7. Mike Potekhen

Dale Jarrett with his Curb/

Busch Grand National Car

Top 5/Busch Grand National Championship

Dale Earnhardt with his Curb Records

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4. Bobby Gerhart

5. Justin Allgaier

6. Phillip McGiltor

7. Justin South

9. Bryan Silas

8. Patrick Sheltra

10. Jason Hedlesky

Southern Division

1. Michael Ritch

2. Trevor Bavne

3. Mike Garvey

5. Bobby Gill

Mark McFarla

Matt Hawkins

7. Chase Pistone

8. Shelby Howard

Woody Howard

10. Richard Boswell

1. Mike David

2. Mike Duncan

4. Brian Ickler

5. Jason Bowles

7. Justin Lofton

9. Alex Haase

8. Brett Thompson

10. Eric Richardso

1. Chris Gabehart

2. Scott Hantz

3. John Van Doo

4. Jeff Lane

5. J.R. Roahric

6. Jason Shively

7. Rick Turner

8. Kenny Tweed

9. Terry Fisher, Ju

10. Jack Smith

6. Eric Hardir

John Bornemar

NASCAR West

Hooters Pro Cup

Winston Cup Championship Car

Busch Series

20. Bobby Labonte

1. Carl Edwards

3. Kevin Harvick

4. Jason Leffler

13. Scott Wimn

14. Clint Bowyer

15. Steve Wallace

16. Kyle Krisiloff

17. Matt Kenseth

18. Casey Mears

19. Regan Smith

20. Brent Shermar

Truck

1. Mike Skinner

3. Todd Bodine

4. Travis Kvapil

5. Johnny Benson

6. Rick Crawford

7. Jack Sprague

8. Ted Musgrave

. Matt Craftor

10. Erik Darnell

11. Dennis Setze

12. David Starr

13. Terry Cook

15. Aaron Fike

17. Bill Lester

18. Tim Sauter

19. Willie Allen

Crown Cham

20. Stacy Compto

Brad Noffsinger - Top 5 USAC Silver

nionshir

16. Ken Schrader

2. Ron Hornaday, Jr.

Craftsman

David Reutimann

Champ Car 3,467 2 680

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2/000	1. Sebastien Bourdais
2,548	2. Robert Doornbos
2,532	3. Will Power
2,486	4. Justin Wilson
2,398	5. Neel Jani
2,340	6. Simon Pagenaud
2,271	7. Oriol Servia
2,252	8. Graham Rahal
2,240	9. Alex Tagliani
2,174	10. Bruno Junqueira
2,081	
2.015	Channa Can

Chris Festa

9. Logan Gomez

10. Stephen Simpson

Champ Car

Atlantic 1. Raphael Matos 314 2. Franck Perera 278 3. Robert Wickens 238 4. James Hinchcliffe 217 5. Jonathan Bomarit 184

6. Giacomo Ricci 7. Alan Sciuto 8. J.R. Hildebrand

10 Justin Sofio

2,346 2.269 2,100



ARCA 1. Frank Kimmel

Tim Grose - NHRA

Winternationals Champ

1,404 1.342 2. Michael McDowell 1,321 3. Dexter Bean





10. Jerry Coons, J

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

1. Levi Jones

2. Darren Hage

3 Dave Darland

4. Brady Bacon

5. Ricky Stenhouse,

6. Kevin Swindell

7. Brady Short

8. Jesse Hocket

10. Mat Neely

9. Jon Stanbrough

1. Jerry Coons, Jr.

2. Darren Hagen

4. Brad Kuhn

5. Levi Jones

6 Dave Darland

7. Kevin Swindel

3. Ricky Stenhouse.

USAC Midgets

USAC Sprints

2,845

2,800

2,610

2,505

2,485

2,310

2,265

924

807

786

784

777

763

761

750

748

740

725

670

667

634

612

602

561

552

7,328

7,235

6.981

6,862

6,859

6,838

6,666

6.654

6,544

6,460

301

294

291

289

286

283

262

256

247

245

CURB

CHANNELLOCK

CU

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

1,166

1,066

1.007

891

824

806

780

762

672

655

617

602

556

543

539

462

435

396

322

306

1,303

1,131

1,082

1.041

910

858

778

680

650

606

National

1. Brad Kuhn

3. Mike Hess

l. Davey Ray

5. Danny Stratt

6. Darren Hagen

8. Ricky Stenhouse,

9. Dave Darland

10. Scott Hatton

1. Brad Kuhn

3. Davey Ray

4. Mike Hess

5. Scott Hattor

6. Danny Stratton

. Doug Schenck

8. Aaron Fiscus

9. Jerry Coons, Jr.

10. Chad DeSelle

1. Rod Fuller

4. Larry Dixon

5 LR Todd

2. Tony Schumach

3. Brandon Bernste

6. Bob Vandergriff, Jı

7. Whit Bazemore

8 Dave Grubni

9. Melanie Troxe

NHRA Top Fuel

2. Brandon Waelti

Badger Midgets

7. Brad Loyet

2. Jerry Coons, Jr

Midget Driver

Of The Year

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

4. Karen Stoffer

5. Chip Ellis

6. Craig Treble

9. Chris Rivas

. Steve Johnsor 8. Peggy Llewellyn

1,242

1,147

894

623

588

544

538

533

499

481

1,322

1.031

1,028

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965

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808

762

758

663

1,124

996

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915

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650

CURB



2 KIMBERLEY LOCKE 3. Andrew Hines 602 543 518

481

444

436

414



STEVE HOLY

WYNONNA

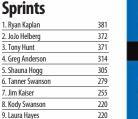
BLUE COUNTY

BOMSHEL

HANK III

CLEDUS T. JUDD

10. Eddie Krawie 407 **USAC Western**





361

314

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1,302

1 266

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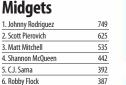
48

48

48

3,219

3,190





Busch East 1. Joey Logano

. Matt Kobyluc

3. Peyton Seller

4. Bryon Chew

5. Sean Caisse

6. Mike Olsen

7. Marc Davis

10. Doug Herbert **NHRA Funny Car**

. Ron Capps	1,030
2. Robert Hight	921
3. Mike Ashley	836
l. Tony Pedregon	807
i. Jack Beckman	800
i. Gary Scelzi	764
'. John Force	744
8. Jim Head	740
Del Wareham	([[



NHRA Pro Stock

57	
73	1. Greg Anderson
89	2. Jeg Coughlin
55	3. Dave Connolly
64	4. Allen Johnson
41	5. Jason Line
33	6. Kurt Johnson
23	7. Warren Johnson
25	8. Larry Morgan
	9. V. Gaines
	10. Richie Stevens
78	



2. Angelle Sam 668







WoO LM





2 COWBOY CRUSH



Curb/Agajanian Busch Car. Billy Boat - Top 10 Indianapolis 500 Winner at Richmond Top 5 IRL Championshi

98 CURB

> Tom Sneva - Top 10 CART Indy Car Cham

Kasey Kahne with the Kahne/ Curb Records 2006 Sprint Car

LEANN RIMES







1. Gary Wright 3,840 2. Wayne Johnsor 3,784 3. Jason Johnson 3,742 4. Travis Rilat 3,584 5. Foster Landon 3,176 6. Darren Stewa 2,512

7. Nick Smith 8. Eric Baldaccini 9. Andy Shouse 10. Chris Schmelzle

ASCS Patriot 1. Chuck Hebing

2. Jared Zimbardi 3. Ray Preston 4. Don Adamczyk 1,6 5. Scott Kreutter 1,4 Blake Breen 1,3 7. Bobby Breen 1,2 8. Bryan Howland 9. Geoff Ouackenbush

10. Chris Muhleisen **URC Sprints** 1. Curt Michael 2. Ed Aikin

3. Kramer Williamson 4. Michael Carber 5. Brian Seidel

1,1 1,1 1,7

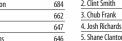
1,625 1,615

1,587 1. Matt Smith 1,478

1.882 1,701 1.559 1,559 9. Del Worsham 10. Cruz Pedregon 1,849 1.833

1,739





646 i. Rick Eckert . Darrell Lanigar

8. Tim Fuller 847 9. Brian Shirley 10. Shannon Bab

1,083 1,078















4,272 4,248 4.067

INDUSTRY INSIDERS Stories of people who make a living in motorsports Finding The Time To Work Out Is Challenging For Drivers

thletes in professional sports train throughout the year to maintain a competitive edge. Tony Stewart is especially passionate about racing. Coupled with his interests outside the NASCAR Nextel Cup Series, establishing an effective training routine that produces results, maintains motivation to improve and sustains an enjoyable lifestyle presents a unique challenge.

It has been almost one year since I started training with Tony Stewart. The first issue that we had to address was finding the time and place to workout. Previous to my hiring, Tony's only structured workout routine came as he prepared for the double duty of the Indianapolis 500 and the Coca Cola 600. I quickly learned that developing a routine was not an easy task.

By Marc Arnone GUEST COLUMNIST

First, there is no off-season, as Tony races during the winter months in events such as the Rumble in Fort Wayne (Ind.) and the Chili Bowl in Tulsa, Okla. The

MARC ARNONE

driver Tony Stewart.

Stewart on the road.

Marc Arnone is a certified

strength and conditioning spe-

cialist, who works with NASCAR

On the Road: Arnone calls

rarely there, as he accompanies

Charlotte, N.C., home but is

schedule during the season extends beyond race weekend, due to sponsor-obligated appearances, commercial shoots, the occasional dirt race, running his race teams and testing for the Cup teams. We must adjust our workout schedule week- to week to make sure we are making the most of the time available.

Many drivers have trainers, but only spend a few hours a week with them. To establish and maintain an effective training routine with

Tony's demanding year-round schedule. I now travel with him everywhere he goes. Effective training also includes effective nutrition, so my role also includes cooking some of his meals. We were put into a situation of becoming both trainer and client, along with friend and roommate.

As a trainer, my goal is to determine which exercises most benefit the client. I have trained athletes in other sports that require building up their bodies to make them bigger, faster, stronger.

Our goal is to build Tony up to a high fitness level that will allow him to not worry about body fatigue and stay focused in the car. The workout routine is designed to help strengthen the body so that in the event of an accident, the injury potential will be decreased. The program started with the basics of performing the common lifts and doing

cardio. We focus on the core area (which consists of the abs and lower back), the neck and shoulders. The emphasis is to build up muscle stamina and develop strength. Once Tony gained a good fitness foundation, we moved into more intense workouts that would keep his heart rate elevated for an extended period of time.

Workouts incorporate super setting (performing two or more exercises in a row with no rest), combination lifts (an exercise that primarily targets two or more body parts) and some cross training (going back and forth between weights and cardio machines).

Nutrition is another aspect of the healthy lifestyle. This has been one of the harder elements of our program, due to the demands of Tony's schedule. It's a team effort, between my making sure there is

NEXT WEEK ARCA President Ron Drager writes about some of racing's

most interesting folks.

good food at home. Gooch, the bus driver, stocking the bus each race weekend, and the crew preparing healthy meals at the hauler. The ultimate goal is to have three meals and two snacks throughout the day. This helps to keep the body's metabolism boosted and provide enough energy throughout the day.

As our first year of training comes to an end, we have a good understanding of what we both need to do to accomplish his fitness goals. During the first four months, Tony lost 20-plus pounds and decreased his body fat percentage. Other goals are still to be achieved. When race day comes and Tony is climbing the fence after a victory, it makes all the sacrifices worthwhile.



MAXED OUT: Max Angelelli drives the SunTrust Pontiac Riley to victory Friday as the Grand Am Rolex Series visited Montreal.

At Montreal's End, It's Angelelli & Magnussen

MONTREAL — Quite often it's not what you do in the beginning that counts, but what



you do at the end. Here Friday evening on the Isle

Norte Dame in the middle of the St. Lawrence Seaway in the two-and-ahalf-hour Montreal round of the Grand American Rolex Sports Car Series race, it was most definitely the final few minutes which were critical to who went home with a smile, and who stood around with a frown wondering how to make things better.

Out front for just the second time this season was Max Angelelli, partnered by his regular co-driver Jan Magnussen in Wayne Taylor's SunTrust Pontiac Riley. For Taylor and company, the switch from being part of Bill Riley's official factory squad to full independent status has taken some adjustment, particularly since Magnussen's other commitments have kept him out of the car on more than one occasion, forcing Angelelli to himself to adjust to new temporary partners.

In spite of everything, Angelelli has found himself in a position to chase down current points leader Scott Pruett in Chip Ganassi's Telmexbacked Lexus-Riley, a chase which got considerably closer here Friday after Pruett and Memo Rojas found themselves stuck in fifth at the finish. Indeed, with just three rounds left, Pruett's margin over Angelelli is just two points, while Alex Gurney is nine back after he and Jon Fogarty took third at Montreal with their Gainsco Pontiac Riley after an air gun failed during a pit stop and dropped Gurney out of the top five in the latter stages of the affair.

Despite that miscue, Gurney took the pole-sitting car back up the field to cross the line less than two seconds behind Angelelli, in what was a thrilling comeback to keep his hopes alive. Ironically, squeezed in between the SunTrust and Gainsco entries was the factory Pontiac Riley of Marc Goossens and Jim Mathews, Goossens driving a brilliant race after Mathews handed the car over in a good position for him to take it to the winners circle. Unfortunately, as Goossens noted later, while his car was good, it didn't have that small extra edge that would have moved it up to the top spot in those hard-fought closing laps. Nevertheless, as was the case with Gurney, at the checkered flag, the distance between Angelelli and Goossens was measured in inches, not feet.

Rounding out the leading five in fourth place after an excellent performance was the rejuvenated Cheever Racing Pontiac Fabcar of Christian Fittipaldi and Antonio Garcia, which had, at one point, actually moved up into the lead over its charging rivals, who were intent on marking the mark in the war for the championship.

The GT contest settled in the final yards after an errant car punted Werner leader Dirk in the Farnbacher Loles Porsche 911 GT3 coupe he was sharing with Bryce Miller. Although Werner managed to keep control of his car, he lost first to the similar TRG Porsche of R.J. Valentine and Andy Lally, as Lally pushed himself and his partner into victory lane for the fifth time this year.

Third after the melee that saw the Pontiac GXP-R of Kelly Collins and Paul Edwards spun out in sight of the finish, was the Black Forrest Racing Ford Mustang of Tom Nastasi and Terry Borcheller.

Birkhofer Answers \$50,000 Question

CEDAR LAKE. Wis. Birkhofer was the big winner at the 20th annual USA

Nationals for dirt **CEDAR LAKE LM** late models Saturday night at

Cedar Lake Speedway. After passing Earl Pearson, Jr. on lap 59, Birkhofer led the final 41 laps of the three-eighths-mile dirt track to bank the \$50,000 winner's share.

Scott Bloomquist started 15th and dropped to 24th before making a dominant run to the front that left him second at the checkered flag.

Pearson, Tim McCreadie and Wendell Wallace rounded out the top five.

The summary: Fast time: Justin Fegers, 13.375 seconds (53 cars). First Heat: Tim McCreadie, Brian Birkhofer, Scott Bloomquist, Ashley Anderson, Dave Eckrich, Lance Mathees, Jake Redetzke, Kerry Hansen, Mitch Johnson. Second Heat: Don Olveal, Brady Smith, Eric Pember, Matt Miller, Pat Dava Gazrett Nurrett. Led Grudeman: Time Iseehaars Stewe Hurkworki

Doar, Garrett Durrett, Joel Cryderman, Tim Isenberg, Steve Huckovski. Third Heat: Jimmy Owens, Billy Drake, Jimmy Mars, Dave Cain, Brian Harris, Denny Eckrich, Mike Goodremote, Andrew McKay, Kelly Anderson.

Anderson. Fourth Heat: Chad Simpson, Donnie Moran, Jeep VanWormer, Chris Simpson, Austin Dillon, Adam Hensel, Ace Ihm, Darrell Nelson, Cory Mahder

Fifth Heat: Shannon Babb, Earl Pearson, Terry Casey, Michael England, Jason Utter, Rick Scheffler, Rob Moss, Dale McDowell, Jason Rai

Sashi Chett, Nuk Sterliner, Nob Moss, Jaar Nedover, Jason Naden. Sixth Heat: Billy Moyer, Dan Schlieper, Wendell Wallace, Steve Laursen, Rick Hanestad, Matt Furman, Bryan Wennen, Justin Fegers. Dash: O'Neal, Simpson, Casey, Babb, Owens, Moyer, McCreadie, Fegers First B Main: Cain, Anderson, England, Utter, Eckrich, Mathees, Redetzke, McDowell, Eckrich, Hansen, Scheffler, Moss, Harris, Anderson, McKay, Goodremote, Hucovski

McCay, soudierinete, nucloski, Second B Main: Doar, Simpson, Hanestad, Hensel, Ihm, Dillon, Durrett, Miller, Furman, Laursen, Rauen, Wennen, Nelson, Johnson, Cryderman. Feature: Birkhofer, Bloomquist, Pearson, McCreadie, Wallace, McDowell, Owens, Babb, Anderson, Fegers, Hanestad, Pember, Simpson, Smith, Moyer, Drake, Schlieper, England, Casey, Cain, Simpson, Moran, Doar, Mars, VanWormer, O'Neil,



BIG BUCKS: Brian Birkhofer celebrates his \$50,000 payday Saturday.

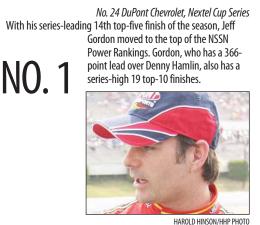


What's making news in motorsports

POWER RANKINGS

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

Jeff Gordon



REST OF THE BEST

2. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One Hamilton extended his point lead with his third victory of the season Sunday at the Grand Prix of Hungary.

3. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws The defending Knoxville Nationals champion heads to sprint-car racing's biggest event off a fourth-place finish at Charter Raceway Park.

4. Scott Dixon

No. 9 Target Chip Ganassi Honda, IRL IndyCar Series Despite being involved in a multi-car accident at Michigan Int'l Speedway, Dixon still finished 10th.

5. Tony Schumacher

U.S. Army Dragster, Top Fuel With three victories in the last five races, Schumacher gets back on track this weekend at Brainerd (Minn.) Speedway.

6. Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series Franchitti was leading Sunday at Michigan when he was involved in an accident that saw his car flip through the air.

7. Rod Fuller

Powers Motorsports Dragster, NHRA Top Fuel Fuller takes the POWERade Drag Racing Series Top Fuel point lead into Sunday's race at Brainerd Speedway.

8. Tony Stewart

No. 20 Home Depot Chevrolet, Nextel Cup After two-straight Nextel Cup victories, Stewart finished sixth on Sunday at Pocono Raceway.

9. Kevin Harvick

No. 21 and No. 29 Chevrolets, Busch Series, Nextel Cup Harvick picked up his fourth NASCAR Busch Series victory of the season and ranks in the top 10 in the Busch and Nextel Cup Series.

10. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac Riley, Rolex Grand Am Series Fogarty and Gurney drove to a third-place finish Friday afternoon at Circuit Gilles Villeneuve in Montreal.

Honorable Mention Last Week

Sprint-car drivers Shane Stewart and Kaley Gharst share the honorable mention honors this week after the pair combined to win all five sprint-car races at Knoxville (lowa) Raceway over the weekend.

Formula One point-leader Lewis Hamilton was the only driver in the top five to post a victory. He jumped from fifth to second in the Power Rankings, with Jeff Gordon taking the top spot.

School's In For Dragway This Fall

Rockingham Will Host Lab For College Drag-Racing Course

ROCKINGHAM, N.C. — Beginning this fall, motorsports enthusiasts will have the opportunity to turn their interest into a career. Sandhills Community College, in conjunction with Rockingham Dragway, will offer the course "Selected Topics in Drag Race Vehicle Preparation."

Thurman Exum, director of motorsports management at North Carolina A&T, will be the instructor for the course.

Sandhills will host the classroom portion of the course on its Pinehurst campus in Sirotek Hall on Friday evenings. The lab portion will be taught on Saturday mornings at the Rockingham Dragway.

No. 01 Crew Chief **Pemberton Honored**

INDIANAPOLIS — C&R Racing and NEO Synthetics presented their True Grit award July 29 to Ryan Pemberton, crew chief of the No. 01 U.S. Army Chevrolet in the NASCAR Nextel Cup Series, for the Allstate 400 at the Brickvard. Dennis LaCava from Hemelgarn Racing Professionals received the award in May for his work in the Indianapolis 500. The award was established in 1998 by Chris Paulsen to reward outstanding achievement in racing, and it offers a cash prize of \$10,000 to each recipient.

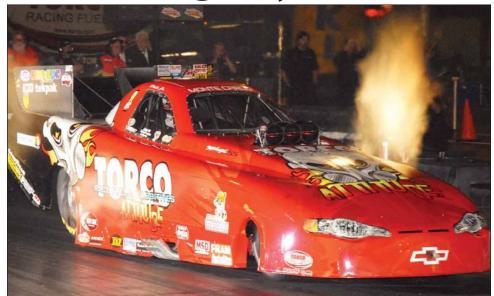
Rules Set For Canadian Sprint Car Nationals

OHSWEKEN, Ontario — With the green flag less than six weeks away, the final piece of the 2007 rules package has been put into place for the Canadian Sprint Car Nationals. Rule 18 of the CSCN Technical rules package states that there will be an open tire rule except for the right rear tire, which will be limited to only the approved right rear spec tire by each affiliate series — ASCS Sprints on Dirt, Southern Ontario Sprints, Empire Super Sprints, ASCS Patriot Sprint Group and NRA Sprint Invaders. Any team may run its choice from the

six tires listed on the right rear. The other three corners are open.

Construction Begins For Inaugural MotoGP

INDIANAPOLIS — Construction on the new 2.601-mile road course to be used for the inaugural Red Bull Indianapolis GP motorcycle race has started at the Indianapolis Motor Speedway. Catch fencing and viewing mounds are being removed from inside turn one of the IMS oval to build a new four-turn section for MotoGP bikes. Dry Run Creek, which runs inside turn one will be rerouted and filled to accommodate the new section of the course. Behind the IMS Hall of Fame Museum, a faster



PAY ATTENTION, CLASS: Funny Car action from last year's IHRA World Finals at Rockingham Dragway. A unique program will turn the famous drag strip into a working lab for students.

Munter will also drive for Schmidt in

S-curve complex is being built that will rocket riders onto the backstraight on Hulman Boulevard.

92nd Indianapolis 500 in May next year.

Munter To Make Indy

SPARTA, Ky. — Leilani Munter, a

stock-car driver, former Hollywood

actress and stunt double for Catherine

Zeta-Jones, will make her IRL Indy Pro

Series debut at Kentucky Speedway on

The 31-year-old driver, whose movie

appearances included "Scorpion King"

and "Traffic," began racing in 2001. She

tested at Daytona last December and

earned an ARCA license, along with

passing her rookie test at Kentucky in

May, allowing her to join the IRL's

developmental series.

Pro Series Debut

Saturday for Sam Schmidt

Motorsports.

the Pro Series finale Sept. 9 at Chicagoland Speedway. IMS officials plan to have all construction completed by opening day for the

Former Indy Driver Walther In Custody

LEBANON, Ohio — According to the Dayton Daily News, former Indianapolis 500 driver David "Salt" Walther is being held in the Warren County Jail without bond and could face a new felony charge after allegedly running from police last week. Walther, 59, who was wanted for vio-

lating probation and for not paying \$20,000 in child support, led police on a high-speed chase on July 18. He turned himself into police on July 29.

VP Fuels Develops 'VP113'

SAN ANTONIO — VP Racing Fuels has produced a new fuel, VP113, which will be more cost effective compared to

NUTS AND BOLTS

NASCAR Nextel Cup drivers Tony Stewart and Ken Schrader will compete at Pennsylvania's Lernerville Speedway Aug. 16 and race against some of the area's best late-model drivers, vying for a \$3,000 payday... The Tracy Hines benefit at Mt. Lawn Speedway in New Castle, Ind., July 28 brought in a total of \$21,590 from auction participants and contributors... The eighth annual Long Island racing reunion will be held at Riverhead Raceway Aug. 26. Antique race cars will be on display at the quarter-mile oval, including stock cars driven by Charlie Jarzombek, Jim Hendrickson, Al DeAngelo and Axel Anderson... Okuma America, a world-class leader in machine-tool technology and manufacturing, has renewed its sponsorship as the Official Machine Tool of the NHRA... The American Sprint Car Series Rebel Region has added a three-night sprint-car event at the semi-banked, one-half-mile Oglethorpe Speedway Park in Savannah, Ga., Oct. 18-20. The tripleheader will host a total purse of \$6,500...The World of Outlaws drew a season-high .46 household rating with 516,000 viewers for its July 29 broadcast on ESPN. The hour-long broadcast saw Terry McCarl victorious in Round 7 of the SuperClean Summer of Money at K-C Raceway in Chillicothe, Ohio... Next year's Sprint Cup race at Las Vegas Motor Speedway will be called the UAW-Dodge 400. Tickets for the race weekend (Feb. 29-March 2) went on sale Aug. 6. Tickets may be purchased at www.lvms.com or by calling 1-800-644-4444.

GARY ROWE PHOTO

110-114 octane fuels. "VP113 will make up to 2 percent more power than competitive 110-114 octane fuels, for a competitive price," said Steve Burns, VP's president and CEO. "VP113 is oxygenated to street gas levels and will have application in drag racing, circle track, road racing — virtually anything that moves.

"The fact that it will run richer will effectively add two to three octane numbers to its standard ASTM rating, providing even more on-track protection against detonation."

Charity Roast For Hobbs Scheduled

MILWAUKEE — Motorsports personality David Hobbs will be roasted Oct. 12 at the Country Springs Hotel & Conference Center in Waukesha. Wis., as part of a charity fund-raiser that will benefit the Curative Ranch Community Services Campus in Menomonee Falls, Wis.

Hobbs has driven Indy cars owned by Roger Penske and formula cars for four decades throughout the globe. For more than 30 years, Hobbs has been a TV commentator and even did booth commentary during the 1979 Daytona 500, the first live NASCAR event on CBS. To purchase tickets, contact Russ Lake by calling 262-392-2386 or by e-mail at russlake@wi.rr.com.

Prestolite Wire Agrees To Purchase Mr. Gasket

SOUTHFIELD, Mich. — Prestolite Wire Corp. announced last week that it has agreed to acquire substantially all the assets and business of Mr. Gasket.

Mr. Gasket, a designer, manufacturer and distributor of specialty aftermarket performance and appearance products, will become a division of Prestolite and continue to operate its current roster of brands.

Terms of the acquisition were not disclosed.

Big Game Hunter

Schuerenberg Earns \$10,000 With Win At Hoosier Nationals

BY ELDON BUTCHER HAUBSTADT, Ind. Hunter Schuerenberg won the third annual Hoosier Sprint Nationals sanc-**MSCS** tioned by the Tire Hoosier

Midwest Sprint Car Series Saturday night at Tri-State Speedway.

Schuerenberg picked up the \$10,000 winner's prize for the 50-lap race, which drew 42 non-winged sprint cars to the quarter-mile oval.

Schuerenberg started 17th in the Competition Welding Chassis powered by a Foxco engine. That starting spot was earned with a second-place finish in the B main.

The added distance of the race worked to his advantage as he began working through the 21-car field, which included drivers from eight states.

Schuerenberg was seventh at lap 25 and fifth after 30 laps. Ten laps later, he was second and chasing down leader Shane Cottle.

A lap-43 restart gave Schuerenberg the chance he needed. When Cottle's No. 10e bogged down, Schuerenberg sailed past and led the final seven laps.

Cottle earned \$5,000 for second, with Mat Neely, Cory Kruseman and Chris Urish rounding out the top five. The finish:

Hunter Schuerenberg, Shane Cottle, Mat Neely, Cory Kruseman, Chris Urish, Brent Beauchamp, Hud Cone, Danny Holtsclaw, Chris Gentry, Kyle Cummins, Alex Shanks, Jeff Bland, Jon Stanbrough, Michael Trimble, Chase Stockon, Kevin Briscoe, Mitch Wissmiller, Dustin Morgan, Dickie Gaines, Brady Short, Kevin Thomas, Jr.

Kruseman **Cruises To First Victory**

BY ELDON BUTCHER

PADUCAH, Ky. — Cory Kruseman has won with countless racing series, but Friday night he



posted his first Hoosier Midwest Sprint Car Series triumph, taking the 30-lap

Tire

event at Paducah Int'l Raceway. Kruseman earned \$2,000 for steering

his own No. 21 Bullet. Starting in the second row, Kruseman took the lead after just four laps of the threeeighths-mile oval and held off Mat Neely the remainder of the distance for the victory.

Hunter Schuerenberg finished third, ahead of Kyle and Mitch Wissmiller.

The finish:

Cory Kruseman, Mat Neely, Hunter Schuerenberg, Kyle Wissmiller, Mitch Wissmiller, Brady Bacon, Kyle Cummins, Geoff Dodge, Bret Mellenberndt, Alex Shanks, Chris Gentry, Randy Bateman, Arin McIntosh, John Memmer, J.B. Gilbert, Michael Trimble, Craig Budde, inie Gentry, Hud Cone, Patrick Bru



HUNTER HUNTED: Hunter Schuerenberg (10) leads Cory Kruseman (21) and Hud Cone (14) during feature action Friday at Paducah, Ky. Kruseman was victorious Friday, while Schuerenberg won the Hoosier Nationals Saturday.

WIGH It's Easy To See Why More And More Leading **Race Teams Rely On Crane Ignition Systems!**

00

HI-6R MULTI-SPARK CD IGNITION

HIGHER SPARK GAP CURRENT THAN OTHERS FULLY SEALED FOR PROTECTION SELECTABLE REV LIMITER (TO 9900 RPM) INDUSTRY STANDARD WEATHERPAK® PLUG STATE-OF-THE-ART DIGITAL DESIGN USED IN ARA®, ASA® AND USAR®

Check Out The Complete Line Of Crane Ignition Components On Our Website: A Wide Variety Of Ignitions Optical Trigger Distributors High Output Coils FireWire[®] 25-Ohm Spark Plug Wire Tech 386-258-6174

Anderson, **Boen Best** Of Weekend

Friday

MCCOOL JUNCTION, Neb. — John Anderson survived a crash-fest to win third O'Reilly National Championship Racing Ass'n Late

NCRA LM

Model Series feature Friday at Junction Motor Speedway

Chad Humston led early in the contest that saw several cars retire early, or were running with significant damage, as the drivers pushed the top groove.

On lap 15, defending series champion Kelly Boen got past Humston to take the top spot, but as the pair came onto the backstraight, Anderson roared by them both to take the lead, holding the top spot for the remaining laps for the victory. Boen was second, followed by Humston, Al Purkey and John Kuchar.

The finish:

John Anderson, Kelly Boen, Chad Humston, Al Purkey, John Kuchar, Frank Deans, Denny Woodworth, Kyle Berck, Jimmy Segraves, Alan Vaughn, Deibert Smith, Mike Wiarda, Ryan Rairden, Ben Schaller, Greg Larsen, Kelly Dunn, Phil Barrow, Brian Kenkel, Jim Beaman, Jason Schobinger, David Turner, David Conkwright, Bryant Goldsmith, Scott Drake

Saturday

MCCOOL JUNCTION, Neb. — Kelly Boen led flag to flag to score a recordbreaking victory in Saturday's O'Reilly National Championship Racing Ass'n Late Model Series feature at Junction Motor Speedway.

The victory was the fifth for Boen in 2007 and the 26th of his NCRA career, breaking a tie with Al Purkey for most all-time victories in the series.

John Anderson followed up his victory on Friday, with a strong secondplace finish Saturday, solidifying his runner-up spot in the point standings. Travis Dickes was third, followed by Jerry Warner and Chad Humston.

The finish:

Kelly Boen, John Anderson, Travis Dickes, Jerry Warner, Chad Humston, Delbert Smith, David Turner, Alan Vaughn, John Kuchar, Phil Barrow, Kyle Berck, Jim Beaman, Bo Egge, Ryan Rairden, Scott Drake, Gary Stolba, Greg Larsen, Davey Nall, Brian Kenkel, Jason Schobinger, Brvant Goldsmith, Jimmy Segraves, Denny Woodworth, Mike Wiarda



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JOHN MAHONEY PHOTO PODIUM: Brad Kuhn (center) celebrates his victory while flanked by runner-up Levi Jones (right) and Marc Jessup at Salem (Ind.) Speedway.

Kuhn Scores Big In Classic

By JIM MORRISON

cranecams.com

SALEM, Ind. - Brad Kuhn dominated the midget portion of the 48th annual Joe James/Pat O'Conner Classic at Salem Speedway Saturday

laps in his Quin

Mopar to beat Levi Jones, Marc Jessup, defending national champ Jerry Coons, Jr. and Kody Swanson.

as Darren Hagen was involved in an

USAC National Sprint Car Series victory ended when rain stopped the 50lap sprint-car portion of the event after just 15 tours of the half-mile oval.

The race was ruled a rainout.

The summary: Qualifications: 1. Darren Hagen, RFMS 32, 16.448; 2. Kevin Swindell, Kahne 79, 16.464; 3. Brad Loyet, Loyet OSL, 16.507; 4. Dave Darland, Nine Racing 9, 16.544; 5. Kody Swanson, Nine Racing 91, 16.572; 6. Brad Kuhn, Ouin 43, 16.603; 7, Levi Jones, Stewart 20, 16.612; 8, Chuck Kuni, Quin 45, 16005, 7. Lew Jones, Jewar 20, 16012, S. Cluster, S. Cluster, S. Cluster, S. Cluster, S. Cluster, Cons. Jr., Wilke-Pak 11, 16.719; 12. Ricky Stenhouse, Jr., Stewart 21, 16.730; 13. Marc Jessup, Kunz 67, 16.788; 14. Brady Bacon, Kahne 99, 16.867; 15. Ron Gregory, S. Cluster, S. C Irvin 22, 16,953; 16, Ben Petter, Petter 22x, 16,989; 17, Mike Murgoitio Murgoiti 01, 17, 321; 18, Joe Bir Peter, Peter 224, 16, 305, 17, 18, 18, emiggiou Murgoiti 01, 17, 321; 18, Joe Liguori, Owen 28, 17, 827; 19, Slade Miller, Miller 16, 18, 474; 20. Mark Overpeck, Overpeck 21x, 19, 344. First Heat (8 laps): Jessup, Jones, Petter, Hagen, Windom, Miller,

Second Heat (8 laps): Bacon, Swindell, Swanson, Coons, Gurney

Murgoitio, Overpeck. Third Heat (8 laps): Stenhouse, Dodson, Kuhn, Loyet, Gregory, Liguori. Semi (10 laps): Gurney, Windom, Gregory, Murgoitio, Liguori, Miller, Overpeck.

Overpeck.
Feature (30 laps): Kuhn, Jones, Jessup, Coons, Swanson, Windom, Gregory, Bacon, Dodson, Murgoitio, Petter, Loyet, Gurney, Hagen, Miller, Liguori, Swindell, Stenhouse, Overpeck.

evening.

Kuhn led all 30 **USAC MIDGETS**

Buildings Beast/Stanton

Coons emerged with the point lead Darland.

accident early in the race. Cameron Dodson's bid for a first



TO THE LAST DROP: Michael McDowell's crew gets to work at Saturday's Pennsylvania 200 at Pocono Raceway.

McDowell Handed Second Straight

BY BILL SHAND **NSSN CORRESPONDENT**

LONG POND, Pa. — Michael McDowell scored a last-lap victory Saturday after-

ARCA RE/MAX

noon to win the Pennsylvania 200 ARCA RE/MAX Series stock-car race at Pocono

Raceway He snatched the victory, his second in as many races, from Jeremy Clements whose Chevrolet ran out of gas exiting the final turn.

Josh Wise, who battled McDowell for what appeared to be second during the closing laps, lost the fight to McDowell, but brought his Toyota home second after Clements stalled on the final lap.

"We were just as surprised as everyone to win," McDowall said. "The last restart was really key," he continued. "We drove around Marc Mitchell and Erin Crocker which allowed us to catch up to Josh Wise. I think going into that Tunnel Turn side by side was the hardest I had ever raced.'

The disappointed Clements finished third, with Erin Crocker and Matt Mitchell rounding out the top five.

Clements, who ran dry within sight of his first ARCA victory, was incon-

solable "It's so hard running these races and we're just a small team. It sucks," he said.

The 80-lap event turned into a crashfest when a four-car melee that stopped the race on lap 56. The carnage sent third-place points contender, Bobby Gerhart, to the Lehigh Valley Hospital, where he was held overnight for observation.

The race was red flagged for 24 minutes and 17 seconds while the emergency crew removed Gerhart from his car after the driver's side slammed against the wall during an accident in the Tunnel Turn at the 2.5-mile triangular track.

Point-leader Frank Kimmel, who is seeking his ninth ARCA title, got caught up in a wreck with A.J. Hendrickson late in the race. "When you run with 'squirrels' you

get wrecked," Kimmel said. There were nine cautions (including

the red for the Gerhart wreck) totaling 49 of the 80-laps. The time of the race was 2 hours, 14 minutes and 46 seconds at an average speed of 89.043 miles per hour. The finish:

Showing driver, car and laps completed: 1. Michael McDowell, Dodge, 80; 2. Josh Wise, Toyota, 80; 3. Jeremy Gements, Chevrolet, 80; 4. Erin Crocker, Dodge, 80; 5. Marc Mitchell, Chevrolet, 80; 6. Justin Allgaier, Chevrolet, 80; 7. Dexter Bean, Chevrolet, 80; 8. Dominick Casola, Ford, 80: 9. Josh Krug, Chevrolet, 80: 10. Mike Harmon, Chevrolet, 80: 11. 80; 9: Josh Nug, Chevrolet, 80; 12. Rob Bunker, Dodge, 80; 13. Billy Pauch, Jr., Dodge, 80; 14. Billy Tanner, Chevrolet, 80; 15. Dale Schweikart, Dodge, 80; 16. Kory Rabenold, Chevrolet, 80; 17. Adam Edwards, Ford, 80; 18. Gabi DiCarlo, Ford, 80; 19. Norm Benning, Chevrolet, 80; 20. Ted Olswfski, Chevrolet, 80: 21. Tim Mitchell, Ford, 80: 22. James Hylton Dodge, 75; 23. Mike Koch, Chevrolet, 75; 24. Brent Cross, Chevrolet, 70; 25. Frank Kimmel, Ford, 68; 26. A.J. Henriksen, Dodge, 68; 27. Bryan Silas, Ford, 62; 28. Bobby Gerhart, Chevrolet, 56; 29. Tom Berte, Sida, rout, 62; 20: Bodoy Verifait, Clevrolet, 50; 29: foll berte, Chevrolet, 56; 30. Phillip McGilton, Ford, 56; 31. Joey Miller, Dodge, 56; 32. Landon Cassill, Chevrolet, 46; 33. Travis Kvapil, Ford, 43; 34. Bobby Santos III, Toyota, 42; 35. Darrell Basham, Pontiac, 34; 36. Tim Turner, Pontiac, 34; 37. Wayman Wittman, Ford, 13; 38. Justin Marks, Dodge, 11; 39. Justin South, Dodge, 5; 40. Brad Smith, Ford, 4.

Evans Takes 100-lapper

POST FALLS, Idaho — Garrett Evans added to

ARCA LM

late-model stock victories Saturday at Stateline Speedway, winning the 100-lap Duel for the 200.

Evans took the lead on lap 12 and was never challenged for the point from there, finishing ahead of Friday-night "Duel" winner Brent Harris in second and West Late Model ARCA Challenge Series point-leader Gary Lewis in third.

The race was a qualifier for Sunday's Idaho 200. The finish:

Rhodes, Erick Hargraves, Ryan Fischer, Jim Johnson, Jared Vorse, Jim Warn, Mike Zamora, Dan Rhodes, Darrell Midgley, Joe McNeil. rett Evans, Brent Harris, Gary Lewis, Jeff Jefferson, Wes

Series Point Lead Over Ninth-Place Hahn DELAWARE, Ontario — The closest his total of more championship point battle in ARCA than 300 career Lincoln Welders

Truck Series histo-**ARCA TRUCKS** ry just got tighter

compliments of Nick Gullatta, who won the Lincoln Welders 100 Friday night at Delaware Speedway.

Gullatta, in Stan and Judi Rosen's No. 31 Thomson Automotive-Enerco-Mr. Heater Chevy Colorado, led the final 58 circuits and, in the end, held off two-time series champion Robbin Slaughter to earn his third-career series victory in his 20th-career start. Gullatta's victory also moved him to within 70 points of new series pointleader Bill Withers. Withers regained the point lead over Paul Hahn after Withers finished fourth.

Hahn, after a very eventful night, finished ninth in the No. 7 Timber Mart-Fox Auto Parts-Howe Racing Chevy. Hahn went three laps down after he cut a tire, but earned two of those laps back before the checkered flag waved. Despite the impressive effort, Hahn fell five points behind Withers in the championship chase with just four events remaining this vear.

Slaughter got within one length of the eventual winner in the closing laps but settled for second. Tully Esterline had a very solid run, finishing third.

The finish:

Gullata Owns Ontario

Fourth For Withers Good Enough To Take

Nick Gullatta, Robbin Slaughter, Tully Esterline, Bill Withers, Mike Young, Ashley Hawkins, Frank Wilson, Mark Otting, Paul Hahn, Nathan Trepkowski, Duane Buschoff, Steve Christman, Jeff Smith, Tim Schafer, Ron Wells, Paul Vander Hoff, Steve Cronenwett, Rob Jones, Norm Weaver, Craig Meyers, Levi Mansfield

A LESSON IN HISTORY

A look back at the formative years of racing



BUCK BOWER COLLECTION PHOTO

MAN AND MACHINE: Buck Bowers stands with the Clem Sala Chevy Four at Marysville, Calif., in 1939. Bowers drove the roadster to two championships.

Roadster Titlist Bowers Became A 'Perpetual' Champion

By Don Radbruch

Buck Bowers drove track roadsters before World War II and was a two-time champion. This was in northern California with the Bay Cities Roadster Racing Ass'n (BCRRA). He didn't make a lot of money racing but did wind up with a very nice "perpetual" trophy that was to be passed on to BCRRA champions "perpetually."

Bowers started racing roadsters in 1938, and his description of that first race written some 60 years later for the book "Roaring Roadsters No. 2" is worth repeating here: "As I remember, I started driving in 1938 at the old five-eighths-mile track in San Jose. I don't remember the car or the car owner. I do remember thinking that I was going at least 150 miles per hour. There were 12 cars in the race, and I finished 20th. My goggles were shattered; my nose was bleeding. I could hardly see from being hit by pieces of the track surface breaking up. I was sick to my stomach from oil fumes and very tired. Why I continued to drive, I will never know.'

These emotions were probably experienced by most beginners in the crude track roadsters or other race cars of the day.

But Bowers continued to drive and did well on the BCRRA roadster circuit. He was the champion in 1940 and 1941.

The Perpetual Trophy was donated to the roadster group by Granet - one of the leading jewelers in San Francisco. It was a Brothers handsome bronze cup about 18 inches high. Mauri King was the 1939 champion and the first to have his name inscribed on the trophy. It was passed on to Buck Bowers in 1940 and 1941. Racing was halted by World War II in 1942, and during this conflict, the BCRRA roadster group decided they wanted to race midgets and the roadsters were phased out. The group became the Bay Cities Racing Ass'n — a strong organization that still exists today.

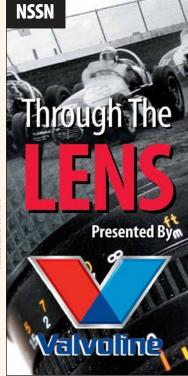
When racing resumed late in 1945, Bob Barkhimer won the BCRA championship and the Perpetual Trophy should have gone to him. As Bowers recalls, "I would have given up the trophy, but nobody ever came to get it." Perhaps the trophy was forgotten during the war, but, at any rate, Bowers wound up with the trophy. Admittedly, had the trophy really become "perpetual," it would be a bit crowded with the names of the 60 or so BCRA champions since 1945.

Bowers was making plans to move on to the midgets, and the BCRRA's change to these cars would have suited him just fine. The plans for his future racing career changed one day in 1941 at a roadster race in Santa Rosa, Calif. Buck's future wife, Mae, was in the grandstands. On that day, driver Gene Figone was killed in a crash, and a bit later Buck was involved in a wild tangle. That did it for Mae, and Buck was given the word, "Race cars or me - take your choice." Wisely, Bower retired from racing — he's a tall guy and lots of him would have stuck out of midgets in a very dangerous era.

Buck and Mae Bowers had a long and happy marriage until her death in 1993. Today, Bowers, in his late 80s, lives in the mountains of northern California and still proudly displays the Granet Brothers "Perpetual Trophy."

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





A visual tour through the history of motorsports

CHAD KEMENAH

While he's struggled some-what since becoming a regular on the World of Outlaws tour at the beginning of the 2006 season, Chad Kemenah is one of the most successful sprint-car drivers of this decade.

. The 35-year-old Findlay, Ohio, native earned four All Star Circuit of Champions titles

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, Harrishurg NC 20075 Harrisburg, NC 28075. For a list of available Through The Lens, call (704) 455-2531.

from 2002-2005 and has won 27 features racing with the Midwesternbased series. Kemenah earned his first World of Outlaws victory in 2005 and added a second last year. He

is winless thus far in 2007, having raced for three different teams, including his own No. 3x.

In 2004, Kemenah finished second in the Knoxville Nationals and added a second top five in the sport's most prestigious event in 2005.

Featured here (clockwise from top left): In victory lane; Racing for position with Brock Meyers (11b) and on to the All Star victory in June 2005; Taking another victory in May 2005 at Hartford (Mich.) Speedway Park; Celebrating a triumph at Ohio's Millstream Speedway in 1996; With the Harble No. 15k in 2000; The victor at Brushcreek Motorsports Complex in Sept. 2005. – NSSN Archives

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Your quide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Aug. 9 - Aug. 12

Thursday

■ "NASCAR Now," 12 a.m., ESPN2 Classic Drag Racing: 2004 NHRA, Baytown, Texas, 11 a.m., ESPN Classic "Back in the Day," 4:30 a.m., Speed NASCAR Busch Series NAPA Auto Parts 200 (taped), 12 p.m., Speed NASCAR Nextel Cup Pennsylvania 500 (taped), 3 p.m., Speed "Motorsport Hour," 5 p.m., Versus "NASCAR Now," 6 p.m., ESPN2

Friday

"NASCAR Now," 12 p.m., ESPN2 Hooters Pro Cup at Lake Erie, Pa. (taped), 12 p.m., Speed "NASCAR Live," 1 p.m., Speed NASCAR Nextel Cup Centurion Boats at The Glen qualifying, 3 p.m., ESPN2

NASCAR Nextel Cup Centurion Boats at The Glen practice, 5:30 p.m., ESPN2

- "NASCAR Now," 6:30 p.m., ESPN2 "NASCAR Live," 6:30 p.m., Speed
- "Trackside," 7 p.m., Speed
- Grand Am Rolex Crown Royal 200

at the Glen, 8 p.m., Speed

"Trackside," 11 p.m., Speed

Saturday

- MASCAR Now," 1:30 a.m., ESPN2 "NASCAR Live," 10:30 a.m., Speed
- NASCAR Nextel Cup Centurion Boats at The Glen qualifying (taped),
- 11:30 p.m., ESPN2 Grand Am Rolex Crown Royal 200
- at The Glen (taped), 12 p.m., Speed "Ray Evernham: Race Wizard," 1:30 p.m., ESPN2
- NASCAR Nextel Cup Centurion Boats at The Glen practice, 2 p.m.,
- FSPN2 "NASCAR Countdown," 3 p.m.,
- ESPN2 NASCAR Busch Series Zippo 200,

TUNE IN TO ...

The Knoxville Nationals sprint-car races at 9 p.m. Saturday and again at 3 p.m. Sunday on Speed.

3:30 p.m., ESPN2

- ARCA RE/MAX Series at Lebanon, Tenn., 3:30 p.m., Speed
- Motorsport Hour," 4 p.m., Versus
- "NCTS Setup," 6 p.m., Speed
- NASCAR Craftsman Truck Series at Lebanon, Tenn., 6:30 p.m.
- IRL Meijer Indy 300, 6:30 p.m.,
- FSPN2 Knoxville Nationals, 9 p.m., Speed

Sunday

- NHRA qualifying from Brainerd, Minn. (taped), 12:30 a.m., ESPN2
- "Tradin' Paint," 12:30 a.m., Speed
- "NASCAR Performance," 8 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2 ■ "NASCAR Performance," 10:30
- a.m., Speed "NHRA Race Day," 11 a.m., ESPN2
- "Tradin' Paint," 11 a.m., Speed
- "NASCAR RaceDay," 12 p.m., Speed
- MASCAR Countdown," 1 p.m., FSPN
- NASCAR Nextel Cup Centurion Boats at The Glen, 2 p.m., ESPN American Le Mans Series Grand Prix of Road America (taped), 2:30
- p.m., NBC Champ Car Grand Prix of Road
- America, 3 p.m., ABC Knoxville Nationals, 3 p.m., Speed
- NHRA Lucas Oil NHRA Nationals at
- Brainerd, Minn., 7 p.m., ESPN2 Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed

"Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- Aug. 8 USAC Midwest and Indiana Ford Focus Series h, Ind., Midget Cars
- Aug. 8 USAC Regional Midget Series Plymouth Speedway, Plymouth, Ind., Midget Cars
- Aug. 8-11 Knoxville Nationals Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 9 USAC National Midget Series Lincoln Park Speedway, Putnamville, Ind., Midget Cars
 - Aug. 9 DIRT Modifieds Canandaigua Speedway, Canandaigua, N.Y., Modified
 - Aug. 9-12 National Hot Rod Ass'n Brainerd Int'l Raceway, Brainerd, Minn., Dragsters
 - Aug. 10 USAC National Midget Series Gas City I-69 Speedway, Gas City, Ind., Midget Cars
 - Aug. 10 USAC Northeast Ford Focus Midget Series Spencer Speedway, Williamson, N.Y., Midget Cars
 - Aug. 10 USAC Regional Midget Series Mansfield Motorsports Speedway, Mansfield, Ohio, Midget Cars Aug. 10 USAC Regional Midget Series
 - Mansfield Motorsports Speedway, Mansfield, Ohio, Midget Cars
 - Aug. 10 Grand Am Sports Car Series Watkins Glen Int'1, Watkins Glen, N.Y., Sports Cars
 - Aug. 10 NASCAR Whelen Modified Tour Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
 - Aug. 10-11 International SuperModified Ass'n Mansfield Motorsports Speedway, Mansfield, Ohio, Modifieds
 - Aug. 11 NASCAR Busch Series Watkins Glen Int'I, Watkins Glen, N.Y., Stock Cars
 - Aug. 11 NASCAR Craftsman Truck Series ashville Superspeedway, Franklin, Tenn., Stock Cars
 - Aug. 11 IRL IndyCar Series Kentucky Speedway, Sparta, Ky., Indy Cars
 - Aug. 11 IRL Indy Pro Series Kentucky Speedway, Sparta, Ky., Indy Cars
 - Aug. 11 USAC Northeast Ford Focus Midget Series
 - Chemung Speedrome, Chemung, N.Y., Midget Cars Aug. 11 USAC Midwest Ford Focus Midget Series
 - torsports Speedway, Man eld, Ohio, Midget Cars
 - Aug. 11 USAC-CRA Sprint Car Series Santa Maria Speedway, Santa Maria, Calif., Sprint Cars
 - Aug. 11 USAC California Ford Focus Midget Series Irwindale Speedway, Irwindale, Calif., Midget Cars
 - Aug. 11 DIRT Modifieds Lebanon Valley Speedway, West Lebanon, N.Y., Modifieds
 - Aug. 11 American Le Mans Series Road America, Elkhart Lake, Wis., Sports Cars

 - Aug. 11 Hooters Pro Cup Series Nashville Superspeedway, Franklin, Tenn., Stock Cars Aug. 11 NASCAR Busch West Series California Speedway, Fontana, Calif., Stock Cars
 - Aug. 11 ASCS Mid-Atlantic and Patriot Regions Black Rock Speedway, Dundee, N.Y., Sprint Cars
 - Aug. 11 ASCS Sprint Dirt Series
 - Merritt Speedway, Merritt, Mich., Sprint Cars Aug. 11 Hooters Pro Cup Series
 - ton Speedway, South Boston, Va., Stock Cars
 - Aug. 11 URC Sprints Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
 - Aug. 11 American-Canadian Tour Oxford Plains Speedway, Oxford, Maine ,Late Models
 - Aug. 11 United Sprint Car Series Southern Raceway, Milton, Fla., Sprint Car
 - Aug. 11 Bay Cities Racing Ass'n
 - Placerville Speedway, Placerville, Calif., Midget Cars

Aug. 12 NASCAR Nextel Cup Series Int'l, Watkins Glen, N.Y., Stock Car



FOLLOW THE LEADER: Donny Schatz (15) leads Joey Saldana around Knoxville (Iowa) Raceway during the 2006 Knoxville Nationals.

MARK IT DOWN! Aug. 8-11, Knoxville Nationals

Knoxville Raceway, Knoxville, Iowa, Sprint Cars

Sprint-car drivers from across the U.S., Canada and Australia will be bearing down on Knoxville, Iowa, for the 47th annual Knoxville Nationals. Last year, Donny Schatz broke through, finally capturing his first Knoxville Nationals title. This season, Schatz hopes the "Summer of Schatz" carries him to another Knoxville victory and a second World of Outlaws Sprint Series championship.

Aug. 12 Champ Car World Series Road America, Elkhart Lake, Wis., Indy Cars Aug. 12 Champ Car Atlantic Series Road America, Elkhart Lake, Wis., Indy Cars Aug. 12 USAC Rocky Mountain Sprint Car Series Rocky Mountain Raceways, Salt Lake City, Utah, Sprint Cars Aug. 12 USAC National Midget Car Series Kokomo Speedway, Kokomo, Ind., Midget Cars Aug. 12 ASCS Mid-Atlantic Region Aug. 12 Badger Midget Auto Racing Ass'n Angell Park Speedway, Sun Prairie, Wis., Midget Cars Aug. 12 IHRA Nitro Jam Drag Racing Series New England Dragway, Epping, N.H., Dragsters Aug. 13 O'Reilly All Star Circuit of Champions Thunderhill Speedway, Mayetta, Kan., Sprint Cars Aug. 17 ASCS Rocky Mountain Region Hayden Speedway, Hayden, Colo., Sprint Cars Aug. 14 World of Outlaws Nodak Speedway, Minot, N.D., Sprint Cars Aug. 14 ASCS Midwest Region and Sprint Bandits I-80 Speedway @ Nebraska Raceway Park, Greenwood, Neb., Sp Aug. 17 Lucas Oil Late Model Dirt Series Kankakee Motor Speedway, Kankakee, III., Late Models wood, Neb., Sprint Cars Aug. 14 O'Reilly All Star Circuit of Champions Aug. 17 International SuperModified Ass'n Rolling Plains Motor Speedway, Hays, Kan., Sprint Cars Aug. 15 USAC Indiana Ford Focus Series Aug. 17 Empire Super Sprints Mount Lawn Speedway, New Castle, Ind., Midget Cars Aug. 17 Interstate Racing Ass'n Wilmot Speedway, Wilmot, Wis., Sprint Cars Aug. 15 USAC Kenyon and Regional Midget Series Mount Lawn Speedway, New Castle, Ind., Midget Cars Aug. 15 DIRT Modifieds Aug. 17 United Sprint Car Series New Egypt Speedway, New Egypt, N.J., Modified

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- Aug. 15 ASCS Northern Plains Region I-90 Speedway, vay, Hartford, S.D., Sprint Cars Aug. 15 Sprint Bandits Mid-America Speedway, South Coffeyville, Okla., Sprint Cars Aug. 16 NASCAR Whelen Modified Tour Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Aug. 16 Sprint Bandits Creek County Speedway, Sapulpa, Okla., Sprint Bandits
- Aug. 16-19 National Hot Rod Ass'n Maple Grove Raceway, Mohnton, Pa., Dragsters
- Aug. 17 ASCS Mid-Atlantic and Patriot Regions
- Penn Can Speedway, Susque ina, Pa., Sprint Cars Aug. 17 ASCS Gulf South Region Motorama Speedway, Beaumont, Texas, Sprint Cars

State Fair Speedway, Oklahoma City, Okla., Sprint Cars

Lee USA Speedway, Lee, N.H., Modifieds

Malden Speedway, Malden, Mo., Sprint Cars

me Edelweiss Speedway, Cantley, Quebec, Sprint Cars

Aug. 17 ASCS Sooner Region

THURSDAY NIGHTS

INKS ALL OUT 8E/**9**P

DOPI 10E/11P

USAC-CRA

Sprint Car

Spencer Lands Third Perris Prize

By Robert Mayson

PERRIS, Calif. Mike Spencer dominated Saturday's Ŏil Lucas

USAC-CRA

Series event at Perris Auto Speedway earning his third victory of the season.

"It's been awhile since we've won here at Perris," Spencer said. "We've had quite a few second-place finishes here and have come up a little shy. So, it's good to be able to come out here tonight and set fast time and win the main. We had a really good car all night long and I was good anywhere I wanted to go."

Rickie Gaunt grabbed the early lead while Spencer and Tony Jones worked their way to the front from the fourth row.

A restart on lap eight gave Spencer his chance. He powered past Blake Miller to take second on the restart and two laps later disposed of Gaunt to take the lead.

controlled the Spencer

Young Drivers Prove To Be **Tops In Twins**

MINERSVILLE, Pa. - Youth was served again in ARDC midget competition at Big Diamond Raceway

Friday

ARDC	

night. Randy Monroe, Jr. posted his second season victory and rookie Drew Heistand collected his first ARDC victory as the series ran twin features at the .384-mile oval.

Monroe started fourth in the opener and took the lead on the second lap. He was in control throughout, beating Dave Shirk to the checkered flag. Billy Pauch, Jr. raced from the back of the pack to finish third, while A.J. Ernesto and Dave Ely rounded out the top five

Heistand, whose wife Billi Jo gave birth to the couple's first child July 28, charged from sixth into the lead on the second lap in the nightcap.

From there he held off Frank Polimeda for the victory, while Pauch again romped from the rear of the field to finish third. Stephanie Stevens and Ernesto rounded out the top five.

The finishes:

First feature: Randy Monroe, Jr., Dave Shirk, Billy Pauch, Jr., A.J. Ernesto, Dave Ely, Steve Lenig, Ryan Smith, Eric Heydenreich, Andy Martin, Nick Wean, Phil Meisner, Jr., P.J. Gargiulo, Stephanie Stevens, Ryan Watt, Carey Becker, Bobby Goerner, Chris Zrinski, Drew Heistand, Lew Blair, Bruce Buckwalter.

Second feature: Heistand, Frank Polimeda, Pauch, Stevens, Ernesto, Becker, Ray Bull, Meisner, Leniq, Stimely Wean, Brett Arndt, Zack Martini, Scott Zipp, Smith, Zrinski Steve Craig, Monroe, Ely, Tracy Readinger, Goerner, Martin Greg Robinson, Shirk, Gargiulo, Buckwalter.

remainder of the 30-lap event on the half-mile oval, with Gaunt coming home second. Jones, who holds a 172-point lead over Spencer, finished third, with Tyler Brown and Miller rounding out the top five.

ive. The summary: Mike Spencer, Chaffin 50, 16.978; 2.

Tony Jones, Alexander 4, 17.078; 3. Scotty Weir, Crossno 38, 17.193; 4. Danny Sheridan, Kittle 18, 17.481; 5. Blake Miller, Gardner 93, 17.579; 6. Rodney Argo, Argo 19, 17.584; 7. Josh Ford, Ford 73, 17.645; 8. Rickie Gaunt, Gardner 94, 17.652; 9. Garrett Hansen, Hansen 70, 17.675; 10. Tyler Brown, Crossno 97x, 17.711; 11. Alan Ballard, Wilkerson 11, 17.777; 12. J. Hicks, Miller 66, 17.785; 13. Rip Williame, Iong J 12, 002: 14. Williams, Jory 3, 17.802; 14. Brian Venard, Blair 12, 17.850; 15. David Cardey, Crossno 83, 17.879; 16. Jimmy Crawford, David Carley, CUSSIO 63, 17.67, 10. Jimity Carwold, Stansberry 75, 17.939; 17. Jonny Bates, Bates 33, 18.015;
 Tom Ogle, Turner 5az, 18.090; 19. Seth Wilson, Wilson 17, 18.150; 20. Nadine Gardner, Gardner 16, 18.427; 21. Ross Millar, Millar 67, 18.904; 22. Jonas Reynolds, Reynolds

48, 19.390; 23. John Butler, Butler 54, no time First Heat (10 laps): Williams, Ford, Spencer, Wilson, Crawford, Brown, Revnolds, Sheridan.

Second Heat (10 laps): Jones, Venard, Ballard, Miller, Gaunt, Bates, Gardner. Third Heat (10 laps): Cardey, Weir, Hansen, Hicks, Argo,

Millar, Ogle. Semi (12 laps): Gaunt, Argo, Brown, Bates, Millar, Gardner, Reynolds, Sheridan, Crawford, Ogle.

Feature (30 laps): Spencer, Gaurt, Jones, Brown, Miller, Cardey, Sheridan, Hansen, Venard, Wilson, Bates, Gardner, Ballard, Millar, Weir, Ford, Argo, Williams, Reynolds, Hicks, Crawford, Ogle



BIG 5-0: Mike Spencer (50) drives under Josh Ford.

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Schedule of Events

THE DIRT TRACK

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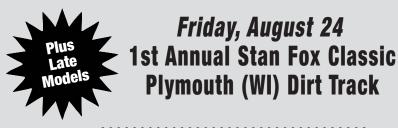
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BADGER BANDIT: Brandon Waelti captured Sunday's Badger Midget Series race at Angell Speedway Park in Sun Prairie, Wis.

Waelti Rules Angell Park

After three early accidents,

third-place running Mike Hess

By Bryan Gapinski

SUN PRAIRIE, Wis. — Brandon Waelti won the curfew-shortened 30-lap Badger Midget Series feature Sunday __________ night at PADCED Angell Park

BADGER Angell Park Speedway. The event was plagued by one caution and three red flags, which

caused the race to be short-

ened by nine laps due to local

got sideways on lap 21 exiting turn two and was clipped by teammate Matt Smith, running fourth. The contact vaulted Smith into a series of high flips down the backstretch to bring the event to an end. Smith was transported to University Hospital in Madison, Wis., for treatment of two broken collarbones. The race was stopped for the final time, and Waelti, driving the Waelti-Schulenberg Stealth-Ford-Esslinger No. 3, was awarded the victory with Aaron Fiscus claiming runnerup honors. Current series point-leader Brad Kuhn, Chad DeSelle and New Zealand's Scott Buckley completed the top five.

The finish:

Brandon Waelti, Aaron Fiscus, Brad Kuhn, Chad DeSelle, Scott Buckley, Danny Stratton, Robbie Ray, Tim Noble, A.J. Fike, Dan Mecum, Mike Hess, Matt Smith, Chase Barber, Jim Fuerst, Bob Shreffler, Joe Wipperfurth, Bryce Townsend, Gary Altig, Davey Ray, Doug Schenck, Nick Lundgreen, Shaun Insley.

Shryock Takes 2, Regional Title

July 31

regulations.

CRESCO, Iowa — Kelly Shryock dominated the July 31 O'Reilly United States Modified Touring Series feature at Cresco Speedway as more than 3,000 fans and 58 modifieds were on hand.

USMTS Shryock took the lead from Timm on

lap eight and paced the final 32 circuits en route to his 13th victory of the season, earning \$2,000 for his night's work.

Jason Hughes finished second, ahead of Al Hejna, Tommy Weder, Jr. and Jason Krohn.

NASCAR drivers Ken Schrader, Clint Bowyer and Kenny Wallace all made the feature, with Schrader the best finisher in sixth. The finish:

I THE TITISTI. Kelly Shryock, Jason Hughes, Al Hejna, Tommy Weder, Jr., Jason Krohn, Ken Schrader, Ryan Gustin, Bob Timm, Les Duellman, Dean Mahlstedt, Michael Long, Tommy Myer, Kevin Pittman, Jon Tesch, Brian Shaw, Zack VanderBeek, Michael Damall, Steve Arpin, Kenny Wallace, Scott Green, Darrin Walch, Clint Bowyer, Jay Poidinger, Jeff Schluetter, Brad Bakken, Mike Hejna.

Aug. 1

OSKALOOSA, Iowa — Neither the three NASCAR drivers on hand, nor the O'Reilly Auto Parts United States Modified Touring Series regulars had anything for Jason Krohn Aug. 1 at Southern Iowa Speedway.

Southern Iowa Speedway. Krohn took the lead from Ryan Gustin on lap eight and won the 30-lap event by a full straightaway. It was his fourth

victory of the season. Dean Mahlstedt finished second after starting 17th on the half-mile oval. Zack VanderBeek, NASCAR driver Ken Schrader and Gustin rounded out the top five.

The finish: Jason Krohn, Dean Mahlstedt, Zack VanderBeek, Ken Schrader, Ryan Gustin, Kenny Wallace, Jason Hughes, Tommy Weder, Jr., Jake Neal, Brad Pinkerton, Tony Fraise, Al Hejna, Terry Beckham, Jr., Corey Dripps, Kelly Shryock, Scott Green, Clint Bowyer, Alan Mondus, Darin Thye, Nate Caruth, Richie Gustin, Jr., Jon Snyder, Ron Ver Beek, Jon Tesch.

Thursday

KNOXVILLE, III. — Jason Hughes scored a wire-to-wire victory Thursday as the O'Reilly Auto Parts United States Modified Touring Series invaded the Knox County Fairgrounds.

Hughes was fast from the time he rolled his No. 12 Hughes Chassis off the trailer until he loaded it back up after winning the 30-lap feature. After coming from eighth to finish second in his heat race. Hughes started outside the front row and led every lap.

Eight-time defending series

champion Kelly Shryock claimed the runner-up spot, while Jason Krohn held off Dean Mahlstedt for third. Al Hejna was fifth. The finish:

Jason Hughes, Kelly Shryock, Jason Krohn, Dean Mahlstedt, Al Hejna, Tony Fraise, Jon Tesch, Ken Schrader, Bruce Hanford, Bill Tuckwell, Zack VanderBeek, Donovan Lodge, Tommy Weder, Jr., Kevin Peters, Scott Green, Bob Dominacki, Ryan Gustin, Marty Thompson, Darin Thye, Thad Wilson, Corey Dripps, Butch Weisser, Jay Poidinger, Troy Emerick.

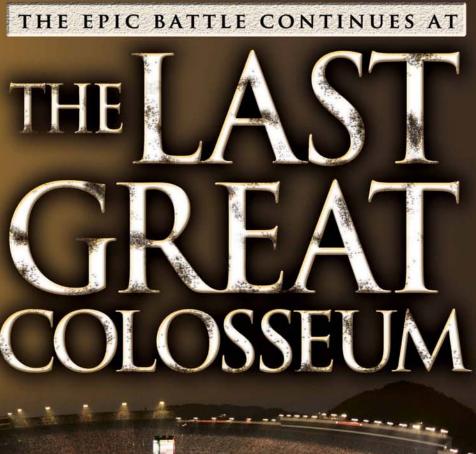
Friday

BLOOMFIELD, Iowa — Eight-time defending O'Reilly Auto Parts United States Modified Touring Series national champion Kelly Shryock notched another victory Friday night, capturing the 35-lap Holley A Main at the Mountain Dew Bloomfield Speedway.

The victory, worth \$2,000, was Shryock's 14th National Event win in 37 starts and helped him clinch the O'Reilly USMTS Central Region title.

Shryock took the point from Jon Tesch on lap 24 and led to the stripe. Jason Krohn was second, followed by Tesch, Jason Hughes and Zack VanderBeek in the top five. The finish:

Kelly Shryock, Jason Krohn, Jon Tesch, Jason Hughes, Zack VanderBeek, Ron Ver Beek, Scott Green, Ken Schrader, Tommy Weder, Jr., Ryan Gustin, Pat Graham, Donovan Lodge, Bruce Hanford, Michael Long, Al Hejna, Jay Poidinger, Brandon Banks, Tony Fraise, Steve Stewart, Nate Caruth, Brad Pinkerton, Dennis Elliott, Terry Beckham, Jr., Mike Spaulding.





THE GREATEST CONFLICTS HAVE ALWAYS BEEN SETTLED AT THE GRANDEST OF VENUES.

Wednesday, August 22, the Hooters Pro Cup and Craftsman Truck series join forces in a night racin' doubleheader. Then Friday, August 24, it's the Food City 250 – the #1 Busch race on the circuit. The epic battle concludes with the biggest clash of them all – the SOLD OUT Sharpie 500 NEXTEL CUP race.



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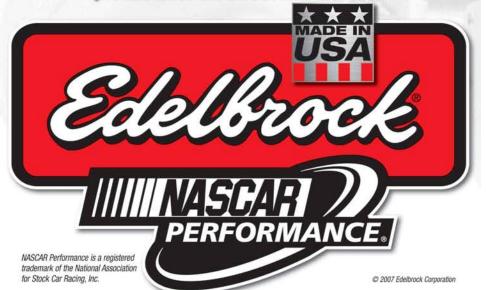


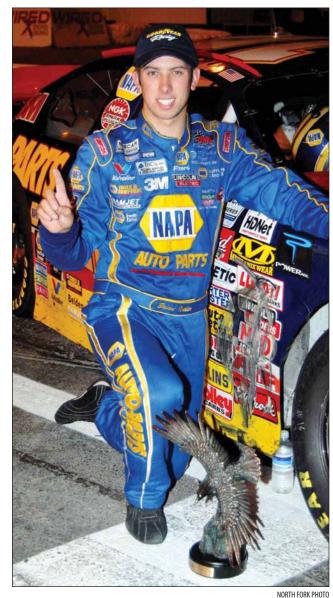
Congratulations! Kurt Busch & Penske Racing for dominating the Nextel Cup Pennsylvania 500 at Pocono Raceway with Edelbrock manifold #2816

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STRIKE THREE: Brian Ickler celebrates his victory after winning Saturday night's NAPA 300 at Evergreen Speedway.

Ickler's Strong Second Half Cruises Through Evergreen MONROE, Wash. — Brian and-forth through much of the

awards.

at race's end.

The finish:

race with Jeff Barkshire. Ickler moved into the lead for

the final time on a lap-226

restart, after the sixth and

final caution period. He

cruised to victory by a margin

of 3.979 seconds, netting \$7,666

in prize money and posted

Duncan was second in the

Lucas Oil/Ron's Rear Ends

Chevrolet, recording his sixth-

consecutive podium finish at

Evergreen Speedway. He was

followed by Mike David in the

Bennett Lane Winery Ford.

The three top finishers were

the only drivers on the lead lap

Travis Bennett was fourth in

his West Series debut. Justin

Lofton completed the top five.

Showing driver, car, laps completed, money won: 1. Brian Ickler, Chevrolet, 300, 57,666; 2. Mike Duncan, Chevrolet, 300, 57,666; 3. Mike David, Ford, 300, 54,666; 4. Travis Bennett, Chevrolet, 298, 53,000; 5. Justin Lofton, Ford, 297, 53,616; 6. Moses Smith, Chevrolet, 297, 54,216;

7. Jeff Barkshire, Dodge, 294, \$2,466; 8. Jim Inglebright, Chevrolet, 294; \$3,066; 9. Alex Haase, Chevrolet, 293, \$2,916; 10. Johnny Borneman, Ford, 290, \$2,866; 11. Jamie Dick, Chevrolet, 289, \$2,066; 12. Rick Wall, Ford, 280,

\$2,016: 13. Erick Hardin, Chevrolet, 262, \$2,716: 14. Jasor

S2,016, 15. Erick natulit, Chevieve, 262, 527,76, 44. assin Fraser, Dodge, 236, \$1,600; 15. David Mayhew, Chevrolet, 231, \$1,896; 16. Jason Bowles, Ford, 217, \$2,616; 17. Erick Richardson, Chevrolet, 215, \$2,566; 18. Brett Thompson, Chevrolet, 139, \$2,516; 19. David Harr, Chevrolet, 31,

\$1,738; 20. Llovd Mack. Ford, 19. \$1,716.

MONROE, Wash. — Brian Ickler captured his third victory in four races in NASCAR Grand National Division West Series action, earning the flag at Evergreen Speedway in the NAPA 300 on Saturday.

After encountering a variety of problems

NASCAR WEST that defied him a top-10 finish in the first six races this season, Ickler has dominated the second half of the year — with three wins and two sixth-place

finishes in his last five starts. "The best part of this NAPA team is the consistency," the second-year driver from San Diego said of his Bill McAnally Racing team. "We had some bad luck early, but we fought back."

Ickler led 163 of 300 laps en route to his latest triumph on the historic fairgrounds track. His chief competition came from two-time series champion Mike Duncan, who set a track record in winning his fourth Bud Pole of the year with a lap of 99.691 miles per hour around the .646-mile oval. In addition to Duncan, Ickler also shuffled the lead back-

Micks Masters Montreal Circuit

MONTREAL, Quebec — Kerry Micks and Andrew Ranger staged a tremendous battle over the final five laps of the NAPA AUTOPRO 100 Saturday at Circuit Gilles-Villeneuve. Micks ultimately passed

CANADIAN TIRE CANADIAN TIRE TIRE TIRE CANADIAN TIRE CANADIAN TIRE CANADIAN TIRE TIRE CANADIAN TIRE CANADIAN TIRE

navigated the final few turns of the demanding permanent street

course. It was the first NASCAR Canadian Tire Series victory for Micks, and it came on perhaps the biggest weekend of the season for the first-year series. The Canadian Tire Series event was held in conjunction with the first NASCAR Busch Series race in Canada, making the triumph very special for the veteran driver.

"I've had some great wins in my career, but this one has to rank at the top," Micks said. "This was such a big race for us, being here with the (Busch Series). It is definitely a special, special win."

Road-course specialist Robin Buck started the race in fifth and finished third for the second-straight race. D.J. Kennington and Scott Steckly finished fourth and fifth. The finish:

THE TIMISH: Kerry Micks, Andrew Ranger, Robin Buck, D.J. Kennington, Scott Steckly, Don Thomson, Jr., Peter Gibbons, Jeff Lapcevich, Jim Lapcevich, Trevor Seibert, Dave Whitlock, Pierre Bourque, Joey McColm, Ron Van Es, Doug Brown, Derek Lynch, Kent Nuhn, Andre Coursol, Brad Graham, Jason Hathaway, Mark Dilley, J.R. Fitzpatrick, John Gaunt, David Thorndyke, Alex Tagliani, Peter Klutt, Dave Connelly, Ron Beauchamp, Jr., Michel Disdier, Richard Durivage, Kevin Dowler.

Williams Makes It Three In A Row In PASS Action

BRASELTON, Ga. — Corey Williams continued his dominant streak in PASS South late-

PASS model competition. Williams

took the lead late from Preston Peltier en route to winning his thirdconsecutive feature Saturday night at Lanier National Speedway.

Peltier was followed across the line by Joey Senter, Jason Hogan and Heath Hindman. The finish:

THE TITISTI: Corey Williams, Preston Peltier, Joey Senter, Jason Hogan, Heath Hindman, Greg Simpson, Ryan Lawler, Grant Enfinger, Tim Nooner, Chris Whorton, Bobby East, Dean Clattenburg, Michael Phelps, David Flynn, Brad Bischoff, Mark Gibson, Taylor Satterfield, Brian Payne, John Batten, Jerrod Foley, Dwayne Buggay, Brandon Johnson, Kevin Perry, Shannon Mines, Zach Stroupe, Shane Chastain, Tim Pinion, Tom McCann.

Lia Keeps On Riding The Wave

RIVERHEAD, N.Y. — Donny Lia's storybook season continued Saturday night, with the latest chapter an improbable victory at Riverhead (N.Y.) Raceway.

Lia, the NASCAR Whelen Modified Tour point-leader, inherited the lead when the top two cars were involved in a wreck in the closing laps NASCAR MODS

six

and led the final

laps of the Miller Lite 140 en route to his fifth victory in eight races. Lia was running third when Mike Stefanik and Ted Christopher were involved in an accident battling for the lead in the midst of lapped traffic.

"We did not have a car to win," Lia said. "I'm not ashamed to admit it. But you just have to hang in there and get what you can. Tonight, it worked out for us. Bottom line is we're just doing what we have to do and riding that wave."

Lia held off Riverside regular Bill Park in a green-whitecheckered finish. Ronnie Silk finished third, followed by Justin Bonsignore and James Civali.

The finish: Donny Lia, Bill Park, Ronnie Silk, Justin Bonsignore, James Civali, Danny Sammons, Matt Hirschman, Howie Brode, Jamei Tomaino, Ryan Preece, Michael Stefanik, Jimmy Blewett, Rowan Pennink, Ed Flemke, Jr., Ted Christopher, Todd Szegedy, Kevin Goodale, J.R. Bertuccio, Jr., Eric Beers, Dan Jivaneli, Jerry Marquis, Richard Savary, Chuck Steuer, Glenn Tyler, Anthony Ferrante, Jr., Wayne Anderson Dirk Hauliban Wind Colo Anderson, Dick Houlihan, Wade Cole.

Deaver Does It In NSRA Action At Ephrata

EPHRATA, Wash. — Craig Deaver captured his secondstraight Rebel Jackson Memorial victory at Ephrata Raceway Park Saturday night. Tt was

Deaver's

first ASA

NSRA SPRINTS

Northwest Sprintcar Racing Ass'n victory of the season - and his first since winning the Rebel Jackson Memorial race a year ago.

Deaver took over the lead on lap 19 when race-long leader Whitney Nolan was docked one position as a penalty for hitting a cone earlier in the race. Nolan settled for second, followed by Jeff Bird in third. The finish:

Craig Deaver, Whitney Nolan, Jeff Bird, Wes Helgeson, Jake Mann, Kevin Burck, Robbie Patterson, Paul Dart, Justin Mack, Todd Coleman, Pat Bliss, Andy Alberding, R.J. Fronsman, Matt Hein, Ken Hamilton, Don Kudma, Kevin Hill, Ray Jones, Ralph Deaver.



KEEP COUNTING: Burt Myers (1) scored the 110th victory for the racing Myers family.

Myers Assumes Southern Mod Point Lead

WINSTON-SALEM, N.C. -NASCAR Whelen Southern Modified Tour driver Burt Myers scored what seemed to be a nearly impossible victory Saturday

night in the A d v a n c e NASCAR MODS

Auto Parts 199 at Bowman Gray Stadium. Myers was running fourth with five laps remaining when the battle for the lead between Frank Fleming, who had led every lap to that point, and John Smith got into a wreck with Brian Loftin, who was try-

ing to use a lapped car to gain the top spot. Loftin made it to the inside of Fleming coming off the fourth turn, and the cars banged against one another before both slammed into the first-turn wall.

Smith took the point with the race going to a green-whitecheckered finish, with Myers lurking behind in second. As the field thundered into the third turn on the last lap, Myers nudged Smith a bit before going on to score his second Advance Auto Parts 199 victory in the last three years.

Myers' victory, which gave him the Whelen Southern Modified Tour championship lead by eight points over Junior Miller, was the 110th-career victory for the racing Myers family at Bowman Gray Stadium dating back to 1949.

Smith finished second, followed by the respective top-five of Junior Miller, Tim Brown and Brian Pack.

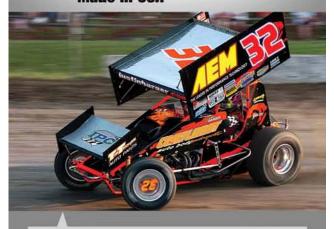
The finish: Burt Myers, John Smith, Junior Miller, Tim Brown, Brian Pack, George Brunnhoelzl, Brian King, Zach Brewer, Jason Myers, L.W. Miller, Brian Loftin, Bobby Hutchens, Gene Pack, Kevin Powell, Rich Kulken, Jr., Frank Henning, Al Hill, Earl Baker, Brandon Hire, Randy Butner, Johnathon Brown, Alex Hoag, Wesley Swartout, Thomas Stinson.

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GOEDE TO GO: Jacob Goede (72) leads the field in the ASA Late Model Series race Saturday at Bristol Motor Speedway.

Goede Good Enough As Crash Thwarts Murphy

BRISTOL, Tenn. — For the second race in a row, a dramatfinish ic

ended

an

ASA LM

N

ASA Late M o d e l Series event.

Jacob Goede led only one lap

— the last one — of the 200-lap event Saturday at Bristol Motor Speedway. Sean Murphy was within site

of his first ASA triumph when his car slammed the wall while leading on the final lap. Goede avoided the wreckage and crossed the finish line just ahead of Robbie Pyle to claim the victory on the high-banked .533-mile concrete oval.

Peter Cozzolino finished third, while Murphy limped under the checkered flag fourth. Colt James was fifth.

The finish: Jacob Goede, Robbie Pyle, Peter Cozzolino, Sean Murphy, Colt James, Jeff Choquette, Michael Annett, Kris Stump, Sean Bass, Terry Schoppenhorst, David Odell, Eddie Hoffman, Chris Fontaine, Jesse Smith, Chris Sevey, Alec Carll, Michael Simko, Nolan Wilson, Troy Hintzsche, Derek Thorn, Wes Griffith, Jr., Tyler Townsend, Keeton Hanks, Danny Ouderkirk, Shane Riffel, Charlie Menard, Travis ssow, Bryan Clauson, Nick Schumacher, Jeff Cave, Earl :kner, David Wilson, Brian Ross.

What A Gas: Local Driver Takes Yet Another Victory

BRASELTON, Ga. — For the fourth-consecutive Georgia

	A S	рr	alt
GAS LM	Ser	ies	late-
	moo	lel	event
	at	L	anier
Vational Speed	way,	а	local
river claimed th	ie vic	tor	y.
		- '	· .

ď Former Lanier track champion Dwayne Buggay stole the show Saturday night at the three-eighths-mile asphalt oval, holding off the invaders and his weekly competitors for the victory.

"I don't know were to start: I am just exhausted," said Buggay after his second-career GAS triumph. "It was hot out there today and with running two cars tonight, it just took its toll on you. But when you win, it makes all of that just disappear and you are just so excited about everything. Things just worked out for us." Buggav's run was over shadowed early by the performance of Jimmy Garmon, who started from the pole and finished

second. Kyle Fowler, Michael Pope

and Fredrick Moore rounded out the top five. The finish:

Dwayne Buggay, Jimmy Garmon, Kyle Fowler, Michael Pope, Fredrick Moore, Kevin Stephens, Russell Fleeman, Joey Senter, Bubba Pollard, Greg Motes, Shane Nalley, Michael Phelps, David Elliott, Cody Haskins, Bart Ingram, Michael Bruce, Wayne Willard, Dakota Stroup, Shane Sawyer, Bobby Keys, Michael Massey, Chris Dilbeck.

Suprick Charges To Victory Lane At Ransomville

RANSOMVILLE, N.Y. George Suprick charged from seventh

starting ASCS PATRIOT spot to win **F**riday night's American Sprint Car Series Patriot regional feature at Ransomville Speedway. It was his 11th victory with the series, but first in almost two years of ASCS competition.

Suprick grabbed the lead

from Scott Kreutter on lap 11 and paced the remainder of

the event. finished second, Kreutter ahead of Jared Zimbardi, Coleman Gulick and Ray Preston.

The finish:

George Suprick, Scott Kreutter, Ja ed Zimbardi, Colema Gulick, Ray Preston, Bobby Breen, Mike Lauterborn, Don Adamczyk, Blake Breen, Rob Pietz, Kyle Moffit, Chris Muhleisen, Glenn Styres, Keith Dempster, Jamie Collard, Gary Troutman, Jeremy Barnard, Jay Pietz, Derek Jonathan, Stan Zanchin.

McClenathan To Debut Own Team

BRAINERD, Minn. — Cory McClenathan has been through several changes of ownership with his NHRA NHRA Top Fuel team in NOTES recent years and now the

veteran drag racer is preparing to own his own team.

McClenathan will debut the operation at this weekend's 26th annual Lucas Oil NHRA Nationals at Brainerd Speedway. With all of his current sponsors — including Fram, Autolite and Prestone which have been backing the car he has been driving for Scott Griffin Motorsports, McClenathan will lease his cars, parts and transporter from fellow team owner Don Schumacher.

'The end of my career is closer than I probably care to admit, and I really want to go out doing things my way, know ing I gave it my all and did things the way I think they should be done," McClenathan told NHRA.com. "Tve been fortunate enough to have driven for some great people over the years, most recently Scott Griffin, who will stay involved with my team on the hospitality side of things, and they've all been awesome to me and my family. This is just something I've wanted to do for a long time, and now it's happening.' McClenathan has won 29 NHRA Top Fuel national events.

■ Wayne Dupuy has been fired as crew chief for Pedregon Racing and the car wheeled by team-owner Cruz Pedregon.

Cory McClenathan

Kevin Butterfield will take over for Dupuy on an interim basis and will work under the direction of Dickie Venables, who prepares the Funny Cars driven by Tony Pedregon.

■ It didn't take long for team owner Don Schumacher to remove Mike Neff as crew chief for the Funny Car driven by Gary Szelzi.

Neff, who announced at Infineon Raceway a week earlier that he would leave the team at the end of the season to take a job as a driver for John Force Racing next season, will be replaced by Todd Okuhara.

Okuhara moves from the DSR team car wheeled by **Jack Beckman**. Okuhara had been sharing tuning duties with Phil Shuler for that team. Neff will be available to assist either team if needed, but it seems likely he will leave DSR to start with Force within the next month.

■ Tony Pedregon defended his title at the Night Under Fire Funny Car event held at Norwalk Raceway Park.

Curt Shumaker, Ike Beasley

and Dave Baumgartner round-

ing out the top five in that

Jason Blonde, Jimmy McCune, Curt Shumaker, Ike

Beasley, Dave Baumgartner, Troy Underwood, Brian Lay,

Mike Ling, Kevin Feeney, Chad Goff, Hank Lower, Bill

Jacoby, Johnny Scherer, Aaron Katz, Jim Swain, Davey

Brown, Jeff Bloom, Bill Tyler, Tim Ryan, George Gustafson, Mike Austraskis, Mike Katz.

Blonde Holds Off McCune

at

order. The finish:

BIRCH RUN, Mich. -– Jason Blonde won Friday night's Auto Value Super Sprint Series fea-

ture AVSS Dixie Motor

Speedway Blonde held off fast-qualifier Jimmy McCune on the fourtenths-mile asphalt oval.

Steele Scores 3rd-Straight

n

SAMSULA, Fla. – David Steele romped to his thirdconsecutive

Tampa Bay **TBARA** Area Racing

Ass sprint-car victory Saturday

night at New Smyrna Speedway. Steele held off D.J. Hoelzle on the half-mile asphalt oval, with Dude Teate. Stan Butler and Troy DeCaire rounding out the top five.

The finish: David Steele, D.J. Hoelzle, Dude Teate, Stan Butler, Troy DeCaire, Jim Alvis, Larry J. Brazil, Jr., Mark Gimmler, Wendy Mathis, Charles Ladner, Steven Bradley, Michael Smith, Tommy Nichols, Mickey Kempgens, Keith Butler, Matt Tiffany, John Sambor, Naud Slawidk, Dan Scatter, Bill Bettiloba linemu David Slawiak, Dan Statter, Bill Pettijohn, Jimmy Kissinger, Kipp Beard.



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Champion

Terry Grav

Saturday

Gray Dominant At Dixie

WOODSTOCK, Ga. Defending O'Reilly USCS National



earned his sixth feature triumph of the season and his fourth at Dixie Speedway by taking the eighthannual Dixie Sprint Car Nationals main event Saturday night.

Gray led every lap while the battle for the second spot ensued behind him. Randy Helton held off the charging Andy McElhannon, who had started 12th before picking his way through the field. The finish:

Nelson, Tyler Godwin, Jeremy Scott, David Thorman, Daryl Smith, Matt Stegeman, Nick DeFeo, Lee Moore, Chris Hill, Jake McLain, Joe Larkin, Matt Kurtz, Brandon McLain,



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THINK PINK: Kramer Williamson (73) gets by Davey Sammons en route to his 65th-career URC victory Saturday night.

Aiken In Groove At Grove, Williamson Gets His 65th

Friday

MECHANICSBURG, Pa. Ed Aiken won the Shop Drop 360 Nationals sanctioned by the United Racing Company Friday night at Williams Grove Speedway.

Aiken led

flag to flag URC on the his-

toric halfmile to earn the \$4,000 victory. Kramer Williamson, working the inside of the race track in turns one and two, nearly passed Aiken on lap 12 of the 25-lap race, but a caution flag gave Aiken the break he needed

Aiken switched to the inside line and outdistanced the field for his first URC victory of the season and first victory at Williams Grove.

Chad Layton finished second, followed by Williamson, Pat Cannon and Blane Heimbach. The finish:

Ed Aiken, Chad Layton, Kramer Williamson, Pat Cannon Ed Aiken, Unad Layton, Kramer Williamson, Fa't Gannon, Blane Heimbach, Curt Michael, Cory Haas, Trevor Lewis, Michael Carber, Randy West, J. J. Grasso, Josh Weller, Lance Moss, Robbie Stillwaggon, John Westbrook, Mares Stellfox, Brook Weibley, Kevin Nagy, Jason Barney, Lucas Wolfe, Kevin Welsh, Andrew Hanulla, Becca Anderson, Mark Bitner.

Saturday

DELMAR, Del. — Kramer Williamson charged from 10th-place starting spot to score his 65th-career United Racing Company Bar's Leaks Sprint feature victorv Saturday night at Delaware Int'l Speedway.

Williamson's victory came in the fifth race of the Delaware State Sprint Series. Curt Michael finished sec-

ond, followed by Davey Sammons, Trevor Lewis and Dave Ely in the top five. The finish:

Kramer Williamson, Curt Michael, Davey Sammons, Trevor Lewis, Dave Ely, Randy West, Ed Aikin, Michael Carber, J.J. Grasso, Chris Coyle, Mike Haggenbottom, Jamie Bodo, Todd Rittenhouse, Mares Stellfox, Brian Brittingham, Robbie Stillwaggon, Scott Pursell, Adam Gordon, Kyle Purks, Andrew Hannula, Brook Weibley, Midge Miller, Josh Weller, Dave Betts,

Deja Vu For 'Shu II' Shullick, Jr. Pockets A Pair Of Victories

Friday

TOLEDO, Ohio — Dave Shullick, Jr. picked up his 16thcareer Midwest Supermodified

Ass'n victory Friday MSA night at Toledo

Speedway Shullick, who has won seven times in MSA competition this season, passed Charlie Schultz on the high side of turns three and four on the eighth circuit and held on for his first tri-umph at the Toledo track. Schultz held on for second, fol-

lowed by Jack Smith, Rich Reid and Moe Lilje in the top five.

The finish: Dave Shullick, Jr., Charlie Schultz, Jack Smith, Rich Reid, Moe Lilie, Joe Grunda, Randy Burch, Bobby Dawson, Rvan Klingelhoffer, Terry Gibson, Jon Henes, Jeff Banyas, Sean Sauer, Matt Palmer, Brandon Fisher, Kyle Edwards, Danny Shirey, Jim Moran.

Going Batty? West Wins One

MERLIN. Ontario — Adam West won a hard-fought battle

on Saturday and SOS tured first victory

cap-

his

at his hometrack as the Southern Ontario Sprints made their final visit to South Buxton Int'l Raceway.

Warren Joe Middlemiss, Mahoney, John Riegling and Kyle Patrick completed the top five.

The finish: Adam West, Joe Middlemiss, Warren Mahoney, John Riegling, Kyle Patrick, Glenn Styres, Kevin Job, Justin Martin, Jamie Collard, Jeff Daniels, Bob Crawford, Dick Mahoney, Rob Middlemiss, James Whittaker, Keith Dempster, Derek Jonathon, Joel Lehman, Garry Evans, Mike Ferrell, Brad Malloy, Bill Baldwin, John Watson, Bob McDonald, Frank Baranowski.

night. the midway point, k passed Charlie Near Shullick passed Schultz on the high side of turn two after a restart and held the lead the rest of the

AMHERST, Ohio

night after scoring his first-

career victory at Toledo

Speedway, Dave Shullick, Jr.

visited victory lane for the

first time at Lorain Speedway

as the Midwest Supermodified

Ass'n paid a visit Saturday

One

way. Schultz held on for second, followed by Moe Lilje, Denny Fisher and Pat Shullick.

The finish: Dave Shullick, Jr., Charlie Schultz, Moe Lilje, Denny Fisher, Pat Shullick, Bobby Dawson, Jon Henes, Jack Smith, Randy Burch, Kyle Edwards, Trent Stephens, Brandon Fisher, Danny Shirey, Rich Reid, Terry Gibson, Matt Palmer, John Dirk, Ryan Klingelhoffer, Joe Grunda, Sean Sauer.

It's Good To Be Kingrea In Va.

NATURAL BRIDGE, Va. Pete Kingrea earned his first

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VS	S	S p	ri	n t
	_			the
nn (Saturda	v ot	Nint	urol

season Saturday at Natural Bridge Speedway.

Kingrea survived pressure from runner-up Billy Norfleet on his way to victory lane. Tom Humphries finished third, while Jerald Harris and Mike Marr rounded out the top five.

The finish:

Pete Kingrea, Billy Norfleet, Tom Humphries, Jerald Harris, Mike Marr, Anthony Linkenhoker, Tony Harris, French Grimes, Donnie Rodeffer, Ivan Shaver, Glenn Worrell, Satch Worley, Dick Talley, Dick Stevens, Jack Rice, Mike Schmidt, Paul White, Danny Miller, Scott Vasbinder.

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	Springs Retainers	Aug 10	United Trailers NSCHoF Golf Classic Bos Landen Golf Club, Pella Starting at 8:30 am
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Fogleman

summed it

"He was

SEYMOUR, WI

up best.

NEWS & RESULTS

Bayne Makes Quick Work Of Fogleman While Whipping Around Hickory

HICKORY, N.C. — How fast was Trevor Bayne on his way to victory lane in the Aaron's 250 Saturday night at Hickory Motor Speedway? Well, secondplace Jav



so fast, I couldn't even block him when he went by,' Fogleman said, "I don't know if

Saturday September 1st

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B Main 1-6 Tr 7-10 50 11-22 35

C Main 1-6 Tr 7-10 35 11-22 30

D-F Main 1-6 Tr 7-10 30 11-22 25

he knew which way he was going to pass me, he was so fast.

On lap 181, Bayne went high, slid around Fogleman and went unchallenged en route to victory.

"If you mess around at the front enough, I knew we'd get a win," said Bayne, driver of the No. 29 Chevy Racing/DEI Chevrolet

"Tonight, we just had an awe-

some car. I could pass threewide anytime I wanted. I was able to pass for the lead on the outside. What more can you ask for out of a car?

Matt Carter, driver of the No. 26n Travis Carter Motorsports Ford, was battling Fogleman all the way to the finish, but he had to settle for third in his

out-of-division start.

Mike Garvey, driver of the No. 17 JaniKing Ford, rallied from losing a car in practice to finish fourth.

Derrick Kelley, driver of the No. 21 Adesa Impact Auto Ford, completed the top five.

The finish

Showing driver, car, laps completed and money won: 1. Trevor Bayne, Chevrolet, 250, \$11,600; 2. Jay Fogleman, Ford, 250, \$6,900; 3, Matt Carter, Ford, 250, \$5,000; 4, Mike Garvey, Ford, 250, \$4,000; 5. Derrick Kelly, Ford, 250, \$3,000; 6. Brian Scott, Ford, 250, \$3,800; 7. Wade Day, Ford, 250, \$2,600; 8. Dusty Williams, Ford, 250, \$2,900; 9. Gary Helton, Chrevrolet, 250, \$2,300; 10. Mart Nesbitt, Ford, 250, \$2,200; 11. Richard Boswell, Chevrolet, 250, \$3,600; 12. Kirk Leone, Ford, 250, \$2,200; 13. Clay Jones, Ford, 250, \$1,900; 14. Dange Hanniford, Chevrolet, 250, \$1,800; 15. Joey Coulter, Ford, 250, \$1,700; 16. Caleb Holman, Chevrolet, 250, \$2,600; 17. James Bueschet, Chevrolet 260 \$1,600:18 Jeff Fultz Ford 250 \$1,600:19 Chase Pistone, Chevrolet, 250, \$1,600; 20. Billy Bigley, Jr. Ford, 250, \$1,600; 21, Steven Davis, Ford, 250, \$1,400; 22, Frank Deiny, Jr., Ford, 248, \$1,400; 23. Tom Hessert, Chevrolet, 248, \$1,400; 24. Brandon Ward, Ford, 247, \$1,400; 25. Matt Hawkins, Ford, 246, \$1,400; 26. Bobby Gill, Ford, 246, \$2,200; 27. Brett Butler, Chevrolet, 245, \$1,200; 28. Michael Ritch, Ford, 245, \$1,700; 29. Shelby Howard, Chevrolet, 179, \$1,500; 30. Woody Howard, Chevrolet, 145, \$1,200; 31. Mark McFarland, Chevrolet, 127, \$1,450; 32, Mike Herman, Jr., Chevrolet, 70, \$1,400 33. Lucas Ransone, Chevrolet, 31, \$1,200.



Litton Takes Down Todd

Bruco Litton defeated J.R. Todd in the Top Fuel final of the Torco Northern Racing Fuels Nationals Monday at Knoll Gas Motorsports Park at U.S. 131

Litton covered the quarter mile in 4.707 seconds, 287.72 miles per hour, to take the victory and the

Knoll

Nitro Jam

Gas

IHRA

point lead. Other professional winners were Mike Ashley (Nitro Funny Car), Jason Hamstra (Pro Modified), Paul Noakes (Alcohol Funny Car) and Frank Gugliotta (Pro Stock). Litton, who entered the Northern Nationals second in the standings behind T.J. Zizzo, qualified No. 5 and took out No. 1 qualifier Doug Foley in round one. Todd, a regular competitor on the NHRA circuit, took out Zizzo in the first round, therefore giving Litton the opportunity he needed, if he could make it to the finals.

Litton's second-round opponent was Melanie Troxel. Litton used a holeshot victory to defeat her, 0.058 reaction time to Troxel's 0.082. He then advanced to the finals against Todd, who dispatched Bobby Lagana, Jr. in his semi-final match.

In the final round, Todd

smoked the tires 60-feet down the track and Litton never looked back, making a perfect pass to the finish line and his second victory of the season. He now leads Zizzo by 21 points.

"I am so proud of J.R.," Litton said. "He has a lot of heart and desire and has turned that heart and desire into becoming a champion. I am so proud of him and his whole family." Ashley dominated the Knoll Gas Torco Racing Fuels Pro Nitro Funny Car class all weekend, qualifying No. 1, and holding the low elapsed time and speed marks for the weekend. 4.812, 316.23. He took out Gary Densham in the first round and advanced to the finals when Jack Wyatt couldn't make the call during the semi finals.

On the other side of the ladder, Mitch King dispatched Bob Gilbertson in round one and current point-leader Dale Creasy, Jr. in round two. In the finals, King's car backfired on the burnout, giving Ashley a single to win the race.

"We rolled out a brand new car for this deal," Ashley said. "Every nut and bolt, every piece of the car was brand new except for the body. On the first lap we had eight cylinders, then for the rest of the weekend we couldn't find the other

cylinder. Number one kept going out and we were running seven cylinders the rest of the weekend. In the final round we changed the fuel blower system, put on the one from our other car and it just had too much power for the final."

The Pro Modified final ended up being a single-pass. Hamstra and Matt Hagan completed their burnouts, but Hagan's car wouldn't go into reverse to get back to the line. After his crew pushed him back, the car couldn't stage. Hamstra still made a nice pass, 6.176, 229.55 to take his firstcareer victory.

"I really wish we could have ran Matt in the final round.' Hamstra said. "He's a great racer and a great competitor, but the starter waved me in so I had to go. We ran a good number anyway so we'll take it."

In Alcohol Funny Car, Noakes' win made it two in a row against fellow Ontario native Rob Atchison.

In Pro Stock, Gugliotta had a 6.423-second pass to defeat Larry O'Brien in the final round.

"I really am excited to get this win: it was my first with Rick and Bonnie Jones," Gugliotta said of his car owner Rick Jones and his wife Bonnie. "It was a great race and a great weekend.'



MIDWEST SHOWDOWN: A.J. Bruns (44) races Joey Moughan Friday at Morgan County Speedway in Jacksonville, Ill. Moughan captured his first series victory.

Moughan, Hurley Earn Triumphs

Smith,

Montgomery and point-leader

The finish: Joe Moughan, A.J. Bruns, Danny Smith, Tim Montgomery, Jerrod Hull, Robbie Standridge, Joey

Montgomery, Tiffany Wyzard, Jimmy Hurley, Bret Triplett, Montgomery, Tiffany Wyzard, Jimmy Hurley, Bret Triplett, Chris Urish, Jeremy Standridge, Korey Weyant, Tommy Rockwell, Cory Bruns, Chad Branson, Nathan Charron, Tyler Thompson, Paul May, Terry Babb.

NEW FLORENCE, Mo.

Jimmy Hurley captured his

Jerrod Hull followed.

Friday

JACKSONVILLE, Ill. — Joey Moughan has had several instances of bad luck during O'Reilly Midwest All MASS Star Series events this

season, but luck and patience helped him gain his first series victory Friday night at Morgan County Speedway.

Moughan took advantage of the three top qualifiers failing to finish in the top four in their heats to start fourth in the feature.

Moughan moved to second on



lead.

Dannv

Saturday

GUNNING FOR THE WIN: Nokie Fornoro races toward the victory Saturday at the Waterford Speedbowl.



the opening lap and when second O'Reilly Midwest All leader Terry Babb cut a tire on Stars victory by leading wire lap eight, Moughan took the to wire in Saturday night's 30lap feature at Montgomery From there he held off A.J. Bruns for the \$2,000 triumph.

Tim

County Speedway. Hurley started on the pole and was never seriously challenged.

Joey Montgomery finished second, with point-leader Jerrod Hull third. Robbie Standridge romped from 14th on the grid to finish fourth, with Jason Keith fifth. The finish:

Timey Hurry, Joey Montgomery, Jerrod Hull, Robbie Standridge, Jason Keith, Tim Montgomery, Cory Bruns, Tiffany Wyzard, Tommy Rockwell, Jeremy Standridge, AJ. Bruns, Tyler Thompson, Randy Stilley, Mart Tichter, Terry Babb, Ryan Bunton, Jason Adams, Brad Greer, Rob Crahtree Chris Sloan

Fornoro **Finds Victory** Lane Again At Waterford

WATERFORD, Conn. Nokie Fornoro of scored his first feature victory of the season in Northeastern Midget Ass'n competition, winning at the Waterford Speedbowl Saturday night.

The 25-lap event took **NEMA** only six minutes,

eight seconds from green to checkers, setting a track record.

Fornoro became the season's sixth different winner in as many races in the series. This was Fornoro's fourth triumph at the shoreline oval, but his last victory there came in 1985. Greg Stoehr finished second. followed by Adam Cantor, Lou Ciconni, Jr. and Erica Santos in the top five, respectively. The finish:

TINE TIMISIC: Nokie Formoro, Greg Stochr, Adam Cantor, Lou Ciconni, Jr., Frica Santos, Shane Hammond, Joey Payne, Jeff Abold, Ben Seitz, Jeremy Frankoski, Chris Leonard, Randy Cabral, Andy Shlatz, Tim Heath, Paul Scally, Mark Irving, Barry Kittredge, Mike Luggelle, Cory Cleary, John Zych, Jr., Steve Powers, Shawn Torrey, Paul Luggelle, Bobby Kuiken.





Drifting Has Evolved Into An Extreme Sport

rifting has been described as beauty and grace at speed. With the car tossed sideways, tires smoking, front wheels cranked in full opposite lock, it's certainly an exciting visual and compellingly reminiscent of a time when the quickest way around a paved race track was a slide on the brink of control

By Bob Gates NSSN CORRESPONDENT

It was a goose-bump-raising sight when practiced to perfection by the likes of Tazio Nuvolari, Stirling Moss and Jim Clark. Drifting derives its name from that imagination

capturing driving style and exploded onto the scene in Japan in the late 1970s due to the actions of one man. When legendary motorcycle racer Kunimitsu Takahashi turned to auto racing, he developed a unique method that mimicked the technique of those past mas ters. He would clip the apex of the corner hard and fast. force the car into a slide and then hold that slide - or drift — all the way through the turn. It was hard on tires, but he could maintain his momentum through the corners and then exit at an extremely high rate of speed.

Takahashi became so successful with his colorful driving that his fans, especially the young ones, began to imitate it with their street cars. They turned to the mountain roads for this because, naturally the tight, twisty downhill curves made it easy to get their cars into a slide.

Their activities put them at odds with the police for endangering public safety, but like the street racers in this country in the 1960s, they pushed on with their pastime, although with more discretion. Typical of the young, their clandestine, anti-establishment behavior only served to draw attention - and add participants and they coined a term to describe it. Touge.

Despite the advent and popularity of sanctioned drifting, chasing the Touge, as it's known, continues to be very popular and was actually the form drifting took as it made its way to this country. California's canyon roads, especially, became a breeding ground for the Japanese phenomenon

Because of its immense, growing popularity, drifting soon caught the attention of entrepreneurs. Japanese businessman Daijiro Inada, the publisher of the tuning magazine Option, saw the marketing potential of taking



EVOLUTION: Drifting has evolved from its original form developed in Japan to an extreme sport in the U.S. and around the world

drifting professional early on.

He pulled it from its underground roots by establishing safety standards, a regular meet schedule, driver training courses and paying substantial prize money. He called his new organization D1 Grand Prix.

D1 grew beyond Inada's wildest expectations. It put drifting into the mainstream and has such a following that the drivers and even some of the judges have achieved celebrity status. Sponsors flocked to it. And D1 spread quickly around the world. There are D1 meets currently in the U.S., Australia, New Zealand and many European countries.

D1's success spawned similar organizations. In this country, there is Formula Drift and the aptly named U.S. Drift. NOPI Drifting is yet another series, created and

sponsored by the giant auto-parts distribution firm, NOPL.

THE ID AGENCY PHOTO

All these organizations are experiencing astronomical growth, especially with the young. Drifting fits perfectly with their fascination for extreme sports. For many of them, it has become more than a motorized competition; it's a lifestyle

That begs the question, should drifting be considered a legitimate sport or just another craze from a generation with more time and expendable funds on their hands than good sense? That question can only be answered with time. Meanwhile, let them have their fun. After all, they're doing something with cars, rather than guns, gangs and drugs. That can't be a bad

The objective of a drifting competition is simple: Put the car into a drift and hold it there through not only the curvy parts of the pre-determined course but the straight bits as well. How well that's done is determined, like figure skating, by a panel of judges

Every organization has its own variances on scoring, but they include the following elements: Speed, into the turn, through the turn and exiting the turn; the angle of drift, or how far the car's rear end is hung out; and impact, the excitement a driver generates from the spectators.

To take some of the subjectivity out of the judging, D1 Grand Prix provides each car with the Drift Box Pro, a real-time telemetry system that measures entry speed, drift angle and cornering force. Even then, the best visual perform ance usually gets the nod.

A drift meet is normally held over the course of two days, and competitors are pared down through a series of individual passes in front of the judges to a final 16. Those 16 are then paired up and given two passes in front of the judges, a lead pass and a following pass. The idea is to mimic the moves of the driver in front. Overtaking the lead car or gaining on the lead car in a tandem pass scores huge points. Eliminations continue until one competitor is declared the winner.



POP CULTURE & DRIFTING

Nothing says as much about the impact of an activity than its acceptance in pop culture. The street racers of the 1960s had the Beach Boys and Jan and Dean on AM radio. Drifting has movies and video games. It's been featured in films like the recent theatrical releases "The Fast and the Furious: Tokyo Drift," "Slide America" and even a part in the animated smash hit "Cars." There are dozens of straight-to-DVD movies featuring drifting. And then there are the video games. "Daytona USA," "Gran Turismo," "Super Mario Kart," "Tokyo Drift" and the" Need for Speed" game series all include drifting and depend on a player's drifting skills to advance through the various game levels.

DRIFTING CARS

What type cars are used in drifting? As drifting spreads, the cars are becoming as varied as the competitors. Toyota Supras, Nissan's 240SX and various Hondas are still popular vehicles, but just about any rear-wheel-drive car is an acceptable candidate for drifting. Dodge Vipers, Pontiac GTOs, Porsches and even DeLoreans have recently competed in drifting meets. The Ford Mustang is becoming a very popular drift car, especially in America





STREET SHOW: Two competitors drift through the streets of Long Beach, Calif.

MANUFACTURERS **IN DRIFTING**

A surprising aspect of drifting is its seemingly limitless ability to attract sponsors. There are at least eight tire manufacturers now involved in the sport, as well as dozens of automotive parts retailers, gas and oil companies and a multitude of sponsors like energy drinks, clothing and shoe lines and electronic retailers. Check out the various of drifting Web sites; the support is amazing. That's because those attracted to drifting fit perfectly with the demographics merchandisers's mouths are watering for: young men, age 20-30.

A prime example is at a time when many racing series and teams are struggling to attract sponsors, Hankook Tires just nveiled a Porsche 993 GT2 Turbo that was built specifically for rifting. The cost was in excess of \$100,000.

MONEY TO MOVE: With drifting's growing popularity comes the growing number of sponsors involved in the sport.



Start Your Engines *National Speed Sport News* gets you in the know for the 47th annual Knoxville Nationals by breaking down this year's top contenders and pretenders. Take a look at past winners and other fast facts to get up to speed for this year's event. PAGE KX-4-5



One Memorable Night The 30th annual Knoxville Nationals was one for the history

books. Seventeen years later, Bobby Allen's defeat of the big boys is still a special memory for the Pennsylvania native. PAGE KX-7

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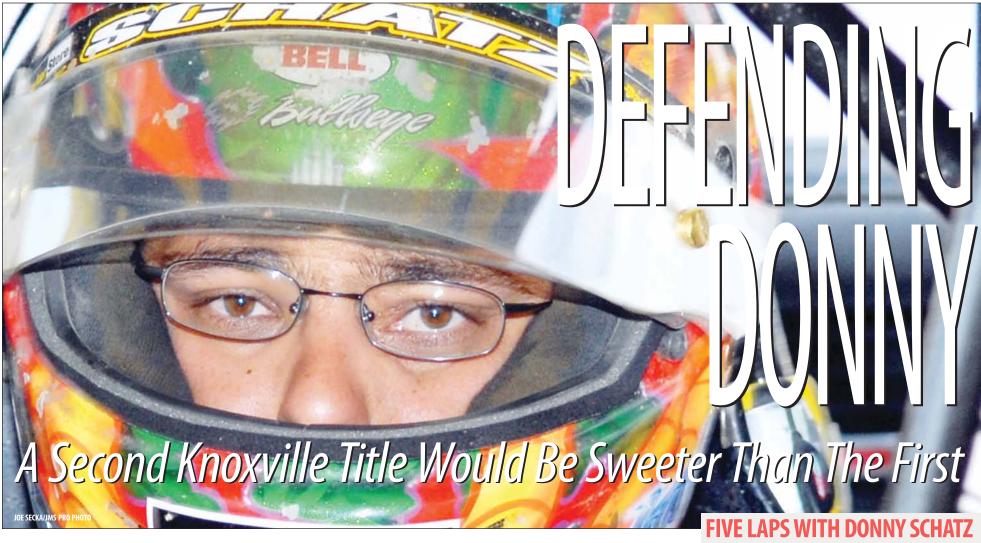
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August 8, 2007 Knoxville **Nationals** Section

www.nationalspeedsportnews.com

Can Donny Do It Again In Knoxville?



ight now is the right time to be Donny Schatz. For the first time in his sprint-car racing career, Schatz returns to Knoxville Raceway as the defending winner of the prestigious Knoxville Nationals and the defending World of Outlaws champion.

The Fargo, N.D., native will celebrate his 30th birthday preparing to defend his title in the richest race for the warriors of the winged sprint-car racing world, the 47th Knoxville Nationals

BY JUDY KOUBA DOMINICK

Saturday. Schatz will hit the milestone birthday Friday (Aug.10) around the time he is lining up for the scramble that will finalize his starting position for Saturday night's event.

Although putting the Knoxville Nationals winner's check for \$150,000-plus in the bank is rewarding and gratifying, it isn't the reason Schatz has a burning desire to take home the winner's trophy for a second-consecutive time

'Winning a second time would have more thrill," said Schatz. "We didn't really have a chance to celebrate or take any pictures with the car and the team. I would have more of a chance to celebrate with my team. To win it again this year would give me a chance to enjoy it more. After last year's race, everything was almost a blur.

'The car got confiscated very quickly and taken to the shed for tech, and it just kind of took the wind out of our sails because of how long tech took. We knew we were OK. We knew there were no issues, but vou are still tense with anticipation. You just have to wait for them to look for whatever they were looking for. Don't get me wrong: they need to do what they do to

make sure everyone is playing by the rules. but we didn't get to celebrate and enjoy it all as much as we would have liked to.

But Schatz isn't minimizing the thrill of winning his first Knoxville Nationals after 12 years of frustration that resulted in four runner-up finishes. In 13 trips to the annual extravaganza at the famed Iowa half-mile dirt track, he has one victory, six top fives and seven top-10 finishes since qualifying for his first Nationals A Main in 1998.

When asked to recall the first thought that popped into his mind as he streaked under the checkered flag, Schatz said, "I thought, 'You are going to wake up and it isn't going to be over. It isn't real.' Then the next thing I was screaming in my helmet, 'We did it! We really did it!' I remember being really amazed, then hard to be ultimately excited because I was not sure it is over and asking myself if it really happened."

But it was real. Uncharacteristically, Schatz wasn't the winner of preliminary he everv entered during the

days leading

up to the final. On his qualifying night, he timed in fifth, finished third in the heat and second in the feature. He finished second in the A Scramble on Friday night. But when the dust settled, he had accumulated enough points to start on the pole of the grand finale. The battle with Joey Saldana to capture that first Knoxville Nationals crown wasn't easy, but with 10 laps to go, Schatz finally got the breathing room he needed to masterfully pull his bright yellow No. 15 into victory lane.

Schatz is quick to give credit to his parents, Danny and Diane Schatz, who have been there with him every lap of his career that started on the short tracks of North Dakota. South Dakota, Minnesota and Iowa.

"Sharing the Knoxville win with my family made it even more special," Schatz contin-"They have been with me through ued.

everything I have done. Without them, there would have been a big disappointment; their whole lives revolved around me and racing. As a family, we have won together and lost together. The only reason I feel that way is because we are family. "Having another one to celebrate together would be

the best of all worlds.'

When the four nights in August 2007 are over, the fans have made their way back to their cars to scatter to all parts of the world, the lights are turned out on the infield and another Knoxville Nationals is in the record books, Schatz has put all the pieces in place to have his name etched in history as a back-to-back, two time winner of the greatest sprint-car race in the world.

With now winning the Knoxville Nationals and then the World of Outlaws championship, what is

next? I want to see how A much more we and do. You can't just much more we can stop because you have accomplished some goals. You have to push the envelope further. The numbers that Steve Kinser has accumulated probably will never be duplicated, but nothing takes away desire to win. Just because you win doesn't mean you lose desire. It is probably even stronger to make yourself better.

What was your worst moment at the Knoxville Nationals? Finishing second in 2005. Because it wasn't good enough not when we were that close; finishing second just sucked when I led it and should have won it. It was painful and frustrating. Third place would have been better, I think,

What do you enjoy as much as driving a race car? Flying — if you don't focus on flying 100 percent, you proba-

bly won't live too long in an airplane. You have to be on your toes from the time you climb in the cockpit until the time you

crawl out. You can't think about you did wrong in race — if you should have used different shocks or whatever else you could have done dif-ferently. You don't dwell on that race or yesterday. You learn to let it go and focus on the flying you are doing right then and then on tomorrow

What would you be if you were not a race driver?

I would probably be in the truck-stop business. It is our family business and just like our racing, it is a family thing. Right now we races together and work together. Without racing, we would just work together.

> What is your favorite trophy?

Probably the Knoxville Nationals has most meaning. When there were just the four I have for finishing second parked side by side, they were pretty awesome — until vou bring winner's trophy home. But I have a King's Royal trophy sitting there now, and that is pretty cool as well. And there are others as well that have meaning, but that first Knoxville Nationals piece is probably going to always be one that is pretty special.

MARK FUNDERBURK PHOTO



ENTRY LIST

The drivers expected to compete this weekend in the Knoxville Nationals at Knoxville (Iowa) Raceway.

Car	Driver	Hometown
b4	Eric Baldaccini	Keller, Texas
d1	Justin Henderson	Sioux Falls, S.D.
r9	Scott Winters	Butterfield, Minn.
r19	Jason Solwold	Mount Vernon, Wash.
0	Jonathan Allard	Chico, Calif.
1	Brent Antill	Ankeny, Iowa
1	Shane Stewart	Indianapolis, Ind.
1a	TBA	Algona, Iowa
1au	Sammy Walsh	Lansvale, Australia
1j	Jeff Shepard	Upperco, Md.
1m	Kim Mock	Pleasant Prairie, Wis.
1s	George White	Ft. Worth, Texas
1x	Randy Hannagan	Pittsboro, Ind.
1z	Dusty Zomer	Brandon, S.D.
2	Skip Jackson	Sydney, Australia
2	Brooke Tatnell	Forest Lake, Minn.
2L	Ed Lynch, Jr.	Apollo, Pa.
2x	Josh Higday	Des Moines, Iowa
3	Bob Bennett	Lewisberry, Pa.
3j	Greg Jones	Earlham, Iowa
3k	Kaley Gharst	Decatur, III.
3s	Ryan Farrell	Perth, Australia
4	Danny Smith	Danville, Ind.
4L	Mark Amenda	Streator, III.
4x	Toni Lutar	Surrey, BC, Canada
4xx	Jan Howard	Byhalia, Miss.
5	Dave Glennon	Casselton, N.D.
5b	Chad Blonde	Litchfield, Mich.
5c	Chad Hillier	Sedro Woolley, Wash.
5w	Lucas Wolfe	Mechanicsburg, Pa.
5x	Jacob Schell	Independence, Mo.
6	Tim Shaffer	Aliquippa, Pa.
6f	Bob Felmlee	Franklin, Pa.
6n	Sean Michael	Coplay, Pa.
7	Craig Dollansky	Zimmerman, Minn.
7k	Dean Jacobs	Wooster, Ohio
<u>7s</u>	Jason Sides	Bartlett, Tenn.
7tw	Brandon Wimmer	Fairmount, Ind.
8k	Chad Kemenah	Findlay, Ohio
9	Joey Saldana	Pittsboro, Ind.
9r	Rager Phillips	Knoxville, Iowa
10	Ricky Logan	Little Rock, Ark.
10c	Jeremy Campbell	Monroe, Mich.
10k	Tim Kaeding	Paradise, Calif.
11	Steve Kinser	Bloomington, Ind.
<u>11d</u>	Dion Hindi	Albuquerque, N.M.
<u>11h</u>	Kerry Madsen	Knoxville, Iowa
<u>11t</u>	T.J. Winegardner	Pierson, Fla.
11x	Garry Lee Maier	Cimarron, Kan.
12	Lynton Jeffrey	Prairie City, Iowa
12L	John Lambertz	Sioux Falls, S.D.
13	Mark Dobmeier	Grand Forks, N.D.
<u>13b</u>	Seth Brahmer	Wisner, Neb.
14	Jason Meyers	Clovis, Calif.

	. ,	,
Car	Driver	Hometown
14aj	Wayne Johnson	Knoxville, Iowa
14m	Randy Martin	California, Mo.
15	Donny Schatz	Fargo, N.D.
15s	Nick Smith	Broken Arrow, Okla.
15h	Sam Hafertepe, Jr.	Sunnyvale, Texas
17g	Travis Cram	Knoxville, Iowa
18	Brian Carlson	Linden, Ind.
18t	Tony Bruce, Jr.	Liberal, Kan.
19	Stevie Smith	New Oxford, Pa.
19w	Bob Weuve	Newton, Iowa
20	Paul McMahan	Nashville, Tenn.
20e	Brian Ellenberger	Butler, Pa.
20w	Greg Wilson	Benton Ridge, Ohio
21	Brian Brown	Grain Valley, Mo.
21	Daryn Pittman	Owasso, Okla.
22	Greg Hodnett	Memphis, Tenn.
24	Terry McCarl	Altoona, Iowa
24h	Rob Chaney	Millersburg, Ohio
25	Lance Dewease	Fayetteville, Pa.
26	Taylor Malsam	Bellevue, Wash.
28	Brian Paulus	Mechanicsburg, Pa.
29	Kenny Jacobs	Holmesville, Ohio
29t	Travis Rilat	Forney, Texas
34	Luke Hall	Ludlow Falls, Ohio
35	Jac Haudenschild	Wooster, Ohio
36	Jason Martin	Liberal, Kan.
39	T.J. Sutts	Liverpool, Pa.
40	Clint Garner	Sioux Falls, S.D.
41	Jason Johnson	Greenville, Texas
41k	Ray Allen Kulhanek	Conroe, Texas
47p	Jack Potter	Pleasant Hill, Mo.
47t	Tony Shilling	Knoxville, Iowa
51	Fred Rahmer	Salfordsville, Pa.
53	Jack Dover	Springfield, Neb.
55	Mark Smith	Selinsgrove, Pa.
56	Dave Heskin	St. Michael, Minn.
57c	Chris Schmelzle	Victoria, BC, Canada
69	Mike Moore	Des Moines, Iowa
70	Calvin Landis	Knoxville, Iowa
70	Robert Bell	Colfax, Iowa
71g	Garrett Ishii	Caruthers, Calif.
71y 71r	Ryan Anderson	Charter Oak, Iowa
72	Mike Deavers	Normal, III.
72	Ty Bartz	Sheboygan Falls, Wis.
	Jesse Hockett	
75h		Warsaw, Mo.
81a	Randy Anderson	Clarion, Iowa
81b	Robert Ballou	Rocklin, Calif.
81c	Brent Covell	Titusville, Pa.
83	Danny Lasoski	Higginsville, Mo.
94s	Natalie Sather	Fargo, N.D.
96	Bronson Maeschen	Knoxville, Iowa
96au	Bruce White	Merrylands West, Australia
97	Todd King	Sheboygan Falls, Wis.
98	J.D. Johnson	Goddard, Kan.



CRAIG MURPHY PHOTO HISTORIC GROUNDS: Shane Stewart makes his way through turn two at Knoxville Raceway in 2006. The raceway is home to the National Sprint Car Hall of Fame and Museum.



BIG CASH

The Knoxville Nationals will pay \$150,000 to the winner for the first time. To equal that amount a driver would have to win 15 regular World of Outlaws features. The total purse for the four nights of racing at the Marion County Fairgrounds oval is \$919, 515, with \$582,275 available for Saturday night's feature events.

CINDERELLA

Cinderella has always had a place in the Knoxville Nationals, most recently with sizzling performances from unexpected sources. While Jason Johnson was plendid in winning a preliminary night feature and finishing third in the main event last year, the best story of the week was without a doubt that of Don Droud, Jr. Driving for the PACE Motorsports entry that came together only days before the Nationals, Droud was fast all week and finished ninth in the feature.



MARK FUNDERRURK PH CINDERELLA STORY: Don Droud, Jr. finished ninth in the feature at Knoxville in 2006.

LAST YEAR

Money 1. Donny Schatz \$140,000 2. Joey Saldana 3 Jason Johnson 4. Danny Lasoski 5. Jason Meyers 6. Steve Kinser 7. Craig Dollansky 8. Wayne Johnson 9. Don Droud, Jr. 10. Darvn Pittman

ON THE WEB

While several Web sites will offer live coverage of the Nationals, *NSSN* Senior Editor Mike Kerchner will update his blog on www.nationalspeedsportnews.com umerous times during the four days of action at Knoxville Raceway, so check

back frequently to find out what's happening at the

70,000

35 000

26,000

20,000

15,000

12,000

10,000

9,500

9,000

With the big money on the line at the Knoxville Nationals, tempers often flare. Last year, the nation watched live on Speed as the Lasoski family, including three-time Nationals winner Danny Lasoski, his father, George, and driver Brian Brown, who is George Lasoski's grandson and Danny Lasoski's nephew, nearly came to blows. The incident started while The Dude and Brown raced for a transfer spot into the feature event. The family long ago patched up its differences from that night, but don't be surprised if a similar incident breaks out this year.

FAMILY FEUD

A NEW WINNER?

Only three former winners — Steve Kinser, Danny Lasoski,

Donny Schatz — of the Knoxville Nationals, which is cele-

brating its 47th anniversary, are entered in this year's event.

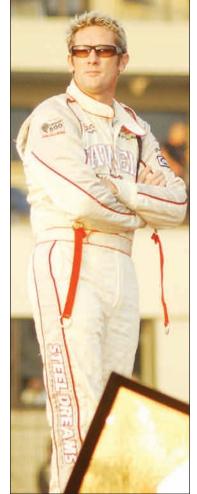
After six-consecutive years without a new winner the

Knoxville Nationals has enjoyed a first-time winner (Kraig

Kinser and Donny Schatz, right) two years in a row. It very

easily could become three straight with Joey Saldana, Jason

Meyers, Daryn Pittman and Craig Dollansky among the



IFFF BYI SMA PHOTO

WINNERS HARD KNOX: Steve Kinser

RAIG MURPHY PHO

(11) tries to move past Paul

McMahan (20) during the

2006 Knoxville Nationals.

Driver Year 2006 Donny Schatz 2005 Kraig Kinser 2004 Danny Lasoski 2003 Danny Lasoski 2002 Steve Kinser 2001 Danny Lasoski 2000 Mark Kinser 1999 Mark Kinser 1998 Danny Lasoski 1997 Dave Blaney 1996 Mark Kinser 1995 Steve Kinser 1994 Steve Kinser 1993 Steve Kinser 1992 Steve Kinser 1991 Steve Kinser 1990 Bobby Allen 1989 Doug Wolfgang 1988 Steve Kinser 1987 Steve Kinser 1986 Steve Kinser 1985 Doug Wolfgang 1984 Doug Wolfgang 1983 Sammy Swindell 1982 Steve Kinser 1981 Steve Kinser 1980 Steve Kinser 1979 Ron Shuman 1978 Doug Wolfgang Doug Wolfgang 1977 1976 Eddie Leavitt 1975 Eddie Leavitt 1974 Dick Gaines 1973 Ken Weld 1972 Ken Weld 1971 Jan Opperman 1970 Joe Saldana 1969 Ken Gritz 1968 Ray Lee Goodwin 1967 Thad Dosher 1966 Jav Woodside 1965 Ken Weld 1964 Ken Weld 1963 Greg Weld 1962 Jerry Richert 1961 Rov Robbins

HANDICAPPING THE FIELD

National Speed Sport News breaks down the top competitors in this year's Knoxville Nationals. The Favorites

Donny Schatz — The defending race winner is the overwhelming favorite entering the Nationals. Schatz dominated the King's Royal at Eldora and has been nearly unbeatable through July and early August.

Joey Saldana — Saldana challenged Schatz through the early part of the season and has won nine races to this point. His father, Joe, won the Nationals in 1970.

Steve Kinser — Still The King, Kinser should never be counted out at Knoxville. He's won the sport's most prestigious event 12 times, but the 53-year-old driver hasn't won it since 2002.

Danny Lasoski — The winningest driver in the history of Knoxville Raceway, Lasoski is certainy among the favorites this year. Ranking third in the World of Outlaws standings, Lasoski knows Knoxville better than anyone.

Jason Meyers — Meyers could be the best bet to become a first-time winner of the Knoxville Nationals. He's had a steady season and has always run well at the black-dirt half-mile.

The Top Contenders

Terry McCarl — With six track titles to his credit, McCarl knows Knoxville. He will be a front runner all week and with a little luck could be in victory lane on Saturday night.

Craig Dollansky — The Minnesota veteran cut his teeth at Knoxville, and he's always fast t comes time for the Nationals.

Daryn Pittman — While his performances this season have been inconsistent, Pittman has everything it takes to win the Nationals.

Paul McMahan — McMahan has had bad luck at the Nationals, but he's been fast on the big tracks this year, having won at Eldora in June.

Brooke Tatnell — In a season during which he lost his father, Tatnell (right) tuned up for the Nationals with a weekly victory at Knoxville and could become the first Aussie to win the prestiaious event.

10 More Who Could Win

RON SKINNER PHOT

Kenny Jacobs — Wheeling Barry Jackson's JEI house car, Jacobs has been fast all year but has little to show for it. This could be the crowning moment for the driver who was inducted into the National Sprint Car Hall of Fame earlier this year.

> Jac Haudenschild — Haudenschild has struggled in qualifying this year, and time trials are extremely important at Knoxville. But Haud is one driver who should never be counted out.

Jason Solwold — Not the contender he was last season, Solwold still has one of the best cars in the land and should be a force at Knoxville

Jason Sides — Never spectacular, never painfully slow, Jason Sides is a consistent performer, who under the right circumstances could contend for the victory.

> Tim Kaeding — Kaeding (left) is back racing regularly on the West Coast, but has been a speed demon at Knoxville in recent years.

Wayne Johnson — Johnson has been one of the stars of the Nationals the past two seasons, and there is no reason to believe he won't be near the front of the pack again this year.

Jason Johnson — While he's done most of his racing in 360 sprint cars, Johnson has been one of the nation's winningest drivers the past two sea-

sons. He won a preliminary-night feature at Knoxville last year.

Greg Hodnett — Though he's won his share of races, Hodnett hasn't had his best season. Still, he's always in the hunt at the Knoxville Nationals, where he's had his share of stellar performances through the years.

Chad Kemenah — Kemenah has had a forgettable season. But with two top-three finishes at the Nationals, he could turn it all around in a heartheat

Fred Rahmer — One of sprint-car racing's elder statesmen, Rahmer has won preliminary-night features at the Nationals in consecutive years.

LIVE

Speed will air live coverage of the 47th annual SuperClean Knoxville

Nationals Saturday night from 10 p.m. to 1 a.m. FST, Ralph Sheheen and Brad Doty will call the action, with Tony Bokhoven and Dave Argabright in the pits.

Fighting To Make The Feature

Lucas Wolfe

Tim Shaffer

Ed Lynch, Jr.

Stevie Smith

Dusty Zomer

Jeff Shepard

Lance Dewease

Justin Hendersor

These drivers will be fast but will likely be scrapping for the final positions in the feature:

Kerrv Madsen Billy Alley Brian Paulus Brian Brown Sam Hafertepe Mark Dobmeier Randy Hannagan Don Droud, Jr.



DICK AYERS PH

Making Dust Fly

At 22, Dusty Zomer Is Creating A Name For Himself In Sprint Cars

By CRAIG MURPHY NSSN CORRESPONDENT

It wasn't that long ago Dusty Zomer was unknown.

Now he's one of the hottest young sprint-car drivers.

That's what happens when you do well at the country's most hallowed sprint-car grounds. The Brandon, S.D., driver first got behind the wheel of a sprint car in late 2002 after numerous go-kart titles. In 2003, he won the 360 rookie title at Huset's Speedway, literally just down the street from his home. The next year, he was 360 track champ at Husets and 360 rookie of the year at Knoxville (Iowa) Raceway.

Zomer followed that up by winning the 410 rookie title at Huset's in 2005, picking up his first 410 victory along the way. Last year, he won the 410 rookie title at Knoxville. He also made the Knoxville Nationals A main and finished 15th. This year, Zomer has merely led the 410 points

attle for much of the season at Knoxville. He currently ranks second.

That rapid rise has taken many by surprise. "It kind of surprises me," Zomer admitted. "If you had asked me at the start of the season if I expected to be leading the points at mid-season, I would have said no way. It has been a pretty fast rise, so to say."

Few expected Zomer to be doing so well, so quickly.

"From some of the things I hear, a lot of people who watch sprint cars, even in Knoxville, knew who I was (this year) but didn't necessarily view me as a threat," Zomer said. "Now, a lot of them have started looking at me a little different. Now, they realize I'm one of the top cars to beat and that I have also been fast at other places as well. To a lot of people, it does surprise them."

Though he just turned 22 on Aug. 5, Zomer has wisdom that belies his age.

"The biggest factor is sometimes when you rise so fast you have downfalls, and it can take a lot to get out of those downfalls," he said. "You have to scratch those big nights off. We're a strong enough team, this year we have gone through a couple of mishaps and rebounded."

Since switching to a Maxim chassis shortly before last year's Knoxville Nationals, Zomer has had solid showings when racing World of Outlaws competitors.

In nine Outlaws races thus far this season, Zomer has made the A main six times. His best night was Feb. 10 at Volusia Speedway Park in Florida, when he started fourth and ended up sixth. He also ran well at Huset's last month, starting 11th and finishing 12th.

"That's been the part that's helped me out this

year," Zomer said. "I got so used to racing the best guys. For the start of the season, I had already been in the car and gotten the winter jitterbugs out of me. I think that really helped me right out of the box." Count Russ Zomer, Dusty's dad, among those impressed

with how well Dusty's selfowned car has been doing. "This year

they have

DOUG JOHNSON PHOTO



strong season to date in no way guarantees good things in the Nationals. "A n y t h i n g can happen at the Nationals," he said. "You've got to have everything clicking just right. I feel like our chances to get close to or into the A main are good. We have a real good shot of making the A main as long as I stay out of trouble. That's the biggest thing about the Nationals, staying out of trouble. If you qualify decent, that will set the tone for the rest of the week."

Leading Brian Brown much of the year in Knoxville's 410 class with two triumphs in the first half of the season has Zomer shooting high for the Knoxville Nationals.

"We would like to be top 10," Zomer said. "It's a realistic goal, but anything can happen. We've got our goals set high, but you have a lot of good teams there."

Zomer wouldn't be all that surprised if he was battling up front with the top guns at the end of Saturday's main event.

"It would be thrilling," he said. "Would it be shocking? It would not necessarily be a shock. There have been a couple of times this year we've had the car so good at Knoxville I felt like the car was good enough to beat every one of

them. As a driver, I feel like I have just as good equipment as them and as strong of a team as them."

From the start, Zomer has had a strong team behind him in his family. When Dusty started in go-karts at the age of 10, parents Russ and Beth went to various states with him for the races. Russ saw early that his son had talent

Dusty Zomer

Hometown: Brandon, S.D. Age: 22 Car: No. 1z Weseman Maxim Marital Status: Single Knoxville Raceway 2007: Two victories, second in points Huset's Speedway 2007: One victory, eighth in points

to go far. "You could kind of tell," the elder Zomer said. "He popped in the kart, and in his second race he was first. He won a lot of races in

go-karts."

In sprint cars, Zomer picked up sponsorship he still has now from Ben and Troy Nothdurft and their Bargain Barn Tire Center store in Rapid City, S.D. The team embarked on an ambitious first season in 2003, racing three nights at three tracks every weekend.

"Everyone involved knew that's the best way to get better, getting all the seat time," Zomer said. "We pounded the pavement and ran a lot of races."

For 2004, the three nights included Saturdays at Knoxville.

"We talked about where we wanted to race," Zomer said. "Knoxville was where my sponsors and my parents thought we should be. They all strongly felt I was good enough and if I wanted to make my name known, that was the place to race.

"We came together as a team," Zomer added. "We have become a strong team and a threat in the upper Midwest. It goes to show how strong our team really is."

Now, Zomer is hoping to show that to the world on sprint-car racing's biggest stage.

For Bobby Allen, The 1990 Knoxville Nationals Was A Night To Remember

T t was one of those great nights in sports, when the stars aligned to create an event that will live forever in the memory of all who witnessed it. It was 1990, and the 30th running of the Knoxville Nationals. It was amid one of the most dynamic periods in the history of sprint-car racing, when great racing legends ruled. Steve Kinser, Sammy Swindell and Doug Wolfgang led the way, followed by other greats including Mark Kinser, Bobby Davis, Jr., Dave

By Dave Argabright NSSN Correspondent

Blaney, Andy Hillenburg and Rick Hood.

But it would be Pennsylvania hero Bobby Allen who stole the show that night, stepping into the limelight for the greatest victory and moment — of his accomplished career.

It's difficult to call Allen an underdog, on this or any other night. Any man who has won more than 200 races hardly fits that description. Yet, despite his Hall of Fame success, Allen was nearly always perceived as the little guy, the guy you'd figure would live next door to you and field his sprint car out of a small shed out back.

On this night, Allen walked out onto the fabled black oval and immediately liked what he saw.

"When I walked the race track that night, it was wet and sloppy on the bottom," he recalled. "The place was notorious for being a high-groove race track, but when I saw that the bottom was going to be good, I had a feeling that I was going to win the race."

By the time the feature rolled around, Doug Wolfgang had already electrified the huge crowd. Wolfie, aboard the Williams Bros. No. 8, had problems on his qualifying night and was relegated to the D main. He won the D, then tagged the tail of the C, and drove to second. He lined up at the back of the B and won it, and lined up 21st in the feature. His drives through the three qualifying races had the crowd on its feet throughout, and they were nearly exhausted from excitement before the championship event had even pushed off.

Polesitter Steve Kinser made only two laps before his magneto quit, and he rolled pitside. Mark Kinser took the lead and looked to be the likely winner, but just past the midway point his engine went sour and he dropped out during a caution flag on lap 22.

That left Allen in front, but he would need to deal with Swindell, who was fighting a leaking valve-cover gasket in the TMC No. 1. On lap 25, Swindell swept past on the outside, and it looked like Allen's dreams of winning Knoxville were fading.

fading. But Swindell's leaking car spelled doom for the man from Tennessee. Oil spewed from the engine and coated Swindell, covering his visor and making it difficult to grip the wheel. With just two laps to go, Swindell lost the handle for just a heartbeat, and his car balked and stumbled on the cushion.

That was the break Allen needed, and he drove his famed No. 1a to the inside in one final desperate attempt to pass. His car grabbed enough traction to pull ahead by the thinnest of margins, and for the next lap, he managed to somehow stay in front of Swindell.



A SPECIAL NIGHT: Bobby Allen (1a) races Danny Smith for position in the 1990 Knoxville Nationals. (Below) Second-place finisher Sammy Swindell helps Allen celebrate his victory.

he almost spun out, so he went back to the top. Truth is, he probably should have stayed down there a little longer. But in the heat of things, it's hard to always guess right."

Allen's victory was worth \$35,000, a veritable fortune for the low-buck racer. Swindell scored \$23,000 for second, while Stevie Smith banked \$15,000 for third in Al Hamilton's No. 77. Danny Lasoski was fourth, while Wolfgang capped his incredible night by driving from 21st to fifth despite a weary engine that was also spitting oil.

Wolfgang summed up the night with a chuckle.

"I couldn't see, Sammy couldn't see, Mark (Kinser) couldn't see...we were all sucking wind and the most out-of-shape guy out here ended up winning," he laughed. "But it was great for Bobby and probably great for the event."

At the time, Allen put everything in perspecrage 3

At Last! Allen Gets the Big One

As he flashed under the flagstand to score the victory, it seemed that the entire crowd might swoon from excitement. The most unlikely of winners, the guy who could be your next-door neighbor, had won the Knoxville Nationals.

"Sammy probably feels like he would have won the race, but I look at it like this: I was running the bottom, and the track was getting shorter and shorter," Allen recalls. "The bottom was coming in lower and lower, but it took a couple of laps of running on it for it to come in. On one lap, I spun clear sideways, and I was disappointed because I thought it cost me the race.

"After he took the lead, Sammy moved to the bottom — as he should have — and



STEVE REMINGTON PHOTO

tive when asked after the race about so many of his foes fighting mechanical problems.

"Some of the guys got in a little bit of trouble, but I don't care," he exclaimed. "I'm happy. I won!"

This August will mark 17 years since that momentous night, and Allen is reflective of how it influenced his life.

"It probably didn't change my life, but I'm proud that I won that race," he says. "I raced since I was 12 years old, and there were a million races I ran where I didn't care what it paid. But later on you understand that the money means a lot, and the memories mean a lot.

"I haven't had the chance to get back out to the Nationals again for a while, and I guess I kind of miss it. I ran out of money and got away from racing for a while, but it's still in my blood. I've started building some race cars again, and that gives me a good feeling to still be involved in some way.

"That was a pretty cool night, now that I think about it. It was special. I figure I'll remember it for a long time."



RACE REWIND

Race 21 of 36: Pennsylvania 500, Sunday, Aug. 5 Pocono Raceway, Long Pond, Pa.

FINAL RESULTS



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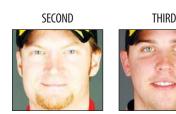
42

41

39 33

22

31



Kurt Busch

Dale Earnhardt, Jr. Denny Hamlin

lo.	Driver	Car	Laps	Money	Status
2	Kurt Busch	Miller Lite Dodge	200	\$206,008	Running
8	Dale Earnhardt, Jr.	Budweiser Chevrolet	200	218,708	Running
11	Denny Hamlin	FedEx Express Chevrolet	200	157,200	Running
24	Jeff Gordon	DuPont Chevrolet	200	155,136	Running
18	Jimmie Johnson	Lowe's Chevrolet	200	148,936	Running
20	Tony Stewart	Home Depot Chevrolet	200	136,361	Running
12	Ryan Newman	Mobil 1/Alltel Dodge	200	127,350	Running
)7	Clint Bowyer	Camping World Chevrolet	200	88,925	Running
)1	Mark Martin	U.S. Army Chevrolet	200	87,325	Running
25	Casey Mears	National Guard/GMAC Chevrolet	200	94,475	Running
31	Jeff Burton	AT&T Mobility Chevrolet	200	111,391	Running
5	Kyle Busch	Kellogg's/Carguest Chevrolet	200	93,750	Running
38	Ricky Rudd	Combos Ford	200	104,533	Running
17	Matt Kenseth	DeWalt Ford	200	122,191	Running
96	Tony Raines	DLP HDTV/Rush Hour 3 Chevrolet	200	81,100	Running
12	Juan Pablo Montoya	Texaco/Havoline Dodge	200	106,425	Running
29	Kevin Harvick	Shell/Pennzoil Chevrolet	200	114,186	Running
21	Bill Elliott	Air Force Ford	200	89,214	Running
66	Jeff Green	HAAS Automation Chevrolet	200	94,958	Running
22	Dave Blaney	Caterpillar Toyota	200	95,483	Running
99	Carl Edwards	Office Depot Ford	200	76,625	Running
1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	200	94,170	Running
16	Greg Biffle	Dish Network Ford	200	83,375	Running
10	Scott Riggs	Stanley Tools/Valvoline Dodge	200	75,350	Running
10	David Stremme	Target Dodge	200	67,525	Running
15	Paul Menard	Menards/Energizer Chevrolet	200	66,775	Running
9	Kasey Kahne	Dodge Dealers/UAW Dodge	200	110,616	Running
11	Reed Sorenson	Target Dodge	200	88,533	Running
33	Brian Vickers	Red Bull Toyota	200	66,125	Running
13	Bobby Labonte	Cheerios/Betty Crocker Dodge	199	103,411	Running
36	Jeremy Mayfield	360 OTC Toyota	199	62,825	Running
19	Elliott Sadler	Dodge Dealers/UAW Dodge	198	83,520	Running
6	David Ragan	AAA Insurance Ford	198	99,550	Running
45	Kyle Petty	Marathon Dodge	198	73,933	Running
18	J.J. Yeley	Interstate Batteries Chevrolet	198	90,033	Running
70	Johnny Sauter	HAAS Automation Chevrolet	198	61,900	Running
7	P.J. Jones	Menards/MAPEI Ford	198	61,725	Running
55	Michael Waltrip	NAPA Auto Parts Toyota	194	71,147	Running
38	David Gilliland	M&M's Ford	192	88,689	Running
26	Jamie McMurray	Crown Royal Ford	177	69,325	Accident
)0	David Reutimann	Burger King Toyota	159	61,180	Fuel Pump
14	Dale Jarrett	UPS Toyota	151	61,030	Fuel Pressure
4	Ward Burton	State Water Heaters Chevrolet	109	61,197	Engine

RACE STATISTICS

Race time: 3 hours, 47minutes, 55 seconds Average speed: 131.627 miles per hour Victory margin: 4.131 seconds Caution flags: Seven for 27 laps Lead changes: 17 among 11 drivers Lap leaders: : Dale Earnhardt, Jr. (Pole); Kurt Busch 1-

TALK OF TIME TRIALS

Qualifying was a battle of the beerwagons Friday. Dale Earnhardt, Jr. put his Budweiser Chevrolet on the pole with a fast lap of 169.975 miles per hour. Kurt Busch, driving the Miller Lite Dodge, started along side him in second place.

32; Martin Truex, Jr. 33; Bill Elliott 34; Kurt Busch 35-55; Bobby Labonte 56; Kurt Busch 57-89; Matt Kenseth 90; Clint Bowyer 91; Jeff Green 92-95; Kurt Busch 96-119; Ryan Newman 120; Kurt Busch 121-139; Reed Sorenson

. 140-144: Earnhardt 145-152: Kurt Busch 153-171: Kyle

2.682

2,624

2,611

2.600

2,552

Busch 172-173; Kurt Busch 174-200.

STANDINGS



Top 10

3,236	6. Carl Edwards
2,870	7. Jimmie Johnson
2,825	8. Kyle Busch
2,763	9. Kevin Harvick
2,749	10. Clint Bowyer
	2,870 2,825 2,763

Bully In Blue	Bu	by	In	B	
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Busch's Penske Dodge Crushes Cup Field At Pocono

BY AL ROBINSON NSSN CORRESPONDENT

LONG POND, Pa. — They hadn't been to victory lane since April 2006, and it was being said that Penske Racing's two-car Nextel Cup team had been surpassed by the three-, fourand five-car teams of their everexpanding rivals.

It was whispered that Kurt Busch had made a bad career decision by abandoning Roush Racing to succeed Rusty Wallace in the No. 2 Dodge.

After Sunday's rout of the field by Busch in the Pennsylvania 500, the critics of Penske Racing and Kurt Busch were nowhere to be found.

The 2004 Nextel Cup champion made the might of Hendrick, Roush-Fenway and the rest of the multi-car super teams look like the freshman squad after scrimmaging the varsity.

Busch led 175 of the 200 laps — seven out of every eight circuits — to set a Pocono record. On the only occasion when he lost the lead on a pit-stop sequence, it took him only a handful of laps to move from eighth to the front of the pack by passing Dale Earnhardt, Jr. on lap 153. He beat Earnhardt to the checker by 4.1 seconds, but it might as well have been the length of the Pennsylvania Turnpike.

Denny Hamlin, the double winner in 2006 at Pocono, failed in his last-ditch bid to unseat Earnhardt and settled for third, followed by Hendrick teammates Jeff Gordon and Jimmie Johnson.

Tony Stewart, Busch's teammate Ryan Newman, who ran in the top three much of the afternoon, Clint Bowyer, Mark Martin and Casey Mears completed the top 10.

It was Busch's 16th-career Nextel Cup victory and his second at Pocono, where he has been first or second in four of the last five races. It was his first victory in 51 starts, the first with Penske for new crew chief Pat Tryson, the first in Cup for Penske in 2007 and the first on an oval track for Dodge in the current campaign.

Perhaps most important, edging Earnhardt and leading the most laps



IP/HAROLD HINSON PHOTO

SWEET STENCH: Kurt Busch absorbs a face full of champagne and Miller Lite after his victory Sunday in the Pennsylvania 500.

moved Busch into the 12th and final position in The Chase for the Nextel Cup, seven points ahead of Earnhardt.

Explaining how he was able to dominate all day under conditions ranging from bright sunshine at the start to overcast at the finish, the winner pointed to Tryson, the veteran of many victoriess at Roush Racing who is his third crew chief of 2007.

"We went through a few changes in happy hour yesterday," Busch related. "Pat was trying some big rear springs and big rear shocks, soft springs and heavy front shocks to get the attitude of the car right. We want to see the front end pinned down and the rear end high. Sometimes you can go too far and it makes the car ill-handling, but I think we came up with the best compromise."

He described the final pass of Earnhardt by saying, "He got real tight into the tunnel turn (turn two), and then it snapped loose on him coming off. I told Pat this weekend that we have to get better in the tunnel turn if we want to win. I feel that's where it came true."

Kurt Busch led all but two laps after the Earnhardt pass.

Earnhardt's second place, backing up his first pole since 2002, was also made possible by a mid-race shock change after he had slid down the standings and spun to a stop at the pit entrance on lap 124, bringing out the caution.

"We started on some crazy front shocks. It was beating (the front end) down on the ground. I talked Tony (Eury), Jr. into changing the left-front shock, and then we got track position by changing two tires," he explained. Just 20 laps after his spin, the twotire change put him third behind Reed Sorenson and Casey Mears for a restart. He took the lead in three laps to the thunderous approval of the crowd, but had nothing for Busch eight laps later.

Evernham Officially Aligns Team With Gillett Family

STATESVILLE, N.C. — Team owner Ray Evernham and George N. Gillett, Jr. announced Monday the creation of Gillett Evernham Motorsports — a partnership combining Evernham Motorsports and the Gillett family where Evernham will remain a substantial owner and retain the title of chief executive officer.

Gillett is the owner of the Montreal Canadiens National Hockey League team and a co-owner of the Liverpool Football Club in the English Premier League. Recognizing that the rate of change off track has exceeded the change on track in the past few years, Evernham forged a relationship with Gillett, whose diverse holdings offer unique business-to-business opportunities, sponsorship activation and fulfillment that will revolutionize what sponsors can expect from a NASCAR team.

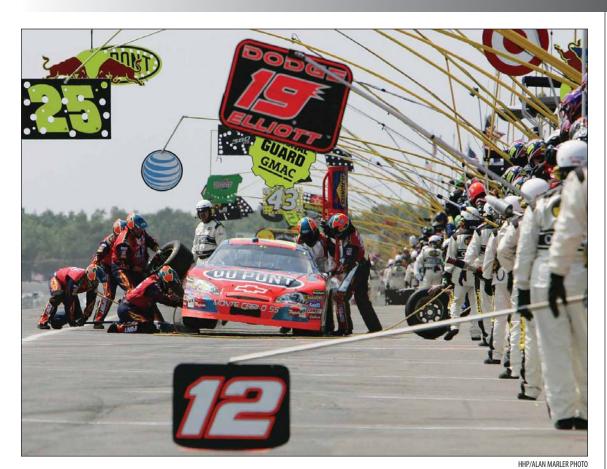
"It's very exciting for me to deliver to sponsors and fans the opportunity to align with a worldwide sports leader," Evernham said. "With the business acumen of the Gillett family and its sports brands, we've greatly expanded our reach. This will allow me to focus on our racing operations and team performance, while the Gillett family will focus on our business operations. It certainly allows us to capitalize on our strengths and position GEM for long-term success both on and off the track."

The transaction was initiated and negotiated by Matthew Doherty at McLaren Capital Partners in Los Angeles.

EXTEL C

St. No. Driver 2 2 Kurt Busch

NASCAR NEXTEL CUP RACE REWIND



KEYSTONE STATE STOP: A row of NASCAR officials watch the No. 24 crew service Jeff Gordon's Hendrick Motorsports Chevrolet during Sunday's Pennsylvania 500. Gordon finished fourth.

Rain Helps Junior Steal Pocono Pole

Johnson Rebounds On Tricky Triangle, Moves To Seventh In Points

By AL ROBINSON NSSN CORRESPONDENT

LONG POND, Pa. - Apparently even Mother Nature can be a member of the Earnhardt Nation.

Dale Earnhardt. Jr. was on the track to make his qualifying run Friday at Pocono Raceway when a light shower hit the speedway, delaying the proceedings and giving

Earnhardt a rerun.

With cooler condi-

more grip and more

promoting

NASCAR NOTES

horsepower, the Budweiser Chevrolet knocked Kurt Busch's Miller Dodge off the pole. Earnhardt turned a lap of 169.975 miles per hour.

tions

Like his late father, Earnhardt has never been known as much of a time trial exponent, preferring to concentrate his practice time on race setups. It was only his seventh pole and his first since Kansas Speedway in September 2002.

Non-qualifiers were Mike Bliss, A.J. Allendinger, Kevin Lepage and Kenny Wallace

■ It's likely that most *NSSN* readers have seen the video of Robby Gordon's antics at the Montreal Busch Series race Saturday, so we'll skip the play by play. Sunday morning garage talk at Pocono was dominated by the Gordon affair, which resulted in his being parked for the Pennsylvania 500, with P.J. Jones taking over the Menard's Ford.

Sirius Satellite Radio talk show host Dave Moody reported every call to his program concerned Robby Gordon, leaving usual subjects of fans' worship and/or venom like Jeff Gordon, Earnhardt and Kyle Busch with a free pass for the morning.

Does size really matter?

In the wake of the Ginn Racing acquisition by Dale Earnhardt. Inc. there has been much talk show and Internet comment that four cars would now be necessary to field a competitive Nextel Cup team.

Pocono winning crew chief Pat Tryson, who saw the growth of Roush Racing (now Roush Fenway) into a five-car colossus from the inside. offered this opinion after his first win with Penske Racing, whose two Nextel Cup cars equal its entries in the Indy Car Series and American LeMans Series: "Teammates are important, but they need to be the right teammates. Four cars are better than two if everyone is working together.

He lauded the non-NASCAR people in Penske's North Carolina shop, which house all three series efforts, for their assistance, singling out Tim **Cindric**, who was an Indy Car engineer before taking on executive duties. Tryson and Kurt Busch were booked on a 5:30 a.m. Monday corporate flight to Road Atlanta for pre-Watkins Glen road course testing.

■ Jimmie Johnson gained two places in the Nextel Cup standings after Pocono, and Kevin Harvick lost two spots as they swapped seventh and ninth places. The biggest gainer in the point race was Ricky Rudd, up three places from 29th to 26th. Only

the Busch-Earnhardt exchange of 12th place really mattered however, as Johnson and Harvick are solidly in The Chase and Rudd is even more solidly out of The Chase.

■ The absence of the Joe Nemechek and Sterling Marlin entries from the closed-down part of the Ginn Racing operation may have thrown a lifeline to beleaguered **Michael Waltrip** Racing. Both the owner and Dale Jarrett were able to qualify their Toyotas on time in the last two guaranteed starting spots, i.e., positions not affected by the past champion's provisional which turned out not to be needed.

■ ESPN reported Monday evening that Kyle Busch would sign with Joe Gibbs Racing and replace J.J. Yeley behind the wheel of the Interstate Batteries Chevrolet next season. There is no word yet on where Yeley may end up in 2008.

■ Finally, it's time for our annual Gauge of the Gouge, surveying gas prices in the vicinity of the track. For those not familiar with Pocono geography, the vast majority of arriving fans use Route 115 south from I-80, where there is one gas station, although it's hard to see the pumps behind the phalanx of souvenir vendors. Fewer fans make their way north of I-80 to the village of Blakeslee, a mile away, where there are three stations. Unleaded regular on the heavily traveled route south was posted at \$3.19, while in Blakeslee it was \$2.86 if paid with cash. That's a 33-cent differential for a two-minute drive.

Bud Or Miller: Who Will Win The Beer Battle?

LONG POND, PA hey couldn't have scripted it any better. In a media environment that breeds conspiracy theories, nobody doubts this is real. It's the Battle of the Brews - Budweiser and Miller — head to head (yes, that's a pun), not in a TV commercial, but for the last position in The Chase for the Nextel Cup, thanks to Kurt Busch and Dale Earnhardt, Jr.

At Pocono, the beer-sponsored cars dominated every phase of the contest. They started together on the front row, finished first and second, and exchanged the vital 12th position in the standings. After the Richmond event five weeks down the road, at least one will be alive for the 10-race run to the championship, while the other is likely, although not certain, to be outside looking in.

There are all sorts of subplots: Earnhardt is about to leave the Budweiser umbrella (another pun) due to his move to Hendrick Motorsports in 2007, while Busch is still struggling, or at least was struggling until Sunday's blowout win at Pocono, to fill the shoes of retired Rusty Wallace. And the guy who carries Miller's colors also carries, by pure coincidence, the surname of Budweiser's corporate parent. All three brewing companies with national mass-market distribution -Anheuser-Busch, Miller, and Coors have long had massive commitments to NASCAR sponsorship. The NASCAR fan demographic, both at the track and on television, is their demographic, and a measurable increase in national market share. say half a percentage point, pays for the team sponsorship and related pro-

motional spending many times over. Earnhardt and Busch didn't shy away from the sponsor rivalry in their post-race comments, but they kept it in context. "We stole the pole this weekend. We stole it from the Miller car. That's really cool and I know St. Louis (corporate headquarters) is really happy about that," Earnhardt said. "It matters when you win and run good, but they'd rather you just outrun all the other beer cars.

Appearing separately on the podi-

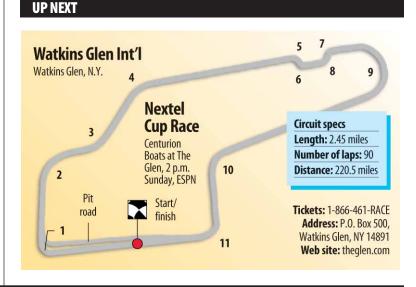


AL ROBINSON

um, Busch gave the same slant with a twist. "I enjoy the way the people in Milwaukee (Miller headquarters) get pumped up by their racing program. They always strive to be the best beer, but they always tell me to go get that red 8 car," he declared. Then he added, "This Busch made the best beer choice."

There's more than beer company sponsorship that connects the Busch and Earnhardt teams in their personal race to The Chase. Each has had a 100-point penalty inflicted by NASCAR earlier this season. Earnhardt was hit with the penalty for an improperly mounted rear wing on his Car of Tomorrow at Darlington, while Busch was nailed for his retaliatory driving toward Tony Stewart on pit lane at Dover. Kurt Busch addressed that aspect of the "playoff race" in which they are currently embroiled. "I think it's important to understand that Dale, Jr. lost 100 points earlier this year. That might be why we're racing each other for this final spot," Sunday's winner declared. "I've definitely put on a different thinking cap since Dover. That situation reminded me of what I can do and what I better do.' Busch, who turned 29 during the weekend and recently observed his first wedding anniversary continued. 'We've thrown away quite a bit of points this year through driver mistakes. Such as Charlotte, leading the most laps and wrecking. Daytona, leading the most laps and wrecking. Texas, Phoenix, we had fuel-mileage issues there and took a top-five car at both those tracks and finished in the teens. I'm not going to look back on that 100 points and think that it's a deficit. It only turned us in to a stronger program."

Self-serving, perhaps, but analytical to a degree not associated with Kurt or brother Kyle in the public mind. Maybe we're seeing a grown-up Kurt Busch. Maybe we're seeing a contender to repeat the first Chase-based Nextel Cup he won in 2004.



RACE <u>REWIND</u>

Race 13 of 17: Firestone Indy 400, Sunday, Aug. 5 Michigan Int'l Speedway, Brooklyn, Mich.

FINAL RESULTS



Tony Kanaan

8 55

15 17 17

Fin. St. Ca 8 11 13 26

12

18 14

20 19

BND

SECOND THIRD

Marco Andretti

Scott Sharp

r	Driver	Car	Laps	Money	Status
1	Tony Kanaan	Team 7-Eleven	200	\$110,800	Running
б	Marco Andretti	NYSE Group	200	102,950	Running
	Scott Sharp	Patron Sharp Rahal Letterman	200	75,650	Running
5	Kosuke Matsuura	Panasonic Panther	200	62,700	Running
5	Buddy Rice	Dreyer & Reinbold Racing	200	55,300	Running
7	Ryan Hunter-Reay	Rahal Letterman Team Ethanol	200	48,600	Running
	Danica Patrick	Motorola	199	47,200	Running
2	A.J. Foyt IV	Vision Racing	167	46,000	Handling
	Sam Hornish, Jr.	Team Penske	148	46,000	Handling
	Scott Dixon	Target Chip Ganassi Racing	145	44,600	Handling
	Tomas Scheckter	Vision Racing	144	43,200	Contact
)	Dan Wheldon	Target Chip Ganassi Racing	143	41,900	Contact
7	Dario Franchitti	Canadian Club	143	50,700	Contact
)	Ed Carpenter	Hitachi Power Tools/Vision Racing	143	39,100	Contact
1	Darren Manning	ABC Supply Co./A.J. Foyt Racing	113	37,900	Contact
	Sarah Fisher	AAMCO/Dreyer & Reinbold Racing	83	36,600	Contact
	Helio Castroneves	Team Penske	58	35,200	Contact
	Vitor Meira	Delphi Panther	58	35,200	Contact
3	Milka Duno	CITGO Racing	43	33,800	Mechanical
)	Jon Herb	AERCON/Dad's Root Beer Special	26	32,600	Contact

RACE STATISTICS

Race time: 2 hours, 49 minutes, 38.0509 seconds Average speed: 141,481 miles per hour Average speec: 141.481 miles per hour Victory margin: 0.595 second Caution flags: Six for 63 laps Lead changes: 23 among nine drivers Lap leaders: Dario Franchitti 1-30, Sam Hornish, Jr. 31, Franchitti 32-47, Tony Kanaan 48, Scott Dixon 49-62,

91. Franchitti 92-115. Scheckter 116. Franchitti 117-122. Franchtti 92-115, Scheckter 16, Franchtti 117-122, Wheldon 123-125, Franchtti 126, Wheldon 127-128, Franchitti 129, Wheldon 130-134, Franchitti 135, Wheldon 136-143, Danica Patrick 144-145, Kanaan 146, Marco Andretti 147-158, Patrick 159-161, Scott Sharp 162-172, Kanaan 173-200.

Franchitti 63-84, Tomas Scheckter 85, Dan Wheldon 86

TALK OF TIME TRIALS

The only thing Dario Franchitti had not won this season was a pole. He ended that drought Saturday at Michigan with a qualifying speed of 218.308 miles per hour



SHAWN PAYNE/IRL INDYCAR PHOTO

336

323

319

279 275

DARIO DOES GOOD: Dario Franchitti's weekend began well when he captured the pole for Sunday's race.

STANDINGS



i. Helio Castroneve

. Danica Patrick

Marco Andrett

. Scott Sharp

Top 10

1. Dario Franchitti	494
2. Scott Dixon	470
3. Tony Kanaan	413
4. Dan Wheldon	375
5. Sam Hornish, Jr.	367

SURVIVES: Final Visit To Michigan

Marred By Seven-Car Crash

CONTINUED FROM PAGE 3

ing her to pit. She was running third at the time.

"This is the worst nightmare of my life," Patrick radioed to her crew when she realized her chance at victory was lost.

With 10 to go, it was a two-car battle between Kanaan and Andretti. Several times, Andretti tried to take the high side but couldn't pull off the pass

With six to go, Andretti nudged just ahead of Kanaan on the backstretch, trying to keep his teammate pinned to the inside line. But Kanaan was able to maintain the lead.

Kanaan defeated Andretti by 0.0595 seconds. Sharp was third, followed by Matsuura Kosuke and 2004 Indianapolis 500 winner Buddy Rice. It was fierce, dramatic, beautiful and frightening, making this race IndyCar's version of Talladega, com-plete with "The Big One" at 220 miles per hour.

That is why the drivers were glad to make this the final IndyCar race at the big two-mile oval because the cars are so close together, there is no margin for error.

"It is a great show but there is no margin for error," Franchitti said. "A lot of it is how brave you are going to be, how stupid you are going to be and how fast the car is. I prefer the shorter tracks and road courses. It's difficult to get an advantage here so that is why crazy things happen.

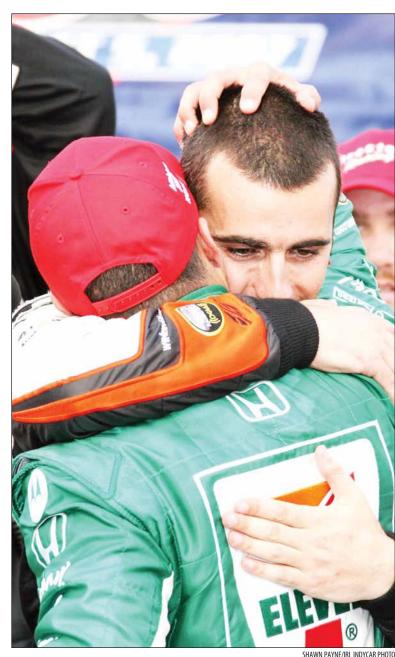
None of the drivers involved in the crash were injured.

With little promotion by Michigan Int'l Speedway, which announced two weeks ago it would not accept the IndyCar Series proposed race date for 2008, there were only 20,000 tickets sold for the 132,000 seats available. After five hours of rain delay, the green flag waved with between 12,000 to 15,000 fans in the grandstands.

"We've been saying forever we don't need to come to this place any more,' Kanaan said. "It got so competitive and the drivers are so good then you see what happened today. It's crazy. It's just sit and wait for a disaster.

"It's been four years we've had the same cars, the same engines and the same tires. Everybody is catching up. People say only three teams are winning but you see Tomas Scheckter and Scott Sharp getting up there and then you start seeing everybody running together again.

'Then people get crazy and go threeor four-wide and start bringing the



HAPPY TO BE HERE: Dario Franchitti (right) hugs teammate Tony Kanaan Sunday at Michigan Int'l Speedway. Kanaan captured the victory, while Franchitti went airborne during a seven-car crash on lap 144. Franchitti was unhurt and maintains the point lead.

pack back together."

There were 23 lead changes among nine drivers with Franchitti leading eight times for 101 laps and Kanaan leading three times for 30 laps

But there were six caution flags for 63 laps, which included Vitor Meira and Helio Castroneves crashing into each other on lap 59 with the two Brazilians stressing their displeasure with each other in their native language.

Castroneves was so upset, he walked the entire distance from the crash site in turn one to the infield care center in the middle of the infield to work off his anger.

Darren Manning slammed hard into the wall on lap 114 and the left-rear wheel snapped loose and landed on top of him with the suspension pieces nearly spearing him like a kabob. Manning suffered lacerations of both knees.

Those were only preliminaries to the "Big One" on lap 144 when Franchitti and Wheldon were side-byside refusing to give in before both cars touched. By the time Franchitti landed on Dixon's car, Ed Carpenter, A.J. Fovt IV and Tomas Scheckter were also involved.

Amazingly, they all walked into and out of the care center.

"It's a tough circuit, no doubt about it," Dixon said. "I've never gelled here so there are other places I'd prefer to go than here.

Scott Sharp has been in this series since the inaugural season in 1996. He remembers when the IRL wanted to be in both Michigan and California. Now, both two-mile ovals are gone and likely won't be back, replaced by the more popular street events that bring a festive atmosphere but little racing drama as they are mostly high-speed parades.

"I love this track," Sharp said. "It's a different race for us. It's our Talladega. It's a big drafting game, strategy game, pit stop game, placement game. I hate to see it go. It's such a legendary track.

'I remember growing up watching this race on the couch. It was always the one race that stood out every summer. It was Michigan.

CONTINUED FROM PAGE 3

Scott Dixon of New Zealand has competed in both Champ Car and IndyCar and frankly isn't sad to see his series leave

INDY RACING LEAGUE RACE REWIND



CHILLIN': Marco Andretti rests on a golf cart prior to Sunday's IRL IndyCar Series race at Michigan Int'l Speedway. Andretti finished a close second to teammate Tony Kanaan.

Danica: Don't Mess With AGR

By BRUCE MARTIN NSSN CORRESPONDENT

BROOKLYN, Mich. — Dan Wheldon has a well-deserved reputation of being a "lady's man," but one female who doesn't seem to get along with the likeable Englishman is Danica Patrick, who ripped Wheldon after Sunday's Firestone Indy 400 for what she believes caused the major crash on lap 144.

The resulting collision sent her Andretti Green Racing teammate Dario Franchitti for a



flight that probably lasted longer than the Wright Brothers at Kitty Hawk in 1903.

"Dan just came up and hit Dario and Dario flipped around," Patrick said. "Dan drives really aggressively out there. He said it himself on pit lane at Milwaukee he's tougher. I don't know if tougher means rougher because he doesn't play completely fair out there. I even said that on my radio, 'Dan better play fair today.' I'm serious because he likes to drive up and intimidate you.

"Don't mess with us, especially Dario because he isn't going to move. That's the result. People need to think when you are going 225 miles per hour what the right and wrong things are. The faster you move upwards, the slower you move backwards."

It's the strongest comments yet from Patrick on Wheldon since their initial confrontation after the Milwaukee race June 3.

Patrick had one of the fastest cars in the race at that point and was able to continue in the race but she believed at that time Wheldon cost her a chance at victory. She charged the driver on pit lane after the race and even grabbed his arm, which led Wheldon to refer to her as a yapping little dog biting at his ankles. Franchitti and Wheldon spoke about the incident in the infield care center and said the crash was really no one's fault; they were just going for the same part of the race track.

"I went up just a touch and Dario started to come down with normal superspeedway stuff and unfortunately we touched," Wheldon said. "Superspeedway-style racing you always run the risk of something like this happening. There was a lot of respect for everybody out there but there were instances where I was guilty as well. It's just the law of averages.

"It's never good but thankfully Dario is OK. Dario is a good friend and drives very aggressively out there."

■ Scott Sharp's third-place finish was the fortunate ending to what could have been a disastrous day for the last of the IRL's original drivers.

"The big moment, the big crash, I was tucked up right under Sam Hornish, Jr. and all of a sudden, Sam's rear wing is almost in my cockpit," Sharp recalled. "I thought when I hit him for sure it ripped off a lot more than the front wing.

"Obviously, the guys built us a pretty good car."

■ The man in the red suit talking to himself while walking through the infield wasn't drunk or crazy; it was Helio Castroneves who was furious at Vitor Meira after the two drivers crashed on lap 59.

"The incident out there today was very unfortunate because the Team Penske car was awesome," Castroneves said. "I have a lot of respect for Vitor and his driving abilities, but I think he was being a little too aggressive for so early in the race. Unfortunately we touched and it resulted in a short day for both of us."

Meira disagreed with Castroneves on who was to blame for the inci-

ke dent.

"I've got my point of view and he's got his point of view," Meira said. "From my point of view, he moved. If you ask him for his point of view, he's going to say whatever he thinks. We're both men enough to first analyze what happened and then discuss it.

"Helio's always been pretty good and I've always been good with him. It's on to the next race."

■ In the 1960's, **AJ. Foyt** was nicknamed "Super Tex" because of his dominance on race tracks across the country. Now they can call him "Houdini."

Unlike the famed magician, however, Foyt escaped from his watery grave.

"I came awful close this time," he said. "It scared me."

Foyt, 72, cheated death once again in a lifetime chronicled by close escapes. Late Thursday afternoon his bulldozer plunged sideways into a lake as the bank gave way under the 35,000-pound machine.

For the man who survived one of the most dangerous periods in motorsports (although not without some telltale scars) in his 40-year career as a race driver, Foyt has been sorely tempting fate as a rancher lately.

"It was such a helpless feeling when that dirt broke away and I was going down and down," said Foyt, who estimates the bulldozer dropped upside down into the lake about 15 feet.

"The dozer had a steel cage on it which probably saved my life," said Foyt, "because without it, the dozer would have crushed me. But the cage also made it hard to escape. I had to crawl through the front of it and it was hard to do under water with all my clothes on and with my bum legs and all. I'll be honest; I was panicked a little bit."

First Michigan Race Charted Path For One Sports Writer

BROOKLYN, MICH.

he final IndyCar race at Michigan Int'l Speedway was Sunday and it leads one to wonder why.

Other than the Indianapolis Motor Speedway and The Milwaukee Mile, there is no track on the IndyCar circuit that has more history than the two-mile oval located in the Irish Hills of Michigan.

The first race ever held at MIS was an IndyCar race Oct. 13, 1968, and Formula One driver Ronnie Bucknum was the winner. There was no race in 1969 when the tire companies feared the speeds were too high for their products, but every year since 1970 there has been an IndyCar race, whether the sanctioning body was the United States Auto Club, CART or the Indy Racing League.

But all that will change as Sunday's Firestone Indy 400 was the last time the high-speed, open-wheel racing machines competed at MIS, at least for the foreseeable future.

A highly respected columnist once said a good column should never have the pronoun "I," stating there were easier ways to offer an opinion without calling attention to the writer.

With that in mind, I'm going to make an exception to that advice, at least for this offering.

The very first auto race I ever covered was the 1981 Michigan 500 as the sports intern for the Toledo *Blade.*

There wasn't much demand for someone to work the pits in those days from the regular staff writers, so as an intern, I offered my assistance to the *Blade's* motorsports writer at that time, Dave Wolford. It rained on the originally scheduled date and was moved to the following Saturday.

It fell in the middle of Wolford's vacation schedule, so the sports editor at the time, John Hannen, decided to send the intern to cover the whole thing.

What happened that day left a lasting impression on the intern, and little did he know, it would chart his career path, whether he liked it or not.

UP NEXT



BRUCE MARTIN

There was a huge pit fire in the race that began when Herm Johnson pitted, and a spark ignited the highly combustible methanol fuel. The invisible flames shot up the fuel hose and ignited the fuel tank. As crew members scrambled out of the way, the fire spread to other pit areas, exploding other fuel tanks.

Was this a sporting event or a war zone? wondered the intern, who had witnessed enough fiery outbreaks covering Coach Bob Knight as a student reporter at Indiana University. After the race was red-flagged and the flames extinguished, the race resumed with more drama about to unfold.

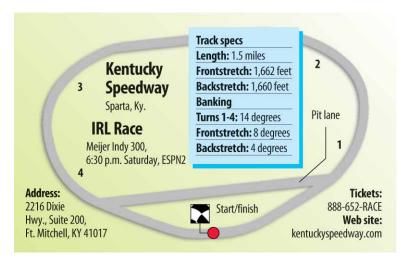
Racing legend A.J. Foyt crashed on the backstretch and nearly lost his arm. At that time, the barrier was ARMCO instead of concrete and it sliced through his arm, leaving battle wounds that exist today.

When the brutal race finally concluded, Pancho Carter was the winner in a disputed finish with Tony Bettenhausen, who claimed he was the real winner.

So when a mid-sized North Carolina newspaper advertised for a job opening in the sports department that included auto racing, the clips from that day were packaged with the resume, sent away and led to a full-time staff position.

Auto racing in North Carolina meant NASCAR but over time and with new job opportunities, IndyCar racing was back on this writer's schedule.

And outside of the Indianapolis 500, some of the fastest and most dramatic IndyCar races were held at Michigan Int'l Speedway, whether it was Juan Pablo Montoya's brilliant victory over Michael Andretti in 2000 when the rear wing included the Hanford Device, to Tomas Scheckter taking on his team owner Eddie Cheever and new teammate Buddy Rice to win the IRL's first race at Michigan in 2002, MIS was the site of some significant moments in this form of racing.



RACE REWIND

Race 11 of 17: Hungarian Grand Prix, Sunday, Aug. 5 Hungaroring, Budapest, Hungary

FINAL RESULTS



FORMULA ON



Lewis Hamilton

Nick Heidfeld Kimi Raikkonen

THIRD

Fin.	St.	Driver	Country	Team	Laps
1	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercede	70
2	3	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	70
3	2	Nick Heidfeld	Germany	BMW Sauber F1 Team	70
4	6	Fernando Alonso	Spain	Vodafone McLaren Mercedes	70
5	7	Robert Kubica	Poland	BMW Sauber F1 Team	70
6	5	Ralf Schumacher	Germany	Panasonic Toyota Racing	70
7	4	Nico Rosberg	Germany	AT&T Williams	70
8	11	Heikki Kovalainen	Finland	ING Renault F1 Team	70
9	9	Mark Webber	Australia	Red Bull Racing	70
10	8	Jarno Trulli	Italy	Panasonic Toyota Racing	69
11	10	David Coulthard	Great Britain	Red Bull Racing	69
12	13	Giancarlo Fisichella	Italy	ING Renault F1 Team	69
13	14	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	69
14	12	Alexander Wurz	Austria	AT&T Williams	69
15	19	Takuma Sato	Japan	Super Aguri F1 Team	69
16	20	Sebastain Vettel	Germany	Scuderia Toro Rosso	69
17	21	Adrian Sutil	Germany	Etlhad Alder Spyker F1 Team	68
18	18	Rubens Barrichello	Brazil	Honda Racing F1 Team	68
19	16	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	42
20	15	Anthony Davidson	Great Britain	Super Aguri F1 Team	41
21	17	Jenson Button	Great Britain	Honda Racing F1 Team	35
22	22	Sakon Yamamoto	Japan	Etlhad Aldar Spyker F1 Team	4



KING LEWIS: Lewis Hamilton was the star of the Hungarian Grand Prix, winning the pole and the race.

RACE STATISTICS

Race time: 1 hour, 35 minutes, 52.991 seconds Average speed: 191.897 kilometers per hour

TALK OF TIME TRIALS

Fernando Alonso was dropped five spots on the grid after race stewards ruled he held up McLaren teammate Lewis Hamilton in the pits during qualifying. Hamilton inherited the pole, with Nick Heidfeld and Kimi Raikkonen following.

STANDINGS





13

Victory margin: .715 second





lamilton	80	6. Robert Kubica	
do Alonso	73	7. Giancarlo Fisichella	
aikkonen	60	8. Heikki Kovalainen	
Massa	59	9. Alexander Wurz	
eidfeld	42	10. Mark Webber	
			-

Friends To Foes

Qualifying Chaos Raises Stakes, Tension Within McLaren

Hamilton Leads Every Lap In Hungary; F-1 Is Off Until Aug. 26

BY DAN KNUTSON NSSN CORRESPONDENT

 $\operatorname{BUDAPEST}$ — The honeymoon is over.

The peachy, friendly, we-are-all-inthis-together atmosphere that existed between Vodafone McLaren Mercedes teammates Lewis Hamilton and Fernando Alonso lay in shreds after the Hungarian Grand Prix weekend following a difference of opinion the

As of the Sunday evening after the race, which Hamilton won after starting from pole and leading every lap, Alonso was not speaking to his rookie teammate.

with; I don't hold grudges on anyone. I haven't lost respect for him. If he doesn't want to speak to me then that

McLaren's qualifying strategy called for Alonso to go out ahead of Hamilton when the session began. Worried that Kimi Raikkonen would get out ahead of both of the McLarens if he, Hamilton, let Alonso pass, Hamilton set out ahead.

him out on the track, but this was not possible because Alonso hung back. Alonso was now one very upset driver because Hamilton had not obeved

team orders.

qualifying runs, Alonso came in first and the team held him for 20 seconds to get a gap in traffic. Next came a further 10-second delay. At first, Alonso said he was waiting for his engineer to count him down to when he should leave, but the steward's inquiry revealed that Alonso was asking the team about the tire selection.

Meanwhile, Hamilton was waiting to get into the pit stall for his final set of tires. The delay was enough so that Hamilton didn't get to make his final run.

Hamilton was incensed, and he yelled at Ron Dennis over the radio. Dennis yelled back. Tensions were high indeed.

"I thought that because of the argument I had with Ron over the radio, he was obviously angry, that perhaps he was just teaching me a lesson (in qualifying) so I just took it on the chin," Hamilton said. "That is why when I went to the press conference I said I wouldn't have thought Fernando would do something like that. But I have reasons to believe otherwise.

And there you have it. Hamilton thinks that Alonso deliberately messed up his final qualifying run in retribution for Hamilton not letting Alonso go ahead at the start of final qualifying.



SILVER SURFER: Lewis Hamilton celebrates his victory in Sunday's Hungarian Grand Prix, where he led every lap.

As for the rest of the race, Raikkonen started third in his Ferrari and grabbed second from Nick Heidfeld, who finished third in his BMW Sauber.

Alonso wound up fourth after starting sixth.

Given that McLaren wasn't going to earn any constructors points, the team was lucky that Ferrari forget to refuel Felipe Massa's car in qualifying.

As a result, Massa started 14th and finished 13th and out of the points. Thus Ferrari only gained eight points on McLaren.

F-1 now heads into its summer break with no racing or testing until the Turkish Grand Prix on Aug. 26. Time, Dennis said, to let things cool off inside the frazzled McLaren team and with its drivers who are not speaking to each other.

McLaren Denied In Constructors Points

By DAN KNUTSON NSSN CORRESPONDENT

BUDAPEST — Race stewards punished McLaren Mercedes harshly after they deemed that Fernando Alonso had prevented Lewis Hamilton the chance to complete his final qualifying lap.

For the first time ever in F-1, officials told a team before the race that they would not earn any points in the Constructors Championship. Furthermore, the officials docked Alonso five grid places, dropping him from the pole, which Hamilton then inherited.

The drama unfolded in the final 15-minute qualifying session in which McLaren planned to have Alonso go out ahead of Hamilton. Instead, Hamilton roared out first. In the final three minutes of the session both drivers pitted for tires

prior to one final flying lap. Alonso pitted first and was still in the pit stall when Hamilton pulled up behind him

The team told Alonso that they were going to hold him for 20 seconds so that he'd have a gap in traffic. The "lollipop" was raised after those 20 seconds, but Alonso remained stationary for another 10 seconds. Alonso said he was asking if the correct set of tires had been fitted to his car.

Officials said that Kimi Raikkonen was the only driver on the track, so there was no need to keep Alonso in the pits for the 20 seconds. They also said that Alonso's explanation why he waited an additional 10 seconds was not acceptable. The result was both team and driver were penalized. McLaren filed an appeal, but is considering withdrawing it.

1. Lewis Ha 2. Fernand 3. Kimi Ra 4. Felipe M 5. Nick Hei



pair had in qualifying.

"I hope he still speaks to me," Hamilton said. "I am easy to get along is for him to decide, but I'm open."

Hamilton wanted Alonso to pass

In the final pit stops before the final

ACROSS THE POND

FORMULA ONE RACE REWIND

Spying, Cheating, Mudslinging ... As The F-1 World Turns

BUDAPEST ormula One's spy scandal continues to spawn accusations and letters between Ferrari and McLaren.

Ferrari is furious that McLaren escaped punishment in the spy scandal despite the World Motor Sports Council ruling that McLaren had broken article 151C of the International Sporting Code.

Ferrari, sent a letter to FIA President Max Mosley in which he asked why no penalty was inflicted. Macaluso

He also claimed that Ferrari folks were only observers at the WMSC asked Mosley to authorize an appeal. Mosley replied that there was insufficient proof to warrant punishment. However, Mosley said that if Ferrari because of the importance of a correct public confidence, that he would send the matter to the FIA Court of Appeal. McLaren, meanwhile, says that Ferrari won the Australian Grand Prix with an illegal car, and it says

Those were just some of the points McLaren director Ron Dennis made in a five-page letter he sent to Macaluso. "McLaren's reputation has been unfairly sullied by incorrect press reports from Italy and grossly misleading statements from Ferrari," Dennis wrote.

'Were it not for Mr. Stepney drawing this illegal device to the attention of McLaren ... there is every reason to suppose that Ferrari would have continued to race with an illegal car," Dennis wrote.

McLaren told Coughlan to tell



Stepney to cease contact, but the latter continued to send emails to Coughlan. While McLaren knew about these incidents. Dennis insists that the team did not know that Stepney passed 780 pages of confidential Ferrari data to Coughlan on April 28. The data, converted to computer discs, was found in Coughlan's home. Dennis said that Coughlan briefly showed McLaren's managing director Jonathan Neale and engineer Rob Taylor a single piece of paper from the file, but that was the only "knowledge" anybody at McLaren had about the documents.

"Coughlan himself is categoric that he made no use of the Ferrari documents in the McLaren car." Dennis wrote. "Mr. Coughlan's job is related to the management of drawing production by the design staff. He did not have responsibility for the performance enhancement of the car." Dennis also refutes Macaluso's statements that Ferrari was not given a proper opportunity to present its case in to the WMSC.

"Ferrari submitted a lengthy, albeit grossly misleading, memorandum dated 16th July 2007 along with supporting documents which together totaled 118 pages," Dennis wrote. "In addition to this, Ferrari, who were represented by lawyers, were given several opportunities by the FIA President to ask questions and make submissions throughout the hearing. Mr. (Jean) Todt also gave evidence. In response to that letter, Ferrari put out a statement saying it "wishes to state very strongly that its (McLaren's) letter contains accusations that are both serious and false." Ferrari says the cars it used in the Australian Grand Prix "were deemed by the Stewards to be in conformity with the technical regulations.' After that race, Ferrari said, the FIA issued a clarification on the interpretation of the regulation and then asked the teams concerned to make the necessary modifications. And on and on it goes

STEVE ETHERINGTON PHOTO

QUICK NICK: Quietly, Germany's Nick Heidfeld is putting together a solid season with BMW Sauber. He finished third Sunday at the Hungaroring and sits fifth in the driver standings.

Toro Rosso: See Ya Later, Scott!

Vettel Lands Race Seat; Champ Car's Bourdais Still In Team's Mix

> BY DAN KNUTSON **NSSN** CORRESPONDENT

BUDAPEST — Sebastian Vettel has been confirmed as a Scuderia Toro Rosso driver for the rest of this season and all of 2008. He replaces Californian Scott Speed, who has been dismissed from his driving duties.



argument with team principal Franz Tost after Speed spun out of the European Grand Prix. It culminated with Tost grabbing

Speed had a major

Speed, but just how physical things became depends on whose version you listen to.

"It has nothing to do with what happened at the Nürburgring," Tost said, when asked why Speed had been fired. "It was a decision which has been done before (that). It's because we simply were not happy with the performance and attitude from Scott.

Gerhard Berger says that Speed might still be used as a test driver. Given that Speed said "you couldn't pay me enough money to race for those two people (Berger and Tost) again," he is not likely to be in the car too often.

■ Vettel was .071 of a second faster than teammate **Tonio Liuzzi** in the first practice session. Vettel was also running with 25 fewer pounds of fuel than Liuzzi.

■ Toro Rosso's option on Sebastian Bourdais expired July 31. Gerhard Berger said the Champ Car driver is still a candidate but the team has been focused on the Vettel deal in recent weeks

Kimi Raikkonen didn't want anv-

body to recognize him in a speedboat competition in Finland, so he dressed up in a gorilla suit, which, of course, really drew attention. It didn't help when Raikkonen made a mistake tying a rope at a dock and the captain yelled: "No, Kimi, you are doing it wrong!

Raikkonen, in a brown gorilla suit, and two of his friends, dressed in black gorilla suits, won a prize as the best-dressed crew

■ Mark Webber and Liuzzi drove F-1 cars over Budapest's Chain Bridge. Gerhard Berger drove a 1983 McLaren MP4C. It was all part of a Red Bull promotion that also featured acrobatic planes zooming over and under the bridge.

■ Officials dropped Giancarlo Fisichella from eighth to 13th on the grid for impeding the slowest driver in the field, Sakon Yamamoto, in qualifying.

■ McLaren had 18 upgrades on its cars for this race. The crew worked long hours at the factory to get everything ready only for it to end with the team not be allowed to score any constructors points.

■ The twisting nature of the Hungaroring means that it is not tough on engines. The longest period at full throttle is just 10 seconds, and only 57 percent of the lap is spent at full throttle.

■ Ollie Mol, one of the F-1 commentators for a Dutch TV channel, found out the hard way not to cut off cab drivers in Budapest. The cabbie leaped from his car and punched Mol twice in the mouth hard enough that Mol had to go to a dentist for repairs.

■ Nigel Stepney says he's innocent of the charges against him. This comes after McLaren published a lengthy letter in which it said that Stepney alerted the team about Ferrari's illegal floor and that he passed on 780 pages of Ferrari information to Mike . Coughlan

Speaking via his lawyer and quoted in the Italian media, Stepney said he did not tell McLaren about the floor system. He also claimed he did not pass over any documents to Coughlan even though the latter says he did.

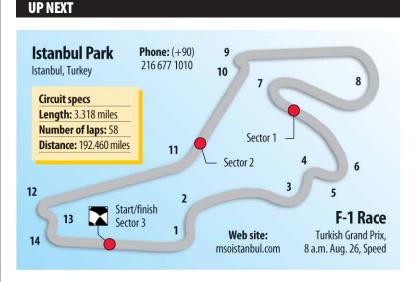
"I did not take any designs away from Ferrari," Stepney said. "Someone passed on the designs but from it wasn't me. I do not want to involve other colleagues. I know one part of the story, not all. Ferrari knows the whole story.

Stepney claims he did not send emails to Coughlan, but McLaren said it had to install a firewall to stop the emails reaching Coughlan Perhaps someone else was sending the emails using Stepney's address. Also, Stepney insists that the mysterious white powder found in his pants pocket (and the Ferrari fuel tanks) was placed there while he was taking a shower at the factory

■ Attempts to get Fernando Alonso, Kimi Raikkonen, Lewis Hamilton and Felipe Massa to pose together for a photo — much like the famous photograph of Ayrton Senna, Alain Prost, Nigel Mansell and Nelson Piquet sitting on the pit wall in Estoril, Portugal in 1986 — failed because of the ill will between McLaren and Ferrari.

■ Nick Heidfeld and Robert Kubica analyzed their first-lap collision in the European GP with team boss Mario Theissen. "We cleared the situation internally and that's all I'm going to say about that," said Heidfeld, who denied there is any tension between the two drivers.

Ross Brawn told Autosport magazine that reports linking him to other teams are false, and he's only been talking to Ferrari about a job when his sabbatical ends



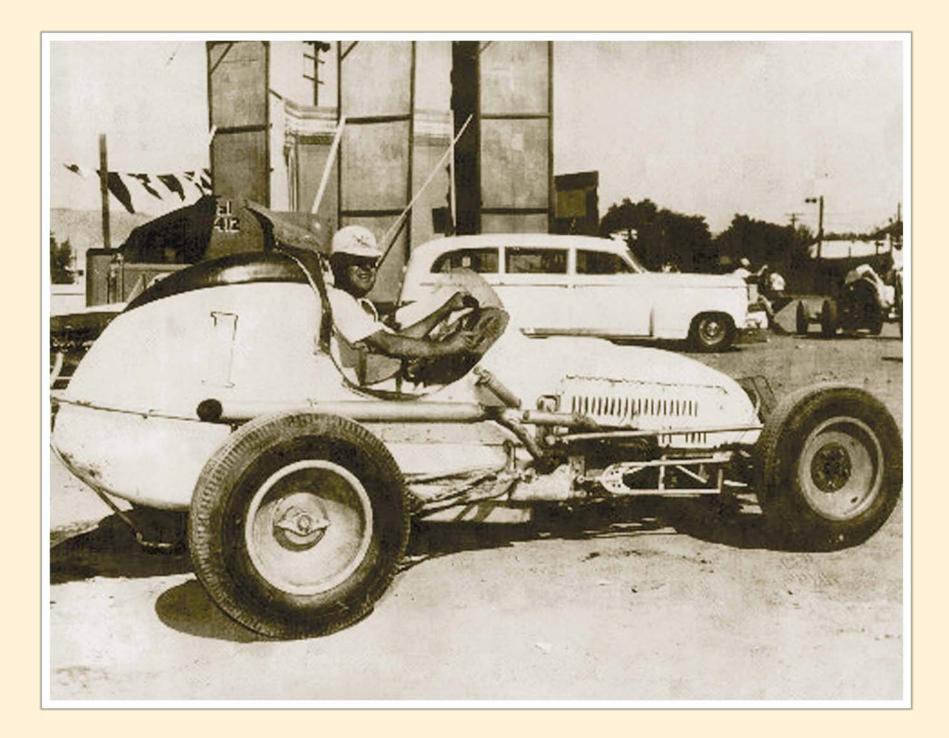
Luigi Macaluso, representing said this sets a bad precedent.

meeting and "did not have a full right of audience" and therefore really didn't get a chance to put forward its case at the WMSC, and ruling in the whole affair to ensure

that Ferrari is deliberately trying to tarnish McLaren's reputation.

In the letter Dennis said that Ferrari's Nigel Stepnev alerted McLaren's Mike Coughlan about Ferrari's movable floor system in March. McLaren notified the FIA which changed the rules to prevent the floors from moving after the Australian Grand Prix.

We were there when ...



... a T-shirt was a firesuit.

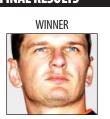
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Race 53: Aug. 3

RACE REWIND

FINAL RESULTS



Jason Solwold

Friday

Aug. 3, Charter Raceway Park, Beaver Dam, Wis. Qualifications: 1. Joey Saldana, Kahne 9, 11.689; 2. Jason Sides, Sides 7s, 11.703; 3. Jason Solwold, Carnahan r19, 11.716; 4. Tim Shaffer, Parsons 6, 11,727; 5, Steve Him Shafter, Parsons 6, 11.22/; S. Steve Kinser, Kinser 11, 11.736; 6. Brooke Tatnell, Woodward 2, 11.741; 7. Terry McCarl, McCarl 24, 11.747; 8. Craig Dollansky, Karavan 7, 11.750; 9. Paul McMahan, Stewart 20, 11.828; 10. Daryn Pittman, Titan 21, 11.876; 11. Jason Meyers Titan 21, 11.876; 111. Jason Meyers, Stockbridge 14, 11.907; 12. Kerry Madsen, Helm 11h, 11.907; 12. Kerry Madsen, Helm 11h, 11.987; 13. Scott Vourg, Young 3, 11.939; 14. Sam Hafertepe, Jr., Hafertepe 15h, 11.947; 15. Danny Lasoski, Roth 83, 11.947; 16. Todd Hepfner, Hepfner 01, 11.981; 17. Donny Schatz, Schatz 15, 11.988; 18. Jeremy Campbell, Campbell 10c, 12.013; 19. Jac Haudenschild, Wright 5, 12.002, Or Chad Hillier, Schatz 15, 11.985; 10.002, Or Chad Hillier, Schatz 15, 11.985; 11.002, Or Chad Hillier, Schatz 15, 11.985; 12.002, Or Chad Hillier, Schatz 15, 11.985; 12.985; 12.985; 12 10c, 12c, 13; 19, Jac Haudenschild, Wright, 35, 12.020; 20. Chad Hillier, Hillier Sc, 12.026; 21. Randy Hannagan, Hannagan 1x, 12.048; 22. Tony Bruce, Jr., Bruce 18t, 12.051; 23. Justin Henderson, Henderson d1 12 064 24 Mike Kertscher Kertsche 80k. 12.101: 25. Brent Kronfuss. Kronfus 80K, 12.101; 25. Brent Kroniuss, Kroniuss 9k, 12.104; 26. Chad Kemenah, Hard Eight 8k, 12.126; 27. Scott Neitzel, Neitzel 2w, 12.144; 28. Wayne Modjeski, Modjeski 77, 12.217; 29. Kim Mock, Mock 1m, 12.287; 30. Jason Martin, Martin 36, 12,300: 31. Bian Carlson, Karlon B, 12.30, 51. Brian Carlson, Carlson B, 12.319; 32. Billy Warren, Warren 95, 12.319; 33. Brian Kristan, Kristan 5, 12.349. First Heat (10 laps): McMahan, Saldana, Schatz, Young, Kinser, Hannagan, Mock, Kristan, Kronfuss.

Second Heat (10 laps): Pittman, Hafertepe, Campbell, Sides, Martin, Tatnell, Bruce, Kemenah. Third Heat (10 laps): Neyers, Lasoski, McCell

McCarl, Solwold, Haudenschild, Henderson, Carlson, Neitzel. Fourth Heat (10 laps): Madsen

Dollansky, Hillier, Shaffer, Kertscher, Modjeski, Warren, Hepfner. Crane Cams Dash (8 laps): McMahan, Dollansky, Meyers, Madsen, Lasoski, Solwold, Saldana, Pittman,

Hafertepe, Sides, Hafertepe, Sides.
B Main (12 laps): 1. Tatnell; 2.
Hepfner; 3. Bruce; 4. Henderson; 5.
Kernenah, \$200; 6. Hannagan, \$180; 7.
Kronfuss, \$175; 8. Mock, \$160; 9. Kristan, \$160; 9. Kr \$150: 10. Carlson, \$150: 11. Warren, \$150: 12. Neitzel, \$150; 13. Modieski, \$150.

12. Neitzel, \$150; 13. Modješki, \$150. Feature (40 Japs): 1. Solwold, \$10,000; 2. Saldana, \$2,000; 3. Lasoski, \$3,000; 4. Schatz, \$2,700; 5. McCarl, \$2,500; 8. Henderson, \$1,500; 7. Kinser, \$2,000; 8. Henderson, \$1,800; 9. McMahan, \$1,600; 10. Sides, \$1,450; 11. Hepfner, \$1,300; 12. Hafertepe, \$1,220; 13. Shaffer, \$1,100; 14. Meyers, \$1,000; 15. Hanangang, \$250; 16. Campbell, \$900; 17. Haudenschild, \$850; 19. Kertscher, \$725; 20. Martin, \$700; 21. Young, \$700; 22. Bruce, \$700; 22. Young, \$700; 22. Bruce, \$700; 23. Dollansky, \$700; 24. Tatnell, \$700; 25. Madsen, \$700; 26. Pittman, \$700

Park.

ing the event.

Nationals.²

the second red flag.

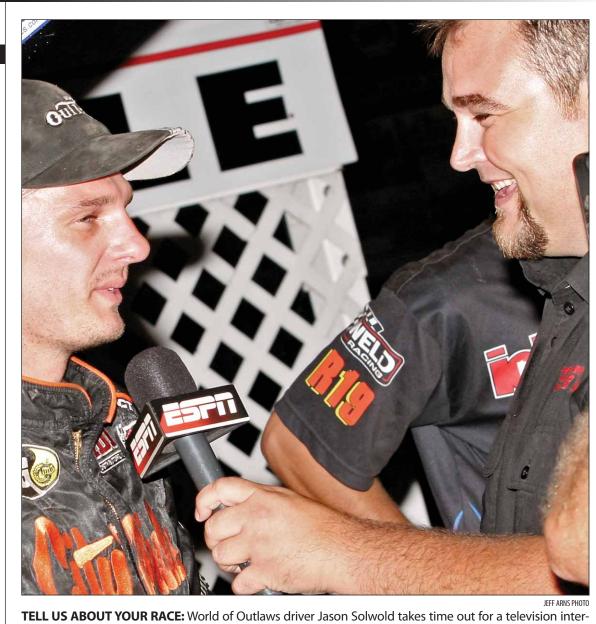
STANDINGS

Top 10

1. Donny Schatz	7,328
2. Joey Saldana	7,235
3. Danny Lasoski	6,981
4. Daryn Pittman	6,862
5. Steve Kinser	6,859
6. Jason Meyers	6,838
7. Paul McMahan	6,666
8. Craig Dollansky	6,654
9. Jason Solwold	6,544
10. Jac Haudenschild	6,460

UP NEXT

Knoxville (Iowa) Raceway, Thursday-Sunday



Solwold Stays Clean

Try, Try Again: First Full Lap Comes After Five Restarts

view after his victory Friday night at Charter Raceway Park.

By Tony Veneziano

BEAVER DAM, Wis. — Jason Solwold had been waiting

After being close on several occasions this season, as

well as winning two preliminary features last year,

Solwold led all 40 laps Friday night at Charter Raceway

Solwold will never forget the bizarre night that

required five starts to record the first full lap of racing,

or how he was just about the only starter in the 26-car

field that was not involved in some sort of incident dur-

"It feels great to win," said Solwold, who earned \$10,000

for his City Wide Insulation Maxim team. "I'm just

happy to be here. We finally got a win and its good

momentum to build on heading into the (Knoxville)

The event began with an aborted start that led to a com-

plete restart. On the ensuing restart eight cars got

together on the back straightaway to bring out the red

flag. On the second complete restart, eight cars again got

together, this time on the front straightaway bringing out

On the fourth start of the race, the yellow flag waved for

a car stopped in the second turn. The fifth start led to the

first full lap of racing being completed. Paul McMahan

was on the pole for each start, with Jason Solwold on the

a long time to win a World of Outlaws feature.

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Planck 'Can't **Believe' He Beat Johnson**

Ву Том **S**ківіnski

BREWERTON, N.Y. — Canadian Dale Planck captured the first Advance Auto Parts Super DIRTcar Series victory of his career on American soil Friday night at Brewerton Speedway.

DIRT MODS

Planck's only triumph other came a year ago at Cornwall Motor

Speedway in Ontario, Canada. Planck passed Alan Johnson, the series's all-time victory leader, near the halfway point of the race on the thirdmile, D-shaped track and stretched out a 2.5-second margin at the finish.

"This is probably the biggest win of my career right now, I still can't believe I passed Alan Johnson — on a slick track, even," said Planck, who pocketed \$6,000 for the victory.

Pat Ward finished third, while Justin Haers charged from his 26thstarting spot to take fourth. Tim Fuller rounded out the top five.

The finish: Dale Planck, Alan Johnson, Pat Ward, Justin Haers, Tim Fuller, Billy Decker, Jimmy Phelps, Brett Hearn, Danny Johnson, Matt Sheppard, Vic Coffey, Gary Tomkins, Steve Paine, Roy Bresnahan, Tom Sears, Jr., Billy Dunn, Sean Beardsley, Kevin Bates, Ryan Phelps, Vine Vital, Jim Vitko, Jr., Billy Price, Mitch Gibbs, Paul Kinney, Frank Cozze, Willy Decker, Steve Hulsizer, Jeremy Smith, Chuck Bower, Pat O'Brien.

Lincoln Turns 55; **Stevie Smith**

BY AL ROBINSON NSSN CORRESPONDENT

ABBOTTSTOWN, Pa. - Stevie Smith led all 30 laps of the sprint-car feature, as Lincoln Speedway observed its 55th anniversary Aug. 1.

SPRINTS

Appropriately, he pocketed \$5,500 for his efforts in the event which had

been rained out twice previously. Smith bolted from the second row to the lead and held off successive challenges by Cris Eash, fast qualifier Lucas Wolfe who charged from eighth in the lineup, and finally Eash again to secure his 20th career Lincoln victory. Fast movers in the closing stages were Fred Rahmer, who came from seventh to third, Lance Dewease, from 13th to fourth, and Alan Krimes, from 11th to fifth.

The top four were all Lincoln track champions accounting for 12 titles among them, nine by Rahmer.

Hodnett Edges Esh

PORT ROYAL, Pa. — Greg Hodnett made the right moves when it counted to score a dramatic victory in Thursday night's 30-lap sprint car feature at Port Royal Speedway.

The victory was worth \$5,000 and a guaranteed starting position in Saturday's \$30,000-to-win Dream Extreme at the historic fairgrounds half-mile. Doug Esh, who led until the two-to-go sign was shown, held on for second, with Todd Shaffer a close third in front of Brian Leppo and Mark Smith.

Rain Won't Go Away

BEAVER DAM, Wis. — Rain on Saturday soaked the track and pit area, forcing the postponement of the second night of the Duel at the Dam until Sept. 16.

After the Knoxville Nationals, the next point-paying event will be at Nodak Speedway in Minot, N.D., on Aug. 14.

"The car was working everywhere," said Solwold. "We changed a lot of things on it, which we nor-mally don't do. We usually do well on race tracks like this and that was the case tonight.

outside of the front

As the pair headed to

the first and second

charged to the high

side of the track as he

had done on every one

of the previous starts.

He took the lead exit-

ing the second turn

from McMahan and

quickly pulled away.

Solwold

row

turns.

Joey Saldana was involved in the first incident of the night, but battled back to finish second.

"For what my team went through, that was a great finish for us," said Saldana. "In that first crash, someone came out of the sky and landed on us. We persevered through that and got another red and worked through that.

Danny Lasoski and Donny Schatz were also involved in incidents, but fought their way to third- and fourth-place finishes. Terry McCarl was fifth.



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February 9-10	East Bay Winternationals • East Bay Raceway Park • Tampa, FL	
February 11	Winternationals Volusia Speedway Park DeLeon Springs, FL	
February 13-16	World Series of Stock Car Racing • New Smyrna Speedway • New Smyrna Beach, FL	
March 2-4	Speedway Expo • The Big E • Springfield, MA	
March 8-9	USAC Sprints and Late Model Dirt • The Dirt Track @ LVMS • Las Vegas, NV	
March 8-11	NASCAR/NEXTEL Cup Series • Las Vegas Motor Speedway • Las Vegas, NV	
April 19-21	Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC	
April 28	Naturally Fresh 250 • Concord Motorsports Park • Concord, NC	
May 25	55th Annual Hoosier Hundred • Indiana State Fairgrounds • Indianapolis, IN	
May 25	Eckerd Outlaw Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC	
May 25	USAC Silver Crown • Indiana State Fairgrounds • Indianapolis, IN	
May 25-27	NASCAR Nextel Cup @ Lowe's Motor Speedway • Concord, NC	
May 26	Toyota Night Before the 500 • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN	
June 1	Sue Thiel Memorial Classic • Dodge County Fairgrounds Speedway • Beaver Dam, WI	
June 9	13th Annual Late Model Dream • Eldora Speedway • New Weston, OH	
June 29	USAC National Sprint Car Series • Richmond International Raceway • Richmond, VA	
June 30	SunTrust Indy Challenge • Richmond International Raceway • Richmond, VA	
June 30	The Great Race • Concord, NC	
July 10	Old Spice Summer Sizzler • Eldora Speedway • New Weston, OH	
July 11	Brad Doty Classic • Limaland Motorsports Park • Lima, OH	
July 13	Knight Before the Kings Royal • Eldora Speedway • New Weston, OH	
July 14	Kings Royal • Eldora Speedway • New Weston, OH	
July 26-28	Kroger Speedfest • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN	
August 3-4	World of Outlaws • Charter Raceway Park • Beaver Dam, WI	
August 6-7	Front Row /Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA	
August 8-11	Knoxville Nationals • Knoxville Raceway • Knoxville, IA	
Aug. 17-18	Ron Shuman Classic • Lakeside Speedway • Kansas City, KS	
August 24	Food City 250 • Bristol Motor Speedway • Bristol, TN	
August 25	Sharpie 500 • Bristol Motor Speedway • Bristol, TN	
Sept. 7-8	World 100 • Eldora Speedway • New Weston, OH	
October 10	Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC	The 2007 Grassroots Tou
October 11-13	NASCAR NEXTEL Cup • Lowe's Motor Speedway • Concord, NC	brought to you in
November 1-3	Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC	conjunction with
November 8	Copper World Classic • Phoenix International Raceway • Avondale, AZ	Fatheadz Sunniasses
Nov. 29-Dec.2	Snowball Derby • Five Flags Speedway • Pensacola, FL	loes no
Dec. 28-29	Rumble in Ft. Wayne • Allen County Mem. Expo Center • Ft. Wayne, IN	Ne gran

** More events will be added throughout the season

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First IRL Victory Eludes Patrick

BY BRUCE MARTIN NSSN CORRESPONDENT

BROOKLYN, Mich. — Danica Patrick's eyes told the story as she stood on pit road, looking like she had suffered what she called "the worst nightmare of my life" in Sunday's IndyCar Firestone Indy 400.

She could only gaze at the scoreboard where her car No. 7 was in seventh place.

Patrick was con-

vinced that her

chance at an elu-

IRL INDYCAR

sive IndyCar victory had finally arrived and she would drive into victory lane in the final IndyCar race at Michigan Int'l Speedway.

Patrick was involved in a three-car battle for the victory with her AGR teammates Tony Kanaan and Marco Andretti when the word came over the radio from her crew that the sensor on the right-rear wheel indicated her tire was going flat.

Patrick was heartbroken as she pulled into the pits on lap 186 to change the tire, 14 laps from what could have been the finish of her first victory.

"I'm so mad," Patrick said. "Of course I'm going to think of myself first. I thought that was my chance to win. I was 80 percent sure that was me.

"I could not believe when they told me my right rear was going flat."

Patrick was able to climb out of her car and congratulate her teammate



WINLESS: A flat right-rear tire helped keep Danica Patrick from capturing her first IRL IndyCar Series victory Sunday at Michigan Int'l Speedway. Patrick finished seventh.

and race winner Kanaan and secondplace finisher Andretti in victory lane.

"We were working like a team out there and weren't pulling away like Scott Sharp like we wanted to but trust me, when we started dicing it up, he wasn't going to hang with us," Patrick said. "It would have all been up for grabs."

Patrick knew she had a fast car and was just waiting for the right moment

to make the move that would win her the race.

"This was my race to lose," Patrick said. "I had the car to win the race. It would have only been through a little bit of bad luck that would have cost us. But we didn't win the race and it's frustrating. It's not often you get eight out of 10 good guys out of the race and leave the rest. "It's frustrating."

Now, she continues to answer the

worst question that she finally wants to answer.

"For me, I have this burden and this question that never ends, 'when are you going to win?" Patrick said. "I just want to do it so nobody is going to ask me any more. I just want to get that done so I can say, 'There you go. Leave me alone. Let's go for No. 2.'

"The win is going to happen. I'm sure of it."



THE FUTURE: An artist's rendering depicts Toyota's plans for a research and development center in Salisbury, N.C., set to open next summer.

TRD: Teams Are Hopeful That R&D Center Will Be Beneficial

CONTINUED FROM PAGE 2

"With 40 acres, there will be plenty of room to expand, if necessary," said Wilson.

Rick Gay, crew chief for the No. 9 Craftsman Truck entry for the Germain Racing Team, sees the new support center as a ramping up of something Toyota has been doing since its entry in the truck series in 2004.

"Since TRD came into the sport in 2004, it has changed the face of manufacturer help in the sport, and it's been a positive for me from the start," said Gay. "I've been overwhelmed with information, almost. It's been refreshing to see that a manufacturer can put that much into their racing program. They're very serious about doing well."

When the facility opens in 2008, it will include a seven-post shaker rig, which duplicates the track movements of race vehicles in a controlled environment, and two different kinds of pull-down rigs, which are used to measure vertical suspension rates and travel limits, and other tools to help Toyota's NASCAR teams in the Nextel Cup, Busch and Craftsman Truck series.

"I think it will be a big positive for us," said Jeff Hensley, crew chief of the No. 5 Toyota Tundra driven in the Craftsman Truck Series by pointleader Mike Skinner. "Any time you have access to that kind of equipment — and have it just 30 minutes from the shop (in High Point, N.C.) — that kind of access will be a great help."

As it is for most teams, wind-tunnel time is an issue for Toyota, but the support center will not address that need. The facility — at least initially — will not include a wind tunnel, and though there is room for a test track on the current 89 acres owned by Toyota, there are no plans to build one on the property.

"Realistically, the 40 acres wouldn't

provide for that (a track)," said Wilson. "On a social and political level, we're very sensitive to the fact that people don't wince at the thought of that. It's not surprising that Toyota might consider a test track or a wind tunnel. But we understand how polarizing our entry into NASCAR is, and the company isn't going to make those kinds of investments.

"We're determined that we're not going to change the economy of how the sport is run. Even if we had the money to do it, we probably wouldn't do it because of the backlash."

The goal, Wilson said, is simply to help all of Toyota's NASCAR entries, while getting the company's current seven-car Nextel Cup effort on equal footing with the other manufacturers. Toyota is coming off its first Busch Series victory, with Jason Leffler winning July 28 at O'Reilly Raceway Park, and Skinner has been on top of the Craftsman Truck Series standings nearly all season.

But the Nextel Cup program is struggling to catch up. Dave Blaney's top 10 in the Allstate 400 at The Brickyard for Bill Davis Racing was a good sign for Toyota, but the start-up teams of Red Bull and Michael Waltrip are farther behind.

Even when the support center is up and running, Wilson said it will still take time and concentrated effort for those start-up teams to be contenders.

"We all understand that the level of competition in Nextel Cup relative to the truck garage is tremendously different," Wilson said. "You don't turn the lights on and start putting cars in the front of the field. (Had it opened this year), I don't think our facility would have made that much of a difference performance-wise."

But Wilson — and TRD — is convinced that the support center will make a difference down the road as teams share the raw data from an engineering post that could make a difference at the track.

Getting there is part of the battle.

"We can't do this by remote control from California and we're not going to sub-contract this out," Wilson said. "That's what TRD does — we do it ourselves."

Ward Leaves Competitors In The Dust

BY AL ROBINSON NSSN CORRESPONDENT

SUSQUEHANNA, Pa. — Pat Ward only let his pursuers get a close look twice — on the first lap and the last lap — as he led all 75 circuits of the July 31 Dart Race of Champions dirt modified race at Penn-Can Speedway.

After drawing the pole, Ward quickly put lapped cars between himself and

RoC DIRT second-place Jeff Rudalavage as the first 27 laps went caution free.

A major crash on lap 55 eliminated several contenders, including track champion Brian Weaver and Stewart Friesen, and gave Rudalavage a clear shot at Ward, but to no avail.

Only a restart with one lap remaining made the finish as close as two car lengths. Ronnie Johnson and Craig Von Dohren took third and fourth, while current Penn-Can point-leader Mike Gular rallied from the tail to finish fifth.

The mid-week program was billed as "Hot Summer Night" and although the weather was mild, some tempers justified the title. Gular and Von Dohren played bumper cars at the scale after earlier contact sent Gular spinning, and Friesen grabbed an orange marker cone while walking back to the pits after his crash and set it on the roof of Bobby Varin's car as a symbolic dunce cap.

The finish:

Pat Ward, Jeff Rudalavage, Ronnie Johnson, Craig Von Dohren, Mike Gular, Kevin Bates, Vic Coffey, Jerry Higbie, Jr., Mike Colsten, Ryan Phelps, Jeff Heotzler, Sr., Wade Decker, Joey Grammes, Dan Vauter, Bobby Varin, Carl Nagel, Garth Tonkin, Jr., Brian Weaver, Jeff Strunk, Stewart Friesen, Billy Thomton, Kenny Titus, Alan Johnson, Alan Rudalavage, Mike Nagel, Bobby Trapper.

Pombo Goes Back To Back At Bakersfield

By DAN FLEISHER

BAKERSFIELD, Calif. — Davey Pombo returned to the winner's circle when he captured the 30-lap SCRA 360 wingless sprint-car main event Saturday at Bakersfield Speedway.



The victory was Pombo's second straight at the third-mile clay lead from polesitter

track. He took the lead from polesitter Justyne Hamblin on lap seven and was never headed the rest of the way.

Pombo crossed the finish line three short lengths ahead of archrival and point-leader Peter Murphy. Greg Bragg was third, followed by Michael Faccinto, Justyne Hamblin, Myles Bishop, Richard Harvey, Rusty Carlile, Jonathan Logan and Matt Day.

The finish: Davey Pombo, Peter Murphy, Gregg Bragg, Michael Faccinto, Justyne Hamblin, Myles Bishop, Richard Harvey, Rusty Carlile, Jonathan Logan, Matt Day, Jeff Gardner, Todd Hunsaker, Dave Monty, Bruce Douglas, Jim Turmer, John Niggli, Rick Hendrix, Adam Frith-Smith, Jim Riddell.

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-'87 Edmonds 4-coil chassis (roller)

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A weekly report of action from across America 1. Jeff Pearl 2. Dennis Gada 3. Rob Janovic, Jr. Late Model

. Willy Decke

Feature No. 2

3. Todd Burley

Sportsman 1. Jeremy Vunk 2. Steve Way

1. Chris Mackey

2. Jerry Holmes 3. Bill Knapp Pure Stock

1. Tim Janczuł

3. Ron Hawke

IMCA Modified

1. Aaron Jacobs 2. Dale Caswell

3. Jim Roberts

1. Dan Williams

2. Doug Williams 3. Jeff Barker

Mod Lite

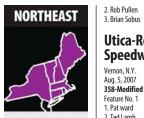
2. Matt Ball

3. Brad Alge

Pro Stock

2. Stewart Friesen

1. Pat Ward



Connecticut Maine Massachusetts New Hampshire New York Vermont

Cayuga County Fair Speedway

Weedsport NY Aug. 5, 2007 Battlekarz 1. Karl Werner 2. Barb Amadon 3. Adam Keuer Street Stock Nick Rizzo 2. Phil Marsden 3. Dave Mannis Sportsman Modifie . Shawn Donath 2. Tim Currier 3. Jeremy Pitcher Big-Block Modifi 1. Jimmy Phelps 2. Steve Paine 3. Matt Sheppard

Airborne Speedway

Plattsburgh, N.Y. Aug. 5, 2007 nan 1. Jason Bonnett 2. Jamy Begor 3. Bucko Branhan Modified 1. Aaron Bartemy 2. George Foley 3. Leon Gonyo

Oswego

Speedway Oswego, N.Y. Aug. 4, 2007 1. Greg Furlong 2. Bob Bond 3. Otto Sitterly Small-Block 1. Mark Regar

Utica-Rome Speedway

Thunder Road Int'l Speedbowl

Barre, Vt. Aug. 2, 2007 Late Models 1. Kip Stockwell 2. Dave Whitcomb 3. Rusty Berger Sportsman 1. Matt White 2. Brendan Moodie 3. Justin Hart Street Stocks 1. Mike Ziter 2. Gary Mullen 3. David Greenslit Warrior 1. Chad Brown 2 Michael Ga 3. Mike Duce

Speedway Thompson, Conn. Aug. 2, 2007

AFETY THRU QUALITY

HYPERTECH

2. Woody Pitkat 3. Kerry Malone



Waterford, Conn. Aug. 1, 2007 X Modifieds 1. Richard Brouwer

(Σ)

Thompson Int'l Modifieds 1. Bert Marvin

2. Larry Goss 3. Dennis Botticello S. Dennis Botto Sportsman 1. Dwayne Dorr 2. Makr Lajoie 3. Al Stone III Mini Stock 1. Randolph Churchill 2. Joseph Godbout IIII 3. Jeff Civardi Midget 1. Nokie Fornoro 2. Grea Stoehr 3. Adam Cantor Chemung

Feature No. 2

. Richard Hum

L**egends** 1. Glen Billings

Aug. 4, 2007

SK Modified

1. Bruce Thomas. Jr.

1. Tony Hanbury

2. Lee Sharpstee

3. Tom Cundy

Legends 1. Brian Terrell 2. Matt Kurzejew

3. Daren Scherer

1. A Jav Potrzebo Gene Purvis

4-Cylinder

3. A.J. Lane

Speedrome Ju 1. Zack Curren

2. Fred Peters

3. James Lorows

Bandolero 1. Alexis Wilson

2. Ryan Polena 3. Matt Evans

Riverhead

Raceway

Riverhead, N.Y. Aug. 4, 2007 **Modified**

1. Donny Lia 2. Bill Park

. Ronnie Silk

Charger 1. Chris Turbush

2. Kevin Orlando

3. John Ellwood

Blunderbust

1 Ed Mistretta

2. Chris Busick 3. Tommy Walk

Lancaster

Raceway

Lancaster, N.Y. Aug. 4, 2007 **4-Cylinder** 1. Tim Haniszewski

2 Charles Buchanar

3. Jerry Carpenter Street Stock 1. Andy Jankowiak

2. Tim Garlock

3. Jim Bryant

Super Stock 1. Wayne Berhard

2. John Wilber 3. T.J. Potrzebo Super Stock 1. Chris Daugherty

Speedrome Chemung, N.Y. Aug. 4, 2007 **Modified** Feature No. 1 1. Tony Hanbury 2. John Wilber 3 LR Kent Feature No. 2

REGIONAL NOTES

A battle between Ricky Rolfe and Carey Martin at Oxford Plains Speedway in Oxford, Maine, ended with the second-closest top-division finish in the 58-year history of the track July 28. After trading the lead seven times with Martin, Rolfe was the winner by .001 second, reclaiming the late-model point lead in the process. The previous closest finish in 1981 was ruled a dead heat between Leland Kangas and Lee Day in 1981...Thunder Road Int'l Speedbowl stock-car racer Chip Grenier became just the second rookie in the 48-year history of the Times Argus Mid-Season Championship to win the event. The 50-lap, double-points victory July 26 was Grenier's second of the season at the Barre, Vt., track...Berlin (Mich.) Raceway celebrated its 57th anniversary July 28. The track hosted its four local divisions and a visit from the Vintage Racing Organization. Seven laps were added to the regular 50-lap late-model feature in honor of the anniversary...Blane Heimbach notched his 21stcareer victory July 28 at Selinsgrove (Pa.) Speedway. Heimbach is in pursuit of his third-straight sprint-car title...Sportsman driver Don Spatorico recently heated up New York with a string of victories at Genesee, Merrittville, Ransomville and Humberstone speedways. Two of those triumphs came in the Lucas Oil Sportsman Shoot-Out... Kevin Harmon scored his ninth victory of the season in the Front Wheel Drive Oval division at Anderson (Ind.) Speedway... Danny Stroud earned his sixth Super Street Division feature victory of the season July 28 at East Alabama Motor Speedway in Phenix City, Ala.

ADE IN RICK SHERER PHOTO

DUSTY DRIVE: Byron Reed (5) chases Bruce Robenalt during Friday night's sprint-car feature at Ohio's Attica Raceway Park.

Mini Stock 1. Jason Hull 2. Russ Wassner

Street Stock

1. Jeff Bridge 2. Jeff Maxwe 3. Bill Weller

Pro Stock

1. Pete Stefansk

Late Model 1. Jeff Chesebro 2. Mike Williams

3. Bob Buono

Fulton

Fulton, N.Y.

Aug. 4, 2007 Modified

1. Jimmy Phelps 2. Pat Ward 3. Vinni Vitale

1. Jeff Isabell, Jr.

2. Jeremy Pitche

3. Gregg Carner

Pro Stock 1. Rusty Marsde

2. Jason Parkhurst

1. Gary Barton 2. Nick Rizzo 3. Dan Hofmann **Crate Sportsman**

1. Timmy Sears, Jr

3. Brandon Planck 4-Cylinder Endur

Jerry Herbert

2. Jon Shumway 3. Marjorie Wallace

Brewerton

Speedway

Brewerton, N.Y.

IMCA Modified

1. Kevan Cook 2. Bob Banks 3. Rich Townser

Wyoming

County Int'l

Speedway

Perry, N.Y.

Aug. 3, 2007

Aug. 4, 2007

2. Brad Godshalk

3. Scott Conover

Street Stock

Sportsman

Speedway

2. Steve Lewis

3. Don Barne

3. Ken Hixenbaugh

2. Frank Batista, Jr. 3. George Roesch SST Sportsman 3. Keith Landry Sport Truck 1. Ryan Farrar 1. Eddie Murrav 2. Rick Hebert 2. Kirk Rutherford 3. Marvin Hamilton Brandy Ladies 1. Christina Spaulding 2. Kimberly Sessions 3 Frank Booker Late Model 1. Ron Nurmi 2. Todd Hoddick 3. Vanna Brackett 3. Bobby Weber **Oxford Plains** 1. Jan Leaty 2. Chuck Hossfeld 3. Sege Fidanza Speedway Oxford, Maine Aug. 4, 2007 Late Model **Black Rock** 1 Leon Heckbert Speedway 2. Travis Adams 3. Glen Luce Strictly Stock Dundee, N.Y. Aug. 3, 2007 1. Skip Tripp 1. C.J. Winslow 2. Bob Crocker 2. Rocker Austin 3. Sumner Session 3 David Ahouse Sportsman 1. Mike Maheney 2. Todd Henderson

Modified

Bandit

3. Brady Fultz

Super Stock

1 Roh Ruono

2. Chris Fidhe

3. Darl Ellis, Jr.

3. Derrick Mills

1. Terry Povoski 2. Jared Hill

1. Crystal Avers

Outia

3. Tina Titus Feature No. 3

1. David Childs

2. Richard Spaulding

Pro Truck

Mini Stock 1. Don Mooney 2. Jimmy Childs 3. Bill Thibeault Sport Truck 1. Doug Degroat 2. Lee Spurling 3. Rick Herbert Ladies 1. Deanna Bisbee 1. BOD BUONO 2. Quinn Sutherland 3. J.R. Green Street Stock

1. Frank Chapman, Jr 2. Kimberly Sessions 3. Cathy Mancheste 4-Cylinder 1. Brent Ayers 2. Russ Wassner Canandaigua Speedway

Canandaigua, N.Y. Aug. 4, 2007 Purestox 1. Eric Chapman 2. Vance Vanderwall

2. Jared Hill 3. Chris Leroux Ladies 4-Cylinde 3. Marc Minutolo Street Stock 1. Mike Welch **Oxford Plains** 2. Andy Fisk 3. Adam DePuy Sportsman M

Speedway Oxford, Maine Aug. 1, 2007 Feature No. 1 1. Guy Childs 2. Leo Hatch-Auger 3. Craig Coolidge Feature No. 2 1. Jim Archer 2. Jim Drake

Genesee Speedway Batavia, N.Y. Aug. 4, 2007

. Nick Guererri

2. Scott Schrader

DIRTcar Big-Block Modified 1. Steve Paine 2. Chuck Bower 3. Charlie Donk

3. Phil LaVare

SST Modified 1. Jim Pierce 2. Kevin Lewis 3. Mike Bliss Super Stock 1. Todd Stone I odd Stone Kyle Sharpe Kevin Herbert 4-Cylinder Wasp Kevin Grom 2. Mike Bradshav 3. Robert Denni WNY Mini Cup Club 1. Kris Hamman ProMod 1. Kris Hammar 2. Robbie Micoli 3. Jim Majchrzak

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Junior 1. Michelle Becke 2. Robby Becker 3. Dennis Prouse Spencer

Speedway Williamson, N.Y. Aug. 3, 2007 Super Six 1. Billy Semmler 2. Kris Hillegeer 3. Patti Davenport

Legends 1. Darren Scherer 2. Matt Kurzeiewski 3 Justin Petkosky Street Stock 1. Jeff Parent 2. Don Stevens 3. Bobby Lippa, Jr. SST Modified

1. Jeff Hamman, Jr 2 Kirk Rutherford 3. Kevin Timmermai NASCAR Modified 1. Wilbur Hebing 2. Chuck Hossfeld

3. Mike Leaty

Centre **For Speed** Shediac, New Brunswick Aug. 5, 2007 Super Sportsman 1. Gary Hicks 2. Luc Bourgeois 3. Wayne Wormell

Street Stock

1. Rick Cashol 2. Mark Sherwood 3. Shelley Stewart

Thundercat 1. Mike MacDougall



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Independence Motor

Speedway Independence, Iov Aug. 1, 2007 Late Models 1. Jeff Aikey

2. Jeremy Grady 3. Dale Hackwell, Modifieds 1. Joev Schaefe 2. Kevin Pittmar

3. Ron Barke **B** Modified 1. Tony Olson 2. Joe Docekal

3. Alan Wess **Junction Motor**

Speedway McCool Junction, Neb. Aug. 3, 2007



2. Serge Robichaud 3. Chris Powers

TigerCat 1. Pierre Gautreau

3. Marcel Goguen

PLAINS

2. Garv Stewart

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A weekly report of action from across America

1. Dan Jackson 2. Rich Small 3. Rex Schreiner

Feature No. 2

2. Dan Jackson 3. Don Hall

Sport Compa

eature No.

1. Dan Rhiley

3. Kyle Schamp Feature No. 2 1. Jason Miller

2. Derel Drea

2. Dan Rhiley

3. Jake Sells

Speedway

Doniphan, Neb.

Aug. 4, 2007 Hornet

1 Richard Crow

2. Justin Lawson 3. Ben Hobbs

Hobby Stock

1. Jim Buss

2. Mike Shive

3. Kyle Bond Modified 1. Lonnie Schriner

2. Kyle Prauner

3. Tyler Smith

Grand National

1 losh Leonard

2. Robby Leonard 3. Jase Kaser

Cruiser

1. Kelly Murr

2. Adam Cook

3. James Cooks

Corning, lowa

Speedway

Aug. 4, 2007 Hobby Stock 1. Kevin Yearingtor

2. Brad Bergren 3. Jesse Sobbing

Pro Street

Modified

. Mike Garne

2. Jeremy Swanso 3. Steve Churchill

1. Jerry Carlson

2. Jesse Dennis

3 Chris Snieke

3. Chris Spieker

Late Model 1. Todd McKee 2. Paul Glendenning

River Cities

Speedway

Grand Forks, N.D.

Aug. 3, 2007

2. Rick Beier

Street Stock

Dave Wittn

3. Jason VandeKa

2. Mike Balcaen

Super Late Model 1. Troy Olson

3. Joey Pederson Midwest Modified

. Bobby Eckerdt

2. Jason Strand

3. Dustin Strand

1 Mark Dobmei

2. Wade Nygaard 3. Greg Nikitenko

Beatrice

Speedway

Beatrice, Neb. Factory Stock

. Roy Armstrond

Outlaw Sprint Car

1 Nick Beckmar

Late Model 1. John Anderso 2. Kelly Boen 3. Chad Humston Cruiser 1 Fkeler/Mille 2. Miller/Slezak 3. Jacobitz/Jocobitz Front-Wheel Drive Feature No.1 1. Alex Koehle 2 Chuck Wergi 3. Lance Hiel Feature No. 2 1. Dan Alt 2. Sam Wiarda 3. Trov Hofman

Junction Motor

Speedway McCool Junction, Neb Aug. 4, 2007 Late Model 1. Kelly Boen 2. John Anderso 3. Travis Dickes Modified 1. Jason Friesen 2 Mike Stearn 3. Dean Wilkin Street Stock Andy Wilkinsor 2. Jason Wilkinsor 3. Ben Stuhr Hobby Stock 1. Shane Schneider 2. Jason Wilkinson 3. Jeff Timmerman **Rush County** Speedway LaCrosse, Kan. Aug. 4, 2007 Winged 1. Brandon Fisher 2 Ion Johns 3. Kirby Haga Non-Wing 1. Jon Johnson 2. Ray Seemann 3. Kirby Hagans

Outlaw Motor

Speedway Oktaha, Okla Aug. 4, 2007 conomy Modified 2. Dalton Clay 3. David Whittle Modified 1. Randy Frailey 2. Jeremy Koss 3. Jeran Frailey Hobby Stock 1. Randy Moses II 2. Dale Richardson 3. Brookin Stephens

Eagle Raceway

Eagle, Neb. Aug. 4, 2007 **360 Sprint Car** 1. Gerod Oliver 2. Tige Jensen 3. Jeff Lowery Modified Feature No. 1 . Chris Alcorn 2. Doug Deterding 3. Norm Ziegenbein Feature No. 2 1. Chris Alcorr 2 .Dusty Anderson 3. Chad Anderson Hobby Stock Feature No. 1

2. Alan Vaughn 3. David Turne **Creek County** Speedway Sapulpa, Okla Aug. 5, 2007 **Multi** 1. Scott Sawyer 2. Ryan Duke 3. Montie Frey Non-Wing 1. Joel Smith Mid-Nebraska 2. Jim Woods 3. Andrew Felker Restricted 1. Tanner Mullens 2. Brian Ritte 3. Kyler Ray **Dawson County** Raceway Lexington, Neb Aug. 5, 2007 1. Steve Aitker 2. Jay Steffens 3. Dave Pederse Stock Car 1. Dan Walker 2. Colton Osboi 3. Jason Smidt Hobby Stock 1. Kyle Bond 2. Frank Mladek 3. Aaron Koch Sprint Car 1. Jon Johnsor **Adams County** 2. Justin Schwein 3 Ken Lutters **Maggie Valley** Speedway Twin Falls, Idaho Aug. 5, 2007 Rocky Mountain Chall Series 1. Bobby Latham 2. John Newhouse 3. Zan Sharp 81 Speedway Park City, Kan. Aug. 4, 2007 Street Stock 1. Brian Russel 2. Harley Peery 3. Bob Lane AAA Modified . Mike Dymor 2. Bill Stahl 3. Jase Wedel Thumper 1. Ron Arehart 2 Mike Biddle 3. Jay Purkey Rookie Mod 1. Tyler Davis 2. Jim Pearcy 3. Shawn Langhover, Ji

Modified

1. Brian Franz

2. Brian Powers 3. Travis Govern

Jetmore

Jetmore, Kan.

Aug. 4, 2007 URSS

1. Kirby Hagans

2. Darren Bowman 3. Smokey Fairban

Motorplex

2. Gary Laflin 3. Jeff Watts Late Model

1. John Andersor



Big-Block Modified 1. Miek lles 2. Richie Pratt, Jr. 3. Doug Hoffman **358 Small Block**

1. John Purcell

2. Kevin Collins

5portsman 1. Mike Barone Pollar

2. Brett Ballard

3. Jordan Watso

Outlaw Stock

2 Ken Watson

3. Jeff Dirkes

. Dave Wilhelm

3. Jimmy Horton IV Sportsman

3. Rodnev Cook

New Jersey Pennsylvania Trail-Way Virginia Speedway West Virginia

Hanover, Pa. Aug. 3, 2007 **358 Sprint Car** 1. Troy Funck Williams Grove 2. Jeff Rohrbaugh Speedway 3 Brian Fichelb Mechanicsburg, Pa. hundercars Aug. 3, 2007 Sprint Car 1. Todd Shaffer 2. Don Kreitz, Jr 2. Dian Mantia Smoke Christin 3. Ronnie Thomas Street Stock 1. Doug Bennett 2. Jamie Zentmye 3. Seth Kearchner Limited Stock 3. Brian Montieth 360/358 Sprint Car 1. Ed Aiker 2. Chad Layton 3. Kramer Williams Kyle Rohrbaugh 2. Nick McDaniel **Williams Grove** 3. Tyler Gastley Speedway

Sportsman

1. Kory Sites

3. Ron Mayle

Jim Raynor

3 Johnny Powell

Pure Stock 1. Tim Laudermar

3. Ted Keiser

4-Cylinder

1. Randy Wise

2. Broc Martin

3. Andy McKisson 358 Modified

1. Gary Smoker 2. Rodney Beltz 3. Mike Stine

Mod Lite

Feature No. 1

Feature No. 2

1. Eric Hay

2. Matt Hav

1. Sparky White 2. Brian Woodhall 3. Tim White

3 Brian Woodhal

Stock Car 1. Brian Booher 2. Andy Buckley

3. Terry Wheeler

2. Dan Nagy 3. Pete Wearing

1 Mike Anderson Ju

Bridgeport

Speedway

Bridgeport, N.J. Aug. 4, 2007

Mini Stock

2 Thomas Adking

. George Klintworth

Modified

Trail-Way Mechanicsburg, Pa. Aug. 4, 2007 Speedway Hanover, Pa. Aug. 4, 2007 600cc Micro Sprint Car 1. Ryan Greth 2. Todd Carmichael . Stan Wanner 2. Gregg Foster 3. David Socks Limited Late Mode . Randy Croop 3. Keith McIntyre 2. Shaun Jones 1000cc Sidewing 1. Jeremy Lynch 2. Jason Morrison 3. Shawn Seifert 3. Gene Knaub 4-Cylinder Stock Car 1 John Stoll Jr 2. Kevin Thoma Legends 3. Keith Bass Street Stock 1. Jason Rochelle 2. Geremy Sheaffe 3 Shane Glatfelte 4-Cylinder Stock Car 1. Brian Racine 2. Randy Clouser 3. Garv Welsh 2. Bill Kress **Ohio Valley** 3. Kevin Henry 6-Cylinder Stock Ca Speedway 1. Dvlan Keim 2. Chad Stine Parkersburg, W.Va. 3. Buddie Jeffer Scramble Car Aug. 4, 2007 Late Model 1. Jeff Burdett 2. Jeff Woods Feature No. 1 1. Bo Sheeler 2. Chase Eckert 3. Joe Racine Feature No. 2 1. Steven Alban, Jr. 1 Andre Lavfield 2. Rick Venham, 8. Rob Melzer Shawn Crunkiltor
 Lee Redman Street Stock 2. Bill Fordyce

Allegany County Speedway Cumberland Md Aug. 4, 2007 Limited Late Model 1. Mat Parks

3. Tim Christophe 2. Brian Lessley 3. Matt Emerick Street Stock Mercer **Raceway Park** 3. Jimmy Iser Mercer, Pa. Aug. 4, 2007 Hobby Stock 1. Mike Moor 410 Sprint Car 1. Arnie Kent 2 Marcus VanMete

 Marcus varimeter
 Steve Fadley
 4-Cylinder Junk Car
 Dwain Rhodes 2. Jason Imes 3. Bob Imes 8-Cylinder lunk Car 1. Jimmy Moreland 2. Jim DeArmitt 3. John Swartzland

. Daniel Cornma . John Whitfield

South Boston Speedway South Boston, Va Aug. 4, 2007 Late Model 1. Adam Barker 2 C F Falk 3. Wayne Ramsey Bruce Anderson 2. Danny Willis, Jr. 3. Wesley Falk Pure Stock 1. Joey Throckmo 2. Joey Conner 3. Chuck Watkins Vintage Modified 1. Randy Smith

2. Darryl Lacks

Legends 1. Chris Buescher 2. Cameron Patrick 3. Jamie Price Penn Can Speedway Susquehanna, Pa. Aug. 3, 2007 Modified 1 Brian Weaver 2. Mike Nagel 3. Billy Thornt Sportsman 1. Casey Plummer 2. Dan Pompey 3 leff (ramb Late Model 1. Bud Phillips 2. Dan Snyder 3. Randall Paxton Super Stock 1. Denny Decker 2. Chris Strohl 3. Jim Sykes Pure Stock 1. Jon Carpente 2. Chad Stone 3. Mahlon Shoemake 4-Cylinder 1. Gary Kinne 2. Nick Grist 3. Mike Taylor Bridgeport Speedway Bridgeport, N.J. Aug. 4, 2007 358 Small Block . Richie Pratt. J 2. Jimmy Horton 3. Sean Gunther Limited Sprint Car Feature No. 1 1. Andy Best 2. Dave Brown 3 leff Mueller Feature No. 2 1. Dave Browr 2. Tim lulg 3. Hank Trum 600cc Micro Sprint Ca 1 Glenn Heveri 2. Rich McKay 3. Ryan Stillwagon 270cc Micro Sprint Car 1. Mike King 2. Jay Hartmar 3. Steve Gasapari 4-Cylinder 1. Ian Wray 2. Warren Stradley 3. Dave Bentley **Kutztown** Fairgrounds Kutztown, Pa. Aug. 1, 2007 600 c.c. Micros 1. Alex Bright 2. Ryan Frable 3. Charles Cooley 270 c.c. Micros 1. Ross Perchak 2. Jay Hartmar 3 leff Hartmar **Slingshot** I. Anthony Perrego 2. Jordan Henn 3. T.J. Mayberry Lernerville Speedway Sarver, Pa. July 31, 2007 Ouads 1 Kris Rure 2. Matt Schaeffer 3. Vinnie Esposite School Bus 1. Bob Egley 2. Bill Clepper 3 Mike McNeish Powder Puff . Christa Egli 2. Rose Spithaler 3. Laura Dempsey Lernerville Speedway Sarver, Pa. Aug. 3, 2007 1. Ed Lynch, Jr. 2. Kevin Scha 3. Mike Lutz Late Model 1. Matt Lux 2. Jared Milev 3. Greg Satterlee Modified 1. Jeremiah Shingledecke 2. Kevin Bolland 3. Del Rougeux, Jr. Pure Stock

1. Bob Lipinski 2. Bob Egley 3. Jason Fosnaught Susquehanna **Speedway Park** Newberrytown, Pa. Aug. 4, 2007 Late Model 1. Bud Witmer 2. Richard Walls 3 Sterling Kinar Street Stock 1. Wes Alleman 2. Todd Bowersox 3. Eric Walker Xtreme Stock Ca 1 Smoke Christine 2 Chris Heller 3. Mike Goodwin XSC Rookie Run 1. Brian Rehbein 2. Adam Doll 3. Darvl Sipe Mini Ýan 1. Butch Richcreek, Jr. 2. Daryl Sipe 3. Jeff Svendsen Langley Speedway Hampton, Va Aug. 4, 2007 Late Model 1. Mark Wertz 2 Nick Smith 3. Jeff Shiflett Super Street 1. Steve Dill 2. Tommy Sweeney 3. Ricky Derrick S. Ricky Defice Super Truck 1. Robbie Davis 2. Evan VanLeeu Justin Ballo Wolf Truck 1. Jeff Sampsor 2 Randy Bradsher 3. Michael Farme Pro 6 1. Casey Sipe 2. D.J. Watson 3. Tim Layne HRKC Pro Winged Chami Kart 1. Dwain Smith 2. Greg Burgess 3. Rob Cotic Virginia Motor Speedway Jamaica, Va Aug. 4, 2007 Late Model 1. Brett Royal 2. Austin Hubbard 3. Jared Powell Thunder Sportsma 1. Davis Lipscombe 2. Roger Jamersor 3. Kenny Moreland Modified 1. Tommy Shiflet 2. Eric Erwin 3. Matt Marshall Charger 1. Wesley Givens 2. John Kirby 3. Paul Bess All-American Kevin Fletche 2. Marty Coltrain 3 Dustin Ower **Dog Hollow** Speedway Strongstown, Pa. Aug. 3, 2007 1. Clate Copeman 2. Rodney Phillips 3. Bernie Whiteford Fastrak Late Mode 1 Paul Michn 2 Ron Smithle . Dave Padul Street Stock 1. Josh Jacoby 2. John Kinsey 3 Todd Wei Pure Stock 1. John Mazey 2. Marshall Detwiler 3. Tim Laughard 4-Cylinder Sidev 1. Virgil Small 2. Dan Adams 3. Chris Yode Georgetown Speedway Georgetown, Del. Aug. 4, 2007 Georgetown Vintage Club 1. C.J. Schirmer 2. Mark Williams

3. Morris Tucker 3. Scooter Graver Super Late Model 1. Ricky Elliott 2. Kenny Pettyjohn New Egypt Speedway 3. Donald Lingo Big-Block Modifi New Eavpt, N.J. 1. Rvan Godown Aug. 1, 2007 Modifieds 2 Wade Hendrickso 1. Billy Pauch Crate Late Model Frank Cozze Keith Hoffman 1. Eric McKinney Sprints 1 Tom Wyckoff **Crate Modified** 2. Rich Janney 3. Kevin Nagy 1. Joseph Watso 2. Casey Lynch 3. Jordon Wats New Egypt Path Valley Speedway Speedway Park New Egypt, N.J. Aug. 4, 2007 **Modified** Spring Run, Pa. Aug. 3, 2007 Feature No. 1 305 Sprint Car 1. Frank Cozze 1. Mark Watkins 2. Tom Carberr 3. Bob Drayton Feature No. 2 1. Matt Sheppard 3. Craig Laudern 600 Sprint Car Jimmy Brooker 2. Ron John Koczon 2. Heath Hehnly 3. Jimmy Horton Sportsman 270 Sprint Car 1 John Salvatore J 1. Heath Hehnly 2. Sean McAndre 3. Sean Stoltz 2. John McClellan 3. Willie Osmun Super Stock 1. Al Cheney II 2. George Quinlan 3. Mick Search Crate-1 1. E.J. Harringtor V-8 Super Stock 1. Dave Dunkle 2. Richie Cass, Sr. 3. Pat Hires Outlaw Stock 1. Gary Klimeczak 2. Rob Longo 3. Brian Ludwig 1 Tim Rurkholder 2. Kevin Thomas 3. Gary Newell Hagerstown Selinsgrove Speedway Speedway Hagerstown, Md. Aug. 5, 2007 Late Model Selinsgrove, Pa. Aug. 4, 2007 358 Sprint Car 1. Josh Richards 1. Larry Kelleher 2. Blane Heimbach 2. J.T. Spence 3. Robbie Blair 3. Dave Calaman Late Model 1. Coleby Frye Pure Stock 1. Mike Warrenfeltz 2. Dean Holmes 2. Brett Schade 3. Hans Stamberg 1. Gary Beward 2. Lon Savage, Jr 3. Brad Mitch **Port Roval** Speedway Port Roval, Pa Roadrunner 1. Ray Rothfuss Aug. 2, 2007 Sprint Cars 1. Greg Hodnett 2. Doug Esh 3. Todd Shaffer 2. Keith Bissinge 3. Gary Kerstette

3 Jamie Mills

2. Ryan Walls

3. Tyler Reed

2 Mike Freet

3. Rvan Greth

Thundercar

1. Mark Grove

2. John Rasp

3. Ken Law

2. Josh Berrier

3. Craig Imes

Mini Stock

3. Chris Shuey

Bedford

Pro Stock

Pro Stocks 1. Jim Palm

2. Jason Zook

Indiana

Illinois

Kentucky

Michigan

Minnesota

Missouri

Wisconsin

Raceway

Kaukauna, Wis. Aug. 2, 2007

Super Late Mo 1. Kyle Calmes 2. Tim Rothe

3 Mark Schroede

3. Todd Verhager

Sport Trucks

1. Scott Baker

Limited Late Models 1. Jerry Van Handel 2. Kris Kelly

2. Josh Jeske 3. Brandon Kucksforf Super Stocks

Wisconsin Int'l

Ohio

MIDWEST

3. Tim Krap

Speedway **Bedford** Pa Aug. 3, 2007 Street Stock Daniel Cornma 2. Bill Henney 3. Jamie Swank Limited Late Mode

1. Shawn Claai 2. Tim Smith 3. Andy Fries Hobby Stock 1. Charlie Walter 2 Chuck Wevan 3. Reed Stickel Classic Car 1. Bill Brown, Sr. 2. Glenn Elliott 3. Kurt Welsh Mahoning

Valley Speedway Lehighton, Pa. Aug. 4, 2007 **Modified** 1. Rod Snyder, Jr 2. Scott Lesher 3. Mike Ouinn Late Model

1. Barry Christman, Sr. 2. Mike Van Fossen 3. Todd Stehle Street Stock 1. Todd Ahnei 2 Bill Hunara 3 Mark Dysh Pro-4 Late Mode 1. Chris Kuronya 2. Barry Christman, Jr 3. Mike Stringer Factory Stock 1. Jason Frey 2. Justin Serfass 3. Jeff Drofich 4-Cylinder Stock

1. Jon Smith

2 Dave Freundt

2. Randy Van Roy 3. Greg Hauser Sizzlin Fours 1. Scott Verboomer 2. Nicholas Boldt Figure-8 Dan Van Daalwyck 2. Terry Van Roy Rockford Speedway Rockford III Aug. 1, 2007 1. Gene Marocco 2. Adam Moore 3 Steve Cavin Hornets

1. Vinny Mangiaracina 2. Matt Mangiaracina 3. Nick Lasher Figure-8 1. Tom Schneider 2 Chris Gantz 3. Lennard Groleau **Winged Women on V** 1. Sabrina Castillo 2. Robin Ulrey

1. Mike Meverhoffer, Jr

Rockford

Speedway Loves Park, III. Aug. 4, 2007 Short Tracker 1. George Sparkm 2. Boyce Sparkma 3. Tim Melvin Late Model 1. Ricky Bilderbacl 2. Jerry Gille 3. Noel Ramge Road Runner 1. Charlie Frisch 2. John Logan, Jr 3. Vachenzia Jeste

Mount Lawn Speedway

New Castle, Ind. Aug. 1, 2007 USAC Regional Midgets 1. Travis Young 2. James Robertso 3. Zach Schiff Ford Focus Midgets 1. Chett Gehrke 2. Craig Haack 3. Alison MacLeod

S. Alison MacLeou Kenyon Midgets 1. Kyle Hamilton 2. Cale Conley 3. Blake Fitzpatrick

Mount Lawn Speedway

New Castle, Ind Aug. 4, 2007 derca 1. Eric Evans 2. Kevin Clabo 3. Jason Clark Late Model

1. Randy Anderson

2. William Mefford

3. Chuck Cook Bluegrass Speedway

Bardstown, Ky. Aug. 4, 2007 Super Late Mode 1. Steve Francis 2. Brad Neat 3. Brvan Barber Modified 1. Jason Wheatle 2. Benji Lee 3. Dion Benningfield Street Stock 1. Willie Edelen 2. Timmy Glazer 3. Michael Cranr

I-55 Raceway

Pevely, Mo Aug. 4, 2007 Late Model 1. Ken Schrader 2. Tim Manville 3. Jeff Johns Modified 1. Bobby Martinton 2. Bobby Bittle 3. Ray Walsh Sportsman 1. Kent Nation 2. Troy Naeger 3. Trov Medley Pro-4 Stock 1. Trey Harris 2. Gary Price 3. Chuck Johns

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A weekly report of action from across America

Mike Piercy

2. Chad Stevens 3. Scott Broughton

1. Bobby Selsing, Jr.

Bandits

2 Chester Ace Steve Dickson

Odessa, Mo.

Aug. 3, 2007 Stock Car

Feature No. 1 1. Brad Whitney 2. Russell Walter

3. Brian Audette

1. Mike Nichols

2. Russell Walter 3. Brad Whitney SportMod

Feature No. 1

1. David Trusket

2. Matt Marrant

3 David Willey Feature No. 2 1. Kevin Jones 2. David Willey

3. Cody Graham

Sport Compact Feature No. 1

Feature No. 2

2 Shawn Frey

3. Nikolos Ford

Truck Feature No. 1

2. Richard Scott

3. Benton Johns

Feature No. 2 1. Melford Simpso

2. Chris Wanger

Modified

Feature No. 1 1. Terry Van Trump 2. Steven Glenn 3. P.J. Conger

Bryan Schwartze

Feature No. 2 1. Terry Van Trump

2. Yancy Shepard

Midway

Lebanon Mo

Aug. 3, 2007 Late Model 1. Ken Essary

2. Jeremy Kelley

3. Leslie Essary

Factory Stock

1. Ben Solberg

. Lonnie Henderso

Bomber 1. Dusty Rhoades

2. Todd Cook

3. Darrin Shaw

1. Bryan Schwartze

1. Jason Marrant

Feature No. 2

Ponderosa

Speedway Junction City, Ky. Aug. 3, 2007 Super Late Model Aaron Hatto 2. Justin Rattlif 3. Brad Neat Modified . Shon Flaner J. Joey Kramer 3. Victor Lee Late Model 1. Peydon Pelphrey 2 P I Feistritze Todd Coffma **Sportsman** 1. Rick King 2. Logan Whitis 3. Troy Scott Chevette 1. Randy Maybrier 2. Jerry Pyles 3. Clayton Devine

Moler Raceway

Park Williamsburg, Ohio Aug. 3, 2007 Late Model 1. Greg Johnson 2 Billy Williams 3. John Whitney, Jr Modifio . Josh Ferguson 2. Ray Branscum 3. Bruce Gould Mini Sprint Car 1 Josh Yen 2. Jim Lewis 3. Jeff Barnha Super Sprint Car 1. Timmy Poffitt 2. Jerry Gibson, Jr 3. David Willoughby Pure Stock 1. Scott Hensley 2. Derrick Davi 3. Bill Jackson Chevette 1 leff Watson 2. Rusty Yarge 3. Miles Tarvin

Madison Int'l Speedway

Oregon, Wis Aug. 3, 200 Super Late Mode 1. Nathan Haseleu 2. Brian Hoppe 3. Andrew Mo Late Model 1. Zack Riddl 2. Bobby Wilberg 3. Dan Lensing Limited Late Model 1. Bobby Wilberg

3. Reggie Jackson Modified 1. Eric Hudson 2. Tony Jackson, Jr. 3. Steve Martin Winged Sprint Can 1. Eric Todd 2. Bucht Quick I-70 Speedway 2. Rusty Quick 3. Joe Todd **B-Modified** 1 lack Lancaster 2. Mike Watsor 3. Ed Wilson Legends 1. Tony Hatfield 2. Paul Hortor 3 Justin Come Limaland **Motorsports** Park Lima, Ohio Aug. 4. 2007 **Thunderstock** Feature No. 1 . Tim Bowen 2 Nick Rosselit . Tony Anderso 1. Jason Marrant 2. Shawn Frey 3. Clifford Feltinberger Feature No. 2 1. Jeff Babcock 2. Tim Rostorfer 3. Frank Paladino Modified . Frankie Luchini 2. Andy Holderma 3. Terry Hull Truck 1. Mike Hicks 2 Derrick Noffsinge 3. Jerry Sawmille LA Racewav LaMonte, Mo. Aug. 3, 2007 Modified 1. Dave Meyer 305 Sprint Car 1. Tom McGarry Street Stock 1. Scott Krause Hobby Stock Feature No. 1 . Mike Schouter Feature No. 2 1. Tony Everts Speedway Junior Hobby Stock 1. Nathan Vaughr **Tri-State** Speedway Haubstadt, Ind. Aug. 4, 2007 Modified 1. Zach Fair 2. Jason Webste 3. Adam Turpen

Lucas Oil Modified 1. Jim Begley, Jr. 2. Kurt Nahre Speedway 3. Bill Clark Wheatland, Mo Junior Faskarts Aua. 5, 2007 1. Jacob Garrigu 305 Sprint Car 1. Kenneth Potter 2. Kyle Norris 3. Mason Keller 2. Brad Ryan 3. Joseph Todd A-Modified . Brian Coope 2. Cary Abrel 1. Eric Turner 3. Rob Mink 2. Jason Pursley Faskarts 3 Johnny Fei Factory Stock 1. James Flood 2 Ion Wile 3. Jon Farina 2. Tim Brown Hornet Figure-8 1. Chad Sizemore 3. Robert Brow Limited Late Mode 2. Josh Goodin 1. Johnny Fennewald 2. Matt Menzie 3. J.D. Hubert 3. Robby Mink, Jr. Bomber Figure-8 1. Steve Vickers 2. Mike Fischer Central 3. Derick Young Missouri Indianapolis Speedway Speedrome Warrensburg, Mo Aug. 4, 2007 Aug. 4, 2007 1. Chad Lyle 2. Jim Moody 3. Terry Schultz Late Model 1 Rodney Siz 2. Curtis McMurtrey 3. Doug Greig Stock Late Model 1. Bob King 1. Bob Johnson 2 Shad Badde 3. Steven Clancy Street Stock 1. Brian Johnsor 2. Allen Hargraves 3. Rodney Sizem Roadru 1. Jeff Johns 2. Brad Boh 2. Bryant Moyer 3. Tammy Korl SMRS Midget 3. Kevin Smith 1. Gary Taylor 2. Matt Sherill 3. Zach Daum Hornet 1. Nigel Peters 2 Kyle Bryd 3. Jon Elkins, Jr **B-Modified** 1. Michael Mullins 2. Bobby Raybourn Malden 3. Johnny Ebert Speedway **Grundy County** Malden, Mo Aug. 3, 2007 Speedway Morris, III. Aug. 3, 2007 Late Model 1. Tom Smith 1. Scott Trace 2. Scott Gibs 3. Billy Hopkins Modified 1. Robby Arnold 2. Larry Hull 2. Pat Kelly 3. Dave Gentile Mid-American Sport 3. Shane Moody 1. Ron Vandermeir, Jr 2. Nick O'Dell Hobby Stock 1. Claudie Cook 2. Greg Sparks 3. Doug Moore Pure Street 3. Jeremy Bloomberg Street Stock 1. Rick Dawsor 2 Chad Procto 1. Austin Rettig 3. Brandon Clubb 4-Cylinder 1. D.J. Werkmeiste 2. Claudie Cook 3. Mike Lack F-Mod 1. Dicky Jackson 2. Jamie Daughotee 3. Todd Gibbs 2. Jim Ellison 3. Kyle Lindemuth Mini Stock Jackson 1. Jimmy Newsome 2. Vernon Pickard Speedway 3. Chris Odd Jackson, Minn. Aug. 4, 2007 Shadyhill Q102 Sprint 1. Jake Leighty 2. Brandon Geldne Speedway Medaryville, Ind. Aug. 4, 2007 Modified 3. Gordy Vogelaar Limited Sprint 1. Curt Thurme 2. Doug Bratrud 3. Bruce Anderso 1. Kyle Coope 2. Bub Patrick IMCA Stock Car 3 Kevin DeYoun Super Street 1. Terry Lett 2. Lenny Brinkley 1. Trent Schroede 2. Jim Millard 3. Stefan Sybesma 3. Mike Martin IMCA Hobby Stock 1 Dan Strandh I-Mod 2. Dan Thate 3. Ernie Dailey 1. Lvnn Johns 2. Carl Bunning 3. Kurt Allison Pure Stock Indianapolis 1. Cam Bales Speedrome 2. A.J. Cooley 3. Paul Minte Indianapolis, Ind. Aug. 3. 2007 Mini Stock

losh McQueary

napolis, Ind

2. Brandon Loomis 3 Shawn Garne Toledo Speedway Toledo Ohio Aug. 3, 2007 Super Modified 1. Dave Shullick, Jr. 2. Charlie Schultz 3. Jack Smith 305 Sprint Car 1. Tim Buchanan 2. Mike McVetta 3. Talon Stephen Factory Stock 1. Dave Arnold, Jr Fremont Speedway Fremont, Ohio Aug. 4, 2007 410 Super Sprint Ca 1. Paul Weaver 2. Gus Wasson 3. Lee Jacobs 305 Sprint Car 1. Brad Bowman 2. Dustin Keegan 3. Andy Shammo Dirt Truck 1. Shawn Valenti 2. Bob Dible 3. Steve Endicott **Berlin Raceway** Marne, Mich. Aug. 4, 2007 Super Stock 1. James Haney 2. Mike Bursley 3. Brian Wie Sportsman Garison Jewet 2. Dave Cutler 3. Allan Troup Late Model 1. Tom Thomas 2. Fred Campbell 3. Brian Maxim Pro Stock 1. Scott Root 2. Lee VanDvk 3. Brian Tillema Bloomington Speedway Bloomington, Ind Aug. 4, 2007 Sprint Car 1. Jon Stanbr 2. Dickie Gaines 3. Kenny Niflis Modified Kent Robinso 2. Ryan Thomas 3. Josh Eads Super Stock Jeremy Hines 2. Trov Clark 3 Chris Hillmar Charter **Raceway Park** Beaver Dam, Wis. Aug. 3 2007 Legends 1. Eric Barth 2. Bathary Witte 2. Bethany Wyttenbach 3. Brian Peterso I-96 Speedway Lake Odessa, Mich. Aug. 3, 2007 Road Beaters 1. Lyn Partridge 2. Scott Rumsey 3 John Primm Hobby Stock 1. Mike Sparks 2. Ronald Wiers 3. Aaron Wolf

1. Rusty Seaver 2. Eric Spangle 3. Mike Nugen Park Attica, Ohio Aug. 4, 2007 410 Sprint Car 1. Byron Reed 2. Brock Mayes 3. John Ivy 305 Sprint Car 1 Andy Shamme 1. Andy Snammo 2. Bryan Sebetto 3. Stuart Brubaker Late Model 1. Ryan Missler 2. Randy Scott 3. Ken Hahn Dirt Truck 1. Shawn Valenti 2. Bob Dible 3. Chuck Roelle Sharon Speedway Hartford, Ohio Aug. 4, 2007 410 Sprint Ca . Bob Felmle 2 Dan Shetler 3. Kevin Schaeffer **E-Mod** 1. Howard Fraley 2. Alan Dellinger 3. Dwavne Clay Limited Sprint Car 1. Jason Scoville 2. Nathan Stein Brandon Spithal Pure Stock 1. Stan Woomer 2. Steve D'Apolito 3. Larry Root V-8 Modified 1. Del Rougeux 2. Brian Swartzlander 3. Rob Kristyak Anderson Speedway Anderson, Ind. Aug. 3, 2007 Front-Wheel Drive Figure-8 1. Nick Warner 2. Jeff Wright 3. Donnie Ellis 0val 1 Devin Mitchell 2. Allen Wagner 3. Tony Crum Legends 1. John Robbins 2. Bryan Nuckles 3 David Moves II **Thundercar** I. Jeff Eytchison Nick Warner 3. Lonny Burton **Kil-Kare** Speedway Xenia, Ohio Aug. 3, 2007 Late Model Tim Allens 2. Dick Dunlevy 3. John Vallo Modified 1. Terry Humphrey 2. Gary Eaton, Jr 3 Shawn Strobl Snawn Strock Sport Stock 1. Tom Willian 2. Heath White 3. Justin Miller Compact

1. Todd Feutz

3. Chris Boaas

2. Mark Anderson 3. Shannon Fisk Late Model Skyline Speedway Stewart, Ohio Aug. 3, 2007 Mini Wedge 1. Kyle Bond 2. Randy Armes 3. Brooke Beeler **Attica Raceway** Late Model 1. Larry Bond 2. Travis Brookove 3. John Powell Modified 1. Andy Bond 2. Jeremy Berwange 3. Doug Henry Limited Late Mode . Rick Hudnel 3. Benny Hickel Pure Stock 1. Matt Holcomb 2. George Klintworth 3. Dusty Adkins 4-Cylinder 1. Randy Wise 2. Tim Christenber 2. Tim Christopher 3. Dennis Adkins **Red Cedar** Speedway Menomonie, Wis Aug. 3, 2007 1. Craig Thatcher 2. Ross Prochnov Jerry Weigel Midwest Modifie 1. Mark Hanson 2 Mark Gerth 3. Travis Hallquist Super Stock 1. Curt Myers 2. Steve Hallquist 3. Steve Thomas Street Stock 1. Keith Tourville 2. Mike Conrad 3. Clark Swartz Pure Stock 1. Nate Szmoniał 2. Jeremy Dahl 3. Mike Knudtso Wayne County Speedway Wayne City, III. Aug. 3, 2007 600cc Outlaw Sprint Car 1. Jimmy Wells 2. Logan Faucon 3 Michael Husswann 600cc Outlaw Winged Sprint Car 1. Tyler Reddick 2. Logan Faucon 3. Kyle Neal 1200cc Mini Sprint Car 1. Adam Nigg 2. Kellen Conove Lvnn Ambros

> **Tri-City** Speedway Pontoon Beach, III. Aug. 3, 2007 C.A.R.S. Late Model 1. Mark Oller 2. Danny Jolly 3. Ronald Sen Factory Stock 1. David Shaw 2. Rob Shaw 3. Rvan Eilers Late Model 1. Billy Faust 2. Randy Korte 3. Mark Faust Modified 1. Ray Walsh 2 Mike Harriso

> > 3. Tommy Seets, Jr

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Street Stock

1. Josh Jacksor 2. Jim Bell

3. Andy Beave

County

Antigo, Wis

Aug. 3, 2007

Stock Car 1. Dan Michonski

2. Kyle Frederick

3. Greg Gutt

Street Stock

1. Lee Christiohr

2 Carl Christiohr

3. Gary Kasperek

1. Pat Zdoirk

2. Eric Scribne

3. Bernie Miller

Late Model

Sport Mod

1. Marcus Yarie

3. Jamie Diestler

Truck 1. J.P. Remington

2. Jeff Becker

Ft. Wayne, Ind.

Aug. 3. 2007 Late Model

1. Rob Buckley 2. Jason Dietsc 3. Jack Landis

Sycamore, III

Aug. 3, 2007 Mini Stock

Feature No. 1

1. Jav Brindle

Feature No. 2

1. Greg Batelli

Feature No. 3

1. Corey Castaldo 2. Tim Valaski 3. Brian Clarke

Feature No. 4

1. Rich Dimaso

2. Kyle Smith

3. Corey Castaldo Spectator Feature No.1

1. Jay Brendle

Feature No. 2

1. Chris Ricker

Compact 1. Jeff Hooker 2. Anthony Hansford 3. Dan Sigler Powder Puff

1. Tasha Stogsdill

Lebanon I-44

Speedway

2. Starr Roach

Lebanon, Mo

Aug. 4, 2007

1. Brad Looney

3. Steve Grotz

lustin Neumar

2. Tony Jackson, Jr 3. Bobby Williams

1. Lonnie Hendersor

2. Tyson Troutman

Factory Stock

3 Mike Smith

R-Modified

1. Jim Haye

Modified

2. Dustin Mooneyham

2. Anthony Swinersk

2. Corey Castaldo 3. Jimmy Stephens

2. Jason Otto 3. Josh Woody S. Josh Woody Bomber I. Shawn Winfrey 2. Landin Johnsor 3. J.C. Morton Langlade Rookie 1. Rich Reynolds 2. Nick Arthu Speedway Gas City I-69 Speedway Gas City, Ind. Aug. 3, 2007 **Sprint Car** 1. Chris Windom 2 Jerry Coons Jr 3 Brady Short odifie . Scott Orr Rick Johns 3. Steven Hoque Thunderca 1. Terry Anvelink 2. Nick Anvelink 3. Randy Markwardt David Clark 2. Mike Frederick 3. Corey Johns Kokomo 2 Matt Oreskovich Speedway Kokomo, Ind Aug. 5, 2007 Sprint Car 3. Forrest Crandall . Shane Cottle 2. Cole Whitt **Bear Field** 3 Ion Stanbro Thundercar 1. James Nutter Speedway 2. Loren Sharp 3. Jeremy Van Ness Street Stock 1. Lee Hobbs 2. Lee Hall 3. Arnold Prate Sycamore Waynesfield Speedway Speedway

Waynesfield, Ohio Aug. 4, 2007 Mini Sprint Car 1. Josh Yenser 2. Hud Hortor 3 Todd Kee Non-Wing Spri 1. Ron Dennis 2. Dustin Smith 3. Cody White Modified 1. Brent Hole 2. Jon Henry 3. Steve Duty Truck 1. Jessica Nuss 2. Mike Hicks 3. Matt Twining Lake Ozark Speedway Eldon, Mo. Aug. 4, 2007 360 Sprint Car 1. Mike Trent 2. Eric Schrock 3. Curtis Evans Modified 1. Danny Crane 2. Bob Test 3. Jason Russel Late Model 1. Brandon Imhoff 2. Ron Myers 3. Javan Payne Street Stock 1. Jeff Duncan 2. David Bentlage 3. Steve James

Thunderhill

Raceway Sturgeon Bay, Wis Aug. 4, 2007 Modified 1. Benji LaCrosse 2. Billy LeMieux









Modified

1.Mike Landis

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Professional

Gary William

2. Aaron Harshbarge







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. Jesse Behnke

2. Joe Wittman 3. Joel Beyer

1 Kevin Lubach

2. Troy Bartel 3. Ryan Eickert

4-Cylinder 1. Tom Schneider

3. Jake Meve

Peru. Ind.

Junior Class 1. Addison True

2. Tenton Bitzel

Restrictor Class

1. Halen Shafer 2. Bob Swinger 3. Cody Fogelsong Stock Class

1. John DeGood II

2. Sam Kimmel

3. Tyler Adam

Open Class 1. Sara Elrod

2. K.C. Hughes

2. Chris Smith 3. Ben Taylor

Non-Wing Class

1 lordan Lambert

Auto City

Speedway

Clio, Mich. Aug. 4, 2007

Super Stock 1. Norm Wilcox

2. Shaun Whitne

Modified

3. John Turnbull, Jr

. Ken O'Conner

2. Greg Fullerton 3. Jeff Reamer

Factory Stock 1. Robby Johnston 2. Adam Rowe

. Mike Findlay

Led Sled 1. Chad Lamson

3 Rich Sno

2. Jordan Lechota

nder Truck

. Dale Keenan

2. Brian Cogswel

1 Andrew Abbott

2 Blake Childers

Eldora

3. Jessica Hayward

Speedwav

Rossburg, Ohio Aug. 4, 2007 Crate Late Mode

1. Steve Barnett

Stock Car 1. Earnie Woodard 2. John Brooks

3. Jeff Babcock

1. Scott Orr 2. Mike Dirkser

3. Brad McLeod

Jim Falls, Wis. Aug. 5, 2007

Speedway

Modified

2. Ted Nobbe

3. Nick Lyons

3. Rod Marsh

Hornet

3. A.J. Jobe

3. Kolt Kinzer

2. Jesse James Cullen

Challenger

3. Todd Dar Stock Car 1. Matt Junio 2. Rich Mahlberg 3. Troy Muench Street Stock 1. Tim Czarneski 2. Jeremy Wiitala 3. Scott Reinhardt Hobby Stock 1. Dave DeGrave 2 Jarred Vanl aan 3. Frank Paul Sport Mod 1. Charlie Kroll 2. Aaron Holiday 3. Jeff DuBois 4-Cylinder 1. Jeremy DuBois 2. Charlie Gross 3. Kasey Gross Thunderboml 1. Jesse Kroll 2 Dan Merkle 3. Kody LaViolett Shady Bowl

Speedway DeGraff Ohio

Aug. 4, 2007 Late Model 1. Chad Poole 2. Bud Perry 3. Mike Ward Compact 1. Mason Patrick 2. Josh Sage 3. Chris Sellers Pro-4 1. Zak Larimor 2 Kevin Flynn 3. Ken Snyc Dwarf Car . Brandon Bayse 2. Bill Hostetle 3. Bob Bayse Modified 1. Chris Parker 2. Chad Poole 3. Rob Yelton Street Stock 1. Aaron Pippii 2. Brad Yeltor 3. Rodney Roush

Shawano Speedway

Shawano Wis Aug. 4, 2007 Late Model 1. Tim Buhler 2. Troy Springborr 3. Terry Anvelink Crate Late Model 1. Mike Stangl 2. Craig Bartz 3. Dave Fieber Modified 1. Julie McDermid 2 Jared Siefert 3 Jeremy Hansor Stock Car 1. Rood Snellenberge 2. Greg Gretz 3. Larry Karc, Jr. Sport Mod Eugene Gregorich Tim Jorgenson I im Jorgenson
 Mike Czarapata Calumet

County

Speedway Chilton, Wis Aug. 4, 2007 1 Aaron Thu 2. Reed Beyer 3. Jason Dyer Street Stock

1. Brad Hudson 2. Shane Halopka 3. Mark Hanson Super Stock Steve Thomas 2 Mike Keller . Jesse Redetzke Modified 1. Craig Thatcher 2. Scott Duval 3. Todd Siddons Street Stock 1. Cory Crasper 2. Adam Soltis **Miami County** Speedway 3. Jay Kesan Pure Stock 1. Tommy Richards 2. Danny Richards Aug. 4, 2007 Outlaw Micro Sprint Car 3. Jeremy Robinson Hornet 1. Travis Anderson 2. Chad Kosidowski



3. Rvan Garnett

Alabama Arkansas Louisiana Mississippi Texas

Ark-La-Tex Speedway Vivian, La. Aug. 4, 2007 **Modified** 1. John Williams 2. B.J. Robinson . Jamie Burfo Southern Stock 1. B.J. Moore 2. Adam Rov 3. Travis Evans SportMod 1. Kevin Nixon 2. Ronald Pilkington 3. Dustin Hampton Factory Stock Feature No. 1 1. Garry Lipscomb 2. Doug Vick, Jr. 3. Marcus Caudle Feature No. 2

Ronnie Heldebrandt 3. Blake Lewis

Short Track Eastaboga, Ala. Aug. 4, 2007 Super Late Mode 1. Tim Busha 2. Tam: Smith 2. Terry Smith 3. Dingus Griffin Sportsman 1. Josh Adkins 2. Dennis Collir 3. Jackson Hale **Eagle Valley** Crate Late Mode 1. Carlton Freemar 2 Adam Martin 3. Dustin Stewart Modified 1. Jimmy Hiett

2. Michael Strickland 3. Dale Henderson Date Henderson
 hundercar
 Steven Forsythe 2. Billy Bright 3. Adam Magourik Hot Shots 1 Dustin Mullinay . Brian Armbr 8. Mason Dunaway Street Stock 1. Michael Skelton 2. Dillon Crim 3. Andy Davis Penton Raceway Penton Ala Aug 3 2007

Bandolero Bandit

. Kyle Plott

Crash Car

Mini Stock

1 Richie Pov

3. Jeff Eberly

2. Charlie Lee

Aug. 4, 2007

2. Kelly Glass

Mini Stock

1. Joev Allen

Aug. 3, 2007

Aug. 4, 2007

1. Mike Luna 2. Donald Johns 3. Grant Helms

Mini Stock

1. Michael Cates

3. Terry Stephens Open Wheel 1. Doug Harrington

2. Darrell Camero

2. Jesse White

er Late Mode

Late Model 1. Jeremy Fairch 2. Jordy Nipper 3. Ben Faircloth 7

Tennessee

Atlanta Motor Speedway Hampton, Ga Aug. 2, 2007 Bandits 1. Chase Elliott 2. Davey Matthews 3. Kyle Plott Chargers 1. Currie Pierce 2. Judson Kittle 3. Will Prance adsters 1 Bubba Harry 2. Dwight Pilgrar 3. Brian Weimer Young Guns 1. Ronnie Bassett

2. Dustyn Cunningham 3. Scott Hensley . Darrell Banks 2. Jerry Silvers 3. Diggie Bush Masters 1 leff Havnie 2. Brian Weim 3. Skip Nichols Pro 1. Billy Fulson 2. Taylor Hull 3 Casev Roderick S. Casey Houe Semi Pro 1. Trey Poole Matt Stove 3. Zach Zimmerly Lowe's Motor

Speedway Concord, N.C. July 31, 2001 Pro

Talladega

1. Wesley Smith

Pro 1. Jordan Anderson 2. Thomas Hartensveld, Jr. 3. Chris Buescher Thunder Roadster 1. Thomas Van Wingerder 2. Drew Calhoun 3. Jim Gresham Masters . Brian Weime 2. Clay Hair 3. John Sossoman Semi-Pro 1 Daniel Hemric 2. Steven Ross 3. J.R. Allen Young Lions 1. Jordan Penninger 2. Tyler Millwood 3. Kyle Pierce

2. Davey Matthews 8. Dillon Bassett Bandolero Young Gun 1. Ryan Glenski 2. Ronnie Bassett, Jr. 3. Bryce Walker ro Outla 1. Kendall Sellers 2. Christopher McKinney 3. Chris Morgan 1. Paul Sparrow 2. Jennifer Petrea 3. Kenneth Deese **Citrus County** Speedway Inverness, Fla. Aug. 4, 2007 **Open-Wheel Modifi** . Harold Cannon 2. Mitch Korzenski 3 Kyle Bookmille Sportsman 1. Tom Posavec 2. Mike Veltman 3. Ernie Reed 2. Steve Griffin 3. Clint Foley Street Stock 1. Mike Loudy 2. Mike Stalnake 3. Richie Smith 4-Cylinder Bomh 1. Jeremy Sharrone 2. Johnathan Doucette Figure-8 1. Darryl Hage 2. Wayne Calkins 3. Curtis Youmans Outlaw Mini Modified 1. Doug Hopper 3. Billy Campbell Florida Open-Whe 1. Phil Krauthoff 2. Sonny O'Sullivan 3. Rick Lundeen el Lite Volunteer Speedway Bulls Gap, Tenn. Super Late Mode 1. Kerry Jones 2. Bryan Hendrix 3. Jeff Maupin Crate Late Model 1. Bobby Mays 3. Grea Burchett Hobby Stock 1. Jesse Helton 2. Dale Reed 3. Jamie Whitt Shawn Henn 3. Allen Carrie Ace Speedway Altamahaw, N.C. 1. Rodney Cook 2. Scott Warren 3. Andy Loden 1. Randy Butne 2. Gary Young, Jr 3. Thomas Scott Limited Sports 1. Mike Zimmerma 2. Joseph Tucker 3. John Moore Mini Stock 2. Jason Cook 3. Michael Tucker X-treme Car 1. Chad Massev 2. Keith Brame, Jr 3. Harold Jefferso Super Mini Cup 1. Ed Peters 2. Heath Causey 3. Robert Hamil **Checkered Flag** Speedway Hohenwald, Tenn

3. Donnie Henslev Stock 1. T.J. Taylor 2. Jamie Hollo 3. Timmy Quillen **Bowman Grav** Stadium Winston-Salem, N.C Aug. 3, 2007 Modified 1 Tim Brown 2. Chris Fleming 3. Burt Myers Bandolero Ba 1. Dillon Bassett 2. Brock Newsome 3 Tristin Adams Bandolero You 1. Ronnie Bass 2. Dylan Pack 3. Tim Hill Bandolero Outlav 1. Nathan Rogers 2. Bruce Benson 2. Druce Densen 3. Dawn Eagens Legends Semi-Pro 1. Michael Brown 2. Parker Hammons 3. Daniel Hemric Thunder Roadste 1. Jesse Bunnell 2. Josh Waring 3. Kevin Powell Thunder Roadster Pro 1. Thomas Hartens 2. Chris Buescher 3. Nick Carey **Thunder Roa** 1. Larry Friddle 2. Donnie Tilley 3. Charles Kise **Bowman Gray** Stadium Winston-Salem, N.C. Aug. 4, 2007 1. Taylor Branch 2. Kenny Bost 3. Ronnie Clifton Street Stock . Tim Vaden 2 John McNeal 3. Ryan Nelso Stock Feature No. 1 1. D.J. Moore 2. Shaun Cockerham 3. Gerald Robertsor Feature No. 2 1. Andrew Durham 2. Andrew Sanders 3. Billy Cameron. **East Lincoln** Speedway Stanley, N.C. Aug. 4, 2007 Late Model Modified Sportsmar 1. Ronnie White 2. Brandon White 3. Blane Huffman Micro-Sprint 1. Justin Linemar 2. Jonathan Hager 3. Steve Cooke Open-Wheel Mod 1. Jamie Kuntz 2. Thomas Kinney 3. Greg Brown Renegade 1. Chris Stowe 2. Mickey Ander 3. Jamie Starks **Rookie Four** 1. Matthew Patterso 2. Joshua Cook 3. Rilev Dunford Stars of Tomo 1. Brett Myers 2. Jake Ziegler 3. Dylan O'Daniel Stock Four 1. Tony Paladino 2. Jamie Major 3. Randy Powell Caraway Speedwav Asheboro, N.C. Aug. 3, 2007 Late Model Super Truck Feature No. 1 1 Cole Miktuk 2. Nathan Bess 3. Jimmy Wallace Feature No. 2 Nathan Bess 2. Gene Kepley 3. Garv Ledbette Legends 1. Paddy Rodenbeck 2. Steven Ross 3. Brandon McKenzie Street Stock

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Barona

2. Bill Groves, Jr.

Irwindale

Speedway

Irwindale, Calif. Aug. 4, 2007 Late Model

1. Chris Carmody

2. Dan DiGiacomo

3. Scott Jenkins

Midget 1. Beau De Bard

3. Justin Homme

1. Tom Lendreth

Mini Stock

1. Tyler Roger

2. Steve Rogers

Ventura

Raceway

Ventura, Calif

Aua. 1, 2007

3. Kenny Wiley

Pro Dwarf

Brent Steven

Senior Dwarf Car 1. Ed Niedzwiecki

Mini Dwarf

1. Tyler Germar

Sport Compact 1. Mike Frazier

Marysville

Junior Midget 1. Chrisitan Copley

3. Eric Reed

2. Austin Grabowski 3. Darren Amidon

lan Miille

Legends

3. Bruce Elliott

2. Justin Kierce

5. Austin Mer Modified 1. Paul Stone

2. Chad Daly

Aug. 4, 2007

3. Rick Ziehl

3. Wes Tyra

1 Jake Smart

2. Greg Hibm 3. Ken Higby

Hornet

1. Randy Dunn 3. Josh Hoots 2. Jamie Ruddock 3. Chuck Isom U-Car Feature No. 1 1. Ray Forrest 2. Greg Cook 3. Tommy Ra 3. Tommy Raino Feature No. 2 1. Justin Smith 2. Keith Owens 3. Johnathon Turner Orlando Speedworld Orlando, Fla Aug. 3, 2007 1. Jay Seykora 2. Brandon Joh 3. Bill Loomis Sportsman . Timmy Todd, Jr 2. Brett Woodley 3 Richard High S. Richard High Super Stock 1. Roger Bentor 2. Ray Mullis 3. Matt Jarrett Mini Stock 1 R I Arnone 2. Bob Kelchne 3. John Cook Friendship Motor Speedway Elkin, N.C. Aug. 3. 2007 Midget 1. Tanner Swansor 2. Andre Villarreal 3. Mark Burt USA Int'l Speedway Lakeland, Fla Aug. 4, 2007 Late Model 1. Tim Russell 2. Wayne Anderson 3. Jeff Scofield Wartburg Speedway Wartburg, Tenn. Aug. 3, 2007 Super Late Mode 1. Joe Armes 2. Anthony White 3. Tim Damron Sportsman 1. Darrick York 2. Dale Nance 3. Jeff Adkisson Front-Wheel Drive 1.David Hall, Jr 2 David Hall Sr 3.Spunky Brown Pure Street 1. Jonathan Sims 2. Steve Welch 3. Mike Brashears Pure Mini 1. Brian Frost 2. Rocky McNabb 3. Jason Manle Crossville Raceway Crossville, Tenn Aug. 4, 2007 Modified 1. Chad Ogle 2. Jimmy Dalton 3. Shane Stockto Limited Late M 1. Sam Williams 2. Dale Nance 3. Duke Low Street Stock 1. Chris Croinex 2. Jesse Lowe 3. Mike Selby, Sr. Mini Stock 1. Pee Wee Howard 2. Dustin Stephens 3. Joseph Howell Front-Wheel Driv 1. Joe Friels 2. Chris Morrison 3. Jordon Butler **Harris Motor**

Stock-8 1. Travis Robbins 2. Dale Chapman 3. Chris Lytle Renegade 1. Llovd Dean Burges 2. Josh Burgess 3. Jason Jolley Pure Stock 1. William Fowle 2. Steve Penson, Jr 3. Mitchell Coggin 3. Mitchen Coss Super Stock 1. Damon Crump 2. Tony Adai 3. Stacy Brock Street Stock 1. Kyle Westmore 2. Blake Bentley 3. Wayne Law Young Gun 1. Patrick Henderson 2. Ray Hudson 3. Wendy Smith **Five Flags** Speedway Pensacola, Fla. Aug. 3, 2007 1. Logan Boyett 2. Brandon Carlsor 3. Mike Alexander, Sportsman 1. Billv Hoober 2. Randy Thompso 3. James Ziniewicz Super Stock 1. Chris Cotto 2. Thomas Prayor 3. Scott Barbario Bombe Feature No. 1 1. Wesley King 2. Brannon Fowle 3. Pete Kitchen Feature No. 2 1. Brannon Fowler 2. Michael Kitche **Travelers Rest** Speedway Travelers Rest, S.C. Aug. 4, 2007 Late Model 1. Scott Morgan 2. Greg Pilgrim 3. Scott Childres l imited 1. Scott Galloway 2. Michael Barbar 3. Nathan Hughes Stock-8 1. Timmy Smith 2 Donnie Atkins Roger Gilliar Renegade 1. Chris Harvell 2. Johnny Duncan 3. Billy Ramey Super Stock 1. Kevin Kelly 2. Joey Kelly 3. Will McGrev Street Stock 1. Newman Presnel 2. Barry Griffin 3. Joey Kelly Young Gun 1. Ashley Harvey 2. Chris Goodmar 3. J.B. Moser WEST

Arizona California Nevada New Mexico Oregon Washington

Ventura Raceway

Speedway

Rutherfordton, N.C.

Aug. 4, 2007 Late Model

1. David Smith 2. Buddy Smith

3. Johnny Starkey Limited

1. Lamar Jordar

2. Greg Dimsdale

Ventura, Calif. Aug. 2, 2007 Midget 1. Garrett Hansen 2. Robby Jossett 3. Nic Faas VRA Midget 1. Austin Smith

3. Austin Merc Speedway Lakeside, Calif. Aug. 4, 2007 Factory Stock 3. Danny Laue 1. Paul Damberg 2. Gene Neubaur 3. Roger Harper Evergreen Speedway Sprint Car Monroe, Wash . Brent Sexton 2. Mike Valentin 3 Chris Ganser 1. James Mugge 2. Darin Stordah 3. Kelly Mann Street Stock 1. Billie Baldwi 2. Dale Erwin 3. Josh Gabardi Ponv Stock Skagit Paul Dyke 2. Mark Barlow 3. Russ Gregson Mini Dwarf Speedway Alger, Wash. Aug. 4, 2007 **410 Sprint Car** 1. Nathan Derago 1. Barry Martinez 2. Brock Lemley 2. Tommy Crow 3. Cavden Hasting Sportsman Dwarf Car 1. John Campos Sportsman Spri 1. Eric Fisher 2. Joe Luna 3. Frank Damror 2. Kevin Smith IMCA Modified . Tom Eaton, Jr 2 Don Panne 3. Josh Thomps Pro Dwarf Car 1. Bob Brown, Ji

Altamont Motorsports Park

Tracy, Calif. Aug. 4, 2007 . Jim Pettit II 2. Porter Smith 3. Rick Ruzbarsky

Madera Speedway Madera, Calif. Aug. 4, 2007 Western Late Model 1 Trevor Schlundt

2. Mark Holeman 3. Glen Cook American Limited St 1. Donny Darter 2. Pete Anderson, Sr.

3. Brian Vosburg Modified Super Toyota 1. John Bowe 2. Jeff Doran 3. Randy Fleming, Ju 360 Super Modified

1. Lance Tatro **TQ Midget** 1. Richard Ortega, Ja 2. Dennis Hart 2. David Tuev 2. David Tuey 3. Kenny Kinchen WSRA Mini Cup/ 1. John Bowermai 2. Jarret Kelly 3. William Camara

Tucson **Raceway Park** Tucson, Ariz

Aug. 4, 2007 Late Model 1. Mike Egurola 2. Mathew Williams 3. Ron Norman Factory Stock 1. Loren Sheffield 2. Casey Rohren 3. Ray Johnson Modified

1. P.J. Menga

3. Bill Harringto

1. Becky Harringto

. Tammy Lynn

3. Karen Heyse

Legends 1. Blake Leuth

2. Suave Brachowski

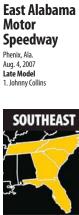
2. Pat Bush

Mini Stock





OVER AND OUT: Dakoda Armstrong flipped during sprint-car action at Kokomo (Ind.) Speedway.



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Van Doorn Shuts Door In Anderson Parham Deals In Street Stocks

CRA Series victory Saturday

night in the Budweiser 250 presented by *Great Deals Magazine* Saturday night at Anderson Speedway.

Van Doorn held off several challenges by different drivers while leading 126 laps of the race. The strongest challenge came from Jack Smith, who charged through the field as the laps ticked away late, but Smith tapped Van Doorn and then the wall as the caution flag waved on lap 245, ending Smith's night.

Brian Rievley worked his way from the 12th-starting position to finish second, Scott Hantz was third, Terry Fisher, Jr. fourth and Brad Mueller finished fifth.

In the CRA Street Stock Bud Light 150, Calvin Parham and Brian Hopkins battled to the front with Parham taking the checkers.

After starting ninth, Parham passed polesitter Phil Evans on lap 144. Hopkins followed him to second place and Joe Beaver took third. The finishes:

Budweiser 250: John Van Doorn, Brian Rievley, Scott Hantz, Terry Fisher, Jr., Brad Mueller, Ray Mooi, Jim Crabtree, Jr., Chris Gabehart, Rick Turner, J.R. Roahrig, Greg Boone, Jack Smith, David Riganh, Bull Baker, Nick Baran, Paket Marger, San Mitthing, Laron Dictor Kanny

Crauter, Jr., unis Gaenart, Kick IUmer, J.R. Roahrig, Greg Boone, Jack Smith, David Riganh, Bull Baker, Nick Baran, Robert Maynor, Sean Matthuis, Jason Dietsch, Kenny Tweedy, Jeff Lane, Will Thomas, Brian Campbell, Donald Karr, Jr., Bret Miles, Jr., Tommy St. John, Jason Shively, Josh Bauer, Andy Ponstein, Corey Seal, Adam Purdy. Bud Light 150: Calvin Parham, Brian Hopkins, Joe Beaver, Carl Muffley, Jacob Owens, Phil Evans, Doug Miller, Dan Discepoli, Eddie Wolf, Bubba Trinkle, Bruce McFall, Winsten Weed, Jehn Weissenuer, Det O'Conner, Mircu

Beaver, Carl Muffley, Jacob Ovens, Phil Evans, Doug Miller, Dan Discepoli, Eddie Wolf, Bubba Trinkle, Bruce McFall, Winston Wood, John Weisenauer, Pat O'Connor, Missy Perry, Larry Matillo, Jeff Perry, Brian Slavey, Jake McElfish, Chris Teepe, Willy Dehart, Neil Huddleston, Josh Burton, Junior Flynn, Beau Mitchell, Steve Rapier, Dennis Moser, Bryan Perry, Damy Acrey II, Steve Blair, Randy Hoppes, Rob Allman, Bobby Murany, Mike Overholser, Elton Johnson, Rich Boyer, Ronnie Phipps, Jason Williams, Chris Miller, Rod Phipos.

Hamilton Earns First Mod Victory At Rogers Memorial

BECHTELSVILLE, Pa, — Jason Hamilton seemed stunned to ROGERS MEM. be in victory lane after

capturing his first-career modified victory in the Stauffer Construction Forrest Rogers Memorial at Grandview Speedway Saturday night. Hamilton collected \$10,000 for the triumph. Duane Howard took second and was followed by Jeff Strunk in third, Ryan Watt in fourth and Kevin Hirthler in fifth.

The finish:

Jason Hamilton, Duane Howard, Jeff Strunk, Ryan Watt, Kevin Hirthler, John Willman, Terry Meitzler, Tom Umbenhauer, Billy Pauch, Jr., Danny Erb, Kerry Kratz, Craig VanDohren, Sean Merkel, Doug Mahrmiller, Mike Gular, Brad Missimer, Don Norris, Jon Kellner, Jr., Tommy Scheetz, Jr., Glenn Owens, Mike Laise, Randy Bailey, Rich Schaffer, Shawn Reimer, Keith Brightbill, Cliff Quinn, Todd Marburger, Meme DeSantis, John Tschudy, Kyle Weiss, Donny Erb, Todd Smith.



SWEET 16: Jason Hamilton (16) races alongside Ryan Watt (6) during Saturday night's Forrest Rogers Memorial at Grandview Speedway in Bechtelsville, Pa. Hamilton earned \$10,000 for winning the race.

1. Indy Cars 2. Champ Cars ÍT. 3. Sprint Cars 4. Mini/Micro Sprints 5. Midgets 6. Supermodifieds

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3

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5. Midgets	12. Go-Karts	19. Safety Equipment	26. Positions Wanted	33. Business Opportunities
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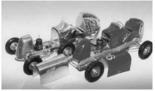


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NSSN THE FINAL LAP



HE'S GOT THE BLUES: A Petty Enterprises fan shows his loyalty during the NASCAR Nextel Cup visit to Pocono Raceway.

TRACK TALK: Andy Pilgrim (left) talks to NASCAR Busch Series driver Aric Almirola in Montreal. Pilgrim drove JR Motorsports's No. 88 to a 15th-place finish.



LEFT AND RIGHT: Alexander Wurz navigates the Hungaroring Sunday during the Hungarian Grand Prix.

STEVE ETHERINGTON PHOTO

ECONOMAKI: Shelby Responds To Harsh Criticism

CONTINUED FROM PAGE 4

But fans stayed until the checker waved. Sunday's race was without Robby Gordon due to his on-track misbehavior the day previous when NASCAR debuted its Busch Series in Canada, a heated topic of conversation in the garage area and by many in the stands. The Montreal Busch crowd was reported by some as being larger than the Canadian Grand Prix F-One turnout! Bernie must be boiling. Heard in the garage area: A new Nextel Cup shock absorber now costs \$750 and requires \$150 in parts and labor when rebuilt! Tony Stewart, in addition to owning Ohio's Eldora

SCHATZ: Getting A Good Qualifying Run Is Important At Knoxville

CONTINUED FROM PAGE 4

stay on top.

It's hard to explain all the emotions and drama that go on during the Nationals. Believe me, if I thought we had the magic formula for how to win it every year we'd do it. At least now that monkey is off my back. I've learned that experience is really important if you want to maintain a level of success. Through experience I know that it's still just seven days and Sunday morning will come. The approach is simple. Work as

FORUM:

A Dust Bowl

At Belleville?

CONTINUED FROM PAGE 4

stands." Without them, those stands would be

empty. Whatever else NASCAR is interested in.

In short, Roger Penske's expectations are as

unrealistic as Tony George's were in 1996. As I

indicated earlier, Penske has been and still is

good for racing, but sometimes even the mighty

knows something we don't, it appears he too, is

Doug Alborn

Tucson, Ariz.

become victims of wishful thinking. Unless he

they're most interested in their bottom line.

They're not about to kill off that cash cow.

Speedway outright, is also part owner of tracks in Paducah, Ky., and Macon, Ill.; The management team at Dodge Racing has taken some hits lately. Ray Cooper is off the beat for treatment of recently diagnosed can cer and **Debbie Robinson**, a key Dodge account staffer at Chicago-based Clear Blue, is moving to Victory Management, a new Charlotte-based

P/R firm.

Carroll Shelby's response to the brutal criticism of his charitable foundation by Automotive News took the form of a letter to its editor in which he termed the story "misinformed," explaining his desire for a perpetual endowment, his limitations and actions, noting no one from the publication ever contacted him personally about the story. By the way, Carroll wrote a big check not long ago, buying his own jet, a British Hawker.

Milka, coming or going? The getting up to speed difficulties experi-enced by perky Venezuelan lass **Milka Duno** — she was the slowest qualifier in four of her first five IRL starts prompted IRL President Brian Barnhart to ask Rick Mears, Johnny Rutherford and Al Unser, the club's driving instructor trifecta, to evaluate her progress and determine if her rookie license should be pulled. A decision is expected soon. Her SAMAX Team boss Peter Baron isn't talking.

The Champ Car-ALMS Hospitality Paddock at Wisconsin's Road America paddock will be calorie laden this Friday evening when celebrity chefs from the Holmatro Safety team liven up the food and drink scene during the Great American Racing Auction for charity. Tix on line from www.caracharities.org.

hard as you can. Do the best you can, and see where you are at the end of the night.

Early in the week, it's all about being sure your car is ready for qualifying. Two laps is all you get and points are the like gold. We don't even worry about those totally inverted heats or the qualifying feature until after qualifying. You can't win the Knoxville Nationals on Wednesday night, but you can certainly put yourself in position to. It's about taking advantage of everything-including luck. You have to make the most of every situation.

After your qualifying night, you can evaluate where you are and see what you need to do to get closer to the front on Saturday night. Thursday is

another full day with races at the end of the night, and it's like you can't wait until Saturday night. It's that experience thing that helps you get from Wednesdays feature to

a time to enjoy the atmosphere, but

not get too caught up in it. Friday is

Saturday when you can just worry about racing. You've heard guys say we treat it just any other race, but it's not. You tell yourself that and hope to block out all the distractions.

This year will be certainly different than the past, but we'll try to do everything we can to keep it simple. I know we're honored to come in as defending champions and hope we can be right back up front this year. Then we'll all start looking forward to Knoxville next year.

Speed Bowl. It was a guarter-mile red-clay track,

When they screw up at Belleville — I have Then, USAC said it was the fair board's fault. I don't know who to believe, but they could kill the Midget Nationals at Belleville if someone doesn't pay more attention to some of their problems.

Forum Letter Praised

I usually read NSSN from cover to cover. I never miss A Lesson In History or the letters to the editor.

In your July 18, 2007 issue, you printed a letter from Taylor Smith from Pike Road, Ala., who was a spectator and a witness to the crash that took the lives of both George Robson and George Barringer at Lakewood Park in Atlanta in September of 1946.

Also, 50 years ago, the American Grand Prix driver Mac Fraser died in a race in France. The date was July 14, 1957. He is little remembered.

Wayne Wachtell

A New Leader May Be In The Works For NASCAR

SAY IT WITH FLOWERS

CONCORD, N.C. on't be sur-

prised if Lesa France-Kennedy steps in to take over NASCAR from her brother, Brian France, the current CEO of NASCAR. At present.



is the president of International Speedway Corp., which operates 12 of the Nextel Cup tracks. ISC is a subsidiary of NASCAR. It was France-Kennedy's husband,

Dr. Bruce Kennedy, who was killed in a plane crash, just outside Orlando, Fla., on July 10. To get over the loss, France-

Kennedy, who also lost her dad, Bill France, Jr., a couple of weeks prior to the that plane crash, France Kennedy will have to step up to the top

Ând, believe me folks, she's more than capable of doing the job. And she'll do it like William H.G. "Big Bill" France, Sr., her grandfather and the founder of NASCAR. Lesa France-Kennedy was born in a boardroom. She's as tough as they come.

She learned how to use four-letter words from two of the best in the business and she can hold her own. She doesn't flinch.

Her late husband, a behind-thescenes type character, taught her that. He was not a titled NASCAR official, but he knew a lot and was a steadying influence on his wife, supporting her all the way.

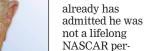
And the grace period is over for France-Kennedy's brother.

When her younger brother, Brian, was named NASCAR's CEO, replacing her father, there was something of an agreement between France-Kennedy and Jimmy France, her dad's brother, that neither of them would attempt a takeover, giving Brian five years to prove his worth, out of respect for France-Kennedy's and Brian's mother, Betty Jane France.

Well, as long as his dad was alive, Brian was doing a decent job. That was because he had his dad as

a sounding board. Without his dad around, Brian is weak and NASCAR will suffer.

Those television numbers will con-



dle.

tinue to dwin-

And Brian

son, more than

likely one day

going back to

the Los Angeles **JACK FLOWERS** area to pursue a National

Football League franchise for that city.

Put Lesa France-Kennedy in charge and all hell will break loose. She'll shake things up, good fashion.

It'll be like days of old for NASCAR with France-Kennedy in charge. She'll be so much like her grandfather, you'll think you're seeing double

She'll get down in that garage area and go out amongst them and take time to talk to the car owners, drivers and crewmen, finding out what's going on and exactly what NASCAR needs to do to improve.

No one's done that since her dad and grandfather.

Brian has tried to do it a couple of times, but nobody knows him and he went unrecognized and unnoticed. And while you're at it. Lesa France-

Kennedy, take a hard look around. Qualifying procedures for Cup need to go back like they were — the 41 fastest cars qualify and you can use a couple of provisionals, in case they're needed.

And some of these darn races are just to long and need to be shortened up, either in number of laps or timed events. That's why they're so damn boring and losing television appeal. People look at the first 50 laps, go do their Sunday shopping and come back and watch the last 50 laps and don't miss a thing.

And you've got to stop all his bending the rules mess. Forget about the crew chiefs, hell most people can't name three or four crew chiefs and don't care who they are anyhow. So start suspending the drivers, that'll get their attention and put a stop to the mess.

Lesa France-Kennedy, if you step up and take over, like I know you have a burning desire to do so, heck, I think I'll come out of retirement to watch what happens.

It'll certainly be worth the price of admission.

On Deadly 1918 Race

not immune from it.

I'm responding to the article, "A Lesson in History, Part II: Senseless Tragedy Could Have Been Avoided."

The article says that in 1918 there was a woman's race at a track in Stockton, Calif. One of the drivers was Nina Vitagliano. The article said that her death was caused by driver's error, and the error was that she was driving too fast (80 mph).

Well, driving fast is what racing is all about. That's why it's called racing instead of golf, chess or term paper writing. If there was an error, it

was the track's error. According to the article, she hit a pine tree on the track, then hurtled over a ditch. What's a pine tree doing on a racetrack? Why is there a ditch anywhere near a racetrack? If a person were walking down the street and a brick came loose from the chimney of a tall building and fell on the person's head, would that person's death be called pedestrian error? Robert Rvan

Eugene, Ore.

Message To Belleville

Just a note to the Public Forum section of NSSN. I have been going to the High Banks of Belleville (Kan.) half-mile track since 1958, and the track has been there almost 100 years. Usually, the track is in pretty decent shape, and it was this year, also for the Midget Nationals.

But where they pushed the cars onto the track with the push trucks, and then went back into the pits, they kicked up a dust storm. It blew right into the grandstands, and, at times, you couldn't see across the track to the pits. They never attempted to water it down to settle the dust. Of course, I had a pair of dust goggles, which helped, but when the fans left the stands after the races they all looked like Al Jolsen.

I hate to think it, but Belleville could lose the Midget Nationals if they don't have more respect for their fans. But then, what do I know? I have only been around this business since 1937. Maybe most race fans think that when you go to a dirt track, you are expected to eat dirt all night. No one ever told G.W. Elkins that because the fans never had that problem at his Amarillo

INDIANAPOLIS - Champ Car and NASCAR team owner Carl A. Haas has been chosen by the American Racing Writers Auto and Broadcasters Association to receive

Haas To Receive Award

In

its Pioneer Racing Award. AARWBA Haas will accept

the award at the 38th All-America Team dinner on Jan. 12 at the Indianapolis Hyatt. The Pioneer is one of the most prestigious honors from AARWBA, the country's oldest and largest organization of motorsports media professionals. The award recognizes longtime dedication and achievement that have made a difference in the sport.

Dan Gurney, Parnelli Jones, Andy Granatelli, Kenny Bernstein, the Agajanian family, Les Richter, Hershel McGriff and Robert Falcon are among the previous recipients.

and he had five water trucks, and he kept them hot.

talked to the fair board before — and they always told me that it was the USAC's fault.

Lerov Bvers

Denver, Colo.

I've always been interested in racing history and the individual drivers. The letter from Mr. Smith was the most clear and concise version of the accident I have ever read. I want to thank Mr. Smith for a great and memory — and NSSN for printing it.

Cleveland, Ohio



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