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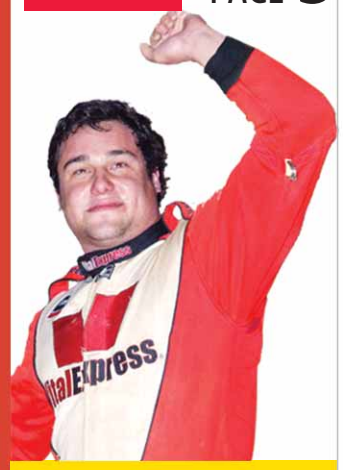
SINCE 1934

NATIONAL SPEED SPORT NEWS

Kinser Strikes Back In Hoosier Fall Classic

Wilson Nabs Series Title

ALL STARS PAGE 3



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SEPTEMBER 19, 2007 www.nationalspeedsportnews.com Vol. LXXV, No. 37 $3



GRAND AM PHOTO

RED-LETTER DAY: Alex Gurney (left) and Jon Fogarty celebrate their Daytona Prototype title.

WINLESS NO MORE

Bowyer Opens Chase With Dominant NHIS Performance



NEXTEL CUP PAGES 3, 32-34

PHIL CAVALI PHOTO

NO. 07 IS NO. 1: Clint Bowyer led 222 of 300 laps to capture his first Nextel Cup victory Sunday.

Finale Comes Down To Duel In The Desert

GRAND AM PAGE 6

McLaren Fined $100M In Spying Case

FORMULA ONE PAGES 2, 30-31

McLaren Gets $100M Fine

Team Excluded From Constructor's Title, But Not From Drivers' Championship

By Dan Knutson
NSSN Correspondent

SPA-FRANCORCHAMPS, Belgium — The FIA's World Motor Sport Council has fined Vodafone McLaren Mercedes a whopping $100 million and kicked the team out of the 2007 world constructor's championship because of the spygate scandal.

FORMULA ONE

INSIDE
Raikkonen gets third straight at Spa in Ferrari's 1-2 sweep.
PAGE 30

However, Lewis Hamilton and Fernando Alonso have been allowed to keep their points and will be able to contest the drivers' world championship.

McLaren will not have to pay the entire fine directly because the amount of money the team will not earn from points prize money [said to be about $50 million] will be deducted from the overall amount due. Still, McLaren's final accounting will show a loss of 100 million.

Initially, McLaren escaped punishment in the spy scandal as the WMSC decided that while McLaren's rogue employee Mike Coughlan had received confidential information from Ferrari's Nigel Stepney, the team had not known or benefited from the data.

However, when the FIA received fresh evidence, it reconvened the WMSC on Sept. 13 in Paris. The tip-off of the new evidence came from none other than McLaren boss Ron Dennis who informed the FIA about it on Aug. 5, the morning of the Hungarian Grand Prix.

The initial case centered on the 780 pages of secret Ferrari data that Stepney passed to Coughlan in June. But in fact Stepney had been feeding Coughlan information as far back as March. An investigation by Italian police noted that at least 288 text messages and 35 phone calls passed between Stepney and Coughlan between March 11 and July 3.

A number of e-mails between Coughlan, Alonso and test driver Pedro de la Rosa [but not Hamilton] reveal that they had access to confidential Ferrari data.

"All the information from Ferrari is very reliable," de la Rosa told Alonso in an e-mail on March 25. "It comes from Nigel Stepney, their former chief mechanic — I don't know what post he holds now. He's the same person who told us in Australia that Kimi [Raikkonen] was stopping on lap 18. He's very friendly with Mike Coughlan, our Chief Designer, and he

FINE: CONTINUED ON PAGE 30

Helicopter Crash Claims 1995 World Rally Champ

LONDON — Colin McRae, who won the 1995 World Rally Championship and posted 25 victories in the World Rally Championship from 1987 to 2004, was among four people killed in a helicopter crash Saturday.

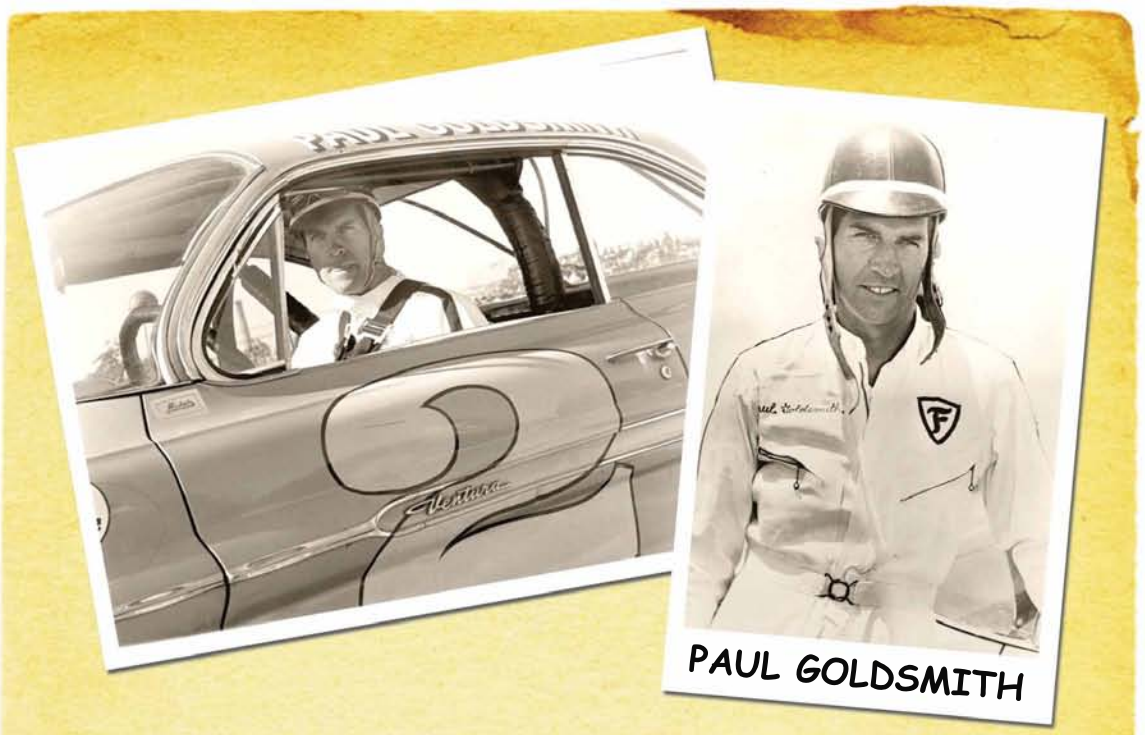
INDUSTRY

Also killed were McRae's five-year-old son, six-year-old Ben Porcelli and 37-year-old Graeme Duncan. McRae was 39.

McRae lent his name to a top-selling computer game ("Colin McRae Rally") and earlier this year competed in the X Games for the first time. He has also participated in the Paris to Dakar Rally and the 24 Hours of Le Mans.

McRae was the son of five-time British rally champion Jimmy McRae and began racing motorcycles at age seven. He won the British rally championship in 1991 and 1992.

McRae was honored with a MBE award from Queen Elizabeth II in 1996. He was married and also had a daughter.



HUNGRY TO RACE

Goldsmith's AMA Success Propelled Him Into Racing Cars

PHOTOS COURTESY "CONVERSATIONS WITH A WINNER — THE RAY NICHELS STORY"



RECORD SETTER: The 1964 Daytona 500 pole-sitter Paul Goldsmith sits with his Ray Nichels Engineering Hemi Plymouth Belvedere.

"I guess the truth isn't that exciting," laughs Paul Goldsmith from his office at Griffith-Merrillville Airport in Northern Indiana, the facility he has owned and operated for four decades, "but, I raced because I wanted to eat!"

Not necessarily the romantic image most have of the inspiration required to run hard and fast with motorized vehicles. Yet, for a child raised in the ravages of the Great Depression and the deprivations of a World War, the availability of the next meal was a high priority indeed.

By Bob Gates

INSIDE LOOK

It takes more than just a mundane need, however, to endure in racing. Desire, determination and a sense of adventure are a few of the motivators. And Goldsmith didn't just endure, he excelled.

Born in Parkersburg, W.Va., in 1925, his family moved to Detroit while he was a teenager. After serving in the Merchant Marines during the war, he went to work in the Chrysler plant and bought a Harley-Davidson with his hard-earned money. That purchase led him to a lifetime in racing.

"The AMA held one of their first races at Marshall, Mich.," recalls Goldsmith. "Back then, they ran three classes: Novice, Amateur and Expert. The local Harley dealer, Earl Robinson, had been helping me develop my motorcycle. I guess I looked pretty good, so he moved me to the Expert class because they were short on Experts. And that's where I stayed."

HUNGRY: CONTINUED ON PAGE 35

NSSN RACING LINE

The Week In Motorsports For September 19, 2007

Hornaday Lengthens Point Lead With Another NHIS Victory

LOUDON, N.H. — Ron Hornaday, Jr. has spent the NASCAR Craftsman Truck Series season proving that you can go home again.

CRAFTSMAN TRUCK
PAGE 22

He illustrated his point Saturday at New Hampshire Int'l Speedway by winning the New Hampshire 200 to become the first repeat winner in Truck Series competition at the 1.058-mile speedway.

Schatz Goes Two For Three At Clay County, Heartland

TOPEKA, Kan. — Donny Schatz was the first winner at the permanent three-eighths-mile track at Heartland Park Topeka in 2001.

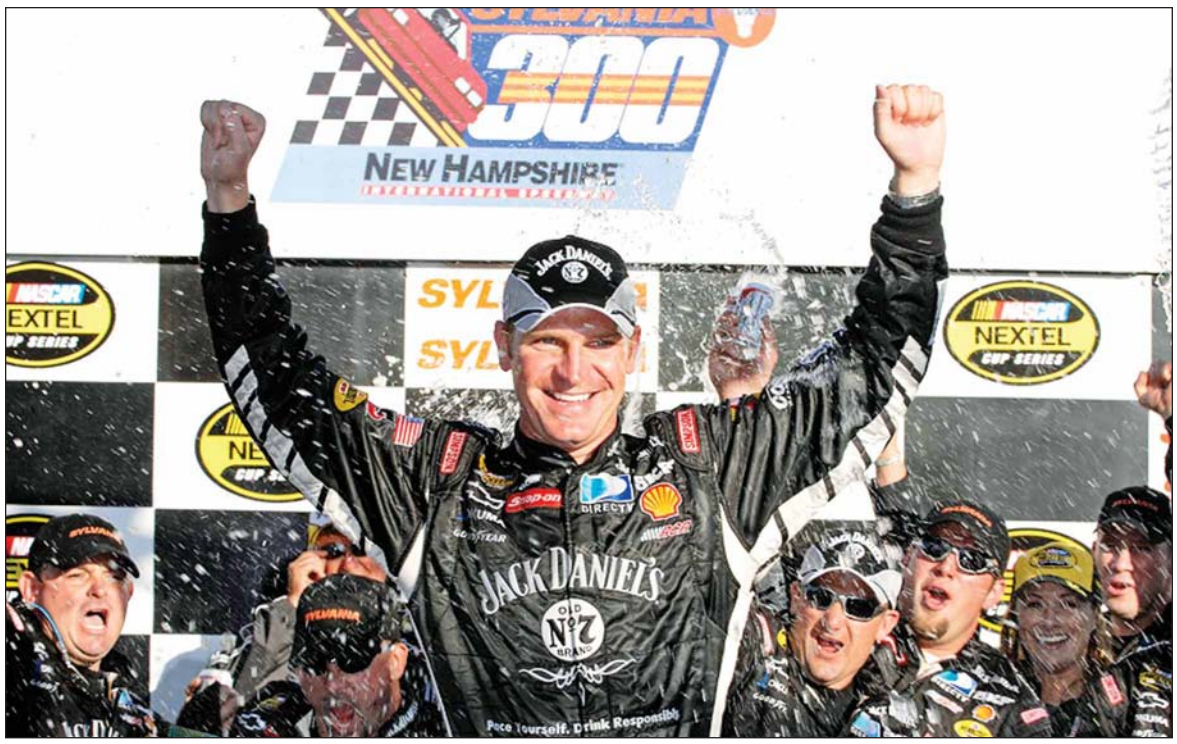
WoO Sprints
PAGE 22

In the World of Outlaws return to Heartland Park Topeka on Friday night for the first time since 2002, Schatz became the first repeat winner.



DOUG JOHNSON PHOTO

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AUTOSTOCK PHOTO

FIRST TIMER: Clint Bowyer celebrates his first career Nextel Cup victory Sunday at New Hampshire Int'l Speedway. Bowyer's victory vaulted him from 12th to fourth in The Chase.

BREAKING THROUGH

Bowyer Quiets Naysayers With First Nextel Cup Victory

By Al Robinson
NSSN Correspondent

LOUDON, N.H. — The only suspense was in the victory celebration.

NEXTEL CUP

Clint Bowyer, the man some said didn't belong in The Chase for the Nextel Cup because he hadn't won a race in his two-year Cup career, destroyed the field at New Hampshire Int'l Speedway Sunday afternoon in the Sylvania 300.

Starting from the pole, Bowyer led 222 laps and outdistanced Jeff Gordon by 6.4 seconds.

Qualifiers for The Chase swept the top seven places as Tony Stewart, Kyle Busch and Martin Truex, Jr. completed the top five, trailed by Jimmie Johnson and Matt Kenseth. Casey Mears was the best-placed non-Chaser in eighth, with Ryan Newman ninth and J.J. Yeley 10th.

Among the other Chase drivers, Carl Edwards was 12th, Denny Hamlin 15th, Kevin Harvick 17th, Jeff Burton 18th and Kurt Busch 25th. Bowyer averaged 110.471 miles per hour through seven caution periods for 27

BOWYER: CONTINUED ON PAGE 32



DAVID E. HEITHAUS PHOTO

CONTENDERS: Kraig Kinser (11) moves inside of Chad Blonde Saturday during the Hoosier Fall Classic at Lawrenceburg (Ind.) Speedway.

Kinser Nabs Hoosier Fall Classic Triumph

LAWRENCEBURG, Ind. — Kraig Kinser won his first sprint-car race in more than two years and Greg Wilson earned the $50,000 O'Reilly All Star Circuit of Champions title on the final night of the season during Saturday's Hoosier Fall Classic at Lawrenceburg Speedway.

ALL STARS

INSIDE
Chad Blonde takes the opening night at Lawrenceburg.
PAGE 35

After Brian Paulus and Wilson led early, Kinser went to the front of the field prior to the midway point in the race. Kinser and preliminary night winner Chad Blonde waged a thrilling battle for the read, exchanging the lead several times.

But during the final yellow flag of the race, Blonde went pit side with a broken front end. Kinser held off Brandon Martin on the final restart and romped to victory.

"Chad was racing me hard. I'm not sure what happened to him, but he woke me up there," said Kinser. "I started taking it easy there around the bottom and he just blew right by me. I was running hard to get back to him. I lost my brakes there at the end and moved to the top and the track was real good up there."

Dale Blaney, Kelly Kinser and Dean Jacobs rounded out the top five.

Wilson finished seventh, while Smith came home ninth on the quar-

HOOSIER: CONTINUED ON PAGE 35

Champ Car Loses San Jose Event But Will Return To Laguna Seca

By John Oreovicz
NSSN Correspondent

BELLE UNION, Ind. — Champ Car's San Jose Grand Prix is history after a three-year run.

CHAMP CAR

The latest blow to the struggling open-wheel formula is the termination of Champ Car World Series co-principal Kevin Kalkhoven's dream in the heart of Silicon Valley.

Series and city officials announced Sept. 11 that the controversial downtown street race has been run for the last time, adding that Champ Car would reinstate its event at the Mazda Raceway Laguna Seca road course about an hour to the south.

"We're pleased that Champ Car will be able to maintain a strong event in northern California," stated series president and CEO Steve Johnson. "We enjoyed three great years in San Jose and certainly anticipate that the fans there will head south to enjoy Champ Car racing at the beautiful Monterey Peninsula's Mazda Raceway circuit."

Laguna Seca hosted Champ Car races from 1983 to 2004 and at its peak in 1998, the event attracted a three-day attendance of 120,000. But as so many other tracks can attest, the open-wheel split of 1996 caused attendance to drop and corporate sponsorship to evaporate. The 2004 weekend drew only 35,000 fans.

The famous road course was perceived as too narrow for modern open-wheelers and some observers complained about no passing and follow-the-leader races. Laguna Seca still provided many memorable moments over the years, topped by Alex Zanardi's unorthodox last lap pass of Bryan Herta at the Corkscrew to turn for the victory in 1996.

"Needless to say, we are thrilled to announce during our 50th Anniversary season that Mazda Raceway Laguna Seca will once again host a Champ Car World Series event," said track CEO/general manager Gill Campbell.

No date has been set for the Laguna Seca race, and Champ Car does not

SAN JOSE: CONTINUED ON PAGE 35

OPINIONS

ECONOMAKI: ISC nominates Ford for spot as company director. **PAGE 4**
MARTIN: IRL season may be over, but changes keep coming. **PAGE 4**
KNUTSON: F-1's McLaren goes on the defensive. **PAGE 31**

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EXCLUSIVE

Spotters Play Crucial Role As Drivers' Eyes In The Sky

CONCORD, N.C. — The view is considerably different for Mike Herman, Jr. these days.

VIEW FROM ABOVE
PAGES 24-25

Herman, who started racing go-karts at age eight and has competed in the USAR Hooters Pro Cup Series for more than a decade, is literally moving to the very top of the business as a spotter for Joe Gibbs Racing.

WINNER'S LIST

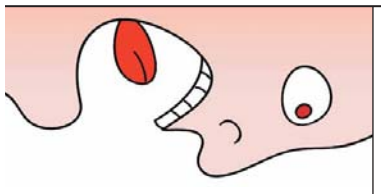
Series	Winner	Where	Page
NASCAR East	Joey Logano	Loudon, N.H.	8
NASCAR Mods	Todd Szegedy	Loudon, N.H.	8
NASCAR West	Eric Holmes	Tracy, Calif.	8
USAC SC	J.J. Yeley	Loudon, N.H.	8
USAC Midgets	Bryan Clauson	Anderson, Ind.	10
NHRA Top Fuel	Melanie Troxel	Memphis, Tenn.	28
NHRA Funny Car	Gary Scelzi	Memphis, Tenn.	28
NHRA Pro Stock	Dave Connolly	Memphis, Tenn.	28

THE FINISH

"This is exactly what NHRA wanted and right now it's pretty damn exciting."

Gary Scelzi

NHRA, Pages 28-29



PUBLIC FORUM

Let your voice be heard

Another Jr.-less Chase

Another year, another year of Dale Earnhardt, Jr. not qualifying for The Chase for TV Ratings. It's obvious the first idea NASCAR may get is to increase qualifiers from 12 to 14 for next year. But, as was proved this year, that is no guarantee.

There must be another way — for many will not tune in for the end of the season — without Junior in contention, and that will harm the sacred TV ratings.

So, how about the "Most Popular Driver" getting in each year? Or how about any driver who has ever driven the No. 8? There must be some sure-fire way of doing it that isn't too obvious.

I really hope Junior does a good job with Hendrick next year, and that NASCAR isn't compelled to screw up the series any more than they already have. After all, the racers have to attend anger-management sessions in the hauler when they get upset on TV interviews. They're already going to be driving cars that don't resemble stock cars. Any more hinking up the series is going to result in a major rumbling sound in the South, as the original NASCAR participants spin in their graves.

Larry De Cicco
Evergreen, Colo.

Sponsor Steps Up

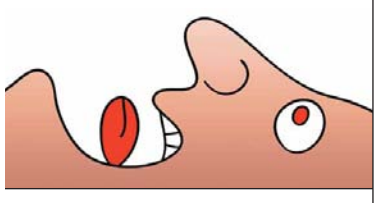
My brother's wife entered a contest with 3M to get a few products. (3M) called her to say she had won the grand prize — a trip to the NASCAR race in Fontana. Not being race fans, they didn't know what to do.

Long story short, as the heat was so bad at Fontana, 3M upgraded them to the corporate suite with air conditioning, lots of food and drinks and all the pit-access things we all would love to have.

They were so hooked on the race, they are now new fans and are planning to watch the races each weekend.

Thanks to the sponsors who bring new

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



There's Now A Ford In ISC's Future

Board Chooses A Descendant Of Founder Henry As Director

MIDLAND PARK, N.J.

Directors of the International Speedway Corp., which owns and/or operates 13 major speedways in this country, has nominated **Edsel Ford II**, the great grandson of Ford Motor Co. founder Henry Ford, as a director of the company. He would fill the unexpired term of the late **Bill France, Jr.**, who died in June at age 74. Board confirmation of his nomination is expected in November. Ford, 58, who recently authored a guest column for this newspaper, has been a board member of the Ford Motor Co. since 1988. For years an avid motorsport enthusiast, Ford called ISC "A strong company with a long track record of success, and I look forward to helping them along that path."

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Shortly after Round one of NASCAR's Chase for the Championship aired live on ABC TV, the network reported a NASCAR newsbreak would be part of its Sunday night network newscast. Ending that newscast was a publicity piece on young black driver **Marc Davis**, a development driver for **Joe Gibbs** Racing, who the network called "The Tiger Woods of auto racing," noting Davis is the first black in top level NASCAR racing since **Wendell Scott**.

Stories are circulating that the one-mile New Hampshire Int'l Speedway oval track — which hosted Round one of the Chase finale Sunday — is being sought by **Bruton Smith's** Speedway Motorsports, Inc. as well as by the newly expanded Roush-Fenway Racing organization. So far NHIS owner **Bob Bahre** isn't talking.

Reports indicate NASCAR's Message Board was virtually overwhelmed by responses to the announcement by Joe Gibbs Racing that it was dropping Chevrolet after 16 years and switching to Toyota. Close to 500 messages appeared during the first hour following the announcement, many from disappointed Chevy fans. There's no question Toyota is big on NASCAR, having initially wet its feet in 2004 in the Craftsman Truck Series with its Tundra pickup and winning the manufacturers championship in 2006. Toyota is now selling off half of the 89-acre land parcel it recently acquired in Rowan County, N.C., and plans to build a chassis engineering facility on its remaining acreage there. Toyota says it will employ as many as 40 engineers at this new facility. Early resistance to Toyota's NASCAR entry into in what some call "The All-American



JASON SMITH/GETTY IMAGES PHOTO

FOR SALE? Rumors are New Hampshire Int'l Speedway, shown here at the start of Sunday's Nextel Cup Series race, may be sold to the Fenway Sports Group.

Sport" has dwindled substantially, according to Toyota's National Motorsports Manager **Les Unger**.

Despite his occasional public criticisms of NASCAR, two-time Nextel Cup champion **Tony Stewart** is currently in negotiation with his team owner Joe Gibbs for a driving contract renewal when his current pact runs out after the 2008 season. No comment from Gibbs — one way or the other — on his feelings toward his new driver-to-be **Kyle Busch**, who spilled the beans on Gibbs going to Toyota long before the announcement date.

To help promote its Oct. 28 Pep Boys Auto 500 Nextel Cup race and all supporting events, Atlanta Motor Speedway has created a new Web site: www.AmsInstantWin.com. It offers many prizes, instant winners, plus a grand prize winner who will receive tickets to all three of the track's closing weekend events, a reserved parking pass, and two NASCAR Hot Garage passes.

Have you noticed how closely Swiss-born tennis champion **Roger Federer** resembles star driver **Jeff Gordon**? Last week the

ECONOMAKI: CONTINUED ON PAGE 47

More Off-Season Changes Ahead For IndyCar Series

MOORESVILLE, N.C.

Now that Dario Franchitti has clinched the 2007 IndyCar title, there are two prime seats open in the series as it appears both Franchitti and three-time champion Sam Hornish, Jr. are heading to NASCAR Nextel Cup.

And the speculation has centered on the availability of 2005 IndyCar champion Dan Wheldon, who remains under contract at Target/Chip Ganassi Racing but would be a worthy candidate for either ride.

The season finale hadn't even started yet but Wheldon's name was privately being discussed in the IndyCar garage area at Chicagoland Speedway, according to sources.

"I had a team manager from another team come up and tell me about that," said Mike Hull, the managing director of Target-Chip Ganassi Racing. "I can honestly say that I don't know whether Dan and Chip Ganassi have discussed that."

The team entered last week's Peak Antifreeze Indy 300 presented by Mr. Clean with a legitimate chance for driver Scott Dixon to win the 2007 championship. Dixon had the title in hand as he battled hard with Franchitti in the closing laps of

LAST WORD



BRUCE MARTIN

the race, only to run out of fuel two turns away from the checkered flag.

Franchitti went on to win the race and the championship in what is likely his final IndyCar race.

Hull radioed to Wheldon that Dixon was going to run out of fuel so he instructed Wheldon to take the lead and let Dixon conserve fuel by "drafting" behind him. But Wheldon didn't take the lead, leaving Dixon out front burning up valuable fuel.

"We switched radios on Dan's car before the race and had issues with it throughout," Hull said. "Because of that, it took us four laps to position Dan with Scott."

It appeared both Franchitti and Dixon would have enough to make it to the end because of the five laps of caution where the cars are at reduced speed.

It worked for Franchitti, who made it to the finish but Dixon was a half-gallon of Ethanol short and finished second, losing the race and the championship by 13 points.

Wheldon was scrutinized for not aiding his teammate in a

MARTIN: CONTINUED ON PAGE 47

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The Audit Bureau

DIRT Racer Fuller Reminds Some Of Kenny Schrader

BALLSTON SPA, N.Y.

Tim Fuller has a lot of Kenny Schrader in him. Where Schrader is an open-cockpit driver at heart, but known to the masses for his success in Nextel Cup and ARCA, Fuller has DIRT modifieds in his soul, but has become a national figure racing with the World of Outlaws Late Model Series.

Fuller leads the WoO LM rookie standings and ranks eighth in the standings. He posted his first WoO LM victory in June at North Dakota's River Cities Speedway.

"Modifieds and late models are both fun," says Fuller. "But the LM is interesting and new and we've been to a bunch of new tracks. And I love the money. It's a lot better. We did a LM race a couple of weeks ago that paid more just to start than winning a couple of features at a local modified track.

"But to get the really good money, you've got to run really well too. It's a steep learning curve. You have to figure out what to do and when to do it, which is tough when all the tracks are new to you."

THE LONG LOOK



RON HEDGER

And while Fuller is quick to attribute much of his success to the support of owner John Wight and his crew, a cultural difference between modified and LM racers has also been a major factor.

"They're good at helping newcomers. Where I came from, the modifieds, everybody pretty much keeps to themselves. On the LM circuit, there's a lot of people willing to help each other," Fuller explained.

"Everybody's been great, but Chub Frank, Clint Smith and Mark Richards from Rocket have helped me a lot. You can't make it without help because the talent pool is so deep. There are great LM racers everywhere in the country and just getting into the races is something."

Modified hero Brett Hearn once told us that it took Fuller a while to adjust to the rigors of the big-block modified tour after early success in the small blocks.

"But," said Hearn, "once he figured it out, he's been really tough."

Indeed he has, winning the 2005 Mr. DIRT modified title and currently leading the standings despite running both the WoO LM and Advance Auto Parts modified tours.

The LM deal has gone the same way. After two seasons running a handful of races before mounting a concerted effort this year, Fuller is in the swing of things.

"There was a turning point for us in the summer, just before we won," says Fuller. "We finally started running good at every race. It's still not easy, but we feel that we're finally starting to catch on."

Does that mean that he finally got used to the cars flopping around all over?

"I don't know if you ever get used to that feeling. It's a lot better now but if you run a couple of modified shows and go back to the LMs, it takes a few laps to get back into it," Fuller said. "They jack up and move around all over the place. They're a handful, especially when the track is heavy, but they're also a lot of fun. They've got a lot of power."

Fuller smiles broadly when told he sneaked up on everyone this year.

"We've got this year under us and we learned as much as possible," he said. "The big thing was to go to all those tracks once and take good notes. When we come out of the gate in '08, we'll be a lot stronger than we were this year.

"We plan on running the late model full-time next year. But I'll never give the modifieds up completely. There's too many good paying shows. I'll always do this because I enjoy it so."

Close your eyes and it could be Kenny Schrader, not Tim Fuller, talking.

A Lot Will Change For The 2008 NASCAR Season

CONCORD, N.C.

Pardon me for a moment while I catch my breath.

The week that just passed, at least in NASCAR, has many people gasping for breath and trying to adjust to the changing face of the sport for 2008. Let's see, if memory serves, there was one manufacturer switch, a driver signing, a sponsor announcement, much ado about numbers for a certain driver and…oh, yeah, The Chase.

Nothing like having everything in the world happen in the same five-day span, right?

First, the worst-kept secret in NASCAR had to have been Joe Gibbs Racing joining Toyota for 2008 and beyond. Thanks to newly hired Kyle Busch, there really wasn't all that much drama to Wednesday's announcement, as he blabbed everything he knew at a media conference in California.

Many have asked why the switch was made. It's simple, really. At Toyota, Joe Gibbs Racing is the unquestioned No. 1 team. At Chevrolet, JGR was No. 3 or No. 4, with Hendrick Motorsports and Richard Childress Racing 1-2 and DEI sometimes No. 3. That's a lot of competition for basically the same stuff.

WIDE OPEN



RON LEMASTERS, JR.

With the Car of Tomorrow — we're really going to have to come up with something else to call it, don't you think? — the playing field is somewhat more level, and the engines Toyota is using have already been through the break-in stage. Mark Cronquist, the engine guru for Gibbs, is confident he and his minions can deliver competitive HP in the short term, and Toyota has promised wind-tunnel and aero help to whatever degree is necessary.

Sounds like a deal, right? J.D. Gibbs thought so, and that's why JGR is now Toyota's flagship team.

Chevrolet's dominance of the sport in recent years is the product of having good baseline equipment and teams capable of taking the pieces and making them win races. There's an emphasis on the team part of that. Do you honestly think that Hendrick organization or Childress couldn't do the exact same thing?

Sure they could, and they would roll along just like they are now, without the Bowtie on the doghouse. It's all about the teams now, especially with the COF (Car of February). NASCAR's technology box is so tight with the new car that it's all about pieces and how you make it work — HMS already found this out at Sonoma — and top-line teams are top-line teams.

In going from seven cars to 11 for Daytona, Toyota has landed its bell cow team in JGR, plus Hall of Fame Racing and new driver J.J. Yeley. Toyota is already cranking out equivalent horsepower to the established manufacturers; JGR will take them to the next level by making it consistent.

Coors Light won't be with Chip Ganassi next season, and in an interesting twist, it's because the team doesn't think that the money necessary to compete is going to be there, budget-wise. There's some reading between the lines here, but that's likely the first time since Noah built his ark that a team has let a sponsor go instead of the other way around.

Dale Earnhardt, Jr. won't be driving the No. 5 at HMS in 2008; he'll get the No. 25 team (the one with the "Voodoo curse" on it, according to Brian Vickers) and the number will change. He'll have Tony Eury, Jr. as his crew chief, a new number and hopefully, new luck.

Tony, Jr. coming with Earnhardt was always going to be the case, and it's most likely a comfort thing for Dale, Jr. If he can't drive the family car, then he can drive the car with family, right? Eury will have Chad Knaus, Steve Letarte and Alan Gustafson (Casey Mears' new crew chief) to consult when things go south, and a whole lot of resources unavailable at his current team.

Unknown Benny Benz Was In The First Daytona 500

VALLEY STREAM, N.Y.

There will be big doings at the next running of the Daytona 500 in February. It is the 50th running of the Great American Race.

A lot of writers are gathering info about the drivers in the field for the first Daytona 500 in 1959. I have received inquiries about Ben Benz of Far Rockaway, N.Y. People think I must know him since he's from my area, and I did know him quite well.

He was born Bernard Friedland. He began racing modifieds in the 1950s and soon became pals with Freeport's all-time winner Bruno Brackey, who lived nearby. Benny's family was not happy with his love for racing.

He raced under several aliases, notably "Ben Freud." I guess he thought he'd "psyche" out the competition.

Benny seldom won anything, but he liked the modifieds — the only division he ever raced in. He was a "rabbit," often jumping out in front, but they'd always catch him. One night, he was running away with a feature when the hood on his car popped open.

RACING JOURNAL



GARY LONDON

Benny wanted to run with the big boys and travel around. In 1958, he bought a '57 Chevy from Bob Welborn, NASCAR's reigning convertible champ. In those days, you could run Grand National, take the top off and run with the rag tops or race NASCAR's short-track division. He then became "Ben Benz."

Benny heard about the opening of Daytona in 1959 and wanted to race there. He towed his No. 55 down south.

One of Benny's problems was he knew nothing about cars. He'd take it to a shop down south and they'd always charge him double. They thought a Jewish boy from New York City had money, but Benny was a cab driver by trade.

Benny managed to make the field handily, starting 30th in a 59-car field. Bruno Brackey really wanted to race in the 500. He was under "lifetime suspension" from NASCAR because he raced under the name "Johnny Frank" while winning sportsman championships at Roosevelt Stadium in Jersey City. He was also racing at Freeport at the time. A disgruntled car owner turned him in to Bob Sall.

Every time Benny pitted in the 500, Bruno wanted to sneak behind the wheel, but regional director Sall was on to him. Benny finished 27th, 31 laps behind winner Lee Petty. He earned $200. Five running cars finished behind him.

Benny took the Chevy and raced it all over. Once at Martinsville, he spun into the infield and crashed into a spectator's car. Benny dutifully exchanged paperwork with the guy and got back in the race.

When Ed Otto built a quarter-mile track at the Polo Grounds, it gave Benny a chance to race near home. Petty was leading the 200-lap short track race, but wound up in the wall after tangling with Benny's lapped car.

After the race, Petty, brandishing a big wrench ran after Benny saying, "Someday I'm gonna kill you, Benny."

Benny ran quite a few races, always midpack. When the Penn Mar club started running late-model races down the Atlantic seaboard, Benny ran with them, often with Brackey driving. They finished fifth at Trenton, N.J., once.

After the Chevy wore out, Benny didn't drive anymore. In 1963, I owned two sedans to be raced at Freeport. I already had a driver and Benny pestered me to get another car, but I didn't have another $200 in my budget.

Benny was evident as a spectator. I last saw him a few years ago at an old-timers reunion. He has since passed away. He was nearly 90. He has the distinction of being the only NASCAR driver buried in Israel.

A lot of NASCAR's Hall of Famers were in that first Daytona 500. Benny, the Jewish cab driver, was out there, too, and he finished the race.



Haywood Bows Out With Top 5

By Gene Bishop

TOOELE, Utah — **Hurley Haywood** ended his career as a Rolex Series regular with a sixth-place finish in the Sunchaser 1000. The 60-year-old Jacksonville, Fla. veteran was joined by **J.C. France** and **Terry Borcheller** in the No. 59 Brumos Porsche Riley — painted in the white, blue and red colors that Haywood has raced for more than 35 years. It was the car's best finish since placing fifth at Homestead-Miami Speedway early in the season.

GRAND AM NOTES

The five-time winner of the Rolex 24 at Daytona will continue to drive for the team in endurance events, including Daytona, Watkins Glen and Salt Lake City.

Haywood's Brumos Racing teammate **Darren Law** pitched in to help Doncaster Racing when driver **Dave Lacey** took ill late in the event. The team finished fifth in GT. Incidentally, Law earned valuable Porsche Cup points in the process. He currently leads the competition for the award for the top independent Porsche driver in international competition with only three races remaining.

■ The V-8 Porsche engine went the distance in its debut in Rolex Series competition. **Doug Goad**, **Marc-Antoine Camirand** and **Guy Cosmo** finished 15th in the Sunchaser 1000, four laps off the pace.

■ **Wayne Taylor** Racing will switch to the Dallara chassis for the 2008 Miami Grand Prix. Taylor said that his team will race the Pontiac Riley chassis in next year's season-opening Rolex 24 At Daytona, but will switch to Dallara for the remainder of the campaign.

Dallara prototypes are no strangers to the Rolex Series. Most recently, the Doran Lista Racing Judd Dallara scored the overall victory at the 2002 Rolex 24 At Daytona, and the team also enjoyed success campaigning the Ferrari 333-powered Dallara prototype.

Dallara Automobili Spa of Parma, Italy, announced Friday it purchased Doran's license to build Daytona Prototypes. **Kevin Doran** will become the U.S. distributor for spare parts, and the approved repair center for its Daytona Prototypes.

■ Automatic Racing will step up to the GT class, becoming the first team to campaign the new BMW M6 in 2008. The Orlando, Fla.-based team will continue to field four entries in the Koni Challenge Series. Making the announcement were team principles **David Russell**, **Jep Thornton** and team manager **Joe Varde**. Riley Technologies will provide a turnkey M6, with the team taking an option on a second chassis. Automatic debuted in the Koni Challenge in 2002 with a BMW M3, and expanded to four cars in 2006.



LEE MCALLISTER PHOTO

SO CLOSE: The mountains near Salt Lake City witnessed a hard-fought battle between the Nos. 99 and 01 for the Daytona Prototype championship.

Gainsco Team Claims Crown

Fogarty, Gurney Win Title, While Unlikely Trio Takes Finale At Miller

TOOELE, Utah — The Riley factory team of drivers Jim Mathews, Marc Goosens and Ryan Hunter-Reay posted the team's first victory in Saturday's Sunchaser 1000, the season finale for the Grand Am Rolex Sports Car Series at Miller Motorsports Park.

GRAND AM

However, the team's winning performance was overshadowed by the exciting conclusion to the Daytona Prototype championship battle which saw the Gainsco Pontiac of Jon Fogarty and Alex Gurney, who got co-driving help from Jimmy Vasser at Miller, claim the title.

With Pontiac power under the hood, the winning trio shared the podium with fellow Pontiac racers Tomas Enge, Kris Szekeres and Ryan Dalziel, who brought their SAMAX Riley home second.

The Krohn Racing team of Colin Braun and Nic Jonsson finished third.

Paul Edwards, Kelly Collins and Andy Pilgrim utterly dominated the GT category from start to finish in the Banner Racing Pontiac GXP R after qualifying on the pole by more than a second over the rest of the production car field.

But what made the Sunchaser 1000 one of the most memorable events in Grand Am's relatively short history were the championship battles in both categories.

Less than five points separated the duo of Fogarty and Gurney from Ganassi TELMEX Lexus Riley driver Scott Pruett and Wayne Taylor Racing driver Max Angelelli entering the finale. As for the GT contest, Andy Lally and R.J. Valentine led a two-car Porsche parade in their TRG 911 GT3 over Dirk Werner in the similar Farnbacher-Loles GT3.

The GT contest was decided early when Lally was forced out with a blown engine, while Werner, with the help of Bryce Miller and Wolf Henzler, finished third behind the Pontiac and their sister Farnbacher-Loles entry of Leh Keen, Ian Baas and Dominik Farnbacher.

The Daytona Prototype arena was more complicated. For the first three quarters of the race, all three took turns in the lead as they essentially ran in close formation, Angelelli partnered by Jan Magnussen, and Pruett by Memo Rojas and Salvador Duran, the man with whom he shared the top honors in the Rolex 24.

Pruett, notoriously hard to pass, was clearly displaying his mastery of keeping the lead over an increasingly frustrated Fogarty, when the latter pushed his car's nose inside of Pruett's as they went for the same left hand corner. Pruett attempted to squeeze Fogarty, who was not quite fully alongside, and was bumped in the left rear for his troubles by Fogarty's right front wheel.

Both were forced into the pits. However, while the Gainsco Riley was able to exit the pits with Gurney aboard relatively intact except for a slightly mis-aligned front end, Pruett had badly damaged his car's bodywork when his left-rear tire flew apart, putting him well behind.

Angelelli, who had inherited the lead, ran over the debris from Pruett's car, and destroyed his right-rear tire, causing not only similar bodywork damage, but also cutting an oil line in the process. This left the car ablaze as it rolled to a stop at the entrance to pit lane, ending Angelelli's title chances.

Pruett, however, was not done, as the full-course yellow that resulted from the SunTrust entry's unfortunate retirement allowed Pruett under the "lucky dog" rule, as the first lapped car running, to move to the tail of the lead circuit.

On the restart, Michael Valiante, co-driving with Dana Cameron in Ganassi's second Lexus Riley passed Gurney and proceeded to hold him up for a large portion of the remaining time in the event.

This allowed Pruett to move back up on Gurney's tail. And, with the minutes and laps winding down, Pruett bumped his way past. Pruett then pushed his way around Shane Lewis, a move which if Pruett had made it stick, would have given him the title by two points.

But, courtesy of a ruling by the officials that Pruett could have avoided contact with Gurney, Pruett was forced to come in for a stop-and-go penalty, handing Fogarty and Gurney the championship

Afterward, Pruett made it very clear that he thought the penalty was totally unnecessary and had little to say other than, "Stupid people, do stupid things."

Gurney, as one might expect, was on the opposite, emotional side, saying, "I'm still coming down from it all, and trying to take it all in. We broke a lot of records this year, and I think we deserved this championship."

Fogarty, who twice won Formula Atlantic titles, described the race and its outcome as "the most difficult win of my professional career."

Turner Guys Go Distance In Utah, Win By 23 Seconds

TOOELE, Utah — In a race that was ultimately decided by fuel strategy and pit stops, Turner Motorsport drivers played the winning hand in the Grand-Am KONI Challenge Grand Sport race Friday at Miller Motorsports Park.

KONI CHALLENGE

Joey Hand and Matthew Alhadeff piloted the No. 97 Turner Motorsports BMW M3 to the checkered flag 23.254 seconds ahead of second-place finishers Hugh Plumb and Craig Stanton in the No. 38 BGB Motorsports Performance Drink Porsche 997.

The Miller Motorsports Park event was the first time this season the duo had stepped into the Turner Motorsports machine, but it didn't take the pair long to get adjusted to the car.

Alhadeff qualified the car fifth and drove a flawless first stint, running in the top five until pitting on lap 12.

Hand had the hot shoe from the moment he took over the car. By lap 18, Hand sat in fourth place, and a lap 22 pass on Duncan Ende in the No. 39 TRG Carlsen Porsche/DigiTrust Group Porsche 997 proved to be for second place when then-leader David Russell of the No. 99 Automatic Racing Fresh From Florida/Imported Car Store BMW M3 pulled into the pits.

From there, Hand had a battle to the end. Andy Lally in the No. 41 TRG Carlsen Porsche/Mitchell Global Porsche 997 passed the Turner Motorsports driver on lap 25, just before Hand made the team's final pit stop.

Hand rejoined in eighth position and found himself back in second position on lap 35, just behind Lally. Hand took the lead for good on lap 36 when Lally pulled into the pits for fuel.

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Logano Struts Stuff In Front Of Cup Crowd

LOUDON, N.H. — Teenage rookie sensation Joey Logano won his fifth NASCAR Busch East Series race of the season Friday afternoon at New Hampshire International Speedway.

Logano, 17, took the No. 20 Joe Gibbs Driven Chevrolet to his second-consecutive victory at the 1.058-mile superspeedway, leading the most laps in the Aubuchon Hardware 125 presented by Hardwarestore.com, which featured 10 lead changes among six drivers.

BUSCH EAST

Logano took the lead for good with 10 laps to go from Mark McFarland (No. 81 Knights Companies Chevrolet). The two swapped the lead six times starting on lap 45 of the 125-lap race. Inside the final five laps, McFarland scraped the wall while battling with Sean Caisse (No. 44 Casella Waste Systems Chevrolet) and fell from contention.

Logano then held of Caisse for the win. Pole-sitter Rogelio Lopez finished third followed by Peyton Sellers and Jamie Hayes.

Jerry Marquis finished sixth followed by Brad Leighton, Ryan Moore, James Buescher, and Eddie MacDonald.

The series now heads to Dover (Del.) International Speedway for the season-ending Sunoco 150 Friday, Sept. 21 at 4:45 pm.

The finish:

(Car, driver, laps completed, money won): 1. Joey Logano, Chevrolet, 125, $14,800; 2. Sean Caisse, Chevrolet, 125, $10,500; 3. Rogelio Lopez, Chevrolet, 125, $10,500; 4. Peyton Sellers, Chevrolet, 125, $7,500; 5. Jamie Hayes, Chevrolet, 125, $6,700; 6. Jerry Marquis, Dodge, 125, $5,900; 7. Brad Leighton, Chevrolet, 125, $5,600; 8. Ryan Moore, Chevrolet, 125, $4,800; 9. James Buescher, Chevrolet, 125, $5,000; 10. Eddie MacDonald, Chevrolet, 125, $4,500; 11. Jeffrey Earnhardt, Chevrolet, 125, $4,000; 12. John Salemi, Chevrolet, 125, $3,800; 13. Mike Johnson, Ford, 125, $4,700; 14. Jesus Hernandez, Chevrolet, 125, $3,600; 15. Tim Schendel, Dodge, 125, $3,500; 16. Bryon Chew, Chevrolet, 125, $3,400; 17. John Freeman, Dodge, 125, $3,200; 18. Mike Olsen, Chevrolet, 125, $3,850; 19. Jonathan Smith, Chevrolet, 125, $3,200; 20. Michelle Theriault, Chevrolet, 125, $3,176; 21. Marc Davis, Chevrolet, 125, $3,150; 22. Mark McFarland, Chevrolet, 124, $2,600; 23. Ruben Pardo, Dodge, 124, $3,075; 24. James Pritchard, Jr., Chevrolet, $3,050; 25. Laine Chase, Chevrolet, 124, $2,525; 26. Antonio Perez, Chevrolet, 123, $2,500; 27. Kelly Moore, Chevrolet, 121, $2,500; 28. Patrick Dupree, Dodge, 121, $2,500; 29. Jeff Anton, Chevrolet, 121, $2,500; 30. Chase Austin, Dodge, 118, $3,000; 31. Stephen Berry, Chevrolet, 117, $2,500; 32. Glenn Sullivan, Chevrolet, 116, $2,500; 33. Matt Kobyluck, Chevrolet, 115, $3,000; 34. Scott Lynch, Dodge, 114, $2,500; 35. Joe Masessa, Chevrolet, 114, $2,500; 36. Max Dumarey, Chevrolet, 106, $3,000; 37. Dion Ciccarelli, Chevrolet, 94, $3,000; 38. Jason Cochran, Chevrolet, 63, $2,500; 39. Scott Bouley, Chevrolet, 62, $3,000; 40. Todd Peck, Chevrolet, 33, $2,500; 41. Robert Humphreys, Chevrolet, 16, $2,500.



AUTOSTOCK IMAGES

MAN OF THE HOUR: Joey Logano raises his arms in celebration after winning Friday in Loudon, N.H.



DICK AYERS PHOTO

STRIKE TWO: J.J. Yeley posted his second USAC Silver Crown victory of the season Saturday at New Hampshire Int'l Speedway.

Holmes Goes Out A Winner, David A Champ At Altamont

TRACY, Calif. — Longtime friends Eric Holmes and Mike David both had reason to celebrate at Altamont Motorsports Park on Saturday night. Holmes scored a dominant win, while Mike David clinched the championship as the NASCAR Grand National Division, West Series closed out its 2007 season with the Dan Gamel RV Centers 200 at Altamont Motorsports Park.

NASCAR WEST

Holmes, the 2006 champion, took the lead on the eighth lap and never looked back as he sailed to victory in one of only four series events he competed in this year.

David, who finished second to Holmes in last year's championship standings, entered the event with a sizable point lead and secured the title by the midway point of the race. Despite losing all but fourth gear in his transmission late in the race, David was able to close out his season with a third-place finish.

Series rookie David Mayhew took the runner-up spot with a career-best finish. Kyle Cattanach also had a career-best mark, with a fourth-place finish – while this year's Sunoco Rookie of the Year, Jason Bowles, finished fifth. Completing the top 10 were Daryl Harr, Mike Duncan, Alex Haase, Eric Richardson and Eric Hardin.

David finished his season with a 114-point margin over Duncan in the championship standings. Bowles finished third in the standings, followed by Brian Ickler and Johnny Borneman.

With his victory, Holmes secured a spot in this year's NASCAR Toyota All-Star Showdown next month at Irwindale (Calif.) Speedway.

(Driver, car, laps completed, money won): 1. Eric Holmes, Chevrolet, 200, $6,917; 2. David Mayhew, Chevrolet, 200, $4,717; 3. Mike David, Ford, 200, $3,667; 4. Kyle Cattanach, Toyota, 200, $2,400; 5. Jason Bowles, Ford, 200, $3,517; 6. Daryl Harr, Chevrolet, 200, $2,717; 7. Mike Duncan, Chevrolet, 200, $3,367; 8. Alex Haase, Chevrolet, 200, $3,767; 9. Eric Richardson, Chevrolet, 199, $3,180; 10. Eric Hardin, Chevrolet, 198, $3,167; 11. Rick Wall, Ford, 197, $2,167; 12. Justin Lofton, Ford, 197, $2,017; 13. Jason Fensler, Chevrolet, 196, $1,500; 14. Brett Thompson, Chevrolet, 195, $2,567; 15. Rick Ruzbarsky, Chevrolet, 194, $1,350; 16. Brian Ickler, Chevrolet, 193, $3,967; 17. Moses Smith, Chevrolet, 192, $1,667; 18. Wes Banks, Ford, 192, $1,200; 19. Ed Vecchiarelli, Jr., Chevrolet, 192, $1,000; 20. Jason Gilbert, Chevrolet, 179, $1,000; 21. Ryan Foster, Chevrolet, 147, $1,417; 22. Ryan Philpott, Ford, 100, $1,000; 23. Johnny Borneman, Ford, 42, $2,167; 24. Jason Patison, Ford, 41, $1,000; 25. Thomas Martin, Chevrolet, 30, $1,000; 26. Ben Walker, Chevrolet, 28, $1,000; 27. Jim Inglebright, Chevrolet, 16, $2,167; 28. Mike Gallegos, Ford, 0, $1,417.

Mr. USAC Comes Back

Yeley Returns To Silver Crown, Takes Rain-Shortened Race At NHIS

LOUDON, N.H. — NASCAR veteran and former USAC Triple Crown champion J.J. Yeley won Saturday's New Hampshire 50 K&N USAC Silver Crown race at New Hampshire Int'l Speedway.

SILVER CROWN

The race was halted after 31 laps due to darkness.

Yeley led all 31 laps of the race, which was originally scheduled for 75 laps of the one-mile asphalt oval. Yeley piloted A.J. Foyt's No. 14 Greer Special/Foyt Racing C & R/Chevy. It was Yeley's second triumph of the season and the fifth for the team.

Yeley's teammate Pablo Donoso finished second, followed by Brian Tyler, Josh Wise and Aaron Pierce.

"I wish I had someone to race a little more with during the race," said Yeley, who earned $21,000 for the victory. "But, being out front wasn't too bad. Seeing the track wasn't too bad until the final caution. I have a smoked visor and when they told us debris was on the frontstretch, I lifted my visor and couldn't see any better. I figured then it was time to call it and they did."

Point-leader Bud Kaeding finished 10th and carries a 47-point lead over Wayne Reutimann, Jr. into Saturday's Four-Crown Nationals at Eldora Speedway in Ohio.

The summary:

Qualifications: 1. Cameron Dodson, Edwards/RE 199, 29.977; 2. J.J. Yeley, Foyt 14, 30.122; 3. Wayne Reutimann, Jr., Reutimann 00, 30.404; 4. Tim Barber, Pierson 28, 30.731; 5. Brian Tyler, Team Six-R 21, 30.894; 6. Bud Kaeding, BK 29, 30.910; 7. Mat Neely, RW 17, 30.917; 8. Josh Wise, RW 27, 31.109; 9. Cole Carter, PDM 18, 31.135; 10. Billy Wease, Western Speed 12, 31.230; 11. Pablo Donoso, Foyt 11, 31.231; 12. Rob Summers, Paternoster 41, 31.328; 13. Mike Murgoitio, Team Six-R 19, 31.367; 14. Michael Annett, TMC 121, 31.488; 15. A.J. Fike, RFMS 91, 31.543; 16. Paul White, Mucci/Matczak 99, 32.342; 17. Brad Armstrong, Weesner 96, 32.402; 18. Aaron Pierce, Pierce 26, no time.

Feature (31 laps): Yeley, Donoso, Tyler, Wise, Pierce, Wease, Neely, Reutimann, Barber, Kaeding, Murgoitio, Fike, Annett, Carter, Dodson, Armstrong, White, Summers.

Szegedy Survives Silk's Mod, Rain At NHIS

BY AL ROBINSON
NSSN CORRESPONDENT

LOUDON, N.H. — Todd Szegedy outdueled Ronnie Silk in a two-man showdown to win Saturday's rain-delayed and shortened NASCAR Whelen Modified Tour race at New Hampshire Int'l Speedway.

NASCAR MODS

The pair were the only two leaders, but they swapped the lead between themselves eight times with a lead draft of at least a half-dozen challengers at their heels.

Szegedy, the 2003 series champion who returned to open-wheel action last year after an abortive move to North Carolina, started on the pole and took the lead for the final time on lap 69 of 75 and used every trick in his arsenal to hold off Silk.

Szegedy, who earned $15,700, led five times for 47 laps, Silk four times for 28 laps. Point-leader Donnie Lia was third, Bobby Santos III fourth and Jimmy Blewett fifth.

James Civali recovered from an early black flag for spinning outside front row starter Ron Yuhas to finish sixth with Tony Hirschman, Andy Seuss, Mike Stefanik and Andy Grigas seventh through 10th.

The finish:

Todd Szegedy, Ronnie Silk, Donnie Lia, Bobby Santos III, Jimmy Blewett, James Civali, Tony Hirschman, Andrew Seuss, Mike Stefanik, Robert Grigas, Jerry Marquis, Rick Fuller, Charlie Pasteryak, Ryan Preece, Kevin Goodale, Glenn Tyler, Jonathan McKennedy, Joseph Hartmann, Jamie Tomaino, Billy Pauch, Jr., Wade Cole, Eric Beers, Mike Christopher, Woody Pitkat, Ted Christopher, Eddie Flemke, J.J. Yeley, Jeff Malave, John Marosz, Alex Hoag, Matt Hirschman, Richard Savary, Ken Bouchard, Reggie Ruggiero, Ron Yuhas, Doug Coby, Dick Houlihan, Danny Sammons, Rowan Pennink.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Wishing For Road Racing To 'Get Its Act Together'

I wish road racing would get its act together.

Despite it being, in my humble unbiased opinion, of course, the best sport there is, it has not created the audience I think it deserves.

Road racing is my passion in this world and after every race weekend I attend, I wonder 'why can't this sport be as big as football, basketball or baseball?' I just don't get it. This sport has all the ingredients, all the intrigue that the dominant sports seem to have and then some. We have the team aspect. We have strategy. We have special equipment. We have infighting. We have personalities. We have close finishes. We have a difficult stage to maneuver through. We even have real palpable danger.

By Alex Gurney
Guest Columnist

To top it all off, instead of playing with a ball, we play with cars. This thing should be a no-brainer. But somehow, we, the road-racing community, collectively haven't delivered. I'm not exactly sure what it is that's missing. I've put the question to many people over the years, and it seems the reasons put forth don't really carry much weight.

Some have said, 'it's because you can't see the drivers behind those helmets.' Well, I would say you can't really see the players in the NFL when they have their helmets on either, so that one doesn't work for me.

Some say it's 'because the tracks are so long, you can't really see what's going on.' Well, I can see how that would influence actual track attendance, but it shouldn't be a problem for television.



ALEX GURNEY

The son of legendary racer Dan Gurney entered Saturday's Grand Am season finale sharing a one-point lead over Scott Pruett with Gainsco Racing co-driver Jon Fogarty.

Fast Facts: Gurney holds a degree in business administration from the University of Colorado.

And besides, attendance at the actual events isn't too much of a problem. Drawing 25,000 for a basketball game is a very good showing, and this is already the norm at many road-racing events.

In the end, it's really the television numbers that determine whether the sport is big league or not. So there is still something else we need to convey to the people at large. Is it that it's not difficult enough?

It certainly is difficult enough. I think trying to pass Scott Pruett for the lead, braking into the corkscrew at Laguna Seca, or trying to hold the throttle wide open for as long as you can through the esses at Sears Point, for example, must be every bit as difficult as knocking a home run out of the park at Fenway or dunking over Shaquille O'Neal.

Some would say that's crazy, but I don't see how it's that much different. Road racing just doesn't hold the prestige — not yet at least. I've been hoping for 10 years now that someone or some entity would come forward with a plan that would truly deliver road racing to the masses in all its splendor.

NASCAR has certainly done it with oval racing. It's time someone does it with road racing. I'm in a series right now — Grand Am — that has a shot.

Grand Am officials do a lot of things right and the actual racing is second to none in my opinion, but they have a long way to go to be able to compete with the big boys. Watching and competing in this sport of road racing has really been a pleasure for me. It has been very rewarding.

I know if it was delivered and showcased properly to the people, they would have no choice but to fall in love with it. So maybe in 10 years, instead of hearing about Alex Rodriguez signing a gazillion-dollar baseball contract, you might hear about another Alex signing a gazillion-dollar road-racing contract.

Well, I'm allowed to dream anyway.

NEXT WEEK ...

Anne Fornoro writes about her life around many of racing's greats.

Mission Accomplished

By Mike O'Leary
NSSN Correspondent

ANDERSON, Ind. — Going into Saturday's 30-lap USAC National Midget Series event at Anderson Speedway, Bryan Clauson knew he probably only needed to do just two things to claim his third victory of the season.

First, was to outrun Dakoda Armstrong in the first turn, and then fiercely protect the inside line.

USAC MIDGETS

Clauson accomplished both, scoring a six-car-length victory over Armstrong, Bobby East, Dave Darland and point-leader Jerry Coons, Jr.

"I absolutely love running these cars," Clauson said. "After the way my season ended last year, the opportunity to come back and run with these guys, Keith Kunz and Pete Willoughby, allows me to do it on my terms and how we should have ended last year — winning races."

From outside the front row, Clauson gained a half-car length on Armstrong going into the first turn, taking the lead.

"We knew basically it was going to come down to who got out first on the start," he explained. "As tight as the field was today, we knew it was going to be real tough to pass. After that I was just kind of cruising. I knew that if I didn't get up off the bottom nobody was going to mount a challenge. I was keeping an eye on the board for the 4-car (East). I knew he was going to be coming."

While Clauson cruised to the checkered flag in his Keith Kunz Motorsports Beast/Esslinger Ford, nearly everyone else had brought a different game plan. They needed to move forward against difficult odds on the tight, fast quarter-mile. East, the fast qualifier, got Coons out of the groove in turn three to take fourth, and then grabbed the bottom lane from Darland on the 18th circuit for third. But that was as far as he advanced.

The summary:

Qualifications: 1. Bobby East, Klatt 4, 11.648; 2. Travis Young, Young 11y, 11.849; 3. Kevin Swindell, Kahne 79, 11.850; 4. Dave Darland, Nine Racing 9, 11.862; 5. Jerry Coons, Jr., Wilke-Pak 11, 11.879; 6. Bryan Clauson, Kunz 67, 11.884; 7. Dakoda Armstrong, C & A 7a, 11.923; 8. Ricky Stenhouse, Jr., Stewart 21, 11.936; 9. Stephanie Mockler, East 6, 11.947; 10. Brad Kuhn, Quin 43, 11.948; 11. Kody Swanson, Nine Racing 91, 11.953; 12. Brady Bacon, Kahne 99, 11.972; 13. Chuck Gurney, Jr., Gurney 51, 11.974; 14. Ricky Ehrgott, Ehrgott 10, 11.989; 15. Brandon Wagner, Wagner 92, 12.009; 16. Levi Jones, Stewart 20, 12.056; 17. Darren Hagen, RFMS 32, 12.079; 18. James Robertson, Robertson 42, 12.080; 19. Marc Jessup, Kunz 71, 12.090; 20. Mario Marietta, Marietta 85, 12.110; 21. Slade Miller, Miller 16, 12.130; 22. Alex Pruett, Beast 56x, 12.150; 23. Cole Whitt, Kunz 71x, 12.151; 24. Brett Beauchamp, Beauchamp 112, 12.155; 25. Jim Anderson, Guess 36, 12.156; 26. Jordan Pennington, Pennington 13, 12.171; 27. Tom Schnabel, Schnabel 20s, 12.181; 28. Chris Windom, Windom 17, 12.225; 29. Parker Klingerman, Klingerman 133, 12.229; 30. Joe Liguori, Owen 28, 12.266; 31. Zach Schiff, East 6b, 12.271; 32. David Byrne, Byrne 20d, 12.274; 33. Jason Leffler, Loyet 05L, 12.315; 34. Adam Kramer, Kramer 321, 12.334; 35. Kevin Studley, Studley 57, 12.539; 36. Adam Schuyler, Schuyler 56s, 12.658; 37. Ben Petter, Petter 22, 12.829; 28. Brad Thompson, Batts 6x, 14.030; 29. Chase Barber, Barber 90, no time; 40. Patrick Wilda, Wilda 33, no time.

Non-qualifiers Race (8 laps): Leffler, Kramer, Schuyler, Studley, Thompson, Petter.

First Heat (10 laps): Mockler, East, Klingerman, Gurney, Miller, Coons, Hagen, Anderson, Leffler.

Second Heat (10 laps): Robertson, Pruett, Clauson, Young, Kuhn, Pennington, Kramer, Liguori, Ehrgott.

Third Heat (10 laps): Jessup, Whitt, Schiff, Armstrong, Swanson, Schuyler, Wagner, Swindell, Schnabel.

Fourth Heat (10 laps): Marietta, Beauchamp, Jones, Darland, Byrne, Bacon, Stenhouse, Windom, Studley.

Semi (12 laps): Coons, Stenhouse, Kuhn, Ehrgott, Swanson, Hagen, Anderson, Miller, Wagner, Schnabel, Leffler, Pennington, Byrne, Windom, Kramer, Liguori, Schuyler, Studley, Bacon.

Feature (30 laps): Clauson, Armstrong, East, Darland, Coons, Young, Mockler, Stenhouse, Ehrgott, Pruett, Hagen, Jessup, Gurney, Marietta, Anderson, Schiff, Whitt, Kuhn, Robertson, Beauchamp, Swanson, Jones, Klingerman.



JOHN MAHONEY PHOTO

GETTING IT DONE: Bryan Clauson celebrates his USAC Midget victory Saturday night at Anderson (Ind.) Speedway.

East Credits Dad For ORP Score

CLERMONT, Ind. — Battling through three cautions and leading green to checker in the PRA Banjo Big Car 100, Bobby East was nothing short of untouchable Friday night at O'Reilly Raceway Park at Indianapolis.

PRA

East held off Dave Darland and Eric Gordon to win the race for former USAC Silver Crown machines.

East, who had an almost two-second lead over Darland when the first caution flag waved on lap 21 of the .686-mile oval, gave the credit to his father, legendary car builder, Bob East.

"Dad has an awesome handle on these cars and this track, but still this place isn't easy," East said. "Even when the car is handling great, you still have to drive the wheels off of it, and tonight, I had to pull the reins back in on myself so I didn't burn the tires off, which is hard to do when the car is so good."



Bobby East

Runner-up Darland graciously accepted his place next to East on the podium.

"We were equal to Bobby in the beginning, then the car went away just enough for him to beat us," Darland said.

Gordon, fast-qualifier Johnny Heydenreich and Levi Jones rounded out the top five.

The finish:

Bobby East, Dave Darland, Eric Gordon, Johnny Heydenreich, Levi Jones, Ryan Smith, Mike Lichty, Bryan Clauson, Tom Capie, David Mirk, Jacob Wilson, Kody Swanson, Shane Cottle, Alex Pruett, Teddy Beach, Ron Gregory, Chet Fillip.

CURB RECORDS

COUNTRY MUSIC LABEL OF THE YEAR
POINTS PAGE



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



Dale Jarrett with his Curb/
Busch Grand National Car

Top 5/Busch Grand National
Championship



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



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



TIM McGRAW



KIMBERLEY LOCKE



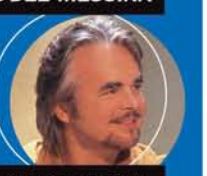
HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



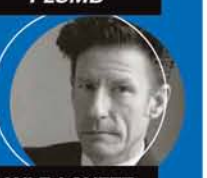
HAL KETCHUM



AMY DALLEY



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



NEMESIS

Nextel Cup

1. Jimmie Johnson	5,210
2. Jeff Gordon	5,210
3. Tony Stewart	5,200
4. Clint Bowyer	5,195
5. Kyle Busch	5,175
6. Martin Truex, Jr.	5,170
7. Matt Kenseth	5,156
8. Carl Edwards	5,147
9. Denny Hamlin	5,128
10. Kevin Harvick	5,122
11. Jeff Burton	5,119
12. Kurt Busch	5,108
13. Dale Earnhardt. Jr.	3,074
14. Ryan Newman	3,033
15. Casey Mears	2,845
16. Greg Biffle	2,844
17. Bobby Labonte	2,753
18. Jamie McMurray	2,665
19. J.J. Yeley	2,640
20. Juan Pablo Montoya	2,573

Busch Series

1. Carl Edwards	3,998
2. Kevin Harvick	3,265
3. David Reutimann	3,265
4. Jason Leffler	3,172
5. David Ragan	3,021
6. Bobby Hamilton, Jr.	2,919
7. Marcos Ambrose	2,795
8. Stephen Leicht	2,791
9. Greg Biffle	2,776
10. Mike Wallace	2,672
11. Matt Kenseth	2,566
12. Clint Bowyer	2,494
13. Scott Wimmer	2,439
14. J.J. Yeley	2,406
15. Steve Wallace	2,338
16. Denny Hamlin	2,336
17. Jeff Burton	2,323
18. Kyle Krisiloff	2,275
19. Dave Blaney	2,252
20. Casey Mears	2,248

Craftsman Truck

1. Ron Hornaday, Jr.	2,964
2. Mike Skinner	2,935
3. Travis Kvapil	2,750
4. Todd Bodine	2,666
5. Johnny Benson	2,491
6. Rick Crawford	2,481
7. Ted Musgrave	2,268
8. Matt Crafton	2,217
9. Erik Darnell	2,196
10. Jack Sprague	2,185
11. David Starr	2,081
12. Brendan Gaughan	2,016
13. Dennis Setzer	1,960
14. Ken Schrader	1,913
15. Terry Cook	1,882
16. Tim Sauter	1,747
17. Willie Allen	1,735
18. Chad McCumbee	1,639
19. Mike Bliss	1,573
20. Bill Lester	1,550

IRL IndyCar

1. Dario Franchitti (champion)	637
2. Scott Dixon	624
3. Tony Kanaan	576
4. Dan Wheldon	466
5. Sam Hornish, Jr.	465
6. Helio Castroneves	446
7. Danica Patrick	424
8. Scott Sharp	412
9. Buddy Rice	360
10. Tomas Scheckter	357

Indy Pro

1. Alex Lloyd (champion)	652
2. Hideki Mutoh	481
3. Wade Cunningham	423
4. Bobby Wilson	393
5. Mike Potekhen	379
6. Jaime Camara	373
7. Logan Gomez	368
8. Robbie Pecorari	344
9. Stephen Simpson	340
10. Chris Festa	313

Champ Car

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

Atlantic

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

Formula One

1. Lewis Hamilton	97
2. Fernando Alonso	95
3. Kimi Raikkonen	84
4. Felipe Massa	77
5. Nick Heidfeld	56
6. Robert Kubica	33
7. Heikki Kovalainen	22
8. Giancarlo Fisichella	17
9. Nico Rosberg	15
10. Alexander Wurz	13

WoO Sprints

1. Donny Schatz	9,161
2. Joey Saldana	9,108
3. Danny Lasoski	8,666
4. Jason Meyers	8,640
5. Daryn Pittman	8,622
6. Steve Kinser	8,578
7. Craig Dollansky	8,455
8. Paul McMahan	8,381
9. Jason Solwold	8,284
10. Tim Shaffer	8,240

USAC Silver Crown

1. Bud Kaeding	435
2. Wayne Reutimann	388
3. Tim Barber	360
4. Mat Neely	352
5. Brian Tyler	347
6. Pablo Donoso	346
7. Cameron Dodson	336
8. Aaron Pierce	323
9. Billy Wease	319
10. A.J. Fike	315

USAC Sprints

1. Tony Jones	1,490
2. Mike Spencer	1,359
3. Rickie Gaunt	1,261
4. Danny Sheridan	1,250
5. Scotty Weir	1,076
6. Rip Williams	1,025
7. David Cardey	889
8. Cory Kruseman	850
9. Blake Miller	764
10. R.J. Johnson	711

USAC Midgets

1. Jerry Coons	1,184
2. Darren Hagen	1,057
3. Ricky Stenhouse, Jr.	970
4. Brad Kuhn	968
5. Dave Darland	898
6. Kevin Swindell	842
7. Levi Jones	805
8. Brady Bacon	731
9. Brad Loyet	603
10. Danny Stratton	596

USAC-CRA Sprints

1. Tony Jones	1,552
2. Mike Spencer	1,421
3. Rickie Gaunt	1,322
4. Danny Sheridan	1,278
5. Scotty Weir	1,136
6. Rip Williams	1,094
7. David Cardey	955
8. Cory Kruseman	903
9. Blake Miller	813
10. R.J. Johnson	757

WoO LM

1. Steve Francis	5,252
2. Chub Frank	5,198
3. Clint Smith	5,154
4. Shane Clanton	5,080
5. Josh Richards	5,066
6. Rick Eckert	5,058
7. Darrell Lanigan	4,804
8. Tim Fuller	4,115
9. Brian Shirley	3,682
10. Shannon Babb	3,582

All Star Sprints

1. Greg Wilson (champion)	5,633
2. Danny Smith	5,631
3. Brian Paulus	5,322
4. Brandon Martin	5,244
5. Paul May	5,138
6. Brock Mayes	4,897
7. Brian Ellenberger	4,617
8. Dale Blaney	4,340
9. Craig Mintz	3,579
10. Dean Jacobs	3,075

CRA Super

1. Chris Gabehart	1,072
2. John Van Doorn	1,010
3. Scott Hantz	984
4. Jeff Lane	873
5. Rick Turner	840
6. Jason Shively	810
7. Terry Fisher, Jr.	804
8. Jack Smith	756
9. Sean Matthuis	736
10. Kenny Tweedy	718

Grand Am

Daytona Prototype

1. Jon Fogerty/Alex Gurney (champs)	385
2. Scott Pruett	384
3. Max Angelelli	382
4. Memo Rojas	359
5. Darren Law/David Donohue	327
6. Colin Braun	308
7. Mark Patterson/Oswaldo Negri, Jr.	298
8. Patrick Long	293
9. Max Papis	288
10. Ian James	283

HOSS Sprints

1. Greg Wheeler	892
2. Hank Lower	861
3. Jerry Caryer	841
4. Ron Koehler	818
5. Tim Cox	714

NASCAR West

1. Mike David (champion)	2,013
2. Mike Duncan	1,899
3. Jason Bowles	1,871
4. Brian Ickler	1,838
5. Johnny Borneman	1,813
6. Justin Lofton	1,742
7. Eric Hardin	1,712
8. Brett Thompson	1,683
9. Alex Haase	1,653
10. Eric Richardson	1,617

NASCAR Southern Mods

1. L W Miller	1,625
2. Tim Brown	1,570
3. Burt Myers	1,548
4. Junior Miller	1,524
5. Brian King	1,434
6. Jason Myers	1,376
7. Frank Fleming	1,360
8. Brian Pack	1,321
9. George Brunnhoelzl	1,209
10. Gene Pack	1,206

ASCS Rocky Mountain

1. C.J. Johnson (champion)	2,182
2. Keith Rauch	2,132
3. Chad Corken	1,662
4. Bob Schaeffer	1,555
5. Ricky Montgomery	1,522
6. Patrick Bourke	1,472
7. Mark Sweet	1,405
8. Josh Flood	1,330
9. Nick Haygood	1,219
10. John Jacob	1,217

ASCS Coastal

1. Michael Dupuy	2,150
2. Michael Herrington	2,058
3. Shane Morgan	1,910
4. Todd Fayard	1,892
5. Robert Casada	1,873
6. Hunter Phillips	1,588
7. Timmy Thrash	1,518
8. Lane Whittington	1,491
9. Chris Sweeney	1,442
10. Terry Gray	998

ASCS Gulf South

1. Skip Wilson	1,362
2. Brandon Berryman	1,356
3. Gary Watson	1,354
4. Chris Sweeney	1,328
5. Greg Rilat	1,304
6. Tommy Bryant	1,294
7. Ray Allen Kulhanek	1,284
8. Jimmy Brooks	1,280
9. Johnny Miller	1,086
10. Kathryne Minter	1,081

ASCS Canyon

1. Jeremy Sherman	2,005
2. Charles Davis, Jr.	1,854
3. Bob Ream, Jr.	1,836
4. Mike Leslie	1,824
5. Josh Pelkey	1,812
6. Andrew Reinbold	1,800
7. Bernie Smith	1,750
8. Seainn Hendricsen	1,750
9. Shon Deskins	1,747
10. Mike Martin	1,711

ASCS Sooner

1. Kevin Ramey	1,523
2. Cody Banchcomb	1,516
3. Brian McClelland	1,510
4. Gavin Punch	1,380
5. Michael Brown	1,268
6. J.P. Bailey	1,217
7. Derek Cottrell	1,130
8. Nick Smith	1,038
9. Eric Baldaccini	971
10. Sherman Davis	906

Stormpay.com LM

1. David Gentry	1,550
2. Derrick Rainey	1,526
3. Jay Blair	1,522
4. Frank Ingram	1,496
5. Chip Brindle	1,400
6. Chris Tays	1,344
7. Jeff Fields	1,336
8. Robert Stutts	1,272
9. Matthew Turner	1,204
10. Jim Tull	1,052

National Midget Driver Of The Year

1. Jerry Coons, Jr.	1,765
2. Brad Kuhn	1,460
3. Mike Hess	1,090
4. Brad Loyet	918
5. Darren Hagen	911
6. Ricky Stenhouse, Jr.	906
7. Davey Ray	894
8. Dave Darland	874
9. Danny Stratton	805
10. Kevin Swindell	746

USAC Western Midgets

1. Johnny Rodriguez	835
2. Scott Pierovich	749
3. Matt Mitchell	633
4. Shannon McQueen	522
5. C.J. Sarna	404
6. Chris Rahe	398
7. Robby Flock	387
8. Randi Pankratz	346
9. Quintin Crye	325
10. Jerome Rodela	286

Badger Midgets

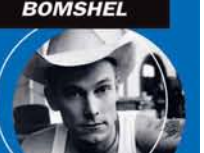
1. Brad Kuhn	1,611
2. Brandon Waelti	1,382
3. Mike Hess	1,381
4. Davey Ray	1,266
5. Jerry Coons, Jr.	1,174
6. Scott Hatton	1,120
7. Doug Schenck	1,101
8. Danny Stratton	1,091
9. Aaron Fiscus	925
10. Chad DeSelle	918

URC Sprints

1. Curt Michael	2,280
2. Ed Aiken	2,128
3. Michael Carber	2,060
4. Kramer Williamson	2,035
5. Trevor Lewis	1,750



SELAH



STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



HANK III



CLEDUS T. JUDD



LEE BRICE

COWBOY CRUSH

LEANN RIMES

Brad Noffsinger - Top 5 USAC Silver
Crown Championship

Tim Grose - NHRA
Winternationals Champ

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

Billy Boat - Top 10 Indianapolis 500
Top 5 IRL Championship

Tom Sneva - Top 10 CART
Indy Car Championship

Kasey Kahne with the Kahne/
Curb Records 2006 Sprint Car

POWER RANKINGS

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

Dario Franchitti

No. 27 Canadian Club Honda, IndyCar Series

NO. 1

Dario Franchitti's season is over, but the IRL IndyCar Series champion still rose to the top of the *NSSN* Power Rankings after ranking second one week ago.

Franchitti is expected to leave the IRL to race in NASCAR next season.



JIM HAINES/IRL INDYCAR PHOTO

REST OF THE BEST

2. Donny Schatz

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

Schatz jumped to second after two victories and a second-place finish in three starts last week.

3. Jimmie Johnson

No. 48 Lowe's Chevrolet, NASCAR Nextel Cup

Johnson finished sixth in The Chase opener at New Hampshire and shares the point lead with Jeff Gordon.

4. Jon Fogarty/Alex Gurney

No. 99 Gainsco Pontiac, Grand Am Rolex Series

While they didn't win the Grand Am season finale, Fogarty and Gurney still secured their first Daytona Prototype title.

5. Tony Schumacher

U.S. Army Dragster, NHRA Top Fuel

Schumacher was the fast qualifier at Memphis Motorsports Park but lost to Doug Foley in the first round.

6. Tony Stewart

No. 20 Home Depot Chevrolet, Nextel Cup

Stewart chalked up yet another consistent effort, coming home third Sunday at New Hampshire Int'l Speedway.

7. Lewis Hamilton

No. 2 McLaren Mercedes, Formula One

Hamilton ended a long week, which saw his team fined $100 million, with a fourth-place finish in Belgium.

8. Sebastien Bourdais

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

Bourdais, who has dominated the Champ Car season, had another week off, as the series resumes in Australia in October.

9. Joey Saldana

No. 9 JEI Sprint Car, World of Outlaws

Saldana finished second, seventh and ninth in the three World of Outlaws events and still ranks second in the standings.

10. Joey Logano

Joe Gibbs Racing Chevrolet, NASCAR Busch East

Logano clinched the NASCAR Busch East championship with his fifth victory of the season. He has also won in the NASCAR West Series.

Honorable Mention

Ron Hornaday, Jr. extended his point lead in the NASCAR Craftsman Truck Series, while Clint Bowyer earned his first NASCAR Nextel Cup Series triumph Sunday at New Hampshire Int'l Speedway.

Last Week

After being eliminated in the first round at Memphis, Tony Schumacher dropped from the top spot in the rankings. He was replaced by IRL IndyCar Series champion Dario Franchitti.

What's making news in motorsports

NCMA To Honor Petty At Banquet

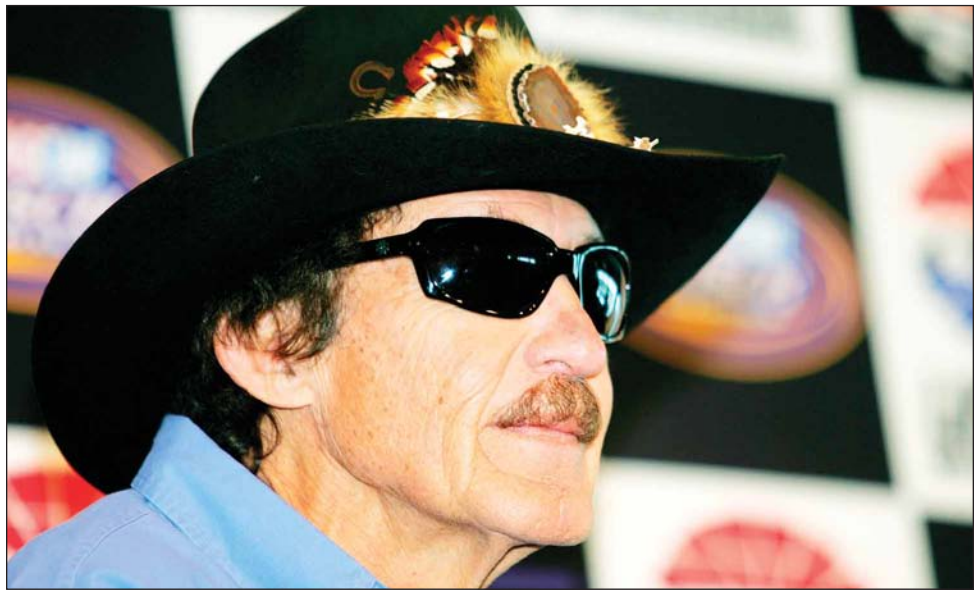
'King Richard' Tapped For Contributions On, Off Track

CONCORD, N.C. — The North Carolina Motorsports Ass'n (NCMA) will host its second-annual awards banquet Jan. 31, 2008, when it will present Richard Petty with the Achievement in Motorsports Tribute Award for his lifetime accomplishments in motorsports and contributions to the state of North Carolina.

Petty's seven NASCAR Cup Series championships, seven Daytona 500 victories and 200 career wins make him, statistically, the top driver in NASCAR history. However, what he has accomplished for the sport and the state of North Carolina off the track are equally notable.

Born in Level Cross, N.C., where he still lives and works and raised a family, Petty has also been a leader in his community. Starting in 1978, Petty served for 16 years as Randolph County commissioner where he focused on improving schools and law enforcement. And in 1996, he was the Republican nominee for North Carolina Secretary of State.

Petty also gave back to his community by dedicating time, effort and funding to organizations such as Hospice of Randolph County, Pfeiffer University, Mt. Shepherd Retreat Center, Level Cross United Methodist Church and Victory Junction Gang Camp.



NASCAR PHOTO

IT'S GOOD TO BE KING: The North Carolina Motorsports Ass'n will honor Richard Petty with its Achievement in Motorsports Tribute Award at its Jan. 31 banquet.

Penske To Receive Smokey Yunick Award

CONCORD, N.C. — Roger Penske, former driver and founder of Penske Racing, will receive the Smokey Yunick Award during pre-race ceremonies for the Bank of America 500 at Lowe's Motor-Speedway Oct. 13. The award recognizes the lifelong efforts of an individual who has made a significant impact on the motorsports industry. Penske will join Junior Johnson, Cotton Owens and Banjo Matthews as honorees.

"Roger's leadership has had a far - reaching impact on the industry and he's played a major role in elevating motorsports to the status which it enjoys today," said H.A. "Humpy" Wheeler, president of Lowe's Motor-Speedway, who will present Penske with the award.

Technology Conference Set For Charlotte

CHARLOTTE, N.C. — The Society of Manufacturing Engineers's SME SOUTH-TEC 2007 Exposition and Conference will showcase the latest technologies to advance manufacturing at the Charlotte Convention Center Oct. 2-4. In addition to the 300 exhibits, SME Motorsports and NASCAR displays will focus on the importance of manufacturing and engineering jobs within the motorsports industry.

The event will also host the Manufacturing for Performance Theater, featuring speakers from Penske Racing, Richard Childress Racing and the North Carolina Motorsports Ass'n. Tickets are available with a $40 pit pass. For more information, go online to www.sme.org/southtec.

Despain To Co-Host Baja 1000 Tribute

LOS ANGELES — Dave Despain, host of Wind Tunnel and Inside Nextel Cup on Speed Channel, has been announced as the co-host of the SCORE Baja 1000 Tribute, "40 Years to Glory" at the Long Beach Performing Arts Center in California on Sept. 27. Despain will team with ABC's Paul Page for the ceremony, which recognizes vintage desert racing vehicles and motorcycles.

"Baja is one of my favorite places in the world and its name is synonymous with one of the purest forms of racing I've ever experienced," said Despain. "I am very proud to be invited."

Tickets are available via Ticketmaster at (213) 480-3232 or online at www.40yearstoglory.com.

Lowe's Speedway VIP Day Includes Petty

CONCORD, N.C. — Seven-time NASCAR Champion Richard Petty, renown around the world as "The King," will play host to a select group of participants for a VIP Day on Oct. 17 at Lowe's Motor Speedway along with the Richard Petty Driving Experience.

The day's activities will include some 60 laps behind the wheel taken in six unique 10-lap sessions around the 1.5-mile oval speedway. Along with time on the track in 600-horsepower NASCAR style-stock cars will be an hour of driving the new Petty High Performance Karts around the infield road course at the speedway. Also included in the VIP package are tours of the Petty Enterprises race shop, the Richard Petty Museum and the Victory Junction Gang Camp.

Spaces, which cost $5,499 each, are limited and can be reserved by calling 1-800-BE-PETTY (800-237-3889) or by visiting www.1800bepetty.com.

Fremont Gets New Track Promoters

FREMONT, Ohio — When Fremont Speedway opens for the 2008 season, the third-mile Ohio dirt track will be under new direction.

Long-time Fremont promoter Jim Ford, who has run the track located at the Sandusky County Fairgrounds since 2000, will retire after the end of this season.

Fremont businessman Rich Farmer and Ada, Ohio, native Andy James will be the new promotional team at the track which runs 410 sprint cars, 305 sprint cars and dirt trucks on a weekly basis.

"When we heard Jim Ford and his family wanted to retire, Andy and I talked and we knew we had to keep this track going. The Fords have done such a wonderful job here...they literally brought the track back from near extinction," Farmer said. "We felt we owed it to the fans, the teams and the sponsors who have invested so much in this sport at this historic place, to continue the tradition."

PRA Begins Junior Midget Series

SAN BERNARDINO, Calif. — The new PRA Junior Midget Series will make the move to pavement at the Orange Show Speedway Saturday night. Starting on dirt in 2006, the series features full-size cars with intake restrictors allowing for drivers as young as 14 to participate.

"We developed the Junior Midget Series in order to fill the void between Quarter Midgets and full midgets," said Keith Iaia of Scream, series creator and engine supplier. For more information visit www.juniormidgetseries.com.

NUTS AND BOLTS

International Speedway Corporation has approved funding for a new media center at Watkins Glen Int'l which will be ready for the 2008 season... The fifth annual **Jungle Park Raceway** Reunion and Race Car swap meet will be held Sept. 29 at the site of the historic race track north of Rockville, Ind. For more information call Jerry Williams at (810) 364-5885... **Edelbrock** has combined its RPM E-Tec crate engine, with its Magnuson MP122 to create a new engine, 507 - Supercharged Horsepower. For more information visit www.edelbrock.com or call (800) 416-8682... **My Race** and **19 Marketing** is offering NASCAR fans a collector's edition DVD for each of the 10 races in The Chase for the Nextel Cup. Each video will include more than six hours of race footage and exclusive content. For more information, log on to www.MyRaceDVD.com or call 877-410-RACE... The 10th annual **Limaland Motorsports Park** banquet will be held Oct. 13 at 6 p.m. in the University of Northwestern Ohio's gymnasium. Tickets can be purchased for $25 through Sept. 24. After that date, the price will increase to $30. For more information, visit www.limaland.com... **Talladega Superspeedway** announced this past week that Mountain Dew will sponsor the NASCAR Craftsman Truck Series race on Oct. 6... **Fuel Safe Racing Cells,** the industry leader in fuel bladder technologies announced that Spike Chassis, Inc. of Brownsburg, Ind., will be the warehouse distributor stocking the full line of Fuel Safe Products for open-wheel race cars.

Poirier Proves Worthy In Canada's Signature Sprint-Car Event

OHSWEKEN, Ontario — It was a third edition of the Canadian Sprint Car Nationals, but the end result was strikingly similar to prior year's edition.

ROUNDUP

Steve Poirier successfully defended the title, scoring the $7,000 top prize on Saturday night in the third running of Canada's most prestigious sprint-car event.

Last year, it might have been a little surprising to see the Industries FM No. 28fm in victory lane at the end of the 30-lap feature, this time around, very few of those packed into the Ohsweken Speedway were startled.

"I don't know what it is, but we are just really good at this track," said Poirier. "I never had dreams about winning this for a second time, we have set new goals for this year and now to win this and realize again how important this race is; it is very good."

The Empire Super Sprint point leader led all 30 laps from the pole.

Jason Barney finished second, with Kevin Job, Dustin Daggett and Dain Naida filling the top five. Bryan Howland was the fast qualifier for the 76-car field.

The finish:

Steve Poirier, Jason Barney, Kevin Job, Dustin Daggett, Dain Naida, Bryan Howland, Rick Wilson, Jeff Cook, Mike Stelter, Brett Mann, Jeff VanDusen, Jared Zimbardi, Justin Barger, Bobby Breen, Jessica Zemken, Scott Kreutter, Michael Parent, Joe Middlemiss, Tom Wickham, Ben Rutan, Fred Cade, Chuck Hebing, Ryan Grubaugh, Gary Fast, J.R. Stewart, Blake Breen.



KENETIC PHOTO

PICTURE PERFECT: Steve Poirier works his way through traffic Saturday at the Canadian Sprint Car Nationals.

IRA SPRINTS

Logan's Long Ride

Sept. 15, Dodge County Fairgrounds, Beaver Dam, Wis.

Ricky Logan made the long commute from Arkansas to Wisconsin pay off as he captured the IRA Dick Witt Checkered Classic.

Logan started in the second row and took the lead on lap six. He did a masterful job in traffic, keeping runner-up Brooke Tatnell from attempting any last-lap heroics .Logan piloted the Lucas Oil No. 10 to his 3rd-career IRA victory on his first trip to the big Dodge County half-mile.

Tatnell would close the gap to a pair of lengths at the end as he trailed Logan to the checkered. Wayne Johnson came home a comfortable third over an impressive run from Billy Balog. Todd Hepfner rounded out the top five.

The finish:

Ricky Logan, Brooke Tatnell, Wayne Johnson, Billy Balog, Todd Hepfner, Travis Whitney, Scotty Neitzel, Mike Reinke, Brian Kristan, Steve Meyer, Donny Goeden, Kurt Winker, John Sernett, Scott Uttech, Kurt Davis, John Haeni, Bill Warren, Ryan Irwin, Joe Symoens, Billy Hafemann, Lance Fassbender, Scott Young, Todd King, Tommy Sexton.

IRA SPRINTS

Wayne's World

Sept. 14, Langlade County Speedway, Antigo, Wis.

Wayne Johnson was the best in a star-studded field as the Interstate Racing Ass'n sprint cars beat the cold and a light rain to finally complete the previously rained out Summer Sizzler.

With temperatures in the low 40s and light mist falling, Steve Meyer led the first lap, but gave up the point to Brooke Tatnell on lap two. However, Johnson brought his No. 14aj to the front on lap 14 and raced away from the field to win the 25-lap event.

Tatnell finished second, with Scott Neitzel, Meyer and Donny Goeden following.

The finish:

Wayne Johnson, Brooke Tatnell, Scott Neitzel, Steve Meyer, Donny Goeden, Billy Balog, Ricky Logan, Mike Reinke, Travis Whitney, Scott Biertzer, Scott Young, Brian Kristan, Scott Uttech, Kurt Winker, Tim Vandeviere, Billy Hafemann, Bill Warren, John Hainei, Kurt Davis, John Sernett, Lance Fassbender, Joe Symoens, Bill Wirth, Scott Winters.

NATIONAL OPEN

Hodnett Fends Off Wolfe

Sept. 15, Selinsgrove (Pa.) Speedway

Greg Hodnett held off a late-race challenge by Lucas Wolfe to win the 25th anniversary National Open for 410 winged sprint cars.

Hodnett, at the wheel of the J&S Fabrication No. 22, won $10,000 for his third victory in the National Open and 11th-career victory at the speedway. Hodnett became one of four drivers to win Selinsgrove's Open three or more times. The victory was Hodnett's 12th of the season.

Hodnett took the lead from Rick Lafferty on lap three and paced the remainder of the 30-lap distance on the historic half-mile oval.

Wolfe came on strong at the end to finish second, while Brian Leppo, Lafferty and Sean Michael rounded out the top five.

Track champion Gary Beward won his ninth race of the season in the 15-lap pro stock event.

The finish:

Greg Hodnett, Lucas Wolfe, Brian Leppo, Rick Lafferty, Sean Michael, Lance Dewease, Mike Erdley, Keith Kauffman, Alan Cole, T.J. Stutts, Brian Montieth, Jeff Shepard, Todd Hestor, Ryan Bohlke, Kevin Nouse, Chad Layton, Fred Rahmer, Bob Beidleman, Duane Mausteller, Doug Esh, Jay Reichard, Todd Shaffer, Mark Smith, Clark Simonton.

WOW SPRINTS

Brown's Town At 24

Sept. 15, 24 Raceway, Moberly, Mo.

Starting from the pole, Brian Brown led all 20 laps to win the Winged Outlaw Warriors sprint-car feature.

Despite several yellow flags, Brown was in control throughout, and easily grabbed his 13th-career WOW triumph.

All-time WOW feature winner Randy Martin was second, with Terry Hinck, Natalie Sather and Jonathan Cornell following.

The finish:

Brian Brown, Randy Martin, Terry Hinck, Natalie Sather, Jonathan Cornell, Chris Walker, Rusty Potter, Gabe Maycock, Curtis Boyer, John Kinder-Linn, Dustin Barks, Jack Potter, Mike Trent, Mallory Armfield, Brad Graham, Josh Fisher, Kim Kennedy, Jon Corbin, Curtis Evans, Steve Mahannah.



Gullatta Stays Out Of Truck Troubles

ARCA TRUCKS

SALEM, Ind. — Nick Gullatta kept his Thomson Automotive-Enerco-Mr. Heater Chevy Colorado up front and out of harm's way to win the crash-filled ARCA Lincoln Welders Truck Series 50-lap main event Saturday afternoon at Salem Speedway.

Staying out of trouble is always challenging at Salem and such was the case for several front-runners, including championship contender Paul Hahn, who, along with Rob Jones and Tully Esterline, destroyed their trucks on a lap-37 multi-truck pile-up in turns three and four.

It happened when race leader Gullatta wiggled, reportedly in fluid, causing a chain-reaction behind him that involved Mark Otting, Esterline, Jones, Hahn and Ashley Hawkins. There were no injuries, but Otting was the only one able to continue.

On the restart, current point leader Bill Withers lined up behind Gullatta but could not get close enough to mount a serious challenge. Withers, in the Mannings USA-Hall Electronics Ford Ranger, finished second about five lengths away. With Hahn out of contention, Withers padded his point lead headed to Toledo Speedway for the season finale on Oct. 13.

Duane Bischoff took third, Tim Schafer was fourth and Norm Weaver, who led the first 12 laps, was fifth.

The finish:

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

Movin' On Up

Jefferson Takes One At Wenatchee Super Oval

ARCA WEST

EAST WENATCHEE, Wash. — Jeff Jefferson's won for the second time this season Saturday night, taking the ARCA West Q-Racing Late Model Challenge Series Wenatchee 200 at the Wenatchee Valley Super Oval.

Jefferson passed second-place finisher Garrett Evans on lap 81 and held on from there for the victory. Christian Roeder made a last-lap pass of Erick Hargraves for third and Shelby Thompson rounded out the top five.

Gary Lewis finished 13th, but that finish was good enough to hand him his first series title.

The finish:

Jeff Jefferson, Garrett Evans, Christian Roeder, Erick Hargraves, Shelby Thompson, Brent Harris, Mark Sundberg, Wade Bland, Josh Roberts, Jim Warn, Loran Payne, Mike Sackett, Gary Lewis, Mike Kenyon, Ryan Fischer, Kim Wennerberg, Marty Wason, Joe McNeil, Todd Walters, Chris Walters.



ARCA PHOTO

ALL GOOD: Justin Allgaier celebrates after his victory in Saturday night's ARCA RE/MAX Series race at Salem (Ind.) Speedway.

Allgaier's Dash Tops 2 Title Contenders

ARCA/RE/MAX

SALEM, Ind. — With ARCA RE/MAX Series championship contenders Frank Kimmel and Michael McDowell lined up in his rearview mirror, and just five laps left on the board, Justin Allgaier tugged on his belts one final time, then pulled away from the pack to win the thrilling Eddie Gilstrap Motors 200 by Advance Auto Parts Saturday night at Salem Speedway.

A late-race caution set up a four-lap dash to the finish during which Allgaier, who led five times for 73 laps, stretched his advantage over Kimmel, who finished five lengths away in second. With just two events remaining in 2007, McDowell, who finished third on Kimmel's bumper, closed to within 140 points of Kimmel for the national championship.

Despite long, green flag runs, four drivers exchanged the lead nine times, including James Buescher, who led 16 laps before bringing his Mercedes Homes-Red Line Oil Dodge home in fourth.

Brett Hudson finished fifth in the Habitat for Humanity-Hudson Machine Chevrolet. McDowell, who led the first 12 laps, posted the Accel Fastest Lap of the Race and was the highest-finishing rookie.

Michael Simko, Nick Tucker, Chuck Barnes, Jr., Justin Marks and Justin South completed the top-10 finishers respectively.

South, who started 22nd, earned the Hoosier Tire Hard Charger Award for advancing the most positions, moving forward 12 spots.

Brian Keselowski, who earned the SIM Factory Pole Award earlier in the day, had the car to beat for much of the race, leading 99 of the 200 laps before a tire went down on his Lucas Oil Dodge, which caused him to wreck 42 laps from the finish. He was not injured.

The finish:

Showing driver, car and laps completed: 1. Justin Allgaier, Chevrolet, 200; 2. Frank Kimmel, Ford, 200; 3. Michael McDowell, Dodge, 200; 4. James Buescher, Dodge, 200; 5. Brett Hudson, Chevrolet, 200; 6. Michael Simko, Chevrolet, 200; 7. Nick Tucker, Dodge, 199; 8. Chuck Barnes, Jr., Chevrolet, 199; 9. Justin Marks, Dodge, 198; 10. Justin South, Dodge, 198; 11. Ken Butler III, Dodge, 198; 12. Jeff Caudell, Chevrolet, 198; 13. Josh Clemons, Ford, 198; 14. Patrick Sheltra, Chevrolet, 197; 15. Dominick Casola, Ford, 196; 16. Gabi DiCarlo, Ford, 195; 17. Brett Butler, Dodge, 194; 18. Todd Bowsher, Ford, 194; 19. Mike Harmons, Chevrolet, 193; 20. Norm Benning, Chevrolet, 192; 21. Josh Krug, Chevrolet, 184; 22. Brad Smith, Ford, 183; 23. Tim Mitchell, Ford, 179; 24. Mike Koch, Pontiac, 178; 25. Brian Keselowski, Dodge, 159; 26. Hans-Peter Schaeppi, Dodge, 152; 27. Darrell Basham, Chevrolet, 145; 28. Phillip McGilton, Ford, 136; 29. Bryan Silas, Chevrolet, 121; 30. Billy Leslie, Ford, 70; 31. Carl Long, Dodge, 69; 32. Wayne Edwards, Chevrolet, 43; 33. Ray Mooi, Jr., Dodge, 32; 34. Dexter Bean, Chevrolet, 19.

Kaiser Maxes In Baer Victory

HOSS

FORT WAYNE, Ind. — Geoff Kaiser topped the field to win Saturday night's Hoosier Outlaw Sprint Series feature at Baer Field Speedway.

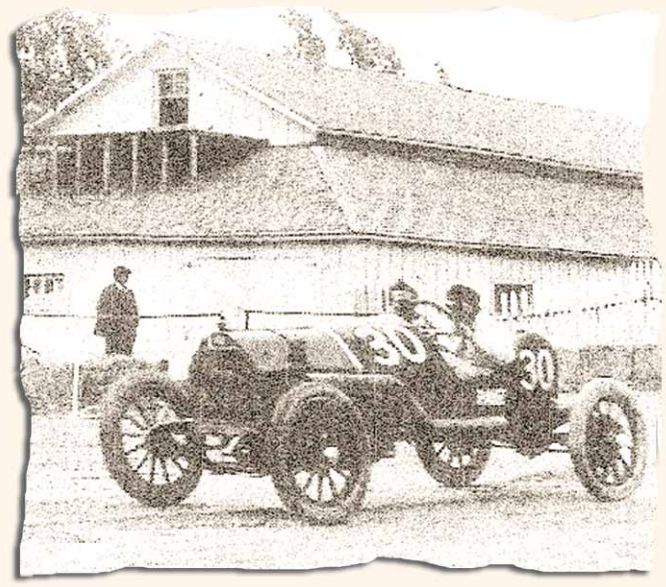
After an opening lap crash that took out the second row, Kaiser led the way with Brian Lay and Keith Butler in pursuit, but Kaiser had the field covered as he handled the tight asphalt oval to perfection to secure the victory. Lay came home second ahead of Butler, Derek Snyder and Doug Berryman.

The finish:

Geoff Kaiser, Brian Lay, Keith Butler, Derek Snyder, Doug Berryman, Jim Swain, Hank Lower, Sam Davis, Jerry Caryer, Chad Delagrange, Jim Payne, Jimmy McCune, Ted McKibben, Ron Koehler, A.J. Lane, Scott Williamson, Tom Geren, Kris Leming, Ike Beasley, Greg Wheeler, Jim Dolph.

A LESSON IN HISTORY

A look back at the formative years of racing



SPOKANE SPOKESMAN-REVIEW PHOTO

LOCAL HERO: This car, driven by A. Mattison, won two races for local cars at the Spokane Interstate Fairgrounds in 1915.

Early Spokane Race Results Seem Lost In Cloud Of Dust

By Don Radbruch

Spokane, Wash., is probably more well known for being the home of Tom Sneva than for any specific auto race, but a lot of racing went on there over the years.

A race on the horse track at the Interstate Fairgrounds set for May 15-16, 1915 attracted some very good cars and drivers as well as a big crowd. The following is based on microfilm research of *The Spokesman Review,* which had excellent pre-race publicity. The newspaper carried some results of the Saturday races but nothing about what happened on Sunday — ah, the joys of microfilm research!

It appears that there was racing in Spokane as early as 1909, but the 1915 races were advertised as "Spokane's first auto race meet." We know that race promoters never lie, so these must have been the initial auto races in Spokane. The races were sanctioned by the American Automobile Ass'n (AAA), and some of the best racers in the Pacific Northwest were on hand.

Among the entrants were Ray Lentz in the V8 Curtiss aircraft engine-powered Romano Special, in which he would go on to win the 1916 Pikes Peak Hill Climb. Jim Parsons had a car he had driven in the big time races at the Panama-Pacific Int'l Exposition events in San Francisco. These cars were from the Seattle area, as were cars driven by Charlie Latta and Frank Elliot. Less emphasis was put on 14 local drivers, who were called "Inland Empire Speed Fiends."

Despite rainouts on the scheduled weekend, the Saturday races drew a grandstand crowd estimated at 11,000 — plus another 2,000 people who perched themselves on the horse barns that lined the back stretch of the half-mile oval. The promoters had offered a purse equal to 25 percent of the gate, but the racers had demanded a guaranteed purse of $300, and apparently this was the payoff. The admission price was 50 cents, so the percentage purse would have been about $1,000 better than the guarantee.

As expected, Lentz was fastest in the time trials, turning a lap of 32.5 seconds, which was "believed to be a new world record for a half-mile track." Lentz also won a two-mile race, but the hero of the day was a driver the newspaper referred only to as A. Mattison, who won two events for local cars driving a Paige.

Despite the near week-long rain, what looked like a good race track did not last long. *The Spokesman Review* had this to say about track conditions: "The skidding of the tires soon ripped up the surface and here a perfect cyclone of dust would be raised that sifted over the stands and spectators and on automobiles parked a block away."

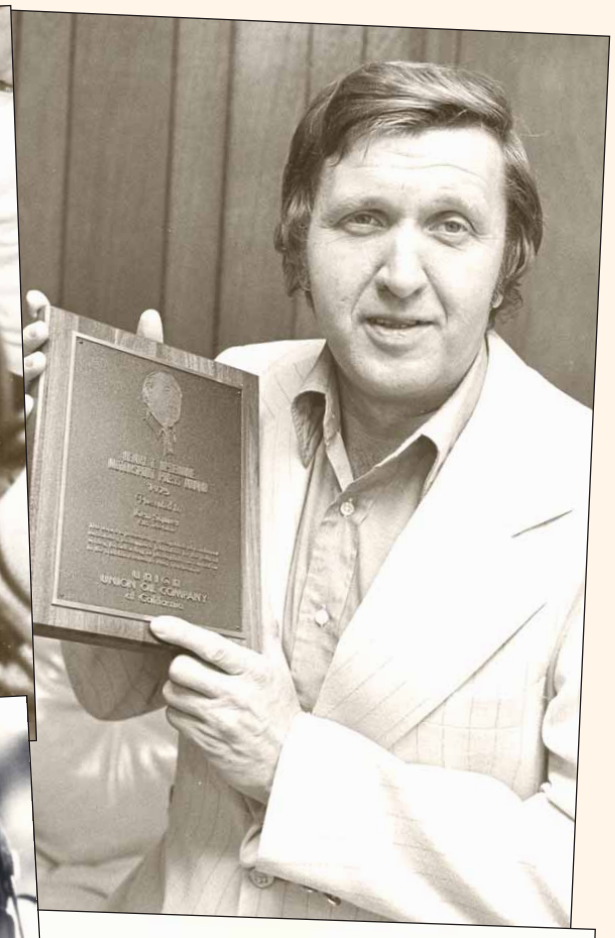
It was announced that calcium chloride would be applied to the track on Sunday morning in an effort to cut down on the dust.

As indicated above, the results of the Sunday races at Spokane's Interstate Fairgrounds auto race were missing from the newspaper, but we can assume that after Saturday's dust bowl much of the crowd stayed home. It would be nice to know who won Sunday's lineup, but it looks as though that information is lost to history.

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

DOZIER MOBLEY PHOTO









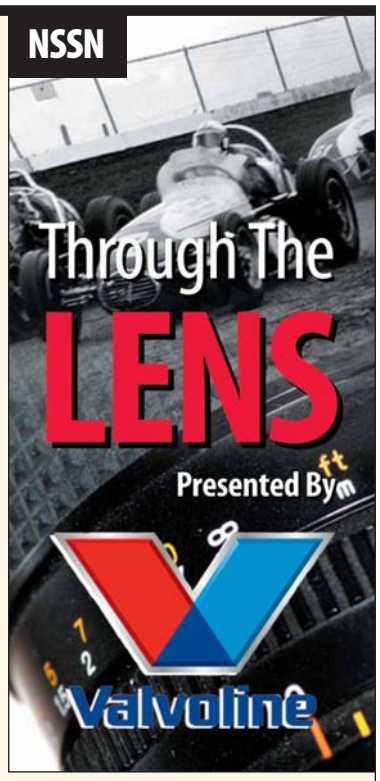


NASCAR PHOTO





NSSN



A visual tour through the history of motorsports

KEN SQUIER

To some, Ken Squier was known as the voice of NASCAR on CBS during the 1980s. To others, he's a noted track announcer and to still others he's the ultra-successful promoter at Vermont's Thunder Road Int'l Speedbowl.

But most of all, Squier is a friend of auto racing.

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

Squier started out as an announcer at Northeastern Speedway in the 1950s. He opened Thunder Road, which he still owns, in 1960.

Squier, now 72, was instrumental in founding the Motor Racing Network, which broadcasts NASCAR races on the radio, and was the play-by-play announcer for CBS's coverage of the Daytona 500 for more than 20 years.

Squier, who began announcing at age 14, has won numerous awards and is a member of the Stock Car Racing Hall of Fame.

Featured here (clockwise from top left): Interviewing George and Mildred Elliott, parents of Bill Elliott, after Elliott's Daytona 500 victory in 1987; Accepting the Henry T. McLemore Motorsports Press Award in 1975; At the track in 1985; Hard at work in 1985; With *NSSN's* Chris Economaki at the 1990 Winston Cup banquet; Posing for a publicity shot; In the broadcast booth in 1980. — *NSSN* Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend: Sept. 20-Sept. 23

Thursday

■ "NASCAR Now," 12 a.m., ESPN2
■ NASCAR Whelen Modified Tour (taped), 3 a.m., Speed
■ NHRA Mid-South Nationals (taped), 4 a.m., ESPN2
■ F-1 Belgian Grand Prix (taped), 12 p.m., Speed
■ NASCAR Nextel Cup Sylvania 300 (taped), 3 p.m., Speed
■ "NASCAR Now," 6 p.m., ESPN2
■ "The Chase Is On," 8 p.m., Speed

Friday

■ Classic NASCAR: 1983 Carolina 500, 3 a.m., ESPN Classic
■ "NASCAR Live," 11 a.m., Speed
■ 2005 NHRA Summer Nationals, 11 a.m., ESPN Classic
■ NASCAR Busch Series RoadLoans.com 200 practice, 1:30 p.m., Speed
■ NASCAR Nextel Cup Dodge Dealers 400 qualifying, 3 p.m., ESPN2
■ "NASCAR Live," 5 p.m., Speed
■ "NASCAR Now," 6 p.m., ESPN2
■ NASCAR Nextel Cup Dodge Dealers 400 qualifying, 6:30 p.m., ESPN2
■ "Trackside," 7 p.m., Speed
■ NASCAR Busch Series RoadLoans.com 200 practice, 8 p.m., Speed
■ Nextel Prelude to the Dream (taped), 9:30 p.m., Speed
■ "Trackside," 11:30 p.m., Speed

Saturday

■ "NASCAR Now," 12 a.m., ESPN2
■ "NASCAR Live," 10:30 a.m., Speed
■ NASCAR Nextel Cup Dodge Dealers 400 practice, 11 a.m., ESPN2
■ NASCAR Busch Series qualifying, 12 p.m., Speed
■ "NASCAR Countdown," 3 p.m., ESPN2
■ NASCAR Busch Series RoadLoans.com 200, 3:30 p.m., ESPN2
■ NASCAR Craftsman Truck Series Smith's Las Vegas 350 qualifying, 6 p.m., Speed
■ "NASCAR Performance," 7:30 p.m., Speed
■ "Tradin' Paint," 8 p.m., Speed
■ "NCTS Setup," 8:30 p.m., Speed
■ NASCAR Craftsman Truck Series Smith's Las Vegas 350, 9 p.m., Speed

TUNE IN TO ...

The O'Reilly Fall Nationals from Dallas, Texas as NHRA's Countdown to Four continues Sunday at 7 p.m. on ESPN2.

Sunday

■ NHRA Fall Nationals qualifying (taped), 12:30 a.m., ESPN2
■ NASCAR Busch Series RoadLoans.com 200 (taped), 2 a.m., ESPN2
■ "NASCAR Performance," 8 a.m., Speed
■ "NASCAR Now," 10 a.m., ESPN2
■ "NHRA Race Day," 11 a.m., ESPN2
■ "NASCAR RaceDay," 11:30 a.m., Speed
■ "NASCAR Countdown," 1 p.m., ABC
■ NASCAR Nextel Cup Dodge Dealers 400, 1:30 p.m., ABC
■ World of Outlaws Gold Cup Race of Champions (taped), 1:30 p.m., Speed
■ CORR Off-Road Racing (taped), 2 p.m., NBC
■ CORR Off-Road Racing (taped), 2:30 p.m., Speed
■ Grand-Am KONI Challenge Series (taped), 4 p.m., Speed
■ "Speed Report," 7 p.m., Speed
■ NHRA Fall Nationals, 7 p.m., ESPN2
■ "NASCAR Victory Lane," 8 p.m., Speed
■ "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

Sept. 20-23 National Hot Rod Ass'n	Texas Motorplex, Ennis, Texas, Dragsters
Sept. 21 World of Outlaws	Eldora Speedway, Rossburg, Ohio, Sprint Cars
Sept. 21 World of Outlaws Late Model Series	Bedford Speedway, Bedford, Pa., Late Models
Sept. 21 USAC-CRA Sprint Car Series	USA Race Park, Tucson, Ariz., Sprint Cars
Sept. 21 NASCAR Busch East Series	Dover Int'l Speedway, Dover, Del., Stock Cars
Sept. 21 Interstate Racing Ass'n	Oshkosh Speedzone Raceway, Oshkosh, Wis., Sprint Cars
Sept. 21-22 StormPay.com Dirt Late Model Series	Twin Cities Raceway Park, North Vernon, Ind., Late Models
Sept. 21-22 United Sprint Car Series	Malden Speedway, Malden, Mo., Sprint Cars
Sept. 22 NASCAR Busch Series	Dover Int'l Speedway, Dover, Del., Stock Cars
Sept. 22 NASCAR Craftsman Truck Series	Las Vegas Motor Speedway, Las Vegas, Nev., Stock Cars
Sept. 22 World of Outlaws Late Model Series	Pittsburgh's Pa. Motor Speedway, Imperial, Pa., Late Models
Sept. 22 USAC Carolina Ford Focus Midget Series	Shenandoah Speedway, Shenandoah, Va., Midget Cars
Sept. 22 USAC National Midget and Sprint Series	Eldora Speedway, Rossburg, Ohio, Midget and Sprint Cars
Sept. 22 USAC Silver Crown Series	Eldora Speedway, Rossburg, Ohio, Silver Crown Cars
Sept. 22 DIRT Modifieds	Rolling Wheels Raceway, Elbridge, N.Y., Modifieds
Sept. 22 Interstate Racing Ass'n	LaSalle Speedway, LaSalle, Ill., Sprint Cars
Sept. 22 NASCAR Whelen Southern Modified Tour	Caraway Speedway, Asheboro, N.C., Modifieds
Sept. 22 ASCS Southern Region	Dillon Motor Speedway, Dillon, S.C., Sprint Cars
Sept. 22 Hooters Pro Cup Series	Iowa Speedway, Newton, Iowa, Stock Cars
Sept. 22 URC Sprints	Delaware Int'l Speedway, Delmar, Del., Sprint Cars
Sept. 22 Empire Super Sprints	Frogtown Int'l Speedway, Hogansburg, N.Y., Sprint Cars
Sept. 22-23 NorthEastern Midget Ass'n	Waterford Speedbowl, Waterford, Conn., Midget Cars
Sept. 23 NASCAR Nextel Cup Series	Dover Int'l Speedway, Dover, Del., Stock Cars
Sept. 28 USAC Midwest Ford Focus Midget Series	Gas City I-69 Speedway, Gas City, Ind., Midget Cars
Sept. 28 ASCS Gulf South Region	Motorama Speedway, Beaumont, Texas, Sprint Cars
Sept. 28 International SuperModified Ass'n	Delaware Speedway, Delaware, Ontario, Modifieds
Sept. 28-29 USAC Silver Crown Series	Kansas Speedway, Kansas City, Kan., Silver Crown Cars
Sept. 28-29 World of Outlaws	Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
Sept. 28-29 Bay Cities Racing Ass'n	Kings Speedway, Hanford, Calif., Midget Cars
Sept. 29 NASCAR Busch Series	Kansas Speedway, Kansas City, Mo., Stock Cars
Sept. 29 USAC Regional Midget Series	Berlin Raceway, Marne, Mich., Midget Cars
Sept. 29 USAC-CRA Sprint Car Series	Perris Auto Speedway, Perris, Calif., Sprint Cars
Sept. 29 USAC California Ford Focus Series	Ventura Raceway, Ventura, Calif., Midget Cars
Sept. 29 USAC Western Midget Car Series	Ventura Raceway, Ventura, Calif., Midget Cars
Sept. 29 ASCS Gulf South Region	Houston Raceway Park, Baytown, Texas, Sprint Cars
Sept. 29 ASCS Rebel and Southern Regions	Screven Motor Speedway, Sylvania, Ga., Sprint Cars
Sept. 29 ASCS Canyon Region	Manzanita Speedway, Phoenix, Ariz., Sprint Cars
Sept. 29 ASA Late Model Series	Five Flags Speedway, Pensacola, Fla., Late Models
Sept. 29 International SuperModified Ass'n	Berlin Raceway, Marne, Mich., Modifieds
Sept. 29 O'Reilly All Star Circuit of Champions	I-96 Speedway, Ionia, Mich., Sprint Cars
Sept. 29 Interstate Racing Ass'n	Plymouth Dirt Track, Plymouth, Wis., Sprint Cars
Sept. 29 Tampa Bay Area Racing Ass'n	DeSoto Speedway, DeSoto, Fla., Sprint Cars
Sept. 29 United Sprint Car Series	Volusia Speedway, Barberville, Fla., Sprint Cars
Sept. 29-30 American-Canadian Tour	Thunder Road Int'l Speedbowl, Barre, Vt., Late Models
Sept. 30 NASCAR Nextel Cup Series	Kansas Speedway, Kansas City, Kan., Stock Cars
Sept. 30 NASCAR Whelen Modified Tour	Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
Sept. 30 IHRA Nitro Jam Drag Racing Series	Maryland Int'l Raceway, Budds Creek, Md., Dragsters
Sept. 30 Formula One Series	Fuji Speedway, Shizuoka Prefecture, Japan, Formula Cars
Oct. 5 ARCA RE/MAX Series	Talladega Superspeedway, Talladega, Ala., Stock Cars
Oct. 5 Lucas Oil Late Model Dirt Series	Rome Int'l Speedway, Rome, Ga., Late Models
Oct. 5 Speed World Challenge Series	Road Atlanta, Braselton, Ga., Sports Cars
Oct. 5 O'Reilly All Star Circuit of Champions	Morgan County Speedway, Jacksonville, Ill., Sprint Cars
Oct. 5-6 World of Outlaws	Princeton Speedway, Princeton, Minn., Sprint Cars
Oct. 5-6 ASCS Sooner Region	Mid-America Speedway, South Coffeyville, Okla., Sprint Cars
Oct. 5-6 ASCS National Series and Canyon Region	Manzanita Speedway, Phoenix, Ariz., Sprint Cars
Oct. 6 NASCAR Craftsman Truck Series	Talladega Superspeedway, Talladega, Ala., Stock Cars
Oct. 6 USAC Carolina Ford Focus Midget Series	Hickory Motor Speedway, Hickory, N.C., Midget Cars
Oct. 6 USAC National Sprint Car Series	Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
Oct. 6 USAC-CRA Sprint Car Series	Ventura Raceway, Ventura, Calif., Sprint Cars
Oct. 6 American Le Mans Series	Road Atlanta, Braselton, Ga., Sports Cars
Oct. 6 NASCAR Whelen Southern Modified Tour	Caraway Speedway, Asheboro, N.C., Modifieds



MIKE CAMPBELL PHOTO

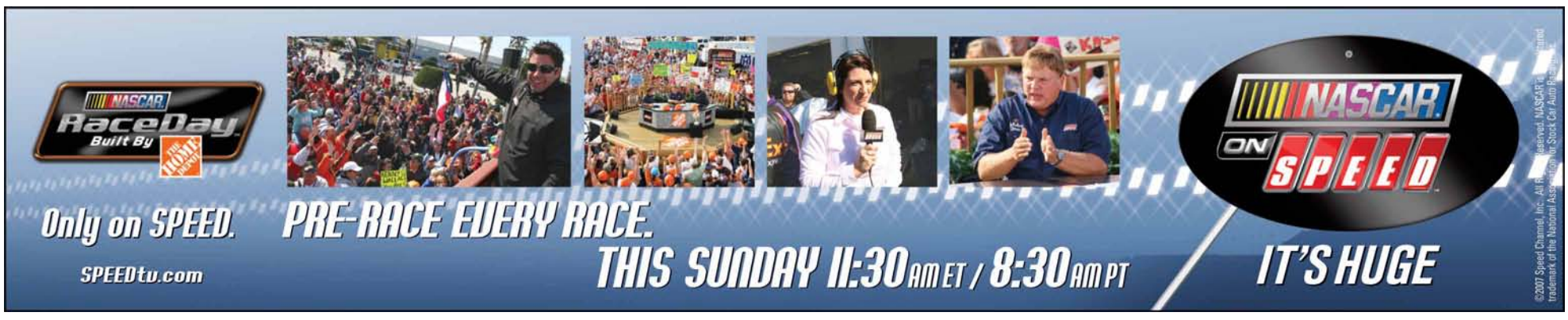
LONG NIGHT: Darren Hagen (97), Danny Stratton (2s) and J.J. Yeley race for position during the USAC Midget portion of the 2006 4-Crown Nationals.

MARK IT DOWN!

Sept. 22, USAC 4-Crown Nationals

Eldora Speedway, Rossburg, Ohio, USAC National Midgets, Sprints, Silver Crown, UMP Mods

Eldora Speedway plays host to the USAC 4-Crown Nationals, a one-night event featuring USAC's top three series and the UMP Modifieds. Last year, Tracy Hines captured both the midget and sprint races on a rain-plagued night where the final checkered flag waved at 6:40 a.m.



Cardey's Bullet Paces All 30 Laps At Perris

PERRIS, Calif. — David Cardey led all 30 laps of Saturday night's Lucas Oil USAC-CRA Sprint Car Series race at the Perris Auto Speedway.

USAC-CRA

Cardey piloted the ITI Performance/Empire Plumbing Bullet/Downing to his second victory of the season at the half-mile dirt track. Mike Spencer took second, while point-leader Tony Jones returned to action and finished third. Rickie Gaunt and Scotty Weir rounded out the top five.

The summary:

Qualifications: 1. Jimmy Crawford, Stansberry 75, 17.059; 2. Scotty Weir, Crossno 38, 17.072; 3. Rickie Gaunt, Gardner 94, 17.123; 4. Tony Jones, Alexander 4, 17.127; 5. Blake Miller, Gardner 93, 17.195; 6. Tyler Brown, Crossno 97x, 17.312; 7. Rip Williams, Jory 3, 17.388; 8. Garrett Hansen, Preistley 7, 17.455; 9. Mike Spencer, Chaffin 50, 17.496; 10. Danny Sheridan, Kittle 18, 17.530; 11. David Cardey, Crossno 83, 17.549; 12. Cory Kruseman, Kruseman 21k, 17.610; 13. Seth Wilson, Wilson 17, 17.611; 14. Brian Venard, Blair 12, 17.650; 15. Rodney Argo, Argo 19, 17.658; 16. R.J. Johnson, Martin 15, 17.771; 17. Josh Ford, Ford 73, 17.800; 18. Nadine Gardner, Gardner 16, 17.996; 19. Royal Adderson, Adderson 40, 18.307; 20. Luis Espinosa, Sertich 92, 18.358; 21. Todd Hunsaker, Hunsaker 6, 18.672; 22. Ryan Devitt, Devitt 35, 18.682; 23. Tony Everhart, Everhart 55, 18.704; 24. Jim Giardina, Giardina 58, 18.954; 25. Jeff Butler, Butler 54, 20.551.

First Heat (10 laps): Ford, Sheridan, Wilson, Jones, Crawford, Williams, Everhart, Espinosa.

Second Heat (10 laps): Hansen, Weir, Cardey, Miller, Gardner, Giardina, Argo, Hunsaker.

Third Heat (10 laps): Kruseman, Johnson, Gaunt, Spencer, Brown, Devitt, Adderson, Butler.

Semi (8 laps): Williams, Brown, Argo, Gardner, Espinosa, Everhart, Butler, Crawford, Giardina, Devitt.

Feature (30 laps): Cardey, Spencer, Jones, Gaunt, Weir, Kruseman, Miller, Johnson, Brown, Wilson, Hansen, Argo, Gardner, Espinosa, Everhart, Sheridan, Williams, Ford, Butler, Giardina, Devitt, Crawford.



DOUG ALLEN PHOTO

FLYING: David Cardey en route to victory Saturday.

Tony Hunt Harvests A Victory

MADERA, Calif. — Tony Hunt got the best of the competition to win the Lucas Oil USAC Western Sprint Car Series portion of the Harvest Classic Saturday night at Madera Speedway.

USAC WESTERN SPRINTS

Hunt took the lead from Jo Jo Helberg on the 16th tour of the third-mile asphalt oval and led the remainder of the 50-lap event for his ninth career victory at Madera.

"I love the Harvest Classic and I love Madera Speedway. It is great to see such a nice crowd out here and I am glad we could put on a great show for them," said Hunt, a five-time USAC champion. "The car wasn't that good in the heat, but we made some last minute changes and luckily it came together for the main."

Point-leader Ryan Kaplan, who was the fast qualifier, finished second, while Helberg, Shauna Hogg and Bradley Galedrige rounded out the top five.

The finish:

Tony Hunt, Ryan Kaplan, JoJo Helberg, Shauna Hogg, Bradley Galedrige, Jim Kaiser, Nick Rescino, Jr., Anthony Simone, Eric Humphries, Jimmy Riddell.

Cruz's Midget Kind To Sweet

BAKERSFIELD, Calif. — Brad Sweet won Saturday night's 30-lap USAC Western Midget race at Bakersfield Speedway, leading the final 13 laps in Cruz Pedregon's Toyota/Q Racing Spike/Toyota.

USAC WESTERN MIDGETS

Sweet, the fast qualifier, passed Matt Mitchell on lap 18 and led the rest of the way to beat Mitchell, Scott Pierovich, point-leader Johnny Rodriguez and Nathan High.

The finish:

Brad Sweet, Matt Mitchell, Scott Pierovich, Johnny Rodriguez, Nathan High, Danny Ebberts, Brian Gard, Josh Lakatos, Shannon McQueen, Alan Ballard, Quintin Crye, Randi Pankratz, Chris Rahe, Terry Goodwin, Michael Simpson, Ernie Bartley III, Joey Fabozzi, Dustin Burkhart, Nathan Smith, Steve Sussex, C.J. Sarna.



Ramey's No. 7m Rocks In Waco; Herrera Conquers Aztec Twice

WACO, Texas — Kevin Ramey reeled off his second-consecutive ASCS Sooner Region victory Friday night at Heart O' Texas Speedway.

ASCS ROUNDUP

Starting from the pole, Ramey gunned into the lead at the outset and led all 25 laps for his fourth victory of the season in Tom Willis' No. 7m Eagle.

Ramey ultimately took the checkered flag in front of Jason Johnson, who charged from 17th, to snare second from Skip Wilson on the 24th lap. Wilson, Cody Branchcomb and Brad Best followed.

The finish:

Kevin Ramey, Jason Johnson, Skip Wilson, Cody Branchcomb, Brad Best, Brian McClelland, Kathryne Minter, Gavin Punch, Todd Evans, Michael Brown, Eric Baldaccini, Nick Smith, Larry Howery, Travis Jenkins, Travis Rilat, Andy Rea, Derek Cottrell, J.P. Bailey, Claud Estes, Johnny Miller.

ASCS SOONER

Smith Soars In Cowtown

Sept. 15, Cowtown Speedway, Kennedale, Texas

Nick Smith captured his first win of the season by racing to victory in the 25-lap ASCS Sooner feature.

Smith took command at the midway point and went on to capture his first feature win since October 7 of last year.

Kolt Walker was a close second, with Brian McClelland, Cody Branchcomb and 17th-starter George White rounding out the top five.

The finish:

Nick Smith, Kolt Walker, Brian McClelland, Cody Branchcomb, George White, Kevin Ramey, Brad Welborn, Ryan Hall, Michael Brown, Travis Rilat, Claud Estes, Gavin Punch, Larry Howery, John Ricketts, Eric Baldaccini, Brad Best, Matt Clevenger, Derek Cottrell, J.P. Bailey, Robert Byrom.

ASCS ROCKY MOUNTAIN

All Herrera In Aztec

Sept. 14, Aztec (N.M.) Speedway

When the ASCS Rocky Mountain Region visited Aztec Speedway last year, Johnny Herrera swept both nights of action. Herrera picked right up where he left off by wiring the field in the 25-lap feature to open the two-night stand. Herrera was chased to the line by Jason Martin, with defending series champion Patrick Bourke, point-leader C.J. Johnson and Lorne Wofford rounding out the top five.

The finish:

Johnny Herrera, Jason Martin, Patrick Bourke, C.J. Johnson, Lorne Wofford, Keith Rauch, Joe McCarthy, Derrik Ortega, Nick Haygood, Jesse Baker, Ricky Montgomery, Gary Taylor, Jeremy McCune, Jody Williams, John Jacob, Bo Baker, Josh Flood, Scott Milan, Mason Hill, Bud Goodwin.

ASCS ROCKY MOUNTAIN

Herrera Sweeps Aztec

Sept. 14, Aztec (N.M.) Speedway

For the second year in a row, Albuquerque's Johnny Herrera completed a sweep of the ASCS Rocky Mountain Region's two-night stand at Aztec Speedway by winning the 30-lap feature. Herrera got a friendly nod from Lady Luck, as he regained the point on the final lap when race leader Lorne Wofford popped a right-rear tire. Keith Rauch finished second, ahead of Jason Martin, Patrick Bourke and Nick Haygood.

The finish:

Johnny Herrera, Keith Rauch, Jason Martin, Patrick Bourke, Nick Haygood, Gary Taylor, Dustin Hall, Joe McCarthy, Colt Treham, Lorne Wofford, Jeremy McCune, Bob Schaeffer, Chad Corken, Bo Baker, John Jacob, Mason Hill, Ricky Montgomery, Scott Milan, Jesse Baker, C.J. Johnson.

ASCS COASTAL VS. GULF

Double J Does It

Sept. 15, Fast Trax Speedway, Chatham, La.

Jason Johnson resumed his winning ways at Fast Trax Speedway, claiming his 15th feature of the season in the ASCS Coastal vs. Gulf South Region feature. Johnson took the checkered flag in front of Herrington, with point-leader Michael Dupuy, Gary Watson and Skip Wilson following.

The finish:

Jason Johnson, Michael Herrington, Michael Dupuy, Gary Watson, Skip Wilson, Chris Sweeney, Brandon Berryman, Shane Morgan, Ray Allen Kulhanek, Greg Rilat, Tommy Bryant, Richard Holt, Brad Stokes, Bruce Crockett, David Kountz, Tyler Brown, Kathryne Minter, Tommy Jones, Todd Fayard, Jimmy Brooks.

ASCS CANYON

Sherman Still Owns Arizona

Sept. 15, Central Arizona Raceway, Casa Grande, Ariz.

ASCS Canyon point-leader Jeremy Sherman outlasted Charles Davis, Jr., to win the 30-lap feature. While the victory marked Sherman's 10th Canyon triumph of the year aboard Fred Bryan's F&E Development No. 77 Maxim, it was his first in three attempts at Central Arizona Raceway.

The finish:

Jeremy Sherman, Charles Davis, Jr., Josh Pelkey, Matt Rossi, Shon Deskins, Jeremy Reagles, Mike Leslie, Andrew Reinbold, Chris Bonneau, Bob Ream, Jr., Seainn Hendricsen, Nick Aiuto, Bobby Taylor, Mike Martin, Bernie Smith, Jody Wirth, Mike Rux, Mike Bonneau.



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SB, 4-bolt main	ARP234-5602	$83.34
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SMALL BLOCK FORD		
Boss 302-351 W	ARP150-6004	$59.44
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Pinto 2300cc Inline 4	ARP151-6002	$38.81
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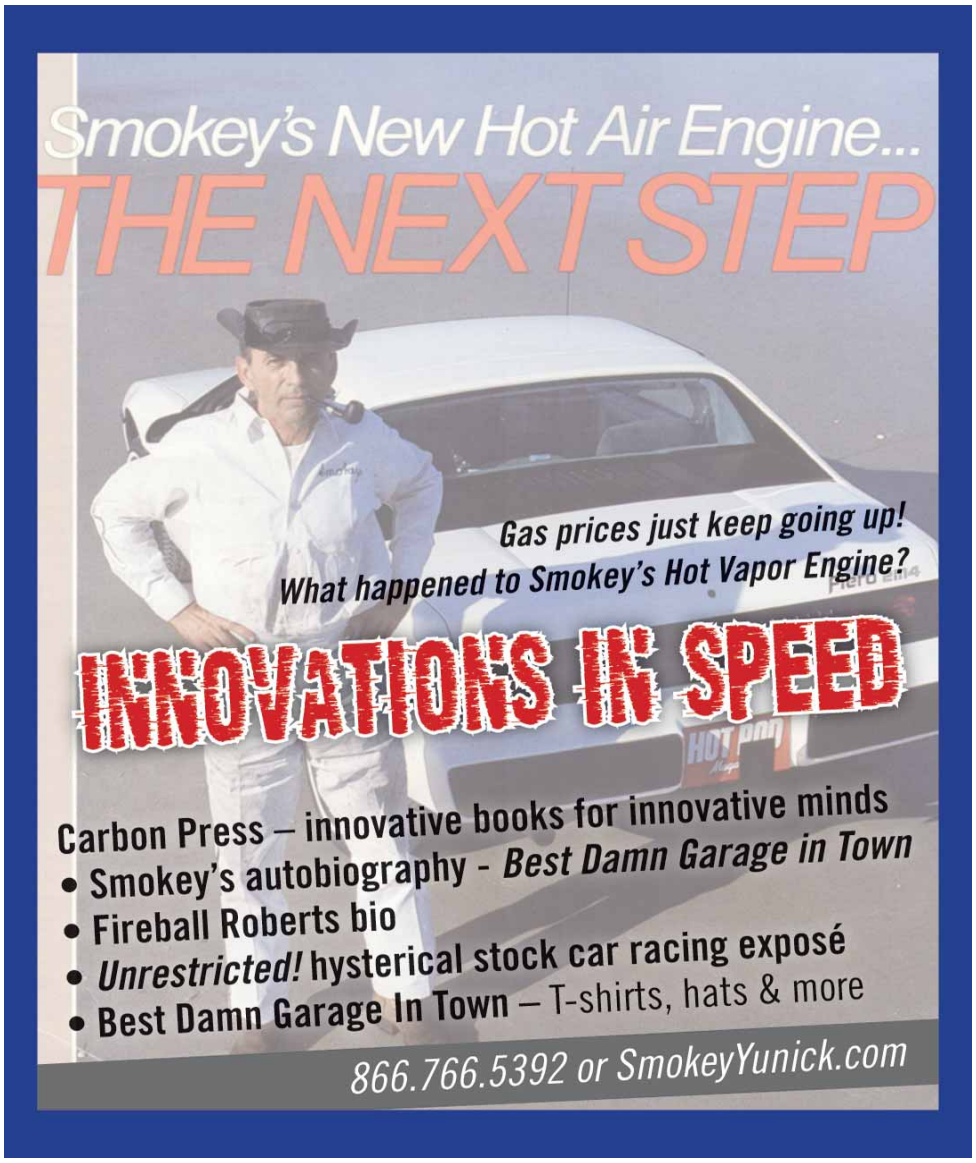
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Blair, Boland Make Returns To Victory Lane

STORMPAY

Friday

COLUMBUS, Miss. — Jay Blair drove the All-Star Graphics Mastersbilt to a wire-to-wire victory in Friday night's StormPay.com Dirt Late Model Series feature at Columbus Speedway.

It was the second StormPay.com Dirt Late Model Series victory of the season for Blair at Columbus Speedway, who also won the Winter Classic back in January. Blair was quick to express his fondness of the quarter-mile high-banked clay oval in victory lane.

"This is without a doubt my favorite race track," Blair said. "We changed our set up from what we had in January, and it worked great tonight. I had a close call with a lapped car, and got hit in the right rear pretty hard. I was worried about it affecting the handling, but everything was OK."

Frank Ingram finished second, with Anthony Rushing, Derrick Rainey and Jeff Smith rounding out the top five.

The finish:

Jay Blair, Frank Ingram, Anthony Rushing, Derrick Rainey, Jeff Smith, Mike Boland, David Gentry, Jeff Fields, Marcus Minga, Chris Tays, Stephen Brantley, Keith Freeman, Mark Tice, Chip Brindle, Greg Dedwylder, Brandon Keeton, Matthew Turner, Frankie Beard, Chris Hoomes, Marty Hardy, Robert Stutts, Jim Till, Jamie Pickard, J.J. Nye, Larry Boutwell.

Saturday

COLUMBUS, Miss. — Mike Boland was declared the winner of the StormPay.com Dirt Late Model Series Trak-Star Race Cars 40 Saturday night at Columbus Speedway after the car of apparent winner Frank Ingram failed the post-race engine inspection.

The $2,500 victory was the second of the season for Boland, who has won two of the last three StormPay.com Dirt Late Model Series events.

"We were pretty happy to finish second, but this is even better," Boland said. "I guess I'm going to have to pay myself the $250 bonus. I was 30 minutes down the road headed for home when they called and told me I had won the race. I turned around and came back to the track to get the check and the trophy."

Johnny Stokes ended up second, while Jay Blair, Chris Tays and Derrick Rainey rounded out the top five.

The disqualification dropped Ingram to fourth in the standings. David Gentry regained the point lead with a 24-point lead over Rainey.

The finish:

Mike Boland, Johnny Stokes, Jay Blair, Chris Tays, Derrick Rainey, Steve Godsey, Chip Brindle, Brandon Keeton, Robert Stutts, Marcus Minga, Matthew Turner, Greg Dedwylder, Roman Ponds, Chase Washington, Stormy Derryberry, Frankie Beard, Jeff Fields, Curtis Cline, David Gentry, Anthony Rushing, Jeff Smith, J.J. Nye, Larry Boutwell, Terry Mosley, Frank Ingram.

Owens Remains Hottest

LUCAS LM

MINERAL WELLS, West Va. — The hottest driver in dirt late-model racing rolled through the field on Saturday Night at West Virginia Motor Speedway as Jimmy Owens picked up a convincing victory, bringing home the $20,000-to-win RaceFest World Championship for the Lucas Oil Late Model Dirt Series.

It was the fifth Lucas Oil Series win of the season for Owens, who was fresh off a World 100 triumph at Eldora Speedway, as he came from the 12th-starting spot inheriting the lead from Bart Hartman who had led the first 30 laps of the 75-lap main event after the rear-end on Hartman's car failed. Owens then went on to dominate the rest of the race in his Mike Reece-owned Bloomquist Race Cars No. 20.

Scott Bloomquist, the defending race-winner finished second followed by Earl Pearson Jr., 15th-starting Mike Balzano and Tim McCreadie. Pearson now holds a 230 point lead over Scott James with two series points races left in the season.

The finish:

Jimmy Owens, Scott Bloomquist, Earl Pearson, Jr., Mike Balzano, Tim McCreadie, Michael England, Scott James, Eddie Carrier, Jr., Donnie Moran, Steve Casebolt, Billy Drake, Rod Conley, Dan Schlieper, Tim Dohm, Terry English, Justin Rattliff, Steve Lucas, Davey Johnson, Freddy Smith, Damon Eller, Bart Hartman, John Blankenship, Jackie Boggs, Steve Shaver.

Miller Defends Hub City

HUB CITY 150

HAGERSTOWN, Md. — Jeremy Miller was in familiar surroundings Saturday night after winning the 33rd-annual Sunoco Race Fuels Hub City National 150 at Hagerstown Speedway.

Miller won the late-model event for the second straight year and for the third time in his career. After finishing third in the first 50-lap feature, Miller climbed from fifth in the 50-lap finale to take the lead from Ronnie DeHaven on lap 21 and never looked back en route to the $7,500 payday.

Bo Feathers finished second. Alan Sagi finished 4.66 seconds behind in third place.

Feathers won the first 50-lap feature after snatching the lead from Miller on the second lap and holding off DeHaven by a car length at the end. The second stanza went to Gary Stuhler, who was driving Miller's backup car after engine problems forced him to abandon his own car during qualifying. Stuhler led the length of the race and edged Sagi by .44-second.

The finish:

Feature No. 1: Bo Feathers, Ronnie DeHaven, Jeremy Miller, J.T. Spence, Brian Booze, Barry Miller, Jim Bernheisel, Darryl Hills, Scott LeBarron, Eric Hons, Chad McClellan, Jim Yoder, Jason Covert, Dale Smith, Jr., Steve Axtell, Jr., Tyler Hershey, Steve Gibney, Bryan Bernheisel, Terry Lescalleet, Ryan Hackett, Waylon Wagner, Lindsay Barton, D.J. Myers, Tim Wilson.

Feature No. 2: Gary Stuhler, Alan Sagi, Dan Stone, David Williams, Booper Bare, Nathan Durboraw, Travis Dillman, Marvin Winters, Greg Fetters, Jamie Lathroum, Al Shawver, Jr,. Tommy Armel, Brent Smith, Larry Baer, Rusty Sites, Bill Palmer, Mike Lupfer, Dave Shutski, Mike Steck, Bobby Dryden, Mike Atherton, Roy Deese, Jr., Chuck Shultz.

Feature No. 3: Jeremy Miller, Bo Feathers, Alan Sagi, Ronnie DeHaven, Dan Stone, Jim Bernheisel, J.T. Spence, Booper Bare, Darryl Hills, Travis Dillman, Brian Booze, Jim Yoder, Chad McClellan, Jamie Latroum, Scott LeBarron, Bill Palmer, Barry Miller, Eric Hons, Al Shawver, Jr., Nathan Durboraw, Gary Stuhler, Tommy Armel, Marvin Winters, David Williams.

Laperle Sizzles In Sizzler

ACT LM

FRASERVILLE, Ontario — Quebec's Patrick Laperle dominated the $50,000 ACTion Super Series Summer Sizzler 200 at Kawartha Speedway Saturday night, taking his second American-Canadian Tour victory of the season. Laperle earned a cool $6,000 for his win.

Driving a car built by multi-time ACT Champion and Canadian racing legend Junior Hanley, Laperle took the lead from Brian Hoar on lap 44 and was able to run the entire 200 laps without pitting for tires or fuel. Laperle has been running in selective ACT Late Model Tour events in 2007, focusing his efforts on winning the Series ACT Castrol championship in Canada. He leads the point standings in that series entering the 300-lap season finale at Autodrome St-Eustache (Montreal) on Sept. 23.

Pete Vanderwyst carried the Ontario banner, finishing in the runner-up position in his first career ACT start. A veteran of the NASCAR Canadian Tire Series and the American Speed Ass'n, Vanderwyst was filling in tour regular "Rocket" Roger Brown, who was unable to attend the race.

Joey Polewarczyk, Jr. finished third, hot on Vanderwyst's heels. Scott Payea and Randy Potter finished fourth and fifth, respectively.

The finish:

Patrick Laperle, Pete Vanderwyst, Joey Polewarczyk, Jr., Scott Payea, Randy Potter, Larry Jackson, Donald Theetge, Robbie Thompson, Scott Dragon, Eric Chase, Jean-Paul Cyr, Jame Aube, Robbie Crouch, Joey Laquerre, Jamie Fisher, Jacob McGrath, Rob Henry, Bryan Mercer, Brian Hoar, Dan McHattie, Brent Dragon, Claude Leclerc, Darren Thring, Nick Sinopoli, Steve Munro, Marc Curtis, Jr., Linc Brown, Norm Mayhew, Brandon Watson.

Rudalavage, Colsten On Top

ROC

SUSQUEHANNA, Pa. — Jeff Rudalavage dominated the 100-lap RoC Dart Modified feature Sunday night at Penn Can Speedway, while Joey Colsten notched the biggest victory of his career in the 40-lap RoC sportsman feature.

Colsten took the lead from Mike Loney on lap 16 and held off challenges from Jeff Crambo, who finished second ahead of Nick Rochinski, Grand Hilfinger and Jeff Leslie.

In the modified feature, Rudalavage led all but three laps when he gave way to brother Adam Rudalavage at lap 34. Jeff Rudalavage took the point again on a lap-37 restart and held off defending race champion Joey Grammes. Grammes held on to second, while Stewart Friesen finished third, Pat Ward fourth and Mike Gular fifth.

The finish:

RoC Modified: Jeff Rudalavage, Joey Grammes, Stewart Friesen, Pat Ward, Mike Gular, Danny Johnson, Craig Terrell, Dan Vauter, Alan Johnson, Billy Decker, Jerry Higbie, Jr., Butch Getz, Wade Decker, Matt Smith, Alan Rudalavage, Mike Colsten, Jason Hamilton, Steve Babicek, Jeff Strunk, Ronnie Johnson, Brian Weaver, Kevin Bates, Darwin Greene, Chris Weaver, Kenny Titus, Garth Tonkin, Jr., Joel Batzel.

RoC Sportsman: Joey Colsten, Jeff Crambo, Nick Rochinski, Grant Hilfinger, Jeff Leslie, Larry Wight, Danny Creeden, Mike Loney, Michael Lartz, Les Gillette, Chris Wood, Nick Petrilak, Casey Williams, Mike Nagel, Jr., George Suprick, III, Steve Yankowski, Jr., Mike Austin, Dan Pompey, Brian Puckett, Eric Griffin, Kyle Weiss, Casey Plummer, Paul Rooney, Paul Strohl, III, Justin Holland, Jeremy Wilder.

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FINAL RESULTS

FIRST



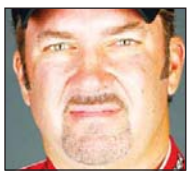
Ron Hornaday, Jr.

SECOND



Erik Darnell

THIRD



Mike Skinner

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	33	Ron Hornaday, Jr.	Camping World Chevrolet	200	$58,575	Running
2	11	99	Erik Darnell	Northern Tool+Equipment Ford	200	40,600	Running
3	2	5	Mike Skinner	Toyota Tundra Toyota	200	32,900	Running
4	4	30	Todd Bodine	Lumber Liquidators Toyota	200	20,050	Running
5	17	4	Mike Bliss	Open Joist Dodge	200	13,525	Running
6	6	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	200	13,975	Running
7	7	9	Ted Musgrave	Team ASE Toyota	200	12,800	Running
8	5	23	Johnny Benson	Toyota Certified Toyota	200	12,750	Running
9	18	21	Jon Wood	BrandonElam.com Ford	200	12,950	Running
10	22	15	Shane Sieg	Swift Transportation Chevrolet	200	13,175	Running
11	10	88	Matt Crafton	Menards/Sylvania Chevrolet	200	11,300	Running
12	16	75	Clay Rogers	Spears Mfg. Chevrolet	199	11,200	Running
13	19	22	Ryan Mathews	Toyota	199	11,175	Running
14	12	10	David Starr	International Maxx Force Ford	199	11,125	Running
15	3	6	Travis Kvapil	K&N Filters Ford	199	11,600	Running
16	21	50	T.J. Bell	Heathcliff's Cat Litter Ford	199	10,950	Running
17	15	18	Ken Schrader	Fastenal Dodge	199	13,025	Running
18	20	59	Terry Cook	Harris Trucking Toyota	199	10,825	Running
19	8	1	David Green	RFMS/Red Horse Racing Toyota	199	10,775	Running
20	36	36	Donny Lia	Nicolock/Whelen Toyota	199	8,925	Running
21	29	16	Brian Scott	Xpress Motorsports Ford	198	9,225	Running
22	13	09	Stacy Compton	Zaxby's Ford	198	9,200	Running
23	26	07	Tim Sauter	Lester Buildings Chevrolet	198	9,175	Running
24	9	60	Jack Sprague	Con-way Freight Toyota	198	8,150	Running
25	14	77	Brendan Gaughan	South Point Hotel Chevrolet	198	8,125	Running
26	30	8	Chad McCumbee	TheGPSStore.com Chevrolet	197	8,100	Running
27	33	7	Jason White	Hooters Energy Drink Dodge	197	8,075	Running
28	27	13	Willie Allen	Pork Chevrolet	196	8,050	Running
29	34	91	J.C. Stout	Sterling Trucks Chevrolet	196	8,025	Running
30	25	08	Dennis Setzer	People Against Drugs Chevrolet	196	7,980	Running
31	35	29	Scott Lynch	Jasper Engines Dodge	195	7,970	Running
32	24	47	Aric Almirola	Ginn Resorts Chevrolet	155	7,960	Running
33	31	51	Kyle Busch	Flanders Beef Patties Chevrolet	140	7,950	Accident
34	23	00	A.J. Allmendinger	Red Bull Toyota	103	7,940	Engine
35	32	2	Clint Bowyer	Camping World Chevrolet	57	7,800	Accident
36	28	40	Chad Chaffin	Curtis Key Plumbing Chevrolet	55	7,748	Accident

RACE STATISTICS

Race time: 1 hour, 55 minutes, 39 seconds
Average speed: 109.78 miles per hour
Victory margin: 4.211 seconds
Caution flags: Four for 19 laps
Lead changes: Six among five drivers

Lap leaders: Ron Hornaday, Jr. 1-39; Mike Skinner 40-52; Hornaday 53-129; Rick Crawford 130; Erik Darnell 131-136; Willie Allen 137-142; Hornaday 143-200.

TALK OF TIME TRIALS

Rain washed out qualifying for Saturday's New Hampshire 200, so the field lined up according to owner points.

Ron Hornaday, Jr. and Mike Skinner shared the front row, with Travis Kvapil, Todd Bodine, Johnny Benson and Rick Crawford completing the first three rows.



GETTY IMAGES

STANDINGS

FIRST



Ron Hornaday, Jr.

SECOND



Mike Skinner

THIRD



Travis Kvapil

Top 10

1. Ron Hornaday, Jr.	2,964	6. Rick Crawford	2,481
2. Mike Skinner	2,935	7. Ted Musgrave	2,268
3. Travis Kvapil	2,750	8. Matt Crafton	2,217
4. Todd Bodine	2,666	9. Erik Darnell	2,196
5. Johnny Benson	2,491	10. Jack Sprague	2,185

Hornaday Doubles Up In Loudon

By Al Robinson
NSSN Correspondent

LOUDON, N.H. — Ron Hornaday, Jr. has spent the NASCAR Craftsman Truck Series season proving that you can go home again.

He illustrated his point Saturday at New Hampshire Int'l Speedway by winning the New Hampshire 200 to become the first repeat winner in Truck Series competition at the 1.058-mile speedway. It was his 33rd career CTS triumph — matching the number on his Camping World Chevrolet — and his fourth of the season.

His position and bonus points, combined with Mike Skinner's third-place finish, extended Hornaday's championship lead to 29 points as he chases his third series championship. He last won the CTS crown in 1998.

Erik Darnell made a late-race charge to take second in his Roush Fenway Racing Ford, but once he got within five seconds of Hornaday, the veteran just turned up the wick and preserved a 4.2-second margin at the checkered flag.

Skinner was third in his Toyota, with Todd Bodine and Mike Bliss completing the top five. Rick Crawford, Ted Musgrave, Johnny Benson, Jon Wood and Shane Sieg were sixth through 10th.

The story line was pretty simple. Hornaday started on the pole by points after qualifying was rained out, lost the lead on the first pit stop under caution, then regained it by passing Skinner within a dozen laps.

The second and last pit-stop cycles came during green-flag racing, but Hornaday paced the last 57 circuits and led 174 of the 200 laps.

"There are a lot of guys out there that would give anything to drive a truck like this," Hornaday commented. "I could put it in positions it shouldn't have been in and it came out of every one of them. I could just put the power down in this Chevy and go. I have to thank Richard Childress Racing engines for awesome horsepower."

Crew chief Rick Ren was more succinct, "It was just bad. I mean she was just fast right out of the hauler."

Darnell was the pleasant surprise of the race that started in the murky wake of an all-morning rain but became sunny and chilly as the afternoon progressed.

He started 11th and advanced unobtrusively to sixth at mid-race and fourth on the final restart. He nailed Skinner for third on lap 165 and Bodine for second four laps later, but could advance no further.

Only four caution periods for 19 laps slowed the pace, the last eliminating Kyle Busch, who made it from 31st to seventh but never looked like a contender to win. Of the 36 starters, 32 were running at the finish with 11 on the lead lap.



TODD WARSHAW/GETTY IMAGES

ACE AT NHIS: Ron Hornaday takes the checkered flag to win Saturday's Craftsman Truck Series race at New Hampshire Int'l Speedway.

Hornaday's Second-Place KHI Truck Finally Wins

LOUDON, N.H. — Bookends.

Perhaps it was appropriate that **Ron Hornaday, Jr.** became New Hampshire Int'l Speedway's first repeat winner in the NASCAR Craftsman Truck Series.

TRUCK NOTES

Hornaday won the track's inaugural Truck Series race in 1996, benefiting from a last-lap tangle between **Joe Ruttman** and **Jack Sprague**.

That was the only lap Hornaday led — the first time in series history that a winner hadn't led until the final serial.

This time Hornaday left no doubt in anyone's mind which driver was going to find his way to victory lane. He led 174 of 200 laps, just nine fewer than the NHIS record set by Sprague in 2001.

"It's just awesome to get this thing to do what it did today because this is the same truck we finished second with three times and now we finally won with it," he said. "It's kind of been our lucky truck and we did it again. Man, 33 wins. That is really unbelievable and that is cool."

■ Hornaday's KHI partner **Clint Bowyer** was knocked out by accident on lap 57. The last time Bowyer sat in the truck, at Dover Int'l Speedway, the Kansan didn't even finish the race's first lap.

And Hornaday also won.

■ Change is good — especially if you're **Erik Darnell**. Darnell swapped crew chiefs — **Matt Puccia** for **John Quinn** — earlier in the week and on Saturday, his No. 99 Northern Tool+Equipment Ford was closing on Hornaday at the end before settling for second.

The finish was Darnell's first in the top five since a fifth-place performance in mid-May at Lowe's Motor Speedway.

■ **Shane Sieg** drove **Billy Ballew's** No. 15 Swift Transportation Chevrolet to a 10th-place finish, a moral victory of sorts for a team that's fielded four different drivers with one previous top 10 in 2007. **Bill Lester**, whose best finish was eighth at Kentucky Speedway, left the team following the Nashville Superspeedway stop.

Two-time IRL champion and Indianapolis 500 winner **Buddy Lazier** gets the call for Saturday's Smith's Las Vegas 350. Lazier's debut is concurrent with that of **Jacques Villeneuve** marking the first time that two Indianapolis 500 champions have started the same race.

Shaver, Burgtorf & Brown Among Big Regional Winners

VIRGINIA SPRINT SERIES

Shaver Conquers

Sept. 15, Winchester Speedway, Winchester, Va.

North Carolina driver Ivan Shaver earned his third victory at Winchester Speedway — and is still the only Tar Heel to win at the track.

Shaver took the lead from Scott Vasbinder and romped to victory, with Billy Norfleet second. Satch Worley held on for third, ahead of Bill Rice and Donnie Rodeffer.

The finish:

Ivan Shaver, Billy Norfleet, Satch Worley, Bill Rice, Donnie Rodeffer, French Grimes, Eric Keck, Dick Talley, Pete Kingrea, Glenn Worrell, Anthony Linkenhoker, Tony Harris, Scott Vasbinder, Mike Marr, Danny Miller, Paul White and Jerald Harris.

SPRINT INVADERS

Sutton Scores

Sept. 14, 34 Raceway, Burlington, Iowa

Matt Sutton scored his first Ideal Ready Mix Sprint Invaders victory at 34 Raceway Friday night. He led all 25 laps.

Kaley Gharst fought his way through the field to finish second. John Schulz, Bobby Mincer and Jeff Mitrisin rounded out the top five.

The finish:

Matt Sutton, Kaley Gharst, John Schulz, Bobby Mincer, Jeff Mitrisin, Korey Weyant, Nick Eastin, Natalie Sather, Jordan Goldesberry, Josh Schneiderman, Ryan Jamison, Russ Hall, Matt Harms, Dustin Selvage, Tyler Thompson, Jimmy Davies, Lance Gullo, Brian Hetrick, Nate Mosher, Donnie Steward.

SPRINT CAR RACING ASS'N

Pombo Still King

Sept. 15, Kings Speedway, Hanford, Calif.

Davey Pombo gained 14 valuable points on leader Peter Murphy by sweeping the SCRA program at Kings Speedway Saturday night.

Pombo recorded fast time, won his heat and fought off Richard VanderWeerd to capture his sixth victory of the year. Murphy finished second and leads Pombo by 64 points with two races remaining.

Greg Bragg recorded his best finish of the year by gaining the final spot on the podium.

The finish:

Davey Pombo, Peter Murphy, Greg Bragg, Rusty Carlile, Justyne Hamblin, Albert Pombo, Richard VanderWeerd, Jayson Mays, Andy Ferris, Axel Walker, Jerry Wise, Bret Lowder, Jonathan Logan, Matt Day, Jeff Gardner, John Iturriria.

NEW YORKER 200

Friesen Flies

Sept. 16, Utica-Rome Speedway, Vernon, N.Y.

Stewart Friesen got up early Sunday morning to win the rain-delayed New Yorker 200 at Utica-Rome Speedway.

Friesen collected $10,000 after pushing his modified past Bobby Varin on lap 142.

Varin settled for second and Ronnie Johnson was third. Vic Coffey and A.J. Romano filled the top five.

The finish:

Stewart Friesen, Bobby Varin, Ronnie Johnson, Vic Coffey, A.J. Romano, Pat Ward, Mike Ricci, Alan Johnson, Jim Davis, John Ramsey, Mitch Gibbs, Paul Kinney, Kevin Bates, Ted Lamb, Jeff Kotary, Rich Ricci, Jr., Frank Caprara, Matt Janczuk, Todd Burley, Jamie Christian, Willy Decker, Ryan Larkin, Dave Camara, Russ Hefti, Jack Johnson, Don Scarborough, Gus Schmidt, Don Mattison.

WHELEN SOUTHERN MODIFIEDS

Brown Rolls

Sept. 15, Southern National Raceway Park, Kenly, N.C.

NASCAR Whelen Southern Modified Tour driver Tim Brown has been on a roll as of late, scoring his second victory in the last 12 days.

It was Brown's third-career Whelen Southern Modified Tour victory — and second of the season — by a three-second margin over runner-up Frank Fleming.

Rounding out the top five were Junior Miller, L.W. Miller and Burt Myers.

The finish:

Tim Brown, Frank Fleming, Junior Miller, L.W. Miller, Burt Myers, Thomas Stinson, Brandon Hire, George Brunnhoelzl, Brian Pack, Brian King, Jay Mize, Gene Pack, Earl Baker, Jay Foley, Jason Myers, Wesley Swartout, Buddy Emory.

JAYHAWK CLASSIC

Karrick Blasts

Sept. 15, Lakeside Speedway, Kansas City, Kan.

Tim Karrick blasted past Terry Phillips with two laps to go to become the first repeat winner of the Jayhawk Modified Classic Saturday at Lakeside Speedway.

On lap 28, Karrick pulled past Phillips and romped to the $5,000 top prize.

Phillips came across the stripe second but was disqualified in post-race inspection. John Allen inherited second, followed by Mark Dotson, Jeremy Payne and Jim Moody.

The finish:

Tim Karrick, John Allen, Mark Dotson, Jeremy Payne, Jim Moody, Kelly Shryock, Dustin Boney, Terry Bruner, Joe Walker, Matt Johnson, Justin Boney, Rodney Sigg, Dave Trauernicht, Larry Harvey, Jr., Terry Beckham, John O'Neal, Danny Charles, Scott Crystal, Mike Taylor, Scotty Roberts, Tom Charles, Jason Friesen, Chad Lyle, Terry Phillips.

FLORIDA SPRINT CAR ASS'N

Partin Delivers

Sept. 15, Putnam County Speedway, Satsuma, Fla.

Rookie sprint-car driver Ryan Partin scored his first victory Saturday night at Putnam County Speedway.

Partin inherited the lead when Red Stauffer dropped from competition and led to the checkered flag.

Otto Scrape finished second, followed by Lee Scrape, Matt Kurtz and John Byers.

DEERY BROTHERS LATE MODELS

Burgtorf Banks $10,000

Sept. 15, 34 Raceway, West Burlington, Iowa

Only the rain slowed Mark Burgtorf's drive to the front in Saturday's Deery Brothers Summer Series feature at 34 Raceway.

Burgtorf took charge after midway in the 100-lap IMCA Sunoco Late Model event, holding off Jason Frankel to bank the $10,000 top prize.

Frankel, Ray Guss, Jr., Jeremy Grady and Darrel DeFrance followed.

The finish:

Mark Burgtorf, Jason Frankel, Ray Guss, Jr., Jeremy Grady, Darrel DeFrance, Terry Neal, Andy Nezworski, Hershel Roberts, Boone McLaughlin, Nick Ingalls, Tom Bowling, Jr., Jeff Bair, Luke Goedert, Stephan Kammerer, Sam Halstead, Robby Warner, Jon Merfeld, Matt Strassheim, Jay Johnson, Gary Russell, Justin Reed, Mike Murphy, Jr., Johnny Johnson, Matt Ryan.

BATTLE OF THE BLUEGRASS

Todd Notches

Sept. 15, Richmond Raceway, Richmond, Ky.

Tyrel Todd posted his first victory since 2004 Saturday at Richmond Raceway.

Todd, who had managed several runner-up finishes over the past two-plus seasons, took the lead on lap 17 and held on for the $3,000 winner's share.

Jason Keltner was second, ahead of Tim Tungate, Josh McGuire and David Webb.

The finish:

Tyrel Todd, Jason Keltner, Tim Tungate, Josh McGuire, David Webb, Victor Lee, Chris Combs, Dennis Roberson, Bobby Carrier, Jim Robinson, Mike Jewell, Jeff Alsip, Marty Stepp, Brandon Witt, Dan Deaton, Doug Smith, Danny Barrett, Alan Haycraft, Aaron Hatton, Jason Barrett.

BCRA MIDGETS

McKenney Thrills

Sept. 15, Madera Speedway, Madera, Calif.

Dallen McKenney thrilled the local crown with his first BCRA midget triumph Saturday at Madera Speedway.

McKenney made a final-lap pass of Shane Golobic to claim the victory.

Golobic was second, ahead of Michael Faccinto, Justin Melton and Michael Binswanger.

The finish:

Dallen McKenney, Shane Golobic, Michael Faccinto, Justin Melton, Michael Binswanger, Chad Boat, Laura poorter, Chad Nichols, Eric Mostin, Alfred Galeridge, Jr., Ralph Cortez, David Prickett, Justin Grant, Stuart Birkinbine, Floyd Alvis, Bill Lindsey, Joe Lindsey, Nick Foster, Jr., Tim Skoglund, Kevin Morris, Paul Zimmerly, Daniel Bedford, Levi Roberts, John Sarale.

ASA LATE MODELS

Townley Collects

Sept. 15, New Senoia Raceway, Senoia, Ga.

Seventeen-year-old John Wes Townley collected his first ASA late-model victory Saturday at New Senoia Raceway.

Townley took the lead from Travis Cope on lap 85 and held off Beau Slocumb.

Slocumb settled for second, ahead of Chris Fontaine and Cope.

The finish:

John Wes Townley, Beau Slocumb, Chris Fontaine, Travis Cope, Cody Smith, Jeff Choquette, Dillon Oliver, Bobby East, Brandon Johnson, Alison Quick, Sean Murphy, Michael Seeright, Jeremy Gerstner, Jimmy Lang, Bob Partelo, Brian Blum, Taylor Satterfield, Brent Seeley, Jerrod Foley, Travis Wilson, Sean Bass, Tommy Climer, Keeton Hanks, Dakota Stroup.

ARDC MIDGETS

Rookie Triumphs

Sept. 15, Susquehanna Speedway Park, Newberrytown, Pa.

ARDC rookie Drew Heistand led a parade of young guns to the finish line Saturday at Susquehanna Speedway Park.

Ryan Smith charged from his 11th-starting spot to finish second. Eric Heydenreich took third. Stephanie Stevens and Nick Wean followed.

The finish:

Drew Heistand, Ryan Smith, Eric Heydenreich, Stephanie Stevens, Nick Wean, Bruck Buckwalter, Tracy Readinger, Andy Martin, Steve Lenig, P.J. Gargiulo, Ryan Watt, Brett Arndt, Ed Stimely, Jr., Donnie Trent, Zack Martini, Shane Penny, Lew Blair, Scott Zipp, Randy Monroe, Jr., Mike Lapp, Brett Conkling, Mark Lawshe, Bobby Goerner, Donnie Hoffman, Greg Robinson, Dave Shirk.

600 NATIONALS

Wilson Grabs 10 Grand

Sept. 15, I-30 Speedway, Little Rock, Ark.

Jerrod Wilson shook off the bad luck that has plagued him over much of the season by scoring a $10,000 triumph in Saturday night's second annual 600 Nationals presented by Hoosier Tires at I-30 Speedway

After a dominant performance en route to winning Friday's preliminary event over 125 competitors, Wilson had to work for the big bucks. Wilson emerged from a torrid, three-way mid-race battle for the point with Stan Yockey and defending race champion Travis Senter, Jr., to take command for keeps on the 15th round.

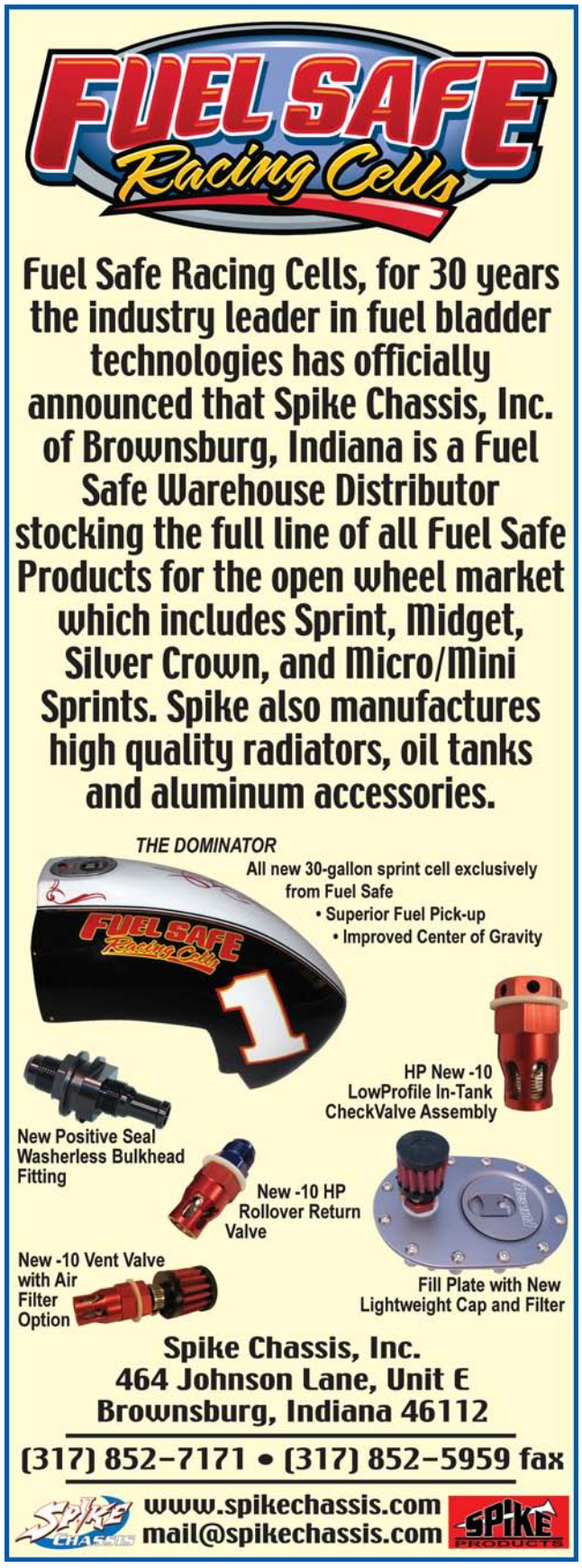
Senter finished second, with Tyson Hall, Scott Sawyer and Derek King rounding out the top five.

The finish:

Jerrod Wilson, Travis Senter, Jr., Tyson Hall, Scott Sawyer, Derek King, Travis Elliott, Jake Murphy, Michael Dicely, Daniel Robinson, Riley Adair, Sammy Swindell, Austin Laskey, Ryan Duke, Jonathan Hendrick, Ben Murphy, Michael Davidson, Eric Edwards, Tyler Devault, Bobby Zaiontz, Terry Monroe, Stan Yockey, Kevin Gigot, Montie Frey, Jr., Chad Pitts, Chris Andrews, Karlas Stevens.







ERIK PEREL/NHP PHOTO

EYE IN THE SKY

Multi-talented Spotters Play Crucial Role For Drivers On The Race Track

CONCORD, N.C. — The view is considerably different for Mike Herman, Jr. these days.

Herman, who started racing go-karts at age eight and has competed in the USAR Hooters Pro Cup Series for more than a decade, is literally moving to the very top of the business as a spotter for Joe Gibbs Racing.

By John Clayton
Staff Writer

"It's like God looking down from heaven to the top of the earth," said Herman. "You just see things from a different perspective. I've always looked at racing as a game, so you can look down and see things going on in the game that can help you out when you're in a race car."

Herman has changed gears from the weekend job he has known since he was a teenager and is now looking at a future as a spotter in the high-stakes game of NASCAR. At 33, Herman wasn't knocking on the door of the Nextel Cup Series as a driver, and with the Hooters Southern division shortening its schedule to 13 races for 2007, he began to look at options that would keep him in the sport and capitalize on the experience he has gained behind the wheel on tracks across the country.

Becoming a spotter seemed a natural fit.

"Being a driver helps — that experience helps," he said. "By that same token, you don't have to have driving experience to be a good spotter, but it did help me switch over, to have that short learning curve.

"There's not hardly a scenario that you can throw at me that I haven't seen or been through before. One thing that makes a good spotter is that you've got to stay calm. You need a steady, calming voice that whole time you're on the radio."

The popular view of the job description is for a spotter to key the microphone when a wreck occurs and tell his driver where it is and how to avoid it.

But there is more to it than that, Herman has learned.

Much more.

Help Wanted

Herman would be a traffic cop, but he doesn't have a badge.

He would be a psychologist, but he doesn't have the degree.

He would be a cheerleader, but he doesn't have the legs.

Put them together, though, and you come up with at least part of the job a spotter does any given race day.

"We're very dependent on them as far as keeping the flow of the race going," said Mark Suddreth, director of the Whelen Southern Modified Tour, recalling the days when track officials used to go onto the track during caution periods to cue the cars before restarts.

Spotters are so important, in fact, that NASCAR has made them mandatory for each race team at every level — from regional touring series on up to Nextel Cup. They are so important in today's racing that NASCAR officials refused to start the long-delayed Michigan race because fog moved in and spotters couldn't see the backstretch, even as drivers, who had waited for two days in the rain, were chomping at the bit to go green.

But it was a matter of safety.

Ironically, the safety advances racing has made inside the car over the past few years with improved seats, car design and head-and-neck restraints have made spotters more crucial to the sport.

"A race-car driver now is like a horse with blinders on," said Herman. "You can only see what's directly in front of you. You have hardly any vision at all to the left or the right.

"A lot of drivers use side-view mirrors now, but it's hard to glance down at that little mirror and make a split-second decision. My spotter (Chris Lambert) always says to me, 'You aim it and I'll drive it.' That's the way it is. You see things from a totally different perspective up there."

Lambert went on to work with Regan Smith in Nextel Cup prior to the merger of Ginn Racing and Dale Earnhardt, Inc. He had a tryout of sorts this past weekend with Red Bull Racing's Brian Vickers at Loudon, N.H.

Regardless of the series, Lambert, who was not a driver prior to climbing to the top of the press box for Herman, uses that same theory.

"Spotting wrecks and spotting your own car is fairly easy," said Lambert, who has had the birds-eye view of more than 500 races over the past decade. "It's just learning what might happen around your car and relaying it to the driver — as far as guys finding grip and things like that. You always expect certain things to happen, but when they don't or something happens that is out of the ordinary, that's the hardest part."

The spotter has to do all of that with people like Suddreth in one ear and a crew chief or driver in the other.

At the recent Whelen Made In America 300 at Martinsville, Va., Suddreth was in near-constant communication with spotters during 15 caution periods.

Drivers. Officials. Crew chiefs. The occasional flare-up with spotters from other teams who are unhappy with your driver.

"It's mentally draining," said Herman. "If you make one mistake, it could be catastrophic — not only for your car, but you could lose your job over one mistake."

And all the while, spotters are asked to remain calm. Panic breeds panic and drivers who panic don't last very long.

"You're trying to keep your driver out of trouble, so there's a coaching aspect," Herman said. "Then, you want to keep him calm and know when to turn him lose. You have to make sure he knows when it's time to get up on the wheel and be aggressive, but you have to pick and choose those battles — know when to pick it up and know when to be patient and maybe save your tires and your equipment for later in the race."

Herman believes the coaching aspect may be his niche. At the moment, he's working with Joe Gibbs Racing developmental talents Marc Davis and Ryan Preece. Davis is running in NASCAR's Busch East Series and Preece is running in the NASCAR Whelen Modified Tour.

"I kind of feel like the movie 'Bull Durham' — I'm like the catcher (Crash Davis), a veteran race-car driver who never got the breaks to move up like I really wanted to. I kind of see myself as that older, veteran catcher who comes in to work with an 18-year-old fastball pitcher… That part of it intrigues me."

A Good Spot

Good spotters can be as difficult to find as good drivers.

The job done well is part art and part science, a combination of skills and mindset that has to be ready to run at 200 miles per hour at Talladega or for 500 steel-punishing laps at Bristol.

"One of the challenges spotters have is keeping focused because you do have those long green-flag runs and then yellows for a time," Herman said. "You have those lulls and you can't lose your focus during those times."

Herman and Lambert break down the "dos" of the job as having clarity of voice and thought, persistent focus on the track and the driver and the ability to multitask, carrying on several conversations at once while remaining vigilant on the race itself.

After that, a spotter and driver often become a "dynamic duo" of sorts, a Batman and Robin on the radio, working together for years as a team — or, in some cases, an old, grumpy married couple.

Trust is part of the job as well.

"Drivers have to understand where you're coming from when you make certain calls," said Lambert. "They have to have a certain trust-level with you."

Herman said he uses certain voice tones and inflections that indicate to his drivers what he wants them to do and how he wants them to do it — a subtle way to remain calm and infer urgency at the same time.

And all of it — the coaching, the cheerleading, the communication, the focus, the multitasking — is directed at one thing, the checkered flag.

"To be able to win a race, you've got to finish it," Herman said. "And the spotter is a tool that can help you get there."

SPOTTING 101

Three 'C's Of Spotting

Clear – Enunciate on the radio and say what you mean.

Concise – Communicate as much information in as few words as possible.

Calm – Calmness is contagious, so is panic. Don't rattle your driver.

Five Spotters' Sins

Losing track of your car.

Missing situations on the track.

Panicking.

Reacting to wrecks behind your driver.

Relaying too much or unnecessary information.



Five Golden Rules For Successful Spotters

Keep focused.

Stay calm regardless of what's going on around the track.

Be able to multi-task.

Communicate with as few words as possible.

Stay positive with your driver.

RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 66, 67 and 68: Sept. 12, Sept. 14 and Sept. 16

FINAL RESULTS

WINNER



Donny Schatz

Sept. 12

Clay County Fair Speedway, Spencer, Iowa

Qualifications: 1. Jason Solwold, Carnahan r19, 13.659; 2. Jason Meyers, Stockbridge 14, 13.683; 3. Wayne Johnson, Fatfro 14aj, 13.729; 4. Tim Shaffer, Parsons 6, 13.733; 5. Donny Schatz, Schatz 15, 13.780; 6. Randy Hannagan, Hannagan 1x, 13.785; 7. Terry McCarl, McCarl 24, 13.814; 8. Jason Sides, Sides 7s, 13.819; 9. Dusty Zomer, Zomer 1z, 13.820; 10. Joey Saldana, Kahne 9, 13.834; 11. Paul McMahan, Stewart 20, 13.862; 12. Jeremy Campbell, Campbell 10c, 13.896; 13. Steve Kinser, Kinser 11, 13.898; 14. Brooke Tatnell, Forbrook 5, 13.915; 15. Mark Dobmeier, Woodward 2, 13.927; 16. Craig Dollansky, Karavan 7, 13.936; 17. Chad Kemenah, Hard Eight 8k, 13.939; 18. Danny Lasoski, Roth 83, 13.953; 19. Chad Hillier, Hillier 5c, 13.959; 20. Tony Bruce, Jr., Bruce 18t, 13.964; 21. Matt Wasmund, Wasmund 4w, 14.013; 22. Sam Hafertepe, Jr., Hafertepe 15h, 14.016; 23. Kerry Madsen, Helm 11h, 14.031; 24. Jac Haudenschild, Wright 35, 14.059; 25. Justin Henderson, Henderson d1, 14.101; 26. Scott Winters, Winters r9, 14.102; 27. Kaley Gharst, Gharst 3, 14.119; 28. Daryn Pittman, Titan 21, 14.141; 29. Billy Boles, Boles 05, 14.233; 30. Wade Nygaard, Nygaard 9n, 14.388; 31. Gordy Vogelaar, Vogelaar 33, 14.671; 32. Robert Bell, Bell 71, 15.201.

First Heat (8 laps): Kinser, Schatz, Solwold, Zomer, Kemenah, Henderson, Boles, Wasmund.

Second Heat (8 laps): Saldana, Tatnell, Hannagan, Meyers, Lasoski, Winters, Hafertepe, Nygaard.

Third Heat (8 laps): McMahan, McCarl, Johnson, Madsen, Hillier, Dobmeier, Gharst, Vogelaar.

Fourth Heat (8 laps): Shaffer, Dollansky, Sides, Campbell, Pittman, Haudenschild, Bruce, Bell.

Crane Cams Dash (6 laps): Saldana, Shaffer, McCarl, Dollansky, Kinser, Schatz, McMahan, Solwold, Meyers, Tatnell.

B Main (12 laps): 1. Hafertepe; 2. Henderson; 3. Haudenschild; 4. Gharst; 5. Dobmeier, $300; 6. Winters, $280; 7. Boles, $275; 8. Nygaard, $260; 9. Wasmund, $250; 10. Vogelaar, $250; 11. Bell, $250; 12. Bruce, $250.

Feature (30 laps): 1. Schatz, $10,000; 2. Saldana, $5,500; 3. Dollansky, $3,200; 4. Shaffer, $2,800; 5. McMahan, $2,500; 6. Hannagan, $2,300; 7. McCarl, $2,200; 8. Madsen, $2,100; 9. Solwold, $2,050; 10. Tatnell, $2,000; 11. Sides, $1,500; 12. Lasoski, $1,200; 13. Johnson, $1,100; 14. Meyers, $1,050; 15. Kemenah, $1,000; 16. Campbell, $900; 17. Hafertepe, $800; 18. Zomer, $800; 19. Pittman, $800; 20. Kinser, $800; 21. Haudenschild, $800; 22. Gharst, $800; 23. Henderson, $800; 24. Hillier, $800.

WINNER



Donny Schatz

Friday

Heartland Park Topeka, Topeka, Kan.

Qualifications: 1. Jason Meyers, Stockbridge 14, 11.550; 2. Kerry Madsen, Helm 11h, 11.666; 3. Jason Solwold, Carnahan r19, 11.727; 4. Joey Saldana, Kahne 9, 11.731; 5. Paul McMahan, Stewart 20, 11.738; 6. Steve Kinser, Kinser 11, 11.739; 7. Tim Shaffer, Parsons 6, 11.859; 8. Donny Schatz, Schatz 15, 11.860; 9. Daryn Pittman, Titan 21, 11.884; 10. Sam Hafertepe, Jr., Hafertepe 15h, 11.911; 11. Randy Hannagan, Hannagan 1x, 11.913; 12. Chad Kemenah, Hard Eight 8k, 11.939; 13. Danny Lasoski, Roth 83, 12.017; 14. Tony Bruce, Jr., Bruce 18t, 12.040; 15. Jeremy Campbell, Campbell 10c, 12.059; 16. Craig Dollansky, Karavan 7, 12.067; 17. Justin Henderson, Henderson d1, 12.088; 18. Terry McCarl, McCarl 24, 12.111; 19. Chad Hillier, Hillier 5c, 12.113; 20. Jason Sides, Sides 7s, 12.113; 21. Jac Haudenschild, Wright 35, 12.168; 22. Gary Lee Maier, Maier 11x, 12.338; 23. J.D. Johnson, Johnson 98, 12.504; 24. Chris Morgan, Morgan 7c, 12.847; 25. J.R. Topper, Topper 92, no time.

First Heat (10 laps): Shaffer, Hafertepe, Meyers, Saldana, Dollansky, Lasoski, Maier, Hillier.

Second Heat (10 laps): Schatz, Hannagan, McMahan, Madsen, Henderson, Bruce, Sides, Johnson.

Third Heat (10 laps): Pittman, Kemenah, Solwold, Kinser, McCarl, Campbell, Morgan, Haudenschild, Topper.

Crane Cams Dash (8 laps): Shaffer, Schatz, Hannagan, Pittman, Madsen, Meyers, Kemenah, Hafertepe, Saldana, Solwold.

Feature (35 laps): 1. Schatz, $10,000; 2. Shaffer, $5,500; 3. Pittman, $3,200; 4. Meyers, $2,800; 5. Hannagan, $2,500; 6. Madsen, $2,300; 7. Saldana, $2,200; 8. Kemenah, $2,100; 9. McMahan, $2,050; 10. McCarl, $2,000; 11. Lasoski, $1,500; 12. Solwold, $1,200; 13. Sides, $1,100; 14. Hafertepe, $1,050; 15. Haudenschild, $1,000; 16. Dollansky, $900; 17. Kinser, $800; 18. Campbell, $800; 19. Henderson, $800; 20. Hillier, $800; 21. Maier, $800; 22. Morgan, $800; 23. Topper, $800; 24. Bruce, $800; 25. Johnson, $800.

WINNER



Daryn Pittman

Sunday

Charter Raceway Park, Beaver Dam, Wis.

Qualifications: 1. Jason Solwold, Carnahan r19, 11.615; 2. Paul McMahan, Stewart 20, 11.652; 3. Donny Schatz, Schatz 15, 11.689; 4. Jason Meyers, Stockbridge 14, 11.697; 5. Tim Shaffer, Parsons 6, 11.707; 6. Terry McCarl, McCarl 24, 11.762; 7. Daryn Pittman, Titan 21, 11.763; 8. Jason Sides, Sides 7s, 11.764; 9. Danny Lasoski, Roth 83, 11.777; 10. Mike Reinke, Reinke 02, 11.780; 11. Chad Kemenah, Hard Eight 8k, 11.789; 12. Craig Dollansky, Karavan 7, 11.806; 13. Randy Hannagan, Hannagan 1x, 11.839; 14. Jeremy Campbell, Campbell 10c, 11.850; 15. Joey Saldana, Kahne 9, 11.864; 16. Steve Kinser, Kinser 11, 11.871; 17. Jac Haudenschild, Wright 35, 11.910; 18. Kerry Madsen, Helm 11h, 11.921; 19. Wayne Johnson, Fatfro 14aj, 11.966; 20. Brooke Tatnell, Forbrook 5, 11.976; 21. Tony Bruce, Jr., Bruce 18t, 11.989; 22. Kurt Winker, Winker 48h, 12.038; 23. Chad Hillier, Hillier 5c, 12.070; 24. Scott Uttech, Uttech 3k, 12.131; 25. Todd Hepfner, Hepfner 01, 12.217; 26. Tim Vandervere, Vandervere 7v, 12.232; 27. Brian Kristan, Kristan 5k, 12.289; 28. Rusty Egan, Egan 50, 12.405; 29. Bill Wirth, Wirth 53w, 12.573; 30. Johnny Fahl, Fahl 0, 12.706; 31. Justin Henderson, Henderson d1, no time.

First Heat (10 laps): Meyers, Pittman, Kinser, Solwold, Henderson, Reinke, Johnson, Hepfner, Egan, Hannagan.

Second Heat (10 laps): Kemenah, Sides, Shaffer, McMahan, Haudenschild, Campbell, Hillier, Tatnell, Vandervere, Wirth.

Third Heat (10 laps): Dollansky, Schatz, Madsen, Lasoski, McCarl, Saldana, Bruce, Fahl, Uttech, Kristan.

Crane Cams Dash (8 laps): Meyers, Pittman, Kemenah, Schatz, Sides, Dollansky, Solwold, McMahan, McCarl, Shaffer.

B Main (12 laps): 1. Hannagan; 2. Tatnell; 3. Bruce; 4. Hillier; 5. Hepfner; 6. Kristan; 7. Vandervere, $200; 8. Uttech, $180; 9. Wirth, $175; 10. Fahl, $160; 11. Johnson, $150; 12. Egan, $150; 13. Winker, $150.

Feature (40 laps): 1. Pittman, $10,000; 2. Schatz, $5,500; 3. Meyers, $3,200; 4. Dollanksy, $2,800; 5. McMahan, $2,500; 6. Kemenah, $2,300; 7. Solwold, $2,200; 8. Madsen, $2,100; 9. Saldana, $2,050; 10. Kinser, $10,000; 11. Henderson, $1,500; 12. Tatnell, $1,200; 13. Campbell, $1,100; 14. Bruce, $1,050; 15. Hillier, $1,000; 16. Shaffer, $900; 17. Kristan, $800; 18. Sides, $800; 19. Reinke, $800; 20. Hepfner, $800; 21. Hannagan, $800; 22. Haudenschild, $800; 23. McCarl, $800; 24. Lasoski, $800.

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Danny Lasoski

Top 10

1. Donny Schatz	9,161	6. Steve Kinser	8,578
2. Joey Saldana	9,108	7. Craig Dollansky	8,455
3. Danny Lasoski	8,666	8. Paul McMahan	8,381
4. Jason Meyers	8,640	9. Jason Solwold	8,284
5. Daryn Pittman	8,622	10. Tim Shaffer	8,240



KEN SIMOM PHOTO

TROPHY TIME: Donny Schatz celebrates Friday night.



KEN SIMOM PHOTO

RARE VIEW: Donny Schatz earned $10,000 for his victory Friday night at Heartland Park Topeka.

Schatz Seals Deal At Heartland Park

By Tony Veneziano

TOPEKA, Kan. — Donny Schatz was the first winner at the permanent three-eighths-mile track at Heartland Park Topeka in 2001.

In the World of Outlaws return to Heartland Park Topeka on Friday night for the first time since 2002, Schatz became the first repeat winner, earning $10,000 for picking up his second-consecutive victory this week.

The reigning World of Outlaws champion took the lead from Tim Shaffer on the 27th lap and worked his way through traffic as the laps wound down, to earn his series-leading 16th victory of the season.

"It was a great night and a great win," said Schatz. "We're glad to get to victory lane. We have very few races left and we just have to make sure to capitalize on as many as we can. They did an excellent job with the track tonight and it was great to see a large crowd on hand."

Schatz had a major scare on the 16th lap, as he was battling Shaffer for the lead exiting the fourth turn, when his car came out of gear, dropping him back to the third position. He quickly got the car back in gear and began to chase Pittman before a caution flag flew.

"I haven't had a car jump out of gear for several years," he explained. "The cables kind of pull out and lock, and this one doesn't seem to want to lock. I could feel it earlier in the night, but you never expect it will bite you. We were bouncing through a few holes and that started to jar it. It popped out, but I got back in sync."

Shaffer led the first 26 laps of the event and earned his 20th Top-Five finish of the season, as he came home second in the Casey's General Stores Maxim. It was his sixth runner-up performance of the season as he continues to close in on his first win of the season.

"We had a great car again and I just made a mistake," said Shaffer. "I guess I should have followed Steve (Kinser). I thought everyone would follow him and Donny (Schatz) got a run through the middle, so I then tried the middle."

Pittman, Jason Meyers and Randy Hannagan rounded out the top five.

Schatz Blows Closest Competition Away By Four Seconds At Clay County

By Tony Veneziano

SPENCER, Iowa — Donny Schatz didn't recognize Clay County Fair Speedway when he walked through the pit gates Sept. 12.

The last time he had been there was more than10 years earlier, when the then-sprawling half-mile was predominately used for horse racing. He took a quick liking to the new three-eighths-mile track and romped to his 15th World of Outlaws victory of the season before a crowd of more than 7,000.

Schatz took the lead from Tim Shaffer on the 12th lap and beat championship-challenger Joey Saldana to the checkered flag by nearly four seconds.

"It was a good night for us," said the winner. "I'm glad to get to get the victory. We're trying to get every win that we can. We had to pass some cars to get up there, starting sixth. We had a great car. We just had to do things right and we had to move around on the track."

Schatz was able to maneuver almost anywhere he wanted on Wednesday night, as was evident on the 11th lap, when he dove low to get around Joey Saldana and then worked the high side of the track to nearly get around Tim Shaffer. He made the pass for the lead, and ultimately the win, on the following lap up high on the track.

"You have to be able to move around and not be married to one spot. That is what won us the race," explained Schatz. "Our car would go all over. That is a credit to this race team. These guys bust their tails and we are one guy short right now. Shane (Bowers), Ricky (Warner) and Dave (Lawrence) are doing an awesome job."

Saldana had a spirited battle with Craig Dollansky for most of the second half of the race, taking the runner-up spot with just three laps remaining.

"It was a good race and a solid run for us," said Saldana. "Hopefully we can go to Topeka and have another good run."

Dollansky, Shaffer and Paul McMahan rounded out the top five.

Prediction Paves Way For Pittman At Topeka

By Tony Veneziano

BEAVER DAM, Wis. — Daryn Pittman said on Friday night after finishing third at Heartland Park Topeka that his car was not good enough to win and that his team would work hard over the next two days to find the winning combination.

They certainly found it on Sunday night, as he had the dominant car at Charter Raceway Park, leading all 40 laps en route to his fifth A-feature victory of the season.

"Any win is good," said Pittman, driver of the Titan Garages Maxim. "You earn them out here these days and it was fun. I wish we raced here 10 times a year. This is a great track and they did a great job preparing the track tonight. Thanks to all the fans for coming back and sticking with it."

After starting on the pole, Jason Meyers led the field into the first turn, with Pittman charging to the lead on the high side of the third turn on the opening lap. Despite two early red flags, Pittman held the lead.

The leaders began to encounter lapped traffic on the seventh go-around, allowing Meyers to cut into Pittman's lead. A couple of times Meyers looked low heading into the first turn, but Pittman held the lead each time.

Meyers was bottled up in heavy traffic for a number of laps, allowing Schatz to close in and battle him for second. On the 29th lap, Schatz looked high for the position off the second turn and then low exiting the fourth turn, but Meyers held him off, as they went three-wide with a lapped machine. The next lap, Schatz gained the position.

All the while, Pittman continued to make his way through traffic. While Schatz and Meyers were held up, Pittman built a lead that would see him cross the checkered flag more than five seconds ahead of the second and third-place finishers.

"I felt good when I could run a clean track, but when you missed your line, it really slowed up a lot," said Pittman. "We got through traffic pretty decent. A few of them held me up, but our car was excellent and we were able to hold on for 40 laps."

Schatz finished second to earn his 44th Top-Five finish of the season and extend his lead in the championship standings over Joey Saldana.

"We were not as good as we needed to be," said Schatz. "We went a little bit too far thinking it would get slicker that it did. That's the way it goes. We know where we made our mistake and we can learn from it."

Meyers was third, with Craig Dollansky and Paul McMahan rounding out the top five.

Season-Ending World Finals To Go Live On Speed

INDUSTRY

CONCORD, N.C. — The World Finals for the World of Outlaws sprint cars and the World of Outlaws Late Model Series Nov. 3 will be televised live on Speed.

The event features the season finale for both divisions and will mark the first time both classes have competed on the same card. It will also be the first live telecast of the WoO late models on Speed. The program will air from 8 to 11 p.m.

"If you can't get excited about World of Outlaws cars sliding around The Dirt Track @ Lowe's Motor Speedway, than you are not a true race fan," said Rick Miner, Speed SVP of Production & Network Operations. "It's organized mayhem at its best."

"The World of Outlaws World Finals is a destination event for fans of sprint cars and dirt late models," World Racing Group President Tom Deery said. "Now, it can also be a destination event for everybody who has a television."



I-55 RACEWAY PHOTO

CLINT MEETS CONFETTI: Veteran late-model racer Clint Smith celebrates his victory Saturday night at I-55 Raceway in Pevely, Mo.

Francis Starts Weekend Off Strong

By Kevin Kovac

Friday

WoO LM

PADUCAH, Ky. — Steve Francis is looking more and more like a World of Outlaws Late Model Series champion.

The Ashland, Ky., star continued his late-season surge toward the title on Friday night, driving from 11th starting spot to win the Paducah 50 at Paducah Int'l Raceway.

It was the second $10,225 triumph in three WoO LMS starts this month for Francis, who has extended his points lead to a season-high 60 markers over Chub Frank.

"Hopefully we just keep this up for a little bit longer," said Francis. "We finally got everything together."

Coming off a strong second-place finish in the prestigious World 100 on Sept. 9 at Eldora Speedway in Rossburg, Ohio, Francis authored a convincing march to victory in PIR's first-ever WoO LMS event. He found his rhythm near the race's halfway mark, charging through the top five in a handful of laps and then effortlessly running down race-long leader Brian Shirley.

Francis, 40, had little trouble handling the lap-44 restart that followed the A-Main's second and final caution flag. He simply glided away from the pack, steering his Valvoline Rocket No. 15 to the checkered flag 2.737 seconds ahead of Shirley.

Shirley was second, while Jimmy Mars, Frank and Clint Smith rounded out the top five.

The finish:

Steve Francis, Brian Shirley, Jimmy Mars, Chub Frank, Clint Smith, Tim Fuller, Darrell Lanigan, Brian Birkhofer, Josh Richards, Jeep VanWormer, Shane Clanton, Rick Eckert, Brad Neat, Randy Sellars, Jon Tindal, Brady Smith, Randy Korte, Ricky Arms, Kevin Cole, Shannon Babb, Brian Barber, Justin Rattliff, Michael Steele, Roy Mitchell.

Saturday

PEVELY, Mo. — Clint Smith has turned the Midwest into his second home this season.

With a dramatic victory in Saturday night's 25th annual Pepsi Nationals at I-55 Raceway, the Southern gentleman put himself squarely in the headlines of another World of Outlaws Late Model Series trip to middle America.

Smith, 42, of Senoia, Ga., earned $10,225 for his fourth WoO LMS triumph of 2007 – all of which have come in the Midwest.

"It's fun to win in some new territory," said Smith, whose road victories this season have helped increase his popularity away from his native Southeast. "We've won in three different states for the first time this year, and we're proud of that."

Smith's latest victory was easily his most difficult. He had to outduel Shannon Babb and Randy Korte in a rousing shootout over the race's final three laps to preserve his 10th career WoO LMS win.

Smith never relinquished the lead after driving his J&J Steel/Cliburn Tank Lines GRT car past Korte on lap 23, but both Babb and Korte made aggressive bids to overtake Smith following the second and final caution flag of the A-Main, on lap 47.

Babb finished 0.702 of a second behind Smith, with Korte, Chub Frank and point-leader Steve Francis following.

The finish:

Clint Smith, Shannon Babb, Randy Korte, Chub Frank, Steve Francis, Rick Eckert, Billy Moyer, Shane Clanton, Brian Birkhofer, Brian Shirley, Darrell Lanigan, Jeep VanWormer, Josh Richards, Matt Miller, Brady Smith, Bryan Collins, Dewayne Kiefer, Will Vaught, Billy Faust, Ron McQuerry, Michael Kloos, Jimmy Mars, Roy Mitchell, Kerry Hansen.

Sunday

LA SALLE, Ill. —Jeep VanWormer is in the club.

VanWormer was victorious in Sunday night's 16th annual Best Western Illinois Fall Nationals 40 at La Salle Speedway, becoming the 28th driver to win a World of Outlaws Late Model Series event since 2004.

"When you win with these guys, it's top-notch," VanWormer said of his first career triumph on the national tour. "They're not the World of Outlaws for nothing, so winning a race against them is huge for your resume, huge for your career."

VanWormer, 32, drove a flawless race to pocket $7,725, including the $500 WoO LMS Bonus Bucks cash for being the highest-finishing driver who had never won a tour event and was not ranked among the top 12 in the standings. He was the 18th different driver to win a WoO LMS A-Main in 2007.

Taking advantage of the third starting spot, VanWormer overtook Matt Miller for the lead on lap two and never looked back. He turned back late challenges from WoO LMS regulars Darrell Lanigan and Chub Frank, who finished second and third, respectively.

WoO LMS Rookie of the Year contender Tim Fuller and point-leader Steve Francis rounded out the top five.

The finish:

Jeep VanWormer, Darrell Lanigan, Chub Frank, Tim Fuller, Steve Francis, Dennis Erb, Jr., Shannon Babb, Shane Clanton, Rick Eckert, Brady Smih, Clint Smith, Jimmy Mars, Josh Richards, Darren Friedman, Mike Mataragas, Steve Sheppard, Jr., Jason Feger, Kerry Hansen, Brian Shirley, Wes Steidinger, Roy Mitchell, Matt Miller, Terry Casey, Ryan Dauber.

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 19 of 23: O'Reilly Mid-South Nationals, Sept. 14-16
Memphis Motorsports Park, Memphis, Tenn.

FINAL RESULTS

TOP FUEL



Melanie Troxel

FUNNY CAR



Gary Scelzi

PRO STOCK



Dave Connolly

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Rod Fuller	4.594	314.68	def.	9	Cory McClenathan	5.005	223.50
10	J.R. Todd	5.502	182.48	def.	7	Morgan Lucas	6.954	114.59
6	Melanie Troxel	4.628	311.56	def.	11	Bob Vandergriff	8.732	81.24
5	Doug Herbert	5.188	260.16	def.	12	Doug Kalitta	6.198	136.43
16	Doug Foley	4.608	309.42	def.	1	Tony Schumacher	8.038	88.01
2	Brandon Bernstein	4.569	323.27	def.	15	Hillary Will	4.617	312.13
14	David Grubnic	4.577	318.62	def.	3	Larry Dixon	4.887	280.02
4	Whit Bazemore	4.560	321.50	def.	13	Clay Millican	5.247	200.98
SECOND ROUND								
16	Doug Foley	4.605	309.13	def.	8	Rod Fuller	9.831	75.17
6	Melanie Troxel	4.772	292.46	def.	14	David Grubnic	5.340	181.45
2	Brandon Bernstein	4.600	315.27	def.	10	J.R. Todd	4.877	283.55
5	Doug Herbert	4.636	316.01	def.	4	Whit Bazemore	4.908	265.33
SEMIFINAL								
5	Doug Herbert	4.750	294.37	def.	16	Doug Foley	BROKE	BROKE
6	Melanie Troxel	6.674	260.46	def.	2	Brandon Bernstein	7.748	138.87
FINAL								
6	Melanie Troxel	4.728	313.22	def.	5	Doug Herbert	4.901	290.57

Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
5	Jack Beckman	4.854	312.57	def.	12	Jerry Toliver	4.854	203.37
11	Ron Capps	4.895	308.50	def.	6	Tony Pedregon	4.974	277.20
15	Del Worsham	4.848	315.05	def.	2	Ashley Force	4.865	303.98
1	Robert Hight	4.860	309.42	def.	16	Jeff Arend	4.930	308.50
3	Tommy Johnson, Jr.	5.299	238.81	def.	14	Kenny Bernstein	6.745	127.67
4	John Force	4.902	311.70	def.	12	Cruz Pedregon	4.951	287.84
10	Gary Scelzi	4.899	308.92	def.	7	Gary Densham	4.878	310.05
9	Tony Bartone	4.868	310.34	def.	8	Scott Kalitta	9.373	85.34
SECOND ROUND								
5	Jack Beckman	4.897	308.35	def.	4	John Force	4.959	296.24
10	Gary Scelzi	5.146	229.82	def.	15	Del Worsham	5.268	251.02
3	Tommy Johnson, Jr.	5.536	237.35	def.	11	Ron Capps	5.994	230.92
1	Robert Hight	4.850	302.69	def.	9	Tony Bartone	5.916	160.16
SEMIFINAL								
10	Gary Scelzi	4.908	312.13	def.	3	Tommy Johnson, Jr.	6.064	176.26
5	Jack Beckman	4.922	306.53	def.	1	Robert Hight	4.945	303.71
FINAL								
10	Gary Scelzi	4.886	314.61	def.	5	Jack Beckman	4.892	310.55

Pro Stock

FIRST ROUND

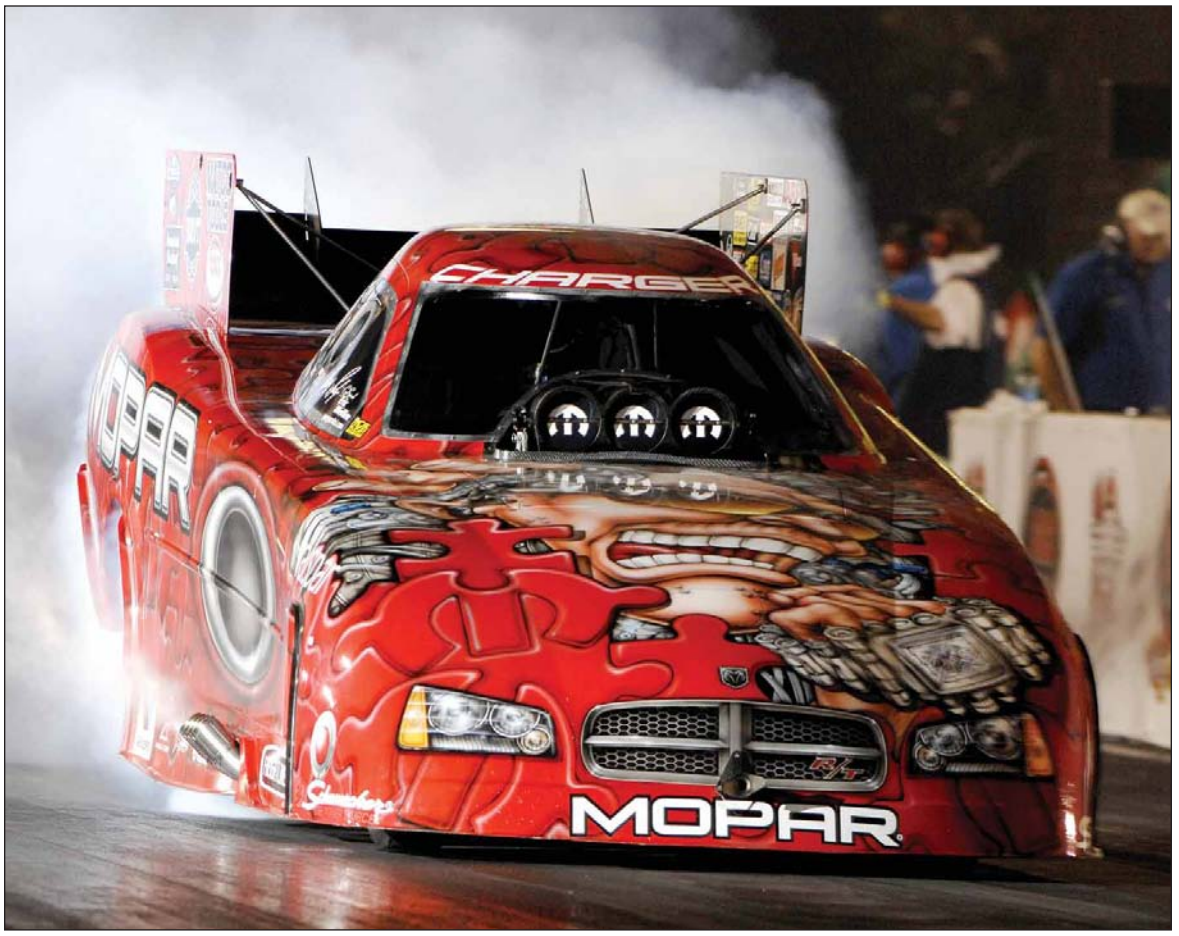
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Jim Yates	6.696	205.54	def.	8	Kurt Johnson	6.674	207.24
7	Jeg Coughlin	6.650	206.76	def.	10	Mike Edwards	6.654	207.27
11	Larry Morgan	6.636	207.11	def.	6	Allen Johnson	6.668	207.05
5	Richie Stevens	6.655	207.24	def.	12	V Gaines	6.642*	207.56
3	Greg Anderson	6.650	208.65	def.	14	Ron Krisher	13.581	61.07
4	Dave Connolly	6.620	207.72	def.	13	Craig Hankinson	6.673	207.02
15	Warren Johnson	6.657	206.95	def.	2	Jason Line	6.631	208.59
1	Max Naylor	6.624	207.02	def.	16	Greg Stanfield	9.845	92.63
SECOND ROUND								
7	Jeg Coughlin	6.662	206.89	def.	15	Warren Johnson	12.274	83.22
3	Greg Anderson	6.622	208.91	def.	11	Larry Morgan	13.503	62.23
9	Jim Yates	6.703	206.13	def.	1	Max Naylor	11.792	73.96
4	Dave Connolly	6.632	208.04	def.	5	Richie Stevens	6.741	206.89
SEMIFINAL								
4	Dave Connolly	6.632	207.69	def.	9	Jim Yates	6.683	206.64
3	Greg Anderson	6.636	208.42	def.	7	Jeg Coughlin	6.697	206.36
FINAL								
4	Dave Connolly	6.648	207.59	def.	3	Greg Anderson	6.658	208.65

** — Denotes red light*



NHRA PHOTO

OUSTED: Ashley Force was eliminated in the first round by Del Worsham.



NHRA PHOTO

FAST MACHINE: Gary Scelzi romped to victory in Sunday's Funny Car portion of the O'Reilly NHRA Mid-South Nationals at Memphis Motorsports Park.

Scelzi Edges Beckman

Teammates Take Funny Car Final To The Wire In Memphis

MEMPHIS, Tenn. — In one of the closest races of the event, Funny Car driver Gary Scelzi defeated teammate Jack Beckman by .0013 seconds at the 20th annual O'Reilly NHRA Mid-South Nationals at Memphis Motorsports Park.

The two left within five-thousandths of a second of one another before virtually staying glued together all the way down the strip. In the end, Scelzi's Mopar/Oakley Dodge Charger had barely inched ahead of Beckman's Mail Terminal Services Dodge Charger R/T to take the closest race of eliminations, 4.886 at 314.61 miles per hour to Beckman's 4.892 at 310.55 miles per hour.

"We came into this race thinking we'd better go to the final or win if we want to stay alive in the Countdown," Scelzi said. "The first step was to get into the top four. Now we need to build on that. We're in fourth but it's very bunched up. This is exactly what NHRA wanted and right now it's pretty damn exciting."

It was a day both men needed as Scelzi went from seventh to fourth in the Countdown to Four standings. Beckman's runner-up finish lifted him from fifth to second place, just 53 off the lead held by Robert Hight. Pro Stock racer Dave Connolly won his third NHRA national event in a row Sunday at Memphis Motorsports Park to take command of the Countdown to the Championship.

Connolly once again outran former points leader Greg Anderson in the final of the 20th annual O'Reilly Mid-South NHRA Nationals presented by Pennzoil for his sixth victory of the year. Just as he did two weeks ago in Indianapolis, Connolly got the better of the three-time POWERade champion in an exciting final that was decided by just .0187 seconds, 6.648 at 207.59 mph to Anderson's 6.658 at 208.65 mph.

"You couldn't ask for a better time to get hot," Connolly said. "It's just remarkable. I start to look back three or four years when I was first getting started and every time I got to the final there was Greg and he was beating me. Here we are a few years later and I've beaten him in two finals in a row. Everything is just clicking right now and hopefully we don't use up all our luck before we're done."

The Torco Chevrolet Cobalt driver improves to 15-12 in final rounds and now leads Anderson in the standings by 33 points.

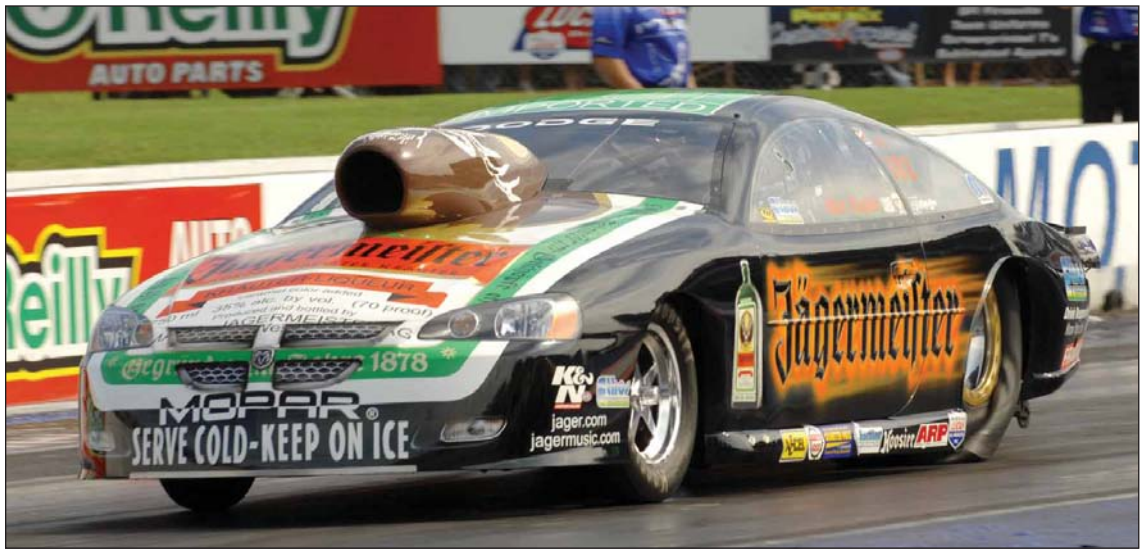
Top Fuel pilot Melanie Troxel had the hardest road to the trophy stand as she had to take out three of the men in the Countdown to Four Top Fuel field, including Bob Vandergriff, Jr., Brandon Bernstein, and Doug Herbert in the final, 4.728 at 313.22 mph in her Vietnam Veterans/POW-MIA dragster against Herbert's 4.901 at 290.57 mph in the Snap-on Tools rail.

"I'm becoming more and more disappointed with not making the Countdown and it's been tough but I stand by my decision to not ask my teammate to take a dive for me," Troxel said. "You have to earn your way in and at the time we weren't running well. We just didn't quite get it turned around in time to make the field. All we can do is make the best of the situation and try to win as many races as we can down the stretch."

Top Fuel point-leader Tony Schumacher was upset in round one, but avoided big damage in the standings when Rod Fuller and Larry Dixon both bowed out in round two.

In Pro Stock Motorcycle, Andrew Hines collected his third win in a row at Memphis Motorsports Park and surged into the POWERade lead by 24 points after posting the quickest quarter-mile pass of eliminations in a final-round trouncing of Steve Johnson, who broke just off the starting line. Hines would have been tough to catch any way, even with Johnson's huge .042-second starting line advantage, as his Screamin' Eagle Harley-Davidson V-Rod crossed the stripe in 6.917 at 192.91 mph.

"To win here three years in a row doesn't get much better," Hines said. "I guess the Countdown deal is working in our favor now but if I had it my way I'd leave it the way it was, even though I probably wouldn't have the points lead right now. We're pretty secure in the Countdown to One now so hopefully we can roll this win over to Dallas and just keep rolling." This is the first time this season that Hines has been atop the points.



NHRA PHOTO

TOP QUALIFIER: Pro Stock's Max Naylor qualified first, but he fell to Jim Yates on Sunday in Memphis.

Counting Down With Schumacher

Scelzi Can Thank Tuner For Memphis Funny Car Victory

MEMPHIS — All three **Don Schumacher** Racing Funny Car drivers — O'Reilly Mid-South NHRA Nationals winner **Gary Scelzi**, runner-up **Jack Beckman**, and **Ron Capps** — are seeded in the top four for the inaugural Countdown to the Championship.

NHRA NOTES

Robert Hight of **John Force** Racing heads the Funny Car list. Beckman is second, Capps third, and Scelzi fourth. **Tony Pedregon** is fifth, Memphis non-qualifier **Mike Ashley** is sixth. John Force is seventh. No. 8 **Jim Head** also did not qualify this past weekend.

Two events remain, at Dallas and Richmond, before the final four battle to the finish in the last two events.

■ The incredibly close Funny Car final between two teammates — Scelzi won by about seven inches, or one-thousandth of a second — was a testament to the tuning abilities of co-crew chiefs **Todd Okuhara** and **Phil Shuler**. Both are responsible for Scelzi's Mopar/Oakley Dodge Charger and Beckman's Mail Terminal Services Charger. Scelzi is 3-3 in final rounds this season.

Scelzi said he is adapting to Okuhara and Schuler but said he always will have a special spot in his heart for **Mike Neff**, who recently left Schumacher Racing to drive the fourth John Force Racing Ford Mustang next year.

"I really miss Mike Neff beating on that hood," Scelzi said. "Mike and I were very close, and Mike got me a championship and got me 10 wins...and that's special. And that meaning is never going to go away. But Todd Okuhara took over the helm and took this crew and changed everything on that race car. We made some changes. We think it's for the better, and right now it's starting to pay dividends. Todd has made some big changes and the car runs really hard in the middle."

■ The entire U.S. Army team — point-leader **Tony Schumacher** in Top Fuel and Pro Stock Motorcycle riders **Angelle Sampey** and **Antron Brown** — lost in the first round. It was only the second time this season that has happened but the second time in four races. The other event was Aug. 12 at Brainerd, Minn.

For Schumacher, a barrel valve bust broke early in his run against **Doug Foley**. "The barrel valve opens when I hit the throttle, and it produces the fuel flow," he said. "When it broke, that obviously shut off the fuel and then the burst panels blew out. All I could I do at that point was cruise on through to the finish line." The No. 1 qualifier took solace in keeping the point lead he assumed at Indianapolis in the previous race.

Brown lost a chain from his Suzuki just past the 60-foot mark as he raced **Eddie Krawiec**, and Sampey simply left the starting line far later than opponent Hector Arana.

■ With both Schumacher and **Larry Dixon** losing in the first round, Rod Fuller moved into second place in the NHRA Countdown to the Championship Top Fuel standings.

He beat **Cory McClenathan**, but his David Powers-owned Caterpillar Dragster smoked the tires against Doug Foley in the next round. "We were very fortunate that both Schumacher and Dixon went out early. We really struggled all weekend and never could get our finger on it. We're going to test on Monday and get our car figured out for Dallas," he said, referring to this weekend's O'Reilly Fall Nationals at the Texas Motorplex at Ennis, Texas.

"Some of our stuff is worn out and we had to cycle in some new parts and they just didn't respond the same. Our morale is still good. Our goal is to be No. 1, but we just need to stay in the top four."

■ For much of the past two years, Funny Car veteran **Del Worsham** has been the victim of incredibly narrow losses and misses on race day and during qualifying. So qualifying 15th was a real treat for the Checker Schucks Kragen Chevy Impala driver. But he didn't want to put his slight momentum up against that of his first-round opponent, **Ashley Force**.

"She qualified No. 2 at Indy, running great, and she qualified No. 2 here, so we knew she had one of those bad hot rods her dad is always talking about," Worsham said. "On top of that, she was on **Jay Leno** on Monday night, and she was named America's Hottest Athlete about a week ago. How much momentum can one driver have? It would have been the perfect story for her to cap it off with a win here, so we knew we had a major test on our hands."

In their match-up, Force ran a 4.865-second elapsed time, fourth-quickest of the round, but Worsham eliminated her with a 4.848. He experienced tire spin at about half-track in the quarterfinals, one of winner Gary Scelzi's vanquished.

■ A spider caused a big problem Friday afternoon for Funny Car driver **Jerry Toliver** and his Rockstar Energy/AutoZone Toyota Solara. The spider, which turned out to be a black widow spider, crawled onto one of the starting line timing lights. The timer didn't begin when Toliver left the starting line but kicked in at the 330-foot mark. Toliver's elapsed time was 3.80 seconds — and was disallowed. He made the field on the second try Friday and started Sunday from the No. 12 position. Then he lost in the first round to eventual runner-up Jack Beckman.

■ Top Fuel contenders had a tough weekend. Joining Schumacher and Dixon in exiting in the first round was fellow top-eight driver **Bob Vandergriff**. Still in the hunt but losing in round two were **Rod Fuller** and **J.R. Todd**.

Pro Stock's top eight had some round one attrition, too. Defeated in their first runs were **Kurt Johnson**, **Jason Line**, and **Allen Johnson**. **Larry Morgan** and **Warren Johnson** followed with quarterfinal defeats.

■ Pro Stock's **Max Naylor** earned his second-straight No. 1 qualifier position. It also was the second of his career. He did it in his Jagermeister Dodge Stratus with a track elapsed-time record of 6.594 seconds at 207.37 mph.

Schumacher Team Takes Hard Hit As U.S. Army Leaves

SEATTLE

The U.S. Army announced Friday its decision to end its sponsorship agreement with Don Schumacher Racing's Pro Stock Motorcycle team at the end of the season.

Col. David Lee, the Army's director of strategic communications, said, "Given the great pride the program brings our soldiers and everyone associated with the U.S. Army Pro Stock Motorcycles, this was not an easy decision to make."

Maybe that's because it was the wrong decision.

"We want to thank Angelle Sampey, Antron Brown, Steve Tartaglia, and the members of the Pro Stock Motorcycle team, as well as the entire Don Schumacher Racing organization, for their professionalism and their performances on behalf of the U.S. Army," Lee said.

"We also want to thank all of the fans who support the U.S. Army Racing program, and wish both Angelle and Antron the best of luck moving forward. We are proud of our teams and the effort put forth by the riders and crew throughout our relationship."

Col. Lee, let me share something with you.

And yes, Sir, I understand that, as General Norman Schwarzkopf said, war is profane —and that you have seen the profane. And yes, Sir, I know devastation is what all Americans have seen at Pearl Harbor, on the battlefields of Belleau Wood and Normandy and Iwo Jima and Chosin and Khe Sahn and Baghdad, in the gaping hole in the U.S.S. Cole, and at the Marine barracks in Beiruit. And I know we're talking about drag racing here.

But you couldn't have had two finer "soldiers" for your recruiting cause than Angelle Sampey and Antron Brown. "I am an American soldier" pays no attention to race and gender, and neither does drag racing — but as a female and an African-American, Sampey and Brown were perfect for your target demographics. But they have been representatives of substance, of character. And they have been devastated.

"We're losing so much more than Someone Who Pays The Bills," Sampey said. "We were sponsored by the United States Army." You should have heard the pride in her voice. "We represent over a million soldiers," she said. "We're not just losing a bill-payer. We're losing all of our support with the soldiers."

She broke down in tears Saturday when talking to new recruits visiting the O'Reilly Mid-South Nationals at Memphis Motorsports Park at her team's Future Soldiers presentation.

"We put our heart and soul into this program," Brown said. "It goes far beyond results down the race track. We actually made a difference in the young adults of tomorrow's lives. We were mentors to [potential recruits], telling them how we got to where we are in our lives so they can be successful in their own lives.

"It meant something," Brown said, "because we weren't selling something that was a gimmick product. We were selling something that was real, that was a way of life. This is like the American Dream Team."

Col. Lee said Friday, "We do, however, remain committed to NHRA and its fans who continue to support our program and soldiers and look forward to continuing our sponsorship of the DSR Top Fuel team."

Let's hope so. "Committed" is a strong word — Army strong, you might say. And we want to believe in that.

So while you're doing your budgeting for 2008 and beyond, Col. Lee, perhaps it might serve you well to revisit the words of General George S. Patton, Jr.:

"There's a great deal of talk about loyalty from the bottom to the top," Patton said. "Loyalty from the top down is even more necessary and is much less prevalent. One of the most frequently noted characteristics of great men who have remained great is loyalty to their subordinates."

Col. Lee, Sir, I hope you'll be among those great men.

THE STRAIGHTLINE



SUSAN WADE

UP NEXT

O'Reilly NHRA Fall Nationals, Sept. 20-23, Texas Motorplex, Ennis, Texas

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Robert Hight

PRO STOCK



Dave Connolly

Top Three

TOP FUEL		FUNNY CAR		PRO STOCK	
1. Tony Sc humacher	2,216	1. Robert Hight	2,233	1. Dave Connolly	2,291
2. Rod Fuller	2,197	2. Jack Beckman	2,180	2. Greg Anderson	2,258
3. Larry Dixon	2,183	3. Ron Capps	2,156	3. Jeg Coughlin	2,156

FORMULA ONE

RACE REWIND

Race 14 of 17: Belgian Grand Prix, Sunday, Sept. 16
Circuit de Spa-Francorchamps, Francorchamps, Belgium

FINAL RESULTS

FIRST



Kimi Raikkonen

SECOND



Felipe Massa

THIRD



Fernando Alonso

Fin.	St.	Driver	Country	Team	Laps
1	1	Kimi Raikkonen	Germany	Scuderia Ferrari	44
2	2	Felipe Massa	Brazil	Scuderia Ferrari	44
3	3	Fernando Alonso	Spain	McLaren Mercedes	44
4	4	Lewis Hamilton	Great Britain	McLaren Mercedes	44
5	6	Nick Heidfeld	Germany	BMW Sauber F-1 Team	44
6	5	Nico Rosberg	Germany	Williams	44
7	7	Mark Weber	Australia	Red Bull Racing	44
8	9	Heikki Kovalainen	Finland	Renault F-1 Team	44
9	14	Robert Kubica	Poland	BMW Sauber F-1 Team	44
10	10	Ralf Schumacher	Germany	Toyota Racing	44
11	8	Jarno Trulli	Italy	Toyota Racing	44
12	13	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	43
13	17	Rubens Barrichello	Brazil	Honday Racing F-1 Team	43
14	19	Adrian Sutil	Germany	Spyker F-1 Team	43
15	18	Takuma Sato	Japan	Super Aguri F-1 Team	43
16	22	Anthony Davidson	Great Britain	Super Aguri F-1 Team	43
17	20	Sakon Yamamoto	Japan	Spyker F-1 Team	43
18	12	Jensen Button	Great Britain	Honday Racing F-1 Team	36
19	15	Alexander Wurz	Austria	Williams	34
20	11	David Coulthard	Great Britain	Red Bull Racing	29
21	16	Sebastian Vettel	Germany	Scuderia Toro Rosso	8
22	21	Giancarlo Fisichella	Italy	Renault F-1 Team	1



STEVE ETHERINGTON PHOTO

RED ALERT: Finland's Kimi Raikkonen led Ferrari teammate Felipe Massa to a 1-2 finish.

RACE STATISTICS

Race time: 1 hour, 20 minutes, 39.066 seconds
Average speed: 229.174 kilometers per hour

Victory margin: 4.6 seconds

TALK OF TIME TRIALS

Kimi Raikkonen's lap of 1 minute, 45.070 seconds in the second session of Saturday's qualifying earned him the pole for the Belgian Grand Prix. Teammate Felipe Massa joined him on the front row.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Kimi Raikkonen

Top 10

1. Lewis Hamilton	97	6. Robert Kubica	33
2. Fernando Alonso	95	7. Heikki Kovalainen	22
3. Kimi Raikkonen	84	8. Giancarlo Fisichella	17
4. Felipe Massa	77	9. Nico Rosberg	15
5. Nick Heidfeld	56	10. Alexander Wurz	13

Spa Treatment

Kimi, Ferrari Are Far Superior To McLaren In Belgium

By Dan Knutson
NSSN Correspondent

SPA-FRANCORCHAMPS, Belgium — Kimi Raikkonen led Ferrari teammate Felipe Massa to a one-two sweep of the Belgian Grand Prix here Sunday.

The Ferraris were clearly quicker than the McLaren Mercedeses of Fernando Alonso and Lewis Hamilton who ended up third and fourth.

This was Raikkonen's third straight win at Spa. The F-1 circus was happy to be back at the glorious track after a year away, even if this wasn't the most classic Grand Prix that track has hosted.

Starting from pole, Raikkonen led all but two of the 44 laps while Massa headed the other two tours during the pit stops.

"I had some doubts about the car's handling after yesterday's qualifying," Raikkonen said, "but everything went well. The car worked very well for the whole race: I was quick enough in the first part to control the race after that."

The McLaren duo brawled on the opening lap.

Hamilton, who started fourth, managed to get alongside Alonso, who qualified third, as they came out of the La Source Hairpin just after the start.

Alonso pushed Hamilton off the track, and then the two McLarens were side-by-side as they screamed down the steep hill to the notorious Eau Rouge bend. For a moment it looked like neither driver would give way.

"At Eau Rouge it's impossible to take two F-1 cars through there without taking each other out," Hamilton said, "so I just lifted."

That was it for the top four — Raikkonen, Massa, Alonso and Hamilton — who went on to finish in that order.

Starting sixth in his BMW Sauber, Nick Heidfeld got pushed back to eighth in the first corner. He battled his way past Heikki Kovalainen's Renault, and then passed Mark Webber's Red Bull Renault and Nico Rosberg's Williams Toyota when they made early pit stops.

Heidfeld ended up sixth ahead of Rosberg who was delighted to prove that Williams was again the fourth best team with his fourth consecutive points finish.

Webber was delighted, too, taking a strong seventh place with a strategy that saw him (and Rosberg) pit before the rest of the field.

Kovalainen spent much of the race embroiled in scraps with Webber, Heidfeld and Robert Kubica, beating the latter by just .555 of a second to claim eighth place.

This was the first time in seven races that Kubica missed out on scoring points.

He spent much of his race stuck behind David Coulthard's Red Bull that was on a one-stop strategy.

Most of the off track talk during weekend, of course, concerned the 10-hour World Motor Sport Council hearing that took place in Paris on Thursday and resulted in the stiff penalties and political strife outlined elsewhere in these pages.

"We could have all done without the distractions this weekend and the run up to it," Dennis said after the race. "Hopefully we can now chill out a little bit, cool down and have a good end of season."

FINE:

FIA's World Council Levies $100M Fine For McLaren

CONTINUED FROM PAGE 2

told him that."

On March 21, de la Rosa sent the following e-mail to Coughlan: "Hi Mike, do you know the Red Car's Weight Distribution? It would be important for us to know so that we could try it in the simulator. Thanks in advance, Pedro."

Coughlan replied in detail.

In a 15-page statement from the hearing, the WMSC said it was "clear that Coughlan's actions were intended by him to give McLaren a sporting advantage. He fed information about Ferrari's stopping strategy, braking system, weight distribution and other matters to McLaren's test driver."

The WMSC also believes that the "a number of McLaren employees... were in unauthorized possession of...highly confidential Ferrari technical information."

All this evidence led the WMSC to impose the draconian penalties on McLaren. The drivers were granted immunity because they cooperated by supplying copies of their e-mails, etc. But no matter how stiff the team's punishment, it's difficult to believe that the FIA and Bernie Ecclestone would damage their own world championship by kicking the drivers out as well.

Details Unfold In 'Spy-Gate'

By Mike Doodson

SPA-FRANCORCHAMPS, Belgium — In the aftermath of the FIA World Motorsport Council's "guilty" verdict on McLaren-Mercedes for possessing stolen Ferrari technical data, not to mention the $100 million fine imposed on the Anglo-German team, some extraordinary revelations have been made.

Of these, the most startling to emerge is the identity of the whistleblower who provided the evidence which ultimately convicted McLaren.

The man who phoned FIA President Max Mosley to inform him that two McLaren drivers and a senior McLaren engineer had been circulating technical secrets stolen from Ferrari was none other than McLaren Group CEO Ron Dennis.

As Dennis explained to pressmen at Spa on Saturday, his own driver Fernando Alonso "suggested" to him on the morning of last month's Hungarian GP that he possessed information — clearly obtained illegally from Ferrari — that would be of interest to the FIA.

Alonso, who has been unhappy about his status inside the team since the start of the season, indicated that he would keep the Ferrari data to himself if Dennis promised him favorable treatment in his bid to win the world championship for a third time.

Dennis appears to have assumed that unless he met the Spaniard's demands, Alonso would inform the FIA that the team possessed, and was making use of, the Ferrari secrets. Faced with the possibility that Alonso would carry out his threat and inform the FIA, Dennis — who until that moment was not aware of the Ferrari data being circulated inside McLaren's own test team and drivers — realized that he had no choice but to incriminate himself.

The McLaren boss immediately called both Ferrari boss Jean Todt and Mosley to inform them of the situation.

Despite Dennis's revelations, Mosley told journalists after last week's hearing that he still did not trust the team chief's word. The two men have a long history of mutual antipathy, and in the days after the FIA Council delivered its shattering verdict, Mosley publicly accused Dennis of deliberately withholding information.

Following the discreet intervention of Mercedes, a somewhat unconvincing attempt at reducing the tension was made in the Spa paddock on Sunday morning, when Dennis and Mosley made a staged appearance and shook hands for the cameras. The forced smiles on their faces indicate that the exercise may not have been a complete success.

Meanwhile, despite Dennis's claims that Alonso has apologized to him for actions which amounted to personal intimidation, the Spaniard's future at McLaren remains uncertain.



STEVE ETHERINGTON PHOTO

FLASH GERMAN: The Toyota of Ralf Schumacher climbs the hill at Spa.

Todt: McLaren Got Off Easy

BMW Sauber Handed Second Place In Constructor's Championship

By Dan Knutson
NSSN Correspondent

SPA-FRANCORCHAMPS, Belgium — While Ferrari said in a statement it "is satisfied that the truth has now emerged" following the hearing of the WSMC, team boss **Jean Todt** thinks McLaren got off lightly.

Asked by *NSSN* if Ferrari planned to seek a harsher punishment, Todt replied: "We respect (the FIA's decision), but we feel it is soft a penalty considering all the history.

"What was very important for Ferrari was if you are guilty, you must have a penalization. So, they were guilty and they had a penalization. We feel it is soft; the president of the FIA confirmed it was soft."

Todt said that the legal actions on England and Italy against **Mike Coughlan** and **Nigel Stepney** would continue, as these are completely separate things to the FIA's case.

■ BMW Sauber isn't gloating about inheriting second place in the constructors' championship following McLaren's disqualification.

"There have been two teams ahead of us all year and they are stronger than us," **Mario Theissen** said. "We want to beat them fair and square, or at least get close to them. Even if we finish second in the record books to me it will still be third place."

■ McLaren could face further punishment next year if the FIA's technical department determines that its 2008 car incorporates any Ferrari confidential information.

Ron Dennis is confident this won't happen.

F-1 NOTES

■ Will this be a tainted championship if a McLaren driver perhaps wins in a car that has an unfair advantage? "No," **Mark Webber** said. "They (the team) have kicked everyone's butt this year. The drivers have been by far the best drivers and the team has done the best job."

■ About half the money from the McLaren fine will be distributed amongst the other teams, but just who gets what has not been decided yet. **Max Mosley** says the rest will go to a fund that brings on young racing drivers around the world.

■ **Flavio Briatore** said at Spa that Renault's driver lineup might be announced within two weeks. He said McLaren's woes would not affect where **Fernando Alonso** ends up in 2008. "I don't believe for one second that the [FIA penalty] decision...will influence Alonso, drivers or us," he said. "It has nothing to do [with us]."

■ **Kimi Raikkonen's** third pole of the season was the 14th of his career and the 194th for Ferrari. With **Felipe Massa** starting second, this was the first all-Ferrari front row of the year.

■ Visiting the paddock, Prodrive's **David Richards** told *Autosport* magazine that his F-1 team is on hold until the new Concorde Agreement, which will define the situation of customer cars, is ratified.

■ In response to questioning at Spa, McLaren boss Ron Dennis indicated that his team would probably not pursue its appeal to the FIA against the decision of the Stewards at last month's Hungarian GP not to allow the team to be credited with the 15 points in the constructors' championship for first and fourth places in the race. The penalty was imposed after Fernando Alonso was found to have unfairly influenced the outcome of the race by blocking his teammate **Lewis Hamilton** in the pits during qualifying.

■ Speaking to different press groups at Spa, FIA President Max Mosley managed to contradict himself about the role of McLaren drivers Fernando Alonso and **Pedro de la Rosa**. Mosley told one group that it would be "wrong" to punish the drivers, who had voluntarily come forward to reveal that they had circulated Ferrari secret information in text and email messages. Later, though, he said that he had personally been in favor of taking points away from the drivers because they could have benefited from using the stolen data.

■ Asked if he and Pedro de la Rosa exchanged e-mails on technical matters, Lewis Hamilton said: "The last time I spoke to Pedro e-mail-wise was in Malaysia, and that was about a female." One presumes that Mrs. de la Rosa would like to know who they were talking about!

■ The final major test session of the racing season takes place at Jerez, Spain Sept. 18-21.

■ McLaren has contacted the FIA about certain technical aspects of the Renault.

"If somebody tells me it's the same [as McLaren's spy case], I sue," Renault's Flavio Briatore told *The Sunday Times*. "Secondly, it's not an investigation regarding myself and the team. Third, we have given all the information to the federation, at least when we found out something. This is it. It's as simple as that. And I have given the evidence as well to McLaren."

McLaren Defends Itself After Penalty From WMSC

SPA-FRANCORCHAMPS, BELGIUM

Even by F-1's warped standards, McLaren's $100 million fine was the talk of the weekend. It dwarfed the FIA's previous biggest fine of $5 million (later halved) on the Turkish organizers for using the podium ceremony for a political message.

McLaren was stunned by the severity of the penalty handed down by the World Motor Sport Council in the spy-gate scandal.

"We do not believe that we should have been punished in this way," team CEO Martin Whitmarsh said.

While the WMSC believed that the evidence pointed to a number of people within McLaren having knowledge of the illegally obtained Ferrari data, the team insists that only a few individuals knew: Mike Coughlan, Pedro de la Rosa and Fernando Alonso.

"The entire engineering team in excess of 140 people provided statements to the FIA affirming that they had never received or used the Ferrari information," Ron Dennis said in a statement.

"We have never denied that the information from Ferrari was in the personal possession of one of our employees at his home. The issue is: was this information used by McLaren? This is not the case and has not been proven today.

"We are also continually asked if McLaren didn't use the information, what was the reason for Stepney and Coughlan collecting all this data about Ferrari? We can only speculate, as neither Coughlan nor Stepney gave evidence at today's hearing, but we do know that they were both seeking employment with other teams, as already confirmed by both Honda and Toyota."

Dennis said the "evidence given to the FIA by our drivers, engineers and staff clearly demonstrated that we did not use any leaked information to gain a competitive advantage."

> *"... we did not use any leaked information to gain a competitive advantage."*
> **Ron Dennis**

ACROSS THE POND



DAN KNUTSON

The entire McLaren team might have been thrown out of both the 2007 and 2008 seasons, but F-1 czar Bernie Ecclestone fought hard to keep the team in the championship.

The WMSC, including Max Mosley, was indeed close to imposing the two-year ban. Twice during the hearing the other teams' observers were asked to leave the room. Minutes later, after this happened the second time, one Web site ran the headline "McLaren out in 2007 and 2008" and this was immediately copied by a multitude of Web sites. They were wrong, however, as Ecclestone then convinced the council to adopt the punishment actually meted out.

McLaren may be prepared to forgo an appeal and pay the fine if it helps brings closure to the whole spy scandal and is good for F-1 in general.

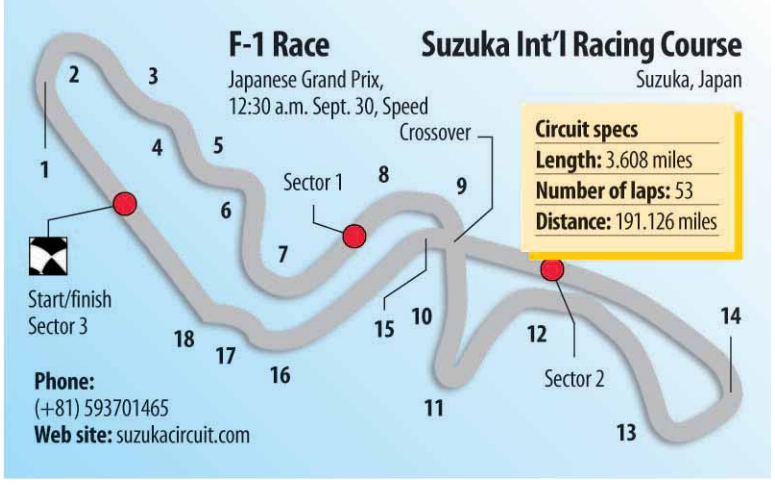
"Conservatively, that process would be a year to two years," Dennis said when asked about the appeal. "Trying to balance out everything, I don't think we should dedicate a resource to such a counterproductive process for F-1.

"No matter how beaten up I am, and no matter how kicked around I am, the fact is that I love F-1. And if the right thing for F-1 is to seek closure...and if the right way forward is to act...in the interests of F-1, then we will go down that path."

McLaren's annual turnover is about $450 to $500 million, and the company is debt free. Dennis said that if the fine were paid, it would not in any shape or form be funded from McLaren's racing budget. McLaren had seven days to decide if it would appeal.

Dennis, Max Mosley and Bernie Ecclestone met at Spa to try to find a compromise to the entire mess including the possibility of legal action in Italy.

UP NEXT



RACE REWIND

NASCAR NEXTEL CUP

Race 27 of 36: Sylvania 300, Sunday, Sept. 16
New Hampshire Int'l Speedway, Loudon, N.H.

FINAL RESULTS

FIRST



Clint Bowyer

SECOND



Jeff Gordon

THIRD



Tony Stewart

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	07	Clint Bowyer	Jack Daniel's Chevrolet	300	$259,175	Running
2	18	24	Jeff Gordon	DuPont Chevrolet	300	206,086	Running
3	6	20	Tony Stewart	Home Depot Chevrolet	300	173,186	Running
4	12	5	Kyle Busch	Carquest/Kellogg's Chevrolet	300	135,450	Running
5	2	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	300	136,195	Running
6	4	48	Jimmie Johnson	Lowe's Chevrolet	300	145,886	Running
7	30	17	Matt Kenseth	DeWalt Ford	300	141,191	Running
8	15	25	Casey Mears	National Guard/GMAC Chevrolet	300	99,700	Running
9	5	12	Ryan Newman	Mobil 1 Dodge	300	116,975	Running
10	21	18	J.J. Yeley	Interstate Batteries Chevrolet	300	116,508	Running
11	22	26	Jamie McMurray	Crown Royal Ford	300	91,700	Running
12	11	99	Carl Edwards	Marriott Vacation Club Ford	300	90,050	Running
13	9	16	Greg Biffle	Lumber Liquidators Ford	300	95,450	Running
14	13	41	Reed Sorenson	Target Dodge	300	106,308	Running
15	14	11	Denny Hamlin	FedEx Express Chevrolet	300	94,050	Running
16	19	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	300	119,008	Running
17	8	29	Kevin Harvick	Shell/Pennzoil Chevrolet	299	122,061	Running
18	23	31	Jeff Burton	AT&T Mobility Chevrolet	299	113,116	Running
19	38	6	David Ragan	AAA Ford	299	114,600	Running
20	25	9	Kasey Kahne	Dodge Dealers/UAW Dodge	299	123,016	Running
21	24	96	Tony Raines	DLP HDTV Chevrolet	299	85,725	Running
22	26	43	Bobby Labonte	Cheerios/Trix/Lucky & Friends Dodge	299	112,911	Running
23	31	42	Juan Pablo Montoya	Texaco/Havoline Dodge	299	111,200	Running
24	17	15	Paul Menard	Menards/Sylvania Chevrolet	299	75,375	Running
25	3	2	Kurt Busch	Miller Lite Dodge	299	110,733	Running
26	20	00	David Reutimann	Burger King Toyota	299	91,433	Running
27	33	66	Jeff Green	Best Buy Chevrolet	298	96,608	Running
28	36	70	Johnny Sauter	Yellow Transportation Chevrolet	298	74,150	Running
29	37	78	Joe Nemechek	Furniture Row Chevrolet	298	70,775	Running
30	34	21	Ken Schrader	Little Debbie Ford	297	93,239	Running
31	40	7	Robby Gordon	Jim Beam Ford	297	73,325	Running
32	29	10	Scott Riggs	Stanley Tools/Valvoline Dodge	297	80,600	Running
33	39	84	A.J. Allmendinger	Red Bull Toyota	297	69,900	Running
34	27	88	Kenny Wallace	Snickers Ford	296	101,683	Running
35	10	22	Dave Blaney	Caterpillar Toyota	296	89,158	Running
36	16	01	Regan Smith	Principal Financial Chevrolet	296	77,275	Running
37	41	45	Kyle Petty	Victory Junction Gang Camp Dodge	296	78,622	Running
38	7	19	Elliott Sadler	Dodge Dealers/UAW Dodge	295	87,220	Running
39	35	38	David Gilliland	M&M's Ford	295	95,964	Running
40	43	98	Boris Said	Valvoline Dodge	292	68,600	Running
41	28	4	Ward Burton	State Water Heaters Chevrolet	284	68,430	Running
42	32	40	David Stremme	Energizer Dodge	273	68,305	Running
43	42	83	Brian Vickers	Red Bull Toyota	265	68,161	Running

RACE STATISTICS

Race time: 2 hours, 52 minutes, 23 seconds
Average speed: 110.475 miles per hour
Victory margin: 6.469 seconds
Caution flags: Seven for 27 laps
Lead changes: 13 among nine drivers
Lap leaders: Clint Bowyer 1-37; Ken Schrader 38; Bowyer 39-69; Tony Stewart 70-108; Bowyer 109-140; Ryan Newman 141-142; Casey Mears 143; Bowyer 144-165; Kyle Busch 166-186; Bowyer 187-237; Martin Truex, Jr. 238; Reed Sorenson 239-247; Dale Earnhardt, Jr. 248-251; Bowyer 252-300.

TALK OF TIME TRIALS

With a late qualifying draw, Clint Bowyer captured his second-career Nextel Cup pole with a fast lap of 130.412 miles per hour. Martin Truex, Jr. joined Bowyer on the front row for Sunday's race.

STANDINGS

FIRST



Jimmie Johnson

SECOND



Jeff Gordon

THIRD



Tony Stewart

Top 12

1. Jimmie Johnson	5,210	7. Matt Kenseth	5,156
2. Jeff Gordon	5,210	8. Carl Edwards	5,147
3. Tony Stewart	5,200	9. Denny Hamlin	5,128
4. Clint Bowyer	5,195	10. Kevin Harvick	5,122
5. Kyle Busch	5,175	11. Jeff Burton	5,119
6. Martin Truex, Jr.	5,170	12. Kurt Busch	5,108



AL BELLO/GETTY IMAGES

HAPPY JACK: Clint Bowyer celebrates his first Nextel Cup victory with his crew Sunday at New Hamsphire Int'l Speedway. Bowyer walked to victory lane after blowing up his engine doing a victory burnout.

BOWYER:

Second-Year Driver Jumps Eight Spots In Points

CONTINUED FROM PAGE 3

laps. Uniquely for a 43-car Nextel Cup field, every starter was running at the finish.

Bowyer, a former Kansas dirt tracker, driving the Jack Daniels Chevrolet for Richard Childress Racing, put this one on ice early. He bolted to a straightaway lead before the competition caution scheduled at lap 35 due to the rainout of Saturday's final practice. Only a 39-lap stretch, which Stewart led following the second pit stop, saw Bowyer out of the lead for any reason other than the out-of-sequence stops of other teams. He ended Stewart's run at the front with an effortless pass and drove home his superiority by leading 100 of the final 114 circuits of the 1.058-mile oval.

"The only thing that could have beaten us was ourselves," Bowyer said afterward, and no one in the room thought he was bragging. "When I came off the first corner it just had that feeling that you need. It rolled in the center all day long. You've got to be able to roll the center and carry momentum up off (the corner) and beat them to the gas. I was able to do that with just about everybody."

As the only driver who made The Chase for the top 12 in regular season points while winless, and after letting a potential victory slip away at Richmond last week, Bowyer found the taste of victory especially sweet.

"Even without the win, I felt we belonged in The Chase," he asserted. "Once you're in The Chase, you've got to go for broke. We didn't make any mistakes and (crew chief) Gil Martin called a great race. When this engine is running on all eight cylinders it has a ton of horsepower."

Martin's intuition came into play on Friday's first practice and may have set the stage for Sunday's domination.

"In the first practice session we stayed out and made a lot longer race runs than we usually do. It was important to stay out there and make those race runs because he thought it was going to rain (Saturday) and sure enough it did," Bowyer related.

Bowyer won the Bud Pole at a non-record 130.412 mph, and was ready to race in Sunday's sunny and cool conditions.

"The only thing we did today was fire Goodyears at that thing," Martin said Sunday. "We didn't make any air pressure adjustments or anything. The car just liked everything it had under it today. This is a car we just built for the five Car of Tomorrow races in The Chase. The big picture was getting here; now we're here. Some things we wanted to implement we didn't want to do until we were in. Anyone who's been around Richard (Childress) knows his conservative approach."

Childress, by the way, was not at the track to see his youngest driver join the list of Nextel Cup winners. A noted big-game hunter, he was on a hunting expedition in Asia.

Stewart summed up the afternoon for the rest of the field. "I couldn't get close enough to congratulate him," the two-time Cup champion quipped.

With the seeding points from regular season victories figured in, Hendrick Motorsports teammates Gordon and Johnson left NHIS tied for The Chase lead with 5,210 points. Stewart is third at 5,200, and Bowyer fourth with 5,195.

Regarding that victory celebration — Bowyer laid down the obligatory blanket of tire smoke with his front straight burnout, but when the smoke cleared he merely stepped out, raised his arms in victory and congratulated his crew. Then he climbed back into the cockpit and nothing happened when he hit the starter.

"I think I blew it up," he admitted with a grin. "I thought the more smoke the better. I didn't get the memo on that. I saw the temperatures going up. When I got back in it wouldn't start. It's the first time I ever walked to victory lane."

Even if he gets a bill from the engine shop, it will be a small price to pay.

NASCAR's Paul Brooks Gets New Position

DAYTONA BEACH, Fla. — The National Ass'n for Stock Car Auto Racing announced that effective immediately, Paul Brooks, senior vice president for NASCAR, will take over day-to-day responsibilities for NASCAR's Charlotte, N.C., offices and will lead efforts for the creation of the NASCAR Media Group.

All broadcasting, new media, licensing and consumer products, automotive aftermarket and publishing departments will report to Brooks.

Brooks, who continues to serve as president of NASCAR Broadcasting and NASCAR Digital Entertainment, will supervise the creation of the NASCAR Media Group, a merger of NASCAR Images, NASCAR Digital Entertainment and other affiliated content groups. Brooks will serve as president of the new NASCAR Media Group and NASCAR Broadcasting and will continue to report to NASCAR President Mike Helton and NASCAR Chairman and CEO Brian France.

"The development of the NASCAR Media Group, NASCAR Plaza and NASCAR Hall of Fame in Charlotte, N.C., combined with our ongoing commitment to best serve the licensing initiatives of our entire industry, creates a unique opportunity in our sport's future," France said. "I have great confidence in Paul Brooks and his ability to lead these initiatives into the future. Paul's contributions to NASCAR and this sport over the past 14 years are significant, as are his relationships throughout our entire industry."

NASCAR Media Group will be a rights management, content production, distribution and entertainment company designed to grow exposure, media and content opportunities for the entire sport, while also helping to best serve the public relations and media industry that covers NASCAR worldwide.

Brooks's current responsibilities in the areas of public relations, public affairs and diversity will shift to Chief Marketing Officer Steve Phelps.



ALAN MARLER/HHP PHOTO

SPECIAL APPEARANCE: General Mills characters Lucky the Leprechaun and Buzz Bee join Bobby Labonte (right) for opening ceremonies Sunday at New Hampshire Int'l Speedway.

Silly Season In Full Swing

Bowyer Takes Pole; Hornish Fails To Make First Nextel Cup Attempt

By Al Robinson
NSSN Correspondent

LOUDON, N.H. — With much of Saturday's on-track activity washed away by rain, the rumor mill had plenty of opportunity to gather steam.

One rumor likely to be confirmed as fact in a Dallas press conference on Wednesday is **Dale Earnhardt, Jr.'s** car number and sponsorship with Hendrick Motorsports in 2008. The number will be 88 — repeating his traditional single digit which remains with Dale Earnhardt, Inc., owned by his stepmother **Teresa**.

NASCAR NOTES

Hendrick has acquired the new number, with NASCAR's approval, from **Robert Yates** Racing, where it has been used this year by the retiring **Ricky Rudd** and previously by **Dale Jarrett** since 1996.

The primary sponsorship is likely to be one or more youth-oriented Pepsi products in combination with the National Guard.

The 88 has been carried by Earnhardt's JR Motorsports Busch Series cars the past two seasons.

■ Budweiser is strongly rumored to be headed for **Kasey Kahne** and the revitalized Gillett-Evernham Racing Dodge in 2008.

■ Bud Pole Qualifying at NHIS on Friday saw **Clint Bowyer** win the pole at a non-record speed of 130.412 miles per hour, with **Martin Truex, Jr.** taking the outside of the front row. **Kurt Busch** and **Jimmie Johnson** took the second row spots, leaving fifth-fastest **Ryan Newman** as the best of the non-Chase drivers. The rest of the Chasers were scattered through the field with four-time NHIS winner **Jeff Burton** 23rd and **Matt Kenseth** 30th.

■ **Sam Hornish, Jr.**, in his much-anticipated Nextel Cup debut for Penske Racing, posted practice times among the top five, but couldn't repeat them when it counted and missed the race by two spots.

John Andretti, in what was scheduled to be his last race in the BAM Racing Dodge, timed into the field, but his run was disallowed, reportedly due to a front-end height violation. That put **Boris Said**, driving a fourth Gillett-Evernham entry, into the field.

The non-qualifiers, aside from Hornish and Andretti, were the usual suspects — Dale Jarrett, **Michael Waltrip**, **Jeremy Mayfield** and **Kevin Lepage**.

■ Clint Bowyer won his first Nextel Cup race in his 64th start, and joined **Casey Mears** (Lowe's), Martin Truex, Jr. (Dover), and **Juan Pablo Montoya** (Infineon) as first-time winners in 2007. He also became the 18th driver to win in all three NASCAR national series — Nextel Cup, Busch Series, and Craftsman Trucks.

■ Before he stepped onto the national stage, Bowyer was a NASCAR weekly series regional champion, racing a modified at Lakeside Speedway in Kansas City. His post-race press conference included a hilarous, and probably much-embellished, account of his first street-stock win at Junction City, Kan., complete with a free-for-all with the bad guy who tried to wreck him.

■ After one race of The Chase, Jimmie Johnson and **Jeff Gordon** are tied for the Nextel Cup point lead, although Johnson gets credit for the lead based on his greater full-season win total. While Clint Bowyer, the junior member of the **Richard Childress** Racing trio in The Chase, was basking in victory, his teammates **Kevin Harvick** and Jeff Burton took heavy hits for their 17th- and 18th-place finishes.

Harvick trails by 88 points and Burton by 91 heading to Dover. Last in The Chase is 2004 champion **Kurt Busch**, whose 25th at NHIS put him 102 points behind.

■ In the Hendrick Motorsports scheme, Jeff Gordon is the owner of record for Jimmie Johnson's car. As a result, he's currently tied with himself... tied for the owner's point lead with the number 48 while being tied for the driver's point lead with the number 24.

The more meaningful end of the owners' point list revolves around the 35th spot and the guaranteed start at the next race. No owners gained or lost places from 29th through 45th at NHIS, leaving the **Wood Brothers** 35th and **Bill Davis** on the outside looking in by 39 points.

■ **David Ragan** continued his late-season run at Juan Pablo Montoya for Raybestos Rookie of the Year honors, winning the rookie-of-the-race award for the third-straight race and 12th time in 27 races.

■ **J.J. Yeley** pulled triple duty at NHIS. He drove a car bearing the colors of the late **Tom Baldwin, Sr.** — the black No. 7NY — in the NASCAR Whelen Modified Tour event on Saturday afternoon, qualifying fifth but never figuring in the race.

Then he jumped into the **A.J. Foyt** USAC Silver Crown car, again painted black, and led every lap of the darkness-shortened open cockpit event. On Sunday he wheeled the Joe Gibbs' Interstate Batteries Chevrolet to 10th in the Sylvania 300.

Another Great Chase Battle Gearing Up

LOUDON, N.H.

The air was crisp, the north wind had a bite, and the playoff atmosphere was tangible.

Not just for the Yankees and the Red Sox fighting for home field advantage or for Michigan struggling to revive its tattered bowl prospects, but for NASCAR's very own playoff season kicking off at New Hampshire Int'l Speedway.

The fourth edition of The Chase for the Nextel Cup was under way with fanfare worthy of the NFL playoffs or the Bowl Championship Series.

The Chase was created for the 2004 season in the hope of avoiding a repeat of the previous campaign, the last under the Winston Cup banner, when Matt Kenseth effectively locked up the title on sheer consistency by the time the fall stretch arrived. Not coincidentally, the main competition on television at that time of year is the National Football League, the only sports property which NASCAR will freely admit to trailing in popularity.

Kenseth joined Ned Jarrett (1961) and Benny Parsons (1973) as drivers capturing NASCAR's premier series with a single victory.

No one claimed Kenseth was an unworthy champion, but there was a compelling argument for a new system. So, it became 10 races, 10 drivers seeded in the order of their "regular season" points. For 2007, the field was expanded to 12 drivers with seeding by victories rather than points, but the concept has endured for good reason — it has worked.

Kurt Busch was the first Chase-crowned champion in 2004, followed by Tony Stewart in 2005 and Jimmie Johnson in 2006. Each year the title was legitimately open entering the season finale in Homestead.

Some events where ticket sales had lagged, including the October races at Charlotte and Atlanta, saw more fans in the stands given decent weather. Perhaps most importantly, the general sports media has embraced the concept.

There are a couple of concerns in this corner, however. First of all, The Chase is not really a playoff in the team sport sense.

HERE AND THERE



AL ROBINSON

The Chase qualifiers race on the same track as those who have been eliminated from title contention. By contrast, if the White Sox or the Twins don't make the American League playoffs, they clean out their lockers and go home. They can't influence the playoff outcome, but non-Chase drivers can.

I'm not a conspiracy theorist, but in an era of multi-car teams one can construct a scenario where non-Chase Driver B creates a caution situation valuable to his Chase-qualified teammate Driver A. It's said that in a simpler era 30-some years ago, independent Dodge driver Buddy Arrington did just that for Richard Petty on more than one occasion. Buddy's payoff, so the story goes, was a discount-shopping spree at the Petty garage in the off-season.

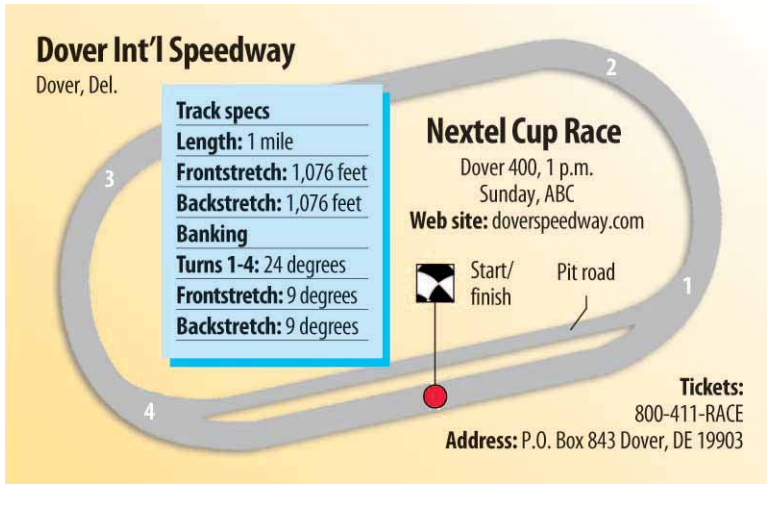
There have been a signficant number of old-fashioned championship battles that have gone right down to the wire in 2007. The IRL title fight was absolutely riveting theater: the two contenders racing each other for the race win and the championship into the last lap of the season. The Grand-Am Rolex Series went into this weekend's finale with three teams in serious contention. The World of Outlaws seems to be heading for a showdown between Donny Schatz and Joey Saldana. And of course there's Fernando Alonso and Lewis Hamilton dueling for the F-1 title.

Those facts seem to make a strong argument to keep the title format simple and to rely on the parity of competition — something the NASCAR Nextel Cup Series has in greater measure than any other major series on the planet.

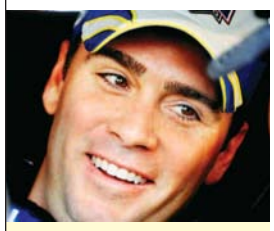
Those concerns aside, The Chase is here to stay. After covering round two at Dover next week, I intend to settle back with suitable refreshments and watch the title contest and its sidebar stories unfold via my television.

In other words, just the way the creators of The Chase intended it to be.

UP NEXT



CHASE REWIND



FIRST

Jimmie Johnson
No. 48 Lowe's Chevrolet
Crew chief: Chad Knaus
Team: Hendrick Motorsports
POINTS **5,210** **Sunday's finish:** Sixth
Points: + 0
Recap: Johnson missed his chance to go three in a row, but a top 10 kept the defending champ in first place.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	1



SECOND

Jeff Gordon
No. 24 DuPont Chevrolet
Crew chief: Steve Letarte
Team: Hendrick Motorsports
POINTS **5,210** **Sunday's finish:** Second
Points: + 0
Recap: After starting 18th, Gordon raced to a second-place finish and is now tied with Johnson atop the points.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	1	1



THIRD

Tony Stewart
No. 20 Home Depot Chevrolet
Crew chief: Greg Zipadelli
Team: Joe Gibbs Racing
POINTS **-10** **Sunday's finish:** Third
Points: +0
Recap: The two-time champ and former NHIS winner ran in the top five all day and led once for 39 laps.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	1	1

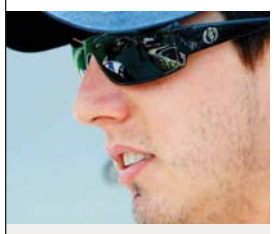


FOURTH

Clint Bowyer
No. 07 Jack Daniel's Chevrolet
Crew chief: Gil Martin
Team: Richard Childress Racing
POINTS **-15** **Sunday's finish:** First
Points: + 8
Recap: Bowyer dominated Sunday's race, leading 222 of 300 laps from the pole to nab his first career victory.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	1	1	1	1



FIFTH

Kyle Busch
No. 5 Kellogg's Chevrolet
Crew chief: Alan Gustafson
Team: Hendrick Motorsports
POINTS **-35** **Sunday's finish:** Fourth
Points: + 4
Recap: Busch started 12th and made his way to the front, leading 21 laps and finishing fourth.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	1	1



SIXTH

Martin Truex, Jr.
No. 1 Bass Pro Shops Chevrolet
Crew chief: Kevin Manion
Team: Dale Earnhardt, Inc.
POINTS **-40** **Sunday's finish:** Fifth
Points: + 1
Recap: The former track winner notched another top-five finish and moved up one spot in The Chase standings.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	1	1



SEVENTH

Matt Kenseth
No. 17 DeWalt Ford
Crew chief: Robbie Reiser
Team: Roush Fenway Racing
POINTS **-54** **Sunday's finish:** Seventh
Points: + 1
Recap: Kenseth made his way through the field after starting 30th. A seventh-place finish moved him up one position.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	1



EIGHTH

Carl Edwards
No. 99 Office Depot Ford
Crew chief: Bob Osbourne
Team: Roush Fenway Racing
POINTS **-63** **Sunday's finish:** 12th
Points: - 4
Recap: Despite a good qualifying effort in a back-up car, Edwards could only muster a 12th-place showing.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	0



NINTH

Denny Hamlin
No. 11 FedEx Chevrolet
Crew chief: Mike Ford
Team: Joe Gibbs Racing
POINTS **-82** **Sunday's finish:** 15th
Points: - 3
Recap: A NHIS sweep was not to be for Hamlin, who finished 15th and fell three spots in The Chase standings.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	0



TENTH

Kevin Harvick
No. 29 Shell/Pennzoil Chevrolet
Crew chief: Todd Berrier
Team: Richard Childress Racing
POINTS **-88** **Sunday's finish:** 17th
Points: + 1
Recap: A cut right-front tire negated a top-10 run for Harvick, who finished a lap down to his teammate in 17th.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	0



ELEVENTH

Jeff Burton
No. 31 AT&T Chevrolet
Crew chief: Scott Miller
Team: Richard Childress Racing
POINTS **-91** **Sunday's finish:** 18th
Points: - 1
Recap: Burton leads the series in victories at NHIS, but the former winner was hardly a factor in Chase race No. 1.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	0



TWELFTH

Kurt Busch
No. 2 Miller Lite Dodge
Crew chief: Pat Tryson
Team: Penske Racing
POINTS **-102** **Sunday's finish:** 25th
Points: - 7
Recap: Engine woes kept the former champ from contending for his third NHIS victory and kicked him to last place.

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
1	0	0	0	0



RUSTY JARRETT/GETTY IMAGES

PREP WORK: Kyle Busch (5) leads a pack of cars during a Car of Tomorrow test Sept. 10 at Talladega Superspeedway.

CoT Meets The Superspeedway

TALLADEGA, Ala. — After two days of testing for NASCAR's new Car of Tomorrow Sept. 10-11 at Talladega Superspeedway, there were very few complaints from drivers and teams concerning how the car performed at the 2.66-mile superspeedway.

Fifty-two teams participated in the two days of action for the car that will make its Talladega debut in the Oct. 7 UAW-Ford 500.

Utilizing a one-inch restrictor plate on the first day, speeds topped 196 miles per hour in the draft. The second day, a 31/32 plate was used and speeds were approximately three miles per hour slower with Paul Menard's 193.045-mile-per-hour lap in the draft the quickest compared to the 196.165 mph lap credited to Johnny Sauter the previous day.

Denny Hamlin had the quickest lap during single-car runs on the opening day, with a 189.560 mph effort in his Joe Gibbs Racing Chevrolet.

"I really didn't notice that much difference, not really as much as I thought," Hamlin said. "You feel a lot of wind buffering in this car versus the other car. It's just a huge hole that it punches in the air. Other than that, the way it actually steers and everything is not that much different. We have a little bit more steering-wheel angle in this car than what we had in the previous car, because the other car we had just fine-tuned to pretty much drive itself around the race track. Really, it's not a whole lot of difference in the driver's seat."

Bob Osborne, crew chief for the No. 99 Ford driven by Carl Edwards, said he has enjoyed the challenge of combining the new elements of the CoT with the technology of restrictor-plate racing.

"The Car of Tomorrow here is fun to work with," Osborne said. "It's challenging, but with the way this track is laid out and how smooth it is, it makes it a lot of fun.

"I don't want to say that we're running great, but I'm pretty happy." The biggest concern entering the test session was how the CoT would handle the multi-car draft that is common at Talladega.

"They seem to draft well," driver Casey Mears said. "It's different than our other cars and the process of getting through the draft. That whole characteristic of how they suck up and what happens when you get right on somebody is definitely a lot different than our other car. It's just a different characteristic. But once you get used to it, you start learning what the air is doing a little bit better and what the cars want versus our old cars. It's fun. I enjoy it."

Defending series champion Jimmie Johnson says racing the CoT at Talladega could lead to more aggressive driving on the track.

"The (CoT) cars line up better and you can get away with a lot more pushing and shoving," he explained. "The cars have a lot of downforce and they're real comfortable to drive, so I think that will lead to a little bit more aggressive driving. The potential is there for more rough driving than in the past."

Toyota driver Dale Jarrett says the CoT comes up to speed faster at Talladega than the previous Cup car.

"The biggest difference is seeing the change in RPM — by the time you come around, after you come out of the pits and come back around to the start/finish line, you have reached your maximum RPM," he said. "We have more throttle response and the cars drive fine here because the track is so smooth. We'll have to wait until we get out in traffic to really see what happens."

Former Formula One driver Jacques Villeneuve was among the 52 drivers taking part in the session, driving a Bill Davis Racing Toyota.

HUNGRY:

Motorcycle Success Led To Stock, Indy Car Racing

CONTINUED FROM PAGE 2

Goldsmith finished third in his initial AMA venture and ran so well on the county fair circuit that he got a call from Harley.

"Walter Davidson met with me," recalls Goldsmith, "and offered me an excellent deal to run for them. I was just a snotty-nose kid, and I remember thinking, 'Man, I've really gone uptown!'"

Goldsmith made the most out of the deal, eventually winning 27 AMA events, including five AMA Nationals, as well as the prestigious 1953 Daytona 200, ran on the beach/road course.

Through Marshal Teague, Goldsmith helped Marshal Teague on his Hudsons until the AMA motorcycle season started. There he met Smokey Yunick, who helped Goldsmith prepare his Daytona-winning Harley. Yunick and Goldsmith built a relationship that helped Goldsmith get his start racing cars.

"Smokey was one of those guys that liked to get things done," recalls Goldsmith. "He asked me if I'd like to race stock cars for him. I agreed right away."

Yunick contacted former three-time Indy winner Mauri Rose, who was head of Chevrolet's competition division. Rose gave his stamp of approval with a, "Hell yes! Sign him up."

Goldsmith had competed in only one auto race before driving Yunick's Chevy. He had helped a friend prepare a car, which he then drove in a very early NASCAR event at the Detroit Fairgrounds. He won it.

Goldsmith's first race with Yunick was nearly as successful.

"It was a convertible race at the old dirt track in Charlotte," recalls Goldsmith. "I won the pole, with Curtis Turner lined up next to me. I was running good until I broke a shock, caught a rut, and rolled completely over. I landed on my wheels and never slowed up. But I didn't have time to catch Curtis. After that, I'm sure they all thought I was crazy, and I guess I was, but I was on my way!"

In 1958, Goldsmith won Daytona. Driving Yunick's Chevy, he edged out Turner by five car lengths in the last race held on the old beach/road course. Afterwards, they looked towards Indianapolis.

"Smokey had always wanted to try the 500," recalls Goldsmith, "and wanted to know if I'd drive. That was something I'd always wanted to try, too, so I said, 'Let's go!'"

It was the first time he'd ever sat in an Indy car, yet he qualified the City of Daytona Special in 16th place, then was caught up in the first-lap melee that wrecked 15 cars and took Pat O'Connor's life.

Goldsmith narrowly escaped becoming a fatality himself. Jerry Unser, on his way over the wall, just cleared Goldsmith's head. It was so close that Unser's tires peeled the skin off Goldsmith's back, the scars of which he bears to this day.

He competed in five more 500s collecting a third place, a fifth place and gaining membership in the esteemed Champion 100-Mile an Hour Club. But the Indy cars were his least favorite form of racing, and he concentrated his efforts on stock cars.

Shortly after the 1958 500, Goldsmith got a call for a lunch meeting with GM's "Bunkie" Knudsen. Ray Nichels, O'Connor's former mechanic, was also in attendance. Knudsen asked them to join forces to develop and race Pontiacs.

The Goldsmith/Nichels partnership would become astoundingly successful. They ran Pontiacs until GM banned racing in 1963. They switched to Chrysler without missing a beat. They developed cars and equipment for all the Pontiac — and then all Chrysler teams — with Goldsmith logging hundreds of test hours. They also competed themselves.

Before he retired from racing in 1969, Goldsmith won 26 USAC stock races and consecutive USAC championships in 1961-62 at a time when USAC rivaled NASCAR for stock car supremacy. In NASCAR, he racked up 59 top 10s and nine Grand National wins. He also captured nine poles, including the 1964 Daytona 500 pole when he broke the track record by a stunning 15 miles per hour with a run of 174.910.

Because of his heavy test and race schedule, Goldsmith turned to flying to make all the dates, becoming one of the first drivers to earn a pilot's license and to own his own plane. That evolved into the aviation business he owns today.

Goldsmith was one of the few drivers of that era who wisely invested his money. At one time, he owned two horse farms in Florida and a dozen Burger King restaurants. He has sold those and has the financial resources to retire.

But don't suggest it.

"I'll never retire," states Goldsmith emphatically. "I tried it back in the 1980s and didn't like it. To keep busy, I actually got my license to race standard bred horses."

Goldsmith nearly won his first sulky race at the Meadowlands, but his horse threw a shoe. He placed third in his next outing but soon stepped out of the sulky and back to running his businesses.

At 81, Goldsmith still works daily, flying hundreds of hours a year. He still insists he has to eat.

One suspects, however, that the desire, determination and adventuresome spirit that took Goldsmith to the pinnacle of racing is what motivates him still today.

Blonde Takes Opening Night

LAWRENCEBURG, Ind. — Chad Blonde earned his third O'Reilly All Star Circuit of Champions victory of the season in Friday night's opener for the Hoosier Fall Classic at Lawrenceburg Speedway.

Blonde shared the front row with Danny Smith and immediately took the lead and began working traffic on the quarter-mile oval. Kraig Kinser, who started in the second row, followed in second.

ALL STARS

After a red flag and successive yellows at the halfway point in the 30-lap run, Blonde pulled away from the field and easily beat Kinser to the checkered flag.

Smith, Greg Wilson and Dale Blaney rounded out the top five.

The finish left Smith and Wilson tied atop the standings heading into Saturday night's point-paying finale.

The summary:

Fast time: Dale Blaney, 9.942 seconds (41 cars).

First Heat: Greg Wilson, Kody Kinser, Chad Blonde, Dale Blaney, Brad Stevens, Geoff Dodge, Scotty Williams, Ty Deckard, Miranda Throckmorton, Mike Miller.

Second Heat: Brock Mayes, Danny Smith, Craig Mintz, Brian Paulus, Todd Kane, Kent Wolters, Neil Shepherd, Matt Westfall, Kyle Simon, Dallas Hewitt.

Third Heat: Paul May, Keith Baxter, Jimmy Stinson, Kraig Kinser, Dean Jacobs, John Memmer, Lee Stark, Chris Nabor, Wayne Mcpeek, Joss Moffat.

Fourth Heat: Brian Ellenberger, Jesse Hockett, Brandon Martin, Nick Nabor, Tom Busch, Ryan Myers, Luke Hall, Hud Horton, Jimmy Light, Josh Davis.

B Main: Shepherd, Miller, Westfall, Myers, Mcpeek, Memmer, Dodge, Hall, Deckard, Stark, Light, Simon, Williams, Hewitt, Horton, Throckmorton, Wolters, C. Nabor.

Feature: Blonde, Kr. Kinser, Smith, Wilson, Blaney, Hockett, Jacobs, May, Shepherd, Miller, Myers, N. Nabor, Stinson, Mayes, Busch, Ko. Kinser, Kane, Baxter, Westfall, Martin, Ellenberger, Paulus, Stevens, Mintz.



DAVID E.HEITHAUS PHOTO

ORANGE BRIGADE: Chad Blonde (5) and Jimmy Stinson race for position in the Hoosier Fall Classic at Lawerenceburg (Ind.) Speedway.

SAN JOSE:

Champ Car Will Still Have California Presence

CONTINUED FROM PAGE 3

expect to release its 2008 schedule until late October.

"We have a gentlewoman's agreement right now," Campbell told the Monterey Herald. "This all has happened so quickly. There is a lot of work left to do."

Champ Car staged its 2006 pre-season media day at Laguna Seca and a reported 3,000 fans came out to observe testing of the new Panoz DP01 chassis. The series has tentatively scheduled its 2008 pre-season media activities for the track from March 10-14.

From the moment he entered Champ Car racing as the co-owner of PK Racing, Kalkhoven had alternate ideas for the northern California market.

"I'd like to work toward having a Silicon Valley Grand Prix where I could bring some of my background and contacts together," Kalkhoven remarked in January 2003. "There are a couple of airfields there – Moffett and a couple of others – and it would be neat to bring a race right to the heart of American technology."

By the time he emerged as the driving force behind the entire Champ Car series after the CART bankruptcy, Kalkhoven took the idea a step further and brought the race to the streets of San Jose. It was a difficult struggle that, after three years, seems to have not been worthwhile.

The first running of the San Jose event was a disaster. The track was ill-conceived and was not ready on time. Cars were launched a foot in the air over railroad tracks and there was a dangerous lack of runoff area.

The event became a hot potato in local politics as lawmakers debated subsidizing the race to the tune of $4 million. Matters weren't helped when it was learned that attendance figures provided by the San Jose GP had been padded by a factor of two.

San Jose organizers told Champ Car they believed development around the 1.5-mile street course would impact the future of the event.

"The reality of racing on a temporary street circuit is that change happens continuously and this is especially true in a dynamic and growing city center like downtown San Jose," said SJGP president Dale Jantzen.

Portland, a 20-year market, is also in danger of being dropped by Champ Car due to a lack of fan and sponsor support. A date change from June is being considered to shake-up the event.

"Portland is not on or not off the schedule yet," Johnson told the Portland *Oregonian*. "There are a lot of cities on the tentative schedule and not all of them are going to make it."



CHAMP CAR PHOTO

DO YOU KNOW THE WAY? Oriol Servia leads the field through the streets of San Jose, Calif., in July.

HOOSIER:

Wilson Takes All Star Title By Two Points Over Smith

CONTINUED FROM PAGE 3

ter-mile oval, giving Wilson the championship by two points.

"It's going to take a while for this to sink in," said Wilson, who won the title for the second-consecutive season. "The way the race unfolded was frustrating behind the wheel. I was leading the race and saw Danny spin in the infield and thought — alright just keep on it and try to win the thing, but we knocked the nose wing off and struggled the rest of the way through."

Smith, however, claimed the owner's championship for his No. 4 team.

"We had a pretty good year," said Smith. "It's disappointing for my fans and my sponsors and everybody who works on this thing for us to come up just two points short. I learned over the last several years that things happen for a reason. Sometimes you don't know why, but you just go on down the road. I'm really proud of all my guys. We won the Owner Points so Greg and I will split the money. He isn't going to take all of it. I'm going to get a little bit of it."

The summary:

Fast Time: Kraig Kinser, 10.217 seconds (43 cars).

First Heat: Danny Smith, Todd Kane, Dean Jacobs, Kraig Kinser, Bill Rose, Kelly Kinser, Mike Miller, John Memmer, Joss Moffat, Dallas Hewitt, Ty Deckard.

Second Heat: Jesse Hockett, Jimmy Stinson, Nick Nabor, Paul May, Kirk Jeffries, Brad Stevens, Hud Horton, Keith Baxter, Dale Blaney, Johnny Johnson, Lee Stark.

Third Heat: Luke Hall, Tom Busch, Brandon Martin, Brian Paulus, Neil Shepherd, Geoff Dodge, Chris Nabor, Miranda Throckmorton, Shannon Jodrey, Arin McIntosh.

Fourth Heat: Wayne Mcpeek, Brock Mayes, Greg Wilson, Matt Westfall, Ryan Myers, Kent Wolters, Scotty Williams, Kyle Simon, Lance Grimes, Chad Blonde.

Dash: May, Martin, Mayes, Wilson, Smith, Paulus.

B Main: Blonde, Blaney, Ke. Kinser, Dodge, Memmer, Williams, Stevens, Miller, Throckmorton, Horton, Simon, Johnson, McIntosh, C. Nabor, Jodrey, Hewitt, Stark, Moffat, Wolters, Baxter, Deckard, Grimes.

Feature: Kr. Kinser, Martin, Blaney, Ke. Kinser, Jacobs, Mayes, Wilson, Rose, Smith, Busch, May, Shepherd, Dodge, Hall, Westfall, Mcpeek, Jeffries, Stinson, Kane, Myers, Paulus, Hockett.



A weekly report of action from across America



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Old Dominion Speedway

Manassas, Va.
Sept. 15, 2007
Late Model
1. Kyle Hall
2. Jason Shultz
3. Michael Hardin
Grand Stock
1. Thomas Van Dyke
2. Adam Brenner
3. Greg Compton
Legends
1. Roger Austin, Jr.
2. Jeff Hedrick
U-Car
1. Billy Ingle
2. Rich Marouse
3. Steve Purks

Penn Can Speedway

Susquehanna, Pa.
Sept. 15, 2007
Sprint Car
1. Jim McCaffrey
2. Tyler Rice
3. Jeff VanSteenburg
Late Model
1. Randall Paxton
2. Dave Zona
3. Allen Coy

Penn Can Speedway

Susquehanna, Pa.
Sept. 16, 2007
Modified
1. Jeff Rudalavage
2. Joey Grammes
3. Stewart Friesen
Sportsman
1. Joey Colsten
2. Jeff Crambo
3. Nick Rochinski
Pure Stock
1. Steve Deinhardt
2. Butch Green
3. Rich Talada

Hagerstown Speedway

Hagerstown, Md.
Sept. 16, 2007
Late Model Sportsman
1. Richard Walls
2. Andy Fries
3. Pete Weaver
Pure Stock
1. Mark Jones
2. Jamey Swank
3. Steve Lowery

Lake Erie Speedway

North East, Pa.
Sept. 15, 2007
Late Model
1. Mark Bliss
2. Glenn Gault, Jr.
3. Will Thomas

Franklin County Speedway

Callaway, Va.
Sept. 15, 2007
Late Model
1. Matt DiBenedetto
2. Ross Furr
3. Mark Setzer
Street Stock
1. Tommy Adams, Jr.
2. Frankie Kelley
3. Danny Bush
U-Car
1. Eddie Young
2. Todd Arrington
3. Taft Yeatts

Wall Township Speedway

Belmar, N.J.
Sept. 15, 2007
Modified
1. Billy Weichert
2. Jason Treat
3. Justin Gumley
Modified Affordable
1. Tom Farrell III
2. Scott Riggleman
3. Kevin Eyres
Sportsman
1. Kevin Eyres
2. Dave Green
3. Chas Okerson
Street Stock
1. Ron Frees
2. Rich Mongeau
3. Bob Hyer
Factory Stock
1. Dan Collamer
2. Nick Shaw
3. Richard Petey
Legends
1. Dan Roslin
2. Francis Cottell
3. Mike Stull

Wall Township Speedway

Belmar, N.J.
Sept. 15, 2007
Legends
1. Derek Hopkinson
2. Ryan Truex
3. Karl Hiesler
Bandolero
1. Ken Van Wickle
2. Joe Fresco
3. Sandi Stull

Port Royal Speedway

Port Royal, Pa.
Sept. 15, 2007
Pro Stock
1. Terry Naugle
2. Dan Berry
3. Neil Foust
Enduro
1. Jason Zook
2. Todd Eby
3. Herm Renninger
4-Cylinder
1. Ralph Morgan, Jr.
2. Shawn Moore
3. Ronnie Garlock
Powder Puff
1. Jen Powell
2. Heidi Kauffman
3. Sharon Auker

Tri-City Speedway

Franklin, Pa.
Sept. 16, 2007
Pro Stock
1. Steve D'Apolito
2. Bobby Sutley
3. Dave Ferringer
Thundercar
1. Cody Manners
2. Bill Myers
3. Charlie McMillen
Late Model
1. Steve Hollabaugh
2. Carl McKinney
3. Scott Myers

Lernerville Speedway

Sarver, Pa.
Sept. 14, 2007
Enduro
1. Andy Sweetland
2. Keith Sherwin
3. Kerry Jackson

Lernerville Speedway

Sarver, Pa.
Sept. 15, 2007
Pure Stock
1. Mike Pegher, Jr.
2. Butch Lambert
3. Shawn Thorn
Modified
1. Russ Dun
2. Justin Carlson
3. Chad Silleman
Mod Lite
1. Matt Hay
2. Eric Hay
3. Brian Woodhall

Hagerstown Speedway

Hagerstown, Md.
Sept. 15, 2007
Pure Stock
1. Mark Jones
2. Jamey Swank
3. Steve Lowery

Virginia Motor Speedway

Jamaica, Va.
Sept. 15, 2007
Late Model
1. Austin Hubbard
2. Walker Arthur
3. Stevie Long
Sportsman
1. Roger Jamerson
2. Walker Arthur
3. Tim Shelton
Modified
1. Page Harrison
2. Bret Hamilton
3. Brian Dobie
Charger
1. Bob Terry
2. Paul Bess
3. James Givens

REGIONAL NOTES

Sportsman driver **Chris Carlson** continues to recuperate from injuries he sustained in an Aug. 25 accident at I-90 Speedway in Hartford, S.D. He suffered a broken wrist, broken neck and two broken vertebrae and initially had feeling but no movement below his elbows. Carlson, a graduate of South Dakota State University and father of an 18-month-old daughter, is expected to continue his recovery at Sanford University of South Dakota Sioux Valley Hospital at least through October. A fund has been set up to help defray expenses at Home Federal Bank, 1024 6th St., Brookings, S.D., 57006. For information, call Chad at (605) 692-7100…The second-annual **Susquehanna Showdown** will feature a 50-lap feature for 358 late models paying a possible $30,000 to win on Sept. 29 at Susquehanna Speedway Park in Newberrytown, Pa. The winner is guaranteed $5,000 to win with the chance to win an additional bonus of $25,000 in victory lane…Veteran sportsman driver **Mike Button** won his second straight division title at New York's Utica-Rome Speedway, despite going the entire season without a single victory. Instead, Button turned in consistent top-five finishes week after week…**Bruce Thomas, Jr.** clinched the 2007 Waterford (Conn.) Speedbowl late-model championship with a bang, notching his 11th feature victory of the season on Sept. 8…At Rockford Speedway in Loves Park, Ill., **Anthony Mangiaracina** held off his father, Vinny, to score the feature victory in the Crap Scrapper Hornet division on Sept. 8…One week after a breakthrough World of Outlaws victory, **Dan Stone** returned to his hometown Penn Can Speedway in Susquehanna, Pa. to a hero's welcome and capped off the evening of Sept. 7 with a victory in the late-model feature…**Lyle Nowak**, a 16-time track champion at Marshfield Super Speedway in Fort Atkinson, Wis., won a 10-lap Mid-American Stock Cars exhibition race at the track on Sept. 8.



AL GOULDER PHOTO

HUB CITY: Austin Hubbard (11) gets under Sommey Lacey (45) for second en route to Hubbard's third victory of the season and the late-model title at Virginia Motor Speedway

All American
1. Brett Adkins
2. William Dunn
3. Marty Coltrain

Susquehanna Speedway Park

Newberrytown, Pa.
Sept. 15, 2007
Late Model
1. Bud Witmer
2. Jeremy Knoll
3. Scott Richwine
Street Stock
1. Dustin Hollinger
2. Scott Thunberg
3. George Eash
Midget
1. Drew Heisted
2. Ryan Smith
3. Eric Heydenreich
Legends
1. Jason Rochelle
2. Stephen Nederostek
3. Joshua Morrow
4-Cylinder
1. Grant Adams
2. John Henry
3. Eric Hollenbach

Grandview Speedway

Bechtelsville, Pa.
Sept. 15, 2007
Modified
1. Duane Howard
2. Meme DeSantis
3. Craig VonDohren
Late Model
1. Jon Kellner, Sr.
2. Brian Shuey
3. Greg Hoffmaster

Langley Speedway

Hampton, Va.
Sept. 15, 2007
Late Model
1. Greg Edwards
2. Danny Edwards
3. Mark Wertz
Modified
1. Shawn Balluzzo
2. Rusty Wood
3. Bubba Farmer
Super Truck
1. Tommy Nixon
2. John Hollis
3. Robbie Davis
UCar
1. Jamie Sample
2. Randy Sample
3. Kevin Alves
Wolf Truck
1. Jeff Sampson
2. Randy Bradsher
3. Michael Farmer
Winged Champ Kart
1. David Phelps
2. Danny Wyatt
3. Jeremy Grogg

New Egypt Speedway

New Egypt, N.J.
Sept. 15, 2007
Modified
1. Jim Robertson
2. Ryan Godown
3. Jimmy Horton
Sportsman
1. Willie Osmun
2. Rocco Infante
3. Gene Stravinsky
Super Stock
1. Todd Cray
2. Al Cheney
3. Mick Search
Crate-1
1. Richie Cass, Sr.
2. George Idell, Jr.
3. Dave Gorbatuk
Outlaw
1. Gary Klimeczak
2. Rob Longo
3. Goop Mondelli

West Virginia Motor Speedway

Mt. Alto, W.Va.
Sept. 14, 2007
AMRA National
1. Kenny Riddle
2. Kevin Morehouse
3. Mike Wilson

South Boston Speedway

South Boston, Va.
Sept. 15, 2007
Late Model
1. Wayne Ramsey
2. Eddie Johnson
3. Jason Dickerson
Limited Sportsman
1. Tommy Peregoy
2. Danny Willis, Jr.
3. Bruce Anderson
Pure Stock
1. Joey Throckmorton
2. Chuck Watkins
3. Mark Francisco

Allegany County Speedway

Cumberland, Md.
Sept. 15, 2007
Late Model
1. Matt Sponaugle
2. D. J. Troutman
3. Mike Duck
Street Stock
1. Daniel Cornman
2. Brandon Hoover
3. John Whitfield
Hobby Stock
1. Marcius VanMeter
2. Steve Fadley
3. Brandon LaSalle
8-Cylinder Junk Car
1. Kevin Brown
2. John Swartzwelder
3. Jim DeArmitt
Classic Car
1. Kurt Welsh
2. Bill Brown, Sr.
3. Joe Snodgrass

Mahoning Valley Speedway

Lehighton, Pa.
Sept. 15, 2007
Modified
1. Chip Santee
2. Mike Quinn
3. Bobby Jones
Late Model
1. Mike VanFossen
2. Todd Stehle
3. Frankie Althouse
Street Stock
1. Joe Mooney
2. Alan Schlenker
3. Kristy Morone Arthofer
Pro-4 Late Model
1. Chris Kuronya
2. Kevin Rex, Jr.
3. Mike Stringer
Factory Stock
1. Jason Frey
2. Steve Hoffman
3. Doug Knauss
4-Cylinder Stock
1. Kristian Kalch
2. Dan Freundt
3. Dave Freundt

Central Pennsylvania Speedway

Clearfield, Pa.
Sept. 15, 2007
Late Model
1. Robbie Blair
2. Chris Farrell
3. Chuck Kennedy
Street Stock
1. Eric Baun
2. Robbie Blair
3. Bill Henney



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Indianapolis Speedrome

Indianapolis, Ind.
Sept. 16, 2007
Roadrunner
1. Scott Camhi
2. Larry Jones
3. Kevin Smith
Hornet
1. Robert Fox, Jr.
2. Jon Elkins
3. Chad Sizemore
Hornet Figure-8
1. Chad Sizemore
2. Robby Mink, Jr.
3. Brandon Harding
Stock Car
1. Larry Hahn
2. Donnie Sloan
3. Dennis Sloan
Late Model vs. Modified
1. Jesse Tunny
2. Casey White
3. Jimmy Kirby
Late Model/Stock Figure-8
1. Doug Greig
2. Curtis McMurtrey
3. Casey White

Sycamore Speedway

Sycamore, Ind.
Sept. 15, 2007
Super Late Model
1. Charlie Olson
2. Gary Koehring
3. Jason Kruse
Late Model
1. Dave Radloff
2. Bob Goodman
3. John Arndt
Powder Puff
1. Danielle Heath
2. Starr Roach
3. Stacy Roach
Compact
1. Mike Cunz
2. Shaun Sellers
3. Fred Whitman

Charter Raceway Park

Beaver Dam, Wis.
Sept. 16, 2007
Legends
1. Brad Weber
2. Joel Wyttenbach
3. Phil Van Tatenhove

Columbus Motor Speedway

Columbus, Ohio
Sept. 15, 2007
Late Model
1. Donnie Hill
2. Gary Estes
3. Robbie Dean
Modified
1. Shawn Gray
2. Gary Estes
3. Donald Parsons
Sport Stock
1. James Harding
2. Beau Davis
3. Phil Gussler, Jr.
Crazy Compact
1. Seth Rager

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A weekly report of action from across America

2. Tom Runkle
3. Donnie Nash
Legends
1. Toby Alfrey
2. Tyler Nuckles
3. James Edsall

Gas City I-69 Speedway

Gas City, Ind.
Sept. 14, 2007
Sprint Car
1. Jon Stanbrough
2. Chris Windom
3. Billy Peterbaugh, Jr.
Modified
1. Terry Hull
2. Steven Hogue
3. Bub Patrick
Street Stock
1. Lee Hobbs
2. Dan Meyers
3. Mike Pace
Thundercar
1. Mike Fredrick
2. Mark Keith
3. Gerald Owens

Langlade Speedway

Antigo, Wis.
Sept. 14, 2007
Truck/Street Stock
1. J.P. Remington
2. Jeremy Wolfe
3. Travis Widder

Baer Field Speedway

Fort Wayne, Ind.
Sept. 15, 2007
Superpro Late Model
1. Jack Landis
2. Tommy Cook
3. Mike Kugler

Dallas County Speedway

Urbana, Mo.
Sept. 15, 2007
Midget
1. Merril Lamb
2. Barry Lamb
3. Jennifer Lamb

I-55 Raceway

Pevely, Mo.
Sept. 15, 2007
Late Model
1. Clint Smith
2. Shannon Babb
3. Randy Korte
Modified
1. Bobby Martintoni
2. Ray Walsh
3. Matt Mevert
Sportsman
1. Robbie Eilers
2. Troy Naeger
3. Jimmy Cummins

Calumet County Speedway

Chilton, Wis.
Sept. 14, 2007
Sportsman
1. Jason Winkler
2. Chad Kistner
3. Randy Brunette
Street Stock
1. Matt Reinke
2. Joel Beyer
3. Hank Horn, Jr.
Challenger
1. Eric Derks
2. David Bembenek
3. Jerimiah Roehl
4-Cylinder
1. Mark Kuhfuss
2. Jeff Harder
3. Josh Torrison

Sharon Speedway

Hartford, Ohio
Sept. 15, 2007
Modified
1. Jim Rasey
2. Russell King
3. Brian Swartzlander
410 Sprint Car
Feature No.1
1. Scott Bonnell
2. Jack Sodeman, Jr.
3. Arnie Kent
Feature No. 2
1. Tom Quarterson
2. Jody Keegan
3. Arnie Kent
E-Mod
1. Dwayne Clay
2. Jeff Sharpe
3. Scott Jones
Limited Sprint Car
1. Brandon Spithaler
2. Jason Scoville
3. Guy Griffin
Pure Stock
1. Steve D'Apolito
2. Randy Riffe
3. Bill Hanna

35 Raceway Park

Frankfort, Ohio
Sept. 15, 2007
Mini Sprint Car
1. Ryan Brougton
2. Dan Lewis
3. Jeff Barnhart
Pro Dwarf
1. Toby Boetcher
2. John Evans
3. Kevin Spencer
Mini Late Model
1. Eric Arledge
2. James Ball
3. Todd Ervin
Sportsman Dwarf
1. Kevin Rittenhouse
2. Gary Griffith
3. John Evans
4-Cylinder Stock
1. Alan Nawman
2. Chip Truitt
3. Dustin Gatwood
Mini Wedge
1. Kaitlyn Davis
2. Riley Houser
3. Russell Throckmorton
4-Cylinder Powder Puff
1. Eleanor Mayo
2. Cherri McHolan
3. Leah Huffer

I-94 Raceway

Sauk Centre, Minn.
Sept. 15, 2007
Super Late Model
1. Joe Berthiaume
2. Tim Olson
3. Eugene Dick
Modified
1. Kevin Woeste
2. Tony Robertson
3. Shawn Koranda
Legends
1. Tyler Sjoman
2. Rob Thurston
3. Jake Varnum
Thunder Car
1. Lance Stueve
2. Jerry Messer
3. Nick Panitzke
Pro-4 Truck
1. Matt Peterson
2. Dean Peterson
3. Marc Rosenow
4-Tracker
1. Joe Albritton
2. Josh Christy
3. C.J. Karl
Just-4-Fun
1. Travis Vanderby
2. Anneka Jenkins
3. Michael Lofquist

Shady Bowl Speedway

DeGraff, Ohio
Sept. 15, 2007
Modified
1. Ross Klingelhofer
2. Chad Poole
3. Jim Lewis, Jr.
Late Model
1. Mark Parker
2. Bud Perry
3. Don Mahaffey
Dwarf
1. Bob Bayse
2. Brandon Bayse
3. Corey Barcus
Street Stock
1. Buck Purtee
2. Rodney Roush
3. Greg Sparks
Compact
1. Josh Sage
2. Jerry Ellis, Jr.
3. Gary Eaton, Jr.

Auto City Speedway

Clio, Mich.
Sept. 15, 2007
Super Stock
1. Jeff Owens
2. Mike Coats
3. Samuel Coulter
Modified
1. Nick Clemons
2. Chuck Silva
3. Rick Wiecorek
Led Sled
1. Jason Congdon
2. Lonnie Saumier
3. Nick Johnston
Thunder Truck
1. Steve Stultz
2. Rod Marsh
3. Scott Amy
Hornet
1. Disqualified
2. Hanna Christensen
3. Andrew Abbott

Macon Speedway

Macon, Ill.
Sept. 15, 2007
Sportsman
1. Greg Kimmons
2. Alan Crowder
3. Jeff Graham
Street Stock
1. Steve Ewing
2. Shad Eskew
3. Mike Pickering
Modified
1. Jeff Ray
2. Randy Huffman
3. Danny Smith
Hornet
1. Matt Turley
2. Bruce Dulgar
3. James Hankins

Bloomington Speedway

Bloomington, Ind.
Sept. 15, 2007
Sprint
1. Robert Ballou
2. Kenny Carmichael, Jr.
3. Jon Sciscoe
Modified
1. John DeMoss
2. Adam Sasser
3. Matt Boknecht
Super Stock
1. Jeremy Hines
2. Brad Cummings
3. Travis Howe

Ponderosa Speedway

Junction City, Ky.
Sept. 14, 2007
Crate Late Model
1. P. J. Feistritzer
2. Todd Coffman
3. Gary Yeager
Super Late Model
1. Jason Keltner
2. David Webb
3. Mike Jewell
Modified
1. Shon Flanery
2. Benji Lee
3. Jay Mobley
Sportsman
1. Rick King
2. Gerald Haynes, Jr.
3. Jeff Johnson
Chevette
1. Clayton Devine
2. Matthew Rigdon
3. Billy Jewell

I-70 Speedway

Odessa, Mo.
Sept. 14, 2007
Stock Car
1. Mike Nichols
2. Kevin Anderson
3. Bennie Turner
SportMod
1. Chris Wright
2. Royce Stanley, Jr.
3. David Truskett
Sport Compact
1. Jessica Clemons
2. David Walker
3. Justin Marrant
Modified
1. P. J. Conger
2. Terry Van Trump
3. Rod Cordon
Farm Truck
1. Melford Simpson
2. Tyler Wachs
3. Richard Scott

Tri-City Speedway

Pontoon Beach, Ill.
Sept. 14, 2007
C.A.R.S. Late Model
1. Nick Lyons
2. Mark Oller
3. Ronald Sensel
Factory Stock
1. Chris Fisher
2. Ryan Eilers
3. David Shaw
Late Model
1. Bryan Collins
2. Billy Faust
3. Tim Manville
Modified
1. Mike Harrison
2. Marty Smith, Jr.
3. Bob Martintoni
Street Stock
1. Josh Jackson
2. Tommy Gegg
3. Sam Kizer

Lebanon Midway Speedway

Lebanon, Mo.
Sept. 14, 2007
Super Stock
1. Donnie Gennings
2. Ben Newell
3. J.C. Newell
A-Mod
1. Eric Hudson
2. Steve Muilenburg
3. Danny Atkinson
Factory Stock
1. Sundance Keepper
2. Donnie Miller
3. Bobby Ratterree
Bomber
1. Mike Piercy
2. Brandon Waters
3. Issac Keepper
Winged Sprint
1. J. P. Compton
2. Eric Todd
3. Joe Todd
B-Mod
1. Colt Cheevers
2. Ed Wilson
3. Troy Young

Bluegrass Speedway

Bardstown, Ky.
Sept. 15, 2007
Late Model
1. Bryan Barber
2. Dustin Neat
3. Joey Daniel
Sportsman
1. Pat Hagan
2. Roger Cecil
3. Avral Thompson
Modified
1. Dion Benningfield
2. Benji Lee
3. Jason Wheatley
Street Stock
1. Robbie Settles
2. Timmy Glazer
3. Brian McCubbins

Cedar Lake Speedway

New Richmond, Wis.
Sept. 13, 2007
Super Stock
1. Tim Borgeson
2. Jim Gullikson
3. Charlie Weber
Modified
1. Darryl Nelson
2. Brad Waits
3. Dave Cain
Late Model
1. Pat Doar
2. Mike Nutzmann
3. Joel Cryderman

Flat Rock Speedway

Flat Rock, Mich.
Sept. 15, 2007
Modified
1. Eric Lee
2. Johnny Belott
3. Scott Coe
Factory Stock
1. Dave Arnold, Jr.
2. Landon Schuster
3. Dennis Randall
4-Cylinder
1. Brian Sylvester
2. David Price
3. Bill Litogot

Berlin Raceway

Marne, Mich.
Sept. 15, 2007
Pro Stock
1. Scott Root
2. Lee VanDyk
3. Dave Hull
Super Series
1. Fred Campbell
2. John VanDoorn
3. Chris Anthony
Pro Super Stock
1. Mike Bursley
2. Brian Wiersma
3. Ray VanAllsburg
Late Model
1. Tom Thomas
2. Terry VanHaitsma
3. Joe Bush
Sportsman
1. Andy Stormzand
2. Allen Davis
3. Garison Jewett

Kil-Kare Speedway

Xenia, Ohio
Sept. 14, 2007
Late Model
Feature No. 1
1. Justin Alsip
2. Sam Heckman
3. Jamie Sites
Feature No. 2
1. John Vallo
2. Justin Alsip
3. Sam Heckman
Modified
Feature No. 1
1. Jason Mahaffey
2. Terry Humphrey
3. Jack Jones
Feature No. 2
1. Derek Weatherhead
2. Jack Jones
3. Terry Humphrey
Sport Stock
1. Heath White
2. Mike South, Sr.
3. Dave Lecocq
Compact
1. Randy Walton
2. Tim Haerr
3. Chris Boggs

Anderson Speedway

Anderson, Ind.
Sept. 14, 2007
Legends
1. Blake Brown
2. Bryan Nuckles
3. James Edsall III
Thundercar
1. Nick Warner
2. Lonny Burton
3. Alice Riall
Front Wheel Drive
1. Bryan Wright
2. Devin Mitchell
3. Gary Bragg, Jr.
Figure-8
1. Ronnie Phipps
2. Jared Keller
3. Donnie Ellis, Jr.

Charter Raceway Park

Beaver Dam, Wis.
Sept. 15, 2007
Modified
1. Dave Schoenberger
2. John Stanton
3. Mitch McGrath
Grand National
1. Roger Lee
2. Nick Schumacher
3. Dion Wahl
Stock
1. Jerry Winkler
2. Jim Berkevich
3. Barry Cates
Legends
1. Brad Weber
2. Joel Wyttenbach
3. Eric Barth
Dirt Devil
1. Matthew Janke
2. Kevin Allard
3. Stephen Lemay

St. Francois County Raceway

Farmington, Mo.
Sept. 15, 2007
Sprint
1. Joey Montgomery
2. Tommy Worley, Jr.
3. Tom Dickerman
Modified
1. Kasey Nations
2. Matt Eaton
3. Adam Parmley
Pure Street
1. Kasey Nations
2. Chris Boyd
3. David Wofford
Multi
1. Bobby Lynn
2. Jeff Wurst
3. Tom Sydnor

Moler Raceway Park

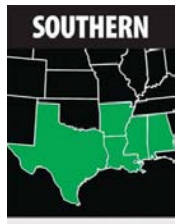
Williamsburg, Ohio
Sept. 14, 2007
Late Model
1. Josh Tidwell
2. Wayne Chinn
3. Jason Jamison
Modified
1. Doug Adkins
2. John Henry
3. Shawn Tolson
Super Stock
1. Ricky Bolton
2. Ronnie Helton
3. John Pickleheimer
Pure Stock
1. Ansel Walker
2. Travis Hornback
3. Tony Brewer
Chevette
1. Miles Tarvin
2. Rusty Yarger
3. Jeff Watson

Fremont Speedway

Fremont, Ohio
Sept. 15, 2007
305 Sprint
Feature No. 1
1. Andy Shammo
2. Todd Heuerman
3. Mark Pridemore
Feature No. 2
1. Dustin Dinan
2. Matt Lucius
3. Stuart Brubaker
Dirt Truck
Feature No. 1
1. Cory Ward
2. Jim Mcgrath
3. Shawn Valenti
Feature No. 2
1. Art Ball
2. Steve Sabo
3. Dwight Waltermier

Jefferson Speedway

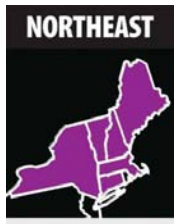
Jefferson, Wis.
Sept. 15, 2007
Late Model
Feature No. 1
1. Kyle Jarlsberg
2. Ryan Carlson
3. Bob Wilberg
Feature No. 2
1. Jon Reynolds, Jr.
2. Jason Erickson
3. Matt Byrne
Champions Main
1. Chris Purdy
2. Jerry Eckhardt
3. John Ovadal, Jr.



Alabama
Arkansas
Louisiana
Mississippi
Texas

East Alabama Motor Speedway

Phenix City, Ala.
Sept. 15, 2007
Crate Late Model
1. William Thomas
2. Jeff Mills
3. Rusty Harmon



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Canadaigua Speedway

Canadaigua, N.Y.
Sept. 15, 2007
Sportsman Modified
1. Joe Williams
2. Scott Schrader
3. Todd Henderson
Street Stock
1. Adam DePuy
2. Mike Welch
3. Steve Faulkner
Mod Lite
1. Doug Williams
2. Dan Williams
3. Todd Simons

Riverhead Raceway

Riverhead, N.Y.
Sept. 15, 2007
Figure-8
1. Mike Mujsce
2. Roger Maynor
3. Carl Baxter
Chargers
1. John Ellwood
2. Brad Van Houten
3. Shawn Solomito
Blunderbusts
1. Chris Busick
2. Ron Langdon
3. Scott Maliszewski
Super Pro trucks
1. Wayne Meyer
2. Danny Grennan
3. Mike Albasini

Chemung Speedrome

Chemung, N.Y.
Sept. 15, 2007
SST Modified
1. Tony Hanbury
2. Patti Pruitt
3. T.J. Potrzebowski
Super Stock
1. Jeff Goodwin
2. Mike Nichols
3. Lee Sharpsteen
4-Cylinder
1. Gene Purvis
2. Bob Curren
3. Jody Buckley
Legends
1. Justin Petcosky
2. Patrick Albor
3. Matt Kurzejewski
Speedrome Junior
1. Zack Curren
2. Fred Peters
3. Jesse Kent
Bandolero
1. Matt Evans
2. Ryan Polenz
3. Eric Bostwick

Thompson Int'l Speedway

Thompson, Conn.
Sept. 13, 2007
Modified
1. Kerry Malone





A weekly report of action from across America

2. Keith Rocco
3. Todd Ceravolo
Pro Stock
1. Mike O'Sullivan
2. Norm Wrenn
3. Jeff Zuidema
Late Model
1. Tommy O'Sullivan
2. Jay Stuart
3. John Materas
Limited Sportsman
1. Keith DeSanctis
2. Scott Sundeen
3. Jess Gleason
Mini Stock
1. Scott Michalski
2. Rick Blanchard
3. Brad Caddick
TIS Modified
1. Tim Sullivan
2. Roger Larson, Jr.
3. Shane Michalski

Utica-Rome Speedway

Vernon, N.Y.
Sept. 15, 2007
Sportsman
1. Brad Alger
2. Matt Janczuk
3. Mike Button
Pure Stock
1. Dave Bruno
2. Dave Mannise
3. Russ Marsden
Modified
1. Jim Roberts
2. Aaron Jacobs
3. Dale Caswell

Utica-Rome Speedway

Utica, N.Y.
Sept. 16, 2007
Pro Stock
1. Louie Jackson
2. Jim Normoyle
3. Russ Marsden

Waterford Speedbowl

Waterford, Conn.
Sept. 15, 2007
Modified
1. Dennis Gada
2. Rob Janovic, Jr.
3. Todd Ceravolo
Late Model
1. Tim Jordan
2. Bruce Thomas, Jr.
3. Ed Reed, Jr.
Sportsman
1. Jack Aquilina
2. Albert Stone III
3. Norman Root, Jr.
Mini Stock
1. Phil Evans
2. Randolph Churchill, Jr.
3. Danny Field
X-Car
1. David Syren
2. James Lynch
3. Shawn Salimeno
Faster Pastor
1. Brad Whipple
2. Edward Hayes
3. Rob Patrick



Florida
Georgia
North Carolina
South Carolina
Tennessee

East Lincoln Speedway

Stanley, N.C.
Sept. 15, 2007
Late Model Modified
Sportsman
1. Ronnie White
2. Blane Huffman
3. Keith Bowman
Micro Sprint Car
1. Brian Roseman
2. Justin Lineman
3. Donald Babb, Jr.
Stock Four
1. Brian Nuhfer
2. Tony Paladino
3. Mark Woody
Rookie Four
1. Matthew Patterson
2. Jack Anderson
3. Leonard Johnson
Renegade
1. David Holland
2. Chris Stowe
3. Mickey Anderson
Stars of Tomorrow
1. Justin Mauney
2. Dylan O'Daniel
3. Brett Myers

Harris Speedway

Rutherfordton, N.C.
Sept. 16, 2007
Crate Late Model
1. David Smith
2. Buddy Smith
3. Travis Knight
Super Stock
1. Greg Carroll
2. Joey Wiley
3. Jerry Oliver
Limited Sportsman
1. Chris Jackson
2. Lamar Jordan
3. Greg Dimsdale
Renegade
1. Lloyd Dean Burgess
2. Jason Jolley
3. Ricky Hines
Stock-8
1. Dale Edmonds
2. Ricky Teems
3. Mark Blanton
Street Stock
1. Blake Bentley
2. Kyle Westmoreland
3. Adam Pruitt
Young Gun
1. Cody Ussery
2. Hunter Eubanks
3. Wendy Smith
Pure Stock
1. Willie Fowler
2. Steve Penson
3. Brandon Staton

Travelers Rest Speedway

Travelers Rest, S.C.
Sept. 16, 2007
Crate Late Model
1. Scott Childress
2. Rod LaMance
3. Greg Pilgrim
Limited Sportsman
1. Michael Barbare
2. Nathan Hughes
3. Donnie Atkins
Renegade
1. Brandon Poole
2. Joey Chastain
3. Lee Hendren
Stock-8
1. Randy Johnson
2. James Hudson
3. Chris Miller
Super Stock
1. Chris Easler
2. Will McGrew
3. Kevin Kelly
Street Stock
1. Joey Kelly
2. Jody Clark
3. Newman Presnell
Young Gun
1. Chris Goodman
2. Lindsey Phillips
3. Zeke Whitman

Citrus County Speedway

Inverness, Fla.
Sept. 15, 2007
Modified
1. Richie Smith
2. Kyle Bookmiller
3. Doug Miller
Sportsman
1. D.J. Macklin
2. Bobby Taylor
3. Fred Tuski
Street Stock
1. Richie Smith
2. Johnny Zuidema
3. Frank Stromquist
Mini Stock
1. George Neumann
2. Dan Smith
3. Clint Foley
Bomber
1. Phil Edwards
2. Jeff Eberly
3. Travis Hoefler
Pure Stock
1. Mike Veltman
2. Bill Ryan
3. Steve Stinedurf
Thunder Stock Rookie
1. Jesse Veltman
2. Richard Dinkins
3. Ed Steinman
Figure-8
1. Paul Grynewicz
2. Robert Aaron
3. Robbie Hage

East Bay Raceway Park

Gibsonton, Fla.
Sept. 15, 2007
Limited Late Model
1. J. R. Prather, Jr.
2. Forest Gough
3. Roger Crouse
Modified
1. Alex Boerner
2. Dakotah Stephens
3. Roger Crouse
Street Stock
1. Charlie Paris, Jr.
2. Gary Sheffield
3. Dave Floyd
Late Model
1. K. D. Kelley
2. Roger Crouse
3. Keith Nosbisch
4-Cylinder Bomber
1. Patrick Tabb
2. Randy Tyler
3. Kever Raulerson

Golden Isles Speedway

Brunswick, Ga.
Sept. 15, 2007
Late Model
1. Michael Lloyd
2. Mark Whitener
3. Charlie Williamson
Sportsman
1. Jordan Lockhart
2. Charlie Davis
3. David Tyrell
Hobby Stock
1. Paul Albritton
2. Jimmy Peele, Jr.
3. Bubba Clark
Modified
1. P. J. Wiggins
2. Joey Myers
3. George Thrift
Super Street
1. Kyle Livengood
2. Drew Smith
3. Johnny Johnson
Pure Stock
1. Scott Fogle
2. David Ruth
3. Randy Barnhart

Orlando Speedworld

Orlando, Fla.
Sept. 14, 2007
Pro Truck
1. Kevin Henry
2. Travis Hanson
3. Austin Howell
Quick Kid
1. Maxx Bennett
2. Tyler Laing
3. Austin Stamper Hoffman
Sportsman
1. Brett Woodley
2. Andy Nicholls
3. Justin Reynolds
Mini Stock
1. Pedie Allison
2. R. J. Arnone
3. Bob Kelchner
Super Stock
1. Lee Wagner
2. Ron McCreary
3. James Frisbie
Strictly Stock
1. Jim Erb
2. David Leeper II
3. Gary Thomas
Junior Stock
1. Jason Rosarius
2. Joseph Daniel
3. Derek Binda

Orange County Speedway

Rougemont, N. C.
Sept. 15, 2007
Ford Focus Series
1. Tanner Swanson
2. Michael Sboro
3. Michael Mohelski

New Smyrna Speedway

New Smyrna, Fla.
Sept. 15, 2007
Super Late Model
1. David Rogers
2. Patrick Conrad
3. Fain Skinner
Modified
1. Gary Fountain
2. Arnold Honaker
3. Alan Bruns
Sportsman
1. Philip Luizzo
2. Dale Howard
3. Paul Kitner
Strictly Stock
1. William Rush
2. William Skip Wager
3. Richard Goodrich
Super Stock
1. Jeff Colburn
2. Bobby Holley
3. Geno Smith
Truck
1. Jessica Murphy
2. Logan Bordeau
3. Hank Baker

Clarksville Speedway

Clarksville, Tenn.
Sept. 15, 2007
Pro Street
1. Charles Zimmerman
2. Robert Brooks
3. Tony Jackson
Crate Late Model
1. Charles Zimmerman
2. Robert Brooks
3. Levi Ashby
Mini Mod
1. Herman Radke III
2. Mike Perrigo
3. James Kowalski
Mini Sprint
1. Chris Hunter
2. Ray VanderWeilen
3. Jason Goodwin
Pure Mini
1. Mike Johnson
2. Rick Champagne
3. Danny Stephens
Late Model
1. Tony Albright
2. Brent Kreke
3. Eddie Pace
Open Wheel
1. Clayton Miller
2. Mike Neighbors
3. Mitchell Burkhart
Street Stock
1. Mike Neighbors
2. Dale Phillips
3. Floyd Clinard



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Lakeside Speedway

Kansas City, Kan.
Sept. 14, 2007
Modified
1. John O'Neal, Jr.
2. Rodney Sigg
3. Terry Bruner

Tri-State Speedway

Pocola, Okla.
Sept. 15, 2007
Roadrunner
1. Chuck Fountain
2. Robert Southerland
3. Ty Evans
Super Stock
1. Gean Davlin, Jr.
2. Eric Beshoner
3. Bosco Hunter
Economy Modified
1. Clay Julien
2. Lance Robins
3. William Gould
Modified
1. Bill Dillard
2. Brent Holman
3. Tim Adams
Mini Stock
1. Daniel Nicholson
2. Randy Norris
3. Scott Glover
Front-Wheel Drive
1. Jack Bieker
2. Raymond Bieker
3. Brandon Morris

Rocky Mountain Raceway

Salt Lake City, Utah
Sept. 15, 2007
Ford Focus Series
1. Bob Brewer
2. Jimmy Wysong
3. Caitlin Shaw

Outlaw Motor Speedway

Oktaha, Okla.
Sept. 15, 2007
Economy Modified
1. Dalton Clay
2. Patrick Goodnight
3. Chuck Bumgarner
Hobby Stock
1. Dale Richardson
2. Tom Snyder
Modified
1. Brandon Wilson
2. Roger Sawyer
3. Jeremy Ross
Pure Stock
1. Steve Freeman
2. Terry Cook
3. David Vinson

Southern Iowa Speedway

Oskaloosa, Iowa
Sept. 14, 2007
Modified
1. Dean Mahlstedt
2. Zack VanderBeek
3. Tony Fraise
Stock Car
1. Nathan Wood
2. Malcolm Teachout
3. Mike Harward
B-Mod
1. Matt Lettow
2. Ryan Lundy
3. Raymond Lundry
Hobby Stock
1. Mark Haglund
2. Chris Hovden
3. Bill Gibson



Arizona
California
Nevada
New Mexico
Oregon
Washington

Irwindale Speedway

Irwindale, Calif.
Sept. 15, 2007
Late Model
1. Jace Meier
2. Nick Joanides
3. Kevin Callahan
Legends
1. Donny St. Ours
2. Tom Landreth
3. Darren Amidon
Pure Stock
1. Mark Whitson
2. Mike Colato, Jr.
3. Jeff Elder
Pure Stock Figure-8
1. Chad Kelly
2. Dave Foster
3. Gary Marler
Bandolero
1. Andrew Anderson
2. Eric Sloan
3. Ashlee Ambriz
Demolition Derby
1. Stan McDonald
2. Bill Thiebert
3. Steve Ellis

Bakersfield Speedway

Bakersfield, Calif.
Sept. 15, 2007
Midget
1. Robby Josett
2. Nic Fass
3. Walt Johnson

Madera Speedway

Madera, Calif.
Sept. 15, 2007
Sprint
1. Tony Hunt
2. Ryan Kaplan
3. JoJo Helberg
Super Modified
1. Troy Regier
2. Jim Birges
3. Eric Silsby
360 Super Modified
1. Lance Tatro
2. Kenny White
3. Kenny Kinchen
Midget
1. Dallen McKinney
2. Shane Golobic
3. Michael Faccinto
Legends
1. Jeremy Wood
2. Frankie Marks
3. Steve Cantrell

Las Vegas Motor Speedway

Las Vegas, Nev.
Sept. 15, 2007
Super Late Model
1. Taylor Barton
2. Justin Johnson
3. Jeff Connors
Late Model
1. Morris Sealy
2. Chris Bray
3. Joe Deguevera
Charger
1. Phil Goodwin
2. Darren Rollins
3. Mario Opipari
Modified
1. Wayne Morris, Jr.
2. Tadd Burns
3. Scott Osborn
Legends
1. Jeremiah Wagner
2. Bear Rzesnowiecky
3. Karl Forman
Roadster
1. Charlie Wahl
2. Ed Hohman
3. Johan Timmer
Bomber
1. Larry Dittman
2. Chad Mattos
3. Matt Cunningham
Bandolero Young Gun
1. Brianna Holley
2. Austin Craig
3. Robert D'Ambra
Bandolero Bandit
1. Jonathan Eakin
2. Nicholas Thigpen
3. Christian Warren

Evergreen Speedway

Monroe, Wash.
Sept. 15, 2007
Super Stock
1. Lex Johnson
2. Shane Harding
3. Naima Lang
Figure-8
1. John Carlson
2. Ricky Deitz
3. Doug Delfel

Skagit Speedway

Alger, Wsh.
Sept. 15, 2007
Hornet National
1. Cory Swatzina
2. Greg Hibma
3. Ben Gunderson



JOE SECKA/JMS PRO PHOTO

3'S A CROWD: Race winner Jim Rasey (32) chases down Greg Young and Doug Fleeser (8F) as the trio arrives at turn two Saturday night at Sharon Speedway in Hartford, Ohio.

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McMillen Tops In IHRA

CAYUGA, Ontario — Terry McMillen is getting the hang of this whole Nitro thing. After driving in the Alcohol Funny Car ranks for years without finding the winner's circle, McMillen won his second IHRA Knoll Gas Nitro Jam national event of the season, taking the Top Fuel class with a final round win over national points leader T.J. Zizzo Sept. 10 during the Canadian Nationals presented by PartSource.

IHRA

McMillen posted a 3.106 elapsed time at 270.16 mph to knock off Zizzo, who carded a 3.313, 246.03.

The race was contested on an eighth-mile format due to weather conditions and track concerns. Moisture was seeping through the track near the guard walls and forced IHRA officials to shorten the race.

Creasy can pretty much start his world championship victory lap the rest of the season. Creasy had a hammerlock on the Knoll Gas Torco Racing Fuels Pro Nitro Funny Car points chase heading into the IHRA Canadian Nationals, and by defeating Mitch King in the final at Toronto Motorsports Park, he padded that lead even more.

King crossed the finish line first but was disqualified for crossing the center line.

John Russo captured his first IHRA win when he knocked off Carl Spiering in the Torco's CompetitionPlus.com Pro Modified final. Russo clocked a 3.962 at 189.90 mph to defeat Spiering, who could not gain traction in the other lane. Spiering shook his way to a 6.277.

Former Pro Stock world champion John Nobile defeating defending world champion Pete Berner in the final round to win his first race of the season.

Nobile used a 4.126 to Berner's better 4.117 in a holeshot victory.

Nobile had him off the line, 0.025 to 0.042.

Terry Munroe claimed his third Ironman of the season by knocking off Paul Noakes in the Alcohol Funny Car final.



JOHN DADALT PHOTO

LIQUID LOU: Lou Cicconi, Jr. slides around Seekonk Speedway during Saturday's NEMA midget program.

Cicconi's The Man In NEMA

SEEKONK, Mass. — Lou Cicconi, Jr. has quickly become the man to beat in Northeastern Midget Ass'n action at Seekonk Speedway.

NEMA

The veteran open-wheeler posted his second consecutive midget feature victory at the famed "Cement Palace" Saturday night. Cicconi, who started fourth, took the lead on lap two, then went on to hold off a hungry Adam Cantor on a pair of early-race restarts before cruising to the checkers.

Cantor finished second and Ben Seitz stayed on pace for an unprecedented fourth-straight NEMA championship with a third-place finish.

Greg Stoehr and Joey Payne rounded out the top five.

The finish:

Lou Ciconni, Jr., Adam Cantor, Ben Seitz, Greg Stoehr, Joey Payne, Mike Horn, Randy Cabral, John Zych, Jr., Nokie Fornoro, Shan Hammond, Erica Santos, Jeff Horn, Cory Cleary, Rich Gerbe, Chris Leonard, Pete Pernesiglio, Jeff Zuidema, Shawn Torrey, Paul Luggelle, Steve Powers, Jeremy Frankoski, Paul Scally, Mike Keeler, B.J. MacDonald.

Stevie Smith Snags 15Gs At Fremont

By Brian Liskai

FREMONT, Ohio — Traveling sprint-car racer Stevie Smith swept into town and ran off with the $15,000 top prize for winning the Chuck Kear Memorial, which closed the season Saturday night at Fremont Speedway.

FREMONT SPRINTS

Smith started 12th on the third-mile oval and swept past Mark Keegan to take the lead on lap 21.

"We were terrible. My crew changed everything on the car. I knew we would have our hands full...these guys around here are tough. We drove by a race paying $10,000 to come here," Smith said.

"It was probably the early '90s the last time we were here. This is some of the toughest competition you'll find at any track across the country on a weekly basis."

Keegan finished second, with Brandon Wimmer, David Harrison and Kevin Huntley rounding out the top five. Forty-three cars were on hand.

Byron Reed claimed his second Fremont Speedway track championship after finishing 12th in what was the final race promoted by the Ford family after eight years running the track.

Andy James and Rich Farmer will take over next season.

The finish:

Stevie Smith, Mark Keegan, Brandon Wimmer, David Harrison, Kevin Huntley, John Ivy, Lee Jacobs, Troy Vaccaro, Paul Weaver, Rod George, Alan Krimes, Byron Reed, Rob Eyler, Alvin Roepke, Todd Heller, Chris Andrews, Scott Euler, Bryan Sebetto, Caleb Griffith, Mike Linder, Gregg Dalman, Ed Lynch, Jr., Chris Knopp, Brian Smith.

Stewart Backs Up Elma Win

ELMA, Wash. — Less than three weeks after beating the World of Outlaws at Grays Harbor Raceway, Shane Stewart came back to Elma and again found victory lane, this time in the preliminary event of the inaugural Fred Brownfield Memorial Sprint Challenge.

NSCS

For Stewart, who calls Oklahoma home, it was his fourth victory in seven starts with the Northwest Sprint Challenge Series driving for Mike and Janie Doyle.

Stewart, who won three out of five races to win the NSCS Northwest Speed Week title in July, started the 25-lap event on the pole in the No. 1 Shaver-powered Maxim.

However, Mitch Olson led the first 19 laps, before Stewart grabbed the lead and raced to the victory.

Travis Rutz finished second, ahead of Shawn Rice, Seth Bergman and Roger Crockett. Fifty-four cars were on hand.

The finish:

Shane Stewart, Travis Rutz, Shawn Rice, Seth Bergman, Roger Crockett, Tayler Malsam, Bill Nutter, Joe Beaver, Nick Engberg, Jonathan Allard, Rob Held, Jimmy Trulli, J.J. Hickle, Tyler Pinceman, Glenn Borden, Jr., Mitch Olson, Steve Vague, Robby Vaughn, Steve Kilcup, Brock Lemley.

Hoffman-Kmak Tandem Shows Up Strong Again

By Stan Kalwasinski

SCHERERVILLE, Ind. — Driver Eddie Hoffman and car owner Tom Kmak have enjoyed a lot of success during their days as a late-model stock-car racing team. The pair repeated that success Saturday night as Hoffman wheeled Kmak's Ford Fusion to victory in the 46th-annual Tony Bettenhausen Memorial 100 presented by Lisa Thomas Salon at Illiana Motor Speedway.

BETTENHAUSEN 100

The veteran Illinois driver started out of evening by setting fast time during qualifications, besting 30 other entries, and then came back and captured the 100-lap main event at the northwest Indiana half-mile paved oval. Hoffman, a 47-year-old second-generation racer, earned his fourth Bettenhausen victory, with previous wins coming in 2003, 2000 and 1998.

Hoffman's father, Ed, Sr., was a seven-time late-model champion at Illiana and won the Bettenhausen 100 three times. Coming in from his California home, the elder Hoffman witnessed his son's most recent victory.

The finish:

Eddie Hoffman, Mike White, Boris Jurkovic, Josh Nelms, Jeff Cannon, Anthony Danta, Mike Heiss, Kevin McCann, Mike Monroe, Dave Weltmeyer, Tom Knippenberg, Joe Fadke, Joe O'Connor, Chris Cooling, Stevie Campbell, Brian Muick, Jack Kalwasinski, Marc Hankosky, Keith Parker, Don Sabatino, Brett Sontag, Rich Segvich, Mike Marden, Brandon Hill, Bobby Gash, Larry Schuler.

Shiel Soars In Rocky Finale

ERIE, Colo. — The Rocky Mountain Midget Racing Ass'n wrapped up its 2007 season with Chris Sheil winning the 20-lap feature, clinching the 2007 RMMRA driver championship and also winning the Colorado National Speedway Track Championship Saturday night at Colorado National Speedway.

RMMRA

Sheil survived a late tire blowout to take first place over rookie Jennifer Greenberg, who finished second Todd Plemons completed the podium.

The finish:

Chris Sheil, Jennifer Greenberg, Todd Plemons, Billy Mentgen, Mike Heberling, Buddy Lowther, Kyle Ray, Scott Fennell, Rick Ellis.

GAS CITY I-69 Speedway
GAS CITY, INDIANA
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MARK FUNDERBURK PHOTO

POWERED UP: Thomas Meseraull was the class of the POWRi midget field Saturday at Spoon County Speedway.

Pickens, Maseraull Stand Tall In Midget Triumphs

Friday

JACKSONVILLE, Ill. — Michael Pickens notched his first O'Reilly POWRi National Midget Series victory of 2007 on Friday, using the outside line to pick off leader Brad Kuhn with four laps to go in the 25-lap feature at Morgan County Speedway.

POWRI

Pickens started third and was able to pull ahead of Kuhn several times, but didn't officially lead a lap until lap 21, when he finally cleared the leader on the high side.

Series point-leader Brad Loyett passed Kuhn on the final lap to finish second and extend his points lead. Kuhn spun on the last lap but recovered to finish third, followed by Davey Ray and Bubba Altig.

Saturday

CANTON, Ill. — Thomas Meseraull came from the back of the pack to win his first O'Reilly POWRi National Midget Series feature of the season in Saturday's 30-lap event at Spoon County Speedway.

Meseraull started 18th after racing his way into the starting field by winning the semi-feature and made an amazing march to the front, picking off 17 spots to reel in leader Nick Knepper before making the pass for the lead on lap five. From there, Meseraull led the final 25 laps for the victory.

Series point-leader Brad Loyet posted his second runner-up finish in as many nights to further pad his points lead. Donnie Lehmann was third, followed by Bubba Altig and Joe Wippenfurth.

Naughton Dominates Weekend

Saturday

LANCASTER, Calif. — Rick Huseman raced his way to his first Championship Off Road Racing (CORR) Pro 4 victory, and Robert Naughton dominated the Pro Lite class as the off-road series returned to Antelope Valley Fairgrounds Saturday.

CORR

On lap 14, Pro 4 race-leader Johnny Greaves went over the K Rail coming out of turn one, and Huseman took over the lead for the final three laps, notching his first CORR Pro 4 victory.

Scott Douglas finished second and Steve Barlow rounded out the podium.

In the Pro Lite division, Naughton started from the pole and led every lap en route to a dominating victory.

A resilient Kyle LeDuc, who spun in turn one and charged from the rear of the field, took second and Casey Currie held onto third.

Sunday

LANCASTER, Calif. — Championship Off Road Racing (CORR) wrapped up a weekend of racing Sunday at the Antelope Valley Fairgrounds with Rob Macachren winning for the fourth time this season in the Pro 2 class and Robert Naughton running away with a victory in the Pro Lite division.

Naughton pulled away to a comfortable margin after the mandatory caution on lap eight. At the end, it was Rick Huseman in second and Casey Currie placing third.

In the Pro 2 class, former dirt-bike champion Jeremy McGrath earned his first CORR podium with a second-place finish behind Macachren.

In the Pro 4 division, Johnny Greaves took home a controversial victory after wrecking Carl Renezeder. Huseman finished second and Travis Coyne completed the podium. Greaves was docked nine points for aggressive driving.

358 Special: Danny O'Brien Scores Sweep

By Tom Skibinski

Friday

LAFARGEVILLE, N.Y. — Danny O'Brien collected his second Mr. DIRTcar 358-Modified Series race win in just three tries on Friday night at Can-Am Motorsports Park, holding back Danny Johnson and older brother Pat O'Brien before rain shortened the race from 75 to 52 laps.

DIRTCAR 358

The 2007 Brockville Ontario Speedway point-champion started third on the 25-car grid and watched as early leaders Frankie Caprara and Gary Tomkins traded the top spot. O'Brien swapped the point with Tomkins on three occasions before muscling underneath in turn two for the final exchange on lap 29 just as a mist of rain began to fill the air.

A final yellow flag was thrown on lap-50 for wet track conditions, and the red flag unfurled just two laps later as an unexpected downpour inundated the LaFargeville layout within minutes. The event was called official soon after, giving O'Brien his first series victory at Can-Am and eighth of his career on tour.

Fast-time trailer Johnson was forced to settle for second-place ahead of Pat O'Brien while Big-Block Modified stars Gary Tomkins and Vic Coffey, the 2007 Can Am champ, filled out the front-five. Tomkins also earned the guaranteed starting berth in the 358-Modified Championship scheduled for Oct. 6 during Super DIRT Week XXXVI in Syracuse.

The finish:

Danny O'Brien, Danny Johnson, Pat O'Brien, Gary Tomkins, Vic Coffey, Frankie Caprara, Steve Paine, Mike Adderley, Pierre Dagenaid-Gatineau, Carey Terrance, Mario Clair, Kyle Dingwall, Al Jacobs, Roger Chrysler, Bobby Herrington, Andy Lloyd, Wallace Stacey, Bill Gill, Roy Tarbell, Mark Smoke, Lance Willix II, Steve Roberts, Francisco Perera, Todd Stewart, Robbie Grant.

By Steve Young

Saturday

BROCKVILLE, Ontario — Brockville Ontario Speedway point-champion Danny O'Brien is suddenly the man to beat in DIRTcar 358-Modified competition as the 'Pocket Rocket' took his third Mr. DIRTcar Series victory in eight days on Saturday night.

O'Brien led from start to finish aboard the potent No. 17D 1000 Islands RV Centre/Bicknell entry to capture the BOB FM-Jack May Pontiac 100 on his home track.

O'Brien started on the outside-pole alongside DIRTcar superstar Danny Johnson as the 30-car field took the initial green flag. O'Brien won the drag race into turn one and then survived a wacky 17 restarts, including a final one with two laps to go that sent the race into overtime.

Older brother Pat O'Brien quickly moved through the field from his 11th starting position to grab the second spot in the first half of the race but never could get close enough to track down his brother.

Pat O'Brien settled for second, while Johnson held off a charging Mark Hitchcock for third. Mario Clair was fifth.

The finish:

Danny O'Brien, Pat O'Brien, Danny Johnson, Mark Hitchcock, Mario Clair, Yan Bussiere, David Hebert, Kyle Jacobs, Bill Gill, Clement Therrien, Pete Bicknell, Carey Terrance, Sebastien Gougeon, Roy Tarbell, Pierre Degenais-Gatineau, Dany Bilodeau, Bobby Herrington, Mark Smoke, Mike Adderley, Ryan Poole, Lance Willix II, Eric Landry, Alex Boisvert, Kyle Dingwall, Chris King, Robbie Grant, Andy Lloyd, Wallace Stacey, Bill Mullin, Paul Pekkonen.

Hearn Earns A Brew

By Tom Skininski

WEST LEBANON, N.Y. — A week delay for rain had little effect on Brett Hearn as he returned to the high banks of Lebanon Valley Speedway Saturday to capture his sixth Advance Auto Parts Super DIRTcar Series event of the season in the prestigious 39th-annual Coors National 200.

DIRTCAR

Hearn inherited the lead on lap 116 when Billy Decker made his mandatory pit stop. From there, Hearn staved off every challenge offered by runner-up Eddie Marshall to capture his 97th-career Advance Auto Parts Series victory worth $10,000. His sweep of the two Series races at the West Lebanon, N.Y. oval in '07 increased his track total to 14 victories, including his first tour triumph in 1981.

Andy Bachetti held off recently crowned Lebanon Valley Big-Block points champion J.R. Heffner after a race-long battle for the show position while current overall Hoosier-Sunoco Mr. DIRTcar Big-Block Modified point-leader Tim Fuller settled for fifth.

Decker and Valley regulars Jeff Trombley and Keith Flach, the Bert Hard Charger, were the last drivers to be scored on the lead lap out of 17 cars that took the final checkered flag.

The finish:

Brett Hearn, Eddie Marshall, Andy Bachetti, J.R. Heffner, Tim Fuller, Billy Decker, Jeff Trombley, Keith Flach, Brian Berger, Hector Stratton, Wayne Jelley, Dale Planck, Matt Quinn, Steve Paine, Skip Fox, Danny Ody, Steve Hough, Jimmy Phelps, Kenny Tremont, John Albert, Paul Gilardi, Guy Sheldon, Rich Salisbury, Mike King, Billy Dunn, John Hewitt, Alan Johnson, Danny Johnson, Matt Sheppard, Ron Cartwright, Jr., Mike Kolka, Chris Schultz.

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23. Videos/Photos
24. Tickets
25. Positions Available
26. Positions Wanted
27. Rides Available
28. Rides Wanted
29. Services
30. Trade Shows
31. Auctions
32. Real Estate
33. Business Opportunities
34. Sponsorships
35. Miscellaneous

Indy Cars 1



1948 KURTIS KK2000 Indy car driven by Sam Hanks, Neil Carter, Eddie Sachs, Bill Holland. Ready for vintage races. Info at http://stores.ebay.com/Investment-Toys. Email lelandwolf@msn.com or call (727) 865-9186.

1995 LOLA, ex-Eliseo Salazar, $29,900. Large inventory of misc. parts, 1991-1996, $19,900. Call (414) 531-9550.

Champ Cars 2



BEAST SILVER CROWN dirt car. Foxco motor. Motor has just a very few laps at Indy before it rained. Ready to race today. Starter cart, spare parts, priced to sell quick. $32,000. Call Tony @ (574) 268-1886.

Champ Cars 2

ONE BEAST dirt car, two pavement cars, two Foxco motors, two Singer motors, starter cart, many spares. A bargain at $60k firm. Call Tom at (612) 237-8364.

Sprint Cars 3



(2) BEAST pavement sprint cars. (1) complete w/ Stanton MOPAR and (1) roller. Driven by Dave Steele/Kyle Nicholas. Call or email for more information. bkracing2@aol.com or (317) 862-0250.

2003 J&J pavement car, nice, KSE right-hand steering, 305 Griff motor, four new wheels, wing. 2006: Four wins plus Buckeye Bandit Sprint Classic winner. 2007: Four wins, WSOA champion. (740) 943-2350. Retirement $9,900.

FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED**: Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.

Sprint Cars 3

360 SPRINT car operation. 2004 J&J, 2006 Masters Classic winner. Strong Ostrich engine, spare wings, rear end, three front ends, wheels, tires, bars, shocks, extra frame. Bolt in your seat and go. 2000 Ford diesel dually, 1997 24' Avenger trailer. Everything for $35,000; car with engine and spares for $20,000. Won't separate engine. Evenings (641) 623-5967; cell (641) 990-2634.

NEW AND USED Sanders wheels, new complete Winters rear, fresh KSE steering, new Wilwood caliper, new DMI hubs and spindles. $4,000 takes all. Call Alex for details (602) 708-2181.

SPRINT CAR (410-non wing) with lots of spares & special tools - $25,000. 40' all aluminum 2001 Exiss gooseneck trailer - $15,000. Donovan engine (currently at rebuilder's) - $5,000. Located in Southern California. Call Dennis Stewart (951) 743-2280.

SPRINT PAVEMENT CAR, 358 Niebel engine fresh. 32' enclosed Tag trailer with air. Indy type push cart. Everything first class. Tons of spares with some really trick stuff. Clean out shop. $36,000. (281) 354-7395.

Call Sara at 704•455•8042 to place an ad today!



Midgets 5

2002 BEAST/NERVO MIDGET, fresh Pink engine, USED for ONE TEST SESSION, new powder coated chassis, new paint, best of everything, many spares. See www.assocdev.com/sprint. (917) 596-2930 Aaron.



2006 BULLET pavement Ford Focus midget. Carolina series 2nd place points 2006. Excellent car. Winters ultimate pro, Sander, Wilwood, Red Devil, Kse, ARS, Hypercoils, Kinsler, Kirkey full containment seat. Two extra sets Sander wheels. Lots of gears and spares. $28,000. (386) 668-1747. racermdb@aol.com.

2006 DIRT MIDGET, race ready. Only three races on **TCR/FONTANA**. One of two cars built for Sleepy Tripp. Virtually two of everything NEW! All hollow/titanium bolts! Freshened engine & black paint. Complete operation with spares. $32,500. **CALL: (562) 209-1234.**

Midgets 5

2006 FORD FOCUS asphalt midget: Spike chassis, complete car, race ready w/ extras, six races on car, five on engine. $22,500. Will consider separating: Complete roller, kit car, or engine. Call for details. (908) 475-2115.

BEAST PAVEMENT MIDGET. Nine races since new, Lee, Winters, carbon-fiber body, Red Devil - best of everything. Never scratched, like new, race ready. 20 pavement wheels. $25,000 o.b.o. Call Phil Durst (402) 432-6555.

ONE 2004 BEAST dirt midget with Stanton Mopar engine and one 2005 Beast dirt midget with Esslinger Ford engine. Both cars have the best of everything on them. There are also a lot of spares available. Both of these cars have top five finishes in the USAC National Midget Series. Priced to sell immediately. If Interested please contact Tom. tomhessert@tomhessert.com. (609) 315-7018.

STEALTH DIRT MIDGET: Complete Roller; One year on bolt-on components, three on chassis, never bent, excellent condition, #26 ARDC. $9,500 o.b.o. Dirt Ford Focus midget, Stealth chassis, complete, race ready – six races on engine, $17,500. Call Stevens Racing (908)-475-2115.

Midgets 5

DRINAN PAVEMENT ROLLER, one win in '06, immaculate car. Another chassis kit and an army of spares. $15,000 takes all. Call Alex (602) 708-2181. Call for pictures.

Sports Cars 10



FOR SALE: Championship SunTrust Racing Rolex Series Daytona Prototypes: Riley chassis number Mk XI-020 and Mk XI-021. Chassis 021 is multiple race winner driven by Wayne Taylor, Max Angelelli, Jan Magnussen and Memo Gidley. Chassis 020 has only competed in five races. Cars include BBS wheels, Alcon brakes, Penske shocks and EFI data systems. Set up for Pontiac engine installation, including Howerton Products inconel exhaust system, Alcon 4-plate clutches, and Xtrac gearboxes. All in-stock Riley spares included, such as bodywork, splitters, radiators, brake disks, etc. Contact Bill Crisan at Wayne Taylor Racing (317) 228-9850 x105 or by email bill.crisan@waynetaylorracing.com.

NATIONAL SPEED SPORT NEWS – CLASSIFIED AD MARKETPLACE

ATTENTION ADVERTISERS: Thousands of readers turn to our classifieds each week. Sell your racing goods and services fast with a classified ad in *National Speed Sport News!* As an added bonus, we will place your ad on-line at **www.nationalspeedsportnews.com** absolutely FREE. Placing your ad on-line helps sell your goods and services even faster by reaching readers 24 hours a day, 7 days a week. In addition, our exclusive classified ad email-notification feature has produced stunning results in record time. What are you waiting for?

DEADLINE: THURSDAY – 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.
Ads not received in time will run in the following issue.

To place a classified ad, follow these 5 simple steps:

STEP 1 – CIRCLE THE CATEGORY that best describes your item.

If you do not choose a category, your ad will be classified "miscellaneous."

1. Indy Cars
2. Champ Cars
3. Sprint Cars
4. Mini/Micro Sprints
5. Midgets
6. Supermodifieds
7. Modifieds
8. Stock Cars
9. Formula Cars
10. Sports Cars
11. Dragsters
12. Go-Karts
13. Legends Cars
14. Vintage/Classic Cars
15. Parts/Engines
16. Tools
17. Trucks/Haulers
18. RVs/Campers
19. Safety Equipment
20. Collectibles
21. Apparel
22. Books/Magazines
23. Videos/Photos
24. Tickets
25. Positions Available
26. Positions Wanted
27. Rides Available
28. Rides Wanted
29. Services
30. Trade Shows
31. Auctions
32. Real Estate
33. Business Opportunities
34. Sponsorships
35. Miscellaneous

STEP 2 – WRITE your ad below. ADD the number of words. TYPE OR PRINT CLEARLY.

NSSN is not responsible for errors caused by illegible copy or uncategorized items.

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Use additional paper if needed …

TOTAL NUMBER OF WORDS: _____

SPECIAL CLASSIFIED OFFER!
Place a classified ad for at least one week and get one week FREE! *Call for details.*

STEP 3 – MAKE YOUR AD STAND OUT. (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

PHOTOS*

Black & white photo	$10 per week	❑
Color photo	$15 per week	❑

*$180 maximum photo fee for consecutive ad run.

BORDERS – to be placed around the ad.

Shadow Box - ❑	$7 per week	❑
Plain Box - ☐	$6 per week	❑

SYMBOLS – to be placed above first line of ad.

Row of Flags ⚐⚐	$5 per week	❑
Row of Stars ☆☆	$5 per week	❑
Row of Check Marks ✔✔	$5 per week	❑
No Ad Enhancements		❑

Ad Enhancements total : $ _____

STEP 4 – TOTAL YOUR COST HERE.

Total words _____ x $.70 $ _____

Total cost for ad enhancements + $ _____

Price for one week = $ _____

Multiply by number of weeks to run ad* x _____

TOTAL AD COST $ _____

*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

70¢ per word
$10 minimum per week!

STEP 5 – PAYMENT. MUST ACCOMPANY ORDER!

NO REFUNDS.

NAME: _____

ADDRESS: _____

_____

CITY/STATE/ZIP: _____

PHONE: _____

MAIL AD WITH PAYMENT TO:
NSSN . PO Box 1210 . Harrisburg, NC 28075-1210

FAX AD TO: 704-455-3147
PHONE: 704-455-8042

EMAIL:
classifieds@nationalspeedsportnews.com

FAX . EMAIL . PHONE ORDERS – CC ONLY
SEND ORDER BY MAIL – CHECK . MO. CC

❑ Visa ❑ Mastercard ❑ Discover ❑ AmEx

Card No. _____ Security Code* _____
*(last 3 digits on back of Visa, MC, Discover • 4 digits on front of AmEx)

Exp. Date _____ Signature _____

PLACE YOUR CLASSIFIED AD ONLINE!
www.nationalspeedsportnews.com

NSSN RACING MARKETPLACE

CLASSIFIEDS

Go-Karts 12



24-HOUR Team Karting Race - Florida January 2008. Karts provided. No special license required. Other 2007 races and schools in Connecticut, Florida, New Jersey, North Carolina. Ages 8-85. www.EnduranceKarting.com.

Vintage/Classics 14



1962 C.A.E. SPRINT car is fresh off two year restoration, has C.A.E. in and out and quick change, Hilborn, Vertex. Reluctantly selling due to health. $24,000. Call (701) 757-0213, 6-10 p.m. CST.



GRANT KING SPRINTER, owned since early 1970s by Kenny Hamilton, lots of history, restored last year. $19,500. Contact Gary Peterson (503) 378-0128. May trade old champ car or street rod?





VERY RARE 1948 Kurtis Kraft midget race car. 110 Offenhauser engine, 11 sets of gears, spare steering box, spare oil tank, leather cockpit cover, wheels, tires & custom trailer. $60,000 o.b.o. (800) 448-3904. karen@oconnorappraisers.com. 6525 S. Tamiami Trail, Suite C, Sarasota, FL 34231.

Parts/Engines 15

ARIAS 166 cu. in. midget engine. Entry-level engine just freshened and dynoed by Fontana. $6,500. (310) 538-2505.

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

STANTON W-9 head Mopar. Four races since fresh. All pumps. Header. MSD ignition. Complete. Strong $19,500 o.b.o. Call Phil Durst (402) 432-6555.

V8 SPRINT MOTOR, Shaver 410 12 head. 796 hp, no BS, no time since freshened. $14,000. Call Alex (602) 708-2181.

WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for $1,695 list. Check out our Web site for information and special prices. (305) 215-2202.

Trucks/Haulers 17



$99K. 1999 FREIGHTLINER motorhome FL70 7.2l CAT motor, 88,000 miles, new batteries, new tires, rear and side entry, outside storage compartments, interior A/C, micro, TV, VCR, sink, fridge, toilet, pull-out couch to bed, closet and cabinets for storage. 2000 S&S 42 foot three car stacker trailer, dual axle, air ride, new tires, equipped with 10k generator and air compressor system. Has roof access with safety rails, outside storage and interior cabinets with workbench. Call Scott Gaylord (303) 232-7645.



1989 HIGHTECH 48' race transporter. Carries three cars. Two up and one down. Plenty of storage. 48 x 24 awning with sides. 20 kw gen, with compressor; wall unit A/C in lounge. Air plumbed, with outside lights. Lista cabinets. Truck is a red Kenworth T2000 with auto shift. Contact Lou@LGMotorsports.com. (972) 429-1963.



1991 MACK Toterhome with 2000 NRC smooth side conversion. 235,000 original miles. Onan diesel generator runs truck and trailer. New front tires with alignment. Very nice truck in excellent condition. $40,000. Call Jared Fox at (812) 327-3010 or email fabtech56@yahoo.com for more pics. Bloomington, Indiana.





1998 FL50 business class, CAT 3126, 300 HP, 204,850 miles, fully loaded, power windows, mirrors, seats. Air suspension, air ride cab, A/C, cruise control, engine brake. Hydraulic disk brakes for class C licensed. Many extras. $35,000 o.b.o. (530) 624-1440.

Trucks/Haulers 17

2006 TOTERHOME with a 19' Renegade conversion and a 12' slide out. Has a 515 hp Mercedes. Auto trans, 12.5KW Onan QD genset, gooseneck ball. 63,000 miles. 2006 Haulmark Pro Line Stacker 36' trailer with air ride, triple axle, oversized hydraulic 4-post lift, 5 hp air compressor. Set up for sprint car but could be used for late model, modified, or drag car. Asking $240,000. Will separate. Call Ray @ (918) 640-1588. For more pictures go to http://pictures.aol.com/galleries/ckemenah.

2007 FEATHERLITE V-NOSE (Model 4926), 24' enclosed trailer, white, all aluminum, big torsion axles, new, LED lights, $11,000. Aluminum tire rack, Pit Pals extra. $750. Ridgeway (740) 943-2350.

ORDER NOW for next season. Six to eight week delivery. Several '07 race trailers in stock. 28' loaded, 48' sprint car stacker, loaded. Jack's. (940) 767-7241 or (940) 733-1044.

Safety Equipment 19

STOCK CAR or truck seats for sale. Used by Tracy Hines (size 5' 8" - 155 lbs.). Six seats: LaJoie, Butler, ISP, all shoulder and head. $300 - $500 each. (317) 374-9609.

Collectibles 20

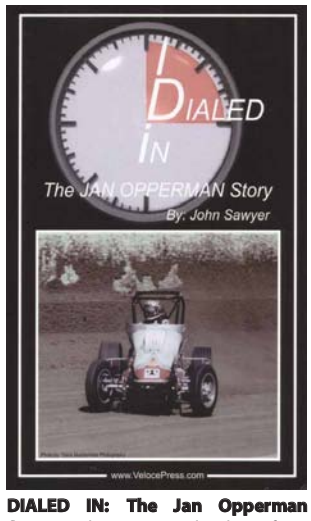


WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also seriously seeking Cox, Thimble, Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

www.racediecast.com: Old & new diecast. All types of race cars. Over 7,000 cars in stock to choose from. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing, Inc., 251 Ella Street, Eunice, LA 70535.

Books/Magazines 22

***NSSN* COLLECTION.** 43 years (1964 through 2006) all intact. Also, *Illustrated Speedway News* 6-25-57 through 1962. Best offer over $1,000 plus shipping. John Mahoney. jmahoneypix@yahoo.com. (317) 882-6075.



DIALED IN: The Jan Opperman Story. Back in print! Order direct from the publisher. $29.95 + $5.50 S&H. (210) 979-6098.

Books/Magazines 22



Videos/Photos 23



FAST LANE SUMMER – Nostalgia race documentary. 80 min. DVD documents a season with a Top Fuel Nostalgia Drag Racing Team as they work on their dragster and race it across the U.S. recapturing the glory days of drag racing. Orders www.fastlanesummer.com or (800) 581-8051. Save 10%! Code: speedsport.

WANTED: Old home movie footage of Indy Car or midgets. I will transfer to VHS or DVD for free. Rick Vukovich Amabile (559) 299-7542.

Positions Available 25

INSIDE/OUTSIDE SALES management position available with a racing safety equipment manufacturing company located in Indianapolis. Candidates should have a minimum of five years experience in sales coupled with knowledge of the racing industry. Interested candidates may email cover letter and resume to: mcapie@impactraceproducts.com or fax to (317) 852-8943. No phone calls please.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

GAVEL AUCTION. Always accepting quality parts ... from one part to entire race teams. Consignments are always welcome. Call for your racing needs. (704) 658-9906. www.gavelauction.com. NCAL #6177.

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Real Estate 32

1/4-MILE slightly banked dirt Indiana oval for sale. Currently operating full schedule, however, immediate possession. Turn-key sale – all concession and track preparation equipment included. Contact Ned Yingst, Real Estate Broker. (260) 327-3475.

3/8-MILE high-banked asphalt Indiana oval for sale. Currently operating full schedule; nevertheless, immediate possession. Turn-key sale – all concession and track preparation equipment included. This is likely the most attractive/functional short track in Indiana. Contact Ned Yingst, Real Estate Broker. (260) 327-3475.

FOR LEASE: Full turn-key, immaculate 3/8 high-banked asphalt race track w/figure 8 course. Refurbished lighting, grandstands, concessions, CLEAN restrooms & beer garden. Flexible terms available. Serious inquiries only via PO Box 460, Bronson, FL 32621.



FOR LEASE: New 38,000' building two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750'- 15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about receiving up to $10,000 in rent relief from the town of Brownsburg. Call (317) 840-4437 or email dixonproperties@aol.com.



INDIANAPOLIS/BROWNSBURG: Custom home in Brownsburg. Country setting convenient to city. 28x36 new pole barn, 220 capable, wiring complete. No covenants. 20 min. from Speedway and Clermont Race Tracks. Seller Financing Possible. Call Barry (317) 339-0699 or bhaley@indy.rr.com.

Real Estate 32

INDIANAPOLIS/BROWNSBURG: 2,500 sq.ft. race shop with charming 1890s farmhouse FOR SALE in Brownsburg. RV/trailer hookup and dump. In-ground pool, 5.5 acres, nicely landscaped. Close to I-65, I-74 and I-465 on northwest side of Indianapolis. Call or email for brochure. Chris or Debbie (317) 293-4100 or email debbiep@crracing.com.

MOORESVILLE, CONCORD, CHARLOTTE RACE shops and industrial buildings. Buying, selling or leasing call Paul Aiken, Sperry Van Ness (704) 622-5347.

RACE TRACK: Michigan 3/8-mile high-banked asphalt track. 2007 season in full swing. (517) 851-4743.

TWO BEDROOM time share condo. Daytona Beach. Sleeps six. Race weeks - 6 & 7. Interested parties call (330) 637-8616.

Business Opportunities 33

ESTABLISHED 16 YRS: Full service race car chassis and component manufacturer. Winged and non-winged sprint cars house specialty. Proprietary parts and components. Makes money! Ready for motivated buyer to take to next level. Call Jens at (602) 330-6995 or Jens@WCIBroker.com.

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Liz Mellott at (704) 455-8045 or via email at lizm@nationalspeedsportnews.com.

BECOME A *FASTWAX* DEALER. Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

RACE TRACK FOR SALE: Springport Speedway: Michigan 3/8-mile high-banked oval, 70 acres, seating for 6,000. Turn-key opportunity for this top-notch facility, nothing needed but a new owner. $625,000. Terms possible. The Stratford Associates (broker) (269) 372-4103.

IF YOU'RE NOT USING IT SELL IT!

That idle race car or piece of equipment in your shop or garage won't remain idle for long if you offer it for sale to the readers of *National Speed Sport News.*

Contact Sara Barkman @704-455-8042 or place your ad online at www.nationalspeedsportnews.com

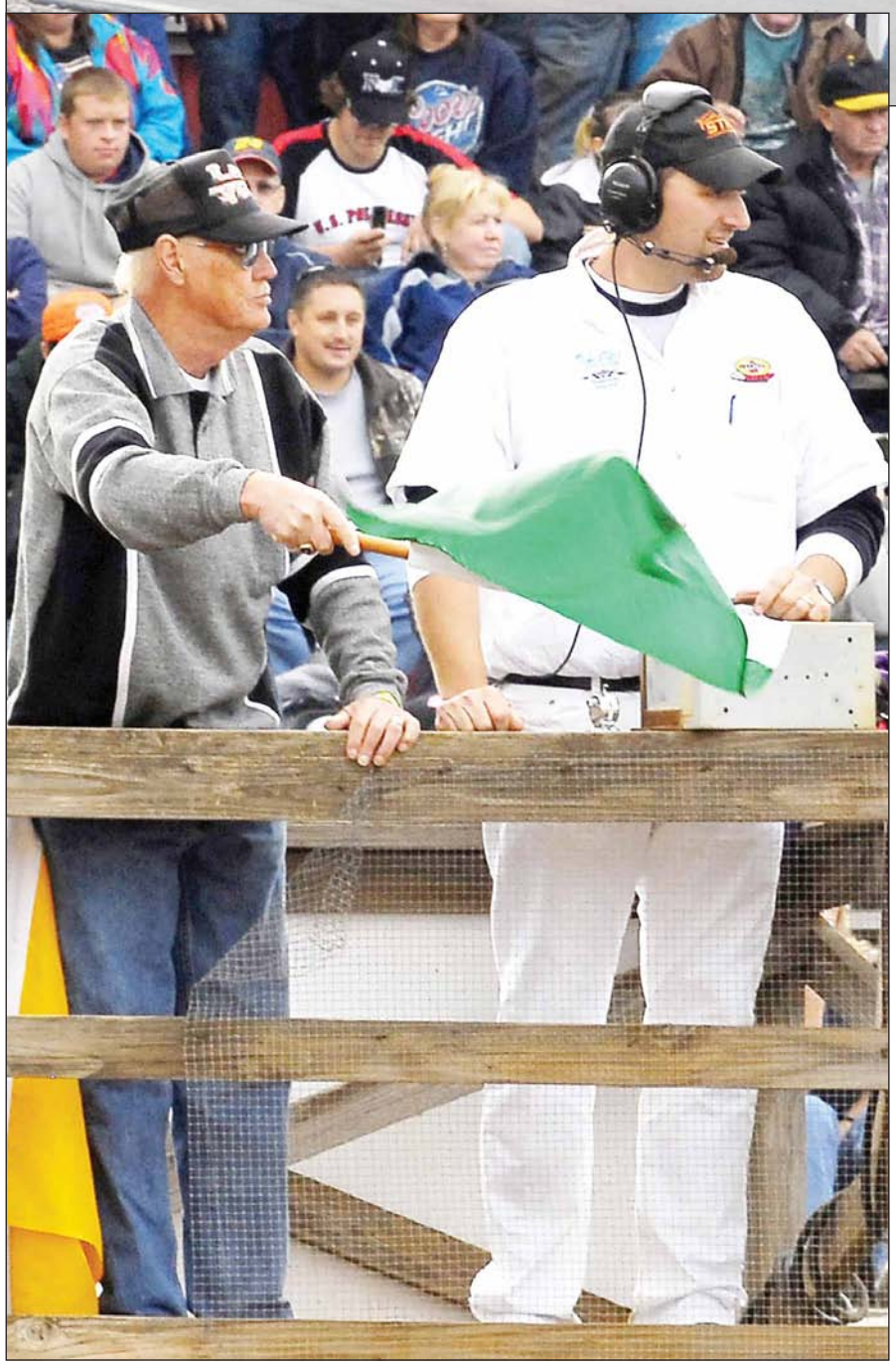
www.nationalspeedsportnews.com

NSSN THE FINAL LAP



GREG PIZZO PHOTO

BLAZE OF GLORY: Hopes of a Daytona Prototype title went up in smoke — and flames — for the SunTrust team during Saturday's Grand Am finale at Miller Motorsports Park.



PAUL OYLER PHOTO

FAMILIAR COLOR: Former Tri-City Speedway flagman Ron Cotterman, who flagged at the Franklin, Pa., facility in the 1960s, was inducted into Tri-City's Hall of Fame on Sunday and waved the first green flag of the night.



TIM THOMAS PHOTO

SHOWING OFF: Jesse Hockett does a wheelie during the O'Reilly All Star Circuit of Champions' visit to Lawrenceburg (Ind.) Speedway.



AUTOSTOCK PHOTO

BUCKLE UP: Rick Crawford gets ready for NASCAR Craftsman Truck Series action Saturday at New Hampshire Int'l Speedway.

ECONOMAKI:

More Test Days For Members Of The Press

CONTINUED FROM PAGE 4

nation's sports pages were full of photos of the 28-year-old Federer after he won the U.S. Open and millions of dollars. As for Gordon, now 36, do you recall those "baby pictures" of him in his early days as a midget racing car driver and those early-day mustaches to make him look older? Take a hard look at the next close-up of Gordon when it appears on TV and note the gray hair creeping into his sideburns.

It's been two weeks since the 63-year-old daredevil pilot **Steve Fossett** disappeared into thin air in his tiny plane over the western Nevada desert. Fossett's last flight was said to have been a search for a dry-lake bed on which he could try for a world land speed record for jet-powered cars, currently 722 miles per hour.

The latest Michigan Auto Racing Fan Club newsletter tells of **Don Kotarski's** fatal crash driving his NAMRA Series Indy Car during a practice run at the Whittemore Speedway last month. The driver, the club and the track are all new to us.

Last week we dealt with IMPA's Test Days at Pennsylvania's Pocono Raceway. On the other side of the country the Motor Press Guild's MPG Track Days — a parallel undertaking — takes place Nov. 6-7 in Rosamond, Calif., at Willow Springs Int'l Raceway. Details from www.motorpressguild.org. The 2007 IMPA Membership Roster & Automotive Industry Contact List is one of the most informative tomes one involved in motorsports cannot live without, 240 spiral-bound pages of golden data.

MARTIN:

Allmendinger, Lloyd May Get Top IRL Drives

CONTINUED FROM PAGE 4

championship battle, which may be part of the reason why there are rumors he may want an early release from the team.

At Richmond Int'l Raceway in June, Wheldon spoke of his desire to try NASCAR but was rebuked by Ganassi, who told the driver from England he was under contract to remain in the IndyCar.

So when Ganassi was able to get Canadian Club as a sponsor to replace Coor's Light in the No. 40 Dodge driven by David Stremme, he was also able to get Franchitti as the driver in NASCAR.

That had to irk Wheldon to a degree and now he may be interested in returning to Andretti Green Racing to take over Franchitti's No. 27.

Wheldon raced for AGR from 2003-2005, winning the title in his final season. He appeared to be the leading contender for this year's championship after winning two of the first four races, but has been MIA since the Indianapolis 500 in May.

Despite that, Wheldon would be a prime choice to either take over Franchitti's vacated ride at AGR or Hornish's No. 6 at Team Penske.

Former IndyCar driver Ryan Briscoe, who competes for Team Penske in the American Le Mans Series, is considered the lead contender to take over Hornish's IndyCar when the announcement is finally made that Hornish will leave for NASCAR.

That could start a domino effect among IndyCar drivers.

Ryan Hunter-Reay, who clinched the IndyCar rookie of the year title on Sunday for Rahal Letterman Racing, could be a candidate at Ganassi if Wheldon leaves. And A.J. Allmendinger recently signed with Ganassi's NASCAR team to drive the Busch car in several races.

Allmendinger was an open-wheel start in Champ Car before switching to NASCAR this season for Team Red Bull. Allmandinger has struggled with the Toyota team but would be a tremendous addition to the IndyCar Series.

Indy Pro Series champion Alex Lloyd is confident he will get a decent IndyCar ride next season. The driver from the Isle of Man off the coast of England set IPS records this year with eight victories.

Franchitti was honored last Tuesday night at the Indianapolis Motor Speedway during the IndyCar Series awards ceremony. It was his last official act as a member of Andretti Green Racing.

And Dixon's last words to Franchitti as he walked off the stage were, "Welcome to the team."

FORUM:

Some Are Angry Over Gibbs' Choice Of Manufacturer

CONTINUED FROM PAGE 4

fans to the sport.

Tom Johnson
Nampa, Idaho

American Drivers Losing Out

While I'm happy for Hideki Mutoh receiving the third ride in the Panther stable, I still see it as a wasted opportunity for a young, American open-wheeler. The IRL must develop a stable ladder system to grab these amazing talents from USAC and World of Outlaws before they end up at Charlotte in May, not in Indianapolis.

I want to see a Kevin Swindell or a Darren Clayton in an IndyCar, real American open-wheel drivers that I've followed on dirt, much like those before me followed A.J. Foyt and Parnelli Jones.

We've already lost Tony Stewart and Kasey Kahne, two drivers who should already have their likenesses engraved on the Borg-Warner Trophy. Let's not lose another to NASCAR.

Please, Tony George, whatever money it takes, give these kids a chance to compete in America's premier open-wheel series and a shot to showcase their amazing talents around the world's greatest race course. Their talent should speak louder than their money. Hideki Mutoh might be a great driver, but I don't remember seeing him in a sprint car at Eldora.

Nick Walters
Champaign, Ill.

Defending Daugherty

I was amazed by Richard Burch's nasty letter about ESPN's Brad Daugherty in the Sept. 5 issue of *NSSN*. If Mr. Burch would have done his homework, he would have realized that Brad Daugherty spent years as a Busch and Truck Series team owner.

Daugherty is a class act, a knowledgeable, well-spoken on-air talent — much better (and less annoying) than Rusty Wallace. Perhaps Mr. Burch should stick to the radio for his race broadcasts.

Ken Bagenstose, Jr.
Temple, Pa.

On 'Dale,' Gibbs Move

I recently watched the movie, "Dale." It was great — and I was never a Dale, Sr. fan. We saw what a great racer Ralph Earnhardt was. He had a true love for racing, and he stood by his principles.

Then, some 12 hours later, we saw the Joe Gibbs Racing-Toyota sellout press conference on TV, attended by many businessmen, technicians and drivers (notice, I said drivers not racers). For a few yen, the Gibbs boys sold out an industry and a nation of fans. Where would NASCAR or any U.S. stock-car racing series be without the cash pumped into them by General Motors, Ford and Chrysler, "The Arsenal of Democracy"? They saved our very country in World War II by building weapons for our soldiers. But, hey, what have you done for us lately?

I was a Tony Stewart fan until today because he reminded me of A.J. Foyt. A.J. might not be ultra-rich today, but he has something that Gibbs and Stewart never will have — principles.

NASCAR, you have lost yet another fan, but then, who cares?

E. Wilson
Canton, Mich.

Mikey's A Motor Mouth

Motor mouth — I'm talking about Mikey Waltrip. If you watch "Inside Nextel Cup," you would know what I mean. He is an expert on everything, except one thing — making the race.

This, from a guy that tries to drive a Toyota, loves the "Crud of Tomorrow," and thinks Teresa Earnhardt is a saint. That's three strikes against him.

The only thing that would be good about Joe Gibbs Racing going to Toyota is that Toyota would pull millions of dollars away from the Waltrip teams.

It is obvious that Earnhardt, Jr. was given the junk engines so that he couldn't make The Chase. That was his punishment for leaving. People can yell conspiracy all they want, but the result speak for themselves. Martin Truex, Jr. has had one engine failure.

Ms. Willard Jones
Hot Springs, Ark.

RaceDay Cudos

The pre-race "NASCAR RaceDay" was very good in most parts. The gentleman named "Buddy" (I didn't get his last name), who gave his descriptions on pictures of many racing people was great.

Not only did he admit his lack of knowledge on who most were, he was fabulous on most definitions. The only one he missed a little was on Kenny Wallace. He should have mentioned that the shirt Kenny was wearing (with a JEGS patch) made him look like someone who works in a car wash.

Jeff Thompson
Speedway, Ind.

1989 Was A Memorable Year For Racing

MILWAUKEE

Recently scanning through several different media guides from various race series, I noticed the large number of drivers that were born in 1989.

I thought back to the year they were born and what a memorable racing season it was. Some of the key moments include:

Bob Frey won a record third-straight Little 500...Chuck Gurney won the nine-race USAC Silver Crown Series Championship and also won the Belleville Midget Nationals and the Turkey Night Grand Prix…The Chili Bowl was a two-day event and Sammy Swindell, driving for Gary Runyon won the feature….The CRA came to the Midwest for a six-race swing, bringing 27 teams from the West Coast. Jerry Meyer topped the biggest event of the trip winning at Knoxville, Iowa.

ARCA sanctioned midgets throughout the Midwest and drew nice fields at events in Alabama and Georgia….Two of open-wheel racing's most popular and charming drivers from different eras died, Jim Hurtbise at 56 from a heart attack, while AIDS claimed the life of Tim Richmond….Steve Butler made an attempt at the Indy 500 driving for Stoops Racing, but came up short….Ron Shuman switched to the Alex Morales team and won the CRA title. Brad Noffsinger led the series with nine victories. Jeff Bagley lost his life in a May accident at Ascot.

Kevin Olson turned the first sub-15-second lap at Angell Park Speedway, winning the Badger title by 23 points over Kevin Doty….Mike Bliss dominated midget racing in the Pacific Northwest, winning the WMRA championship...Tony Elliott was the sprint-car champion at Kokomo (Ind.) Speedway, while the "Rhinestone Cowboy" Chuck Amati topped Bloomington and Paragon...Billy Hughes nipped John Heydreich for the ARDC midget crown. Heydenreich scored three Florida wins and topped the USAC fields at Williams Grove and Flemington Speedways….UMARA had a solid season, and ran events at the soon-to-be-closed Chicagoland venues Raceway Park and Sante Fe Speedway….Racing returned to the Sacramento (Calif.) Mile for the first time since 1970.

WITHOUT WINGS



BRYAN GAPINSKI

The Arizona Midget Racing Ass'n was formed and Cactus Jack Yeley was the first series champion…Eight USAC Western Midget events were broadcast live from Ascot Park. ESPN then telecast several more USAC National Midget and Sprint Car events from IRP... Gary Koster captured his second-straight BCRA midget title…In a heated battle after 47 USAC Western Midget races, Robby Flock emerged as champion by 16 points over Sleepy Tripp. USAC TQ racing on the West Coast was popular with Gary Howard winning the championship…Winners at the Copper Classic included Ken Schrader (Silver Crown), Rich Vogler (midget) and Davey Hamilton (super modified)….USAC sanctioned both non-wing and winged events during the season. Rich Vogler, teaming up Hoffman Racing used a BuickV-6 on the pavement and a Gaerte V-8 on dirt, easily winning the crown over Eric Gordon. Jeff Gordon scored his first USAC National victory at Florence, Ky., in a winged event…Midget Racing East (MRE) was started as a rival group to NEMA.

Russ Gamester emerged as series champion in the 36-race USAC National Midget Series, which included first-time visits to Lanier Raceway, Louisville Motor Speedway, Moberly Motorsports Park and Kalamazoo Speedway…Vogler, driving the Wilke No. 11, won the Hut Hundred at Lawrenceburg (Ind.) Speedway.

This columnist was working at National Halibrand, was 25 pounds lighter, had no gray hair and was in his second season writing articles for *NSSN*.

Attention *NSSN* Web Site Users!

Many www.nationalspeedsportnews.com users have asked how to make the type on the screen appear larger or smaller. Here's how: After logging into the site, click on accessibility in the top right corner of the screen.

A new page carrying the headline "Accessibility" will be displayed. Viewers immediately have three choices to make — Large, Normal and Small. Select the size type you want to use and the site will refresh with the larger, or smaller type that was just selected.

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To access these issues simply click on the icon featuring the cover of the paper at the top of the www.nationalspeedsportnews.com homepage. Readers will be redirected to a page, which features the current issue for downloading. On the left side of the page is the headline: "My Subscription." Under that headline are choices including 2007 Newspaper Archives, 2006 Newspaper Archives and 2005 Newspaper Archives.

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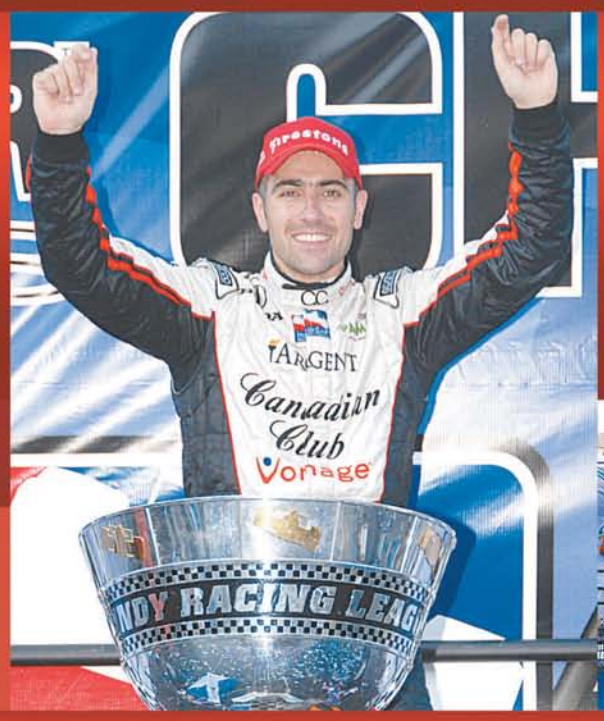
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