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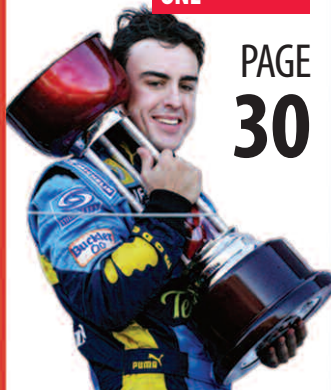


NATIONAL SPEED SPORT NEWS

Fernando Soars, Schumi Stumbles In Japanese GP

Ferrari Fails In German's Bid For Another Championship

FORMULA ONE



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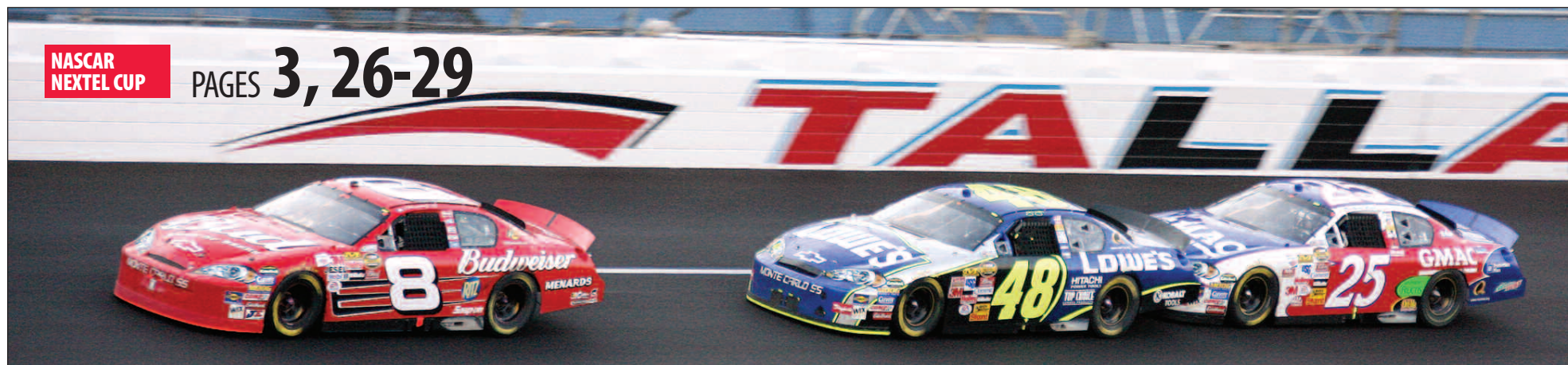
Vol. LXXIV, No. 40

\$3

Oops ... There They Go

NASCAR NEXTEL CUP

PAGES 3, 26-29



HHP/HAROLD HINSON PHOTO

SPIN TO WIN: Brian Vickers (25) trails teammate Jimmie Johnson (48) and Dale Earnhardt, Jr. during the final laps of Sunday's UAW-Ford 500 at Talladega (Ala.) Superspeedway.

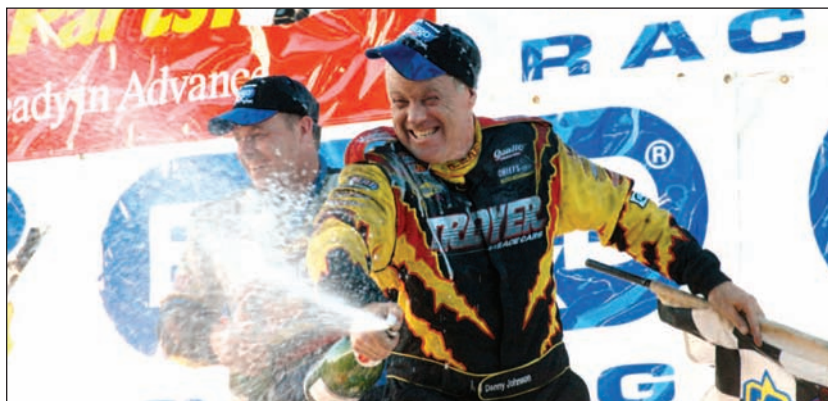
Vickers Spins Johnson, Earnhardt En Route To First Nextel Cup Score

DIRT-y Money Keeps Flowing Johnson's Way

Banks \$50,000 In Eckerd 200 Run

DIRT MODIFIEDS

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CHRIS DOLACK PHOTO

CELEBRATORY SHOWER: Danny Johnson gives everyone a taste of champagne after his victory Sunday at the New York State Fairgrounds in Syracuse.

Montoya Gets Feel For Draft; Kimmel Soars

Open-Wheel Ace Hones Stock-Car Skills At Talladega, Finishes Third

ARCA RE/MAX

PAGE 14



Johnson Earns Wealthy Status At Syracuse

Fuel Strategy Factors Into Super DIRT Week Finale; Horton Second

By **RON HEDGER**
NSSN CORRESPONDENT

SYRACUSE, N.Y. — Danny Johnson closed out Super DIRT Week Sunday by bagging his third high-dollar victory in eight days for car-owner Dave Thompson and NativePoker.com.

His \$50,000 Eckerd 200 triumph on the New York State Fairgrounds mile followed \$20,000 scores in Saturday's small-block classic and Fulton Speedway's Victoria 200.

DIRT INSIDE

Alan Johnson shows way in 358 action.

PAGE 22

pushed his Kevlar-powered Troyer big-block modified back to the front on the backstretch.

"I was trying to save fuel and didn't realize he was so close," Johnson admitted. "I've got a great motor that let me get back by, but I was out against the wall, bouncing off the dirt piles."

"My plan came together," a dejected Horton said. "I slowed the pace way down, then charged when I saw him slow down, too. I was really surprised when he went back by. I tried running out there and didn't think anyone

Johnson lost the lead to Jimmy Horton as they passed the flag-stand with nine laps to go but

could make it.

"I should have gassed it more, but I guess my big mistake was forgetting how bad he wanted to win it."

Johnson's brother, Alan, was third, with 2005 winner Billy Decker and J.R. Heffner rounding out the top five.

"I ran out of gas at the end," Alan Johnson said. "I made it back around, but the car quit on the frontstretch. I couldn't stay with those two guys, so I waited for them to lose their tires but it never happened."

Fuel, which is always a factor at Syracuse, was a worry for all the front-runners, while the sun baked the surface and kept it blazing fast, wreaking havoc on the tires as well.

JOHNSON: CONTINUED ON PAGE 22



CHRIS DOLACK PHOTO

SPEEDY JOINT: Danny Johnson's modified kept up with the fast conditions Sunday at the New York State Fairgrounds.



BILL FREIS PHOTO

FIRST SEASON: Josh Wise leads a pack of USAC Silver Crown cars around The Milwaukee Mile.

Silver Crown Inches Along

Series Officials Admit Mistakes, Shift Focus To Future Growth

By **BOB GATES**

The initial season of what has proven to be one of the most controversial series debuts since the IRL in 1996 concluded Sept. 30 at Kansas Motor Speedway. There, an exuberant Bud Kaeding was crowned the new-generation USAC Silver Crown champion and was awarded his share of K&N Filters's \$250,000 point fund.

INSIDE LOOK

The 14-race series opened Jan. 21 at Homestead Miami Speedway following months of emotional contentiousness. Because the old Silver Crown series had roots dating back to Foyt, Andretti and Unser and a heritage extending from an era when these cars ruled all — even Indianapolis — many, understandably, were adamantly against a change.

Yet, USAC director of competition and two-time Indy 500-winning chief mechanic Owen Snyder insists change was absolutely essential.

"We had to get ourselves in a posi-

tion where we could control our own destiny," Snyder said. "With few exceptions, Iowa being one of them, half and mile tracks just aren't being built anymore. Most everything is a mile and a half. We believed that by creating a car that could run on those tracks we could open up a lot more venues. We also had a good TV package, and since we would be running along with the IRL and NASCAR, our drivers would gain more exposure.

"It was a good concept, but I'll admit that we didn't do a very good job of selling it. That left a lot of guys sitting on the fence and made for low car counts. Twelve to 14 cars on a 1.5-mile track certainly doesn't look good and was not to our expectations for a USAC national series."

Darryl Guiducci — one of the owners of 6R Racing, a standout USAC team — was an early fence sitter and an outspoken critic of USAC's handling of the new division. When he did buy a car, he remained so frustrated that he didn't want anyone to know that he had. His driver, Brian Tyler, finished second in points, and now he's able to look back at the past season objectively and to the future of the

SILVER CROWN: CONTINUED ON PAGE 45

NSSN
RACING
LINE

The Week In Motorsports
For October 11, 2006

Fernando Alonso Is On Verge Of Second F-1 Title

SUZUKA, Japan — Spain's Fernando Alonso won Sunday's Japanese Grand Prix and gained a nearly insurmountable championship lead on Michael Schumacher, who retired from the race with engine trouble.

With one race to go, it looks like Renault will once again get the best of rival Ferrari.

F-1

PAGE 30



JOHN MARSH PHOTO

JPM Satisfies His Need For Stock Cars

TALLADEGA, Ala. — Juan Pablo Montoya made his stock-car debut Friday at Talladega

Superspeedway, finishing third in the ARCA race. It was valuable seat time for the Colombian driver who'll enter Nextel Cup racing full-time in 2007.

ARCA
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VICK-TIMIZED

Controversial Talladega Finish Overshadows Vickers's First Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

TALLADEGA, Ala. — Brian Vickers bulldozed his way to victory at Talladega Superspeedway and spent most of his post-race interview apologizing.

"The first-career win is exciting, but yes it does come with mixed emotions," Vickers said. "Lance McGrew (his crew chief) said, 'Let's go to the front and have some fun. If we wreck, we wreck.'"

NEXTEL CUP

That's exactly what happened.

Thanks to a late nudge of Jimmie Johnson that took out leader Dale Earnhardt, Jr., Vickers won Sunday's NASCAR Nextel Cup UAW-Ford 500 at the 2.66-mile superspeedway.

It was the first victory in 107 starts for Vickers, who had to dodge a shower of debris after being declared the official winner, the 170th driver to win a race in NASCAR history.

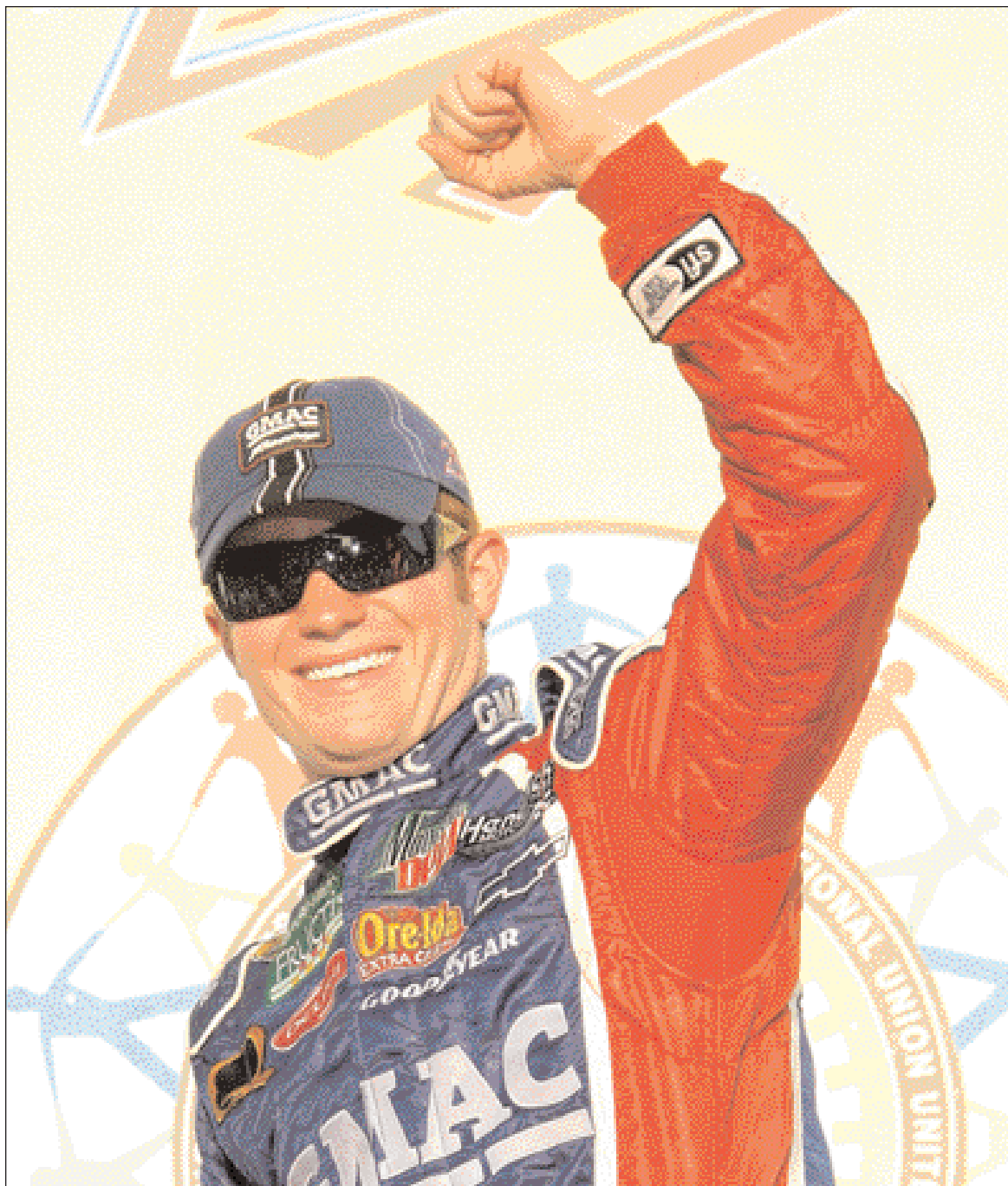
Vickers ran into the back of Johnson, his teammate at Hendrick Motorsports. Johnson's Chevrolet Monte Carlo spun along the backstretch and swung into Earnhardt's Chevrolet, sending both cars into the grass.

The wreck between the top two cars paved the way for Vickers's unpopular victory. To add to the intrigue, Vickers is leaving Hendrick Motorsports at the end of this season to join Red Bull Racing, a new team that is part of Toyota's NASCAR effort.

"When it happened, I thought, 'Oh ... whoops,'" Vickers said. "I didn't know if we won or not. It was confusion in the moment."

Vickers said he was simply trying to push his teammate past Earnhardt on the last lap in what would have given the team a 1-2 finish. But that ended when Earnhardt tried to protect his position and make the block entering the third turn.

"I knew Jimmie was going to wait until the last lap," Vickers said. "We had a great run down the backstretch,



HHP/HAROLD HINSON PHOTO

AT LAST: Brian Vickers celebrates his first Nextel Cup victory after winning Sunday's UAW-Ford 500 at Talladega (Ala.) Superspeedway. Vickers is leaving Hendrick Motorsports for Team Red Bull next season.

Morris Is Weekly Champ

Motor Mile, Caraway Ace Claims Dodge Weekly National Championship

DAYTONA BEACH, Fla. — Philip Morris entered Saturday's late-model race at Caraway Speedway as a long shot. He emerged as a champion.

Morris, of Ruckersville, Va., won the 2006 NASCAR Dodge Weekly Series

NASCAR



Philip Morris

national championship by recording his 13th victory of the season at Caraway, a track where he hadn't raced at all before last week. Morris spent most of the season at Motor Mile Speedway in Radford, Va. At Motor Mile, Morris won nine times and collected 14 top-five finishes to claim the late-

model track championship — his seventh — along with the \$25,000 Division I title.

Morris needed one more victory to have a mathematical chance of winning the national title over dirt-late-model driver Joe Kosiski, who held the national point lead before Morris's final race at Caraway.

With his dramatic last-chance victory, Morris reached 1,112 points based on his best 16 finishes. Morris edged Kosiski, who won the Division II championship, by just two points (1,114-1,112). Points are awarded in two-point increments, so the final championship margin was the equivalent of just one position on the track.

Morris will receive an additional \$50,000 bonus for winning the national championship, and he'll be honored at the awards banquet — Nov. 11 in Las Vegas.

Morris is the third (Mark McFarland and Peyton Sellers) Virginia driver to win the national championship in the past four years.

The championship is the second major NASCAR title for Morris, who won the Blue Ridge Regional crown in 2001.

MORRIS: CONTINUED ON PAGE 45

VICKERS: CONTINUED ON PAGE 26

OPINIONS

ECONOMAKI: You now need a passport to attend foreign races. **PAGE 4**

GAPINSKI: Debuting with a tribute to the late Ed Watson. **PAGE 5**

KERCHNER: Mark Martin in a Chevy? Just doesn't sound right. **PAGE 5**

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EXCLUSIVE

Latest Cup Team Keeps Low Profile

MOORESVILLE, N.C. — Team Red Bull, backed by the out-of-the-box energy drink, makes its first step into NASCAR this weekend at Lowe's

Motor Speedway. Don't expect much attitude — for now.



WINNER'S LIST

Series	Winner	Where	Page
Trans-Am	Jorge Diaz, Jr.	Topeka, Kan.	6
WoO LMs	Shane Clanton	Imperial, Pa.	8
WoO Sprints	Donny Schatz	Knoxville, Iowa	8
USAC Sprints	Daron Clayton	Terre Haute, Ind.	10
USAC Sprints	Daron Clayton	Terre Haute, Ind.	10
ARCA	Frank Kimmel	Talladega, Ala.	14
NASCAR MW	Brent Kirchner	West Salem, Wis.	18
NEMA Midgets	Bobby Santos III	Seekonk, Mass.	23

THE FINISH

"He didn't think, 'Oh, here's my chance and knock them both out.' He was just racing hard. That's just the way racing goes here."

DALE EARNHARDT, JR. ON BRIAN VICKERS'S NEXTEL CUP VICTORY SUNDAY



► PUBLIC FORUM

Let your voice be heard

To Schumacher's Defense

I'd like to reply to Al Zuber (a fellow New Jerseyan) and all of the other Michael Schumacher detractors out there. Yes, Fernando Alonso got a bad deal at Monza with his blocking penalty. The last I saw, however, it was the race stewards and not Michael Schumacher that assessed the penalty. How this tarnishes Schumacher I'd really like to know.

At Hungary, Alonso received a 10-spot penalty for brake checking during practice, a very dangerous move. The stewards then evened things up by giving Schumacher the same penalty for passing under the red as the cars were returning to the pits. If you saw the infraction, it was extremely minor and almost unavoidable. I guess Schumacher got a bum deal in Hungary, and if Alonso goes on to finish first in the points this year, he will be a tarnished champion.

David Smith
Bloomingdale, N.J.

Unsung Heroes

So many times when the racing stars get the media accolades, those behind the scenes are not recognized. I am speaking of those car owners, teams and sponsors.

Two of those unsung heroes are Bob and Janice East of Beast Enterprises in Brownsburg, Ind. Their names go along with Frank Kurtis, Andy Granatelli, A.J. Watson, Mike Cub and many other great car owners, builders and sponsors who designed and built open-wheel race cars for champions.

Beast Enterprises has designed and built more midgets, sprinters and the old Silver Crown cars in the last 20 years than any other constructor. Some of their rising stars are now current NASCAR champions, such as Jeff Gordon, Tony Stewart, Kasey Kahne, J.J. Yeley and Jason Leffler. They also supplied cars and gave opportunities to other great open-wheel drivers like Dave Darland, Dave Steele and Bobby Santos III, the most

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



Get That Passport — Now!

Now Required When Returning From Out-Of-Country Races

MIDLAND PARK, N.J.

Concurrent with NASCAR's scheduling of a Canadian Busch series race next year was the U.S. government announcement that, starting next January, all U.S. citizens returning by air from out-of-country visits must show a passport on arrival stateside. The passport requirement for return crossings by land does not go into effect until Jan. 1, 2008. A driver's license and birth certificate have long been OK when returning from Mexico, Canada, Bermuda, Panama and the Caribbean islands — no more. The flood of passport applicants has already pushed processing time to three months. In addition to NASCAR, already in Mexico, the IRL, Champ Car and Grand-Am all have out-of-country events scheduled next year. If you are a member of a race team set to see action next year in a foreign country, better order your passport today! Get the photos shot and take them to your local Post Office or County Clerk's office prepared to write a check for \$97 (\$82 if you are under 16).

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

We feel for **Scott Speed**, the first American in a dog's age to take on

Formula One full time. Speed has started every Grand Prix this year but has yet to score his first point. In Japan, he spun twice and then DNF'd. Speed's only full-time American predecessors, **Phil Hill** and **Mario Andretti**, drove well enough in F-1 to say goodbye to the international series with a world driving championship.

The wrong lane. With some 70 laps to go in Sunday's UAW-Ford 500 Nextel Cup round at Talladega Superspeedway, **Jeff Gordon** took the lead in three-wide traffic, hugging the inside line. One lap later, after everyone else opted to ride high on the banking, Gordon was scored 27th! He ended his day in 36th place, 18 laps behind, after involvement in a major crash. All Cup cars raced Sunday wearing NASCAR's new carburetor restrictor plate, 1/64th of an inch smaller than previous plates. Goal was to keep top speed on the newly repaved Big T less than 200 miles per hour. Car-owner **Robert Yates** says the new plate cuts engine output by 12 horsepower. There are those who say the naked eye cannot identify 1/64th of an inch.

It appears the publicity surrounding **Juan Pablo Montoya's** move from Formula One to stateside stock-car racing has apparently registered with another Indy 500 winner and F-1 veteran **Jacques Villeneuve**. Car-owner **Jack Roush** is said to be "in the know."



HHP/HAROLD HINSON PHOTO

AN INVASION?: Could Juan Pablo Montoya's quick success spur a rush of outsiders to take up stock-car racing?

With more and more old-timer, vintage, antique and veteran car club bulletins and newsletters arriving almost daily, an advertised attraction in one stopped me in my tracks. "Hear the sound of an Offenhauser engine," read the copy. Familiar with the terrific sound, I had forgotten the Offy is no longer heard at U.S. raceways, and I'm sorry for that. The Offy was — and is — a fabulous sounding engine and in a great way contributed to the huge popularity midget racing enjoyed in the years surrounding WWII. When the opportunity presents itself to hear one, go listen!

Two generations ago, when stock cars raced on the sands of Daytona Beach, local garage owner **Ray Fox** was also a winning car builder. Now, as president of the Living Legends of Auto Racing, Fox is a winning organizer as well. He's in charge of the club's annual early season activities in Florida's Ormond Beach/Daytona area. Already distributed are details of the Feb. 13th Beach Parade for old race cars and antique autos and other allied activities as well, including the Feb. 14th Awards Banquet at Daytona's Plaza Resort & Spa. The second annual Ponce Inlet Car Show on Feb. 16th winds up Fox's busy week. Questions go to him at LLOAR, 1432 Golfview Dr., Daytona Beach, Fla. 32114, (386) 253-7882.

ECONOMAKI: CONTINUED ON PAGE 47

'Prince Edward, I'll Always Owe You One'

FISHERS, IND.

AMERICAN SCENE

"I'm afraid we're getting down toward the end," Susie Watson said, her voice choked with emotion. "It isn't just so much the cancer, but his body is just slowly shutting down."

"He's not able to eat, and he's got so little strength. He's sleeping most of the day...he's just hanging on."

A few feet away, in the small dwelling in Marshall, Ind., that has been his home just a little short of forever, Ed Watson lay quietly, perhaps contemplating the end of his life. Ravaged by cancer, wracked with complications, it was evident that only a miracle would change the outcome.

I listened to Susie's words, my heart breaking. I was calling, I explained, to see if Ed might like some company.

"Not really," Susie gently replied. "He'd rather you remember him as he was."

Remember him as he was. Cantankerous, creative, difficult, accommodating and often high-maintenance. Stubborn, but only to the point of making you want to jump out a window. Kind, with a soft heart and unshakable Christian faith. Generous and willing to give everything of himself to things he



DAVE ARGABRIGHT

believed in. Dedicated, tireless, passionate. Impeccably, irreproachably honest.

Remembering Ed won't be difficult. The vivid image of his small, wiry frame; how he would burst into guffawing laughter at the ironies of life; the earnest expression in his eyes as he spoke of his love of more than 50 years, midget racing; those are the things that will remain with me until all my days are finished.

Ed never made much money. He never moved a mountain, or led an army, or built a mighty arena. But in his own way, he touched

and influenced many people, sometimes touched them in ways that literally changed their lives.

My heart was sad as I thought of Ed lying there, helpless and failing, unable to speak. Our friendship over the past decade was rushing past in my mind, and I thought of so many things I wanted to tell him.

I wanted him to know how much he enhanced my life by opening the door to becoming an author. Writing a book was nothing more than a distant dream for me 10 years ago, but Ed was

ARGABRIGHT: CONTINUED ON PAGE 47

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The
Audit
Bureau

Mark Martin In A Chevy; It's Just Not Right!

CONCORD, N.C.

Lying in bed, we were just about to flip off the television when something bizarre came across the bottom of the screen.

"Mark Martin to leave Roush Racing and drive a limited schedule for MB2 Motorsports in 2007," read the words on ESPN's Bottomline.

There it was, in simple words. Their meaning was clear enough. But the news, while unsurprising in some ways, was plain old shocking in others.

We all knew the 47-year-old stock-car driver was not going to quit driving race cars. Martin was set to retire after 2005, but he came back for the full 2006 season and actually expanded his schedule to include numerous Truck Series starts and a handful of races in the Busch Series.

While recently it became clear he would not be driving the Roush Racing No. 6 full-time next season, he appeared set to remain with the team, driving full-time in the Truck Series and on a limited schedule in Nextel Cup. But somewhere along the way, something happened and it all fell through. And not only would Martin be going to a new team after 20

FROM THE DESK



MIKE KERCHNER

years with Roush Racing, where he just might end his tenure by winning The Chase to the Cup, but he would be jumping ship, leaving the Ford family.

Mark Martin in a Chevrolet really does sound strange, doesn't it? But it's true, Martin will share the No. 01 U.S. Army Chevrolet with rookie Regan Smith next season, as MB2 expands to three teams. As well, the addition of Martin clearly gives MB2 Motorsports the oldest driving lineup in the business, with Sterling Marlin, 49, and 43-year-old Joe Nemechek as its full-time drivers.

Interestingly, while Martin is at the end of his career, he is the latest in a long line of drivers, including Jeff Gordon and Kasey Kahne, Ford has lost to other manufacturers.

While it seems likely the roots of the unlikely split of Martin and Roush Racing run a little deeper, both Martin and team-owner Jack Roush maintained that Martin's late decision to continue to race in Cup next season, left him the odd man out in the Roush stable.

"When Mark finally reconciled his somewhat conflicting desires, he settled on staying in Cup and running a 20-race schedule. We had no way of accommodating that desire since all of our Cup programs were previously committed," said Roush Racing president Geoff Smith.

"And, NASCAR team limits prevented Roush Racing from putting together an additional team for Mark, so in the end Mark had to move on — in order to stay in the Cup series."

However, it must be noted, Roush has yet to make it clear whether Todd Kluever, who was tabbed to replace Martin before the season, or another Roush Racing rookie will take Martin's spot in the No. 6 next season. As well, it seems likely the lure of the U.S. Army sponsorship for Martin and the multi-year contract he received from MB2 Motorsports had a lot to do with Martin's decision to join MB2 Motorsports.

"It was a difficult decision to move on," Martin said. "But right now I welcome the opportunity to drive the U.S. Army car and represent our brave soldiers who are fighting the global war on terrorism."

Martin acknowledged things would be a little different.

"Jack Roush and I have enjoyed a very special relationship for the past 20 years," explained Martin. "Jack afforded me the opportunity to chase my dreams, and there is no way to put in words what he has meant to me, my life and my career."

But Mark Martin in a Chevrolet? What's next, Richard Childress Racing in a Ford or the Wood Brothers in a Dodge?

Full Racing Life Will Be Ed Watson's Legacy

Longtime NISSN Correspondent Bryan Gapinski debuts his new column "Without Wings," which will appear frequently in NISSN.

MILWAUKEE, WIS.

Our first column for NISSN was planned to be a celebration. On Thursday morning, the focus changed to a celebration of life. Ed Watson died after a short battle with cancer at the age of 67.

For those who judge a person's life by accomplishments and statistics, a few on Watson stand out. He authored seven books, published another 30, many of which are considered some of the finest on open-wheel racing. Watson also wrote countless stories and columns for various publications. He worked as a USAC official for the National Midget division for nearly four seasons, including officiating during USAC's busiest midget season in 1969, when he attended 76 of the 77 events run. Only

WITHOUT WINGS



BRYAN GAPINSKI

great accomplishment was shaping and forming the National Midget Auto Racing Hall of Fame and eventually finding its current home at Wisconsin's Angell Park Speedway.

In today's racing world, when all too many are worried about self-promotion, Watson shied away from publicity and worked behind the scenes, creating great publications and establishing the HoF without seeking any fanfare. Preserving the sport's past and ensuring the future was his only goal.

During my years of conversation with Watson, I always asked many questions trying to better understand the era of the sport which occurred before my time. Watson was viewed by many writers and historians as a teacher. He was always wanting to talk about early National Championship Midget events, or the many great on-track accomplishments of drivers, along with their colorful off-track high jinks during the Golden Era of USAC.

Those conversations about the sport and frequent talks of religion will stick with me for many years. For a majority of others, Watson's Witness Productions books will continue to be read for years, and the 5 1/2"-wide x 8 1/2"-tall USAC Midget Yearbooks remain a favorite with open-wheel collectors 35 years later. Ed touched many in the sport, but he also touched them in so many special individual ways.

Watson was working on a final project with several writers and historians, highlighting the complete history of midget auto racing. Watson's wife of 44 years, Sue, will now finish the project.

Some interesting notes for our initial column follow:

■ Midget racing is being affected by the youth movement as much if not more than by any other type of racing. The average winning driver age in the USAC National Midget Series this year is 24 years and 6 months old. Ten years ago, the average was 32 years old. In 1986, the 17 winning drivers averaged 35 years old.

■ We expect a big celebration when Rip Williams scores his next USAC/CRA victory. Williams has earned 61 SCRA, 32 CRA and 10 USAC/CRA feature victories. The 103 victories ties him with Dean Thompson as the all-time feature winner with the combined totals for all three series.

■ The most memorable quote we heard this year has been from Bill Carey, chief steward of the USAC National Midget Series during a radio interview during the Belleville Midget Nationals. "Belleville is the most dangerous track USAC runs on all season; things happen quickly, and there's never a minor crash," Carey said.

Franchising May Be On The Horizon For NASCAR

COAL TOWNSHIP, PA.

Recently, several publications have offered articles about the likelihood of franchising teams in NASCAR's Nextel Cup division. As a longtime advocate for franchising, I am going out on a limb and predicting that within five years, NASCAR's top 38 teams — and possibly all 43 — will be franchised.

The ins and outs of the franchising are debatable and subject to lots of discussion, but rest assured franchising is a reality that is coming closer. As owners work harder than ever to keep their teams fully funded and afloat, a team franchise structure is needed to protect the owners and guarantee what now is missing: a return on investment. At stake is the continued existence of Cup owners who have given their lives to the sport and helped bring NASCAR to its present stature. It's that simple.

For some deserving owners, it's too late.

RACING BRIEFCASE



GREG ZYLA

A Cup franchise system would eliminate the sad but so true "auction liquidations" that plague owners who are either forced out of the sport due to funding problems or decide to retire. Team franchising would protect the integrity of the sport and bring Nextel Cup to the highest level of major-league professionalism. Past fly-by-night "owners" would find difficulty under franchising rules to do what some have done in the past, i.e., supporting teams until funds run out, bills and promises go unpaid, or the narcissistic need for self-promotion dissolves.

Next year, there are going to be nearly 50 Cup teams looking to qualify for 43 spots, including the new Toyota teams. Some of the teams will go home each week without racing. Franchising 43 teams, which would fill a starting field, may have merit. Maybe not. The number "38" might be the one that works best.

Cup's current top 35 in owner points guarantee is a good starting point, but it's still a rotating program at best. The top 35 only guarantees the first five starts of the new season. After that, if you are out of the 35, you must qualify on speed.

Entry into the top division would still be possible, but guaranteeing a spot would necessitate working with or buying out a current owner. This would also eliminate most of the past penalties-on-the-dollar liquidation auctions.

Perhaps NASCAR Nextel Cup is no longer an open competition/sweepstakes type of affair. It takes millions to compete, and team owners who make the grade should be rewarded with some type of safety cushion. This scenario also applies to the sponsors that rely on television exposure, at-the-track hospitality and the all important product movement.

And speaking of the sponsors, those "out of the top 35" teams know the liabilities involved in explaining to multi-million-dollar sponsors that their highly financed race car might not make the race. Talk about a downer, especially when 100 or so sponsor guests are all seated in a corporate suite, toasting to the great time they are going to have cheering on the company car!

Additionally, there are too many other loopholes in the current system. The past champion provisionals (already being addressed) and the ability to buy into a race when failing to qualify are most glaring.

Currently, there are several Nextel Cup teams that are struggling. It would be a bush-league shame to see a once major-league team forced to shut its doors. Yet, if things keep going the way they are for teams currently in the state of flux, one of which is a multi-time Daytona 500 winner, franchising could be the best answer. It would keep these deserving teams in the game, or at least allow a dignified, ROI-inspired exodus.

Greg Zyla writes regularly for NISSN and welcomes reader inquiries at gzyla@ptd.net.

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Martin's Decision Moves Some Fans To Take Sides

CHARLOTTE, N.C.

In the contentious world of TV talk shows, shouldn't the host of "Wind Tunnel" pick a side and either celebrate or excoriate Mark Martin's decision to change teams next year? In reality, I see both sides.

On one hand, anybody who bought a bag of collectibles from Mark's '05 "Salute to You" tour, ostensibly ending his serious NASCAR Nextel Cup involvement, may well resent the fact that he'll do more than 20 Cup races next year. It's one thing for the guy, under pressure from long-time friend and car-owner Jack Roush, to stick around in '06 and solve the problem created by Kurt Busch's unexpected departure; it's quite another to cash what we assume is a very big check to do more than half of next year's races.

TUNNEL TOPICS



DAVE DESPAIN

On the other hand, Martin's years of devotion to Roush, combined with an obsessive competitiveness he admits sometimes makes him crazy, has enabled Mark to succeed in a sport that once beat him down and drove him to drink. Who the hell am I to tell him how to approach retirement?

The other big issue, of course, is that Mark's new plan puts him in a Nextel Cup Chevrolet and blows up his longstanding intention to semi-retire in a Craftsman truck series F-150. Thus, Ford fans have multiple reasons for outrage. But what really interests me is precisely the lack of such outrage. The flood of angry e-mails I expected has in fact been a trickle, perhaps symptomatic of a sea change in the sport.

Years ago, Ford-versus-Chevy was half the reason to go to the race. A longtime Blue Oval star announcing plans to end his career with the Bowtie Brigade would have expected death threats.

So, what does this ho-hum reaction to Martin's brand change tell us? While all concerned still say the right things about "Win on Sunday, sell on Monday," it is my unscientific view that far fewer fans care about car brand loyalty today than they did 20 years ago. That is a commentary both on NASCAR — which has blurred the distinctions between brands in the interest of keeping all those brands equal — and on a society which increasingly makes its transportation choices based on factors other than brand performance.

I won't go so far as to say that waning manufacturer brand loyalty — if in fact that's what's happening — is good for the France family, but I do believe NASCAR's ability to sustain its growth despite the diminution of one of its fundamental fan appeals bodes well for its future. For the sake of discussion, let's say the persistent rumor, fed by red ink in Detroit, is true and at least one American manufacturer really is considering a NASCAR pullout. If that happens, the less reliant NASCAR is on fan loyalty to that brand the better.

Bottom line, one has to wonder if the majority of NASCAR fans haven't simply accepted the reality that a set of heads, some sheet metal around the nose and distinctive headlight decals do not a Chevy, Dodge or Ford make, and that in any case, it won't be long before the entire field is comprised of Cars of Tomorrow. And as long as the racing is good, they just don't care.

Dave Despain hosts "Wind Tunnel" Sunday nights at 9 p.m. on Speed TV. His e-mail address is Ddespain@SpeedTV.com.

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More Than 750 Drivers Entered At HPT

TOPEKA, Kan. — The 43rd Sports Car Club of America National Championship Runoffs got under way Sunday afternoon at Heartland Park

SCCA RUNOFFS

More than 750 drivers hit the 2.51-mile, 16-turn road course for the first time Monday morning, with practice and qualifying scheduled through Thursday, as the prestigious event for amateur sports-car racers takes place at HPT for the first time after 12-consecutive falls at Mid-Ohio Sports Car Course.

Racing action gets under way Friday, with feature races in nine of the record 25 classes. Eight main

events each will follow Saturday and Sunday afternoons.

Seven hundred fifty-two drivers were entered, and 542 track workers were registered for the full week of activity.

This year's class total blossomed thanks to the addition of two new classes — Touring 3 and Spec Miata. Although perennial favorites E Production, Formula Vee and Spec Racer Ford are each topping 40 entries this year, the new Spec Miata has topped them all, amassing 61 entries for the 2006 Runoffs.

More than 15,000 fans are expected to attend this weekend's racing activities, creating a significant boost to the Topeka-area economy.

Diaz, Jr. Does It At Topeka

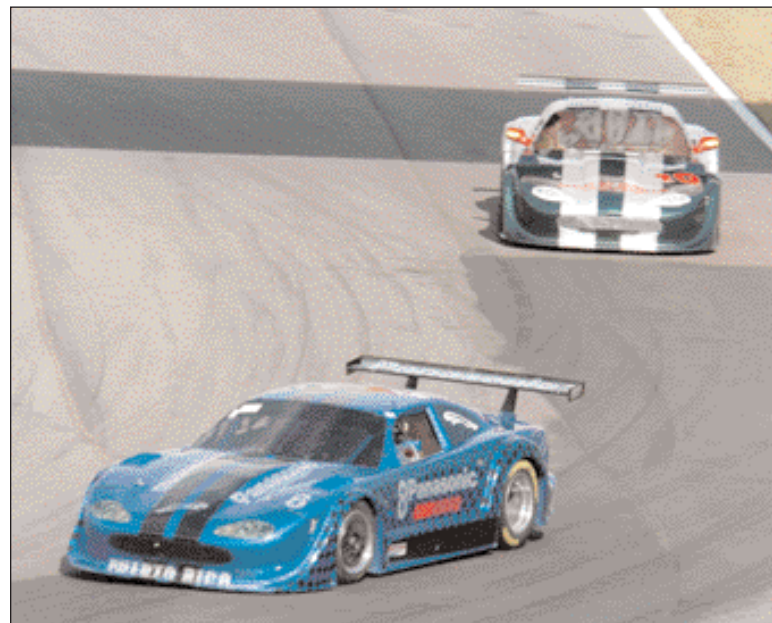
Despite A Two-Position Penalty After Qualifying, Jorge Bests Gentilozzi

TOPEKA, Kan. — Jorge Diaz, Jr., of San Juan, Puerto Rico, overcame a penalty in qualifying to win the second Thunder In the Park Trans-Am race at Heartland Park Sunday. Paul Gentilozzi and Phillip Simms completed the all-Jaguar podium.

Although Diaz beat the track record in Saturday's qualifying, the bodywork on the No. 08 Panasonic Car Audio Jaguar XKR failed post-race inspection. Race stewards issued Diaz a two-position penalty, putting him fourth on the grid following the invert.

Diaz gained a position on the grid before the green flag was displayed, when the No. 5 Jaguar XKR of Tomy Drissi pulled into the pits on the warm-up lap with a loose plug wire. When the green flag finally dropped after one wave-off, Diaz rocketed into the lead past the polesitter Amy Ruman and Gentilozzi.

Diaz led the rest of the way. "The last race we had here we were a little bit frustrated," Diaz said. "Some mechanical things happened, so for this race we came in with the mindset that we really have to do well, and



DON FIGLER PHOTO

BLUE STREAK: Jorge Diaz, Jr. (No. 8) and Paul Gentilozzi battle for the top spot Sunday at Heartland Park in Topeka, Kan.

everything that my crew changed was a thousand times perfect. There was nothing on my car I could change to make it faster. It was precisely how it had to be from the first lap to the last lap."

The finish:

Showing driver, car and laps completed: 1. Jorge Diaz, Jr., Jaguar XKR, 25; 2. Paul Gentilozzi, Jaguar XKR, 25; 3. Phillip Simms, Jaguar XKR, 25; 4. Amy Ruman, Chevrolet Corvette, 25; 5. Mike Ganney, Chevrolet Corvette, 25; 6. John Baucom, Ford Mustang, 24; 7. Bryan Long, Chevrolet Camaro, 24; 8. Tomy Drissi, Jaguar XKR, 24; 9. David Fershtand, Ford Mustang, 24; 10. Gene Nicholas, Chevrolet Camaro, 23; 11. Eugene Kraus, Oldsmobile Cutlass, 23; 12. Dan Robson, Mazda Miata, 22; 13. Joey Scarlato, Chevrolet Corvette, 20; 14. Ron Tambourine, Mazda RX-7, 19; 15. Max Lagod, Chevrolet Corvette, 2.

Porsche, Acura Earn VIR Endurance Victories

Saturday

ALTON, Va. — Mikel Miller and Tim Traver co-drove their No. 83 BGB Motorsports Porsche 996 to victory in a wet and wild Wheel Enhancement GS Enduro presented by EMC

GRAND-AM CUP

Anders Hainer, Turner Motorsport and Porsche sealed championships after six hours of racing Saturday at Virginia Int'l Raceway.

Miller took the lead less than 45 minutes from the finish.

He was trailing the race-leading Automatic Racing BMW M3s of No. 90 Nick Longhi and No. 09 David Russell but slipped by for the lead when both BMWs pitted. Miller kept the Porsche up front for the rest of the race and crossed the finish line a comfortable 25.922 seconds ahead of Jeff Segal, who co-drove with Longhi in the No. 09 BMW for Automatic's best finish of the season.

"This was a very challenging race, the longest race I have ever driven in and the first time I raced at night," Miller explained. "Plus, it rained at the end when we were racing in the dark, and I saw cars go off everywhere. I radioed to the crew and said, 'Guys, it might be time to put rain tires on.' That worked out great, and I can't thank BGB enough for giving us a great car and the perfect strategy."

Bill Auberlen, who co-drove with Joey Hand and Chris Gleason, finished third in the No. 96 Turner Motorsport BMW M3, while their teammates, Hainer and Boris Said,



GRAND AM PHOTO

BROTHERLY LOVE: Hugh and Matt Plumb celebrate a victory after Sunday's race at Virginia Int'l Raceway in Alton, Va.

crossed the finish line in sixth place in the similar No. 97 Turner Motorsport BMW. The sixth-place showing was good enough for Hainer to clinch the series driver title and give the No. 97 Turner machine the GS Team Championship.

Sunday

ALTON, Va. — A championship battle between the No. 95 Turner Motorsport BMW 330i of Will Turner and Don Salama and the No. 27 Bill

Fenton Motorsports Acura RSX of brothers Hugh and Matt Plumb stole the spotlight in the Bill Black Chevrolet Street Tuner Six-Hour Enduro at Virginia Int'l Raceway Sunday as the Acura drivers won the race but the second-place finishing BMW teammates sealed both the Grand-Am Cup Series ST driver and team championships.

The victory was the second of the season for the Plumb brothers (after they won at Barber Motorsports Park in July) and their success helped Acura clinch its fifth series manufacturer championship in the last six years. Matt Plumb crossed the finish line 6.255 seconds ahead of Turner in the No. 97 BMW, and the winners averaged 81.529 miles per hour.

The No. 68 SpeedSource Mazda RX-8 of Ken Dobson and Scott Schlessinger finished third.

While the Acura team celebrated the VIR victory, they came up just short in trying to beat Turner BMW and its drivers for the driver and team titles. After a rare mechanical failure sidelined the No. 70 SpeedSource Mazda RX-8 of former series champion Sylvain Tremblay on the opening lap, the championships and ultimately the race came down to a two-team battle between the Turner BMW and the Fenton Acura outfits.

"I think going into the race, we just had to think about winning the race, and whatever happened to the Turner guys would just happen," Hugh Plumb said. "We were just staying out of trouble, taking care of the car and not really hoping for their bad luck, but that's really what it was going to take. They did a good job."

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RACE REWIND

Race 67: Oct. 7, 2006

FINAL RESULTS

WINNER



Donny Schatz

Saturday

Oct. 7, Knoxville Raceway, Knoxville, Iowa

Qualifications: 1. Daryn Pittman, Titan Racing USA 21, 14.872; 2. Calvin Landis, Landis 70, 14.944; 3. Craig Dollansky, Karavan 7, 14.980; 4. Randy Anderson, Johnson 81, 15.026; 5. Dennis Moore, Jr., VerMeer 55, 15.029; 6. Jeff Shepard, Rush Racing 8, 15.036; 7. Dusty Zomer, Zomer 12, 15.038; 8. Donny Schatz, Schatz 15, 15.053; 9. Randy Hannagan, TH Racing 1x, 15.063; 10. Brian Brown, Wise Guys Motorsports 21x, 15.078; 11. Joey Saldana, Kasey Kahne Racing 9, 15.101; 12. Lynton Jeffrey, Jeffrey 12, 15.112; 13. Brandon Wimmer, Barton 7tw, 15.120; 14. Jac Haudenschild, Wright 35, 15.120; 15. Tony Bruce, Jr., Bruce 18t, 15.160; 16. Terry McCarl, McCarl 24, 15.167; 17. Jason Martin, Martin 36, 15.180; 18. Billy Alley, Gifford 17g, 15.180; 19. Chad Kemenah, Kemenah 15k, 15.184; 20. Bronson Maeschen, Maeschen 96, 15.226; 21. Justin Henderson, Oswalt d1, 15.244; 22. Skip Jackson, J&S Autosports 2, 15.356; 23. Chad Blonde, Blonde 5b, 15.359; 24. Tony Shilling, Shilling 47t, 15.364; 25. Brian Carlson, SC Motorsports 18, 15.384; 26. Chris Walraven, Muddy Lush Racing 56, 15.386; 27. Don Drou, Jr., Smith 86, 15.401; 28. Becca Anderson, Woodring 19, 15.431; 29. Wayne Johnson, Forbrook 5, 15.441; 30. Bill Rose, Rose 6, 15.527; 31. Dion Hindi, Hindi 11d, 15.535; 32. Jeremy Campbell, Campbell 10c, 15.558; 33. Brent Antill, Jordan Bros. 1, 15.601; 34. Matt Moro, Sonner 47, 15.635; 35. Mike Moore, Moore 69, 15.737; 36. Scott Winters, Carnahan r19, 15.850; 37. Greg Jones, Jones 3j, 16.109; 38. Kaley Gharst, Williams 7w, 16.123; 39. Dave Saffell, Saffell 03, 16.144; 40. Robert Bell, Bell 71, 16.640; 41. Jake Peters, Peters 57x, no time; 42. Clint Garner, Garner 40, no time; 43. Mark Dohmeier, Lunstra 1l, no time.

First Heat (8 laps): Martin, Hannagan, McCarl, Schatz, Pittman, Jones, Carlson, Antill, Shilling, Johnson.

Second Heat (8 laps): Brown, Blonde, Bruce, Landis, Alley, Gharst, Zomer, Walraven, Rose, Moro.

Third Heat (8 laps): Saldana, Dollansky, Kemenah, Haudenschild, Shepard, Moore, Drou, Jackson, Hindi, Saffell.

Fourth Heat (8 laps): Henderson, Wimmer, Jeffrey, R. Anderson, Moore, Campbell, Maeschen, Winters, Anderson, Bell.

Dash (6 laps): Hannagan, Dollansky, Schatz, Pittman, Shepard, Moore, Brown, Saldana, R. Anderson, Landis.

B Main (12 laps): 1. Drou; 2. Carlson; 3. Maeschen; 4. Hindi; 5. Campbell, \$200; 6. Rose, \$180; 7. Moore, \$175; 8. Moro, \$160; 9. Gharst, \$150; 10. B. Anderson, \$150; 11. Bell, \$150; 12. Winters, \$150; 13. Saffell, \$150; 14. Jones, \$150; 15. Walraven, \$150; 16. Johnson, \$150; 17. Zomer, \$150; 18. Jackson, \$150; 19. Shilling, \$150; 20. Antill, \$150.

Feature (25 laps): 1. Schatz, \$10,000; 2. Dollansky, \$5,500; 3. Hannagan, \$3,200; 4. McCarl, \$2,800; 5. Pittman, \$2,500; 6. Shepard, \$2,300; 7. Brown, \$2,200; 8. Saldana, \$2,100; 9. Wimmer, \$2,050; 10. Bruce, \$2,000; 11. Jeffrey, \$1,500; 12. Henderson, \$1,200; 13. Moore, \$1,100; 14. Martin, \$1,050; 15. Kemenah, \$1,000; 16. Alley, \$900; 17. Hindi, \$800; 18. R. Anderson, \$800; 19. Drou, \$800; 20. Maeschen, \$800; 21. Haudenschild, \$800; 22. Blonde, \$800; 23. Landis, \$800; 24. Carlson, \$800.



KEN SIMON PHOTO

HAWKEYE HUSTLER: Donny Schatz (15) held off Craig Dollansky to win Saturday night at Knoxville (Iowa) Raceway.

Schatz Rolls The Dice

Extends Point Lead With Another Victory At Knoxville

BY TONY VENEZIANO

KNOXVILLE, Iowa — Donny Schatz took a big gamble on Saturday night at Knoxville Raceway, and it paid off in the form of his 15th A-feature victory of the season with the World of Outlaws Sprint Series.

While everyone was running the low side of the track, Schatz searched the middle and high side of the racing surface for a line that no one else was running. He found it on the high side of turns three and four, and he used a bold pass on the cushion coming off turn four on lap 16 to sweep around Randy Hannagan and leader Craig Dollansky.

In a matter of a couple hundred feet, Schatz, aboard the Parker Store J&J, went from third to the lead.

Dollansky, driving the Karavan Trailers Maxim, led the first 15 laps of the race and closed back up on Schatz with five laps to go. He got bottled up by lapped traffic and settled for the runner-up spot.

Randy Hannagan, in the Penthouse Racing Maxim, started from the pole and finished third.

"I'm happy to get back to victory lane," said a triumphant Schatz. "It doesn't matter if it's win (number) five or 15. We try to win as many as we can and get this championship bound up."

After running second for the second-straight race, Dollansky was disappointed to not be standing in the winner's circle.

"It definitely wasn't what we were looking for tonight," said Dollansky. "We wanted to win, just like always. It was just unfortunate to see the race track take rubber like that. It was good during the dash, and watching the B main you could see it was taking rubber on the bottom. It just kind of threw everything out the window as to what we were going to do for the feature. I think we took things too far the other way compensating for the rubber."

Likewise, Hannagan had a bitter-sweet night as he earned his second pole position of the season and finished a solid third with the help of a new engine. Hannagan got a good run on Dollansky on the 10th lap of the race, but he could not quite find enough room to make a pass.

"I'm really happy with third," said Hannagan. "Yet, I'm a little disappointed after starting on the pole. Starting on the inside (of the front row), we had on hard tires, and we spun them. (Craig) Dollansky got the lead, but I was not too worried with that. I knew that if I could stay with him in traffic that maybe he would make a mistake or get bottled up, and I could go around. Just as I got to the back of him and thinking about what move I had to make, Donny Schatz got by us."

Terry McCarl and Daryn Pittman rounded out the top five.

Dragon Drinks Milk

BARRE, Vt. — Second-generation American Canadian Tour driver Brent Dragon had to wait an extra week to fulfill a life-long dream when the 34th annual Milk Bowl was

ACT LMs

rained out Oct. 1. Sunday, Dragon won the prestigious event (the last of the ACT season) at Vermont's Thunder Road Int'l Speedbowl.

After starting on the outside pole for the first segment, he strung together finishes of second, 12th and third for the lowest total (17) of the 30 starters. The victory, worth more than \$10,000, was the biggest of his career.

"I've been chasing this for almost 20 years," Dragon stated. "This is really incredible. Next year, I'll be able to be part of the pre-race ceremonies with my dad and the other former Milk Bowl champions," Dragon added.

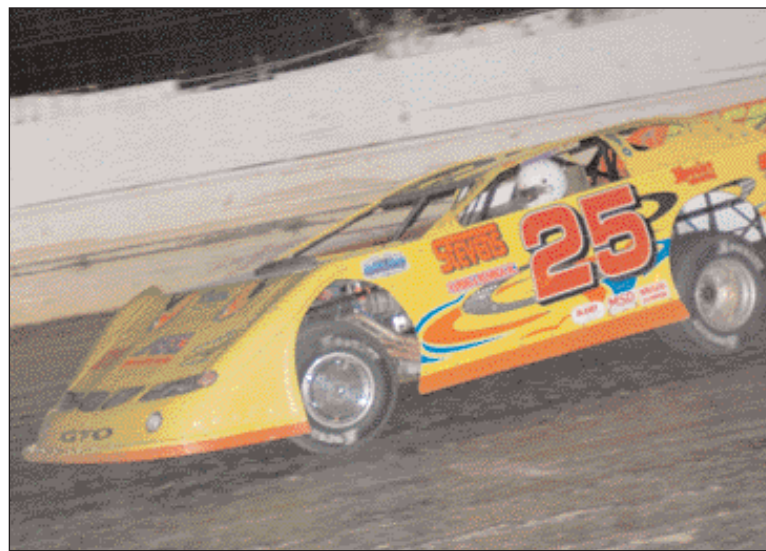
The elder Dragon (Beaver) won the Milk Bowl in 1978. Bobby Dragon, Beaver's brother and Brent's uncle, is also a Milk Bowl winner (1972).

The event consists of three segments, with the finishing order from the first 50-lapper inverted to set the starting lineup of the second. An inversion of the second-segment finish lines up the starting order for the third. The winner of the race is determined by adding together the three finishing positions of each driver. The lowest total earns the victory.

Cris Michaud, Joey Polewarczyk, Jr., Scott Payea and Jamie Fisher completed the top five.

The finish:

Brent Dragon, Cris Michaud, Joey Polewarczyk, Jr., Scott Payea, Jamie Fisher, Dennis Demers, Mark Lambertson, John Donahue, Ryan Nolin, Roger Brown II, Trampas Demers, Dave Pembroke, Phil Scott, Rich Lowrey, Craig Bushney, A.J. Begin, David Avery, Marc Curtis, Jr., Dave Wilcox, Joey Laquerre, Steve Fisher, Jay Laquerre, Patrick Laperle, Joe Becker, Steve Remy, Doug Coombs, Jean-Paul Cyr, Quinney Welch, Pete Fecteau, D.J. Shaw.



DOUG JOHNSON PHOTO

CHARGING TO THE FRONT: Shane Clanton's victory Sunday moves him to within eight markers of the World of Outlaws Late Model Series point lead. Tim McCreadie leads the standings.

Shane Clanton Stays Hot

BY KEVIN KOVAC

IMPERIAL, Pa. — Shane Clanton couldn't have picked a better time to catch fire.

After making Sunday night's 18th annual Pittsburgher 100 at Pittsburgh's Pennsylvania Motor Speedway his second-consecutive victory with the World of Outlaws Late Model Series, Clanton can now do more than dream of winning the \$120,000 tour title.

Clanton will enter the season-ending Gator 100 Oct. 13-14 at Volusia Speedway Park in Barberville, Fla., trailing point-leader Tim McCreadie by eight marks. McCreadie finished a

disappointing 10th in the Pittsburgher.

Clanton moved steadily forward from the eighth starting spot in his Ronnie Dobbins-owned RSD Enterprises Rocket car, finally overtaking Chub Frank for the lead on lap 88 while racing through lapped traffic.

Frank, who led laps 17 to 87, settled for runner-up money, about 10 car lengths behind Clanton at the checkered flag. Teenage sensation Josh Richards finished third, followed by 10th-starter Darrell Lanigan and Dale McDowell.

The finish:

Shane Clanton, Chub Frank, Josh Richards, Darrell Lanigan, Dale McDowell, Billy Moyer, Rick Eckert, Keith Barbara, Steve Francis, Tim McCreadie, John Blankenship, Rick Briggs, Eddie Carrier, Jr., Steve Baker, Clint Smith, Jared Miley, Robbie Scott, Tim Gould, Dave Hess, Jr., Scott Gunn, Lou Bradich, Eric Jacobsen, Alex Ferree, Dave Wade, Bob Salathe, Davey Johnson, Lynn Geisler, Steve Casebolt.

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▶ RISING STARS

The best and brightest youngsters in racing

Pagenaud Teaches Other Drivers, Competes

By Rocky Entriken



SIMON PAGENAUD FILE

Age: 22, Single
Series: Champ Car Atlantic Series
Hometown: Montmorillon, France

There are not many 22-year-old race drivers competing in junior series who have their own driving school, but that's how Simon Pagenaud pays the bills.

"It permits me to pay my season in Champ Car Atlantic this year," said the young Frenchman. "I am an instructor in France when I go back in winter. I have different options – I can train someone for an individual day, or I can have 30 people at the same time."

Pagenaud's school at the Circuit du Val de Vienne, just 30 kilometers from his home in the middle of France, should be all that more attractive to prospective students this year.

They'll be learning from the champion of the 2006 Atlantic series.

"It has been such a good year," he said. "I think (it was) the fact the team was all around me, so I had to think only about driving and I was able to drive very well."

The team was Derrick Walker's Team Australia, which had entries in the Champ Car, Atlantic and Formula BMW series.

"I could get information from all of these series," Pagenaud said. "At the end of the year, even the Champ Car mechanics were working on my car when they didn't have anything to do, and the Champ Car engineer was

giving me information about the tracks, so that was very good."

Simon Pagenaud – say it "see-moan-paji-no" – was locked in a duel for the Atlantic crown with second-gen star Graham Rahal most of the year. Rahal won the most battles – five – but Pagenaud won the war – six podiums, including victory at Edmonton, but the telling statistic was top-10 finishes: Pagenaud 10, Rahal 7.

"I think I have been much more consistent, and that's why the difference," he said.

Pagenaud has been looking at racing in the United States since winning a junior series



ATLANTIC CHAMPIONSHIP PHOTO

MEAN GREEN: Frenchman Simon Pagenaud delivers in the driver's seat.

championship in France at age 16. He followed that in subsequent seasons by placing second, third, third and second in four different levels of Formula Renault.

"Since I'm very young, I'm looking at Champ Cars, but of course it was CART before," he said. "I don't want to blame Europe, but it's not as enjoyable as racing in the U.S. You get more fun. Everybody is really friendly.

"Sebastien Bourdais helps me a lot, too. You know he's a very good driver," Pagenaud said with colossal understatement. "He told me that maybe Team Australia was the best. I have another good friend, (endurance racer) Nicolas Minassian, told me the same. In the end, I signed with Mr. Walker because I trusted him. I met him and signed the contract in the same day."

Pagenaud expects to be in Champ Car next year.

"At the moment, I am talking with several teams, but my heart is with Team Australia because we won the championship and you want to stay where you won."

And as for racing against Monsieur Bourdais, who is lined up to win a third-straight Champ Car title ... "Out on track you have no friends," Pagenaud said with his bright laugh. "He treats me like I am his brother, but if he is behind me I don't think there will be any open door."

USAC Broom Fits Clayton's Hand

By Mike O'Leary
NSSN CORRESPONDENT

TERRE HAUTE, Ind. — Daron Clayton followed Friday's thrilling victory with a dominant run in the 36th edition of the Tony Hulman Classic Saturday night at the Terre Haute Action Track.

Clayton blistered the half-mile oval, leading all but the first lap to complete a sweep of the USAC National Sprint Car Series event.

USAC SPRINTS

Dustin Morgan took third from Shane Cottle on the last lap, and Jerry Coons, Jr. claimed fifth.

"We pretty much did the same thing that we did last night, except we did it a little bit better," Clayton said. "A few little tweaks here and there, and it worked out pretty good."

Friday's top-six finishers ran a dash to determine the first three rows of the feature, with Clayton winning.

Starting from the pole for the 30-lap feature, Clayton took a high line into turn one, with Cottle taking the lead. However, Clayton went to the top in turn four on the second lap and took a lead he never relinquished.

The Fox brothers had the borrowed engine in Jon Stanbrough's DRC purring, and he was on the move, passing Coons for third on lap four. Two laps later, he took second from Cottle.

Cottle regained the spot on lap 12, but Stanbrough grabbed the position again during the closing laps.

"To me, there was a fine line to get through and come off of turn two real



KEVIN HORCHER PHOTO

HOT SHOT: Daron Clayton and Jon Stanbrough battle at The Terre Haute Action Track in Indiana. Clayton swept the weekend.

good. And if you didn't hit it just right, obviously it was a harder turn to get off. It wasn't rough or anything, but it was just really slick and you had to find that fine line there," Stanbrough explained.

Clayton got through turn two better than anyone else and held a five-second lead at the finish. Behind Stanbrough, Morgan nosed Cottle in a photo finish for third.

Jay Drake escaped serious injury in a vicious flip while leading the semi. After being removed from the car, Drake was transported to Terre Haute Regional Hospital for further examination.

The summary:

Qualifications: 1. Dustin Morgan, Walker/Guiducci 11d, 20.827; 2. Levi Jones, Stewart 21, 20.868; 3. Jonathan Vennard, Gentry 26x, 20.874; 4. Darren Hagen, Hagen 71, 21.054; 5. Jay Drake, BWB 62, 21.214; 6. Shane Hollingsworth, R&B 10, 21.392; 7. Dickie Gaines, Roberts 21x, 21.426; 8. Bud Kaeding, BK/Leffler 29, 21.558; 9. Mat Neely, 28 Racing 2b, 21.577; 10. Charles Davis, Jr., Goacher 5g, 21.818; 11. Brady Bacon, Kunz 67,

12. Brady Short, Short 36, 21.873; 13. Hunter Scheurenberg, Scheurenberg 35s, 21.889; 14. Scotty Weir, Weir 22w, 21.902; 15. Bret Mellenberndt, Mellenberndt 97x, 21.972; 16. Robert Ballou, Ballou 81, 22.025; 17. Kent Christian, Christian 1c, 22.031; 18. Lucas Wolfe, Allebach 5w, 22.107; 19. Marc Arnold, Arnold 33, 22.217; 20. Nick Green, 28 Racing 12b, 22.234; 21. Donny Brackett, Brackett 4b, 22.267; 22. Jimmy Light, Light 23, 22.449; 23. Jason Holt, Holt 99, 22.618; 24. Lee Stark, Stark 16, 22.657; 25. Erik Folger, Folger 17e, 22.669; 26. Shawn Krockenberger, Krockenberger 21k, 22.692; 27. Ryan Anderson, Anderson 71x, 22.821; 28. Kyle Robbins, Robbins 17r, 22.879; 29. Kevin Studley, Studley 57, 23.558; 30. Patrick Budde, Budde 90, 23.692; 31. Neil Shepherd, Shepherd 4n, no time; 32. Rex Norris III, Norris 63, no time.

Prequalified drivers: Daron Clayton, Jon Stanbrough, Jerry Coons, Jr., Josh Wise, Dave Darland, Shane Cottle.

First Heat (8 laps): Scheurenberg, Neely, Morgan, Christian, Drake, Folger, Studley, Brackett.

Second Heat (8 laps): Hollingsworth, Light, Jones, Davis, Weir, Krockenberger, Wolfe, Budde.

Third Heat (8 laps): Gaines, Bacon, Vennard, Shepherd, Arnold, Mellenberndt, Holt, Anderson.

Fourth Heat (8 laps): Kaeding, Hagen, Short, Stark, Ballou, Green, Robbins.

Fifth Heat (8 laps): Clayton, Cottle, Wise, Coons, Stanbrough, Darland.

Semi (12 laps): Weir, Davis, Wolfe, Mellenberndt, Ballou, Arnold, Brackett, Shepherd, Christian, Krockenberger, Holt, Robbins, Folger, Anderson, Studley, Budde, Drake, Green.

Feature (30 laps): Clayton, Stanbrough, Morgan, Cottle, Coons, Gaines, Vennard, Hagen, Short, Neely, Darland, Kaeding, Scheurenberg, Bacon, Wolfe, Davis, Wise, Jones, Hollingsworth, Light, Weir, Mellenberndt.

Clayton Rides Cushion Past Sputtering Stanbrough

By Mike O'Leary
NSSN CORRESPONDENT

TERRE HAUTE, Ind. — Daron Clayton narrowly edged Jon Stanbrough as the Fall Harvest Classic opened under a magnificent harvest moon at the Terre Haute Action Track.

USAC SPRINTS

Clayton's second USAC National Sprint Car Series victory kept the Friday night crowd on its feet during a wheel-to-wheel battle that saw Stanbrough fight into the lead on nearly every circuit, only to have Clayton charge back around.

"It's my favorite race track," Clayton said. "To win here is a big deal to me. If I didn't have to race tomorrow, I'd probably be pretty hung over from this."

Stanbrough took the lead from outside the front row, even though the Steve Fox/Webb Racing DRC had battled a severe engine pop all night. Clayton followed into second. On the

eighth circuit, Clayton swept around the top of turn four and into the lead. Stanbrough stayed glued to Clayton and pulled ahead in lapped traffic, but Clayton outran him off turn four as the only caution flag waved when Shane Hollingsworth had a tire deflate.

Through the final eight laps, Stanbrough repeatedly moved ahead, only to have Clayton fight back in the next turn. On the final circuit, Stanbrough drove into the lead in the first turn. Clayton fought back, his right rear inches off the turn-four wall, and ran side by side to the finish, edging Stanbrough by no more than a couple of feet. Jerry Coons, Jr., Josh Wise and Dave Darland followed.

"He had a little motor trouble, but I think it might have helped him at the end because he's always blowing our tires off," Clayton said. "I used up my tires at the end of the race, and I was just hanging on, hoping that the moisture wouldn't run out too quick."

The summary:

Qualifications: 1. Josh Wise, Stewart 20, 19.704; 2. Shane Cottle, Edison 10e, 19.913; 3. Daron Clayton, Clayton 92, 20.051; 4. Jerry Coons, Jr., Dynamics 69, 20.157; 5. Jon Stanbrough, Fox 53, 20.250; 6. Dave Darland, Walker/Guiducci 11, 20.325; 7. Brady Bacon, Kunz 67k, 20.335; 8. Brady Short, Short 36, 20.383; 9. Levi Jones, Stewart 21, 20.405; 10. Darren Hagen, Kunz 67, 20.407; 11. Hunter Scheurenberg, Scheurenberg 35s, 20.417; 12. Mat Neely, 28 Racing 2b, 20.437; 13. Shane Hollingsworth, R&B 10, 20.482; 14. Jay Drake, BWB 62, 20.612; 15. Scotty Weir, Weir 22w, 20.700; 16. Bud Kaeding, BK/Leffler 29, 20.715; 17. Jonathan Vennard, Gentry 26x, 20.725; 18. Dickie Gaines, Roberts 21x, 20.851; 19. Dustin Morgan, Walker/Guiducci 11d, 20.998; 20. Kent Christian, Christian 1c, 21.109; 21. Bret Mellenberndt, Mellenberndt 97x, 21.196; 22. Neil Shepherd, Shepherd 4n, 21.225; 23. Nick Green, 28 Racing 12b, 21.314; 24. Lucas Wolfe, Allebach 5w, 21.400; 25. Kenny Carmichael, C&W 92x, 21.414; 26. Charles Davis, Jr., Goacher 5g, 21.425; 27. Shawn Krockenberger, Krockenberger 21k, 21.633; 28. Erik Folger, Folger 17e, 21.883; 29. Kenny Carmichael, Jr., C&W 92c, 21.904; 30. Doug Heck, Heck 55, 21.959; 31. Marc Arnold, Arnold 33, 21.980; 32. Lee Stark, Stark 16, 22.025; 33. Rex Norris III, Norris 63, 22.075; 34. Jason Holt, Holt 99, 22.137; 35. Ryan Anderson, Anderson 71x, 22.280; 36. Kevin Studley, Studley 57, 23.022.

First Heat (8 laps): Jones, Wise, Stanbrough, Hollingsworth, Carmichael, Mellenberndt, Carmichael, Jr., Norris, Vennard.

Second Heat (8 laps): Gaines, Hagen, Cottle, Darland, Drake, Shepherd, Heck, Holt.

Third Heat (8 laps): Morgan, Bacon, Clayton, Arnold, Krockenberger, Anderson, Scheurenberg, Weir, Green.

Fourth Heat (8 laps): Neely, Coons, Kaeding, Christian, Wolfe, Short, Stark, Folger, Studley.

Semi (12 laps): Short, Weir, Vennard, Drake, Mellenberndt, Wolfe, Carmichael, Stark, Norris, Carmichael, Jr., Folger, Heck, Holt, Anderson, Studley, Krockenberger.

Feature (20 laps): Clayton, Stanbrough, Coons, Wise, Darland, Cottle, Bacon, Neely, Gaines, Short, Hagen, Kaeding, Jones, Vennard, Drake, Morgan, Mellenberndt, Christian, Arnold, Hollingsworth, Wolfe, Weir.



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JIM MORRISON PHOTO

BIG CHECK: Darrell Lanigan (29) took home \$10,000 for winning the UMP Late Model feature at Eldora Speedway in Ohio Saturday night.

Patient Racing Helps Lanigan & Leka Score

ROSSBURG, Ohio — Patience was indeed a virtue for Darrell Lanigan and Jeff Leka in the late model and modified divisions, respectively, Saturday night, as

UMP LMs

Eldora Speedway closed out its 2006 cam-

paign with its annual UMP National championships. A stout field of 111 modifieds and 70 late models were in the pits.

While Lanigan took home the \$10,000 Eldora prize, it was Randy Korte capturing the overall UMP Late Model crown. In the modified division, Dan Hamstra had accumulated enough points prior to the Eldora chase to cement that title. Hamstra was unable to compete due to serious injuries sustained in a car accident several weeks ago.

Lanigan bested Josh Richards, Jeep Van Wormer, Dan Schlieper and Dennis Erb, Jr. to take the checkered flag.

With his eighth-place finish, Jerry Rice captured his first Eldora Late Model championship.

Tippen Takes I-30 Glory

LITTLE ROCK, Ark. — Allen Tippen triumphed Friday in the O'Reilly Southern United

SUPR LMs

Professional Racing Late Model tour's final visit of

the year to I-30 Speedway.

Tippen started in the pole position and held onto the point for all 30 laps of the event.

In modified action, Leka moved passed Chad Ruhlman for third, and four laps later he shot past Bobby Bittle for second. Four was the magic number, as an equal number of circuits later, Leka was in the lead, a position he held until the finish.

Bittle was able to stave off Ruhlman for second, but it was still a satisfying night for Ruhlman as he garnered the Eldora championship with his strong run. Completing the top five were Jerry Bowersock and Ed Roley.

The finishes:

UMP Late Model

Darrell Lanigan, Josh Richards, Jeep VanWormer, Dan Schlieper, Dennis Erb, Jr., Jackie Boggs, Brian Ruhlman, Jerry Rice, Jason Feger, Josh Williams, Ben Adkins, Frank Heckanast, Jerry Bowersock, Ronnie Perrine, Jr., Aaron Scott, Duane Chamberlain, Robby Hensley, Jordan Bland, Rusty Schlenk, Brian Diveley, Tim Manville, Brad Neat, Steve Sheppard, Jr., Randy Korte, Ryan Dauber, West Steidinger, Randle Sweeney.

UMP Modified

Jeff Leka, Bobby Bittle, Chad Ruhlman, Jerry Bowersock, Ed Roley, Mike Harrison, Steve Arpin, Matt Goulden, Denny Schwartz, Steve Ott, Brian Ruhlman, Gabe Menser, Clayton Miller, Lee Hobbs, Tim Hancock, Ronnie Perrine, Jr., Brent Mullinis, Jesse Cramer, Danny Schwartz, Ryan Thomas, Gabe Porth, Rob Williams, John DeMoss, Chad Kinder, Scott Orr, Stan Smith.

David Ashley was the only one who came close to passing Tippen, but Ashley had to settle for second. Kenny Merchant, Howard Willis and Ray Moore completed the top five.

The finish:

Allen Tippen, David Ashley, Kenny Merchant, Howard Willis, Ray Moore, Jordan Jones, Eddie Taylor, Nicholas Brown, Brock Williams, Jon Mitchell, Patrick Daniel, Jason Ingalls, Joe Long, Mark Shaw, Justin Brawner, Charlie Cole, Lee Davis, Shawn Bles.

Racing World Loses Charlie Bradberry

Newlywed Dies In Automobile Accident

CHelsea, Ala. — The racing world is feeling the loss of one of its most talented rising stars.

Charlie Bradberry, of Chelsea, Ala., died in an automobile accident Saturday morning in his hometown. Bradberry was transported to UAB Hospital, where he was pronounced dead during emergency surgery.

The 24 year old was recently married to longtime girlfriend Brandi, who is expecting the couple's first child in February.

Bradberry, who was always known for his contagious smile, was the 2003 NASCAR Southeast Series and Snowball Derby champion. This year, he had already scored six victories in super-late-model competition and was lobbying for a ride in NASCAR's Busch or Craftsman Truck Series.

New Format For All American 400

NASHVILLE, Tenn. — Officials at Music City Motorplex announced a change in the format for the All American 400 late-model event Nov. 5. The ASA Late Model Series will have a 200-lap event, and it will be followed by a 200-lap race for the CRA Super

Series. A pair of races will determine the CRA race lineup during the event.

The top-25 qualifiers will be locked in to the feature with the qualifying session Nov. 3. The Blue-Gray 100 qualifying race Nov. 4 will determine positions 26-30. Positions 31-34 will be provisional starters for the top four in owner's points that have not made the race, with the final two spots being promoter's options.

Micron Signs Up To Sponsor Baja 1000

LOS ANGELES — Micron Technology, Inc. has become an associate sponsor of the Tecate SCORE Baja 1000 and the title sponsor of the event to be held Nov. 15-18. The company will also field four race cars with Micron DigitalClarity image sensors and Lexar Professional CompactFlash memory cards to capture and store video of the more than 1,000-mile race.

Past Champions To Be Honored At Lowe's

CONCORD, N.C. — Bank of America and Lowe's Motor Speedway will honor past champions of the event during pre-race ceremonies prior to the Bank of America 500 Oct. 14. The drivers being honored include Junior Johnson, Fred Lorenzen, Buddy Baker, Charlie



NASCAR/ARCHIVES PHOTO

A WINNER: Charlie Bradberry won the Snowball Derby at Florida's Five Flags Speedway in 2003.

Glotzbach, Bobby and Donnie Allison, Richard Petty, Benny Parsons, Darrell Waltrip, Harry Gant, Rusty Wallace, Geoffrey Bodine, Ernie Irvan, Dale Jarrett and Jeff Gordon.

Bret Guzik Signs Development Deal

POTTSTOWN, Pa. — Driver Development Services, LLC has signed 15-year-old racer Bret Guzik to be part of the Team Full Throttle NASCAR driver-development program. Guzik was selected by DDS President Mike Calinoff from hundreds of candidates throughout the country to join the group of young drivers.

The multi-year contract includes formal management representation to national sponsors and race teams, contract negotiation and legal support and a variety of other services aimed at advancing Guzik's career.

MIS Plans Track Improvement Projects

BROOKLYN, Mich. — Michigan Int'l Speedway has begun improvement projects for the track that are expected to be finished in time for the first NASCAR weekend at the track in 2007. The two existing grandstands in turn one will be replaced with seats four inches wider and will allow fans more legroom. In addition, all of the new seats are bench-style with seat backs. The new grandstands are also higher, giving the fans a better view of the track and pit road.

As a secondary part of the project, the pit terrace grandstands will be removed to make way for additional RV parking. The track is also planning enhanced tram stops and additional trams for disabled guests.

UTI Backs Rockingham IHRA World Finals

NORWALK, Ohio — Universal Technical Institute has signed on to be the title sponsor of the IHRA World Finals at Rockingham (N.C.) Dragway Oct. 20-22. UTI provides technical education training for automotive, motorcycle and marine applications around the country.

UTI, with its specialized NASCAR Technical Institute division, is the exclusive educational partner of NASCAR. NTI is located in Mooresville, N.C., and offers students specialized training for a career in automotive and racing technology.

DIRT NorthEast Sets Banquet Date

WEEDSPORT, N.Y. — The DIRT MotorSports champions banquet, honoring the drivers who won titles in the Super DIRT Series, modified and 358-modified series, sportsman and pro-stock divisions, will be held Nov. 18 at the Marx Hotel and Conference Center in Syracuse, N.Y., at 12:30 p.m.

More than \$400,000 in cash and prizes will be awarded at the banquet. The Marx Hotel and the nearby Parkview Hotel are offering competitive rates to people wanting to attend the event. For more information, call (315) 834-6606.

NUTS AND BOLTS

VP Racing Fuels will again be the official fuel of the four national events for 600 Racing, Inc., including the RACEceiver Legends Car and Thunder Roadster Asphalt Nationals, the RACEceiver Legends Car Dirt Nationals, the RACEceiver Legends Cars and Thunder Roadsters Road Course World Finals and the RACEceiver Winternationals at Orlando Speedworld in February. . . **Scott Thorman claimed the USAC Regional Midget Car** championship after rain canceled the final event of the season Sept. 30 at Berlin Raceway in Michigan. Thorman led the points by 66 markers over Travis Young. . . **Fremont (Ohio) Speedway will honor its 2006 champions** at its annual awards banquet Nov. 4 at Ole Zim's Wagonshe in Fremont. The top 10 in all three divisions will be feted during the event. . . **Utica-Rome Speedway in New York** will hold its annual awards banquet Nov. 11 at the Turning Stone Casino and Resort. Complete banquet information can be found at www.utaromespeedway.com or by calling (315) 829-4557. . . **Riverhead Raceway in New York** will hold its Long Island Swap Shop Nov. 12 at the track. Race teams looking to sell complete race cars or spare parts can participate for only \$20, and motorcycles have been added to the event for the first time. . . **Attica Raceway Park in Ohio** will honor its champions at its annual awards ceremony Nov. 11 at the Attica Fairgrounds reception hall. For more information, log on to www.atticaracewaypark.com.

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Grand Am Reaches Key Markets With 2007 Sked

DAYTONA BEACH, Fla. — Two new events, an expanded number of split-class races and visits to key markets in the United States, Canada and Mexico highlight the 2007 Grand American Rolex Sports Car Series presented by Crown Royal Special Reserve schedule, which was unveiled last week by Grand American Road Racing Ass'n President Roger Edmondson.

New for 2007 will be events at Circuit Gilles-Villeneuve in

Montreal, Quebec, and Iowa Speedway in Newton, Iowa. The series will make its first visit to Montreal Aug. 3 in a partnership with the NASCAR Busch Series, which will make its Canadian debut on the same weekend. Iowa Speedway will host the series for the first time July 13-14.

In addition to Iowa Speedway, split-class events are also scheduled for Virginia Int'l Raceway April 28-29, Mazda Raceway Laguna Seca May 19-20, Mid-Ohio Sports Car Course June 23-24 and Barber Motorsports Park July 21-22.

Following Rolex Series tradition, the 2007 slate gets underway Jan. 27-28 with the Rolex 24 At Daytona.

"Our 2007 Rolex Series schedule is a continuation of many successful events from the past several years alongside two exciting new events," Edmondson said. "Continuity is key at this stage in the development of the Rolex Series as we continue to build a series of exciting and competitive events. We feel strongly that our 2007 calendar will once again deliver excitement to

race fans throughout North America, in addition to extremely attractive markets for our teams, sponsors and drivers."

In total, the Daytona Prototype class will contest a 14-race schedule, with a 13-event slate for the GT class. Both classes will also participate in the traditional Daytona Test Days Jan. 3-6. Additionally, there are two open tests in 2006, at Daytona Int'l Speedway Nov. 6-7 and Homestead-Miami Speedway Dec. 5-6.

2007 Grand American Schedule

Date	Track	Site
Jan. 27-28	Daytona Int'l Speedway	Daytona Beach, Fla.
March 3	Autodromo Hermanos Rodriguez	Mexico City, Mexico
March 24	Homestead-Miami Speedway	Homestead, Fla.
April 28-29	Virginia Int'l Raceway	Alton, Va.
May 19-20	Mazda Raceway Laguna Seca	Monterey, Calif.
May 28	Lime Rock Park	Lakeville, Conn.
June 9	Watkins Glen Int'l	Watkins Glen, N.Y.
June 23-24	Mid-Ohio Sports Car Course	Lexington, Ohio
July 5	Daytona Int'l Speedway	Daytona Beach, Fla.
July 14	Iowa Speedway	Newton, Iowa
July 21-22	Barber Motorsports Park	Birmingham, Ala.
Aug. 3	Circuit Gilles-Villeneuve	Montreal, Quebec
Aug. 10	Watkins Glen Int'l	Watkins Glen, N.Y.
Aug. 25	Infinion Raceway	Sonoma, Calif.
Sept. 15	Miller Motorsports Park	Tooele, Utah

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Kimmel Scores Long-Awaited Victory

TALLADEGA, Ala. — It took him a little while to get there, but ARCA RE/MAX Series veteran Frank Kimmel can now include himself among the list of race winners at Talladega Superspeedway.

Kimmel led six laps in his No. 46 Pork the Other White Meat Ford to win Friday's Food World 250, which was shortened by darkness. It was his 68th-career victory but first on a restrictor-plate track.

"It was a great night, actually a great weekend," Kimmel said. "First of all, they did a really good job with the repaving. We decided to pit for four tires late in the race. I got to thank Mike Wallace; he won the race for us by pushing us there on the outside. This is awesome. The people at Talladega have always been so good to us, and to win the first Friday night race is pretty exciting. You know, I hated it that the race had to end early, but then again I think it worked out pretty well for us."

Kimmel led the field to the checkers under caution while track officials cleaned the track after a lap-79 incident that involved many of the front-runners. Billy Venturini, Blake Bjorklund, Brent Sherman, Tony Ave and Justin Allgaier, all involved, were examined and released from the infield care center after the incident. The race was shortened to 81 laps, with Kimmel and the rest of the 16 drivers on the lead lap completing 215 of 250 miles scheduled.

There were 14 lead changes among seven drivers. One of those race leaders was Steve Wallace, who led a total of 12 laps and finished second in his first restrictor-plate race.



HHP/HAROLD HINSON PHOTO

THREE CHEERS: Veteran driver Frank Kimmel took home the checkered flag at Talladega Superspeedway in Talladega, Ala.

Formula One veteran Juan Pablo Montoya led nine laps and finished third in his first ARCA RE/MAX Series attempt.

Kelly Bires finished fourth, with Michael McDowell fifth.

Bobby Gerhart earned his ninth-career pole.

The finish:

Showing driver, car and laps completed: 1. Frank Kimmel, Ford, 81; 2. Steve Wallace, Dodge, 81; 3. Juan Pablo Montoya, Dodge, 81; 4. Kelly Bires, Ford, 81; 5. Michael McDowell, Dodge, 81; 6. Mike Wallace, Dodge, 81; 7. Bobby Gerhart, Chevrolet, 81; 8. Michael Faulk, Dodge, 81; 9. Chase

Miller, Dodge, 81; 10. Dexter Bean, Chevrolet, 81; 11. Matt Hagans, Dodge, 81; 12. Jason Hedlesky, Dodge, 81; 13. Mike Harmon, Chevrolet, 81; 14. Justin South, Chevrolet, 81; 15. Brad Smith, Ford, 81; 16. Todd Bowsher, Ford, 81; 17. Timothy Peters, Chevrolet, 80; 18. Skip Cummins, Chevrolet, 80; 19. A.J. Henriksen, Chevrolet, 80; 20. Brian Kaltreider, Ford, 80; 21. Darrell Basham, Chevrolet, 80; 22. Ricky Sanders, Chevrolet, 80; 23. Justin Marks, Dodge, 80; 24. Pete Shepherd, Ford, 80; 25. Ryan Foster, Ford, 80; 26. Justin Allgaier, Chevrolet, 79; 27. Norm Benning, Chevrolet, 79; 28. Blake Bjorklund, Dodge, 78; 29. Tony Ave, Chevrolet, 78; 30. Billy Venturini, Chevrolet, 78; 31. Brent Sherman, Ford, 78; 32. James Hylton, Ford, 76; 33. Brett Rowe, Chevrolet, 44; 34. Marc Mitchell, Pontiac, 42; 35. Justin Diercks, Chevrolet, 41; 36. Bryan Silas, Chevrolet, 35; 37. Doug Reid, Chevrolet, 35; 38. Mario Gosselin, Chevrolet, 16; 39. Craig Butts, Dodge, 13; 40. Jason Basham, Chevrolet, 6; 41. Ryan Howard, Chevrolet, 0.

Montoya Proves To Be A Quick Learner

By BRUCE MARTIN
NSSN CORRESPONDENT

TALLADEGA, Ala. — Juan Pablo Montoya has proven to be a quick learner. The former Formula One driver and Indianapolis 500 champion finished third in his first stock-car race, coming back from a near catastrophe and avoiding a multi-car crash in Friday evening's ARCA Food World 250 at Talladega Superspeedway.

Montoya started on the outside of the front row and took the lead on the very first lap. He lapped the first 12 laps of the contest.

But his race could have ended in the wall during a vicious two-car crash on lap 37 involving Blake Bjorklund and Tony Ave. One of the cars turned into the side of Montoya's Dodge, but the driver from Bogotá, Colombia, was able to make a save to keep his car from losing control.

"I was lucky to save it," Montoya said. "I felt the hit and the car started to go one way, then the other. I was pretty lucky."

Montoya's Dodge suffered right-side damage in the crash.

That sent Montoya into the pits to repair the car. On the restart, he dropped way back in the pack but was able to draft his way to the front to be in contention for the victory in a race that ended 14 laps shy of completion because of darkness.



AUTOSTOCK PHOTO

CLOSE UP: Juan Pablo Montoya prepares to hit the track for his first stock-car race Friday afternoon at Talladega (Ala.) Superspeedway.

"It's pretty nice because in F-1 you go to the back and you stay in the back," Montoya said. "You could be two seconds a lap quicker than any other car in F-1 and you aren't going to pass them. I came into the pits four times to fix the car, and you come out and you are in a 35-car queue or line and you are able to run back to the front. That's very nice."

"You can run three-wide, and I was asking if I could go to the middle. I just went for it to see what happened. It's really exciting."

Montoya joked that he passed more cars in one race than he probably did in his entire five-year Formula One career.

"I was passing backmarkers, I was passing cars for position, I was passing out there and that's a lot of fun," Montoya said. "What I experienced today did a lot for me. I haven't had this much fun in a race in a very long time."

Montoya will compete in next weekend's ARCA race at Iowa Speedway before he prepares for his first NASCAR race when the Busch Series heads to Memphis Oct. 28.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



PHOTO COURTESY OF THE JIM MONTGOMERY COLLECTION

ON THE BANKS: Bob Veith poses at Oakland Stadium in 1948. The 60-degree banked turn of the fast speedway is visible.

Veith Went From Hot Rods To Midgets And Indianapolis

By DON RADBRUCH

From the mid-1950s to the mid-1960s, many Indy drivers came from similar backgrounds — track roadsters or "hot rods." These dangerous machines have been mostly forgotten, but they did provide an excellent training ground for rookie drivers.

One of the best hot-rodders was Bob Veith, who raced at Indy from 1956 to 1970.

Veith got his start in track roadsters in northern California, along with guys such as Bob Sweikert, Ed Elisian and Elmer George — a bigger batch of roadster drivers from southern California that migrated to Indy. Beginning in 1947 in what was basically a Model A Ford roadster with a hopped-up flathead Ford or Mercury engine, Veith learned his trade, racking up his share of victories on a tough circuit.

Roadsters were the path to local midgets or sprints, and Veith's true ability showed in a hurry. It was at Oakland Stadium, and the Bay Cities Racing Ass'n midgets were competing on the high-banked five-eighths-mile oval. Veith had been successful in roadsters on high banks and was hanging around the infield, helmet in hand, hoping for something to happen.

Veteran midget driver Johnny Soares had no liking for the high speeds cars were clocking on that day. He stepped out of his ride and said to Veith, "Do you want to drive this thing?" Veith had never even sat in a midget but went out and, with one warm-up lap, set a midget record of 112.8 miles per hour. Midget rides were easy to come by after his performance, and, in the early 1950s, Veith recorded a couple of top-three finishes in seasonal BCRA standings.

Veith put in a bit of time with deadly sprint cars on the high banks of the Midwest, and good performances there led to Champ-car rides in 1955 and a starting spot at Indy in 1956.

Veith wound up as rookie of the year with a seventh-place finish. The payoff, by the way, was a modest \$7,494 — quite different from Indy payoffs these days. Dario Franchitti earned \$307,905 for seventh spot this year.

From 1956 to his last Indy appearance in 1970, Veith mostly avoided sprints and midgets and stuck to champ cars, where he chalked up some impressive stats.

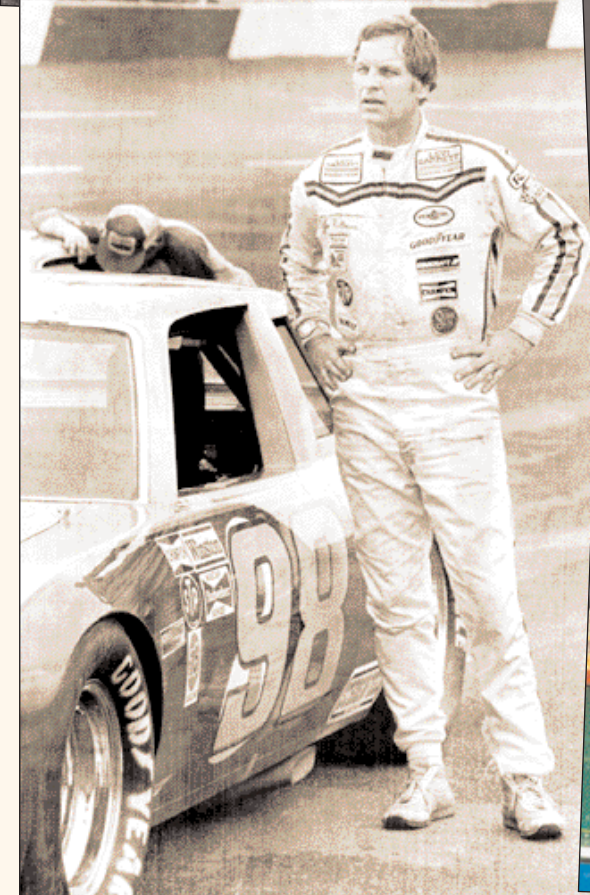
In 77 appearances, he qualified for 63 events. He had 30 top-10 finishes and earned \$121,385. Victory eluded him, but Veith came close on the dirt at Atlanta in 1956 when he led most of the race, only to have trouble on the last lap.

In 1957 and 1958, Veith was chosen to go to Monza, Italy, for races on that high-banked oval. It was touted as the "Race of Two Worlds," but the Indy Offys easily handled the few European entries.

Veith had good finishes at Monza — shades of the high banks of Oakland Stadium? During his years on the Championship Trail, Veith also traveled all over the United States with the Champion Spark Plug Company Highway Safety Program.

He retired to a quiet life on the coast of northern California, where he was active in helping to save the wild salmon of the coastal streams. He died this year.

Comments are welcome at 30 Country Ln., Sagle, ID 83860. E-mail radbruch@sandpoint.net.



NSSN

Through The
LENS

Presented By

A visual tour through the history of motorsports

JOE RUTTMAN

▶ The win column is empty, but Joe Ruttman made an impact at the highest level of NASCAR.

Ruttman started 225 Nextel Cup Series races, finishing in the top five 19 times. His highest points finish came in 1983, when he posted 10 top 10s and two poles.

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.

The Californian helped carry along the Craftsman Truck Series in its infant years, winning two races and finishing second in the championship standings in the circuit's first season in 1995. He owns 13 truck victories.

Ruttman started racing under the tutelage of father Ralph and brother Troy, who won the 1952 Indianapolis 500. Ruttman claimed the 1980 USAC stock-car championship before graduating to NASCAR.

Ruttman, who will turn 62 on Oct. 28, considers himself "semi-retired."

Featured on this page (clockwise from top left): Posing in the winner's circle after a 1976 late-model victory at Daytona (Ohio) Speedway; Celebrating a 1998 Craftsman Truck victory at Watkins Glen (N.Y.) Int'l; Showing off his hardware in 1977; Emerging from his Dodge after winning the 2000 truck race at Phoenix Int'l Raceway; Standing on pit road before a 1983 Winston Cup race; Surveying the competition in 1978; Ruttman in 1976.

— NSSN Archives

NATE MECHA/HIGH SIERRA PHOTO

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Your guide to upcoming events

▶ POWER RANKINGS

National Speed Sport News ranks the top 10 drivers from all forms of motorsports.

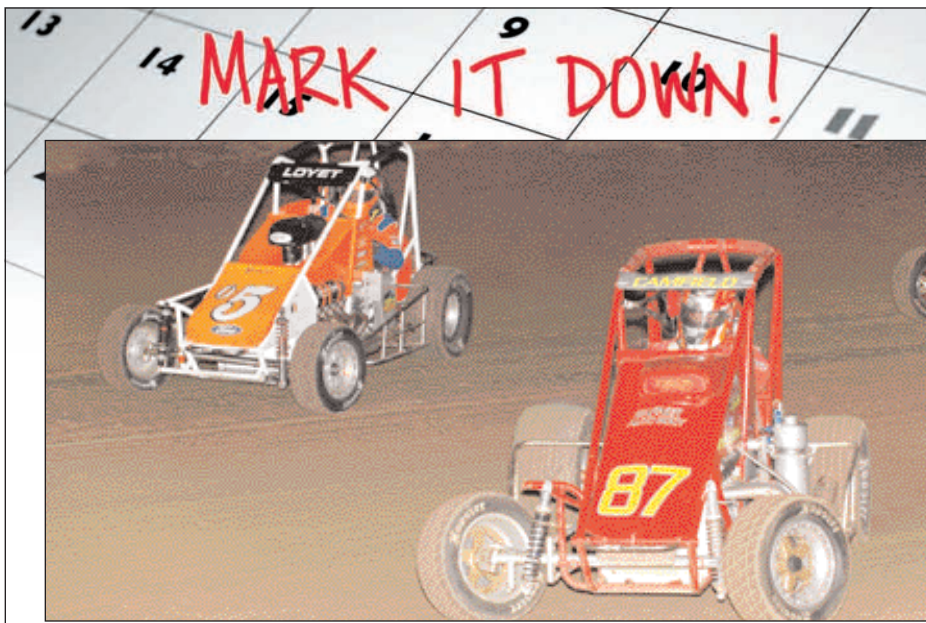
1		Kevin Harvick Nextel Cup, Busch Series Harvick finished sixth and remained at the top of the standings.	2
		Sam Hornish, Jr. IRL With the season complete, Hornish is already testing for the 2007 season.	
3		Sebastien Bourdais Champ Car Bourdais has another week off before his season resumes at Surfers Paradise in Australia.	
		Donny Schatz WoO Schatz won his 15th feature of the season Saturday at Iowa's Knoxville Raceway.	4
5		A.J. Allmendinger Champ Car Allmendinger finished fifth in Saturday's NASCAR Craftsman Truck Series race at Talladega, Ala.	
		Matt Kenseth Nextel Cup Finishing fourth at Talladega on Sunday, Kenseth now stands second in the points.	6
7		Doug Kalitta NHRA Top Fuel With NHRA rained out at Virginia Motorsports Park, Kalitta will lead the series back to Virginia this week.	
		Fernando Alonso Formula One A commanding victory in the Grand Prix of Japan put Alonso back on top of the standings.	8
9		Michael Schumacher Formula One Schumacher fell from the F-1 point lead after dropping out of the Grand Prix of Japan.	
		Bobby Santos III Open Wheel Santos won the Venditti Memorial race at Seekonk Speedway, adding to a season full of victories.	10

Honorable Mention

Mark Martin won another Craftsman Truck Series race and posted a top-10 finish in Nextel Cup, while Danny Johnson banked \$70,000 at Syracuse.

Last Week

Kevin Harvick retained the top spot in the standings, while Jeff Burton and Chris Perley each dropped out of the top 10.



KEVIN HORCHER PHOTO

TWO LANES: Eventual winner Brad Loyet (05) battles Dave Camfield during POWRi Midget Series action at Belle-Claire Speedway in Illinois.

MOTORSPORTS CALENDAR

Date	Series	Track	Site	Type
Oct. 11	Lucas Oil Late Model Series	The Dirt Track @ LMS	Concord, N.C.	Late Models
Oct. 13-14	National Sprint Tour	Thunderbowl Raceway	Tulare, Calif.	Sprint Cars
Oct. 13-14	World of Outlaws Late Models	Volusia Speedway Park	Barberville, Fla.	Late Models
Oct. 13-14	American Sprint Car Series	Devil's Bowl Speedway	Mesquite, Texas	Sprint Cars
Oct. 13	NASCAR Busch Series	Lowe's Motor Speedway	Concord, N.C.	Stock Cars
Oct. 13	ASCS Gulf South Region	Baton Rouge Raceway	Baton Rouge, La.	Sprint Cars
Oct. 14	NASCAR Nextel Cup Series	Lowe's Motor Speedway	Concord, N.C.	Stock Cars
Oct. 14	USAR Hooters Pro Cup Series	Mansfield Mtrspts. Speedway	Mansfield, Ohio	Stock Cars
Oct. 14	NASCAR Southern Modified Tour	Motor Mile Speedway	Radford, Va.	Modifieds
Oct. 14	United Racing Company	Grandview Speedway	Bechtelsville, Pa.	Sprint Cars
Oct. 14	ASCS Gulf South Region	Pike County Speedway	Magnolia, Miss.	Sprint Cars
Oct. 15	ARCA RE/MAX Series	Iowa Speedway	Newton, Iowa	Stock Cars
Oct. 15	NASCAR Whelen Modified Tour	Thompson Int'l Speedway	Thompson, Conn.	Modifieds
Oct. 15	NASCAR AutoZone West Series	Altamont Motorsports Park	Tracy, Calif.	Stock Cars
Oct. 19-21	American Le Mans Series	Mazda Raceway Laguna Seca	Monterey, Calif.	Sports Cars
Oct. 20-22	IHRA Drag Racing Series	Rockingham Dragway	Rockingham, N.C.	Dragsters
Oct. 20-21	United Sprint Car Series	Hickory Motor Speedway	Hickory, N.C.	Sprint Cars
Oct. 20	World of Outlaws Sprint Series	Manzanita Speedway	Phoenix, Ariz.	Sprint Cars
Oct. 21	NASCAR Busch Series	Martinsville Speedway	Martinsville, Va.	Stock Cars
Oct. 21	USAC Western Sprints/Midgets	Madera Speedway	Madera, Calif.	Sprints/Midgets
Oct. 21	World of Outlaws Sprint Series	USA Race Park	Tucson, Ariz.	Sprint Cars
Oct. 21	Bay Cities Racing Ass'n	Madera Speedway	Madera, Calif.	Sprint Cars
Oct. 21	USAC/CRA Sprint Car Series	Perris Auto Speedway	Perris, Calif.	Sprint Cars
Oct. 21	USAC California Ford Focus (D)	Ventura Raceway	Ventura, Calif.	Midgets
Oct. 22	Champ Car World Series	Surfers Paradise	Australia	Champ Cars
Oct. 22	NASCAR Nextel Cup Series	Martinsville Speedway	Martinsville, Va.	Stock Cars
Oct. 22	Formula One	Autodromo Carlos Pace	São Paulo, Brazil	Formula Cars
Oct. 28	NASCAR Busch Series	Memphis Motorsports Park	Memphis, Tenn.	Stock Cars
Oct. 28	NASCAR Craftsman Trucks	Atlanta Motor Speedway	Hampton, Ga.	Trucks
Oct. 29	NASCAR Nextel Cup Series	Atlanta Motor Speedway	Hampton, Ga.	Stock Cars

ON THE AIR

A quick look at what's on television:

- ▶ Friday**
- "NASCAR Beyond the Wheel," noon, Speed
 - Nextel Cup quals, 1 p.m., Speed
 - "NASCAR Live from Concord, N.C.," 3 p.m., Speed
 - Nextel Cup practice, 4 p.m., Speed
 - Busch Series quals, 5 p.m., Speed
 - "Trackside Live from Concord, N.C.," 7 p.m., Speed
 - Busch Series Dollar General 300, from Concord, N.C., 8 p.m., TNT
- ▶ Saturday**
- Star Mazda Series, from Braselton, Ga., 1 p.m., Speed
 - SCCA Touring Car Championship, from Braselton, Ga., 2 p.m., Speed
 - SCCA GT Championship, from Braselton, Ga., 3 p.m., Speed
 - "NASCAR RaceDay," 5 p.m., Speed
 - Nextel Cup Bank of America 500, from Concord, N.C., 7 p.m., NBC
 - "NASCAR Victory Lane," 11 p.m., Speed

- ▶ Sunday**
- "NASCAR Beyond the Wheel," 11 a.m., Speed
 - "7 Days," 11:30 a.m., Speed
 - "Inside Drag Racing," noon, ESPN2
 - "Back in the Day with Dale Earnhardt, Jr.," noon, Speed
 - "NHRA 2Day," 12:30 p.m., ESPN2
 - NHRA Sportsman Series, from Richmond, Va., 1 p.m., ESPN2
 - ARCA RE/MAX Series Prairie Meadows 250, from Des Moines, Iowa, 2:30 p.m., Speed
 - "The Speed Report," 8 p.m., Speed
 - "Wind Tunnel with Dave Despain," 9 p.m., Speed



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November 3-5, 2006	SUTTON MOTORSPORTS - Kelly girl Sutton 103 Center Lane • Huntersville, NC
November 10-12, 2006	DRILLETTE-REISER RACING Townsend Drive • Denver, NC (on Hwy 16)
November 23-26, 2006	THANKSGIVING RACERS AUCTION & TRADE SHOW Kentucky International Convention Center • Louisville, KY
December 15-17, 2006	MID-SOUTH RACERS AUCTION & TRADE SHOW Memphis Cook Convention Center • Memphis, TN
January 5-7, 2007	NEW YEAR'S HAPPENING Ohio State Fairgrounds - Buckeye Building • Columbus, OH
January 18-21, 2007	SOUTHERN RACERS AUCTION & TRADE SHOW Alabama State Fairgrounds • Birmingham, AL

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Kirchner Scores, Schendel Champ

By KEVIN RAMSELL

WEST SALEM, Wis. — It started out with a two-point difference between Dan Fredrickson and Tim Schendel. It ended with a

three-point difference and a new winner in victory lane as the NASCAR AutoZone Elite Division Midwest Series ran its final laps during the Oktoberfest Weekend at La Crosse Fairgrounds Speedway Friday. La Crosse native Brent Kirchner took home the victo-

ry by passing Tim Schendel with two laps to go in the Farewell 150.

"This is great to win this at my home track," Kirchner said from victory lane as fireworks were set off in the background.

Schendel's second-place finish gave him his first Midwest Series Championship.

Fredrickson, Steve Carlson and Josh Vadnais completed the top five.

The finish:

Brent Kirchner, Tim Schendel, Dan Fredrickson, Steve Carlson, Josh Vadnais, Bryan Roach, Todd Hansen, Mark Kraus, Russ Blakeky, Tom Kippenberg, Darren Bucklin, Scotty Backman, Ronnie Hawley, Josh Bauer, Bruce Yackey, Mike Gallegos, David Finney, Greg Fowler, A.J. Rhoads, Danny Darnall.

Landon Cassill Makes Oktoberfest His Party

WEST SALEM, Wis. — The ASA Late Model Series Northern Division's final points race of the season, the

37th annual Oktoberfest 100, was part of the 37th annual Oktoberfest Weekend at the historic five-eighths-mile La Crosse Fairgrounds Speedway.

Seventeen-year-old Landon Cassill made a thrilling last-lap pass of fast qualifier and multi-time Oktoberfest winner Eddie Hoffman to pick up the biggest victory of his career Saturday.

Another 17-year-old driver

also made headlines as well, as Jesse Smith finished 14th, which was good enough to clinch the 2006 ASALMS Northern Division title.

Trent Snyder led the first 35 circuits before Hoffman took the point on lap 36. Hoffman managed to stay out front until lap 99, when Cassill made his race-winning move.

Hoffman settled for runner-up honors ahead of Snyder, Derek Thorn and Jim Duchow.

The finish:

Landon Cassill, Eddie Hoffman, Trent Snyder, Derek Thorn, Jim Duchow, J. Herbst, Kelly Bires, Andy Hanson, Chad Wood, Travis Sauter, Peter Cozzolino, Derek Neville, Nick Neville, Jesse Smith, Jacob Goede, Andrew Morrissey, Jack Smith, Jason Setser, Mark Hartline, Nathan Haseleu, Tom Gille, Anthony Danta, Trevor Stewart, Mark Kraus, Mike Heiss, Charlie Menard, Terry Schoppenhorst, Nick Hammer.

Holzhausen's Hometrack Advantage

By KEVIN RAMSELL

WEST SALEM, Wis. — Home-track advantage helped Steve Holzhausen claim his second Wisconsin Late Model Oktoberfest crown Sunday at La Crosse Fairgrounds Speedway. The event ran caution free.

Chris Weinkauff and Nate Haseleu led the field to the start of the 100-lap feature. Haseleu got the early jump over Weinkauff and paced the first 13 laps. Weinkauff then surged on lap 14 and stole the point.

Holzhausen started 10th and worked his way to the front. With 10 laps to go, he made his move to the inside of Weinkauff coming off of turn four. The two ran side by side going into turn one, but Holzhausen had seized the lead by turn two.

Weinkauff held on for second-place honors. Neil Knoblock, Mark Eswein and Jonathan Eilen followed.

The finish:

Steve Holzhausen, Chris Weinkauff, Neil Knoblock, Mark Eswein, Jonathan Eilen, Jason Weinkauff, Dick Trickle, Dean Cornelius, Frank Kreyer, Josh Vadnais, Trent Snyder, Tim Rothe, Peter Moore, Tim Schendel, Jim Weber, Steve Carlson, Nick Hammer, David Prunty, Blake Horstman, Josh Bauer, Jacob Goede, Kris Kelly, Nathan Haseleu, Rob Debnecay, Adam Royle, Eugene Gregorich, Jr., Chris Skrede, Charlie Menard.

Brown Conquers LaCrosse

WEST SALEM, Wis. — In the closest race of the season, Doug Brown took the victory in the Mid-American Stock Car Series feature during the 37th annual Oktoberfest Race Weekend at LaCrosse Fairgrounds Saturday night.

Gaining the lead on the 15th circuit of

the 35-lap event, Brown guided his car through lapped traffic and held off late-race challenges by Johnny Senerchia, who ended the day in second.

Bobby Gutknecht finished third, with Jeremy Spoonmore and James Swan following in fourth and fifth, respectively.

The finish:

Doug Brown, Johnny Senerchia, Bobby Gutknecht, Jeremy Spoonmore, James Swan, Jake Finney, Kenny Joosten, Justin Neisius, Nick Murgic, Kevin Lutz, Paul Neisius, Scott Null, Tom Kamish, Andrew Kulka, Cliff Adee, Jim Thorson, Jeff Tisler, Billy Tuckwell, George Schultz, Lyle Nowak, Kevin Damrow, Shawn Uthphal, Kevin Lee, Ron Weyer, Jerry Wenzel, Mike Skaja.

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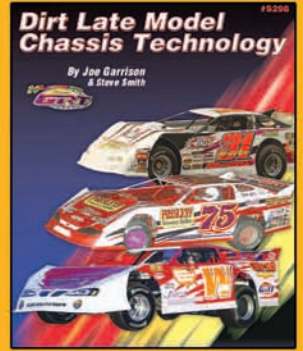
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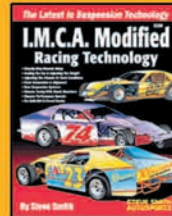
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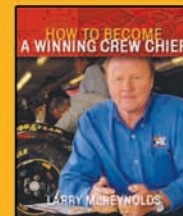
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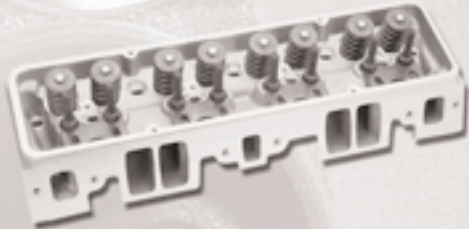
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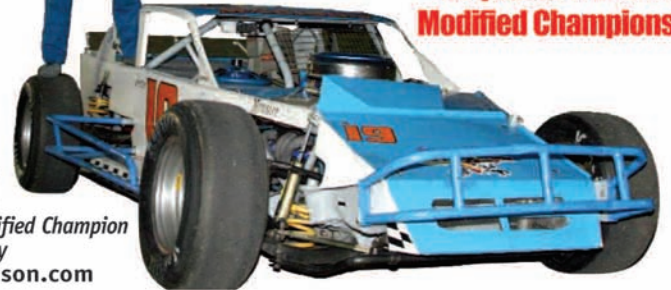
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RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 20 of 25: John Deere 250, October 7, 2006
Talladega Superspeedway, Talladega, Ala.

FINAL RESULTS

FIRST



Mark Martin

SECOND



Mike Skinner

THIRD



Ted Musgrave

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	6	Mark Martin	Scotts Miracle-Gro Ford	94	\$71,650	Running
2	12	5	Mike Skinner	Toyota Tundra Toyota	94	49,825	Running
3	19	9	Ted Musgrave	Team ASE/Germain Toyota	94	38,300	Running
4	4	30	Todd Bodine	Lumber Liquidators Toyota	94	23,875	Running
5	25	24	A.J. Allmendinger	Bill Davis Racing Toyota	94	17,025	Running
6	14	17	David Reutimann	Toyota Tundra/NAPA Toyota	94	16,125	Running
7	2	50	David Ragan	Roush Racing Ford	94	15,375	Running
8	24	59	Chad Chaffin	K&L Chrome Toyota	94	18,425	Running
9	18	33	Ron Hornaday	Allstates Employer Services Chevrolet	94	15,625	Running
10	26	85	Dennis Setzer	Shell ROTELLA T Ford	94	16,425	Running
11	5	23	Johnny Benson	Exide Batteries Toyota	94	18,325	Running
12	34	77	Brendan Gaughan	South Point Resort Dodge	94	16,240	Running
13	11	10	Terry Cook	Power Stroke Diesel Ford	94	16,140	Running
14	3	18	Bobby Hamilton, Jr.	Fastenal Dodge	94	16,040	Running
15	10	14	Rick Crawford	Circle Bar Truck Corral Ford	94	16,440	Running
16	35	1	Robert Richardson II	WinYourMortgage.com Chevrolet	94	14,590	Running
17	30	20	Marcos Ambrose	Team Australia Ford	94	15,740	Running
18	29	88	Matt Crafton	Menards/Energizer Chevrolet	94	15,640	Running
19	6	99	Erik Darnell	Northern Tool + Equipment Ford	94	17,515	Running
20	21	98	Erin Crocker	Cheerios/Betty Crocker Dodge	94	15,815	Running
21	13	4	Chase Miller	Dodge Motorsports Dodge	94	15,315	Running
22	31	75	Aric Almirola	Spears Manufacturing Chevrolet	94	15,215	Running
23	22	21	Bobby East	State Fair Corn Dogs Ford	94	15,115	Running
24	9	11	David Starr	Red Horse Racing Toyota	94	15,015	Running
25	16	16	Mike Bliss	Xpress Motorsports Chevrolet	94	13,665	Running
26	15	15	Mike Wallace	GEICO Chevrolet	93	12,565	Accident
27	32	40	Derrick Cope	Key Motorsports Chevrolet	93	12,465	Accident
28	23	46	Joe Nemechek	U.S. Army Chevrolet	93	12,365	Running
29	27	25	Boston Reid	Woodard Racing Dodge	85	13,265	Accident
30	28	08	Chad McCumbee	The GPS Store/Garmin Chevrolet	78	12,165	Fuel Pump
31	8	22	Bill Lester	Bill Davis Racing Toyota	56	12,040	Engine
32	33	07	Sean Murphy	Akzo Nobel Chevrolet	50	11,940	Engine
33	7	60	Jack Sprague	Con-way Freight Toyota	40	11,840	Engine
34	20	04	Scott Lagasse, Jr.	Dodge Hemi Dodge	33	11,815	Engine
35	36	03	Wayne Edwards	Engine Parts Plus Chevrolet	4	11,765	Electrical
36	17	13	Kerry Earnhardt	ThorSport Racing Chevrolet	4	11,729	Engine

RACE STATISTICS

Race time: 1 hour, 49 minutes
Average speed: 138.207 mph
Victory margin: Under caution
Caution flags: Seven for 23 laps
Lead changes: 12 among nine drivers

Lap leaders: Mark Martin 1-5; Johnny Benson 6-23;
Sean Murphy 24; Benson 25-38; Todd Bodine 39-43; Erik
Darnell 44-48; A.J. Allmendinger 49-52; Mike Wallace
53-56; Martin 57; Chad McCumbee 58; Martin 59-85; Ted
Musgrave 86-90; Martin 91-94.

TALK OF TIME TRIALS

Mark Martin won his third-career pole in the Craftsman Truck Series at Talladega Superspeedway. Martin posted a speed of 182.320 miles per hour and shared the front row with Roush Racing teammate David Ragan. Martin won the race, and Ragan finished seventh.



HIGH SIERRA PHOTO

STANDINGS

FIRST



Todd Bodine

SECOND



Johnny Benson

THIRD



David Reutimann

Top 10

1. Todd Bodine	3,076	6. Ron Hornaday	2,669
2. Johnny Benson	2,955	7. David Starr	2,644
3. David Reutimann	2,821	8. Terry Cook	2,584
4. Ted Musgrave	2,795	9. Dennis Setzer	2,581
5. Rick Crawford	2,708	10. Mike Bliss	2,574

Penalty Can't Stop Martin

Veteran Tames Talladega
From One Lap Down

By BRUCE MARTIN
NSSN CORRESPONDENT

TALLADEGA, Ala. — Mark Martin went from first to last and back to first again, overcoming a lap-down deficit to win Saturday's NASCAR Craftsman Truck John Deere 250 at Talladega Superspeedway.

A massive crash in the third turn on the final lap ended the race under caution. Mike Wallace, Derrick Cope, David Starr and Dennis Setzer were involved in the incident with Cope's truck nearly flipping upside-down. He was able to climb out of the wreckage without injury.

Mike Skinner's Toyota Tundra triggered the crash when he got into the back of Wallace's Chevrolet Silverado. At the exact same time, NCTS point-leader Todd Bodine ran into the back of Cope's truck, sending it into the wall.

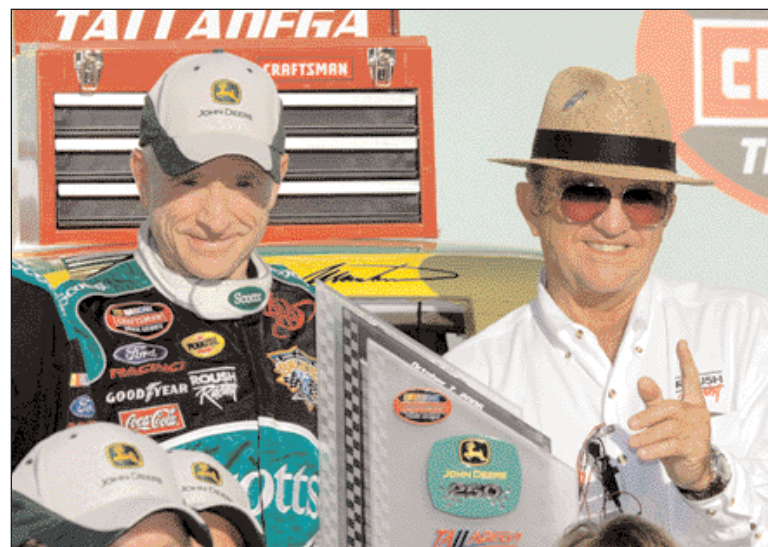
Bodine had just been penalized by NASCAR officials for driving his Toyota below the yellow line to pass Martin with 10 laps to go. Bodine was given the black flag for that move just moments before Boston Reid crashed coming off turn four to bring out the yellow flag on lap 87.

That penalty moved Bodine to the back of the field in 27th position, but Bodine had made it all the way back to fourth place entering the third turn of the final lap.

Because the first NCTS race ever held at the 2.66-mile Talladega Superspeedway ended in so much confusion, NASCAR officials had to review video of the race to determine the order of finish.

But Martin is the winner for the fifth time this season. It's also the third time this season that Martin has won from the pole.

"I had a big wad of horsepower in this Ford F150; it had a lot of motor," Martin said. "I guess I was lucky the way this race turned out. Todd



AUTOSTOCK PHOTO

VICTORY LANE: Mark Martin (left) and Jack Roush teamed up for another Craftsman Truck Series victory at Talladega (Ala.) Superspeedway Saturday afternoon.

Bodine had something for us but I guess I'm lucky the way it turned out.

"We made a friend coming through in Mike Wallace," Martin said. "Mike and I worked together quite a bit, and there at the end when we were lined up with all those Toyotas, it was not looking good. Mike gave me the push that I really needed there on the restart."

Bodine, who entered the race with a 91-point lead over teammate Johnny Benson didn't believe he deserved the penalty that took away any chance of winning the race. "It's an interpretation of a rule; everyone will see it different," Bodine explained. "I saw it as a clean pass. I started the pass and was beside him before the yellow line. I thought it was a clean pass, but that's the rule and we have to live with it. That's the problem with Talladega, that yellow-line rule."

Regardless, Bodine was able to charge from 27th to fourth place. Champ Car driver A.J. Allmendinger finished fifth.

Wallace was upset at Skinner for putting him in the wall on the final

lap. Wallace believed he had enough momentum to challenge Martin for the victory in the final two turns of the race.

"Martin was in front of me, and the only truck I knew who was behind me was Mike Skinner's truck," Wallace said. "The next thing I knew, I was turned around and into the wall. The guy in that truck should drive a lot smarter than that. It's a shame we had to go through a last-lap wreck rather than get through it clean like we could have."

Skinner, who is credited with second place, took responsibility for triggering the crash.

"I sure wouldn't wreck my buddy's truck just to improve one spot," Skinner said. "I feel horrible about what happened. I feel it was our fault that we ran into him. It was not intentional."

Defending series champion Ted Musgrave finished third.

"It was fantastic racing out there," Musgrave said. "I was out there cruising around thinking a milkshake would be good."

Lia Makes His Way To The Front

WATERFORD, Conn. — Donny Lia passed Eddie Flemke on lap 128 and went on to his first NASCAR Whelen Modified Tour victory of the season in the Whelen VFD 150 at the Waterford Speedbowl Sunday.

NASCAR MODS

Lia and Flemke battled wheel to wheel for nearly 75 laps before Lia made the pass for the victory. It was the fifth-career triumph for Lia.

Flemke's second-place finish moved him to within 151 points of Mike Stefanik. Flemke is currently third in the standings. Ted Christopher, who is second in the point battle, finished third in the race. Christopher is currently 99 points from Stefanik. Neither driver picked up much ground on Stefanik, as he finished



DICK AYERS PHOTO

SPEED DEMONS: Donny Lia battles Eddie Flemke (10) during Sunday's NASCAR Whelen Modified Tour race at Waterford (Conn.) Speedbowl.

fourth. Zach Sylvester rounded out the top five.

The finish:

Donny Lia, Eddie Flemke, Ted Christopher, Mike Stefanik, Zach Sylvester, Chris Pasteryak, Ron Yuhas, Eric Berndt, Anthony Sesely, Jimmy

Storace, Doug Coby, Jamie Tomaino, Dennis Charette, James Civali, Jake Marosz, Matt Hirschman, Wade Cole, Tony Hirschman, Dick Houlihan, Chuck Hossfeld, Dave Etheridge, Ronnie Silk, Jerry Marquis, Eric Beers, Danny Sammons, Rob Summers, Todd Sezegedy, Jimmy Blewett, Glen Tyler, Ken Barry.

12 Events Scheduled As IHRA Stretches Its Reach To New Markets

NORWALK, Ohio — The International Hot Rod Ass'n announced the 2007 eMax Nitro Jam Drag Racing Series schedule. After 11 races in 2006, next year's schedule creates a 12-event series throughout the United States and Canada.

Including new markets in Tulsa, Okla., and Mansfield, Ohio, the series will again kickoff March 23-25 at San Antonio Raceway and conclude Oct. 19-21 at Rockingham (N.C.) Dragway with the World Finals. Mansfield Motorsports Park will become the new host of the World Nationals June 15-17, keeping the event in Ohio and in close proximity to the sanctioning body's headquarters in Norwalk. The new event at Tulsa Raceway Park will be held Memorial Day weekend, May

2007 IHRA Drag Racing Series Schedule

Date	Track	Site
March 23-25	San Antonio Raceway	San Antonio, Texas
April 20-22	Rockingham Dragway	Rockingham, N.C.
May 25-27	Tulsa Raceway Park	Tulsa, Okla.
June 1-3	Grand Bend Motorplex	Grand Bend, Ontario
June 15-17	Mansfield Motorsports Park	Mansfield, Ohio
July 6-8	Castrol Raceway	Edmonton, Alberta
July 20-22	New England Dragway	Epping, N.H.
Aug. 3-5	U.S. 131 Motorsports Park	Martin, Mich.
Aug. 24-26	Milan Dragway	Milan, Mich.
Sept. 7-9	Toronto Motorsports Park	Toronto, Ontario
Sept. 28-30	Maryland Int'l Raceway	Budds Creek, Md.
Oct. 19-21	Rockingham Dragway	Rockingham, N.C.

25-27.

"We've hosted extremely successful single-day shows in Tulsa, so the market is prime for an IHRA Nitro Jam

event," said IHRA President Aaron Polburn. "The drag strip being constructed at Mansfield Motorsports Park already contains the infrastructure

necessary for our race. The facility has the experience hosting major events with the NASCAR Craftsman Truck race, and IHRA has such a strong fan and competitor base in Ohio, we'll without a doubt pack the place."

The Amalie Oil North American Nationals at New England Dragway in New Hampshire, which previously has been held in September, will move to July 20-22.

The IHRA Canadian Nationals at Toronto Motorsports Park will move from July to Sept. 7-9. Also, the Suzuki Motor City Nationals at Milan (Mich.) Dragway has been moved to Aug. 24-26.

"The momentum we've experienced this season will carry into the 2007 IHRA eMax Nitro Jam," said IHRA vice president of marketing Jim Marchyshyn.

Dodson Scores

MANSFIELD, Ohio — For the third year in a row, Cameron Dodson took the victory in the final event of the season in Hoosier Outlaw Sprint Series action

HOSS

Saturday at Mansfield Motorsports Park.

Racing past leader Jimmy McCune on the 10th round of the 30-lap feature, Dodson maintained a feverish pace and was able to put the top half of the field a lap down.

Rounding out the top five were McCune, Brian Lay, Dave Baumgartner and Hank Lower.

The finish:

Cameron Dodson, Jimmy McCune, Brian Lay, Dave Baumgartner, Hank Lower, A.J. Lane, Doug Berryman, Greg Wheeler, Jerry Caryer, Ritchie Jacobs, Ron Koehler, Bill Tyler, Ryan Myers, Jim Payne, Zach Gibson, Don Johnson, Ted McKibben, Shane Johnson, Dustin Keegan, Tom Paterson, Jim Dolph, Chris Michael, Jonathan Kettlewell, John Witter.

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Ferrier, Jackson Capture Victories

By AL ROBINSON

SYRACUSE, N.Y. — John Ferrier won Saturday's 30-lap DIRT sportsman feature, and Louie Jackson topped the 25-lap DIRT pro-stock race Sunday during Super DIRT Week at the New York State Fairgrounds.

DIRT

The twin showcases for DIRT MotorSports's support divisions were similar in that both were won by the polesitter after leading virtually all the way, and both saw the second-place car disqualified at post-race technical inspection.

Ferrier took the lead from outside-front-row starter and crowd favorite Jessica Zemken at the green flag and

was never headed, pulling away as the second half of the race went caution free. John McClelland finished second but was stricken from the results for a non-operating rev limiter. That promoted Joe Williams, Jr. to second, with point-leader Russ Hefti, Jipp Ortiz and Sammy Reakes rounding out the top five.

In the pro-stock event, Jackson lost the lead on an early restart, but took it back within a lap. The entertainment for Sunday's early arriving crowd began when Brian Michels pushed his battered Saturday night Camaro into second place and began challenging Jackson, only to be chopped entering turn one. Regrouping, Michels gave Jackson a shove in turn one with four laps to go, nearly taking the lead,

and repeated the tactic on the last lap without success. However, Michels's engine failed inspection, promoting Pete Stefanski to second, followed by Mike Williams, Sean Corr and Allen Peters. Stefanski clinched the Mr. DIRT Pro Stock crown.

The finishes:

Sportsman

John Ferrier, Joe Williams, Russ Hefti, Jipp Ortiz, Sammy Reakes, Shawn Donath, Jeremy Pitcher, Kevin Wills, Derrick McGrew, Mike Storms, Rob Bellinger, Al Blanchard, Paul Gaboury, Todd Henderson, Danny Creedon, Justin Holland, Brandon Sweet, Tim Carrier, Stan Jablonka, John McAuliffe, Jessica Zemken, Billy Shantel, Jr., Andy Miller, Matt Janczuk, Mark D'Illario, Chris Hille, Brian Sage, Jim Spano, Richard Quick, Shane Donath, Joe Morel.

Pro Stock

Louie Jackson, Pete Stefanski, Mike Williams, Sean Corr, Allen Peters, Steve Miller, Kim Duell, Vincent Santoro, Joey Ladouceur, Clayton Benedict, P.J. Peters, Rick Dempsey, Bill Pascual, Chris Stalker, William Adams, Jody Swamp, Frank Twing, Nick Hilt, Kenny Martin, Jr., Jon Routhier, Dion Oakes, Steve Lewis, Mike Martin, Don Carlson, Dave Williams, Bob Buono, Eric Greenleaf, Jason Casey, Eric Marin, Jay Casey, Roch Aubin, Denis Gauvreau.



CHRIS DOLACK PHOTO

FLYING HIGH: Danny Johnson swept the modified portion of Super DIRT Week, winning the big-block event on Sunday after taking the small-block race Saturday afternoon.

\$20,000 Small-Block Test Belongs To Johnson, Too!

By RON HEDGER
NSSN CORRESPONDENT

SYRACUSE, N.Y. — Danny Johnson's \$20,000 victory in the ITT Industries/Goulds Pumps Salute to the Troops 358-Modified championship Saturday at the New York State Fairgrounds one-mile dirt track proved just how tough he is.

It took a bit of bumping and banging and a bunch of luck to snare the pot of gold, but when the checkers flew after 150 laps, Johnson was ahead of race-long challenger Chad Brachmann, polesitter Pat Ward, Wayne Jelley and Kayle Robidoux.

The luck came when leader Rick Lauback, who'd pitted on lap 22, ran out of gas with seven laps remaining.

"I was ready to settle for second," said Johnson who earned \$20,000. "The car fell off the jack on our stop, and it was bumper tag all day with Wayne Jelley and some others, plus Chad had a faster car and was really hungry for a win. He had me scared the whole race, and I didn't know what was going to happen."

Third-starting Matt Sheppard got the drop on Ward at the start and led easily through a lap-50 caution for a

smoking Billy Decker that saw Sheppard and many other contenders pit. This put second-running Pete Bicknell in command until Vic Coffey turned up the wick and took over at halfway.

But the sun-drenched crowd was watching the action further back, where the pitted cars were running. Ward, Jelley, Johnson, Brachmann, Sheppard and Robidoux were battling with the idea the leaders would eventually pit, handing one of them the lead.

What they hadn't counted on was Lauback, Roy Tarbell and Tim Fuller, who had pitted off-cycle and took over when Coffey eventually stopped. But all three finally dropped out and Johnson got the money.

"I was giving it all I had, but you have to be careful with Danny," Brachmann said. "As hard as you push him, he runs that much harder. But you've gotta do what you've gotta do to pass cars. I tried to run him out of gas, too, but he made it."

The finish:
Danny Johnson, Chad Brachmann, Pat Ward, Wayne Jelley, Kayle Robidoux, Andy Bachetti, Donnie Corellis, Willy Decker, Mark Flach, Jr., Kenny Tremont, Todd Stone, Gary Edwards, Jr., Brian McDonald, Keith Flach, Rick Richner, Chris Shultz, Paul Kinney, Tim Fuller, Rick Lauback, Mark Forte, Jr., Matt Sheppard, Roy Tarbell, Pete Bicknell, Scott Flammer, Vic Coffey, Dave Rauscher, Carey Terrance, John Lutes, Jr., Brett Hearn, Ted Teal, Billy Decker, Jeff Marshall, Robbie Grant, Jeff Sykes, Shawn Donath, Pat O'Brien, Lance Willix II.



CHRIS DOLACK PHOTO

SIGN HERE: DIRT drivers sign autographs Sunday morning at the New York State Fairgrounds in Syracuse.

It's Alan Johnson At Brewerton Oval

By TOM SKIBINSKI

BREWERTON, N.Y. — Alan Johnson, who recently wrapped up the big-block modified championship at Brewerton Speedway, showed his dominance again Thursday night by scoring his third victory in five Mr. DIRT 358-Modified Series races at the track. Johnson led all but the first 15 laps in the 76-lap event that was extended after a late-race caution.

Johnson took the race in convincing

fashion, holding a six-car-length advantage over second-place finisher Brett Hearn. Jimmy Phelps, Pat O'Brien and Danny Johnson completed the top five.

Johnson filled in fourth on the grid and watched as early leaders Shawn Donath and Ted Lamb, Jr. swapped the top spot in the opening stages. A. Johnson took advantage of a lap-16 restart to forge the final lead change ahead of Lamb and cruised on to victory, despite a handful of yellow flags reducing the lead with each slowdown.

"This is the same car with the same

motor that we finished out last season, and the crew has got it dialed in again," explained Johnson. The track was in great shape, and I had a lot of fun. This is a great time of year, with a lot of big-money shows. You want to make as many as you can when you are running as well as we are."

The finish:

Alan Johnson, Brett Hearn, Jimmy Phelps, Pat O'Brien, Danny Johnson, Matt Sheppard, Pete Bicknell, Kevin Bates, Kyle Jacobs, Ted Lamb, Jr., Ronnie Johnson, Scott Kerwin, Chuck Bower, Carey Terrance, Willy Decker, Andy Bachetti, Roy Bresnahan, Frankie Caprara, Jeff Sykes, Roy Tarbell, Pierre Dagenais, Ray Hoard, Francisco Pereira, Kyle Dingwall, Todd Stewart, Jeff Marshall, Brian McDonald, Tim Fuller, Shawn Donath, Lance Willix II, Stewart Friesen.

flat tire triggered a caution. Horton, Heffner and Alan Johnson also refueled then and as the end neared, Decker was waiting for them to falter.

"We didn't think those guys could make it," he said. "We had some ugly restarts and couldn't get track position, then ran the right rear bald trying to come from deep in the pack."

Rick Laubach snared the \$5,000 halfway leader's bonus but pitted 12 laps later.

Frank Cozze, running just behind the leaders, lost a tire on lap 193 and many feared a spate of green-white-checker attempts to finish the race, as has become the custom in recent years. But the final five laps went off without a hitch.

JOHNSON: Fuel Lasts, So Do Tires On Warm New York Afternoon

CONTINUED FROM PAGE 2

Canadian David Hebert blasted the frontstretch pit gate on the initial green, setting the tone for the day. A majority of the 14 yellow flags were for flat tires, but rookie Jessica Zemken had the most spectacular incident when her car caught fire on lap 27.

Danny Johnson changed tires on that caution, then got another load of fuel on lap 85, when Andy Bachetti's

Hebing Wins With Borrowed Car

ELBRIDGE, N.Y. — Chuck Hebing dominated the 25-lap Sprint Car Challenge at Rolling Wheels Raceway Park Saturday night. The event was part of Super DIRT Week.

Hebing made a clean sweep of the entire night's action by winning the heat and the dash. He then led the entire distance of the feature to take home more than \$3,000.

What's more, he accomplished all of this in a car owned by Guy Howie that he had never seen until Saturday afternoon.

"I have to thank Dan (Kaszubinski, an ESS standout) for this ride. He got

it for me," explained Hebing. "I guess Dan and Guy have been talking since Bully Hill, but since Dan is with Bobby Podolak and Guy's regular driver (Davey Franek) couldn't make it, Guy asked who else he could get for the car. Dan mentioned me, and then a couple of phone calls were made and here we are. It's a bit strange, but hey, it worked out."

Curt Michael, Alain Bergeron, Jason Barney and Justin Barger rounded out the top five.

The finish:
Chuck Hebing, Curt Michael, Alain Bergeron, Jason Barney, Justin Barger, Bryan Howland, Bill Brian, Jr., Jessica Zemken, Kramer Williamson, Jimmy Sittel, Rick Wilson, Bubby Kerrick, Steve Poirier, Dan Kaszubinski, Josh Weller, Don Adamczyk, Midge Miller, Otto Sitterly, Brook Bowman, Ray Preston, Lance Yonge, Cory Sparks, Trevor Lewis, Bobby Breen, Doug Emery, Brian Seidel, Jeff Cook.

Finally, Sheridan Tops PAS

By ROBERT MAYSON

PERRIS, Calif. — It was all “Showtime” Saturday night at Perris Auto Speedway after Danny “Showtime” Sheridan ran away and hid from the rest of the field to win his first-career USAC-CRA feature.

During the last seven years, Sheridan has been a frequent podium visitor. And even though Sheridan has won numerous sprint-car races and a track championship at Santa Maria Speedway, a victory in a 410 sprinter had eluded him until Saturday’s 30-lap triumph. “This is indescribable,” Sheridan said with a beaming smile.

“The highs and the lows of this sport are astonishing. With all the work that we’ve put into this thing week in and week out, it’s great to finally come out here and produce a win. I’m on cloud nine right now, and to be able to take some momentum into the Oval Nationals is just incredible.”

Heading to the feature, all eyes were on Cory Kruseman and Damion Gardner, who were tied in series points prior to starting fourth and 14th, respectively.

Ronnie Case started on the pole and led lap one before Kruseman took command for four circuits. Kruseman’s lead was short-lived, however, as Sheridan grabbed the lead on lap six and led the remainder of the 30-lap distance.

Mike Spencer held on for second. Despite an unscheduled pit stop, Gardner managed to earn a hard-fought third-place finish, which moved him back into the series point lead after Kruseman faded to a sixth-place finish.

Jason York and Tony Jones rounded out the top five.

The summary:

Qualifications: 1. Tony Jones, Alexander 4, 17.062; 2. Blake Miller, Keller 94, 17.425; 3. Rodney Argo, Argo 19, 17.585; 4. Danny Sheridan, Kittle 18, 17.593; 5. Rip Williams, Jory 3, 17.655; 6. Jason York, York 25n, 17.662; 7. Cory Kruseman, Crosso 38, 17.685; 8. Allan Ballard, Ballard 97, 17.702; 9. Matt Mitchell, Jory 3m, 17.767; 10. Seth Wilson, Wilson 17, 17.792; 11. Mike Spencer, Engstrom 44, 17.795; 12. Ronnie Case, Case 8, 17.877; 13. Danny Ebberts, Acosta 77, 17.910; 14. Rickie Gaunt, Smiley 2a, 17.945; 15. Damion Gardner, Chaffin 50, 17.982; 16. Josh Ford, Ford 73, 18.052; 17. Nadine Keller, Keller 16, 18.087; 18. Brian Venard, Blair 12, 18.132; 19. David Carley, Giardina 59, 18.208; 20. Verne Sweeney, Sweeney 98s, 18.263; 21. Josh Williams, Williams 34, 18.267; 22. Robert Ellis, Ellis 43, 18.312; 23. Steve Ostling, Dorothy 21, 18.392; 24. Jonny Bates, Bates 33a, 18.468; 25. Tyler Brown, Brown 91x, 18.500; 26. Todd Hunsaker, Hunsaker 6x, 18.534; 27. R.J. Johnson, Martin 15az, 18.552; 28. Michael Trimble, Trimble 15t, 18.557; 29. Eric Severson, Severson 36x, 18.790; 30. Jack DeArmond, Jr., DeArmond 9, 18.930; 31. Ryan Devitt, Devitt 35, 18.960; 32. Joe Gunderson, Gunderson 57x, 18.990; 33. Jim Giardina, Giardina 58, 19.053; 34. Matt Stewart, Stewart 85, 19.157.

First Heat (10 laps): Jones, Brown, Mitchell, Ebberts, Keller, Severson, J. Williams, R. Williams, Giardina.

Second Heat (10 laps): York, Venard, Miller, Hunsaker, Wilson, DeArmond, Gaunt, Stewart, Ellis.

Third Heat (10 laps): Carley, Gardner, Johnson, Kruseman, Spencer, Ostling, Devitt, Argo.

Fourth Heat (10 laps): Ballard, Sheridan, Trimble, Case, Sweeney, Gunderson, Bates, Ford.

Semi (12 laps): R. Williams, Spencer, Argo, Ostling, Wilson, Keller, Sweeney, Ellis, DeArmond, Stewart, Bates, J. Williams, Severson, Gaunt, Giardina, Devitt, Ford, Gunderson.

Feature (30 laps): Sheridan, Spencer, Gardner, York, Jones, Kruseman, Carley, Ostling, Miller, Ford, Ballard, Mitchell, Ebberts, Johnson, Trimble, Hunsaker, Case, R. Williams, Argo, Wilson, Venard, Keller, Brown.



JOHN DADALT PHOTO

TOP DOG: Bobby Santos III earned his third NEMA midget victory of the season Sunday at Seekonk (Mass.) Speedway.

It's All Bobby Santos In Venditti Memorial

SEEKONK, Mass. — Rising superstar Bobby Santos III posted his third Northeastern Midget Ass’n feature victory of the season on Sunday, winning the D. Anthony Venditti Memorial at Seekonk Speedway.

Santos fought his way through the field from the 23rd starting spot to take the lead with a daring move on lap 26.

Jeff Horn led the early stages of the race, with Joey Payne trailing in second. Back in the pack, Santos worked his way to the front, moving into the top five by lap 20.

After a caution flag and several aborted restarts, Payne and Horn went wheel to wheel for the lead as Santos looked for an opening. With Payne on the outside, Santos was able to grab second and then rocketed into the lead. Payne followed in second, moving Horn to third as they ran out the closing laps. Shane Hammond and Ben Seitz rounded out the top five.

The finish:

Bobby Santos III, Joey Payne, Jeff Horn, Shane Hammond, Ben Seitz, Mike Keeler, Nokie Fornoro, Greg Stoehr, B.J. Mac Donald, Mike Horn, Mike Ordway, Jr., Corey Cleary, Pete Pemesiglio, Adam Cantor, Randy Cabral, Ryan Dolan, Keith Botelho, Tommy Spada, Kyle Carpenter, Andy Sliatz, Paul Scally, Doug Cleveland, Kevin Park, Erica Santos, Bobby Kuiken, Paul Luggelle, Matt O’Brien, Rich Gerbe.

Three Youngsters & A Veteran Claim Titles On Lanier Asphalt

BRASELTON, Ga. — Three teenagers and one wily veteran ruled the 15th annual

RACEceiver Legends Car and Thunder Roadster Nationals at Lanier National Speedway Saturday night.

More than 220 cars took part in the Asphalt Nationals for the Legends Cars and Thunder Roadsters manufactured by 600 Racing. Drivers from 23 states and Canada competed in the three-day event.

Fourteen-year-old Casey Roderick raced from fourth starting position to win the 40-lap Legends Pro feature, with Kyle Fowler, Chris Buescher, Doug Stevens and Brandon Thomson following. Stevens was the only top-five finisher over the age of 16 in the Pro division.

The Legends Masters division, for drivers 40 and older, was the same old song and dance as Clay Hair claimed his fourth straight and fifth overall Asphalt Nationals championship.

Hair won from the pole, with Jeff Haynie, Brian Weimer, Dwight Pilgrim and Billy Gomez, Jr. rounding out the top five.

Max Gresham, 13, held off a group of equally talented youngsters to take

the Legends Semi-Pro feature. Paddy Roddenbeck, Shawn Simpson, John Stancill and Taylor Hull rounded out the top five.

Drew Calhoun won the Thunder Roadster feature, holding off Thomas Van Wingerden, with Ryan Zeck, who started 23rd, Michael Van Wingerden and Rob Hall following.

The finishes:

Legends Pro Division
Casey Roderick, Kyle Fowler, Chris Buescher, Doug Stevens, Brandon Thomson, Johnny Gottsacker, Scott Moseley, Mark Merino, J.C. Unscheid, Jeremy Kalina, Thomas Van Wingerden, J.D. Trenary, Chris Eggleston, Andrew Smith, Jeremy Cook, Connor Cantrell, Nick Pistone, Jason Reisman, Brennan Poole, Casey Tate, Ryan Meldrum, Ryan Paul, Chris Wilson, Roger Austin, Dirk Henry, Tony Steffen, Chris Seavey, Gene Cannon, Chris Bakaj, Mark Bakaj, Michael Van Wingerden, Craig Goes, Jr., Brian McArdel, Patrick Molesworth, Scott Merino.

Legends Masters

Clay Hair, Jeff Haynie, Brian Weimer, Dwight Pilgrim, Billy Gomez, Jr., Tim Brockhouse, Bill Close, Larry Friddle, Terry Plumer, Gene Conley, Paul De Jong, Sam McCullough, Kevin Yeatts, Jan Ingram, Robert Merino, Cotton Spry, Robert Spencer, Jerry Warden, George Whitney, Buddy Goudy, Herman Greinig, James Mullins, Robert Weymouth, Todd Johnson, Andy Logan, Dale Blakenship, Bill Henry, Keith Breasbois.

Legends Semi-Pro

Max Gresham, Paddy Roddenbeck, Shawn Simpson, John Stancill, Taylor Hull, Brandon Dill, Thomas Hartensveld, Mitchell Coble, Keaton Feller, Matt Norton, Zachary Stroup, Andrew Carlsen, Jake Dallenbach, Bobby Buttry, Brad Hancock, Jay Cloud, Rette Causey, Darrell Wallace, Jr., Ryan Ayers, Tyler Chrisinger, Jack Merino, Chelsea Schilling, Scott Petty, Jacob Dore, Baiden Heskett, Justin Lloyd, Kyle Hall, Zach Reardon, Beau Browning, Max Zachem, Logan Boyett, Matt Bowers, Addison Rogers, Ryan Candee.

Thunder Roadsters

Drew Calhoun, Thomas Van Wingerden, Ryan Zeck, Michael Van Wingerden, Rob Hall, Jim Fluharty, Tom Van Wingerden, Paige Monette, Justin Stauffer, Buddy Goudy, John Shue, Ed Evans, Jim Gresham, Dale Akridge, David Henderson, Mike Ferre, Sr., D.J. Krentz, Terry Horak, Jesse Bunnell, Justin Morton, Ed Clark, Bryan Butler, Adam Akridge, David Moore.

It's Showtime, And Crashes Sell

RICHMOND, VA.

Who is Vinko Bogataj and what does he have to do with drag racing?

He’s the Slovenian skier from the familiar “Wide World of Sports” introduction, better known as “The Agony of Defeat” icon. And he has nothing, really, to do with drag racing . . . unless he’s compared with popular National Hot Rod Ass’n drivers Ron Capps and Cory McClenathan.

In television promotional ads, the sanctioning body includes footage of Capps’s 2002 engine explosion at Dallas and McClenathan’s Top Fuel qualifying calamity this April at Bristol, Tenn., in which his dragster broke apart.

Danger. Fire. Mayhem. “Hey, everybody! Come and buy a ticket! And look — sometimes we blow cars up and risk lives!”

Maybe it’s simply human nature that such near tragedies attract attention. After all, Tony Schumacher lost his 2000 championship bid and nearly his life to a sickeningly ugly crash at Memphis. And he said, “People just want to come to the race track and see that somebody had a worse day at the office than they did.”

Just the same, how appropriate is it to play these hideous scenes over and over, especially to hawk tickets and use the footage as entertainment? Some might argue that the ads don’t show wrecks that injure the drivers.

Consider this: Capps’s body and psyche didn’t escape damage at Dallas. He had sore knees and a raging headache, and at first he was totally (and understandably) freaked out by the incident, thinking he had lost both legs in the blast. McClenathan sustained bruises and was sore all over, although he raced that Sunday. These episodes take their tolls. And these drivers are human beings, even if they do subject themselves to the rigors of racing.

How can we on one hand say, “Cool! Look at that fiery wreck!” and on the other say sadly when someone is killed or seriously injured, “What a shame?” Do we automatically organize a golf tournament? Just how desensitized have we become?

Does it bother the drivers? “It really used to bug me,” Capps said. “But I’ve got to tell you — the

THE STRAIGHTLINE



SUSAN WADE

reason I longed as a kid to drive a Funny Car is I went to the March Meet and I saw the Funny Car guys out of control and on fire. And you could go back in the pits and see the cars and smell the cars. And that was part of the allure for me.”

Capps said he was a typical young fan, a typical American kid, fascinated by the idea of being what he called “an astronaut on steroids.” America’s original seven Mercury astronauts even referred to themselves with macabre humor as “Spam in a can,” acknowledging that they willingly stood in harm’s way.

“I love to drive these cars,” Capps, hopelessly smitten with drag racing, said. “You probably get more response being on ESPN’s ‘Thrills and Spills’ than from being in the winner’s circle. I have a 10-year-old daughter (Taylor) and a 5-year-old son. And when Caden sees that, it grabs his attention, for sure.”

Capps said he recognizes that the NHRA is “trying to bring in new people and sell tickets. We have to remember: We’re entertainment.”

That brings to mind a passage from Peter Gent’s 1973 football novel “North Dallas Forty.” Toward the end of the book, protagonist Phil Elliott, a Dallas receiver, drove through Dallas’s Tony Highland Park and had a rather disheartening epiphany:

“On the street and in the drive-ways I passed parked cars that cost my whole salary. It was reassuring to think of Mr. Businessman’s Rolls Royce or Mercedes in terms of how many bone-shattering blows I would have had to endure to earn it. In terms of ripped ligaments, shredded muscles and lacerated skin, it put in perspective where I had really been. . . I wasn’t their equal. I was merely their entertainment.”

Drag racers know that and evidently think, “Who cares? Nothing can compare to the rush I get in that race car. It’s what I choose.” Surely they’d wrinkle their faces at such worry. Too touchy feely, too “femmy” in a strut-studded sport that’s not for the squeamish.

It’s Showtime.

Rain Delays NHRA Again!

By SUSAN WADE
NSSN CORRESPONDENT

DINWIDDIE, Va. — The National Hot Rod Ass’n’s first event at Virginia Motorsports Park since the 2000 season had to wait. Steady rain and chilly temperatures forced postponement of the Torco Racing Fuels Nationals until this weekend.

The event, the 21st of 23 events on the POWERade Drag Racing Series calendar, could be pivotal in the championship chases in all three pro classes scheduled to compete there. Doug Kalitta leads the Top Fuel

field, just 52 points more than No. 2 Tony Schumacher and 62 ahead of No. 3 Brandon Bernstein. Melanie Troxel is lurking in fourth place, 150 points shy of the lead and 98 out of second.

John Force leads Funny Car rival Ron Capps by a single point. Force’s son-in-law and teammate, Robert Hight, who has won two of the previous three races, is third, only 35 points off the pace.

In the Pro Stock class, Jason Line leads three-time defending champion Greg Anderson, his teammate, by 56 points.

HUMBLE



BEGINNINGS

HIGH-ENERGY TEAM RED BULL KEEPS LOW PROFILE AS IT TAKES FIRST STEP IN NASCAR

By BRIT FRYER PRODUCTION EDITOR

Behind all the ambition, flashy colors and adventurous attitude is a race team searching for speed. Once that's found, the trick will be balancing its drive to be cool with its need to be competitive.

The lure of NASCAR as an undeniable North American marketing platform prompted Red Bull, the out-of-the-box energy drink from Austria, to cross the pond and enter Nextel Cup racing as a team owner and primary sponsor. Red Bull jumped in with the same enthusiasm that made it a powerhouse in the mind and body revitalization business — creative thinking, edgy selling strategies and a philosophy of doing everything different.

Team Red Bull, the latest entry on the NASCAR grid, will fully reflect its owner's ambition someday soon. But for now, it has put the bravado on the back burner, instead opting to take a subdued and workmanlike approach during its initial foray into NASCAR.

"Our expectations are to be competitive, but we also have to pull the reins back on ourselves and say, 'Hey, it's going to take time,'" said Marty Gaunt, Team Red Bull's general manager. "Nextel Cup racing is very hard to do."

Team Red Bull will field two Toyota Camrys in 2007. It will make its on-track debut when Bill Elliott drives the No. 83 Dodge (there are 8.3 ounces in each can of Red Bull) in Saturday night's Bank of America 500 at Lowe's Motor Speedway — the first of three research-gathering races that Team Red Bull hopes will give it enough data to build on for next season.

"We will go out there to do the job right, but you cannot go into a sport at a high level like NASCAR and say we are going to beat everybody," said Gunther Steiner, TRB's vice president of competition who came from Red Bull's Formula One program. "You have to respect everybody. There are people there who have been doing it for a long time."

Every employee knows what's at stake. High above the race shop's main floor — where workers are pulling 12-hour shifts — a digital clock counts down the days to February's Daytona 500. Today, it's 130 days until Nextel Cup's season opener — a narrow window that leaves no room for error.

RED BULL HAS PUT THE BRAVADO ON THE BACK BURNER.

Team Red Bull has its key management personnel already in place. Along with Gaunt and Steiner, TRB lured John Probst, an engineering and chassis expert with Ford Racing Technology, to serve as technical director. And longtime Busch Series driver Elton Sawyer came aboard as director of competition.

"It's not our goal to come in and be in

your face," Sawyer said. "By no means do we underestimate the challenges ahead of us, the competition level that we're up against."

The face and main marketing tool of the team is Brian Vickers, who will turn 23 on Oct. 24 and won his first Nextel Cup race Sunday at Talladega Superspeedway.

Notably absent from the payroll is driver No. 2 and two crew chiefs — the guys who earn TV time and fans can identify with. The team has been coy about who will fill that second seat and recently launched a blog meant to build anticipation before the official announcement. About 50 more hires must be made, too.

"We all have access to the same parts and pieces pretty much. So, it's all about people," said Gaunt, who was employee No. 1. "Right away, we went to work on making sure we could get the right people, get the best people to fit what we want to do and how we want to run our race team."

As new employees stream in, from department heads to research and development managers, new personalities and opinions follow.

Finding the right mix — or what Steiner termed as "a theme" — is critical.

"You have 70 people in one building. You're still going to fight the issue of human nature, where you have so many pessimists and so many optimists," said shop foreman Pat Marshall. "We've been pretty critical of the people we've hired to keep that at a minimum."

In January, Team Red Bull started from scratch by purchasing the former Penske Racing South facility in Mooresville. Just getting a vacant, 14-year-old building operational for a

high-profile race team was step one. "We didn't even have a No. 2 pencil here," Gaunt said.

Ceilings and floors were redone. Electrical, phone and computer systems were installed. Walls were painted to give the place a Red Bullish feel. Offices received a facelift, and 11 new ones were built. Currently being dug 14 feet deep is a seven-post system — a high-tech device where a car has seven points of contact to help map a track's characteristics.

Building No. 4 is expected to be complete by April 1. Then, in a five-week period, most of the office space will be overhauled again, as well as the shop's front entrance and fan and merchandise area.

"We have all the Red Bull we want to drink to keep us going," said Mike Good, TRB's facilities manager. "I was drinking four or five a day back in February and March."

It's an almost unheard of workload in nine months. After all, Team Red Bull is operating two cars out of a shop that used to house only one.

"It looked like a dungeon in here," said Good, whose office used to be the gear room. "Even Penske's old boys come in, look and can't believe the difference."

Sticking to true Red Bull form, nothing is done in the norm. There's no following suit here. It's a unique and casual, yet professional and performance-driven, atmosphere. Employees have the luxury of thinking far beyond the traditional approach to running to a race team.

Backing them up is Red Bull, an owner and sponsor that afforded the team a well-established budget to go out and get the necessary parts, pieces and top minds in the sport.

But come race day, all the pizzazz Red Bull is known for doesn't mean a thing on the track. "We'll be received by our actions," Gaunt said. "At the end of the day, it's all about how we perform. Performance is what this industry is all about."



DIVERSITY: Red Bull's many interests in motorsports are displayed above the team's shop in Mooresville, N.C.



HHP/HAROLD HINSON PHOTO

Brian Vickers: The Face Of Team Red Bull

Age: 22
Hometown: Thomasville, N.C.
Current team: Hendrick Motorsports
Career accomplishments: Won his first Nextel Cup race Sunday at Talladega Superspeedway. ... Claimed the 2003 Busch Series championship.

Brian on Red Bull: "They do it different. They do it exciting. They bring some energy, which is what they are all about — whether it be Formula One, NASCAR, motor cross ... all kind of crazy stuff. But the main reason I came here was for the competition and to be in position where I thought the best opportunity to win races and championships was. And all that other stuff will come along with it."

TRB's Early Development Hinges On Three Races

CONCORD, N.C. — The on-track debut of Team Red Bull comes this weekend at Lowe's Motor Speedway. Needless to say, it's a frantic time.

"Very, very critical," said Marty Gaunt, TRB's general manager. "How we build this team this year is what's going to determine our success or failure next year."

Former series champion Bill Elliott will drive Team Red Bull's first entry Saturday night — the No. 83 Dodge carrying a Victory Junction Gang Camp paint scheme. The team will enter two more races at Atlanta and Texas and treat them as fact-finding missions.

The finishing position in the Bank of America 500 isn't priority No. 1. It's helping the cause for 2007, said Elton Sawyer, the team's director of competition.

"We'll work on our processes and procedures," Sawyer said, "getting to the race track, going through the inspection process, getting

ready to race so we'll be that much more ahead when we get to Daytona.

"We just want to be there, be competitive and learn as much as we can. It's really not about us. It's about The Chase and those guys that are vying for a championship."

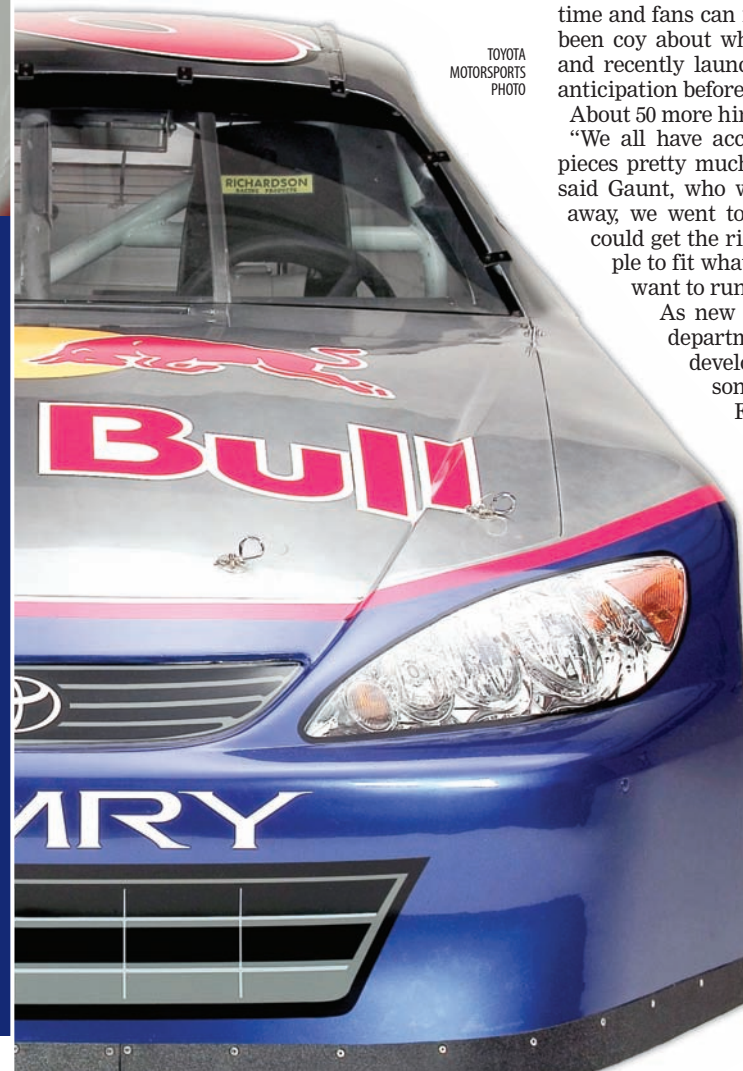
"We have to make sure we take advantage of every minute of practice," Gaunt added.

Though Team Red Bull will field Toyota Camrys in 2007, it was allowed to prepare three Dodge Chargers for this season. The team has seven Camrys complete, recently received its 11th chassis and is on pace to have 10 race-ready cars for the first two events of 2007.

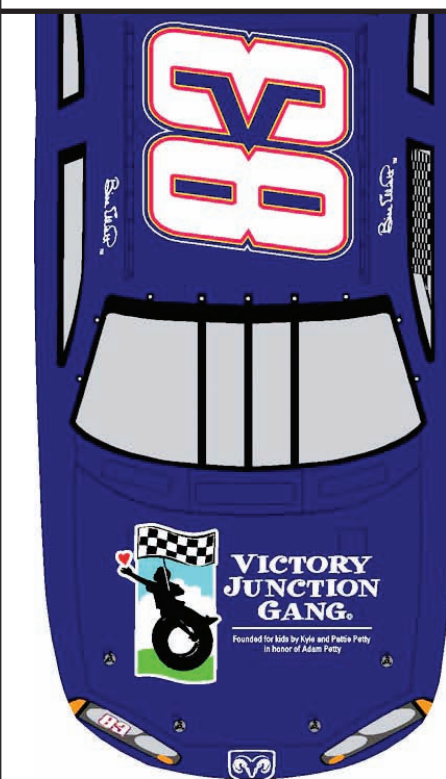
It already tested the Car of Tomorrow at Michigan and Talladega and has another planned for Homestead.

"We'll have to be well prepared," Sawyer said. "The No. 1 goal is to get qualified for the first five events. Once we're solidly in the races, our focus will shift to building a foundation so that we can eventually win races, fight for championships and win championships."

— Brit Fryer



TOYOTA MOTORSPORTS PHOTO



Elliott, Team Red Bull Suit Up To Benefit Victory Junction

Team Red Bull's first entry into Nextel Cup racing — the No. 83 Dodge driven by Bill Elliott — will carry a paint scheme celebrating Victory Junction Gang Camp, a resort of sorts for seriously ill children.

On Sunday, Elliott will be the grand marshal for this year's Ride to Victory IV — a charity motorcycle cruise that will originate in Gastonia, N.C., and move on to Team Red Bull's shop in Mooresville to Victory Junction in Randleman.

Team Red Bull will donate its race winnings and auction Elliott's driver suit to benefit Victory Junction.

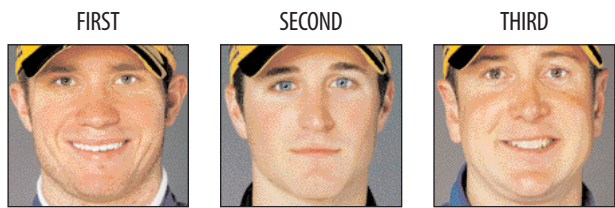
The event, covering 100 miles, is open to the public at \$85 per person. For information, visit nascar.com/foundation and kylepettycharityride.com.

All proceeds will go to Victory Junction.

RACE REWIND

Race 30 of 36: UAW-Ford 500, October 8, 2006
Talladega Superspeedway, Talladega, Ala.

FINAL RESULTS



Brian Vickers **Kasey Kahne** **Kurt Busch**

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	9	25	Brian Vickers	GMAC Chevrolet	188	\$228,850	Running
2	25	9	Kasey Kahne	Dodge Dealers/UAW Dodge	188	193,064	Running
3	29	2	Kurt Busch	Miller Lite Dodge	188	169,108	Running
4	19	17	Matt Kenseth	DeWalt Power Tools Ford	188	167,216	Running
5	16	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	188	139,008	Running
6	14	29	Kevin Harvick	GM Goodwrench Chevrolet	188	137,161	Running
7	37	66	Jeff Green	Microsoft Windows Live Chevrolet	188	116,783	Running
8	30	6	Mark Martin	AAA Ford	188	102,250	Running
9	17	99	Carl Edwards	Office Depot Ford	188	102,025	Running
10	39	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	188	130,036	Running
11	6	5	Kyle Busch	Kellogg's Chevrolet	188	96,475	Running
12	2	88	Dale Jarrett	UPS Ford	188	125,475	Running
13	11	12	Ryan Newman	Alltel Dodge	188	94,983	Running
14	21	55	Michael Waltrip	NAPA Dodge	188	120,033	Running
15	1	38	David Gilliland	M&M's Ford	188	112,808	Running
16	36	7	Robby Gordon	Harrah's Chevrolet	188	77,050	Running
17	28	09	Mike Wallace	Micosaukee Gaming & Resorts Dodge	188	73,000	Running
18	15	01	Joe Nemechek	U.S. Army Chevrolet	188	102,845	Running
19	41	10	Scott Riggs	Valvoline/Stanley Tools Dodge	188	76,125	Running
20	40	96	Tony Raines	DLP HDTV Chevrolet	188	78,500	Running
21	12	11	Denny Hamlin	FedEx Express Chevrolet	188	75,300	Running
22	13	20	Tony Stewart	The Home Depot Chevrolet	188	125,636	Running
23	33	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	188	115,866	Running
24	3	48	Jimmie Johnson	Lowe's Chevrolet	187	120,086	Running
25	23	21	Ken Schrader	Motorcraft Genuine Parts Ford	187	101,664	Running
26	20	49	Mike Bliss	WhatsOnline.com Dodge	187	83,358	Running
27	34	31	Jeff Burton	Cingular Wireless Chevrolet	187	99,945	Running
28	35	22	Dave Blaney	Caterpillar Dodge	186	82,897	Running
29	22	19	Elliott Sadler	Dodge Dealers/UAW Dodge	186	103,191	Running
30	31	42	Casey Mears	Texaco/Havoline Dodge	185	107,183	Running
31	27	04	Eric McClure	Hefty Chevrolet	182	69,875	Running
32	10	18	J.J. Yeley	Interstate Batteries Chevrolet	177	104,275	Running
33	38	40	David Stremme	Coors Light Dodge	175	78,500	Accident
34	24	15	Paul Menard	Menards/Moen Chevrolet	173	69,375	Accident
35	32	07	Clint Bowyer	DirecTV Chevrolet	171	77,200	Running
36	4	24	Jeff Gordon	DuPont Chevrolet	167	117,636	Accident
37	8	26	Jamie McMurray	Crown Royal Ford	160	125,750	Accident
38	18	45	Kyle Petty	Petty Enterprises Dodge	149	76,800	Accident
39	42	41	Reed Sorenson	Target Dodge	147	76,675	Engine
40	7	14	Sterling Marlin	Waste Management Chevrolet	145	68,525	Accident
41	5	16	Greg Biffle	National Guard Ford	137	88,735	Accident
42	26	78	Kenny Wallace	Furniture Row Racing Chevrolet	24	68,260	Engine
43	43	74	Derrick Cope	Sundance Vacations Dodge	9	68,473	Overheating

RACE STATISTICS

Race time: 3 hours, 23 minutes
Average speed: 157.602 mph
Victory margin: Under caution
Caution flags: Six for 22 laps
Lead changes: 63 among 23 drivers
Lap leaders: David Gilliland pole; Dale Jarrett 1; Jeff Gordon 2-3; Jamie McMurray 4-7; Gordon 8-17; McMurray 18-28; Gordon 21-24; McMurray 25-28; Greg Biffle 29-35; Tony Stewart 36; Kyle Busch 37-38; Dale Earnhardt, Jr. 39-41; Ky. Busch 42-44; Earnhardt 45; Ky. Busch 46; Matt Kenseth 47-49; Kurt Busch 50; Kenseth 51; Ku. Busch 52; Earnhardt 53-59; Elliott Sadler 60; McMurray 61; Earnhardt 62; Kenseth 63-70; Biffle 71-76; Gordon 77-78; Biffle 79-80; Gordon 81-87; Earnhardt 88; Gordon 89; Ky. Busch 90-91; Earnhardt 92-93; McMurray 94-102; Brian Vickers 103-108; McMurray 109; Mark Martin 110-111; Vickers 112-114; Casey Mears 115; Vickers 116-121; Ky. Busch 122-123; Gordon 124; Kenseth 125; Clint Bowyer 126-127; Kenseth 128-129; Bowyer 130; Denny Hamlin 131; Michael Waltrip 132; Bowyer 133-134; Kenseth 135-138; Jeff Burton 139-143; Kenseth 145-146; Vickers 147; Jimmie Johnson 148-149; Joe Nemechek 150; Martin Truex, Jr. 151-152; Johnson 153; Paul Menard 154; Johnson 155-157; Kasey Kahne 158-163; Ku. Busch 164; Kahne 165; Earnhardt 166-187; Vickers 188.

STANDINGS



Jeff Burton **Matt Kenseth** **Mark Martin**

Top 10

1. Jeff Burton	5,598	6. Dale Earnhardt, Jr.	5,492
2. Matt Kenseth	5,592	7. Jeff Gordon	5,451
3. Mark Martin	5,588	8. Jimmie Johnson	5,442
4. Kevin Harvick	5,565	9. Kasey Kahne	5,413
5. Denny Hamlin	5,547	10. Kurt Busch	5,413

Points Slip Away From Earnhardt, Johnson

By Bruce Martin
NASN CORRESPONDENT

TALLADEGA, Ala. — It was going to be a great day in The Chase for the Championship for both Jimmie Johnson and Dale Earnhardt, Jr. in Sunday's NASCAR Nextel Cup UAW-Ford 500 at Talladega Superspeedway. With point-leader Jeff Burton's Chevrolet suffering a flat left-rear tire with 10 laps to go combined with Earnhardt and Johnson running 1-2 on the last lap, it was just a matter of seeing who would win the race.

That was before Johnson and teammate Brian Vickers attempted to draft by Earnhardt's Chevrolet. Earnhardt put on the block, Johnson slowed and Vickers ran into him, sending Johnson's Chevy into Earnhardt's.

Instead of a top-three finish and an apparent race victory, Earnhardt finished 23rd and Johnson 24th.

It was a day both drivers could have made major gains in The Chase, but Earnhardt is now sixth, 106 points behind Burton, and Johnson remains eighth, 156 points out.

"It is a tough blow," Johnson said. "I'm just bummed out that we can't take advantage of a day when we can really close up in points. That's the

VICKERS: Burton Maintains Slim Advantage In Standings

CONTINUED FROM PAGE 3

and I was bump drafting him because that's the only way we were going to pass Dale Earnhardt, Jr. When he did that, Junior blocked him and I got into the back of him and wrecked him.

"It wasn't intentional." When interviewed immediately following the race, Johnson was upset at his teammate and blamed him for the wreck. "I got a run on the 8 (Earnhardt) and got beside of him, and away we went," Johnson said. "I was in a position to win the race and gain some points and ended up getting crashed by a teammate."

Vickers defended his move and said if it had worked as planned, Johnson's crew at Hendrick would have hailed him as a hero rather than a villain.

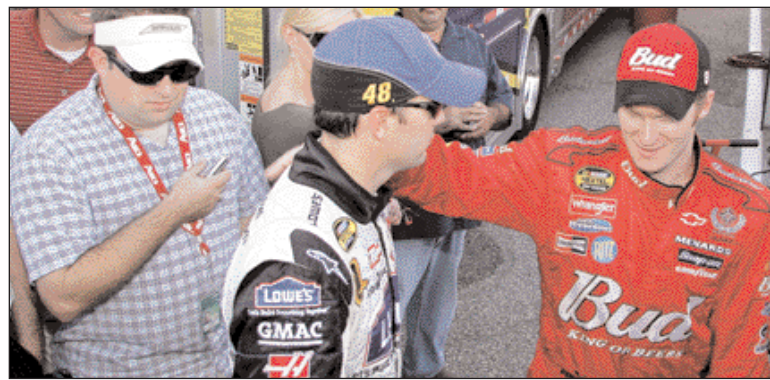
"Jimmie knows just as well as I do that if I hadn't been bump-drafting him, he wouldn't have had a shot to get to Junior," Vickers said. "He knows that's not my driving style. I was trying to push Jimmie to the win. If I hadn't made that move, I would have ended up third."

Vickers was loudly booed in victory lane by the pro-Earnhardt fans, which made up a vast majority of the estimated crowd of 160,000 fans.

But Earnhardt, who led seven times for 37 laps, didn't really blame Vickers for the move that took him out of the race.

"He didn't wreck anybody on purpose," Earnhardt said. "I think he was just trying to push the 48 (Johnson). He didn't think, 'Oh, here's my chance and knock them both out.' He was just racing hard.

"That's just the way racing goes here." Vickers's Chevrolet finished ahead of Kasey Kahne's Dodge Charger. Kurt



HHP/ERIK PEREL PHOTO

ONE OF THOSE DAYS: Jimmie Johnson (left) and Dale Earnhardt, Jr. finished 23rd and 24th, respectively.

way this Chase has been for us. We've had cars worthy of a championship, but crazy things have happened at the end. I'm just really disappointed."

He actually gained a few points because of Burton's 27th-place finish, but with just six races left in the 10-race Chase, time is running out on Johnson.

"It's not over yet, but we've missed two or three good chances to really get back in the middle of this points battle," said Johnson. "We've just had bad luck, and this is just another

example of it." Once Johnson's crew chief, Chad Knaus, had finished venting his frustration over fellow Hendrick Motorsports driver Vickers's role in determining the outcome of the race, he lamented over the lost opportunity in the Nextel Cup points race.

"I'm upset. I'm disappointed. It's sad," Knaus said. "We've had a car capable of winning the race two weeks in a row and a car capable of top fives four weeks in a row and haven't gotten the results."

Busch ran third in a Dodge, followed by Matt Kenseth's Ford Fusion and rookie Martin Truex, Jr.'s Chevrolet.

Earnhardt had overcome a flat tire on lap 104 and battled back to the lead lap thanks to a timely caution period for debris on lap 130. He was in position for NASCAR's Lucky Dog as the first car one lap down.

While Earnhardt capitalized on his stroke of good luck, the ensuing restart led to "The Big One." A major crash in the first turn on lap 138 involved 11 cars.

The crash began when a car hit Carl Edwards's Ford in a major pack of traffic. It took out some of the leading contenders in The Chase, including Jeff Gordon's Chevrolet, which had been the best car for much of the race.

"NASCAR isn't doing anything about bump drafting," Gordon said, referring to the tactic where the car in back rams the car in front to move both cars past another car. "You have to stop it when it starts, but NASCAR isn't doing anything about it. Just what happened is going to happen, and it's going to happen again."

The Chase standings have changed dramatically with just six races remaining. Jeff Burton, who entered

with a 69-point advantage, finished 27th after suffering a flat tire with 10 laps to go. He now leads Kenseth by just six points.

Mark Martin is third and trails by just 10 points, followed by Harvick, who is 33 off the pace. Hamlin is fifth and trails by 51 points, while Earnhardt is sixth, 106 out of the lead.

This was the first Nextel Cup race held at Talladega since the 2.66-mile superspeedway was repaved. The track surface was very smooth and had tremendous grip, which helped produce a competitive race with 63 lead changes among 23 drivers.

That's the most since July 29, 1984 when there were 68 lead changes.

There were six cautions for 22 laps, which slowed the average speed to 157.602 miles per hour.

Vickers said he isn't going to apologize for the win; he'll take the check for \$228,850 and move on, hoping his Hendrick counterparts understand the circumstances.

"It's our first victory and I have mixed emotions," Vickers said. "I'm going to take the trophy home. It is frustrating the way it happened. I'm not happy the way it happened, but I am happy that we won."



HHP/ERIK PEREL PHOTO

SEA OF FANS: Fans in the infield enjoyed the Nextel Cup race from Talladega Superspeedway in Alabama.

NASCAR NEXTEL CUP RACE REWIND



HHP/ERIK PEREL PHOTO

STANDING ROOM ONLY: The fans packed Talladega Superspeedway for the UAW-Ford 500 Sunday.

Martin Moves To MB2 Team

By **BRUCE MARTIN**
NSSN CORRESPONDENT

TALLADEGA, Ala. — For a driver who was supposed to retire at the end of last season, **Mark Martin** has decided he can't walk away from the NASCAR Nextel Cup Series.

So instead of retiring, he's cutting back and will leave Roush Racing to drive a limited schedule for MB2 Motorsports in the No. 01 US Army Chevrolet. He will share the car with

Regan Smith.

NASCAR NOTES

"I was 39 years old when I started making my plans for the future and I realize now that was way too early to do that," Martin said. "I thought at the age I am right now, I wouldn't be able to compete against these young guys the way I have in the past. I'm not interested in just riding around."

Martin said because he has competed at such a high level during the last few seasons "it's hard to walk away when you still have an opportunity to win races."

Martin said what he was looking for didn't fit in with Roush Racing's goals and accomplishments with five competitive teams that can challenge for a championship. Because of NASCAR's limitations on teams there wasn't an opportunity to split a season with another driver who could get in the Chase in 2007.

"I can't thank **Jack Roush** enough for what he has done for me professionally, but more importantly what he has done for me personally," Martin said. "Jack is the guy who gave me the chance when nobody else would in 1987 and for that, I've given him 19 of the best years of my career."

"At this time, I have the opportunity to do something that is going to be a new challenge for me."

Martin will be switching brands from Ford to Chevrolet but reiterated that: "I'm a Ford dealer. I have been for 23 years. At this time, I don't have a plan on doing personal services for Chevrolet."

Joe Nemechek is the current driver of the 01 but will move to a new car that is being prepared by MB2 Motorsports next season.

"We made a decision earlier to move Joe out of the No. 01 next year," Ginn said. "That decision did not come as a result of Mark Martin coming in. We are going to a three-car team next year and a four-car team in '08. That's our goal. That's what we're heading for. To do that, I need to get points on the new cars and get them up and going and so we're using this as a way to build owner points and we've got a new number now for the new car and we'll announce the fourth car in the next year or so. Our veteran drivers are going get us there and the young guns that are coming in are going to be our future."

Ginn also announced the team will be renamed Ginn Racing next season.

■ After being sponsored by GM Goodwrench for 21 years, **Richard Childress** Racing will have a new sponsor for **Kevin Harvick's** ride next season.

Shell will join RCR as the primary sponsor of the team's Chevrolet Monte Carlo.

"I just want to say how excited on behalf of RCR and everybody at Shell. I am looking forward to the future and getting ready everything going next year," Harvick said. "It has been a great relationship with GM Goodwrench over the last five or six years and we have had a lot of success. I am looking forward to creating an identity with Shell and moving forward and hopefully winning a lot of races. That is why we are all here. Hopefully we can continue what we are doing this year and just really looking forward to the future."

The switch in sponsors breaks the team's last link that it had with the late **Dale Earnhardt**, who was killed on the last lap of the 2001 Daytona 500.

■ Rookie **David Gilliland's** first career NASCAR Nextel Cup pole was overshadowed by an announcement made at the crack of dawn.

With speeds exceeding 198 miles per hour in Friday's practice ses-

sions at Talladega Superspeedway, NASCAR officials announced at 6:30 a.m. that a smaller restrictor-plate would be used for the rest of this weekend.

The change was made after the 2.66-mile oval was resurfaced for the first time since it opened in 1969. With a fresh new layer of asphalt on the track, speeds jumped dangerously close to the 200-mile-per-hour mark with the 15/16ths-of-an-inch restrictor plate on the carburetor.

NASCAR issued plates measuring seven-eighths ths-of-an-inch to the teams Saturday morning, which slowed the cars nearly eight miles per hour.

Gilliland, a rookie from Torrence, California who replaced **Elliott Sadler** at Robert Yates Racing, was the fastest driver in the three-hour qualification session with a lap at 191.712 miles per hour in a Ford Fusion.

None of the teams were able to practice with the new plates before Saturday's qualification session.

■ Because of the last-lap crash that took out race leader **Dale Earnhardt, Jr.** and second-place **Jimmie Johnson**, **Kasey Kahne** finished second behind controversial winner **Brian Vickers**.

"We've had some ups and downs, but it feels good to get a good run here today," Kahne said. "I think the way it finished with the two guys in front of us wrecking, we would have finished fourth or fifth, somewhere in there hopefully, but I'm real happy. This is my best finish on a restrictor-plate track, best finish at Talladega."

■ Team-owner Jack Roush confirmed he is close to striking a deal with Formula One driver **Jacques Villeneuve** to drive in the NASCAR Busch Series next season.

"That's a possibility," Roush said. "I know we're in discussions. He came to see us in Detroit and he's been in Charlotte and had discussion around our program and what he can do and the rate of which he could get up to speed. If he's got the stomach for it and if we can find the sponsorship for it, that's certainly a possibility."

How Much Has The Chase Changed Nextel Cup?

TALLADEGA, ALA.

When Matt Kenseth won the 2003 NASCAR championship when it was still known as the Winston Cup, series officials didn't like the fact the champion had won just one race.

So, when new sponsor Nextel took over in 2004, NASCAR created the highly publicized Chase for the Championship format to reward drivers for winning races and ensure a fight to the end for the title.

But in the third year of The Chase, how much has really changed?

Jeff Burton entered Sunday's UAW-Ford 500 at Talladega Superspeedway with a 69-point lead over Denny Hamlin, but Burton has won just one race this season. Hamlin has two wins, both coming at Pocono Raceway, and he is just one point ahead of Mark Martin, a driver who hasn't won a race this season.

All three drivers have made it to the top of the standings through consistency, finishing races and wracking up top-five and top-10 finishes.

Kenseth came to Talladega fourth in the standings and is one of four drivers in The Chase with four or more victories. This season's biggest winner, Kasey Kahne, has five victories but was all but eliminated from title contention after Kansas because he was a whopping 273 points out of the lead, last in The Chase.

Kevin Harvick, Jeff Gordon and Jimmie Johnson are the others in the Chase with four wins apiece. Dale Earnhardt, Jr. and Kyle Busch are in The Chase with one triumph each.

Defending Nextel Cup champion Tony Stewart missed the cut to make the Chase and has three wins this season.

Before trashing The Chase, it should be noted that sometimes teams make the NBA and NHL playoffs with losing records. And, Burton and Martin are both savvy veterans who are more than deserving of winning a championship in their careers.

But Martin does admit that it's ironic he could finally have that elusive Nextel Cup title in a year when

LAST WORD



BRUCE MARTIN

he didn't win a race.

"It's pretty nice to be sitting in third right now with seven races to go," Martin said Friday at Talladega.

"We've been very competitive this year, but in these last seven races, we're really going to have to turn it up."

Kenseth would be a very deserving champion this year because of his four wins and a series-high 13 top-five and 18-top-10 finishes.

Some could say it's Kenseth's fault for The Chase in the first place because of the way he won the title with one win while using consistency to clinch the title.

"This system is really the same as it has always been; it rewards consistency," Kenseth said.

Kenseth believes The Chase is more exciting because it bunches up the top-10 drivers, separating first through 10th in five-point increments at the start of The Chase. But he does admit he was offended when NASCAR used his championship season as the impetus to make a radical change in determining its series champion.

"If you are objective about it, you could see why they wanted to do it because it does get boring at the end of the year," Kenseth said. "Look at the Busch Series championship this season. How boring is that?"

Kevin Harvick leads the Busch Series by a staggering 729 points.

If any driver should complain about The Chase it's Johnson, who has for the last three years has been atop the standings for more weeks than any other driver in the 26-race lead-in, only to enter The Chase and falter badly.

This year, Johnson led by as many as 124 points after the Watkins Glen race in August.

Four races into The Chase, Johnson is eighth, 156 points out of the lead.

"That's a good argument," Johnson said. "I've been under the impression that consistency is what championships are made of."

UP NEXT

Lowe's Motor Speedway
Concord, N.C.

Track specs
Length: 1.5 miles
Frontstretch: 1,952 feet
Backstretch: 1,360 feet
Banking
Turns 1-4: 24 degrees
Frontstretch: 5 degrees
Backstretch: 5 degrees

Nextel Cup Race
Bank of America 500,
7 p.m. Saturday, NBC

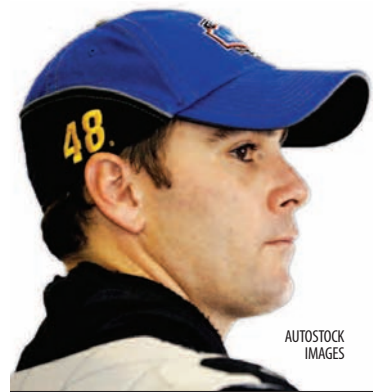
Start/Finish Pit road

Tickets:
800-455-FANS
Address:
P.O. Box 600, Concord, NC 28026

Web site:
lowesmotor Speedway.com

CHASE REWIND

NASCAR NEXTEL CUP CHASE REWIND



FIRST

Jeff Burton
 Car: No. 31 Cingular Wireless Chevrolet
 Crew chief: Scott Miller
 Sunday's finish: 27th
POINTS - 5,598
 Recap: Burton was in the lead pack in the final laps, but a flat tire cost him big time. He held onto the point lead, however.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	1	2	3

This Week's Race

Bank of America 500, Lowe's Motor Speedway, Concord, N.C., 7 p.m. Saturday, NBC

The only night race in The Chase for the Nextel Cup, Saturday night's Bank of America 500 keeps teams close to home. Only 51 points separate championship

Charlotte '05

Race winner: Jimmie Johnson
Pole winner: Elliott Sadler
Point leader: Tony Stewart

us from going out week in and week out and working our guts out to win races and do all we can to make as many points as we can," Gordon said.

Chase Schedule

Date	Track	Winner
Sept. 17	N. Hampshire	Kevin Harvick
Sept. 24	Dover	Jeff Burton
Oct. 1	Kansas	Tony Stewart
Sunday	Talladega	Brian Vickers
Saturday	Charlotte	—
Oct. 22	Martinsville	—
Oct. 29	Atlanta	—
Nov. 5	Texas	—
Nov. 12	Phoenix	—
Nov. 19	Homestead	—

SECOND

Matt Kenseth
 Car: No. 17 DeWalt Ford
 Crew chief: Robbie Reiser
 Sunday's finish: Fourth
POINTS - 6
 Recap: While most Chase contenders found trouble, Kenseth earned a solid top-five finish. He pulled to within six points of point-leader Jeff Burton.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	3



SIXTH

Dale Earnhardt, Jr.
 Car: No. 8 Budweiser Chevrolet
 Crew chief: Tony Eury, Jr.
 Sunday's finish: 23rd
POINTS - 106
 Recap: Junior could have made up some serious ground, but Brian Vickers's tactics knocked him out of the lead on the last lap.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1



SEVENTH

Jeff Gordon
 Car: No. 24 DuPont Chevrolet
 Crew chief: Steve Letarte
 Sunday's finish: 36th
POINTS - 147
 Recap: The four-time series champion admitted his title hopes are over after being involved in a late accident. But Gordon has been known to excel at Charlotte.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	1	0	2	2

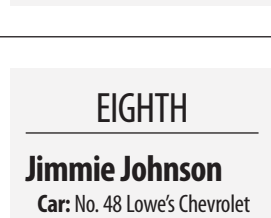


THIRD

Mark Martin
 Car: No. 6 AAA Ford
 Crew chief: Pat Tryson
 Sunday's finish: Eighth
POINTS - 10
 Recap: For a guy who despises plate racing, Martin kept himself in the hunt. He's only 10 points back heading into a series of tracks he loves to compete at.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	2



FOURTH

Kevin Harvick
 Car: No. 29 GM Goodwrench Chevrolet
 Crew chief: Todd Berrier
 Sunday's finish: Sixth
POINTS - 33
 Recap: Harvick isn't out of it yet. He avoided the trouble that comes with racing at Talladega and sits 33 points behind his teammate.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	1	1	1	2



FIFTH

Denny Hamlin
 Car: No. 11 FedEx Chevrolet
 Crew chief: Mike Ford
 Sunday's finish: 21st
POINTS - 51
 Recap: The Chase's lone rookie had some help Sunday. The drivers he's chasing had trouble, and Hamlin stayed cool just enough. He's only 51 points out.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	0	1	2



10TH

Kyle Busch
 Car: No. 5 Kellogg's Chevrolet
 Crew chief: Alan Gustafson
 Sunday's finish: 11th
POINTS - 185
 Recap: Busch just missed a top 10, but all that's on his mind is winning races and preparing for next season. Like Kahne, Busch is just fighting to stay out of the cellar.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	0	0	0	1

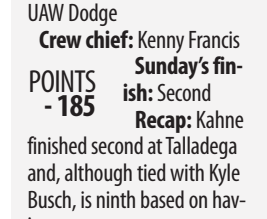


NINTH

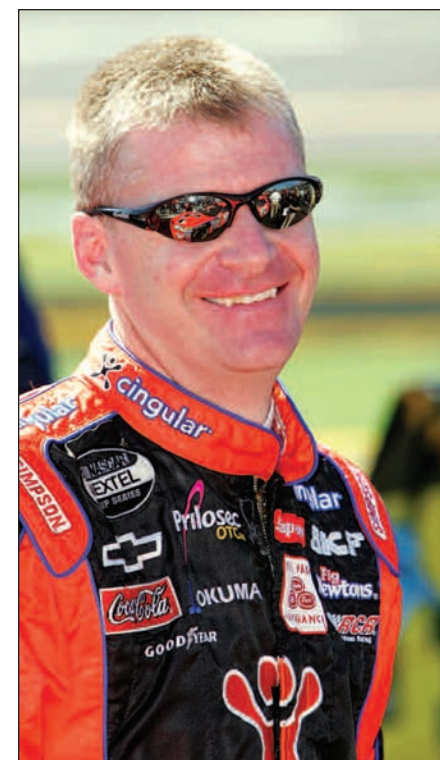
Kasey Kahne
 Car: No. 9 Dodge Dealers UAW Dodge
 Crew chief: Kenny Francis
 Sunday's finish: Second
POINTS - 185
 Recap: Kahne finished second at Talladega and, although tied with Kyle Busch, is ninth based on having won more races.

In The Chase

Starts	Poles	Wins	Top 5	Top 10
4	1	0	1	1



GRIN: Matt Kenseth was in a good mood at Talladega. He finished fourth.



NOT ALL BAD: Even though he finished 27th, Jeff Burton left Talladega with a six-point lead over Matt Kenseth.



DON'T BLINK: Nextel Cup cars flash around Talladega Super-speedway during Sunday's UAW-Ford 500.



FUMING: Jeff Gordon isn't happy while his team works on the No. 24 Chevrolet after a late-race accident.



REFLECTING: Dale Earnhardt, Jr. explains to the media what happened on the final lap of Sunday's restrictor-plate race.

THE CHASE BEGINS WITH SPEED EVERY THURSDAY

THE CHASE IS ON • TRACKSIDE • NASCAR RACEDAY • NASCAR VICTORY LANE

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RACE REWIND

FORMULA ONE

Race 17 of 18: Japanese Grand Prix, October 8, 2006
Suzuka Int'l Racing Course, Suzuka, Japan

FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Felipe Massa

THIRD



Giancarlo Fisichella

Fin.	St.	Driver	Country	Team	Laps
1	5	Fernando Alonso	Spain	Mild Seven Renault F-1 Team	53
2	1	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	53
3	6	Giancarlo Fisichella	Italy	Mild Seven Renault F-1 Team	53
4	7	Jenson Button	Great Britain	Lucky Strike Honda F-1 Team	53
5	11	Kimi Raikkonen	Finland	Team McLaren Mercedes	53
6	4	Jarno Trulli	Italy	Panasonic Toyota Racing	53
7	3	Ralf Schumacher	Germany	Panasonic Toyota Racing	53
8	9	Nick Heidfeld	Germany	BMW Sauber F-1 Team	53
9	12	Robert Kubica	Poland	BMW Sauber F-1 Team	53
10	10	Nico Rosberg	Germany	Williams F-1 Team	52
11	13	Pedro de la Rosa	Spain	Team McLaren Mercedes	52
12	8	Rubens Barrichello	Brazil	Lucky Strike Honda F-1 Team	52
13	18	Robert Doornbos	Netherlands	Red Bull Racing	52
14	15	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	52
15	20	Takuma Sato	Japan	Super Aguri F-1 Team	52
16	21	Tiago Monteiro	Portugal	Spyker M F-1 Team	51
17	22	Sakon Yamamoto	Japan	Super Aguri F-1 Team	50
18	19	Scott Speed	United States	Scuderia Toro Rosso	58
19	14	Mark Webber	Australia	Williams F-1 Team	39
20	2	Michael Schumacher	Germany	Scuderia Ferrari Marlboro	36
21	17	David Coulthard	Great Britain	Red Bull Racing	35
22	16	Christijan Albers	Netherlands	Spyker M F-1 Team	20



JOHN MARSH PHOTO

UP TO SPEED: Felipe Massa leads the Formula One field at Suzuka Int'l Racing Course.

RACE STATISTICS

Race time: 1 hour, 23 minutes, 53.413 seconds
Average speed: 136.634 mph
Victory margin: 16.151 seconds

TALK OF TIME TRIALS

Felipe Massa won the second pole of his F-1 career and the 185th for Ferrari. He shared the front row of the grid with Michael Schumacher. The fuel-light Toyotas of Ralf Schumacher and Jarno Trulli filled row two. Next in the line-up were Fernando Alonso, Giancarlo Fisichella, Jenson Button, Rubens Barrichello, Nick Heidfeld and Nico Rosberg.

STANDINGS

FIRST



Fernando Alonso

SECOND



Michael Schumacher

THIRD



Felipe Massa

Top 10

1. Fernando Alonso	126	6. Jenson Button	50
2. Michael Schumacher	116	7. Rubens Barrichello	28
3. Felipe Massa	70	8. Juan Pablo Montoya	26
4. Giancarlo Fisichella	69	9. Nick Heidfeld	23
5. Kimi Raikkonen	61	10. Ralf Schumacher	20



JOHN MARSH PHOTO

TIE BREAKER: Fernando Alonso triumphed at Suzuka Int'l Racing Course in Suzuka, Japan. Alonso secured the lead in the battle for the championship.

Schumacher Falls To Alonso

By DAN KNUTSON
NSSN CORRESPONDENT

SUZUKA, Japan — It ain't over until it's over. But Michael Schumacher has conceded his chances of winning an eighth Formula One championship.

The Drivers World Championship is virtually over following the dramatic events of the Japanese Grand Prix.

Although Fernando Alonso now just about has the title locked up, he and the Renault team are not counting on anything until it is all over.

Schumacher and Alonso arrived in Japan tied for the lead in the championship with 116 points each. When Schumacher qualified his Ferrari on the pole and Alonso started a distant fifth in his Renault, it looked like Alonso would have to play a strategy of damage limitation to try to keep Schumacher from gaining too many points.

But, then the situation changed suddenly and spectacularly. Schumacher was leading when his Ferrari engine suffered a rare failure on lap 37. Alonso went by to win and pull out a 10-point lead in the championship with one race to go.

The only way Schumacher can

become champion is if he wins the season finale in Brazil while Alonso finishes out of the points.

In the Constructors Championship, Renault leads with 195 points to Ferrari's 186.

"We are nine points behind in the Constructors Championship," Schumacher said, "and we will do all we can to win this title in Brazil. As for the drivers, it is lost. I don't want to head off for a race hoping that my rival has to retire. That is not the way in which I want to win the title."

That may not be the way he wants to win it, but those exact circumstances happened in Japan with Alonso winning and Schumacher retiring with mechanical issues.

Incredibly, this was Schumacher's first mechanical retirement since hydraulic woes halted him in the 2005 Bahrain Grand Prix, and it was his first engine failure in a race since the 2002 Malaysian Grand Prix.

In Japan on Sunday, after the first and second round of pit stops, Schumacher led Alonso by about five seconds. The situation was looking much brighter for Alonso than it had before the start of the race.

"After the second stops, I still thought I could win because the gap to Michael was only five seconds, so why not?" Alonso said. "Then, I saw the smoke coming into turn eight, and I was watching the asphalt for oil. I thought it was a Spyker in front of me, and only when I went past did I realize it was Michael."

After that, it was a case of conserving the Renault to the finish. Polesitter Felipe Massa finished a distant second in his Ferrari. Giancarlo Fisichella qualified sixth in his Renault and leapfrogged the Toyotas that started in front of him during the stops to finish third.

Jenson Button said his Honda was strong but not on pace with the Renaults and Ferraris, and he ended up fourth. McLaren Mercedes was mystified as to why their cars were slow all weekend and thus were happy that Kimi Raikkonen could claim fifth place. The Toyota team was upset that their qualifying with light fuel strategy didn't work out. They thought they would get a driver on the podium but had to settle for Jarno Trulli in sixth and Ralf Schumacher in seventh.

Alonso Felt Abandoned By Team In China

By DAN KNUTSON
NSSN CORRESPONDENT

SUZUKA, Japan — Fernando Alonso said he felt abandoned by his team that did not give him enough support in the Chinese Grand Prix. But, he then modified his stance to say that everything is fine. Alonso also downplayed reports that he had said not everyone at Renault wants him to win the title.

Alonso said in the FIA press conference on Friday at Suzuka that he felt "alone" in China.

"I had two difficult moments this year," he said, "one in Indianapolis, where I was not competitive, and one in China, where for 10 laps I was completely off the pace and losing four seconds a lap. And (in) these two moments, maybe, in my opinion, in team play, maybe, I should have had more help."

Alonso said his teammate, Giancarlo Fisichella, should not have battled with him on the track in China.

Team boss Flavio Briatore said he convinced Alonso that the team was fully supporting him.

"I talked with Fernando and Fisichella," Briatore said. "Sometimes we talk about frustration, pressure and this and that; it happens. But, I don't think there is any problem at all. Maybe it gives us some more motivation for this weekend."

Briatore also said that Fisichella should not have stayed behind Alonso and tried to fend off Michael Schumacher in Shanghai.

"There was no question for Fisi to overtake (Alonso)," Briatore said. "It was impossible to keep Fisi behind (Alonso) and hold Michael (Schumacher). You guys saw the race."

The day after Alonso made his initial statements, he insisted all was well inside the team.

"Fantastic! Better than ever!" he said when asked what the mood was like at Renault after what he had said in the press conference.

"What you didn't understand yesterday was that I (said what I) felt; it was my opinion and my feeling," Alonso added. "I said that I understood completely the position of the team and I totally agree (with them). I also said every single person in the team is focused on winning the World Championship, but no one listened to that. You (journalists) take what you think is important."

"With Fisichella, we have a fantastic feeling. We never had any problems and ... my opinion and my feeling after China ... was probably against the team but not against Fisichella."



JOHN MARSH PHOTO

RED HOT: The Ferraris of Felipe Massa and Michael Schumacher battle for position Sunday in Japan.

Todt's Team Not Ready For Defeat

By **DAN KNUTSON**
NSSN CORRESPONDENT

SUZUKA, Japan — **Michael Schumacher** may say that his chances of winning the Drivers Championship are over, but Ferrari boss **Jean Todt** says his team will head for the season finale in Brazil motivated and ready to fight.

"We will try our best," Todt said. Todt acknowledged that it is going to be difficult to win either championship because it now depends on the Renaults meeting trouble in the last race.

F-1 NOTES

"Mathematically, it's still possible," Todt said, "but logically we know it will be very difficult. What is good is to be able to win championships when it's only left up to us. Now it's not only up to us, it's left to the problems of the others, so it's a lot of parameters which will be out of our control.

"But saying that, we will go to the last race hopefully with the disappointment of Japan behind us and motivated to do the best result as possible. And then we will see."

■ Korea will join the F-1 calendar in 2010.

■ Michael Schumacher's manager, **Willi Weber**, won a libel suit against **Tom Rubython's** BusinessF1 magazine that claimed among other things that Weber made money by illegal means.

■ Renault is set to announce a major new sponsorship package that will replace Mild Seven in 2007. McLaren had previously been courted one of the same sponsors.

■ Former F-1 engine designer **Mario Illien's** new MotoGP team is set to make its debut in this weekend's Portuguese GP.

"Even though we have tested well so far, I'm not placing big expectations on the first two races," said rider Aussie Garry McCoy.

■ NSSN hears that McLaren is declining Ferrari's requests to release **Kimi Raikkonen** from his contract so he can test for the Italian team before January.

■ Car-leasing company LeasePlan has signed a three-year sponsorship deal with Spyker.

■ Michael Schumacher skipped the usual post-race party at the Log Cabin at Suzuka and headed straight back to Europe on Sunday night so he could test the latest Ferrari updates in Jerez, Spain, on the following Wednesday and Thursday.

■ **Giancarlo Fisichella** said that there are no problems between him and **Fernando Alonso**, despite the latter's comments (see separate story) in a press conference that Fisichella's attempts to race him in China meant that "there was not any team play — even the opposite."

"I fought Fisichella in the last corner, I overtook him once, he overtook me and I overtook him again," Alonso said. "These risky moments, with three races to go in the championship, with your teammate, is not good enough."

The duo talked things over. "We had a chat just after the FIA press conference," Fisichella said, "and I spoke with Fernando and he told me what he said. He told me: 'I said something but it wasn't against you. You did a fantastic job. If I have a problem with you, then I will come to you. I won't say it to the press because that is stupid.'"

Fisichella said that there was "no problem at all between us."

"It is a closed (issue) for sure," Fisichella said. "And it wasn't open for me."

■ Kimi Raikkonen was even less effervescent than usual thanks to a bad case of the flu.

■ **Nick Heidfeld** apologized to **Sakon Yamamoto** for furiously yelling at him after the Chinese Grand Prix.

Heidfeld thought that Yamamoto had blocked him and caused him to drop from fourth to seventh on the last lap, but it was actually Yamamoto's teammate **Takuma Sato**.

■ Michael Schumacher souvenirs were selling at a furious rate as the Japanese fans bid farewell to the "Red Emperor."

■ Renault has reassigned its pit crew. The mechanic who changes the right-rear tires and who was responsible for the lengthy stop in China has been replaced.

■ **Johannes Klien** was patrolling the Suzuka paddock looking for an F-1 job for son **Christian**.

■ **Flavio Briatore** has again criticized the FIA for favoring Ferrari. His remarks came just a few weeks after he did the same thing, and then quickly retracted, at the Italian Grand Prix were Fernando Alonso was penalized five grid places for impeding Ferrari driver **Felipe Massa** in qualifying.

In the third qualifying session in Japan, Massa was on the track just ahead of Alonso, and Briatore accused him of slowing Alonso.

"He is a kid; he is a little kid," Briatore said of Massa. "Little in every sense. Felipe was in front of Fernando, braking and everything." Then Briatore took another shot at the FIA.

"We will talk with (FIA race director) Charlie (Whiting) about this," he said. "Today, we will tell Charlie, but nothing will happen. We already know what the answer will be. Fernando on the radio was complaining. If you are fighting with McLaren it is fine. If you fight with these guys (Ferrari), it is impossible."

■ Michael Schumacher's lap of 1:28.954 in Q2 smashed the lap record at Suzuka.

Politics, Money Force Japanese Grand Prix To Move

SUZUKA, JAPAN

Ask any F-1 driver to name his favorite circuits and the answer is invariably the same: Suzuka and Spa.

The good news is that the Belgian Grand Prix at the magnificent Spa-Francorchamps circuit will be back on the calendar next year.

The bad news, announced some time ago, is that the Japanese Grand Prix will move from the glorious Suzuka circuit to the Mount Fuji track.

Politics and money caused the race to move. Toyota owns Fuji and has upgraded the facility to a world-class standard. Honda owns Suzuka, and compared to the modern palaces like Shanghai and Bahrain, the track's facilities are pretty frumpy and really should be updated.

But then those tracks and Fuji don't come close to matching the challenges Suzuka throws at the drivers and cars.

"It has been a fantastic feeling and a pleasure to be in Suzuka because it is one of the most difficult circuits in the world," Fernando Alonso said. "It is a super-challenge circuit not only for the drivers, but the engineers, the tires, engine and for sure we will miss this kind of track."

Even the Toyota drivers, who had to publicly support Fuji, are sad that Suzuka is off the schedule.

"It's like two hearts in a chest," Ralf Schumacher said. "As a Toyota employee, it's good to have the race there (at Fuji). From a driving point of view, I always loved Suzuka, so I will miss it a bit."

The Fuji organizers have some major and worrying logistical hurdles to clear. Access to the circuit is diabolical, and hotel accommodations in the area are extremely inadequate. Toyota is convinced that the problems will be sorted out. And perhaps they will be. But Fuji is never going to replace Suzuka in the hearts and minds of drivers and fans around the world.

Fuji hosted the Japanese Grand Prix in 1976 and 1977, and then the

ACROSS THE POND



DAN KNUTSON

race moved to Suzuka in 1987. Fortunately, there's a small possibility that Suzuka will return in 2008 as the Pacific Grand Prix.

Over the years, we have seen many dramatic races at Suzuka, and this year's event was no exception, with Michael Schumacher's World Championship hopes exploding along with his Ferrari engine.

He was philosophical about it afterward.

"I have no reason to be unhappy," he said. "We have won so much together, and there was so much good work done over the year. To lose the championship now is life, and I can live with it very well. I love the guys

"It's like two hearts in a chest. As a Toyota employee, it's good to have the race there (at Fuji). From a driving point of view, I always loved Suzuka, so I will miss it a bit."

RALF SCHUMACHER

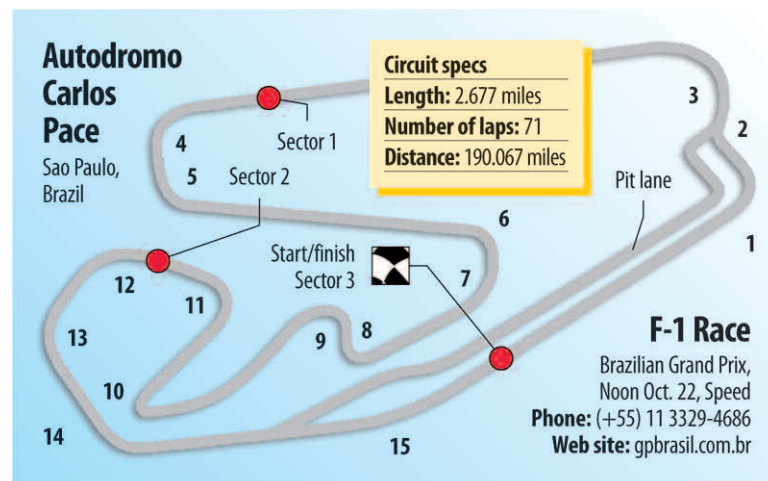
IN RESPONSE TO THE JAPANESE GRAND PRIX RELOCATING FROM SUZUKA INT'L RACING COURSE TO MOUNT FUJI TRACK FOR THE NEXT SEASON'S CALENDAR

here. I don't see it as anyone's fault. It is just circumstance."

Schumacher went around shaking hands with all the Ferrari mechanics. "You win together but you also lose together," he said. "We can be proud of what we achieved since Canada. We were 25 points behind, and no one could have thought that we would be back in the fight for the championship. But we did."

"There is no reason to be too disappointed with what we achieved this year. I have no hard feelings. That is what life is. Sometimes it is sweet; sometimes it is not."

UP NEXT





A weekly report of action from across America



Colorado Late Model Series
DIRT MotorSports, Inc.
Dirt Truck Racing Series
Indy United Racing League
MTRS Racing Series
UARA-STARs Series
West Coast Pro Truck Series
Wolfpack Challenge Series



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Wall Township Speedway

Belmar, N.J.
Oct. 7, 2006
Modified
1. Steve Reed
2. John Blewett III
3. Justin Gumley
Midget
1. Joey Payne
2. Chris DeRitis
3. John Sanders
Sportsman
1. Rich Hallgring
2. Charlie Kremer III
3. Mark Nappi
Street Stock
1. Eric Gerchak
2. Joe Mongeau
3. Jared Okerson
Factory Stock
1. Vern McLaughlin III
2. Joe Constandi
3. Gary Pein
Truck
1. Dom Casola
2. Jim Bruno
3. Jerry Stanzione

Legends

1. Mike Marzano
2. Frank Polimeda
3. Don Neuls

McKean County Raceway

East Smethport, Pa.
Oct. 7, 2006
Late Model
1. Chub Frank
2. Bob Close
3. Rick Eckert
Super Stock
1. Rich Michael
2. Alan Wais
3. Randy Hall
E-Mod
1. Dave Hess
2. Randy Hall
3. Travis Asel
Street Stock
1. Andy Michael
2. Matt Palmer
3. Vice Vena
Mini Stock
1. Steve Mowery
2. Craig Bedell
3. Brad Ullman

Bridgeport Speedway

Bridgeport, N.J.
Oct. 8, 2006
Big-Block Modified
1. Craig VonDohren
2. Mike Iles
3. Wade Hendrickson
Small-Block Modified
1. Jeff Strunk
2. Duane Howard
3. Keith Hoffman
Sportsman
Feature No. 1
1. Kevin Collins
2. Mike Lyons
3. John Stangle
Feature No. 2
1. Jesse Hill
2. Joe Watson
3. Eric Vent
Limited Sprint Car
1. Tim Iulig
2. Jim Wyers
3. Dave Brown

Path Valley Speedway Park

Spring Run, Pa.
Oct. 8, 2006
4-Cylinder
1. John Rasp
2. Jeff Christy
3. Buddy Smith
600cc Micro Sprint Car
1. Tyler Walton
2. Dane Delancey
3. Chris Crull

305 Sprint Car

1. Wes Zimmerman
2. Randy Kaylor
3. Tim Damiani

270cc Micro Sprint Car

1. Jesse Howell
2. A.J. Bast
3. Dusty Summers
Mini Stock
1. Tim Burkholder
2. Frank Gordon
3. Randy Wible
Hobby Stock
1. Lou Wannyn
2. Curtis Heath
3. Craig Himes

Gamblers Raceway Park

Clearfield, Pa.
Oct. 7, 2006
Late Model
1. Mike Altobelli, Jr.
2. Randall Paxton
3. Matt Gaston
Street Stock
1. Dan Smeal
2. Gary Little
3. Tim Krape
Front-Wheel Drive
1. Chris Farrell
2. Kirk Hess
3. John Myers

Susquehanna Speedway Park

Newberrytown, Pa.
Oct. 7, 2006
Late Model
1. Scott Richwine
2. Al Shaver
3. Gene Knaub
Midget
1. Ray Bull
2. Andy Martin
3. Donnie Trent
Classic Car
1. Kurt Welsh
2. Joe Snodgrass
3. Glenn Elliott
Mini Van
1. Daryl Sipe
2. Butch Richcreek
3. Brandon Ort
Enduro
1. Michael Goodwin
2. Tommy Slanker
3. Keith Bissinger

Anderson Speedway

Anderson, Ind.
Oct. 8, 2006
Super Truck
1. Tim Iulig
2. Scott Brooks
3. Joe Beaver
Figure-8
1. Josh Tharp
2. Michael Phipps
3. Ronnie Rose
Street Stock
1. Bret Miles, Jr.
2. Rich Boyer
3. Danny Acrey II
Legends
1. John Robbins
2. David Doyes III
3. Mark Dietzen
Thundercar
1. Travis Burge
2. Rich Boyer

Mahoning Valley Speedway

Lehighton, Pa.
Oct. 7, 2006
Modified
1. Glen Correll
2. Rusty Smith



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin



Anderson Speedway

Anderson, Ind.
Oct. 7, 2006
Thundercar
1. Chris Bair, Sr.
2. Jason Pitts
3. Rich Boyer
Front-Wheel Drive Oval
1. Jack Leisure
2. David Baker
3. Devin Mitchell
Front-Wheel Drive Figure-8
1. Keith Morris
2. David Baker
3. Dean Morris

Salem Speedway

Salem, Ind.
Oct. 7, 2006
Late Model
1. Pete Mayden
2. Keith Gardner
3. Chuck Barnes, Jr.

Anderson Speedway

Anderson, Ind.
Oct. 8, 2006
Super Truck
1. John Wicks
2. Scott Brooks
3. Joe Beaver
Figure-8
1. Josh Tharp
2. Michael Phipps
3. Ronnie Rose
Street Stock
1. Bret Miles, Jr.
2. Rich Boyer
3. Danny Acrey II
Legends
1. John Robbins
2. David Doyes III
3. Mark Dietzen
Thundercar
1. Travis Burge
2. Rich Boyer

Indianapolis Speedrome

Indianapolis, Ind.
Oct. 7, 2006
Late Model
1. Jack Dossey, Jr.
2. Doug Greig

**3. Rod Snyder
Late Model**

1. Mike Sweeney
2. Rick Wallace
3. Kevin Harmon

**3. Chris Jennings
Front-Wheel Drive Oval**

1. David Baker
2. Keith Morris
3. Kevin Harmon

**3. Kevin Harmon
Front-Wheel Drive Figure-8**

1. Keith Morris
2. David Baker
3. Jonathon Pitts

**3. Lynn Dager
Mini Stock**

1. Justin Merewether
2. Mark Mason
3. Lynn Dager

**3. Chet Gehrike
Midget**

1. Tate Martz
2. Chet Gehrike
3. Allison McCloud

**3. Stuart Quackenbush
Stock Car**

1. Stuart Quackenbush
2. Steve Blair
3. Jeff Ellis

**3. Tom Miller
Truck**

1. Tom Miller
2. Joe Hill
3. Stuart Quackenbush

Flat Rock Speedway

Flat Rock, Mich.
Oct. 8, 2006
Enduro

1. Jeff Maran
2. Michael Dailey
3. Rick Johnson

**3. Shawn Bershback
4-Cylinder**

1. Shawn Bershback
2. Mike Bershback
3. Kyle Worley

Auto City Speedway

Clio, Mich.
Oct. 7, 2006
Late Model

1. Shaun Whitney
2. Robby Johnson
3. Phil Lynch

St. Francois County Raceway

Farmington, Mo.
Oct. 7, 2006
Sprint Car

1. Danny Smith
2. A.J. Bruns
3. Steve Short

**3. Brent Thompson
Modified**

1. Brent Thompson
2. Tony Brabbs
3. Billy Smith

LaCrosse Fairgrounds Speedway

West Salem, Wis.
Oct. 6, 2006
Late Model

1. Neil Knoblock
2. Charlie Menard
3. Ben Pettis

Shady Bowl Speedway

DeGraff, Ohio
Oct. 7, 2006
Modified

1. Mike Carroll
2. Brian Nester
3. Don Skaggs

Cayuga County Fair Speedway

Weedsport, N.Y.
Oct. 7, 2006
Street Stock

1. Dave Mannise
2. Nate Peckham
3. Nick Rizzo



KEVIN HORCHER PHOTO

SPRINTING: Tim Montgomery (32) and Dale Blaney race each other during sprint-car action at Tri-City Speedway in Illinois.

**3. Gary Cerny
Modified**

1. Rich Snyder
2. Tim Plummer
3. Shawn Koranda

Langlade County Speedway

Antigo, Wis.
Oct. 7, 2006
Late Model

1. Ron Berna
2. Jimmy Mars
3. Troy Springborn

St. Francois County Raceway

Farmington, Mo.
Oct. 7, 2006
Sprint Car

1. Danny Smith
2. A.J. Bruns
3. Steve Short

**3. Brent Thompson
Modified**

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Oct. 7, 2006
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2. Nate Peckham
3. Nick Rizzo



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Afton Speedway

Afton, N.Y.
Oct. 7, 2006
Modified

1. Mike Ricci
2. J.R. Hurlbert
3. Brian Weaver



Cayuga County Fair Speedway

Weedsport, N.Y.
Oct. 7, 2006
Street Stock

1. Dave Mannise
2. Nate Peckham
3. Nick Rizzo

Black Rock Speedway

Dundee, N.Y.
Oct. 6, 2006
Super Stock

1. Craig Lane
2. Dave DuBois
3. Quinn Sutherland

Chemung Speedrome

Chemung, N.Y.
Oct. 8, 2006
Modified

Feature No. 1
1. Daren Scherer
2. T.J. Portzobowski
3. Rick Zacharias

Feature No. 2
1. Tony Hanbury
2. Pete Brittain
3. Rick Zacharias

Super Stock
1. Chuck Lohmeyer
2. R.J. Zacharias
3. Tom Cundy

Legends
1. Daren Scherer
2. Patrick Albor
3. Brian Terrell

4-Cylinder
1. Jody Buckley
2. Gene Purvis
3. Bob Curren

Street Stock
1. Brad Mosher
2. Jake Snell
3. Chuck Nichols

Speedrome Junior
1. Matt Kurzejewski
2. Jimmy Zacharias
3. Zack Curren

Wyoming County Int'l Speedway

Perry, N.Y.
Oct. 7, 2006
Mini Cup

1. Michelle Becker
2. Robby Becker
3. Glen Cascia

Pro Modified
1. Rob Micoli
2. Paul Young
3. Jesse Hartloff

4-Cylinder
1. Dan Scott
2. Dave Bradshaw
3. Eric Hastreiter

Black Rock Speedway

Dundee, N.Y.
Oct. 6, 2006
Super Stock

1. Craig Lane
2. Dave DuBois
3. Quinn Sutherland

Truck

1. Terry Povoski
2. Joe Povoski
3. Ralph Champion, Jr.

Street Stock
1. Frank Burnell, Jr.
2. Rich Sharpsteen
3. Frank Chapman, Jr.

Modified Midget
1. Scott Kreutter
2. Jay Groves
3. Greg Spangler

Micro Sprint Car
1. Jay Groves
2. Greg Spangler
3. Doug Karlene

Thunder Road Int'l Speedbowl

Barre, Vt.
Oct. 6, 2006
Sportsman

1. Nick Sweet
2. Joe Steffen
3. Scott Coburn

Street Stock
1. Eric Badore
2. Steve Quenneville
3. Dave Fields

PLAINS



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

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A weekly report of action from across America

Outlaw Motor Speedway

Muskogee, Okla.
Oct. 7, 2006
Pure Stock
1. Terry Cook
2. Gene Whittle
3. Jason Ward
Modified
1. Greg Skaggs
2. Tate Cole
3. Jared Russell
Hobby Stock
1. Dale Richardson
2. Tom Snyder
3. Gary Snyder
Economy Modified
1. Shannon Reheard
2. Jake Kelley
3. Jeremy Ross

Knoxville Raceway

Knoxville, Iowa
Oct. 7, 2006
410 Sprint Car
1. Brian Brown
2. Calvin Landis
3. Billy Alley
360 Sprint Car
1. Jeff Mitrisin
2. Randy Martin
3. Jon Corbin

Beatrice Speedway

Beatrice, Neb.
Oct. 6, 2006
Modified
1. David Trauernicht
2. Johnny Saathoff
3. Kevin Larkins
Stock Car
1. Eric Rempel
2. Lance Borgman
3. Todd Mabbitt
Hobby Stock
1. Kent Husted
2. Roy Armstrong
3. Eric Chab

Beatrice Speedway

Beatrice, Neb.
Oct. 7, 2006
Modified
1. Johnny Saathoff
2. Greg Metz
3. Jordan Grabouski
Stock Car
1. Lance Borgman
2. Josh Carpenter
3. Gene Stigall
Hobby Stock
1. Kent Husted
2. B.J. Dauer
3. Jim Buss



Florida
Georgia
North Carolina
South Carolina
Tennessee

DeSoto Super Speedway

Bradenton, Fla.
Oct. 6, 2006
Bomber
1. Michael Crooks
2. Jerome Watland
3. Randy Johnson
Modified
1. Bobby Baldwin
2. Wayne Jefferson
3. Sean McLaughlin
Street Stock
1. Dennis Wilson
2. James Nanney
3. Wayne Lewis
Sportsman
1. David Williamson
2. Steve Gainey
3. Richard Elkins
Pro Truck
1. Michael Pilla
2. Mike Bailey
3. George Morales
Cowboy Caddie
1. Anthony Easton
2. Duane Campbell
3. Chris Betz

DeSoto Super Speedway

Bradenton, Fla.
Oct. 7, 2006
Super Late Model
1. Wayne Jefferson
2. Billy Bigley
3. Jeff Choquette
Limited Late Model
1. Steve Dorer
2. Doug Moff
3. Tate Pierce
4-Cylinder
1. Dylan Bigley
2. Shane Yoder
3. Andrew Pratt
Bomber
1. Rick Germony
2. Jerome Watland

B-Hobby
1. Arva Lee Brooks
2. Randy Hysinger
3. Lee Hogan
Pony Stock
1. Greg Henderson
2. Kris Poe
3. Scott Ledford
Front-Runner
1. Todd Hamilton
2. Brandon Hutchinson
3. Shawn Snyder

Rome Speedway

Rome, Ga.
Oct. 6, 2006
Limited Late Model
1. Todd Murphy
2. Jeff Field
3. Luther Jenkins
Super Bomber
1. Joey Kendall
2. Michael Jones
3. Roy Patterson
Economy Bomber
1. Richard Powell
2. Roger Pilcher
3. Howard Price

Dixie Speedway

Woodstock, Ga.
Oct. 7, 2006
Limited Late Model
1. Danny Carter
2. Michael Page
3. Jeff Fields
Super Bomber
1. Chris Sizemore
2. Joey Kendall
3. Kenny Taylor
Economy Bomber
1. Jimmy Fetterman
2. Ross Wakefield
3. Randy Smith

Anderson Motor Speedway

Anderson, S.C.
Oct. 7, 2006
Super Renegade
1. Barry Tollison
2. John Clark
3. Arlo Guthrie

3. Bryan Beckner
B-Mini Stock
1. Mark Timmerman
2. Chad Campbell
3. Henry Vaughn
B-Modified
1. Jimmy Driver
2. Andy Driver
3. Brandon Steadman

Anderson Motor Speedway

Anderson, S.C.
Oct. 8, 2006
Renegade
1. Bryan Beckner
2. Greg Darnell
3. Michael Bruton
Charger
1. Anthony Cordell
2. Vince Quinn
3. Randy Ballew



New Smyrna Speedway

New Smyrna Beach, Fla.
Oct. 7, 2006
Late Model
1. Chuck Burkhalter
2. Rich Clouser
3. Darren Brown
Sportsman
1. Donny Williams
2. John Nusbaum
3. Dale Howard
Mini Stock
1. Ted Vulpius
2. Steven Simpson
3. Joseph Gerard
Super Stock
1. Raymond Rogers
2. Johnny Brown
3. Jason Foster

Orlando Speedworld

Orlando, Fla.
Oct. 6, 2006
Sportsman
1. Travis Towell
2. Andy Nichols
3. Joey Barbara
Super Late Model
1. Jared Allison
2. Joe Piazza
3. Gary Bierlein
Modified
1. Shain Held
2. Skip Hanker
3. Hoot Flynn
Mini Stock
1. Kelly Jarrett
2. Michael Seay
3. Dick Laszlo
Classic Car
1. Jeff Wright
2. John Smith
3. Bill Posey
Super Stock
1. Lee Wagner
2. Johnny Brown
3. Robert Ward
Strictly Stock
1. Steve Anderson
2. Robert Remus
3. Raybo Rowland
Junior Stock
Feature No. 1
1. Luke Galer
Feature No. 2
1. Logan Bordeaux

East Bay Raceway Park

Tampa, Fla.
Oct. 7, 2006
Outlaw-4
1. Alex Boerner
2. Steve Miller
3. Tony D'Alessio
Limited Late Model
1. J.R. Prather, Jr.
2. Marshall Austin
3. Jeff Matthews
3. Roger Crouse
Modified
1. Raymond Rogers
2. Devin Dixon
3. Bobby Dixon
Street Stock

Riverside Speedway

Travelers Rest, S.C.
Oct. 7, 2006
Stock Car
1. Terry Gray
2. George Washington
3. Keith Graham
600 Sprint Car
1. Dusty Young
2. John Campbell
3. Race Neely
305 Wingless Sprint Car
1. Josh Baker
2. Marshall Skinner
3. John Howard
Modified
1. Jerrod Roller
2. Tommy Ray
3. Joseph Leister
Late Model
1. Jessie Bailey
2. Erik Sanders
3. Kyle Beard
360 Sprint Car
1. Ernie Ainsworth
2. A.G. Rains
3. Phillip Faulkner

Carolina Speedway

Gastonia, N.C.
Sept. 30, 2006
Late Model
1. Rambo Franklin
2. Billy Thomas
3. Johnny Pursley

Crossville Raceway

Crossville, Tenn.
Oct. 6, 2006
Super Late Model
1. Tim Damron
2. Mark Martin
3. Troy Eads
Limited Late Model
1. Sam Williams
2. Michael Asberry
3. Duke Lowe
Modified
1. Steve Mullinax



Alabama
Arkansas
Louisiana
Mississippi
Texas

Birmingham Int'l Raceway

Birmingham, Ala.
Oct. 7, 2006
Late Model
1. Hunter Robbins
2. Ken McFarland
3. Gary Nix
Modified
1. Jeff Letson
2. Roy Cantrell
3. Brandon Parker
Pure Street
1. Dennis Freeman
Buzz
1. Roger Wood, Sr.
2. Robbie Edger
3. Don Amick

San Antonio Speedway

San Antonio, Texas
Oct. 7, 2006
Late Model
1. Joe Aramendia
2. Larry Bendele
3. Kyle Sirizzotti
Sportsman
1. Allen Alexander
2. Keith Garrett
3. David Webster
Road Runner
1. George Reyes
2. Cody Smith
3. Gary Chancellor
Grand Stock
1. Byron Reed
2. Floyd Reed
3. Randy Frantschi
Super Late Model
1. Brandon Bendele
2. Casey Smith
3. Matt Merrell
Modified
1. Mark Chudimsky
2. Bruce Beddoe
3. Bruce Barber
Truck
1. Jason Marshall
2. Rusty Mirth
3. Jody Buzbee



Arizona
California
Nevada
New Mexico
Oregon
Washington

Irwindale Speedway

Irwindale, Calif.
Oct. 7, 2006
Late Model
1. Tim Huddleston
2. Nick Joanides
3. Mike Johnson
Super Truck
1. Matthew Hicks
2. Todd Cameron
3. Ron Peterson
Figure-8
1. Jeff Shackelford
2. Jesse James
3. Fred Bear
Mini Stock
1. Steve Rogers
2. Eric Reed
3. Rich Garver
Pure Stock
1. Rick Crow
2. John Mattie
3. Mark Whitson

Tucson Raceway Park

Tucson, Ariz.
Oct. 7, 2006
Super Late Model
1. Ron Norman
2. Joe Paladenic
3. Matt Levin
Late Model
1. Brad Moyer
2. Scott Rueschenberg
3. Matt Williams
Legends
1. Matt Williams
2. Amy Elizondo
3. Eric Christensen
Bandolero
1. Houston Franco
2. Christian Vesper
3. Andrew Norman

Silver Dollar Speedway

Chico, Calif.
Oct. 8, 2006
Sprint Car
1. Andy Forsberg
2. Kyle Hirst
3. Brent Kaeding



TROPHY TIME: Kent Husted (center) won the hobby-stock feature as part of Beatrice Speedway's Oktoberfest Saturday night at the Nebraska track.

Hey Racers, Listen UP

SUPPORT THESE SPONSORS, RUN THEIR DECALS, WIN PRODUCT COUPONS — WITH CONTINGENCY CONNECTION.

Hafertepe Claims Sooner Crown; Loyet Scores Twice In POWRi Midgets

ASCS SOONER REGION/NCRA

Smith Stars

Oct. 7, Mid-America Speedway, South Coffeyville, Okla.

Nick Smith pocketed \$3,000 after taking command from Shelly Ward on the fifth lap of the event co-sanctioned by ASCS and NCRA, which was the season finale for both series.

Meanwhile, Sam Hafertepe, Jr. secured the Sooner regional championship, while Garry Lee Maier clinched his second-consecutive NCRA title with a second-place finish.

Jason Johnson, Darren Stewart and Ward followed.

The finish:

Nick Smith, Garry Lee Maier, Jason Johnson, Darren Stewart, Shelly Ward, J.D. Johnson, Jamie Passmore, Sean McClelland, Foster Landon, Kevin Ramey, Sam Hafertepe, Jr., Cody Branchcomb, Dex Eaton, Brian McClelland, Skip Wilson, Trey Robb, Chuck Swenson, Preston Peebles II, Eric Baldaccini, Marc Robe, Lyle Howey III, Jon Freeman, Sherman Davis, Donnie Ray Crawford.

POWRi MIDGET SERIES

Loyet Scores

Oct. 7, Belle-Clair Speedway, Belleville, Ill.

Brad Loyet posted his third series victory of the season in a race that was postponed by rain earlier in the year at the fifth-mile oval.

Brad Kuhn finished second, with Rich Camfield, Tim Siner and Donnie Lehmann completing the top five.

The finish:

Brad Loyet, Brad Kuhn, Rich Camfield, Tim Siner, Donnie Lehmann, Gary Altig, Nick Knepper, Mike Hess, Daniel Adler, Steve Knepper, Rik Forbes, Derek Myers, Brett Anderson, Davey Ray, Dave Camfield, Sr.

POWRi MIDGET SERIES

Fast Fiscus

Oct. 7, Belle-Clair Speedway, Belleville, Ill.

Aaron Fiscus captured his second-career POWRi Midget Series triumph, winning the Octoberfest 25-lapper.

Rik Forbes was second, followed by Tim Siner, Danny Stratton and Brad Kuhn.

The finish:

Aaron Fiscus, Rik Forbes, Tim Siner, Danny Stratton, Brad Kuhn, Donnie Lehmann, Chad DeSelle, Davey Ray, Steve Knepper, Nick Knepper, Kenny Conover, Chad Branson, Rich Camfield, Gary Altig, Mike Hess, Russ Harper, Brad Loyet, Derek King, Jason Howe, Daniel Adler, Austin Brown, Matt Sandy.

POWRi MIDGET SERIES

Loyet Strikes Again

Oct. 8, Tri-City Speedway, Granite City, Ill.

Brad Loyet found the fast way around the tight quarter-mile Tri-City Speedway, topping the 25-lap event.

Following Loyet to the line were Brad Kuhn, Tim Siner, Danny Stratton and Davey Ray.

The finish:

Brad Loyet, Brad Kuhn, Tim Siner, Danny Stratton, Davey Ray, Derek King, Russ Harper, Aaron Fiscus, Michael Pickens, Nick Knepper, Kenny Biro, Daniel Adler, Greg Lueckert, Donnie Lehmann, Gary Atig, Chad DeSelle, Steve Knepper, Mike Hess, Steve Stroud, Jay Mounce, Joe Ligouri, Derek Myers.

FLORIDA SPRINT CAR ASS'N

Durden Does

Oct. 7, North Florida Speedway, Lake City, Fla.

Bruce Durden's 70-year-old mother, Doris, was recovering from quadruple bypass surgery, but instead of visiting her in the hospital, Durden went racing at her request.

He charged from 13th to take his second-straight sprint-car

triumph. Tommy Denton and Matt Kurtz followed.

The finish:

Bruce Durden, Tommy Denton, Matt Kurtz, Otto Scrape, Dakota Stephens, Brian Gingras, Taylor Andrews, John Byers, Barry McCance, Scott Anderson, Gene Machuga, T.W. Parkinson, Bill Daugherty, Golt Sloan, Lee Scrape, Dan Pickett, Mike Love, Larry Pickett.

USAC CALIFORNIA FORD FOCUS PAVEMENT

Faccinto Flies

Oct. 7, Havasu 95 Speedway, Lake Havasu City, Ariz.

Second-generation racer Michael Faccinto traded the lead with Tim Skoglund before pulling away to victory.

Skoglund, the series point leader, finished second, ahead of Paul Zimmerly, Laura Hayes and Laura Poorter.

The finish:

Michael Faccinto, Tim Skoglund, Paul Zimmerly, Laura Hayes, Laura Poorter, Caitlin Shaw, Daniel Bedford, Ian Miille, Jon Wilcox, J.R. Williams, Thomas Merrill.

USAC FORD FOCUS NORTHEAST

Abold Aces

Oct. 8, Seekonk Speedway, Seekonk, Mass.

Jeff Abold won the 25-lap D. Anthony Venditti Classic, leading all 25 laps.

Jesse State came home second, with Nick Wean, Ryan Osborne and Dana Messier following.

The finish:

Jeff Abold, Jesse State, Nick Wean, Ryan Osborne, Dana Messier, Shawn Gosselin, Dan Moore, Aaron Wall, Jon Seaman, Jeremy Tsihils, Ginny Quinones, Matt Bettencourt, Ryan Smith, P.J. Stergios, Abby Martino.

USAC MIDWEST PAVEMENT FORD FOCUS

Martz Masters

Oct. 8, Anderson Speedway, Anderson, Ind.

Point-leader Tate Martz took the lead on lap 14 and led the remainder of the 40-lap event

on the quarter-mile asphalt oval.

Chett Gehrke, who led the first 13 circuits, finished second, with Alison MacLeod, James Robertson and Mario Clouser following.

The finish:

Tate Martz, Chett Gehrke, Alison MacLeod, James Robertson, Mario Clouser, Adam Kramer, Craig Haack, Andy Baber, Tim Jedrezejek, Tyler Irwin, John Sutton, Zach Schiff, Riggs, Tony Main.

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Clanton & Bloomquist Pick Up 15 Gs Each For Georgia Late-Model Scores

Friday

ROME, Ga. — Shane Clanton claimed the biggest victory of his career Friday night, dusting the field to earn his first-career Lucas Oil Late Model Dirt Series victory in Friday night's \$15,001-to-win Rome Renegades Rumble at Rome Speedway.

Clanton grabbed the lead on lap 31 of the 50-lap feature and held off a furious last-lap charge from Scott Bloomquist to take the victory.

Earl Pearson, Jr. took the early lead from his outside-front-row starting spot, with Bloomquist running second and Clanton moving up quickly from his 12th-place starting spot into third position.

With 20 laps to go, Clanton took to the rim of the track to grab second from Bloomquist and one lap later rode the cushion again to pass

Pearson for the lead. Pearson continued to fade as Bloomquist moved into second, looking to mount a charge on Clanton.

Two late cautions gave Bloomquist another shot at Clanton. Bloomquist dove to the inside through the final turns coming to the finish, but Clanton got the run to the line to take the checkered flag.

Bloomquist, Pearson, Clint Smith and Brian Shirley finished off the top five.

The finish:

Shane Clanton, Scott Bloomquist, Earl Pearson, Jr., Clint Smith, Brian Shirley, Don O'Neal, Ray Cook, Chris Madden, Scott James, Wendell Wallace, Donnie Moran, Steve Casebolt, Justin Rattliff, Michael England, Ronny Lee Hollingsworth, Shane Tankersly, Damon Eller, Skip Arp, Freddy Smith, Shannon Babb, Randy Weaver, Matt Miller, Ricky Arms, Wayne Echols.

Saturday

WOODSTOCK, Ga. — Scott Bloomquist took the lead with eight laps remaining to win his fourth Lucas Oil Late Model Dirt Series Dixie Shootout at Dixie Speedway on Saturday night.

With a \$5,000 bonus on the line for any previous Shootout champion who could win the race, three-time Shootout winner Shannon Babb started on the front row of the 50-lap event and quickly moved into the top spot over Scott James, with Bloomquist taking third on the second lap.

Following a restart on lap 37, Bloomquist went to the top to pass James for second and set his sights on Babb, going to the high side again on lap 42 to take the lead.

Clint Smith then took up the chase in the late stages and closed to within two car lengths of the leader, but Bloomquist held on for the \$15,000 payday and the \$5,000 bonus.

Smith was second, followed by Ray Cook, Wendell Wallace and James.

The finish:

Scott Bloomquist, Clint Smith, Ray Cook, Wendell Wallace, Scott James, Frank Ingram, Shannon Babb, Matt Miller, Jake Knowles, Mark Douglas, Shane Clanton, Ronny Lee Hollingsworth, Marshall Green, Randy Weaver, Earl Pearson, Jr., Don O'Neal, Johnny Cloer, Jr., Tony Knowles, Michael England, Damon Eller, Skip Arp, Freddy Smith, Steve Casebolt.

Two Winners

Friday

BURNSIDE, Ky. — Jimmy Payne scored the \$2,000 victory in the

NARA MODS

NARA Battle of the Bluegrass Modified Series 25-lap feature at Lake Cumberland Speedway.

Rounding out the top five were Victor Lee, Jay Mobley, Brandon Green and Kelly Warren.

The finish:

Jimmy Payne, Victor Lee, Jay Mobley, Brandon Green, Kelly Warren, Gale Coffey, Dustin Linville, Shon Flanery, Joe Turner, Don Adams, Tommy Maggard, Mark Walters, Scotty Kincaid, Jason Hall, J.J. Patterson, Brandon Clark, Bill Arnold, Larry Moreland, Tommy Gregory, Russ Gabbert, Skylar Marlar, Troy Teegarden, Joey Kramer.

Saturday

JUNCTION CITY, Ky. — Current point-leader and defending NARA Battle of the Bluegrass Modified Series champion Joey Kramer claimed the \$1,500 payday for triumphing in Friday's event at Ponderosa Speedway.

Russ Gabbert finished second in the 25-lap feature, while Miguel Coffey, Don Adams and Kelly Warren completed the top five.

The finish:

Joey Kramer, Russ Gabbert, Miguel Coffey, Don Adams, Kelly Warren, Dustin Linville, Brandon Green, Shon Flanery, Dennis Barton, Jay Mobley, Zane Morgan, Jimmy Payne, Randy Turpin, J.T. Ayers, Shane McKinney, Larry Moreland, Clarence Belcher, Scotty Kincaid, Jeremy Colston, Jeff Johnson, Victor Lee, Ricky Lane.

Smyser & Phillips Split Bolivar LM Accolades

Friday

BOLIVAR, Mo. — Chris Smyser won Friday night's feature during the Late Model Showdown at Bolivar Speedway. The event was co-sanctioned by MLRA, NCRA, TORA and

LM SHOWDOWN

MARS. Smyser led the field to the green flag but fell to second on the opening lap as Justin Wells jumped out to the early lead from his outside front-row starting spot.

Wells began to pull away from the field before encountering lapped traffic on lap 11, allowing Smyser to close the gap and shoot past for the top spot on lap 13. From that point on Smyser extended his lead and raced under the checkered flag for his first triumph of the year.

Wells held on to take the runner-up spot over Kelly Boen, Alan Vaughn and Terry Phillips.

The finish:

Chris Smyser, Justin Wells, Kelly Boen, Alan Vaughn, Terry Phillips, Al Purkey, Jesse Stovall, Jeremy Payne, Delbert Smith, Steve Kosiski, Scott Drake, Dane Daus, Shane Essary, Jason Bodenhamer, Jack Sullivan, Billy James, Shad Badder, Larry McDaniels, Brett LaFollette, Larry Jones, Reid Millard, Billy Murphy, David Turner, Steve Rushin, Steve Kempt, David Conkwright.

Saturday

BOLIVAR, Mo. — Terry Phillips collected his 11th victory of the season in Saturday night's Late Model Showdown at Bolivar Speedway.

Phillips also earned his fifth Midwest Late Model Racing Ass'n title.

Steve Kosiski and Jason Bodenhamer set a blistering pace out in front for the first 10 laps as Phillips began working the low side of the track to pull into the top five.

By lap 18, Phillips moved up to second and began pressuring Kosiski when the two made contact, causing Kosiski to bounce off the outside wall.

Phillips continued out in front, fending off a late charge from Steve Rushin before opening up a full straightaway advantage at the finish. Rushin finished second, followed by Bodenhamer, Jeremy Payne and Jeff Taylor.

Purkey, needing only to start the event to clinch his fifth series title, encountered problems early and finished 13th.

The finish:

Terry Phillips, Steve Rushin, Jason Bodenhamer, Jeremy Payne, Jeff Taylor, Delbert Smith, Dewaine Hottinger, Alan Vaughn, Justin Wells, Billy James, Larry McDaniels, Kelly Boen, Shad Badder, Dane Daus, Al Purkey, Jeff Floyd, Billy Murphy, David Turner, Brett LaFollette, Larry Jones, Reid Millard, Christian Rayburn, David Conkwright, Kempt, Will Vaught, Steve Kosiski, Bill Frye.

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Friday, Oct 13 Open Practice All Divisions 1st Round 400 Qualifying CRA Sportsman Feature Modifieds All Star Challenge Pits Open 11:00 Spectators 1:30 Racing Starts 7:00 pm Adults: \$10 Students 9-18: \$5 Pit Pass: \$25 / All 3-Days \$65	Saturday, Oct 14 2nd Round 400 Qualifying Outlaw Super Late Model 75 Modifieds "Run for the Gun" 50 CRA Street Stock 50 Pits Open 8:00 Spectators 10:30 Racing Starts 5:00 pm Adults: \$20 Students 9-18: \$10 Pit Pass: \$30	Sunday, Oct 15 The Nation's Top Short Track Stars Battle in the 35th Annual Winchester 400 Possible \$25,000+ Payday Pits Open 9:00 Spectators 10:30 Autographs 11:30 Racing 1:00 pm Adults: \$28 Students 9-18: \$14 Pit Pass: \$35
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Party w/ MGB Band Saturday Night

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Hoosier Tires Presents the 19th Annual "Short Track Nationals"

Thursday - Saturday, October 26 - 28, 2006

Thursday & Friday Preliminary Features:
 Top 3 Spots - \$75 PLUS transfer into Saturday night's "A"
 \$350 ▪ \$300 ▪ \$275 ▪ \$250 ▪ \$225 ▪ \$200 ▪ \$175 ▪ \$150 ▪ \$135 ▪ \$125
 \$100 to Start!

Saturday's "A" Feature:
\$15,000 to Win!*
 \$7,500 ▪ \$5,000 ▪ \$2,500 ▪ \$2,200 ▪ \$2,150 ▪ \$2,125 ▪ \$2,100 ▪ \$2,075 ▪ \$2,050
 \$2,025 ▪ \$2,000 ▪ \$1,975 ▪ \$1,950 ▪ \$1,925
 \$1,900 to Start!!

*A \$1,000 bonus from Huggins Cams if winner is using a Huggins Cam!

Top 3 from Preliminary Features Locked in For Saturday's "A" run "Pack's Dash for Cash" to determine starting position
 (\$500 ▪ \$250 ▪ \$200 ▪ \$150 ▪ \$125 ▪ \$100)

Mufflers Mandatory (Schoenfeld 112535 - No Gutting)
 ASCS Rules Apply ▪ Weight Rule: 1,475 lbs. after race with driver
 Hoosier Med/Hard Spec Tire on Right
 Any Hoosier on Left

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Busch NASCAR



Johnny Sauter stands next to his
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Busch car - Winner at Richmond



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LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



SAWYER BROWN

Nextel Cup

1. Jeff Burton	5,598
2. Matt Kenseth	5,592
3. Mark Martin	5,588
4. Kevin Harvick	5,565
5. Denny Hamlin	5,547
6. Dale Earnhardt, Jr.	5,492
7. Jeff Gordon	5,451
8. Jimmie Johnson	5,442
9. Kasey Kahne	5,413
10. Kyle Busch	5,413
11. Tony Stewart	3,824
12. Carl Edwards	3,588
13. Greg Biffle	3,497
14. Kurt Busch	3,352
15. Casey Mears	3,260
16. Brian Vickers	3,237
17. Ryan Newman	3,196
18. Clint Bowyer	3,194
19. Martin Truex Jr.	3,073
20. Elliott Sadler	3,033

Busch Series

1. Kevin Harvick	4,810
2. Carl Edwards	4,081
3. Clint Bowyer	3,955
4. Denny Hamlin	3,908
5. J.J. Yeley	3,826
6. Kyle Busch	3,553
7. Paul Menard	3,543
8. Greg Biffle	3,479
9. Reed Sorenson	3,237
10. Johnny Sauter	3,152
11. Jason Leffler	3,148
12. Kenny Wallace	3,124
13. John Andretti	3,095
14. Jon Wood	2,921
15. Ashton Lewis	2,912
16. Stacy Compton	2,777
17. Regan Smith	2,725
18. Todd Kluever	2,699
19. Danny O'Quinn, Jr.	2,672
20. Burney Lamar	2,661

Craftsman Truck

1. Todd Bodine	3,076
2. Johnny Benson	2,963
3. David Reutimann	2,821
4. Ted Musgrave	2,795
5. Rick Crawford	2,708
6. Ron Hornaday	2,665
7. David Starr	2,644
8. Terry Cook	2,581
9. Dennis Setzer	2,577
10. Mike Bliss	2,574
11. Jack Sprague	2,543
12. Mike Skinner	2,523
13. Matt Crafton	2,514
14. Erik Darnell	2,364
15. Brendan Gaughan	2,316
16. Bobby Hamilton, Jr.	2,107
17. Aric Almirola	1,989
18. Chad McCumbee	1,953
19. Boston Reid	1,792
20. Kerry Earnhardt	1,771

IRL IndyCars

1. Sam Hornish, Jr.	475
2. Dan Wheldon	475
3. Helio Castroneves	473
4. Scott Dixon	460
5. Vitor Meira	411
6. Tony Kanaan	384
7. Marco Andretti	325
8. Dario Franchitti	311
9. Danica Patrick	302
10. Tomas Scheckter	298
11. Bryan Herta	289
12. Scott Sharp	287
13. Kosuke Matsuura	273
14. Ed Carpenter	252
15. Buddy Rice	234
16. Jeff Simmons	217
17. Felipe Giaffone	142
18. Buddy Lazier	122
19. Eddie Cheever, Jr.	114
20. Jeff Bucknum	97

Champ Car

1. Sebastien Bourdais	338
2. A.J. Allmendinger	280
3. Justin Wilson	269
4. Paul Tracy	184
5. Nelson Philippe	182
6. Bruno Junqueira	177
7. Will Power	175
8. Oriol Servia	169
9. Mario Dominguez	169
10. Dan Clarke	168
11. Andrew Ranger	163
12. Alex Tagliani	158
13. Cristiano da Matta	134
14. Charles Zwolsman	133
15. Jan Heylen	124
16. Katherine Legge	122
17. Nicky Pastorelli	73
18. Toni Kasernets	34
19. Antonio Pizzonia	22
20. Jimmy Vasser	7

Formula One Drivers

1. Fernando Alonso	126
2. Michael Schumacher	116
3. Felipe Massa	70
4. Giancarlo Fisichella	69
5. Kimi Raikkonen	61
6. Jenson Button	50
7. Rubens Barrichello	28
8. Juan Pablo Montoya	26
9. Nick Heidfeld	23
10. Ralf Schumacher	20
11. Pedro de la Rosa	18
12. Jarno Trulli	15
13. David Coulthard	14
14. Mark Webber	7
15. Jacques Villeneuve	7
16. Robert Kubica	6
17. Nico Rosberg	4
18. Christian Klien	2
19. Vitantonio Luzzi	1

Formula One Constructors

1. Mild Seven Renault F-1 Team	195
2. Scuderia Ferrari Marlboro	186
3. Team McLaren Mercedes	105
4. Lucky Strike Honda Racing F-1 Team	78
5. BMW Sauber F-1 Team	36
6. Panasonic Toyota Racing	35
7. Red Bull Racing	16
8. Williams F-1 Team	11
9. Scuderia Toro Racing	1

NHRA Top Fuel

1. Doug Kalitta	1,440
2. Tony Schumacher	1,388
3. Brandon Bernstein	1,378
4. Melanie Troxel	1,290
5. David Grubnic	1,167
6. Rod Fuller	1,163
7. Larry Dixon	1,012
8. Morgan Lucas	947
9. Hillary Will	917
10. J.R. Todd	879

NHRA Funny Car

1. John Force	1,387
2. Ron Capps	1,386
3. Robert Hight	1,352
4. Tony Pedregon	1,241
5. Eric Medlen	1,169
6. Tommy Johnson, Jr.	1,143
7. Gary Scelzi	1,108
8. Whit Bazemore	956
9. Phil Burkart	899
10. Cruz Pedregon	844

NHRA Pro Stock

1. Jason Line	1,453
2. Greg Anderson	1,397
3. Dave Connolly	1,270
4. Kurt Johnson	1,131
5. Mike Edwards	1,128
6. Allen Johnson	1,073
7. Jim Yates	1,003
8. Greg Stanfield	972
9. V. Gaines	916
10. Larry Morgan	908

IHRA Top Fuel

1. Clay Millican	839
2. Doug Foley	722
3. Rick Cooper	674
4. Bobby Lagana, Jr.	642
5. Bruce Litton	507

IHRA Funny Car

1. Dale Creasy, Jr.	768
2. Jack Wyatt	746
3. Bob Gilbertson	695
4. Vincent Arcadi	613
5. Terry Haddock	526

USAC Silver Crown

1. Bud Kaeding	665
2. Brian Tyler	621
3. Aaron Pierce	570
4. Wayne Reutimann, Jr.	522
5. Dave Steele	508
6. Josh Wise	408
7. Jay Drake	402
8. Tim Barber	348
9. Bryn Gohn	336
10. Pete Shepherd III	324

USAC Sprints

1. Josh Wise	1,490
2. Levi Jones	1,377
3. Dave Darland	1,332
4. Mat Neely	1,300
5. Bryan Clauson	1,196
6. Darren Hagen	1,181
7. Jerry Coons, Jr.	1,043
8. Jon Stanbrough	836
9. Brady Short	823
10. Jay Drake	800

USAC Midgets

1. Jerry Coons, Jr.	859
2. Jay Drake	829
3. Josh Wise	800
4. Dave Darland	782
5. Bryan Clauson	740
6. Levi Jones	679
7. Brad Loyet	613
8. Darren Hagen	600
9. Dave Steele	519
10. Brad Kuhn	513

USAC Western Midgets

1. Jerome Rodela	861
2. Chase Barber	760
3. Tyler Brown	708
7. Jim Yates	609
4. Ryan Kaplan	609
5. Shannon McQueen	585
6. Garrett Hansen	582
7. Scott Pierovich	532
8. Chris Rahe	526
9. Greg Bragg	515
10. Matt Mitchell	399

World Of Outlaws

1. Donny Schatz	7,680
2. Craig Dollansky	7,369
3. Joey Saldana	7,245
4. Daryn Pittman	7,197
5. Jac Haudenschild	7,004
6. Brooke Tatnell	6,846
7. Chad Kemenah	6,671
8. Terry McCar	6,293
9. Justin Henderson	6,250
10. Jeremy Campbell	6,226

National Sprint Tour

1. Danny Lasoski	2,857
2. Steve Kinser	2,756
3. Tim Kaeding	2,702
4. Jason Meyers	2,513
5. Jason Solvold	2,448
6. Paul McMahan	2,360
7. Jason Sides	2,315
8. Shane Stewart	2,061
9. Brian Paulus	1,949
10. Kerry Madsen	1,386

NASCAR Northern Modifieds

1. Mike Stefanik	2,152
2. Ted Christopher	2,053
3. Eddie Flemke	2,001
4. James Civali	1,917
5. Todd Szegedy	1,870

World of Outlaws LMs

1. Tim McCreadie	3,978
2. Shane Clanton	3,970
3. Billy Moyer	3,948
4. Chub Frank	3,938
5. Darrell Lanigan	3,932

Lucas Oil LMs

1. Earl Pearson, Jr.	5,635
2. Don O'Neal	5,285
3. Donnie Moran	4,960
4. Matt Miller	4,525
5. Scott James	4,520

Hooters Pro Cup Championship Series

1. Clay Rogers	481
2. Woody Howard	400
3. Shelby Howard	398
4. Benny Gordon	378
5. Shane Wallace	364

Empire Super Sprints

1. Alain Bergeron	2,092
2. Jeff VanDusen	2,042
3. Dan Kaszubinski	1,995
4. Steve Poirier	1,990
5. Jessica Zemken	1,917

NCRA Sprints

1. Garry Lee Maier	3,543
2. J.D. Johnson	3,250
3. Mike Peters	2,838
4. Jake Martens	2,748
5. Jon Freeman	2,623

ASCS Sooner

1. Sam Hafertepe, Jr.	2,126
2. Kevin Ramey	2,100
2. Sean McClelland	2,100
4. Brian McClelland	1,783
5. J.P. Bailey	1,690

IMCA Modifieds

1. Benji LaCrosse	1,298
2. Dan Fitzgerald	1,292
3. Johnny Saathoff	1,289
4. Jay Noteboom	1,286
5. Lonnie Schriener	1,270

IMCA Sprint Cars

1. Chris Graf	825
2. Mike Sargent	751
3. Neil Stevens	741
4. Sidney Denzer	725
5. Bruce Allen	719

IMCA Southern SportMod

1. Keith White	1,303
2. Tim Eaves	1,259
3. Duain Pritchett	1,223
4. Jerry Graves, Jr.	1,209
5. Cody Frank	1,132

IMCA Stock Cars

1. David Smith	1,278
2. Brian Blessington	1,268
3. Tom Earl III	1,254
4. Kevin Opheim	1,236
5. Mike Nichols	1,231

IMCA Hobby Stock

1. Donovan Smith	1,307
2. Jim Buss	1,274
3. Dillon Smith	1,269
4. Michael Hulsey	1,233
5. Paul Shepherd	1,232

IMCA Sport Compact

1. Jay Krefl	756
2. Nathan Canham	740
3. David Feeney	582
4. Neil Nabholz	538
5. Garrett Hake	489



SELAH



STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



HANK III



RAY STEVENS



TRICK PONY



COWBOY CRUSH



LEANN RIMES

Point standings through Sunday



Brad Noffsinger - Top 5 USAC Silver
Crown Championship

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IMCA Crowns Champions

VINTON, Iowa — Benji LaCrosse won IMCA's national modified crown and is one of five first-time titlists enrolled in the championship class of 2006.

David and Donavon Smith topped point standings for the stock-car and hobby-stock divisions, respectively, the first time brothers have won national IMCA championships in the same season. The Smith family now owns four titles, with younger brother Dustin accounting for the 2004 and 2005 hobby-stock honors.

Jason Mallicoat is national champ in the Northern SportMod division, while Chris Graf made the huge step from rookie of the year to champion of the sprint-car class.

Keith White raced to his second-straight championship in

Southern SportMods, while Darrel DeFrance added the 2006 late-model prize to the national title he won in 1993.

LaCrosse scored a career-best 12 victories in racing to track titles at Luxemburg Speedway and Seymour Speedway, earning his first North Central Region championship in the process.

Track titles at Shelby County Speedway and Buena Vista Raceway, along with 18 feature victories, propelled David Smith to the top of the Jet Racing Northern Region ranks for the first time.

Donavon Smith led all IMCA drivers with 40 victories, racking up crowns at BVR, Marshalltown Speedway and Shelby County.

The 2006 season was the first for a new national and regional point system rewarding track champions with bonus points based in part on average weekly car counts.

IMCA

Davey Pombo Is Perfect At Kings

Friday

HANFORD, Calif. — Davey Pombo captured the SCRA 360 non-winged 30-lap main event Friday at Kings Speedway in the Western Dirt Nationals.

SCRA SPRINTS



Davey Pombo

Pombo started from the sixth position, but he benefited from the first yellow of the night on lap six when front-row starters Chris D'Arcy and Chad Boespflug tangled in turns three and four.

Taking the point two laps later, Pombo held the top spot until crossing the line, with Rusty Carlile, Jesse Hockett, point-leader Jonathan Logan and Andy Ferris filling the top five.

The finish:

Davey Pombo, Rusty Carlile, Jesse Hockett, Jonathan Logan, Andy Ferris, Jesse Mack, Richard Harvey, Steven Williams, Matt Day, Chad Boespflug, Jason Yount, Terry Shanks, Davey Key, Burt Foland, Derrick Hearron, Kevin Barnes, Jeff Gardner, Ray Knight, Brett Lowder, Chris D'Arcy.

Saturday

HANFORD, Calif. — After triumphing in Friday night's SCRA 360 non-winged event, Davey Pombo swept the weekend by taking home the victory Saturday at Kings Speedway in the Western Dirt Nationals.

Starting in fourth, Pombo wasted no time in assuming command on the fourth circuit of the 30-lap feature.

Pombo paced the field until the finish, while Jesse Mack, Andy Ferris, Chad Boespflug and Terry Shanks completed the top five.

The finish:

Davey Pombo, Jesse Mack, Andy Ferris, Chad Boespflug, Terry Shanks, Jesse Hockett, David Key, Burt Foland, Jason Yount, Rusty Carlile, Richard Harvey, Brett Lowder, Brian Schuler, Craig Smith, Kevin Barnes, Dan Simpson, Danielle Simpson, Chris D'Arcy, Derrick Hearron, Greg Porte, Jonathan Logan, Steven Williams, Matt Day, Ray Knight.

Bull Comes From The Back

NEWBERRYTOWN, Pa. — Six-time ARDC champion Ray Bull

ARDC

won the midget portion of the Susquehanna Showdown on Saturday at Susquehanna Speedway Park.

Bull started 12th but rocketed past leader Paul Kline on the fifth circuit of the 20-

lap feature, and he quickly opened up a huge advantage over the rest of the field.

Andy Martin claimed the runner-up spot, while Donnie Trent, Kline and A.J. Ernesto filled the top five.

The finish:

Ray Bull, Andy Martin, Donnie Trent, Paul Kline, A.J. Ernesto, Jeff Schell, Tracy Readinger, Scott Zipp, Steve Lenig, P.J. Gargiulo, Brett Arndt, Carey Becker, Bobby Goerner, Phil Meisner, P.J. Pavlick, Bill Case, Jr., Stephanie Stevens, Doug Rose, Eric Heydenreich.

Hossfeld Hustles At Lancaster

BUFFALO, N.Y. — Overcoming a 21st starting spot in the Sunoco

ROC MODS

Race of Champions Modified Tour's 18th annual U.S. Open, Chuck Hossfeld triumphed Saturday at Lancaster Raceway Park.

Hossfeld worked his way through the 31-car field and eventually took the lead on a

restart after lap 60.

Completing the top five of the 100-lap event were Tom McGrath, Matt Hirschman, Jan Leaty and Bobby Holmes.

The finish:

Chuck Hossfeld, Tom McGrath, Matt Hirschman, Jan Leaty, Bobby Holmes, Eric Beers, Mike Leaty, Danny Knoll, Jr., Pete Brittain, Lee Sherwood, Sege Fidanza, Rick Kluth, Matt Alix, Earl Paules, Phil Slater, Todd Smith, Buck Catalano, Tommy Cloce, Rick Zacharias, Chuck Frisbee, Mark Tychoniewicz, T.J. Potrzebowski, Dave Wollaber, Kory Rabenold, Billy Putney, Daren Scherer, John Markovic, Bill Hebing, Bob Reis, Brett Scherrer, Tony Hanbury.

Porciello Stars In PASS

EPPING, N.H. — Coming from an eighth-place starting position, Joey Porciello

PASS LMS

claimed the victory in Saturday's PASS Outlaw Late Model 100 at Star Speedway.

Porciello took the lead from polesitter Jimmy Rosenfield on lap 29 and then held off a late-race charge from Jimmy Renfrew.

Renfrew ended up settling for second, as Chuck Colby, Charlie Colby and Derek Ramstrom rounded out the top five.

The finish:

Joey Porciello, Jimmy Renfrew, Chuck Colby, Charlie Colby, Derek Ramstrom, Jimmy Rosenfield, Peter Fraser, Zig Geno, Jamie Swallow, Rich Eaton, Bobby Gahan, Mike Hamish, Richard Pelton, Mike Fowler, Bill Kimball, Jr., Walt Hammond, Rodney Brooks, Dillon Moltz, Jay Sands, Mike Thomas, Billy Pinkham, Carey Heath, Dan Bezanson, Bobby MacArthur, George Baldwin.

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CLASSIFIEDS

RACING MARKETPLACE

INDEX

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6. Supermodifieds

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Sprint Cars 3

2002 MAXIM roller 86-40, all fresh, straight, Ti bolt kit, Ti brakes, new paint and powdercoat, complete less tire and wheels. Call Jim at (316) 529-4343 or (316) 773-9842.

2005 J&J brand new complete roller. Sanders, Wilwood, Franklin, Fuel Safe. Ready to race today. Call Jeff @ (704) 236-4095.

2006 BEAST pavement sprint car, complete roller, Revcon arms, KSE, Winters, MPD, seven races since new, with or without wings. (765) 978-0449.

BEAST PAVEMENT sprint car. Brad Downing 360. Everything goes. Spare wheels, shocks, springs, radius rods, gears, complete front end. Must sell. \$22,500. (805) 501-2733.

FOR SALE: 2004 Stealth Y2K4 complete race ready roller; only need motor. Car built new in late 2004; only nine races. Car built with new Winters Q.C., Lee Steering and KSE pump. Off-set motor plate, front motor mount, radiator, gauges, Weld Wheels, and all fuel plumbing included. Black powder coated frame and aluminum body panels and painted carbon fiber hood. Spare front end and extra Hypercoils included. Beautiful race ready car. \$10,000 o.b.o. (812) 876-1841 or (812) 322-2061. Rone9r@hotmail.com. Pictures available. Bloomington, IN.

NEW 87/39 Competition Welding frame with body. ASCS 360, Tico 305, ASCS 360 Donovan. 1990 Wells Cargo 26 ft. Call Jim (419) 553-6481.

NEW EAGLE, '05 never raced with very strong 360 (ASCS legal) engine. Also fresh powdercoat and straight Jenkins chassis with all parts to make a roller. 28 ft. enclosed trailer and many spares. Just clean garage. Call Wayne (618) 288-9956 eves. (618) 288-5595 days.

FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED:** Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.

Midgets 5

2002 BEAST/NERVO midget, fresh Pink engine, USED for ONE TEST SESSION, new powder coat chassis, new paint. Best of everything, many spares. See www.assocdev.com/sprint. (917) 596-2930 Aaron.

2005 COMBO CAR.TCR/Fontana. Trick everything! Many extras. Everything new. Can deliver. \$34k o.b.o. (562) 209-1234.

COMPLETE FORD FOCUS PAVEMENT SELLOUT. One 2006 Spike race-ready with extras, best of everything, eight races old, very fast, great handling & looking, must see. \$28,000 o.b.o. One 2006 Spike chassis with complete body, rub rails & bumpers, radius rods & heims set, tie rod, front axle with spindles - all new, one race on chassis, \$4,800. Two Focus engines - new complete \$8,000 & long block with new head \$3,300. Stevens Racing (908)-475-2115.

MIDGET PARTS SELL-OUT. Weld hubs, batteries, brake systems (Wilwood, Sierra, AFCO), UltraShield seat, drive shaft and much, much more! Ready to clear the garage. Call (704) 763-1069 or email ldtrausch@hausmotorsports.com for pricing or photos.

Midgets 5



2005 BUZZARD dirt and pavement cars, "no junk." Wide body pavement car only ran eight times, has only two nights on new generation Fontana motor. Too many spares to list. Pro Series rear end, Red Devil brakes, R.H. steering. Motor alone cost \$28,500. Giveaway now for \$22,500 with all spares. 2005 Buzzard dirt car, again only the best parts. Fontana new generation motor with Hilborn injection and no down nozzles. Ran 12 nights, motor has two nights since freshened. This car is ready for Chili Bowl. \$19,500 with all spares. 26' Pace trailer, all bells and whistles. Heat/air upper/lower cabs, tire rack, many Pit Pal items, E track in floor and walls. \$9,900. Clean out shop for \$47,000. (262) 857-1182.

VOGLER MIDGET updated by Kenyon, turn key-race ready. Great indoor car. Fresh 1:41 VW, many new parts; Winters 3:78 rear end, drive line, tank & bladder, etc. \$6,000 o.b.o. Contact Jack Reed @ (317) 247-1455 or (317) 701-0993 (night).

Stock Cars 8

'06 PRO CUP CAR: New Ford Automotive Specialists motor, new Leavitt chassis, complete except for body. One race on it. Separate or package. \$50,000 o.b.o. (704) 660-1403.

2002 PONTIAC ARCA car, Wellman clip, Brembo brakes. \$4,500 obo. Must sell! Needs body updates. (937) 478-0764 cell. (937) 833-6546.



2005 MONTE CARLO. Turn-key or separate. Car has one race: 10th at Winchester. Motor has one race after rebuild. \$30,000 will help crew chief, o.b.o. Rentals available. Days - (937) 478-0764, after 4:30 - (937) 833-6546.



2006 ASA SPEED TRUCK: Brand new, never raced. Chevy sealed crate engine, Mike's tranny, Powerglide QC rear end, collapsible steering column, Wilwood brakes, Pro shocks, coil over type. \$25k o.b.o. Illness forces sale. Bcarlson@verizon.net or Bret (661) 400-2224.

Stock Cars 8

CENTRIFUGAL TECH. & Vidovich Racing Liquidation SALE! Everything will go including 1990 Peterbilt and 52' Kentucky trailer, also 10 time race winning championship Port City Elite or SRL car. Roller or turn key. 3 race old Port City Elite or SRL car, turn key or roller. Watkins motors, transmissions, 2 & 4 speed, rear ends, shocks, shock dyno, radios, all pit support equipment and tools, lots of misc. parts, spares, sway bars, brakes, clutches, bell housings and a lot more. Call Auggie @ (619) 390-1365 or (619) 726-3421.

CORE MOTORSPORTS SELLING EVERYTHING! Four Ford Craftsman trucks, one Ford Taurus Cup car, four engines, five Jerico transmissions, 20 rear ends, all pit equipment, wheels, springs, Penske shocks, sway bars, axles, brakes, radios, scanners, all hauler hardware, too much to list here! Email for a complete list: slucore@cox.net or call Steve @ (619) 992-1995. All for \$265,000.

Dragsters 11



FOR SALE: 1968 Camaro Super Stock drag car. Excellent condition. Bowtie block, lightweight Sonny Bryant crank, CRP aluminum rods, CP Pistons, Ron's 12 degree Chevy heads, titanium valves, Jesel, Comp cam, Crower lifters, dual 750 Dominator carbs, Stef's custom oil pan, new CSI water pump. Located near Indy. \$30,000 o.b.o. Call Bruce at (765) 354-4222 days, (765) 354-4221 evenings.

Vintage/Classics 14

KURTIS COPY midget, all spare parts included. Too much to list. Have too many cars. \$12,500. Tom Bohannon (479) 443-4481. (ARK)

WANTED: VW midget engine complete, or what do you have? (716) 652-4351 home, (716) 998-7348 cell.

Parts/Engines 15

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

OPEN COMP 360. Built by AC Nutter of Nutter Racing Engines. Two races since rebuild & dyno. 10x Brodix/Clements ported by Clements. Manley Ti exhaust & intake. Mahle ASCS pistons. Arrow rods. Crowler ultra light crank. Comp cam. Dart block. MSD Pro Mag. 2-1/2 Kinsler w/ res. Peterson 4-stage. Meziere water. Waterman fuel. Headers w/mufflers \$13,900 o.b.o. 22806 NW 67th Ave., Ridgefield, WA 98642. (360) 606-5611.

OPEN COMP 360. Fresh off dyno / built by AC Nutter of Nutter Racing Engines. AJ heads. AJ exhaust valves. Manley Ti intake valves. CP pistons. Carrillo rods. Bowtie block. MSD Pro Mag. 2-1/2 Kinsler w/ res. Barnes 4-stage. KSE water. Waterman fuel. Coated headers w/ mufflers. \$13,000 o.b.o. 22806 NW 67th Ave., Ridgefield, WA 98642-9637. (360) 606-5611.

Parts/Engines 15

RACE CAR FLEA MARKET: The former Silver Spring Speedway RACE CAR FLEA MARKET lives on. This year's event will be held on Saturday, November 4th from 6 am to 3 pm at the PA Farm Show Complex in Harrisburg, PA. For info: (717) 766-7215 or www.silverspringspeedway.com.

VERTEX RACING RADIOS, two crew sets, in car set with helmet set-up, all wires, hard case and chargers; Tanner digital race scales with case / charger, all in as new condition, best offer for both or separate, call (303) 238-6464.

WANTED: V6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16

ENGINE REBUILDERS: We specialize in selling used and rebuilt engine-rebuilding equipment. We offer a quality product at a cost savings to you. Contact Sam Farris for an inventory list! Farris Equipment Sales, 3001 I-27, Lubbock, Texas 79404. (800) 882-1808 or (806) 762-4337 fax. www.farrisequipment.com.

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our website for information and special prices. (305) 215-2202.

Trucks/Haulers 17



1990 PETERBUILT & 1997 53' Kentucky trailer with lounge, cabinets, benches, Hyder lift gate, will haul two cars or trucks on top. Both in very good shape. Please call (619) 390-1365 or (619) 726-3421.



1999 AEROLITE toterhome, low miles, with 2004 Shadowmaster 44' trailer w/side awning. Trailer 102" wide outside, 108" high inside. \$45,000 o.b.o. (937) 854-3040 (Jerry 7-4:30 Eastern).



2001 CUSTOM INTERIOR Renegade 16' toterhome with Slide. 435 CAT 10-speed Eaton automatic. 55,000 miles, four car 48' Silverstar set up for vintage racing. Generator on truck and trailer. Too much to list. \$165,000 o.b.o. JKE racing@msn.com. Phone (513) 235-4843 or Tony (513) 324-0419.

JUST ARRIVED: 47' United Express sprint car stacker - LOADED! Jack's. (940) 733-1044. (940) 767-7241.



Call Sara at 704-455-2531 x103 to place an ad today!

Trucks/Haulers 17



2001 FREIGHTLINER FL70 & 2001 United Expressline Extreme 44' stacker trailer set up for sprints. Visit website for more pics and info. www.shawn.sander.com. \$115,000 for both. (915) 497-4272.



2001 PETERBUILT 13' Renegade conversion, all leather, 90,000 miles, excellent condition, loaded. \$90,000. 2006 United Expressline 48' stacker trailer, 11'2" interior, Onan generator, air compressor, great cabinet layout, loaded and ready to go. Sprint car racing less than 5,000 miles, new in February '06. \$52,000. Call Jim Selenke. (316) 529-4343 or (316) 773-9842.



2003 28FT. Cobra motorhome, N14 Cummins, 10-speed auto shift, 12.5KW Onan diesel generator, hardwood floors, cherry cabinets, granite countertops, central air, TRAC vision in-motion satellite, central VAC system. 2003 37 ft. Cobra trailer, .060 flanged sided aluminum exterior, air ride, screw gate, C-Tech cabinets, holds 50 mounted tires, removable tire racks, central VAC system, winch. Air compressor, sliding rear doors. Asking \$220,000. Call (814) 225-4646 before 5pm EST.



2003 PETERBUILT TRUCK. 330 Catpillar, 6-speed automatic, air ride suspension, air ride suspension hitch, special ordered, aluminum wheels, leather and wood interior, mood lights, CB, TV, 6-player DVD, surround sound, immaculate! 25,000 miles. \$75,000. Call Jorja (559) 260-6691.



2005 28' Pace Shadow GT. Black exterior, white finished interior. Every option. \$8,750 o.b.o. (309) 303-7329.

Trucks/Haulers 17



2006 44' PACE AMERICAN three-car stacker with new 2005 17' Optima aluminum toter home. Both units loaded! \$215,000. Visit our website at www.WRIGHTWAYTRAILERS.com for details. Many other units available! Wright Way Trailers - Hiawatha, Iowa. (319) 393-4544



FOR SALE: 1995 Kenworth 300hp Cummins turbo diesel with Jake 9-speed Fuller trans, air ride and air suspension. Kofler 10,000 watt diesel gen., 14' box fully self contained, TV / VCR / DVD, satellite dish, surround sound roof, A/C, two bunk beds, dinette, 180,000 miles, gooseneck, 5th wheel or tag, plus more. \$60,000. Lester (847) 891-3133.



FOR SALE: 1996 International, 430 hp, Detroit, 12.7L with Jake model 9400, 10-speed trans., Onan generator, 2004 conversion 16'x8', fully self-contained, TV / VCR / DVD, wired surround sound, queen sleeper, dinette, two 6' couches make beds, oak cabinets, 121,000 actual miles, gooseneck or hitch, \$65,000. (480) 834-9451.



FOR SALE: Superior custom conversion with 48' gooseneck trailer. T600 Kenworth, CAT power, set-up for sprints or midgets. \$85,000 o.b.o. (951) 272-2027.



LIFTGATE TRAILERS, toterhomes, stacker trailers, mobile marketing trailers - all in stock!!! Call SQUIRE (704) 225-7865 or e-mail sford@goldengait.com.

YOUR AD HERE!
Call Sara @ 866-455-2531 x103

NSSN RACING MARKETPLACE CLASSIFIEDS

RVs/Campers 18



2003 34' show hauler on Western star Chase, 350-370 Cummins, 10-speed auto shift, rear queen size bedroom, slide-out, diesel generator. www.flyingdutchmanoffroad.com. \$150,000. (920) 739-4934. (920) 915-8777.

Collectibles 20

1/25 SCALE DIRT MODIFIEDS: Billy Palich, Tim Fuller, Bob McCreddie, Tim McCreddie, Gary Tomkins - \$60 each plus shipping. Also, Brett Hearn - \$85 (supply limited). Coming soon: Frank Cozze, Alan Johnson, two new Brett Hearn, Jack Johnson & Kenny Tremont. Pre-orders being accepted now! Visa, MasterCard, check or money order. Bill Reynolds. On Track Racing Collectibles. (856) 694-5699.



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.

PLACE YOUR AD TODAY!
Call Sara @ 866-455-2531 x103

Collectibles 20

WWW.RACEDIECAST.COM: Old & new diecast. All types of race cars. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing Inc., 251 Ella Street, Eunice, LA 70535.

Positions Available 25

CREW CHIEF WANTED. 410 set-up knowledge, Knoxville and Midwest. Send resume and salary requirements to 47174 245th, Dell Rapids, SD 57022.

RACE TRACK SUPPORT: Mickey Thompson Tires has an immediate full time position in the Motorsports Department on the Race Track Support Team! Qualified candidates must possess a CDL (class A) and be able to do physical work in a race track environment. Seasonal travel a must, including customer service, display set-ups, mounting tires, and all labors of racing services. Full benefits package provided. Send resume to: HR Dept., 4600 Prosper Drive, Stow, OH 44224 or email resumes to: tsmith@mickeythompson tires.com. 4600 Prosper Drive, Stow, OH, 44224. No phone calls please.

NATIONAL SPEED SPORT NEWS seeks aggressive, creative, and motivated account executive. Sell web and print advertising to a proven list of customers while developing additional clients; organize and oversee NSSVs annual Grassroots tour; and develop marketing relationships to help brand the publication while increasing sales revenue. Must possess excellent written and oral communication and presentation skills; have proven sales/marketing experience; be willing to travel approximately twice monthly. To apply, please e-mail resume to mparra@nationalspeedsportnews.com.

Positions Available 25

RACE TEAMS: Do you need extra help in the pits? Let a pit crew volunteer join your team. Email pitcrewvolunteers@yahoo.com.

Auctions 31

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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Phillip Walker Auctions

RACING AUCTION: October 21 - 9 am. Denver, NC at former RaDiUs Motorsports Shop, Hwy 16. Two ARCA cars, new and used engine components and shop equipment. See phillipwalkeructions.com for details / photos. NCAL# 2462.

Real Estate 32

FOR LEASE: New 30,000 sq. ft. building in Brownsburg, IN's Eagle Point Business Park, fully A/C and rig friendly, can be divided 20/10, will finish to suit. Available 10/06. (626) 818-6666.

Real Estate 32

DAYTONA AREA REAL ESTATE.



Call direct (386) 566-8805. Email dpardus@cfl.rr.com.

\$4,850/MO, 1/2 mi. south of Lowe's Motor Speedway. 6510 Hudspeth Rd. Approx. 12,500 sq. ft. incl. approx. 1,600 sq. ft. of office space, warehouse space with 25' ceilings, professional paint booth and prep station, six over-head doors, concrete driveway and parking. 100% HVAC, airlines through-out, upgraded electrical. Available 12/01/06. (706) 864-8544 x129.



FOR LEASE: New 42,000 sq. ft. building located 2 mi. west of ORP in Indy. Tilt up walls, 25 ft. ceiling, 3 phase, 125' ft. deep units, divisible in 3,800 to 15,000 sq. ft. sections, rig friendly, easy access to interstate. Perfect for race teams. (317) 840-4437 or email dixonproperties@aol.com.

LAKEVILLE SPEEDWAY. 3/8 semi-banked dirt. 35 acres. Holmes County, Ohio. Super location - Mansfield, Ashland, Wooster. Turn-key. Racing and many other uses. Toll-free (866) 704-7253. The Carlin Company Realty & Auctioneers. Tim or TJ.

Real Estate 32

FRANKLIN, IN: Three bedroom, two bath, .5 acre, Whiteland schools, 40x60 race car shop. 12 miles south of Indy. \$1,850 per month. Possible lease with option. (317) 535-7788.

Business Opportunities 33

FOR SALE: Motivated individual or race team/business owner. 32 years of complete race car lettering business. MAC computer, Graphtec plotter, Flexi-sign Pro software. Whole room full of equipment, includes a 10x20 trade show booth, vinyl inventory. You'll need nothing to be in business tomorrow or lettering your own stuff. Equipment located in southwest Missouri. \$5,250 obo. Bob Aton at Robby Gordon Motorsports. (417) 838-4777.

FOR SALE: Springport Motor Speedway. Michigan 3/8-mile high-banked paved oval, 70 acres, seating for 6,000. This topnotch facility is a turn-key opportunity, nothing needed but a new owner. \$675,000. Terms possible. The Stratford Associates (broker). (269) 372-4103.

Business Opportunities 33

BECOME A FASTWAX DEALER. Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

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If so, selling *National Speed Sport News* 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 has to offer. For more information contact Chris Sessions at (866) 455-2531 ext. 107 or via email at chriss@nationalspeedsportnews.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 | 8. Stock Cars | 15. Parts/Engines | 22. Books/Magazines | 29. Services |
| 2. Champ Cars | 9. Formula Cars | 16. Tools | 23. Videos/Photos | 30. Trade Shows |
| 3. Sprint Cars | 10. Sports Cars | 17. Trucks/Haulers | 24. Tickets | 31. Auctions |
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| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
| 7. Modifieds | 14. Vintage/Classic Cars | 21. Apparel | 28. Rides Wanted | 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.

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*		SYMBOLS - to be placed above first line of ad.	
Black & white photo	\$10 per week	Row of Flags	\$5 per week
Color photo	\$15 per week	Row of Stars	\$5 per week
*\$180 maximum photo fee for consecutive ad run.		Row of Check Marks	\$5 per week
BORDERS - to be placed around the ad.		No Ad Enhancements	
Shadow Box	\$7 per week	Ad Enhancements total:	\$ _____
Plain Box	\$6 per week		

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: _____

Card No. _____

Exp. Date _____ Signature _____

MAIL AD WITH PAYMENT TO:
NSSN . PO Box 1210 . Harrisburg, NC 28075-1210
FAX AD TO: 704-455-3147
PHONE: 866-455-2531 x103
EMAIL:
classifieds@nationalspeedsportnews.com
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Visa Mastercard Discover AmEx
Security Code*
*last 3 digits on back of Visa, MC, Discover + 4 digits on front of AmEx

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SILVER CROWN: Owners, Builders Digesting First Season With New Car

CONTINUED FROM PAGE 2

fledgling series with some optimism.

"It was pretty much what I expected it to be," observes Guiducci. "Like anything else, it's a growing thing. There are those out there who were waiting to see how this worked, and I believe that if USAC handles it properly they will get aboard. The prize money is good, and with a few small adjustments you could actually make money with this deal."

"I was in the Craftsman Truck Series at the beginning," continues Guiducci, "and after the first year, the same questions were raised about the future of the trucks as are being asked about this series. Look at the trucks now."

"The difference, though, is NASCAR markets. NASCAR has people that hunt for sponsors for their teams. USAC hasn't done that but needs to. USAC has the data that sponsors are interested in, the contacts and the resources that car owners at our level simply don't have. Sure, it costs. NASCAR usually takes 40 percent of what they find for you, but 60 percent is a lot better than nothing. The success or failure of this series will be centered on marketing."

Chris Paulsen, a former sprint-car mechanic and Indy-car chief mechanic, now proprietor of C&R Racing and a builder of the new Silver Crown cars, was another latecomer in support of the series.

"Admittedly I was lukewarm on the whole thing at first," says Paulsen. "But, as I studied it, I realized that it was really an incredible concept. To me the most important aspect of it is that it gives the young sprint-car and midget driver a way to advance to the next level of competition. They've needed that for a long time. This is that missing link that they've needed."

"Of course," continues Paulsen, an ardent student of open-wheel racing history and a dedicated fan, "that next level is NASCAR. Let's face it. It's been 30 years since a young sprint-car driver had a legitimate shot at Indianapolis. Right now their future is NASCAR. Some of their biggest stars are already open-wheel drivers, and this series could give those coming along an even better opportunity."

"Still, with proper support, it could be a stand-alone series. The money's good. They have a series sponsor, and they have a TV package. The cars race well and are very safe. The series does need more support people, but USAC



BILL FREIS PHOTO

UP CLOSE: Josh Wise helped give the USAC Silver Crown Series another big name this season, but the struggling circuit will need more exposure in 2007. "The success or failure of this series will be centered on marketing," said car-owner Darryl Guiducci.

has the right people in place with Owen Snyder and Rollie Helmling to make things happen.

"In a few years, I believe you'll see these cars running at Fontana, Michigan and even at Indianapolis as a support event. I certainly wouldn't have risked the reputation of my business if I didn't believe that there was a solid future with these cars."

Paulsen agrees with those who say that USAC failed when it didn't listen to the competitors at the beginning. But that's water under the bridge, and he believes that USAC learned an important lesson from that debacle. Now, it's taking a different approach. USAC is listening.

USAC met with the car builders Oct. 3. Many safety-related changes and

cost-reduction changes were discussed. And they addressed what many fans consider the biggest negative of the new cars — their appearance.

Bob Riley, the original designer of the cars, presented a concept for a new nose and side pods that would greatly improve the car's looks.

Next on Snyder's agenda is a meet-

ing with the car owners. He doesn't want to make changes that could impact costs without input from those who will have to pay for them.

"It's up to us," states Snyder, "to listen to the participants, change what needs to be changed in a responsible way and get the word out in order for this series to reach its potential. I think next year will be very exciting."

MORRIS: NASCAR Crowns Its Weekly Division Champions

CONTINUED FROM PAGE 3

Kosiski continued a remarkable short-track racing career by winning his sixth major NASCAR title. The Omaha, Neb., driver won the NASCAR Dodge Weekly Series Division II championship after a winning season in dirt late models at Adams County Speedway and I-80 Speedway.

Kosiski's combined record between

both tracks included 14 wins and 30 top-five finishes in 36 starts. He had the most success at I-80 Speedway, in Greenwood, Neb., with 11 victories and 15 top-five finishes there. His point total, based on his best 16 finishes of the year, was 1,112, and he beat Jonathan Bouvrette, from Autodrome St. Eustache in Quebec, for the NDWS Division II title by 44 points.

Kosiski will collect \$25,000 for the title.

Mark Bliss, of Arcade, N.Y., took his team on the road to Holland (N.Y.) Int'l Speedway and Lake Erie Speedway, in North East, Pa., — and

returned home with a championship. Bliss claimed the NASCAR Dodge Weekly Series Division III championship after recording seven victories and 25 top-five finishes in 25 starts at the two tracks.

Based on his best 16 finishes of the year, Bliss's point total of 1,060 delivered the NDWS Division III honors, and he'll collect a \$25,000 point fund award as the Division III champion. As the NASCAR point leader at both Lake Erie and Holland, Bliss claimed two positions — representing both tracks — on the NDWS Division III leaderboard. He'll also receive a \$15,000 award for finishing second in

the NDWS Division III standings, for a total of \$40,000 in point-fund awards.

It is the first major NASCAR championship for Bliss, who won the 2005 Holland track championship before setting his sights on the top Division III honors this season. It's also the second major title for the Bliss family: Mark's younger brother, Vern, won a NASCAR Dodge Weekly Series championship in 2001 while racing at Holland.

Stafford, Conn.'s Woody Pitkat claimed the NASCAR Dodge Weekly Series Division IV championship after a close, back-and-forth point race with rival Jeff Malave.

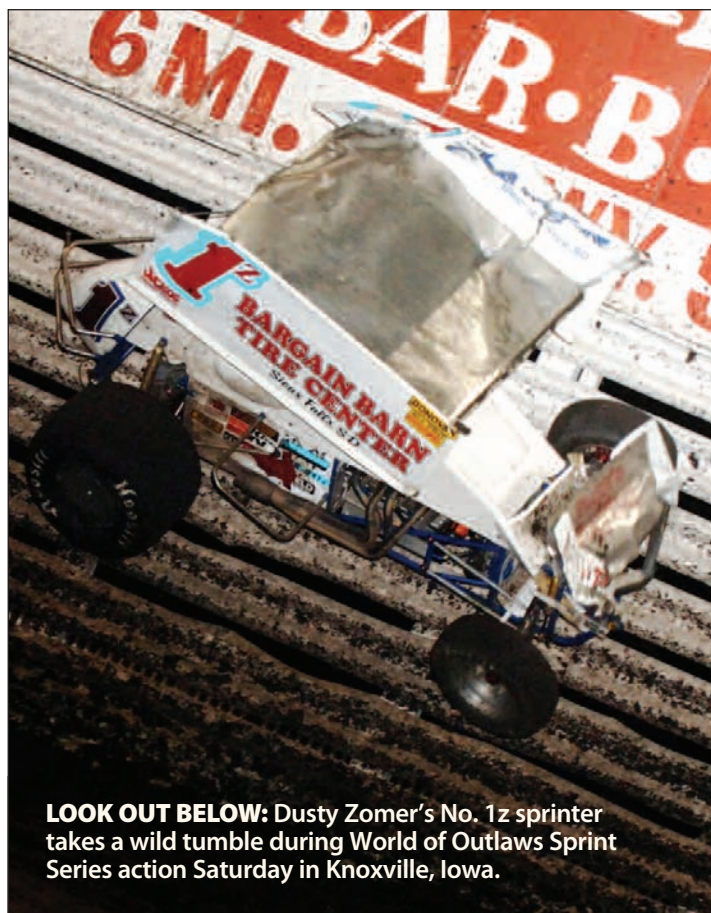
The latest chapter in Thompson Int'l

Speedway's rich history began early this season, as Malave and Pitkat established themselves as the drivers to beat on this five-eighths-mile oval.

The drivers traded the divisional point lead several times during the course of the season, with the 27-year-old Pitkat taking over the top spot for good Aug. 29 after a decisive victory at Thompson. Pitkat prevailed after posting six top-five finishes in his last eight races at Thompson and Stafford — including another victory on Sept. 10 at Thompson.

Pitkat will receive a \$25,000 point-fund award, and he'll be honored at the NASCAR Dodge Weekly Series

NSSN THE FINAL LAP



LOOK OUT BELOW: Dusty Zomer's No. 1z sprinter takes a wild tumble during World of Outlaws Sprint Series action Saturday in Knoxville, Iowa.

KEN SIMON PHOTO



JOHN MARSH PHOTO

PACIFIC RIM: A grid girl waves the Japanese flag under the sun before the start of Sunday's Formula One race at the Suzuka Int'l Circuit.



DON FIGLER PHOTO

LEADING THE WAY: Amy Ruman leads the field during the early stages of Sunday's Trans-Am race at Heartland Park Topeka.



DAVID E. HEITHAUS PHOTO

LUCAS LIFT: Mat Neely goes to all extremes to hold off Dickie Gaines during USAC sprint-car action in Terre Haute, Ind.



HHP/HAROLD HINSON PHOTO

CATCHING UP: Juan Pablo Montoya chats with a Chip Ganassi Racing crew member last weekend at Talladega (Ala.) Superspeedway. The Colombian finished third in Friday's ARCA race.

ECONOMAKI: Wondering If Allmendinger Will Go NASCAR Full Time?

CONTINUED FROM PAGE 4

“Real Moonshine” is in the headline noting Oct. 28 and 29 as dates of the 39th annual Mountain Moonshine Festival in **Bill Elliott’s** hometown of Dawsonville, Ga. Vendor applications are now being accepted at (706) 216-5273. Promised over the two days are “more ’40 Fords than you can ever imagine in one place,” arts, crafts, music, food, games, rides and fun for

ARGABRIGHT:

Watson’s Biggest Legacy May Be Midget Hall Of Fame

CONTINUED FROM PAGE 4

the man who helped me realize my dream. His small company, Witness Productions, began publishing racing-related books with a fascinating Bob Tattersall biography in 1991.

In early 1999, my friend Brad Doty and I decided to collaborate on a book project, but we were scared and completely clueless about how to go about it. But there was Ed, taking us by the hand and leading us to the well like little children.

“You can do it, Davey,” he kept telling me. “I’ll show you how to do it...I’ll help you. You can do it.”

Soon, on a gray November day, Ed came driving up in his little pickup truck, grinning. In the back of the truck were cases of our brand-new book, “Still Wide Open.” I still remember the feeling...opening the case, looking at the cover, holding the book in my hands, turning it over, shaking my head, amazed that it was real. Brad and I looked at each other, beaming, and I knew it was a moment we would never forget.

Ed gave that to us. And not just Brad and I; a whole host of people were helped over the mountain by his generous, unflinching encouragement: Bob Gates, Bob Shelton, John Mahoney, Pat Sullivan, Crocky Wright, Harvey Shapiro, Jack Albinson, Mel Kenyon, Bill

the entire family. It runs 8 a.m. to 5 p.m. both days. Friday night the Georgia Racing Hall of Fame induction dinner will be at the Dawsonville City Hall. Credit card reservations to (706) 216-7223.

One of the attractions of the fabled Legion Ascot Speedway in the Los Angeles suburb of Alhambra during its 1924-1936 heyday of weekly open-wheel racing was the nightly presentation by a Hollywood starlet of an elaborate helmet to the winner of the night’s opening competitive event billed as “The Italian Helmet Dash.” This three-lap trophy dash for the fastest qualifiers was widely copied at tracks coast to coast. Legends of Ascot organizer **Don Weaver** calls to

report the original helmet has been located and its owner will display it at the event’s upcoming 2006 renewal in Southern California.

My last column request for current “younger-or-older” winners other than those cited generated a limited response. Just that **Smokey Snellbaker**, age 69, has won two Central Pennsy feature events this year.

The fact that **A.J. Allmendinger** is making his Champ Car owner, **Gerry Forsythe**, wait for an answer to his offer of a five-year driving contract has outsiders wondering if A.J.’s recent venture into NASCAR might become permanent.



Ed Watson

Montgomery, Mike King and many others. Ed enabled them to see their byline on a book, truly a wonderful moment for any writer or illustrator.

After “Still Wide Open,” I wanted to try publishing on my own. Instead of resenting my independence, Ed encouraged it.

“That’s what I figured all along, Davey,” he laughed. “I just figured I’d help you get started, that’s all.”

Just like that old parable: Instead of simply feeding me for one day, he taught me to fish for myself, knowing I could continue on long after he is gone. Is there a greater gift a person can bestow on his fellow man? I think not.

But in the bigger picture, Ed gave far more to the world than simply helping a few authors publish their work. His gift is the National Midget Auto Racing Hall of Fame.

From the Hall of Fame’s inception

some 22 years ago, Ed was there. He believed fervently that honoring the sport’s past was both important and worthwhile, and when the organization was left for dead 10 years ago Ed was the solitary figure that kept the tiny, flickering flame alive.

Sometimes he just wore you out; his style was a combination of nagging, haranguing, pleading, encouraging, pushing, pulling, shaming...whatever it took to get you on board with the idea of making the Hall of Fame a reality.

Slowly but surely, his work paid off. Today there is a beautiful permanent exhibit at Angell Park Speedway, and the history of the sport lives on through the work of a host of people.

There have been many who helped along the way, but none of it would have happened without Ed’s perseverance. None.

I’ve had several years to tell Ed how much I appreciate all he’s done for me, but I didn’t. No, I just went along thinking that life is forever, and one of these days I’d get around to it.

The fact is, I messed up. Big time. Instead of telling him those things over a comfortable lunch, I had to settle for giving him those words from far away, over the telephone, while Susie held the phone to his ear.

He could hear, but he couldn’t speak. I hope he understood, because at this late hour, I won’t get another chance to tell him. Less than 12 hours later, he was gone.

Ed Watson wasn’t a big man. He just did big things for people, showing them how to open the door and step through. He helped us grow, one book at a time. For that, Prince Edward, I’ll always owe you one.

Jack Brabham

C’mon, *NSSN*. That’s our Dan Gurney, not Jack Brabham, behind Surtees’s Ferrari in the Sept. 27 Through The Lens. Thanks for recognizing Sir Jack in the series. His role in transforming both F-1 and IndyCars is often overlooked.

Ray Schmutde
Durango, Colo.

No More Eldora

Tony Stewart, I have spent my last dollar with you. I was hoping you would not be as crude and rude as Earl Baltes, but you and your staff get the 4 Crown! Larry Boos is a rude pit bull that, just like Earl, could care less about the race fans and the drivers and crews. All you want is their dollars! You could have raced the Sunday following the 4 Crown Nationals. It was a nice day. I was there Friday night and Saturday from 9 a.m. until

1 a.m. Sunday morning. I was planning on coming back Sunday afternoon, but your management? They chose to run at 6 a.m. Sunday morning!

I’ve seen my last race at Eldora. Shame on USAC for going along with this. What was it thinking? I’ve been going to sprint-car races since 1945, and this is the dumbest thing I have ever seen.

James McCoy
Sidney, Ohio

Mauri Rose

While reading the Editor’s Notebook’s remarks on “Jews don’t drive racing cars, they own them,” I was reminded that Mauri Rose, a Jewish race driver, won three Indianapolis 500s.

Dick Lee
Grand Rapids, Mich.

Right Or Wrong, Eldora Beat The Rain With 4-Crown

STANFORD, IND.

HOOSIER PIT PASS



MIKE O'LEARY

For years, track promoters have struggled with deciding how to handle rainy weekends. It was one of the things that made Earl Baltes so popular with fans, as time and again he made the right call. Baltes seemed to have a knack for knowing when to pull the plug early and when to tough it out. Now, under Tony Stewart’s reign and the leadership of Larry Kemp and Larry Boos, Eldora Speedway is still making good decisions.

The 4-Crown Nationals is a case in point. One of USAC’s premier events, the 4-Crown is the only program to feature the midgets, sprint cars and Silver Crown cars racing on dirt. This year, the program was bolstered by Mopar sponsorship that boosted the payoffs for winning to \$25,000 per feature (and \$2,500 for the UMP modifieds) with a \$100,000 bonus for winning all three USAC mains, and another \$25,000 offered for sweeping all four. A driver could earn a \$202,500 payday for winning all four on the same night, as Jack Hewitt did eight years earlier.

Scattered storms were promised from Friday into Sunday. Eldora announced strategies for dealing with various scenarios, including postponing the whole shooting match into mid-October. Sure enough, after Friday’s midget qualifying, the expected storm rolled in, and the rest of the program was delayed until 1 p.m. the next afternoon.

When qualifying picked up where it left off the night before, only those with Friday tickets and wristbands were let into the track, and Saturday ticket-holders were told they would have to wait until after Friday’s program had been run. The track planned to have everyone exit before starting Saturday’s program and then reenter with Saturday tickets. It wasn’t a popular approach, but bills have to be paid and it was announced repeatedly.

Rain after sprint-car qualifying caused another delay, and there was more rain after Silver Crown qualifying. But the skies cleared and there were rays of sunlight as the program continued. One team owner said, “We better get this in, because I just cancelled all of our hotel rooms in Dayton.”

Heats went quickly, but unfortunately during the last heat, one of the UMP modifieds got up over the third-turn wall and ripped out more than 25 feet of fencing. The program was delayed further.

It was nearly midnight when Friday’s program was completed. It isn’t clear who made the decision, but the announcement was made to let the Saturday-only fans into the stands without sending the Friday ticket holders out to buy new tickets. The program had momentum, and management decided to sacrifice the income in order to avoid another delay.

Following the midget feature, clouds began rolling in from the southwest. After 14 laps of the sprint-car main, at 2 a.m., rain began

falling again, sending officials, drivers and fans for cover.

While many sat around talking about anything to pass time or cat-napped, the main concession stand continued to grill burgers and fry chicken wings.

As the night wore on, the demand for beer and soda changed to hot chocolate and coffee. Eldora management faced another decision, and when the rain stopped, they chose to continue racing, and fans returned to their seats.

Larry Boos makes good use of lessons learned, and the first order of business was to do nothing. They waited patiently while a lot of the moisture made its way naturally off the banking, letting gravity do the work.

Then the push trucks went out for about the millionth time. Only Jack Hewitt has more laps around the oval.

The biggest challenge became getting cars started. Pit lane was a mud soup, and push trucks slipped and slid trying to get sprint-car engines to fire before they reached the exit to the banking. Minutes before 5 a.m., the sprint cars were in line for the restart when the pace truck hit the wall on the backstretch and had to be towed in.

It certainly wasn’t an artistic triumph, but the whole program was completed and no corners were cut. Demonstrating a high degree of professionalism, USAC officials and Eldora’s staff and track workers worked together and got the job done. Each time the track was worked in, it was made safe for racing.

The track was fast, and passing was a challenge. But Davey Ray hustled from 14th to fourth in the midget feature and Mike Brecht from 16th to second in the Silver Crown race, showing that you could move forward if your car was right and you knew what you were doing. Although three of the races were won from the front row (Tracy Hines — midgets and sprint cars, and Mat Neely — Silver Crown), modified winner Jerry Bowersock had come from mid-pack.

Finally, with a tired, but still enthusiastic audience in the main grandstand and along the fourth-turn hillside, the last race took the checkered flag.

Many of the haulers were already loaded, and track workers were ready to help them out of the infield. As the nearly cloudless eastern sky began to brighten, fans slowly headed for the exits. Weariness was just starting to set in.

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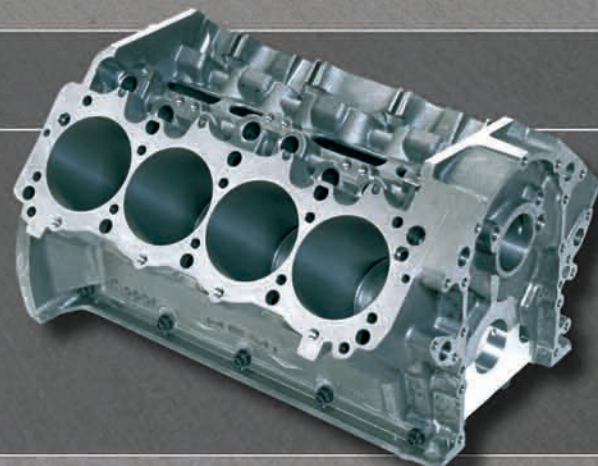
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