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SPRINTS AND MIDGETS
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RACING NATION
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PERSONALITIES
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SINCE 1934

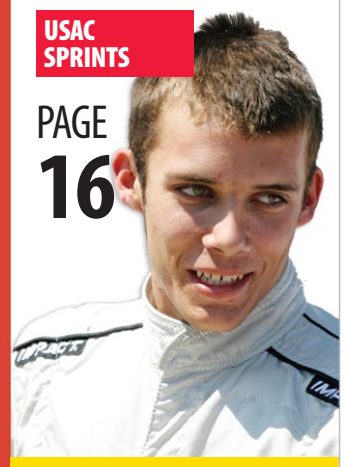
NATIONAL SPEED SPORT NEWS

Age Is No Barrier At Winchester, As Clauson Triumphs

16 Year Old Shows The Way In USAC National Sprint Cars

USAC SPRINTS

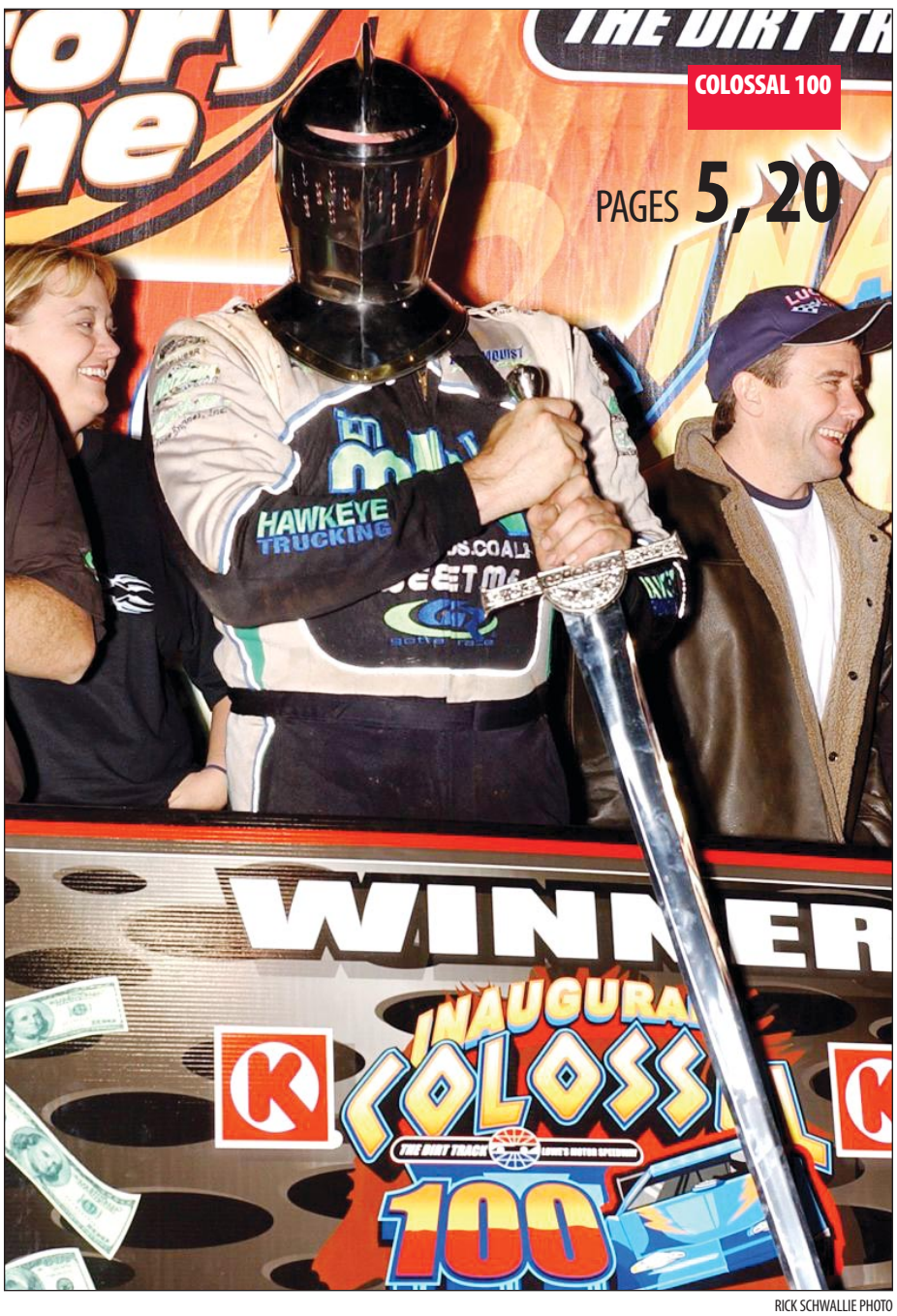
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APRIL 26, 2006 www.nationalspeedsportnews.com Vol. LXXIV, No. 16 $2.50



RICK SCHWALLIE PHOTO

MAN IN SHINING SHEET METAL : Scott Bloomquist sports armor and sword after winning Saturday night's inaugural Colossal 100 dirt-late-model race at The Dirt Track @ Lowe's Motor Speedway. Bloomquist took home $50,000 of the $200,000 purse.

Harvick Takes Two In Desert

Toyota Talk Surrounds Red-Hot RCR Driver



NASCAR NEXTEL CUP

PAGES 22-23

HHP/HAROLD HINSON PHOTO

ALMOST HAD YOU: Second-place finisher Tony Stewart (right) congratulates Kevin Harvick after Harvick won Saturday night's Subway Fresh 500 at Phoenix Int'l Raceway.

Castroneves Hits High Gear As IRL Enters Month Of May

Helio Wins Second Straight

INDY RACING LEAGUE

PAGES 26-27

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HONDA
The Power of Dreams



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

50 YEARS AGO: Pat Flaherty sits in his No. 8 John Zink Special at Indianapolis Motor Speedway in 1956 — the year he won the 500.

Indy Hall To Honor Two Of Its Greatest May 20

INDIANAPOLIS — Pat Flaherty, winner of the 1956 Indianapolis 500, and championship car owner Al Dean will be enshrined into the Indianapolis Motor Speedway Auto Racing Hall of Fame May 20.

IMS HALL

The hall honors drivers, owners, mechanics and event officials who have made significant contributions to the success of open-wheel racing. This year marks the 50th anniversary of the opening of the Indianapolis Motor Speedway Hall of Fame Museum.

Flaherty qualified for five Indianapolis 500s and drove in a sixth as a relief driver. He won the 1956 event at an average speed of 128.490 miles per hour.

Flaherty won the 1956 pole with one- and four-lap qualifying records of 146.056 and 145.596 mph, respectively, delighting the fans by lifting the left-front wheel completely off the track surface as he negotiated the turns in his lightweight, A.J. Watson-built John Zink Special.

Dean was by far the most successful AAA and USAC championship car owner of the 1950s and 1960s. His Dean Van Lines Specials won 38 National Championship races from 1953 to '67 in the hands of Jimmy Bryan and Mario Andretti (17 wins each), Eddie Sachs (three) and Bob Sweikert, whose only victory with Dean was also the car owner's first — at the inaugural Hoosier Hundred in 1953.

Dean also was renowned for providing 500 rookie tests to Andretti (1965) and A.J. Foyt (1958). Bryan won the national title in 1954, 1956-57 and was runner-up in 1955, while Andretti won it in 1965-66 and was runner-up in 1967.

Big Bucks Up For Grabs In Anderson's Little 500

ANDERSON, Ind. — A record number of drivers are expected to compete for the largest purse in the history of the Payless Little 500 at Anderson Speedway.

LITTLE 500

More than $122,000 will be up for grabs in the May 27 asphalt sprint-car event.

Several former winners have pre-entered, including five-time winner Eric Gordon. In 2005, Gordon received more than $28,000 for the victory. Other notables include defending pole-winner Tom Fedewa, former Anderson resident Brian Tyler and 2004 runner-up Aaron Pierce. Californian Tony Hunt, who has finished in the top five in three of the past four events, is also entered.

The Little 500 format is unique to sprint-car racing. The starting grid is comprised of 33 cars in 11 rows of three. Two mandatory pit stops are required during the 500-lap race on the quarter-mile oval.

WHAT'S YOUR PRICE?

These Days, Going To The Races Will Cost You — A Lot

Ever want to take your family to the races but just can't afford it? There's a good reason why.

It's not cheap.

National Speed Sport News recently researched what it would cost for a family of four to spend a weekend at a major motorsports event — NASCAR's Coca-Cola 600, the IRL's Bombardier Learjet 500, the NHRA's Southern Nationals, Formula One's United States Grand Prix and sprint-car racing's Knoxville Nationals.

INSIDE LOOK

The traditional expenses were taken into account — tickets, parking, etc. — but *NSSN* went a step further and factored in lodging and ever-increasing gas prices.

Keep in mind, most of the expenses are estimated, but *NSSN* hopes this gives fans a good look at what it really costs a family to go to the races.

OTHER EVENTS: ON PAGE 38



STREETER LECKA/GETTY IMAGES

MR. LOWE'S: Jimmie Johnson celebrates with fans after winning the 2005 Coca-Cola 600 at Lowe's Motor Speedway.

NASCAR NEXTEL CUP

Coca-Cola 600

May 25-28, Lowe's Motor Speedway, Concord, N.C.

At-Track Expenses

Tickets

Megaticket: Includes tickets for Nextel Cup qualifying and Busch Series and Nextel Cup races; $89 for each adult, children $10 extra for each

Parking

Free in speedway lots

Souvenirs

T-shirts, hats, etc: $50

Concessions

Beer, soda, hot dogs, etc: $50

Off-Track Expenses

Lodging

Four nights: $600 (cost is based on the per-night average of three hotels in the immediate area)

Gas

800-mile trip: $103 (cost is based on a 20-gallon gas tank at 20 miles a gallon, gas price is $2.65)

Miscellaneous

Meals,shopping and other expenses: $250

Estimated total cost for a family of four:

$1,251

NSSN RACING LINE

The Week In Motorsports For April 26

Kevin Harvick's Cup Drought Ends Under Phoenix Lights

AVONDALE, Ariz. — As other cars were running out of fuel, Kevin Harvick paced the final 10 laps — the first he has ever led at Phoenix Int'l Raceway — to win Saturday night's Subway Fresh 500. Harvick, who also won Friday's Busch Series event, snapped a 30-race winless streak and climbed to eighth in the point standings.

NEXTEL CUP PAGE 22



Helio Catches Fire Heading Into Indy

MOTEGI, Japan — Helio Castroneves led all but a handful of laps to claim Saturday's Indy Japan 300 at Twin Ring Motegi. More importantly, it gave the two-time Indianapolis 500 winner momentum heading into the month of May.

IRL PAGE 26

Michael's Ferrari Conquers Imola

IMOLA, Italy — Germany's Michael Schumacher led wire to wire to win Sunday's San Marino Grand Prix at Ferrari's home track. Point-leader Fernando Alonso ran second.

F-1 PAGE 28

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DAVID GRIFFIN PHOTO

NIGHT OWLS: A crowd estimated at 8,500 braved a series of thunderstorms to witness the first Colossal 100 Saturday night at The Dirt Track @ Lowe's Motor Speedway. A field of 119 dirt late models made its way to Concord, N.C., to battle for the $200,000 purse.

IN FULL BLOOM

Bloomquist Captures First Colossal 100, $50,000 Check

By Mike Kerchner
Senior Editor

CONCORD, N.C. — If there's a big dirt-late-model race, Scott Bloomquist has probably won it.

Saturday night the Tennessee veteran put another victory on his resume and another $50,000 in his bank account, claiming the inaugural Circle K Colossal 100 at The Dirt Track @ Lowe's Motor Speedway.

COLOSSAL 100

Well-known as a winning driver, Bloomquist also designed the chassis in the familiar No. 0 late model that he drove to victory lane in the $200,000 event.

"I'm worn out. I was out of tear offs," said Bloomquist, who won the first late-model race ever held at the four-tenths-mile oval. "The car was super. We built these cars new this year, and Vic Hill is doing our engines now, and we were strong on the restarts. This was one great win for us.



Scott Bloomquist

"We have some pretty special race cars, and we put a lot of tender love and care into it," Bloomquist explained. "We worked really hard to win here tonight."

Bloomquist started fourth and rode patiently through the caution-plagued first half of the race, while Shannon Babb, who was the fast qualifier for the 119-car field, and Steve Francis battled for the lead.

Ten of the unlucky 13 yellow flags during the 100-lapper came during the initial 50 laps as the whopping 36-car starting field diminished as quickly as the storm clouds that dumped buckets of rain on the track about 5 p.m. in the afternoon and delayed the start of the program. Only 12 cars were running at the checkered flag.

Bloomquist got the jump on a lap-51 restart and powered into the lead. Francis regained the lead on a lap-68 restart, but Bloomquist battled right back and rode the high groove back to the front on lap 70.

From there he raced uncontested to the victory, while Donnie Moran, who started 25th, came on strong during the second half of the race and posted his third runner-up finish in his last three starts at The Dirt Track. He earned $25,000 for second.

Francis, who started on the pole, sharing the front row with Babb, finished third, with Dale McDowell and Chub Frank rounding out the top five.

Babb tangled with the lapped car of Justin Fegers on lap 67, and after making a pair of yellow-flag pit stops, he battled back to finish sixth.

Notebook: Wet weather takes its toll on inaugural event. **PAGE 20**

Capitani's Influence Puts Him Atop Poll

Knoxville Czar's Grip On Sprint-Car Racing Remains Intact

KNOXVILLE, Iowa — For the third year in a row, Ralph Capitani, director of racing at Knoxville Raceway, has been named sprint-car racing's most influential leader by the North American Sprint Car Poll — an industry-wide voting panel of manufacturers, media members, sanctioning officials and promoters.

SPRINT CARS

Capitani, who guides weekly winged 360 and 410 sprint-car racing at the "Sprint Car Capital of the World," captured 13 of the 35 first-place ballots cast in the 2006 preseason poll.

Twelve-time Knoxville Nationals champion Steve Kinser, a regular with the National Sprint Tour this season, ranked second with eight first-place votes. Emmett Hahn, founder and president of the winged American Sprint Car Series and non-winged Sprint Bandits tour, came in third with seven.

Those ranked fourth through sixth, respectively, are Eldora Speedway owner Tony Stewart (one first-place vote), Northern Sprint Tour and National Sprint Tour President Fred Brownfield (two votes) and DIRT MotorSports vice-president Brian Carter.

Recently named DIRT MotorSports President Tom Deery, Maxim Chassis President Chuck Merrill and World of Outlaws Sprint Series point-leader Donny Schatz each received one first-place vote.

Rounding out the top 10 were Rollie Helmling of the United States Auto Club, Alan Kreitzer of Williams Grove and Lincoln speedways, Steve Sinclair of SLS Promotions and the Interstate Racing Ass'n and John Padjen.

Padjen is promoter of Silver Dollar Speedway, the California Sprint Car Civil War Series and the Golden State Challenge Series.

OPINIONS

ECONOMAKI: France family sells stock for tax purposes. **PAGE 6**
KERCHNER: Colossal 100 gives Slack the event he needed. **PAGE 7**
DESPAIN: Imola event marked true beginning of safety surge. **PAGE 8**

Oursler	6	Martin	22
Reamer	6	Argabright	26
Zyla	6	Knutson	28

EXCLUSIVE

Will There Be 11 Rows Of Three This May?

The first 33-car field for the Indianapolis 500 was in 1919. Since then, the number 33 has carried a special significance. *NSSN*'s Bob Gates takes a look back at the history of the 33-car field and whether there will be a full field this season.

INDY 500 PAGES 24-25



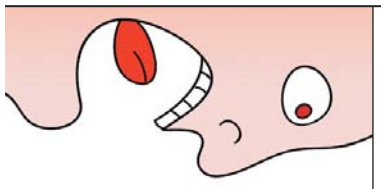
WINNER'S LIST

Series	Winner	Where	Page
Grand Am	M. Rockenfeller/P. Long	Alton, Va.	8
NST Sprints	Tim Kaeding	Hutchinson, Kan.	10
ARCA	Billy Venturini	Salem, Ind.	12
Hooters Pro Cup	Jeff Agnew	Coeburn, Va.	12
USAC Sprints	Jon Stanbrough	Lawrenceburg, Ind.	16
USAC Sprints	Bryan Clauson	Winchester, Ind.	16
NASCAR West	Andrew Myers	Avondale, Ariz.	15
WoO LMs	Rick Eckert	Lernerville, Pa.	20

THE FINISH

"Kevin Ramey is gonna run every one of these Sooner Region races, well so am I! Piss on him, I'm gonna win this damn thing."

Winner **Sean McClelland** after banging wheels with Ramey during Saturday's ASCS race in Lawton,



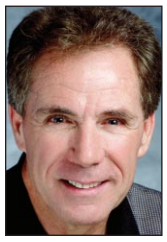
PUBLIC FORUM

Let your voice be heard

Simple Solutions

Before the Busch Series race at Atlanta, the Fox broadcasting team was discussing the domination of the Busch Series by Nextel Cup-affiliated teams.

Darrell Waltrip suggested that if an independent Busch team wanted to be competitive, it should "do whatever it takes" to become associated with a Cup operation. Brilliant insight like this is why D.W. is worth every penny Fox pays him. I'll bet that there were many in the Busch garage that never considered that having technical help from the likes of Roush, Hendrick or Yates would likely improve their ability to be more competitive on the track.



Darrell Waltrip

Using Waltrip's obvious solutions to complex problems, I'd like to offer these tips.

■ If you don't think you will qualify for the race, turn faster laps in qualifying. It will save you the embarrassment of having to use a provisional starting position.

■ If you don't have enough engine, build one with more horsepower.

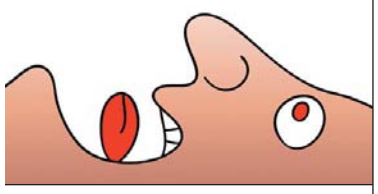
■ Maybe you don't have a sponsor. Try winning some races. Sponsors love winners.

■ If you aren't winning races, fire the driver. If the driver owns the team or brought funding, fire the crew chief every few races. It makes the sponsor think that you are doing something.

■ If you need a driver, look for a young talent that just needs a shot in good equipment. Some names you might consider would be Paul Menard, Kerry Earnhardt, Steve Wallace, Steadman Marlin, Buckshot Jones, A.J. Foyt IV, or even Matt Martin. These poor kids just need somebody to give them a little help.

Paul Luiz
Nipomo, Calif.

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



For Some, Tax Time=Big Bucks

We All Owe Some Money, But The Wealthy Owe A Tad More

MIDLAND PARK, N.J.

Exactly one week before income tax filing day, the *Wall Street Journal* reported four members of the NASCAR-owning France family, who also control the publicly owned International Speedway Corp., sold 2,204,000 shares of ISC stock for more than $105 million. Unless it was to gird for a major purchase, one can assume the sale was made for tax purposes. Family patriarch **Bill France**, his brother **Jim** along with Bill's son **Brian** and daughter **Lesa Kennedy** each sold 551,000 ISC shares at $48.35 per share. That, dear readers, comes to $26,640,000 for each family seller! No indication as to the buyer or buyers, but the family now has $106.5 million in cash — less capital gains taxes of course — to manage. The ISC annual report tells us there are 53,240,000 shares of company stock outstanding, and in fiscal 2005 ISC earned $159.361 million or $2.99 per share. ISC stock ended last week at $48.75, which means the buyers of those France family shares were ahead $881,000.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

When **Kevin Harvick** drove to victory in Friday night's Busch series race in Phoenix, it was in line with NASCAR's pet slogan for the series, "The drivers have changed, but the intensity hasn't." The race marked the ninth-straight victory-lane shutout of Busch series regulars by a visiting Nextel Cup driver. And those Nextel visitors, who have won every Busch race this year, also took most of Friday's top-10 finishing positions. Perhaps the only honor a Busch regular might realistically anticipate is Rookie of the Year. And don't forget Harvick's Saturday night triumph came in **Richard Childress's** No. 29 Chevy that used to wear No. 3 when **Dale Earnhardt** was alive. And did you notice at Phoenix signage for Sprint was bolder and bigger than that for Nextel at both the track and on the Saturday night race telecast as well?

It looks like the Dodge Intrepid has taken its last Nextel Cup starting flag. The early April Texas race saw a pair of two-car Dodge teams, **Penske** and **Petty**, split their entries, with **Ryan Newman** and **Bobby Labonte** going in Intrepids while their stablemates, **Kurt Busch** and **Kyle Petty**, wheeled Chargers. The Intrepid is legal until this season ends, but the folks at Dodge Motorsports now want the Charger, not the Intrepid, raced. Headman **John Fernandez** let it be known the Intrepid's approval among factory-backed owners was only temporary while the Charger was in the final stages of race development.

Former newspaperman **Robin Miller**, now a regular contributor on Speed Channel, admitted on Sunday night's "Wind Tunnel" show that he hates **Tony George**!



HHP/HAROLD HINSON PHOTO

GO FIGURE: Kevin Harvick continued his domination of the NASCAR Busch Series Friday night in Phoenix.

If you own a vintage or antique racing car, cheer up. For years those who did — usually the original owner — were looked upon by present-day racers as "old farts," particularly annoying to race-track owners who were tired of their begging for free use of tracks or bidding to be part of a regular racing program. Well, the vintage/antique racing-car ownership clique has now grown in size and stature. With that growth has come respect and admiration. Club after club has been formed, and every section of the country can now claim such a club in its geographic area. The WRA (Western Racing Ass'n, tel: (909) 305-0045) has 20 show days scheduled this year. On March 4, 16 vintage cars, seven midgets and seven sprinters, including many WRA members, showed up at Mohave Valley Raceway near Bullhead City, Ariz., for a day of activity. Practice and six-lap heats were run for various classes, and when the day was done the new owners of the track were so pleased they gave tow money and free fuel to each entrant. Some creative WRA member came up with this interesting tag: "Moving Museum."

ECONOMAKI: CONTINUED ON PAGE 47

Focus Defines Grand American Leadership Duo

ALTON, VA.

No one has ever accused International Speedway Corp. boss and father of the Grand American Road Racing Ass'n, Jim France, of being dumb. Likewise the man who oversees the day-to-day affairs of the Grand Am, including its Rolex Sports Car tour, Roger Edmondson, brings a wealth of smart management experience and savvy to the equation of making the Grand Am a powerhouse on the North American road-racing scene.

RAMBLING ROAD



BILL OURSLER

Interestingly, though, the two men seem inwardly focused when it comes to what can only be described as "their baby."

While outsiders are prone to suggest that the Grand Am is at war with the American Le Mans Series, the other professional sports-car championship on the continent, neither Edmondson nor France appear to view it that way. Indeed, if anything, one gets the feeling that the ALMS is, for the most part, outside of their thoughts. When asked, both men say that road racing needs the ALMS as much as it does the Grand Am. However, at the same time France and Edmondson seem less interested in attracting the traditional Technoid-oriented sports-car enthusiasts than they do in broadening the road-racing audience profile.

While they obviously want the traditional fans to accept their series, they make it quite clear that they find it easier to convert the NASCAR crowd into Grand Am advocates than they do getting the traditionalists on their side. And that could have a profound effect on what those of us who are sports-car racing enthusiasts see, perhaps not in the short term, but in the slightly longer-term future.

Accepting the fact that road racing is often viewed as a "rich man's" hobby that has its roots firmly established in the European community, it has enjoyed a limited amount of success, although spectacular at times in America, where the large majority of what we see is based on the fair-ground horse track ovals of our grandfathers and great grandfathers. In point of fact, if one were to look at the motorsport pie, road racing's slice is currently something under 10 percent.

France and Edmondson want to change that, and the only way they see of doing so is by changing the concept of the sport. As

OURSLER: CONTINUED ON PAGE 47

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The Audit Bureau

Racing Judgments Should Wait Until All The Facts Are In

RACING BRIEFCASE



GREG ZYLA

SHAMOKIN, PA.

It's easy to criticize a driver for "bumping," "wrecking" or "spinning out" another competitor based solely on what is seen from the stands or on television replays.

I learned a lesson in being a "racing spectator" a long time ago, and it's led to my taking a pragmatic approach to what happens on a race track until all the facts are in.

Case in point: I remember vividly the Friday night I was announcing at Minersville, Pennsylvania's Big Diamond Raceway back in 1975. During one of the sportsman modified heats, a fellow competitor was pursuing the leader extremely closely, battling nose to tail for the entire 10 laps. On the last turn of the last lap, the second-place car bumped the leader in the rear. The leader spun and hit the inside guardrail, and the second-place driver cruised to the checkered flag. The result was a host of boos from the crowd.

It was clearly obvious to everyone that the driver who won the race did so thanks to a very dirty move. The boos got louder and more serious, reaching a point where race officials were ready to disqualify the winner for intentional rough driving.

As the announcer, I was taking lots of heat explaining the final results to the crowd. The scene got progressively worse, escalating to the point where several refreshment bottles and cans started zinging past my head because the disqualification had not occurred. (The next week, we had a chicken-wire fence installed so an injury to the announcer from "flying debris" was lessened).

Sensing things were getting very ugly in the stands, and with more and more items zinging past my head, a crew member for the driver who was wrecked was dispatched to the announcer's tower with some information about the spinout.

The crew member told everyone in the booth to let the crowd know that the driver who won the race did so fair and square, because the leading car's rear-end gears had broken, slowing his car and making it look like the second-place car hit him.

With the crew member at my side, I announced this information and the crowd settled immediately. The show went on without further incident, and the lesson I learned that night stays with me to this day.

Specifically, if two cars are involved in a skirmish, only two people usually "know" what really happened. Passing judgment is easy when mishaps occur, but it's better to wait and hear from both competitors before passing judgment.

We'll continue to have questionable incidents on the race track, that's for sure. Some we will figure out, others not. There will also be situations where both drivers involved in a wreck feel they are "right," and the crash will be listed as "just racing" in nature.

Learning to reserve judgment in some of the questionable accidents is in everyone's best interest, because what you see may not be what's really happening.

Recently, Indy-car driver Paul Dana was killed in a crash at Homestead, Fla. Many reports, especially those on general television news and non-racing related print, were critical toward Dana as a rookie driver with little experience.

Granted, Dana may have been listed a "rookie" in the full-sized Indy cars, but let's give the guy a break.

Dana's record of performances in lesser classes indicates he was NOT a problem driver who drove with "blinders on, communications off." He won six times in the Barber Dodge Series and was the championship runner-up in the Infiniti Pro Series in 2004, winning once.

We may never know what truly happened to Dana, or why the accident occurred.

Still, what I learned at Big Diamond in 1975 still applies to Paul Dana. I'll give him the benefit of any doubts.

FROM THE DESK



MIKE KERCHNER

Colossal 100 May Be The Beginning Of A New Tradition

CONCORD, N.C.

There are more than 1,000 short tracks operating in the United States but only a handful of racing events that can truly be called "big events."

Not every race track has a Knoxville Nationals, Kings Royal, Super DIRT Week, World 100 or Turkey Night Grand Prix.

Since it opened in 2000, The Dirt Track @ Lowe's Motor Speedway has hosted events for the World of Outlaws sprint cars, USAC sprint cars, Lucas Oil Dirt Series and Southern All Star late models among other groups, but LMS Director of Events Roger Slack has yet to come up with a signature event for the four-tenths-mile dirt oval.

However, Slack and the Speedway Motorsports, Inc.-owned facility may be on the verge, thanks to Slack's introduction of the Colossal 100 dirt-late-model event.

"Hopefully, 25 years from now, people will talk about this one and remember it like the first World 100 or the first Dirt Track World Championship," said Slack following the event.

The first-year event was run in its entirety despite two days of scattered thunderstorms, and it certainly appeared to this observer to have what it takes to be built into a true "big event."

While sprint-car racing at the track has always produced follow-the-leader parades, the late models seem suited to the track. The racing during the Colossal 100 was exceptional.



DAVID GRIFFIN PHOTO

DIRTY BUSINESS: Dale McDowell (17m) works under Jonathan Davenport during Saturday's Colossal 100 in Concord, N.C.

Sponsored by Circle K, the race drew nearly 170 entries from 26 states, with 119 cars showing up to take time Friday night. While the event was sanctioned by the Lucas Oil Dirt Series, the field included not only the regular runners from that series, but all 12 members of the World of Outlaws Late Model Series's Dirty Dozen. Also on hand were drivers from the Southern All Stars, Northern All Stars and Mid-Atlantic Championship Series, among other late-model touring groups.

Anybody who is anybody in the world of dirt-late-model racing was in action, and despite the weather, which delayed Saturday night's program, a handsome first-year crowd estimated at 8,500 was on hand for the 100-lap event, even with the race running at the same time as the NASCAR Nextel Cup Series race at Phoenix Int'l Raceway was being shown on live television.

"We'd have sold this place out without the rain," said LMS General Manager Humpy Wheeler.

With 14,164 seats and all the modern amenities that today's sports facilities must have, The Dirt Track is ideally suited to become the home of a truly traditional event that race fans will write on their calendars every year.

The cooperation of the major racing series and the participation of the teams, primarily because of the almost-unheard-of $200,000 purse, which included $50,000 to win, proved there is interest in such an event, and the April date is ideal as most of the traditional high-paying events in short-track racing are held later in the season, not during the first third of the year.

As well, April weather in the Charlotte area is generally (except for the chance of thunderstorms nearly every day) ideal.

Will the Colossal 100 ever rival the World 100 at Ohio's Eldora Speedway? Probably not, but there is no question all of the tools are in place to build a strong tradition that will continue to attract fans year after year. The purse, one of the best in all of short-track racing, will keep the racers coming.

Although interrupted by the late-afternoon thunderstorm, an autograph session for the fans was held under the grandstand prior to Saturday's race, and post-race entertainment was offered on Friday night.

The spacious grounds at LMS would allow for the introduction of a manufacturer's midway, or other types of interactive fan experiences that would add to the big-event atmosphere, and the camping space is unlimited. Hotels and restaurants are plentiful as well.

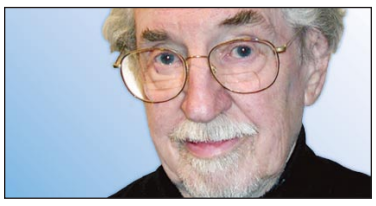
"I told Roger a long time ago that he needed to have a big event and see what happened, and with the weather they had and the crowd they had, this is going to be a hell of an event annually," said race-winner Scott Bloomquist.

Everything is clearly in place for the Colossal 100 to become a crown jewel of short-track racing — everything but tradition.

And that takes time.

Does Religion Really Belong In The Pit Areas And On The Tracks?

CYNIC IN THE STANDS



STEW REAMER

ST. BONIFACIUS, MINN.

The three taboo topics we are warned to avoid in social gatherings are politics, religion and sex. Since we've written a lot about NASCAR, we've already crossed the line on politics, and we're still trying to figure out sex, so let's take a stab at religion.

Karl Marx once said, "Religion is the opiate of the masses." We wonder what the father of Communism would say if he could see religion in action today. Imagine him transported on a bright Sunday morning to a major speedway, packed wall to wall with God-fearing Americans. He would observe that the management has helped the throng deal with its conscience about missing Sunday services by providing a cleric to pronounce an invocation. He will thank the Lord for this fine day and invoke blessings upon NASCAR, the brave men who will do battle upon the speedway, our troops fighting the "terrists" and our peerless leaders in Washington.

Racing seems to be the only professional sport that begins events with a prayer. And at the end of the race, we may see a driver, who probably hasn't set foot in church since his baptism, emerge from his car and thank the Lord for his victory.

Are we the only ones nervous about Conspicuous Christianity? There is supposed to be a separation of church and state, but should we look at some separation of church and sport, too? As a borderline agnostic, we may not be the ideal banner carrier here, but we get uncomfortable when a driver proclaims, "The Lord was riding with us today!"

We are reminded that the Pharisees were condemned by Christ (Matthew 6:1) for praying in public, saying to them, "Beware of practicing your piety before others in order to be seen…for [you will] have no reward from your Father in heaven."

Prayers are personal. You don't need an audience to give thanks or ask for help. It's what you believe, and what's in your heart and mind that counts. If religion is indeed an opiate to the masses, in that it offers comfort, hope and refuge, that is what it should be.

At major race events, drivers are encouraged to attend race-morning services conducted by "speedway ministries" in impromptu garage-area chapels. No harm in that as long as we keep in mind that attending such services doesn't make you a Christian any more than being in the garage makes you a race driver.

And forgive our cynical soul, but we have always been uncomfortable about drivers who profess to be "born again," and being around born-agains who want to tell everyone how wonderful it is. Philosopher Eric Hoffer said, "To know a person's religion, we need not listen to his profession of faith but must find his brand of intolerance."

Seriously, we are increasingly faced with the specter of the Christian Right in politics and in other facets of our lives, including sports. Our religion should be personal and private, and not directed by casuists with political agendas.

The story is told of two black-clad masked men carrying assault weapons who enter a crowded church during services and announce, "Anyone willing to take a bullet for Christ, remain where you are." There is a panicked mass exodus by the choir, the deacons, and all but about 20 parishioners. The gunman then says, "OK, Pastor, we got rid of all the hypocrites — now you can finish the services."

And they walked out.

Somebody say, AMEN!

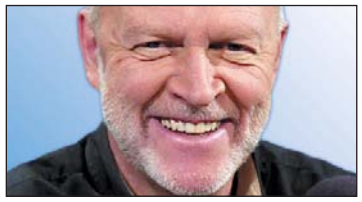
Racing Is Safer Than Ever, But Risks Will Never Go Away

CHARLOTTE, N.C.

Though it subsequently moved a week earlier on the Formula One calendar, the Grand Prix of San Marino marked the 12th anniversary of the death of Ayrton Senna. It is now tradition for columns like this one to annually reflect on the resultant change in world racing safety. But Ed Hinton, racing writer for the *Tribune* newspaper chain and eyewitness to the beginning of the safety revolution, said some things I'd never heard regarding the subject Sunday night on "Wind Tunnel" (Speed TV, Sunday nights, 9 p.m. Eastern).

In '94, Monaco was the next race after Senna died, and Hinton, then covering F-1 for *Sports Illustrated*, sat with the sport's leader, Bernie Ecclestone on race morning. F-1 had enjoyed a long stretch without a fatality, prompting Ecclestone, to muse, "We thought we walked on water. Now someone has drowned. It is necessary to give out the message to the world that we are not people who don't care."

TUNNEL TOPICS



DAVE DESPAIN

Indeed, there followed an immediate and concentrated effort to upgrade Formula One safety. Car design was improved. For better or worse, chicanes were added to once-daunting tracks, slowing the cars as they approached what were traditionally the sport's most demanding corners. And the HANS device, which Hinton considers the most important safety measure of them all, took an important first step toward widespread acceptance. Hinton says the story goes this way:

American sports-car racer Jim Downing, recognizing the need for a head restraint system for drivers, inspired his brother-in-law, Michigan State bio-mechanical engineer Dr. Robert Hubbard, to invent what became HANS. Early models were too big and bulky to suit most racers, but in its post-Senna safety frenzy the FIA had sent one to the lab for testing. It was lying in a corner when Hubert Gramling, lead safety engineer of Mercedes-Benz, came to that lab to investigate airbags for race cars.

Intrigued by the HANS, Gramling joined forces with Dr. Hubbard and Dr. John Melvin of General Motors, the man credited with discovering that one can die of a basal skull fracture without hitting one's head. The trio collaborated on the miniaturized but effective head-and-neck-restraint system that is now worn everywhere from Imola to I-55 Raceway.

In this country, Dale Earnhardt's death at Daytona triggered overnight acceptance of head-and-neck restraints among NASCAR drivers, who in turn inspired its use by local track minions. Differing, as he often does, with conventional NASCAR wisdom, Hinton argues that the Intimidator's death did not trigger a safety revolution. Instead, he says, "Dale's death simply swept NASCAR into the mainstream of the worldwide safety movement, which was already a roaring torrent as a result of the death, six years earlier, of Ayrton Senna." Giving credit where credit is due, Hinton also says that NASCAR has since become one of the sport's most proactive sanctioning bodies in terms of safety.

Our take on all this is simple; to make racing safe is a contradiction in terms. But to make it safer should be a universal and omnipresent priority of everyone involved.

We invite our *NSSN* readers and "Wind Tunnel" viewers to e-mail their opinions to WindTunnel@SpeedTV.com.



JOHN MARSH PHOTO

SAFER THAN EVER: Felipe Massa and his Formula One rivals are safer on the track than their predecessors.



GRAND AM PHOTO

SCENIC VIEW: Daytona Prototypes negotiate a turn at Virginia Int'l Raceway Sunday afternoon.

Third To First On Last Lap

By Bill Oursler
NSSN Correspondent

GRAND AM

ALTON, Va. — There are races, and there are races. Sunday's VIR 400 for the Grand American's Rolex Sports Car Series tour at Virginia Int'l Raceway was one of the latter.

Two corners from the checkered flag, Mike Rockenfeller, paired with Patrick Long in Alex Job's Ruby Tuesday Porsche Crawford, was looking at a third-place finish behind the SunTrust Pontiac Riley of Max Angelelli and the Lexus-powered CompUSA Riley of Scott Pruett, who were battling for the victory.

Pruett, who with Luis Diaz had pushed to the front after having started in the pit lane following an overnight engine change, moved to go inside his rival in a bid for the duo's third triumph of the season, a maneuver the SunTrust driver was not going to allow. As Angelelli turned in to block Pruett, he left a narrow space on the outside of the corner, a space Rockenfeller, who was immediately back of the battling pair of Riley chassis, filled as he sought to take advantage of the opportunity Angelelli had given him.

Although "Max the Ax" tried to keep the Crawford at bay with a few strategically placed "bumps," it was a forlorn effort as the Ruby Tuesday- sponsored car swept past in dramatic fashion to take the Job camp's second victory of the year, evening the score with the Chip Ganassi-employed Pruett and Diaz, who were forced to settle for third behind Angelelli and his teammates and team-owner Wayne Taylor. The two reigning Rolex champions crossed the line second for their first podium of the year.

Fourth went to the polesitting Playboy-backed Ford Crawford of Michael McDowell and Guy Cosmo, while Jorg Bergmeister and Colin Braun were fifth in their similarly powered Krohn Racing Riley.

For all the excitement of the finish, it was a typical Grand Am Daytona Prototype kind of day, one in which the lead changed constantly both on the track and through pit stops. One who lost out was the Finlay Racing Ford Crawford of team-principal Rob Finlay and his seatmate, Michael Valiente, the latter keeping the prototype out front during the closing stages ahead of Angelelli, Pruett and Rockenfeller until Valiente was forced to pit for a splash of fuel in the last few laps, dropping him and his partner to ninth in the final order. Even so, Valiente's performance under fire was nothing short of brilliant, especially considering that while the three hard chargers behind him were on new tires, his Hoosiers were well worn.

With the unique system for those events like VIR, which set its grids through separate Saturday qualifying Daytona Prototype and GT division sprints that award the same amount of finishing order points as the feature itself, Rockenfeller and Long have now pushed their way into the championship lead by five markers over Bergmeister and company, an accomplishment worth noting considering that the Job car did not race in Mexico.

For all the attention paid to the prototype class, the war in GT was equally fierce between the Racer Group Pontiac GTO Rs and the Porsche 911 GT3 brigade. Ultimately, despite trailing their German rivals in the beginning, it was the TRG Americans who ruled the Virginia countryside, Andy Lally, Marc Bunting and R.J. Valentine taking first over their stablemates, Paul Edwards and Kelly Collins. Taking third, the highest placed of the Porsches, was the Michael Levitas TPC entry of Randy Pobst and Ian Baas, the pair having begun their season with Levitas by winning the Rolex 24.

Rosser & Murry Slosh To 'Frustrating' Victory

By Linda Mansfield
NSSN Correspondent

GRAND-AM CUP

ALTON, Va. — Only 12 laps of green-flag racing were run in a very wet 49-lap Grand-Am Cup race Saturday at Virginia Int'l Raceway.

After two-and-a-half hours of mostly numbing trips around the 3.27-mile road course, the Playboy Nissan 350Z of Blake Rosser and David Murry took the checkered 1.974 seconds before the Blackforest Motorsports-Bosler Racing Mustang GT of Jim Bosler and James Gue. The Marcus Motorsports Porsche 997 of Spencer Pumpelly and Andy Lally, which carries the colors of Porsche of Lexington/TGB Scooters and Cobra Powersports, finished third.

Those three entries were the podium finishers overall and in GS, but not all of them got to celebrate on the steps because it took awhile for the standings to be sorted out. The eventual winners took the checkered flag in third place, behind two Blackforest Mustangs that were later set back for outstanding penalties.

If the number of yellow-flag laps was amazing, so too was the number of penalties bestowed, which ended up being 27 according to series officials. Most were for passing under the yellow or pitting out of sequence, and there weren't all that many opportunities for drivers to serve them, since they had to be undertaken under green-flag conditions.

A driving rain proved to be the undoing of several of the 81 cars that started the race. It seemed that as soon as one car that had slid off into a tire wall had been towed in and the green was displayed, yet another car was headed through the grass, out of control.

Luckily no one was hurt physically, although the same can't be said emotionally.

The word used most often to describe the event by the drivers *NSSN* interviewed was "frustrating."

Jamie Holtom and Eric Curran won the ST class with their Georgian Bay Motorsports Chevy Cobalt, which Curran said handled beautifully despite the rough conditions. The Craftsman Motorsport/Piper Motorsport BMW 330i of Jim Briody and Todd Burns was second in that class, with the Davis Acura of Mike Galati and Bob Endicott right behind.

Cory Mac Takes Rockingham Ride

By Susan Wade
NSSN Correspondent

ROCKINGHAM, N.C. — News Saturday night that 1960s and '70s Pro Stock icon Ronnie Sox had passed away in Richmond, Va., following a long illness was a sobering reminder that life evolves and nothing lasts forever. Rockingham Dragway itself, where North Carolina native Sox shone so brightly in decades past, even sits in the shadow of an abandoned NASCAR facility that used to be an economic beacon to the region.

IHRA

Racing momentum changes just as surely. It did in the International Hot Rod Ass'n's Nicko's N.Y. Style Pizza Spring Nationals, as traction problems and Andrew Cowin ended Clay Millican's dominance at the quarter-mile known as "The Rock."

So, with the Millican myth up in smoke, Cory McClenathan, his FRAM Boost Dragster, defeated Cowin in a gritty side-by-side Top Fuel final-round run to win his first e-Max Drag Racing Series event and his first since an NHRA race in May 2004 at Atlanta.

McClenathan ushered three other first-time IHRA pro-class drivers into the winner's circle for the first time: Josh Hernandez (Pro Modified), Jack Wyatt (Nitro Funny Car) and Dr. Tom Carter (Alcohol Funny Car). Pro Stock's Tony Gillig was the lone winner who had been there before, but this marked only his third-career victory and his first since the final event of the 1998 season.

Millican was aiming for a 10th-consecutive victory at Rockingham, a place that, he only half-joked, covered a lot of his mortgage payments at home in Drummonds, Tennessee. Instead, National Hot Rod Ass'n veteran McClenathan became the first Top Fuel driver since Paul Romine in the spring of 2001 to win here.

Cowin reached the final in the car that McClenathan drove last season. When Scott Griffin assembled his Serta Dragster team, he bought equipment from McClenathan's Carrier Boyz race team.

"Andrew and I are good friends, and there is a strong relationship between Scott Griffin and the Carrier Boyz," McClenathan said after his 4.712-second elapsed time at 309.91 miles per hour topped Cowin's 4.786/281.54. "Scott was up in our lounge before the final. We were all up there, cutting up and having fun. When do you think the last time two teams were going to the final against each other and they were hanging out in each other's trailer? There is a lot of friendship there."

Former policeman Hernandez, with a 6.274-second e.t. at 228.07 in his Dr. Moon's Rage '68 Camaro, denied Glen Kerunsky back-to-back victories in the Pro Mod final.



IHRA PHOTO

STREAK STOPPER: Cory McClenathan became the first driver since the spring of 2001 not named Clay Millican to win a Top Fuel race at Rockingham (N.C.) Dragway.

Kerunsky limped across the finish line with a 10.258/101.12.

"The sun is shining, the birds are singing and I've got an Ironman I'm taking home for the first time, so I'm very happy," Hernandez said.

Wyatt, who said his 2002 Race Girl Pontiac Firebird Nitro Funny Car "was nice and clean and ran the same every run," used a 5.033/290.01 to squeak past journeyman Vinnie Arcadi, whose 5.102/296.44 capped his day of career first-round victories and outstanding performances.

"We're going for the championship. We know we can run well," Wyatt, of Corydon, Iowa, said. "Even if it's a little slower, if you get the consistency down, you can make little changes to make it quicker."

Carter, who balances racing with his dental practice in Victoria, Texas, had more than Fred Tigges and his 5.931-second e.t. at 240.29 mph to overcome for his Alcohol Funny Car triumph.

After Gillig clocked a winning 6.499/203.28 in his '04 Mustang to beat Pro Stock opponent Bert Jackson (6.930/209.98 in his Chevy Cavalier), he said of Rockingham Dragway, "This place has been kicking my butt for three years."

"We've been testing a lot, and we've got the car working real well when the track gets hot. So, tire shake wasn't an issue today. The car made real smooth runs."

Cowin Knocks Out Millican, Loses To McClenathan

By Susan Wade
NSSN Correspondent

ROCKINGHAM, N.C. — **Andrew Cowin**, driver of the **Scott Griffin** Motorsports/Serta dragster, spoiled **Clay Millican's** bid for a 10th-consecutive Top Fuel victory at Rockingham Dragway before losing to another pal, **Cory McClenathan**.

IHRA NOTES

The playful Australian, who describes himself as "a bit cheeky," swiped McClenathan's Ironman trophy at the top end of the track following their final-round race, posed for pictures with it and mugged in the winner's circle with the Carrier Boyz team.

The Sydney native quickly has become less identifiable with kangaroos than he is with sheep — the Serta Perfect Counting Sheep popularized in television commercials. They're painted on his dragster and team hauler, and the little stuffed replicas the organization hands out at races are arguably the most popular sponsor item to hit drag racing in a long time.

Although Cowin refused to lift the throttle in his final run against McClenathan when he started having traction trouble and had an engine fire, he gave "Cory Mac" a close side-by-side race. Cowin lost by just 74-thousandths of second.

"We had him till about 400 feet. I pushed out a head gasket, and our fuse wasn't long enough," Cowin said. "This team is up and coming, and we're going to win one of these drag races. Just hold on. We've got a bad-to-the-bone hot rod right now."

As for his match-up against Millican, Cowin said, "I owed him one. Actually, the last time I raced at The Rock, he beat me in the semifinals. He's a great guy to race, great personality, great crew. When you race against people like that — that's a Triple-A team. That really brings out your best."

■ San Antonio season-opening winners **Doug Foley** (Top Fuel), **Glen Kerunsky** (Pro Modified), **Gary Densham** (Nitro Funny Car), and **Mark Thomas** (Alcohol Funny Car) still lead the points. **Tony Gillig** took over the Pro Stock lead, as **Frank Gugliotta** dropped to second when he redlit against Gillig.

■ Although he called it "a mediocre run for me" and said he simply wanted to get his Prestone/Autolite car down the track, **Bob Gilbertson** broke **Cruz Pedregon's** track elapsed-time record for the Nitro Funny Car class with a 4.837-second run at 312.86 miles per hour Saturday. Pedregon had set his 4.884 e.t. in 1998.

■ Thirteen years ago, in 1993, Top Fuel winner **Cory McClenathan** had a major accident in his dragster at Rockingham, but last weekend he dominated the Top Fuel class with his FRAM Boost/Carrier Boyz Dragster. In Friday qualifying, he seized the top spot with a 4.549-second pass and set the track speed record with a 326.32 mph that was slightly off **Clay Millican's** national record 326.63.

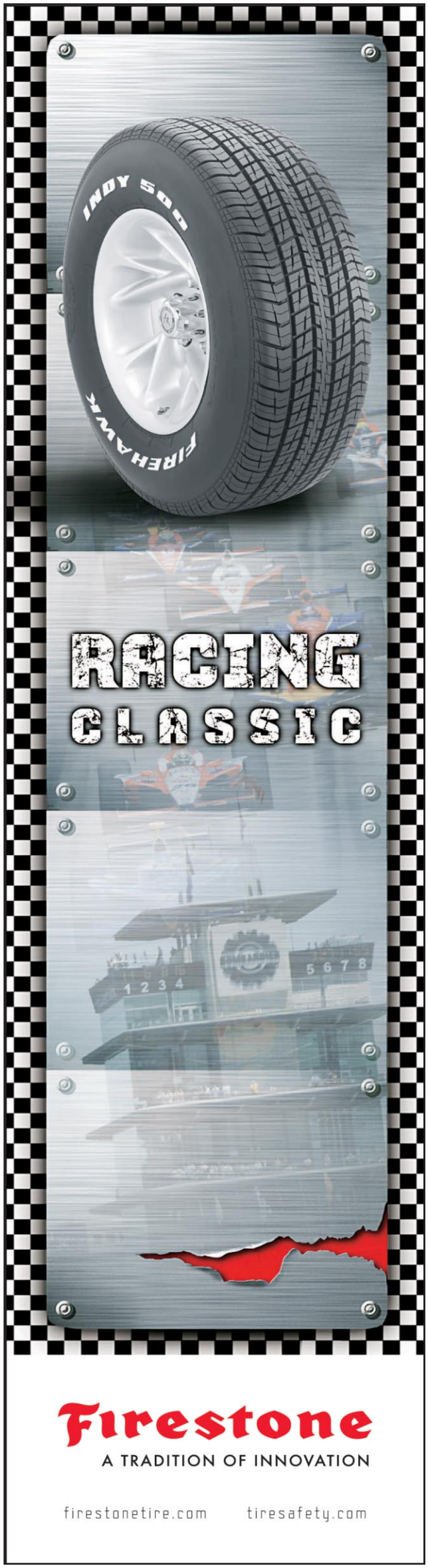
"I've had a checkered past at Rockingham," No. 1 qualifier McClenathan said. "I crashed pretty hard there in '93 and ended up in the burn center for a few days." He had come to the track, sometimes to practice on his reaction times with drag-racing pioneer and driving instructor **Roy Hill.**

■ Veteran Top Fuel diver **John Smith** had envisioned a comeback to nitro drag racing at Rockingham, along with wife **Rhonda Hartman-Smith.**

She returned to the track for the first time since taking maternity leave for son Dylan. She qualified seventh and narrowly lost to point-leader **Doug Foley** in the opening round. But IHRA denied her husband permission to drive a nitro Funny Car, saying he wasn't properly licensed.

So, he helped on his wife's family-owned dragster. **John Smith,** IHRA's 2003 Rookie of the Year, had planned to make his Funny Car debut in the Racing Craftsman Tools entry that his dad, **Paul Smith,** owns. The car wasn't ready, but he planned to drive **Bob Gilbertson's** Jungle Jim tribute car.

Paul Lee drove down from Maryland, and the **Paul Richards** team drove up from Florida to combine efforts and fill the field.



RACE REWIND

NATIONAL SPRINT TOUR

Race 6: April 21

FINAL RESULTS

WINNER



Tim Kaeding

Friday

April 21, Hutchinson Raceway Park, Hutchinson, Kan.

Qualifications: 1. Jason Sides, Sides, 7s, 14.661; 2. Tim Kaeding, Kinser 11k, 14.731; 3. Steve Kinser, Kinser 11, 14.775; 4. Sammy Swindell, Forbrook 5, 14.801; 5. Danny Lasoski, Roth 83, 14.856; 6. Jason Solwold, Carnahan r19, 14.922; 7. Tim Shaffer, Parsons 6, 15.016; 8. Paul McMahan, Stewart 20, 15.026; 9. Shane Stewart, Rudeen 26, 15.088; 10. Brian Paulus, P & P Motorsports 28, 15.091; 11. Jason Meyers, Stockbridge 14, 15.184;12. Travis Rilat, Rilat 29, 15.374; 13. Mike Chadd, Chadd 4, 15.602; 14. Abe Sherwood, Kantor 44j, 15.794; 15. Steve King, King 88, 15.891; 16. Lucas Wolfe, Helm 11h, 16.026; 17. Chris Morgan, Morgan 7c, 16.566; 18. Scott Lehman, Wilson/Bauck/Vincent 9s, 16.614; 19. Brian Herbert, Herbert 97, 16.738; 20. Shane Howard, Rasor 21, 17.377; 21. Mike Woodruff, Hatteborg 44x, no time; 22. Mark Robe, Bontrager 17, no time.

First Heat (10 laps): Chadd, Shaffer, Sides, Swindell, Wolfe, Paulus, Herbert.

Second Heat (10 laps): McMahan, Meyers, Lasoski, Kaeding Sherwood, Howard, Morgan.

Third Heat (10 laps): Stewart, Kinser, King, Rilat, Solwold, Lehman, Woodruff.

First Dash (6 laps): Shaffer, Kinser, Meyers, Stewart, Sides, Lasoski.

Second Dash (6 laps): Solwold, Kaeding, Rilat, Swindell, McMahan, Paulus.

Feature (30 laps): 1. Kaeding, $10,000; 2. Kinser, $5,500; 3. Shaffer, $3,200; 4. Meyers, $2,800; 5. Swindell, $2,500; 6. Solwold, $2,300; 7. Lasoski, $2,200; 8. Sides, $2,100; 9. Rilat, $2,050; 10. Paulus, $2,000; 11. McMahan, $1,500; 12. Wolfe, $1,200; 13. Sherwood, $1,100; 14. Chadd, $1,050; 15. Robe, $1,000; 16. Howard, $850; 17. Lehman, $850; 18. King, $700; 19. Herbert, $700; 20. Stewart, $700; 21. Woodruff, $700; 22. Morgan, $700.

STANDINGS

WINNER



Tim Kaeding

Top 10

1. Tim Kaeding	489
2. Jason Meyers	466
3. Danny Lasoski	441
4. Steve Kinser	437
5. Tim Shaffer	396
6. Jason Sides	391
7. Paul McMahan	374
8. Jason Solwold	358
9. Brian Paulus	340
10. Shane Stewart	317
11. Lucas Wolfe	274
12. Sammy Swindell	193
13. Ronnie Day	178
14. Kyle Hirst	142
15. Brooke Tatnell	135

UP NEXT

May 2, Davenport Speedway, Davenport, Iowa



BOB JONES PHOTO

HANDS IN THE AIR: Tim Kaeding collected his second National Sprint Tour victory of the season Friday night at Hutchinson Raceway Park.

Kaeding Holds Off Teammate At Hutch

HUTCHINSON, Kan. — "I love this sport,",shouted Tim Kaeding after winning the sixth National Sprint Tour event of the season Friday night at Hutchinson Raceway Park.

Kaeding passed outside polesitter Tim Shaffer on the first lap to take second and chased polesitter Jason Solwold.

A yellow flag when Shane Stewart spun on lap three slowed the pace, but Kaeding took the lead on lap five, while his teamowner, Steve Kinser, moved into second.

Kinser pulled alongside Kaeding on lap eight but couldn't make the pass ,and the two team No. 11s ran first and second to the checkered flag in the 30-lap event.

"I tried to pick them (traffic) off as clean as I could, without getting in any trouble," Kaeding explained.

Kinser isn't surprised the driver he hired to replace his son, Kraig, is having a solid season.

"He has been running for a long time, and we knew he would do a good job," Kinser said. "That is the reason he is in the car."

Tim Shaffer finished third, with Jason Meyers and Sammy Swindell rounding out the top five.

Haud Wins From Deep In Field

By Bryan Autullo

ROSSBURG, Ohio — Jac Haudenschild showed everyone in attendance at Eldora Speedway how he got his nickname.

ALL STARS

Starting 15th behind some of the top names in the business, Haudenschild rode his patented high groove around the historic half-mile oval to win Saturday night's All Star Circuit of Champions sprint-car race.

He was a man on a mission. Haudenschild asked car-owner Rick Wright if they could go run at Eldora with the All Stars, and Rick said, "Only if you go win it."

Despite several short rain delays, Haudenschild wasn't to be denied, taking the lead from fast-qualifier Joey Saldana on lap 18 and holding off Saldana and Chad Kemenah for the triumph.

It was Haudenschild's 20th-career All Star victory.

The summary:

Fast Time: Joey Saldana, 13.278 seconds (29 cars).

First Heat: Jeremy Campbell, Joey Saldana, Rob Chaney, Tim Hunter, Greg Wilson, Daryn Pittman, Chad Blonde, Sean Robinson, Barry Ruble, James Mosher.

Second Heat: Kevin Huntley, Randy Hannagan, Dale Blaney, Paul McMahan, Danny Smith, Nick Smith, Paul May, Brandon Martin, Mark Aldrich, Kent Wolters.

Third Heat: Jac Haudenschild, Dustin Henderson, Chad Kemenah, Butch Schroeder, Niel Shepard, Brock Mayes, Bill Rose, Jason Martin, Ed Neumeister.

Dash: Blaney, D. Smith, Mayes, Schroeder, Wilson, Hunter.

B Main: Blonde, May, Martin, Rose, Aldrich, Ruble, Martin, Mosher, Wolters, Neumeister, Robinson.

Feature: Haudenschild, Saldana, Kemenah, Blaney, Hannagan, McMahan, Chaney, Wilson, Pittman, D. Smith, Campbell, Schroeder, Mayes, Blonde, Henderson, Hunter, Martin, Rose, Ruble, Shepard, Aldrich, May, N. Smith, Huntley.



RICK SHERER PHOTO

AT THE TOP: Jac Haudenschild romped from deep in the field to win Saturday's All Star sprint-car feature at Eldora Speedway in Ohio.



MARK FUNDERBURK PHOTO

STAND ON IT: Craig Dollansky won Saturday's season opener for the IRA Sprint Car Series at Dodge County Fairgrounds in Wisconsin.

Craig Dollansky Does It Again At Dodge County Fairgrounds

BEAVER DAM, Wis. — Craig Dollansky returned to his roots and won the Rick Schmidt Memorial, which opened the season for the Bumper to Bumper IRA Outlaw Sprint Series Saturday night at Dodge County Fairgrounds.

IRA SPRINTS

"My first-ever win was an IRA race," said Dollansky in victory lane. "This is a good and competitive bunch of guys to race with. Rick Schmidt was an inspiration, and Al Schmidt was a heck of a racer in his own right. I'm actually surprized he wasn't out here racing tonight. I'm honored to win this race for such a great family."

Scott Young grabbed the early lead and paced the first six laps. However, he hit the wall and crashed on lap seven. Dollansky, who was the fast qualifier, inherited the point and led the remainder of the event.

Steve Meyer finished second, with Kim Mock, defending champion Scotty Neitzel and Donny Goeden rounding out the top five.

The finish:

Craig Dollansky, Steve Meyer, Kim Mock, Scotty Neitzel, Donny Goeden, John Sernett, Billy Warren, Todd Hepfner, Brian Kristan, Scott Uttech, Troy Hepfner, Mike Reinke, Todd King, Howie Gleason, Dave Uttech, Ryan Irwin, Jason Johnson, Dave Enders, Scott Biertzer, Andy Hunt, Tim Sernett, Scott Young, Ty Bartz, Travis Whitney, John Haeni.

McCarl Claims No. 42

By Bob Wilson

KNOXVILLE, Iowa — With both the World of Outlaws and the National Sprint Tour having the night off, the field for opening night at Knoxville Raceway was stacked. Six-time track champion Terry McCarl, a WoO regular, returned to the half-mile oval, and stole the $3,000 payday for the 410-winged sprint cars.

KNOXVILLE



Terry McCarl

It was McCarl's 42nd-career victory at the Marion County Fairgrounds oval and came over Australian racer Skip Jackson, who calls Knoxville Raceway his home track. Kerry Madsen finished third, with Clint Garner fourth and Shane Stewart fifth.

Jason Meyers was the fast qualifier for the 39-car field.

The 360 sprints were also on the card, with Chuck Swenson banking $1,250 for winning the 15-lap event. Jake Peters and John Kearny followed.

The finish:

Terry McCarl, Skip Jackson, Kerry Madsen, Clint Garner, Shane Stewart, Jason Solwold, Brooke Tatnell, Donny Schatz, Travis Rilat, Wayne Johnson, Brian Brown, Jason Meyers, Billy Alley, Matt Moro, Lynton Jeffrey, Jesse Giannetto, Tim St. Arnold, Kaley Gharst, Chris Walraven, Trevor Green, Mark Dobmeier, Chad Meyer, Ryan Anderson, Tim Shaffer.

Brown Wins Ramey Memorial

WOW SPRINTS

SEDALIA, Mo. — Brian Brown topped the first annual Bob Ramey Memorial for Winged Outlaw Warriors Sunday at the Missouri State Fairgrounds.

Brown jumped out to a huge lead and maintained the point through several early cautions.

Randy Martin appeared to be gaining on Brown as the red flag waved for Rusty Potter, who hit the turn-four guardrail and flipped. On the restart, Brown jumped out to another comfortable lead, and the margin grew until lap 18, when Martin started gaining substantial ground on Brown.

Taking the white flag, the lead had dwindled to about 10 car lengths, and coming for the checkered flag, Martin made an attempt to pass Brown. But his bid for victory came half a car length short. Tracy Nichols, Brandon Gray and Jesse Hockett completed the top five.

The finish:

Brian Brown, Randy Martin, Tracy Nichols, Brandon Gray, Jesse Hockett, Eric Schrock, Frank Brown, Abe Sherwood, Terry Hinck, Toby Brown, Bryan Grimes, Curtis Boyer, Mike Trent, Jon Corbin, Rex Combs, Ricky Ryun, Faron Crank, Rusty Potter, Danny Lasoski, Todd McVay, Tyler Thompson.



KEN SIMON PHOTO

WINNER: Brian Brown won at the Missouri State Fairgrounds Sunday.





RISING STARS

The best and brightest youngsters in racing

Younger Rahal Looks To Make Name For Himself

By Rocky Entriken



GRAHAM RAHAL FILE

Age: 17, Single
Series: Champ Car Atlantic Championship
Hometown: New Albany, Ohio

He's going to be known as the son of Bobby Rahal for a while yet, but to young Graham Rahal that fact seems to elicit pride more than entitlement. He knows the bloodline is meaningless if he cannot drive a car fast himself.

"It is exciting for me being involved in Atlantic, to be part of something I know dad was years back," the teenager said, adding: "Words (from his father) cannot make up for experience — that's what really makes you a top-of-the-line driver. If I have a question he's certainly there to answer it, but I've always felt strongly I need to figure it out on my own."

The young Rahal makes no secret of his goal to race Formula One but already has demonstrated the resolve to achieve lofty goals. A junior at New Albany High School, he carries a straight-A grade average, including advanced-placement college-level courses, doing it while also carrying a full load of professional racing — Formula BMW in 2004 (seventh in points), Star Mazda in 2005 (fourth with six podiums and his first pro victory at Portland and this year A1GP, sports cars and Atlantics.

"You've got to have a lot of responsibility," he said. "You have to know that as much as you travel, you have to put in as much time at home. It's just something I've learned and accepted. If I want to race, it's something I've got to do."



ATLANTIC CHAMPIONSHIP PHOTO

LADDER SYSTEM: Graham Rahal is making his way up through the Atlantic Championship.

In 1975 at Road Atlanta Bobby Rahal won SCCA's Formula B national championship — the class which later became Formula Atlantic. Thirty years later Graham Rahal won the same championship after overcoming a misfire in the early laps to finish almost 43 seconds clear of the 27-car field at the Mid-Ohio circuit.

That was the wrap-up to Rahal's 2005 season and the precursor to 2006, which has already seen him drive the keystone races of three different American series and carried him to China on the international level.

His Lebanese heritage qualified him to drive for Team Lebanon in the new off-season A1GP series which sent 25 national teams to race in 11 nations around the globe. It was, Rahal said, a series that "had taken on a transformation no one expected.

"The level of driving talent was extremely high," he said. "There are guys who have finished in front in GP2 (the steppingstone to Formula 1), and who have been in or will be in Formula One.

"For me it was just a great opportunity (to drive the final three races in Mexico, the USA and China). Actually, they wanted me to do the last five races, but I couldn't do it with school. The thing you learn most is the racecraft and that you really have to be fierce. You learn how to really force the issue and drive at a level you've never driven at before."

He has also raced both Grand Am in the Daytona 24-hour race and ALMS in the Sebring 12-hour event, finishing sixth in GT in each race, and then fifth in his professional Atlantic debut at Long Beach, carrying a car with a bent suspension. This year Atlantic is the focus.

"I've made it well known that next year I am putting my effort at getting to GP2," he said. According to Rahal's schedule, "unless something surprising happens," he hopes to reach F-1 by 2009.

Finally, It's Venturini In ARCA

SALEM, Ind. — It was a long time coming. Billy Venturini finally won his first ARCA RE/MAX Series feature Sunday afternoon at Salem Speedway.

ARCA RE/MAX

Venturini drove his family-owned Chevrolet to victory in his 134th-career start in the series.

Venturini led 95 of 200 laps and held off veteran Ken Schrader's last-lap charge to win the Kentuckiana Ford Dealers 200.

"This was a long time coming," said Venturini. "We were ahead of a lot of wrecks and stayed out of trouble. The car was awesome on short runs. The team's great and did their job. The last five times I've been to Salem we've finished well. I saw Schrader coming at the end there. The car was great though. Win number one! It was a great day. We just ran the hell out of it. We had the race won easily, and then lapped traffic wouldn't get out of the way."

With five laps remaining, Venturini had a 15-length lead before lapped traffic erased it, allowing Schrader to close the margin to a few feet. With the white flag waving, Venturini scraped the wall in turn three and four and sparks flew as he attempted to pass several lapped cars with Schrader in hot pursuit.

With torn fenders and a tire going down, Venturini still managed to hold off Schrader for the victory.

Schrader, competing in his fourth of five events of the weekend, settled for second.

"Good day," said Schrader. "Just not good enough. The competition just keeps getting better and better in this ARCA series."

Bobby Gerhart, in the Lucas Oil Chevrolet, used pit strategy and heads-up driving to finish third, pitting just once for fuel and tires on lap 60 of the 200-lap race.



ARCA PHOTO

ON YOUR FEET: The crowd at Salem (Ind.) Speedway salutes Billy Venturini on his first ARCA RE/MAX Series victory in 134 career starts.

"Our car was no better on new tires than it was on old," said Gerhart, who took the point lead. "We were tight on gas there at the end, but pitting for new tires would have had no benefit to the handling of our race car. We just didn't have a very good car, so we'll have to get that taken care of for Winchester and go get after them there. It's all about survival at Salem, so we're happy with a finish."

Phil Bozell and 18-year-old Josh Allison rounded out the top five.

The finish:

Showing driver, car and laps completed: 1. Billy Venturini, Chevrolet, 200; 2. Ken Schrader, Chevrolet, 200; 3. Bobby Gerhart, Chevrolet, 200; 4. Phil Bozell, Chevrolet, 200; 5. Josh Allison, Dodge, 200; 6. Bill Leslie, Ford, 200; 7. Damon Lusk, Dodge, 199; 8. Blake Bjorklund, Dodge, 199; 9. Ryan Foster, Ford, 199; 10. Terry Jones, Dodge, 196; 11. Ryan Howard, Chevrolet, 195; 12. Darrell Basham, Chevrolet, 195; 13. Justin South, Chevrolet, 193; 14. Kevin Swindell, Dodge, 191; 15. Norm Benning, Chevrolet, 189; 16. Mike Harmon, Chevrolet, 189; 17. Ricky Sanders, Pontiac, 186; 18. Justin Allgaier, Pontiac, 185; 19. Todd Bowsher, Ford, 183; 20. Brad Smith, Ford, 173; 21. T.J. Bell, Dodge, 169; 22. Jason Hedlesky, Chevrolet, 159; 23. Brett Rowe, Chevrolet, 154; 24. Brandon Knupp, Ford, 117; 25. Frank Kimmel, Ford, 113; 26. Ken Weaver, Dodge, 110; 27. Johnny Leonard, Chevrolet, 64; 28. Michael Simko, Chevrolet, 28; 29. Mario Gosselin, Chevrolet, 27; 30. Andy Belmont, Ford, 23; 31. Brian Keselowski, Ford, 22; 32. Brad Coleman, Ford, 22; 33. Dexter Bean, Chevrolet, 22; 34. Chuck Weber, Ford, 13; 35. Dave McClure, Chevrolet, 1.

Agnew Goes From Worst To First

COEBURN, Va. — Jeff Agnew started last but made his way to the point just 95 laps into the Food City 250 at Lonesome Pine Raceway Saturday.

HOOTERS PRO CUP

But Agnew wouldn't just cruise to victory, as he had to climb back from 14th after a pit stop on lap 139 to take the checkered flag.

"We just had a great car," said Agnew, driver of the No. 73 Mark IV Honda/Team 7 Pontiac. "We broke the transmission before qualifying, but this team worked hard and put it back together. I thought we had a good car, but I didn't know it was that good."

Agnew trimmed four seconds off Woody Howard's lead during a 40-lap stretch of green-flag racing after his pit stop. Howard's margin was completely erased on lap 184 when caution bunched the field for a restart. Agnew slipped past Howard at the exit of turn four on lap 206 and led to the finish.

Jack Bailey finished second ahead of Benny Gordon, who rebounded from a rough-driving penalty to finish third. Howard and Johnny Rumley rounded out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Jeff Agnew, Pontiac Grand Prix, 250, $11,800; 2. Jack Bailey, Ford Taurus, 250, $6,500; 3. Benny Gordon, Ford Fusion, 250, $8,000; 4. Woody Howard, Chevy Monte Carlo, 250, $5,500; 5. Johnny Rumley, Chevy Monte Carlo, 250, $4,100; 6. Ken Butler III, Pontiac Grand Prix, 250, $3,500; 7. L.W. Miller, Ford Taurus, 250, $2,800; 8. Jeremy Pate, Ford Fusion, 250, $3,600; 9. Caleb Holman, Chevy Monte Carlo, 250, $2,400; 10. Shelby Howard, Pontiac Grand Prix, 250, $2,500; 11. A.J. Frank, Chevy Monte Carlo, 249, $3,100; 12. Eric Corbett, Ford Taurus, 249, $2,100; 13. Lonnie Rush, Jr., Chevy Monte Carlo, 249, $2,200; 14. Brad Rogers, Chevy Monte Carlo, 249, $1,900; 15. Tim Bainey, Jr., Ford Fusion, 248, $2,200; 16. Derek Kale, Pontiac Grand Prix, 248, $2,600; 17. Travis Miller, Ford Fusion, 247, $1,600; 18. Joe Harrison, Jr., Chevy Monte Carlo, 246, $1,800; 19. Jim Crabtree, Jr., Chevy Monte Carlo, 245, $1,600; 20. Ryan Hemphill, Ford Taurus, 243, $1,600; 21. Cameron Dodson, Chevy Monte Carlo, 243, $1,400; 22. Mart Nesbitt, Ford Fusion, 242, $1,900; 23. Gary St. Amant, Chevy Monte Carlo, 241, $1,400; 24. Sam Fullone, Chevy Monte Carlo, 235, $1,800; 25. Eric Sartin, Chevy Monte Carlo, 181, $1,400; 26. John Gibson, Ford Taurus, 110, $1,250; 27. Todd Peck, Chevy Monte Carlo, 79, $1,250; 28. Michael Kidd, Chevy Monte Carlo, 75, $1,250; 29. Richard Landreth, Ford Taurus, 53, $1,250.



Korte & Erb Share Glory

Saturday

NALMS

BOSWELL, Ind. — Randy Korte claimed his third-consecutive victory Saturday night, as the Northern Allstar Late Model Series made its first stop in the state of Indiana for the 2006 season with a visit to Kamp Motor Speedway.

After winning the fourth heat race, Korte powered to the lead from his outside-front-row starting spot, with fellow heat winners Kevin Weaver and John Provenzano in tow. Within five laps, Korte and Weaver had separated themselves from the rest of the field before two early caution flags slowed the pace.

After the final restart, Korte began to pull away from Weaver, coming to the checkered flag with a five-car-length advantage over Weaver, followed by Provenzano, Richie Hedrick and Brian Shirley.

Sunday

DANVILLE, Ill. — Dennis Erb, Jr. capped off a doubleheader weekend for the Northern Allstar Late Model Series with a flag-to-flag victory in Sunday's 30-lap, $2,000-to-win feature at Vermillion County Speedway.

Erb converted his outside-front-row starting spot into the early lead with Saturday's winner, Randy Korte and Kevin Weaver in pursuit, stretching out an eight car-length lead by lap five.

As the race neared the halfway point, four drivers were duking it out for second place as they weaved their way through lapped traffic, leading up the race's only caution. With a lapped car serving as a buffer, Erb sped away on the restart, crossing the finish line with an eight-car-length advantage over Korte and Weaver. Joe Harlan and Chuck Haga made up the rest of the top five.



SUPR PHOTO

DOMINATION: Ryan Plaisance won his heat, started on the pole and won the SUPR late-model feature at Deep South Speedway in Alabama.

No One Can Stop Plaisance

SUPR LMS

LOXLEY, Ala. — Ryan Plaisance dominated the O'Reilly SUPR late-model feature at Deep South Speedway Saturday, claiming his fourth-career victory and his first of the season in the 50-lap main. Plaisance won the first heat and started on the pole.

Plaisance held the lead ahead of Mike Boland and Heath Oestricher on lap 46 when the complexion of the race changed drastically.

As the field raced into turn three, Oestricher shot underneath Boland in a battle for second. Oestricher's right-front tire made contact with Boland's left rear, sending Boland to the pits for good.

After several tire failures slowed the pace, Jason Ingalls moved from eighth to second, and Oestricher held on to third at the checkered flag. Shep Lucas and Patrik Daniel rounded out the top five.

The finish:

Ryan Plaisance, Jason Ingalls, Heath Oestricher, Shep Lucas, Patrik Daniel, Robbie Stuart, Ray Moore, Keith Craft, Brock Williams, Doug Ingalls, Rob Litton, David Ashley, Jack Daughrty, Mike Boland, Marlon Wild, Frank Wilson, Chris Hoyt, Kenny Merchant, Donald Watson, Gene Coumes, Jonathan Joiner.

Johnson Leads Them All At Brownstown

NARA DIRTCARS

BROWNSTOWN, Ind. — Greg Johnson led wire to wire to win Saturday night's 23rd annual Hoosier Dirt Classic for the O'Reilly NARA Battle of the Bluegrass DirtCar Series at Brownstown Speedway.

Johnson brought the field to the green flag from the outside front row and immediately darted to the lead, pulling away to a full-straightaway advantage over Scott James and Brad Neat.

By lap 12, Johnson began to slice through lapped traffic, allowing James and Neat to close the gap, but with no caution flags through the 40-lap distance the two were never closer than a few car lengths.

Johnson put the race away with a swift move that put three back-markers between himself and the rest of the field, leaving him to run unchallenged to the finish. James was second, followed by Neat, Mike Jewell and Steve Barnett.

The finish:

Greg Johnson, Scott James, Brad Neat, Mike Jewell, Steve Barnett, Bryan Barber, Steve Hillard, Justin Ratliff, Tim Tungate, Aaron Hatton, Mark Barber, Steve Godsey, Chris Combs, Rohn Moon, Brad Barrow, Tim Prince, Bobby Wolter, Jr., Marty O'Neal, Justin Blackwell, Christian Rayburn, Dan Deaton.

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February 9-12, 18	Winternationals • Volusia Speedway Park • DeLeon Springs, FL
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March 9-12	World of Outlaws / NASCAR • Las Vegas Motor Speedway • Las Vegas, NV
March 17-18	Spring Nationals • Devil's Bowl Speedway • Mesquite, TX
April 8	World of Outaw Late Models • Virginia Motor Speedway • Saluda, VA
April 15	National Sprint Tour • Outlaw Motor Speedway • Oktaha, OK
April 21-22	Colossal 100 • Lowe's Dirt Track • Concord, NC
May 12	King of Indiana Sprint Series (KISS) • Gas City I-69 Speedway • Gas City, IN
May 13	Tony Hulman Classic • Terre Haute Action Track • Terre Haute, IN
May 20	ASA Late Models • Hickory Motor Speedway • Hickory, NC
May 21	USAC National Sprints / Midgets • Concord Motorsports Park • Concord, NC
June 2-3	Knoxville Midget Nationals • Knoxville Raceway • Knoxville, IA
June 8-10	Eagle Nationals • Eagle Raceway • Bennington, NE
July 12	Brad Doty Classic • Limaland Motorsports Park • Lima, OH
August 3-5	NASCAR/USAC • Indianapolis Raceway Park • Clermont, IN
August 7-8	Front Row / Ultimate Challenge • Southern Iowa Raceway • Oskaloosa, IA
August 9-12	Knoxville Nationals • Knoxville Raceway • Knoxville, IA
October 6-9	Oktoberfest • LaCrosse Fair Speedway • West Salem, WI
October 19-21	NASCAR Toyota All Star Showdown • Irwindale Speedway • Irwindale, CA

** More events will be added throughout the season

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What's making news in motorsports

Nickens Replaces Glidden At Schumacher

Spoon River Cancels Sunday Midget Race For Lack Of Funds

INDIANAPOLIS — NHRA team-owner Don Schumacher has hired engine builder and former driver David Nickens to replace Bob Glidden as manager and crew chief for DSR's two Pro Stock teams that compete in the NHRA POWERade Drag Racing Series.

Referring to Nickens, Schumacher said, "David has a strong and longtime working relationship with Mopar, and that is a plus. I welcome him to our operation and look forward to continuing to upgrade the performance of both the Team Mopar/Valspar and Team Mopar/SRT Dodge Stratus Pro Stock cars."



NHRA PHOTO

NEW LEADER: Richie Stevens will have a new boss, as David Nickens will head up Don Schumacher's Pro Stock organization as manager and crew chief, replacing Bob Glidden.

No Money Means No Racing At Spoon River

CANTON, Ill. — The POWRi/Badger Midget Series co-sanctioned event, which was set to feature the Sprint Invaders Sprint Car Series and modifieds, at Spoon River (Ill.) Speedway was cancelled after practice Sunday night.

Event promoter Brian Thompson stated there were insufficient funds and the purse guarantees for the event could not be met.

All spectator tickets and participant's pit passes were refunded immediately.

Chris Bristol Gets Backing From Kodak

CHARLOTTE, N.C. — Eastman Kodak Company will sponsor Chris Bristol of High Point, N.C., in the Drive for Diversity driver-development program, NASCAR's leading on-track diversity initiative.

Bristol, a veteran of the NASCAR Goody's Dash Series, will pilot the No. 99 Kodak Chevrolet for Ken Schrader Racing.

After earning a BS degree in Mechanical Engineering from North Carolina A&T State University in 1999, Bristol joined the Joe Gibbs/Reggie White Driver Development Program in 2004 and earned Rookie of the Year honors in the late-model-stock division at Caraway (N.C.) Speedway. In 2005, he became the first African-American to win a race and lead the standings at Hickory (N.C.) Motor Speedway.

Cody Unser To Speak At Auxiliary Luncheon

INDIANAPOLIS — Cody Unser, granddaughter of four-time Indianapolis 500 winner Al Unser, Sr. and daughter of two-time Indy 500 winner Al Unser, Jr., will speak at the Salvation Army Women's Auxiliary's luncheon at the Hyatt Regency here May 16.

Unser, 19, suffers from transverse myelitis, a rare spinal-cord inflammation, and has been paralyzed since age 12. She participates in not-for-profit groups like the Salvation Army and her own Cody Unser First Step Foundation (CUFSF).

Along with Unser as the guest speaker, TV broadcaster Bob Jenkins will be the master of ceremonies for the luncheon, which will begin at 11:30 a.m. For information or to order tickets call (317) 578-0922.

C&R Racing To Sell Intercomp Products

INDIANAPOLIS — C&R Racing, Inc. has expanded its offerings and will continue to sell Intercomp Racing Products while offering a full Intercomp Service and Calibration Center in the Mooresville, N.C., location. C&R Racing Performance will distribute products from both C&R facilities in Mooresville and Indianapolis.

Intercomp is a precision instruments and scale manufacturer committed to serving the high-performance racing industry. Intercomp is a leading designer in scales and related chassis setup equipment for all forms of racing.

Mopar Expands U.S. Nationals HEMI Challenge

CENTER LINE, Mich. — Mopar has announced its expansion of the Mopar HEMI Challenge, the popular event that has headlined Friday night racing action at the NHRA U.S. Nationals for the past five years. The Challenge will now feature a three-event schedule.

The first event in the Challenge will be held at the Jeg's Sports Nationals April 21-23. The second will be featured at the Northern Sports Nationals July 28-30, while the series finale will be held at the NHRA U.S. Nationals in Indianapolis Sept. 1.

In addition to adding two dates to make the Challenge a series and offering more than $25,000 in prize money this season, Mopar will crown both a series champion and event champion in Indianapolis for the first time in event history.

Public Hearing Set For Staten Island Track

STATEN ISLAND, N.Y. — The first public hearing on the International Speedway Corporation's proposed New York Raceway has been scheduled for April 27 at the Michael J. Petrides school auditorium.

ISC's representatives are to make a presentation before New York City Department of City Planning officials. This is the first step by city planners to consider ISC's plans for a $600-million, three-quarter-mile special-events speedway and year-round box-type shopping center.

The proposal, pending recommendation, is to be ultimately voted on by the 51-member City Council within a year's time.

Crown Royal Backs Richmond Cup Race

RICHMOND, Va. — Crown Royal Championship Racing has signed a multi-year entitlement agreement for the annual spring NASCAR Nextel Cup Series race at Richmond Int'l Raceway.

This year's race, which will be held Saturday night May 6, will now be called the Crown Royal 400 and be broadcasted live on Fx. RIR officials announced the race is sold out, making it the 29th-consecutive sell out at the three-quarter-mile oval.

NHRA To Select Ultimate Fan

GLENDORA, Calif. — NHRA, its official hotel partner Motel 6, BRUT and Nitro Fish Wear have teamed up to select the Motel 6 "Ultimate Nitro Fan" at 10 events on this season's NHRA POWERade Drag Racing Series schedule.

Beginning with the Pontiac Performance NHRA Nationals presented by Summit Racing Equipment May 18 in Columbus, Ohio, a fan will be selected in advance as the Motel 6 "Ultimate Nitro Fan." The winner will receive two tickets for each day of the event and a full, NHRA-guided tour of the track and its facilities, as well as being introduced on stage with the drivers during May 19 pre-race ceremonies.

Fans can register for the "Ultimate Nitro Fan" sweepstakes online at www.UltimateNitroFan.com.

Kluever To Drive Pennzoil Ford At Texas

CONCORD, N.C. — Pennzoil and Roush Racing have announced that Pennzoil Platinum will be the primary sponsor for the No. 06 Ford Fusion entry driven by Todd Kluever in the NASCAR Nextel Cup race at Texas Motor Speedway Nov. 5.

While Pennzoil will sponsor Kluever's Texas event, his current Busch Series sponsor, 3M, will endorse the other six races of his seven-race Cup schedule.

NUTS AND BOLTS

Mr. Moto Products, an industry leader in the manufacture of high-tech cleaning solutions for motorsports, has announced a new multi-year program in support of NHRA Sport Compact competitors. The program will give drivers in selected pro and sportsman classes the opportunity to show off their best-looking race cars. . . **Joe Nava** will join Ken Clapp, Kevin Green, Jack McCoy, Les Richter, Walt James, Owen Kearns and Craig Armstrong on the Board of Directors for the West Coast Stock Car Hall of Fame. . . **The Knoxville (Iowa) Raceway** has hired Brian Stickel as director of marketing and sales. . . **Super-Flow Technologies** is the new title sponsor for each of the IMCA's five modified regions.

Myers Holds Off Sellers At Phoenix

NASCAR WEST

AVONDALE, Ariz. — Andrew Myers held on during a two-lap dash to the finish at Phoenix Int'l Raceway Thursday night to capture his first NASCAR Grand National Division AutoZone West Series victory.

Myers battled series rookie Peyton Sellers door to door as a late-race caution extended the Casino Arizona 150 to 153 laps, with a thrilling green-white-checkered finish under the lights at PIR.

Myers was just one of nine drivers to lead the hotly contested event that featured 15 lead changes. Two-time and defending series champion Mike Duncan set the early pace — after capturing his 16th-career pole.

Matt Kobyluck was out front by lap six and appeared to have the car to beat — maintaining command for 59 laps. Kobyluck, who had registered two third-place finishes in four trips to Phoenix, began to fade after losing the lead on lap 63 and eventually retired with engine trouble.

Mike David initially took over the top spot but relinquished the lead when he and most of the other leaders headed to the pits during a lap-75 caution. Sellers, who had charged to the front after having to start at the back of the field for an unapproved adjustment, slipped out front at the restart.

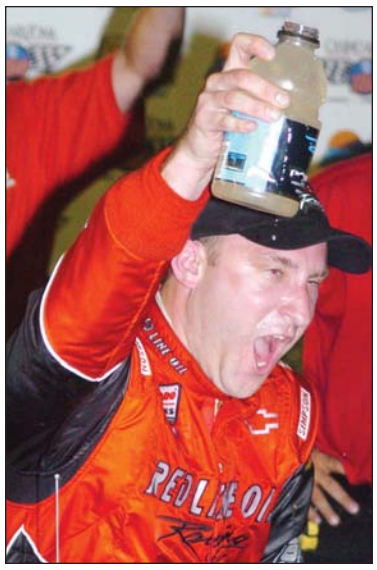
The final 63 laps featured a fierce battle between Sellers and Myers. Myers jumped into the lead on a lap-97 restart, but Sellers did the same on lap 127. Myers rebounded to take charge during a restart on lap 136.

Two additional late-race cautions set the stage for Sellers to battle back, but Myers won by 1.122 seconds, at an average speed of 74.082 miles per hour, earning $14,725.

Sellers, the defending NASCAR Dodge Weekly Racing Series champion, finished second. David, Eric Holmes and Steve Portenga rounded out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Andrew Myers, Chevrolet, 153, $14,725; 2. Peyton Sellers, Chevrolet, 153, $11,000; 3. Mike David, Ford, 153, $10,225; 4. Eric Holmes, Chevrolet, 153, $6,500; 5. Steve Portenga, Ford, 153, $6,125; 6. Austin Cameron, Chevrolet, 153, $6,200; 7. Mike Duncan, Chevrolet, 153, $7,025; 8. Jim Inglebright, Chevrolet, 153, $4,000; 9. Spencer Clark, Ford, 153, $4,325; 10. Ken Schrader, Chevrolet, 153, $3,350; 11. Daryl Harr, Chevrolet, 153, $3,825; 12. Chris Cook, Chevrolet, 153, $2,750; 13. Justin Fisher, Pontiac, 153, $2,450; 14. Brian Pannone, Ford, 153, $3,250; 15. Tim Woods III, Ford, 153, $2,675; 16. Brian Ickler, Chevrolet, 153, $1,950; 17. Jack Sellers, Pontiac, 153, $2,475; 18. Brett Thompson, Chevrolet, 150, $3,375; 19. Carl Harr, Chevrolet, 149, Engine, $3,275; 20. James Bruncati, Ford, 146, Steering, $1,600; 21. Ted Christopher, Ford, 145, Accident, $6,550; 22. Justin Lofton, Chevrolet, 130, Accident, $1,500; 23. Bruce Betts, Chevrolet, 130, Accident, $1,450; 24. Auggie Vidovich, Ford, 130, $1,400; 25. Nick Lynch, Dodge, 116, $2,350; 26. Ed Watson, Ford, 115, $1,925; 27. Eric Hardin, Chevrolet, 107, $2,300; 28. Bobby Hillis, Pontiac, 87, $1,925; 29. David Eshleman, Chevrolet, 80, $1,925; 30. Matt Kobyluck, Chevrolet, 75, $6,300; 31. Robbie Brand, Ford, 30, $1,925; 32. Scott Gaylord, Chevrolet, 29, $2,925; 33. Johnny Borneman, Ford, 19, $1,925; 34. Andrew Phipps, Ford, 2, $1,300.



Andrew Myers

Another Miller Wins

NASCAR SOUTHERN MODS

RADFORD, Va. — NASCAR Whelen Southern Modified driver L.W. Miller picked up his first-career victory Sunday at Motor Mile Speedway. Miller enjoyed an 11-second margin over Jay Foley at the checkered flag.

Foley had led the first 100 laps of the 200-circuit event before Miller made his race-winning move on lap 101.

From that point on, it was simply a matter of Miller pulling away from his competitors. The last 115 laps were run under green-flag conditions.

Rounding out the top five behind Miller and Foley were Jason Myers, Brian Pack and Junior Miller.

Junior Miller now leads L.W. Miller in the point standings by 51 marks.





He's Only 16, But He's A Winner

By Jim Morrison

USAC SPRINTS

WINCHESTER, Ind. — The youngest USAC National feature winner became the youngest driver in the history of Winchester Speedway to visit victory lane Sunday afternoon.

Bryan Clauson, 16, led all 30 laps of the Rich Vogler Classic for the USAC National Sprint Car Series.

"I don't know if it has really sank in yet," said Clauson. "When we came here we were really hoping just to get a solid top 10 and get out of here unscathed with some lap time."

Clauson fought off a late-race challenge from teammate Darren Hagen and Dave Steele and benefited from a mid-race yellow that negated a pass by defending USAC Sprint champion Levi Jones in his Tony Stewart Racing Enterprises entry.

"We caught a break with that yellow with Levi getting by us," said Clauson. "Sometimes it is a little better to have some racing luck going with you than to really be going good at that time."

Clauson became the sanctioning body's youngest feature winner last October when he won the Open Wheel Oktoberfest in Columbus, Ohio, for USAC midgets. Sunday's victory came in his first-ever race on the half-mile high-banked paved oval. He visited the track for the first time last fall and ran about 50 laps in testing the Monday before the race.

While Clauson admitted being a little overcome when he first visited the race track and realized he one day would race there, he said Winchester is not as intimidating once one gets on the track.

Drivers must treat the track with respect and realize how quickly something can happen.

After the race, Hagen hugged Clauson, congratulating him for the triumph. Clauson said they are best friends, a relationship that has evolved since he joined Keith Kunz Motorsports last year.

"To be able to share that moment with your teammate and best friend was pretty awesome," said Clauson.

Steele, Tracy Hines and Jones rounded out the top five.



TERRY WATSON PHOTO

HUNGRY EYES: Bryan Clauson became the youngest winner at Winchester (Ind.) Speedway Sunday in USAC National Sprint Series action.

The summary:

Qualifications: 1. Jay Drake, BWB 62, 14.210; 2. Tracy Hines, Dynamics 69, 14.214; 3. Darren Hagen, Hagen 71, 14.301; 4. Dave Steele, Walker/Guiducci 11, 14.365; 5. Levi Jones, Stewart 21, 14.394; 6. Bryan Clauson, Kunz 67, 14.402; 7. Josh Wise, Stewart 20, 14.447; 8. Eric Gordon, Bowman 51, 14.499; 9. Bud Kaeding, 2B Racing 2b, 14.672; 10. Marc Jessup, Jessup 14j, 14.681; 11. Aaron Pierce, Pierce 26p, 14.834; 12. Brady Short, Short 36, 14.855; 13. Brian Gerster, Davis/Gerster 27, 14.898; 14. Mat Neely, Neely 6, 14.923; 15. Jerry Coons, Jr., Ram 50m, 14.957; 16. Bobby Santos III, Santos 98s, 15.328; 17. Troy DeCaire, Steele 0, 15.362; 18. Lee Boss, Boss 8b, 15.619; 19. Rex Norris III, Norris 63, 16.121; 20. Scotty Weir, Weir 22w, 16.278; 21. Shawn Norris, Norris 04, 22.156; 22. Dave Darland, Walker/Guiducci 11d, no time.

First Heat (10 laps): Jessup, Steele, Santos, Wise, Gerster, Drake, Norris, Darland.

Second Heat (10 laps): Pierce, Hines, Jones, Neely, DeCaire, Weir, Gordon.

Third Heat (10 laps): Gerster, Kaeding, Boss, Hagen, Short, Clauson, Norris.

Feature (30 laps): Clauson, Hagen, Steele, Hines, Jones, Wise, Gordon, Kaeding, Jessup, Drake, Santos, Short, Neely, Coons, Weir, Norris, Boss, DeCaire, Darland, Gerster, Pierce.

Late Charge Goes Stanbrough's Way

LAWRENCEBURG, Ind. — Jon Stanbrough passed Bud Kaeding on the final lap to win Saturday night's City of Lawrenceburg Sprint Nationals USAC National Sprint Car Series feature at Lawrenceburg Speedway.

USAC SPRINTS

"I can't say enough about my guys," said Stanbrough, driving the No. 53 Foxco Racing Engines DRC/Foxco. "They did an awesome job. We knew exactly what we had to do to get to the front."

Stanbrough made that reference after starting 14th in the 22-car field. He was fifth by lap 17 and aggressively set his sights on the lead pack.

Kaeding had taken the lead from Shane Cottle on lap 24 of the quarter-mile dirt track, but Stanbrough closed quickly during the closing circuits of the 30-lap event.

Taking second from Cottle on lap 27, he rapidly caught the leader, cutting a six-car-length lead to one in less than a lap. Finally, as they crossed under the white flag, Kaeding allowed Stanbrough just enough room to slide by on the inside.

Behind Kaeding were Cottle, Jay Drake, who led the first 12 laps, and Mat Neely.

The race was the first Stanbrough has won in USAC competition since Oct. 16, 2004 at Dixie Speedway in Woodstock, Ga.

The summary:

Qualifications: 1. Levi Jones, Stewart 21, 12.281; 2. Shane Cottle, Edison 10e, 12.389; 3. Matt Westfall, Westfall 54, 12.402; 4. Brandon Petty, Reynolds 3r, 12.402; 5. Josh Wise, Stewart 20, 12.430; 6. Jay Drake, BWB 62, 12.462; 7. Bud Kaeding, 2B Racing 2b, 12.500; 8. John Wolfe, Botkin 3m, 12.537; 9. Scotty Weir, Weir 22w, 12.618; 10. Mat Neely, R & B 10, 12.793; 11. Derek O'Dell, Farmer 11x, 12.802; 12. Jason Knoke, Law 77, 12.841; 13. Broc Burton, Burton 0, 12.847; 14. Brady Short, Short 36, 12.907; 15. Jon Stanbrough, Fox 53, 12.980; 16. Brad Sweet, Pearce 26, 12.989; 17. Tony Beaber, Toth 3t, 13.098; 18. Daron Clayton, Clayton 92, 13.113; 19. Cory Kruseman, Kunz 67k, 13.187; 20. Kyle Stuchell, Stuchell 48, 13.199; 21. Tim Spindler, Rock Steady 2c, 13.199; 22. Darren Hagen, Hagen 71, 13.203; 23. Bryan Clauson, Kunz 67, 13.206; 24. Troy Link, Link 49, 13.229; 25. Dickie Gaines, Roberts 21x, 13.324; 26. Zac Osborn, Reid 2, 13.380; 27. Rodney Stone, Stone 16, 13.388; 28. Justin Marvel, R & B 12, 13.397; 29. Dave Darland, Walker/Guiducci 11, 13.421; 30. Ted Hines, Hines 12x, 13.424; 31. Critter Malone, Seven 7, 13.461; 32. Jerry Coons, Jr., Dynamics 69, 13.478; 33. Larry Beck, Beck 98, 13.490; 34. Kevin Briscoe, Briscoe 5, 13.493; 35. Marc Arnold, Arnold 33, 13.650; 36. John Heydenreich, Burkey 57b, 13.667; 37. Shane Hollingsworth, Baker 34x, 13.669; 38. Rex Norris III, Norris 63, 13.737; 39. Ryan Pace, Pace 44, 14.068; 40. Luke Hall, Fenner 34, 14.167; 41. Derek Franks, Franks 3x, 14.303; 42. Kyle Nicholas, Stewart 29, 14.323; 43. Mike Weber, B & L 22x, no time.

Qualifying Race (6 laps): Arnold, Briscoe, Hollingsworth, Franks, Pace, Nicholas, Heydenreich, Hall, Norris.

First Heat (10 laps): Wise, Jones, Hines, Weir, Osborn, Spindler, Arnold, Burton, Beaber.

Second Heat (10 laps): Clayton, Cottle, Drake, Clauson, Short, Malone, Briscoe, Neely, Stone.

Third Heat (10 laps): Coons, Marvel, Kruseman, Stanbrough, Westfall, O'Dell, Kaeding, Hollingsworth, Link.

Fourth Heat (10 laps): Gaines, Darland, Wolfe, Petty, Knoke, Beck, Franks, Stuchell, Sweet.

Semi (12 laps): Kaeding, O'Dell, Neely, Westfall, Knoke, Short, Burton, Stuchell, Arnold, Hollingsworth, Briscoe, Link, Spindler, Beaber, Malone, Beck, Franks.

Feature (30 laps): Stanbrough, Kaeding, Cottle, Drake, Neely, Wise, Weir, Gaines, Jones, Westfall, O'Dell, Knoke, Short, Wolfe, Clayton, Clauson, Kruseman, Marvel, Petty, Hines, Darland, Coons.



PAT HIRSCHFELD PHOTO

THE PODIUM: Shane Cottle (left) and Bud Kaeding (right) join winner Jon Stanbrough in victory lane at Lawrenceburg (Ind.) Speedway.

A LESSON IN HISTORY

A look back at the formative years of racing

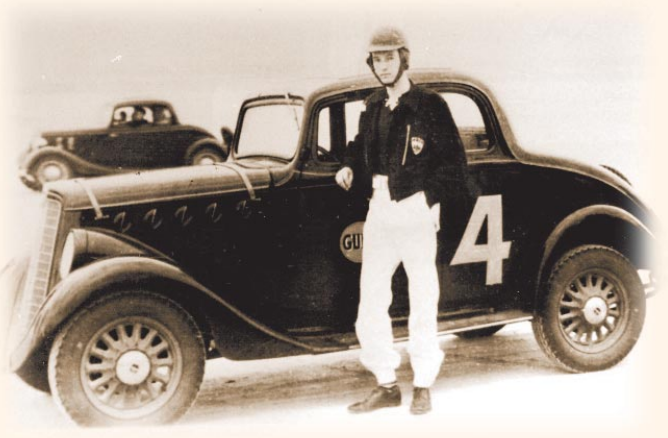


PHOTO COURTESY DON RADBRUCH

AT THE BEACH: Sam Collier poses with his Willys 77 at Daytona Beach in 1936.

A Willys 77 Nearly Won The First Race On Daytona Beach

By Don Radbruch

Of all the makes of cars ever manufactured, the 1936 Willys 77 may have been the most unsuited for racing. With a tiny four-cylinder engine, it is doubtful if the car was capable of 70 miles per hour, but, would you believe, a Willys very nearly won what could be considered the "first" NASCAR race?

The scene was Daytona Beach where, in 1936, the first beach road race was held — an event that in later years became a major NASCAR race and helped lead to the construction of Daytona Int'l Speedway. A 250-mile stock-car race was scheduled on a course consisting of 1.5 miles of beach and 1.5 miles of two-lane highway connected by short stretches through the sand dunes.

It was a major race with American Automobile Ass'n sanction and big-name drivers like 1934 Indy winner Bill Cummings and England's Major Goldie Gardner. It is likely that some drivers received appearance money. Also on hand was a Daytona Beach auto mechanic named Bill France.

Meanwhile, in New York City, a couple of sports-car racers, Langdon Quimby and Sam Collier, heard about the race and wanted to enter. They had been running the Willys 77 engine in their sports cars and had connections with a local Willys dealer. The dealer supplied two Willys 77 coupes and Quimby and Collier headed for Daytona Beach.

Time trials were held a week before the race, and to nobody's surprise, the Willys were the slowest of the 27 cars entered. At 58 mph they were nearly 10 mph off the pace of the Ford V-8s and far behind the 70 mph posted by Bill Cummings in an Auburn.

The Willys drivers were not worried about this as the race was a handicapped event and they'd start ahead of the other cars. Quimby and Collier also (correctly) reasoned that the sandy connecting roads would break up badly and their lighter cars would have an advantage over the heavy cars. Was a Willys about to win Daytona?

The race was a fiasco. The course broke up badly and the turns became nearly impassable ruts. Cummings started out fast, but the supercharger on his Auburn soon swallowed a fatal dose of sand and he was out of the race. Cars were getting stuck in the sand, and tow trucks were required to get them out.

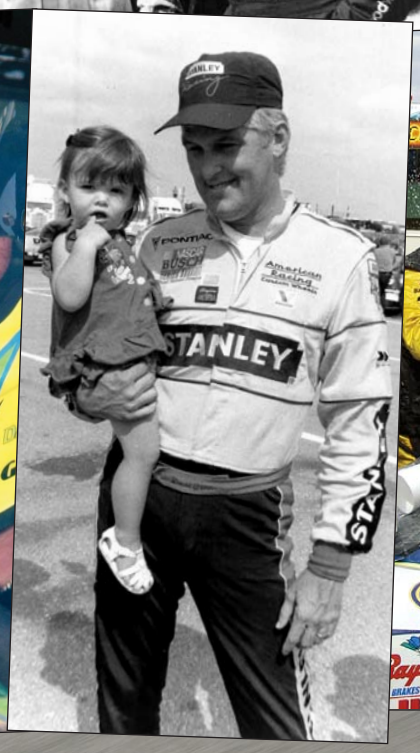
Quimby and Collier's plans seemed to be working fine, as they were able to skim over the surface of the sand and had only minor problems getting stuck. While it cannot be verified by official AAA scoring, it is likely that Langdon Quimby was in the lead late in the race when he was sidelined by a broken tie rod. He hiked back to the pits to find that a tired Sam Collier had pulled in with a broken water-pump bracket.

Quimby hopped into the Willys and, by driving with two wheels in the water on the beach section, was able to keep the car from overheating and hung on for a seventh-place finish and a $125 payoff.

The race ended short of the 250-mile mark, with most of the field stuck in the rutted north turn. There were many arguments over scoring, but Milt Marion, who was towed out of the sand five times, was declared the victor and paid $1,750. Ben Shaw was second, followed by Tommy Elmore, Sam Purvis and Bill France.



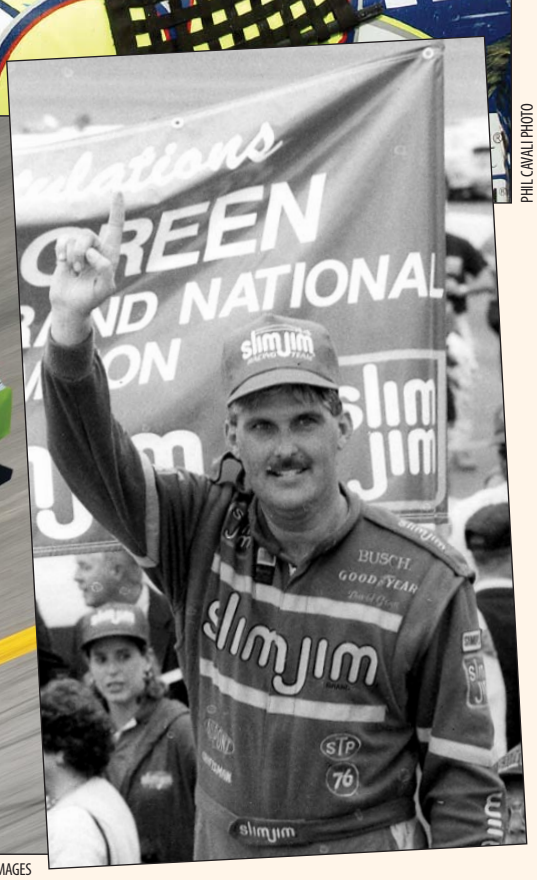






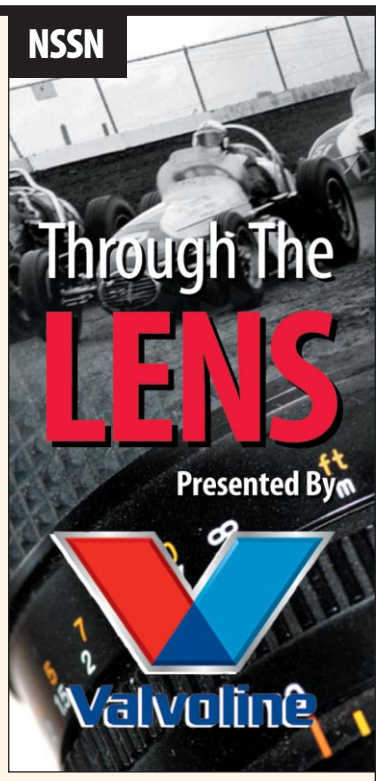


DOUG BENC/GETTY IMAGES



PHIL CAVALI PHOTO

NSSN



A visual tour through the history of motorsports

DAVID GREEN

David Green won the 1994 NASCAR Busch Series championship and was a driver on the rise. Today, at age 48, he is one of the sport's elder statesmen.

Green earned his ninth Busch victory in 2005 and currently drives the No. 27 Ford for Brewco Motorsports.

One of three racing brothers from Owensboro, Ky., Green started in go-karts as a youngster and eventually graduated to street stocks and then to late models. He was a regular in the All American Challenge late-model series in the late 1980s and made his first Busch start in 1988. His first victory came in 1991 at Lanier Speedway in Georgia.

Green won the 1994 Busch title driving for Bobby Labonte. He moved to Cup in 1997 and has made 78 starts in that division, the last in 2004.

Featured on this page (clockwise from top left): Posing with brothers Mark (left) and Jeff (right) before a 1996 race in Rockingham, N.C.; Celebrating a Busch victory last season at Pikes Peak Int'l Raceway; Letting the crowd know who's No. 1 after clinching the 1994 Busch Series title; Working the No. 27 Ford around Daytona Int'l Speedway earlier this season; Preparing for action at Texas Motor Speedway in 2004; Holding his daughter, Kaylie Rae, in 1998. — NSSN *Archives*

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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 Fernando Alonso — Formula One

Alonso added his second runner-up finish to go with two victories this season.

Sebastien Bourdais — Champ Car

Bourdais is one for one this season and awaits the second race of the season at Houston in May.



2

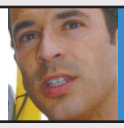


3 Melanie Troxel — NHRA Top Fuel

Troxel looks to make it to the final round for the sixth time in six races Sunday at Bristol, Tenn.

Helio Castroneves — IRL

Castroneves won his second-straight race, and he's finished in the top two in all three races this season.



4



5 Ron Capps — NHRA Funny Car

Capps returns to action this weekend at Bristol Dragway in Tennessee.

Tony Stewart — Nextel Cup

Stewart continued to rack up consistent finishes, taking second spot at Phoenix Int'l Raceway.



6

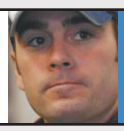


7 Dan Wheldon — IRL

The defending IRL champion finished second to Helio Castroneves at Japan's Twin Ring Motegi.

Jimmie Johnson — Nextel Cup

Despite a solid seventh-place finish at Phoenix, Johnson dropped to second in Cup points.



8



9 Kevin Harvick — Nextel Cup

Harvick swept the NASCAR weekend at Phoenix and widened his lead in the Busch Series standings.

Steve Kinser — NST

Kinser finished second to teammate Tim Kaeding at Hutchinson (Kan.) Raceway Park.



10

Honorable Mention

With a big victory, late-model racer Scott Bloomquist had a big weekend, and Indiana's Jon Stanbrough has had the hot hand early in non-winged sprint-car action.

Last Week

Fernando Alonso maintained the top spot, while Donny Schatz and Dave Steele each fell from the top 10. Helio Castroneves entered the rankings in fourth.



DANA GARRETT/IRL PHOTO

ACROSS THE POND: Young Japanese race fans enjoy Saturday's Honda Indy 300 at the Twin Ring Motegi.

MOTORSPORTS CALENDAR

Date	Series	Track	Site	Type
April 28-30	NHRA POWERade Drag Racing	Bristol Dragway	Bristol, Tenn.	Dragsters
April 28	USAC National Sprints	Gas City I-69 Speedway	Gas City, Ind.	Sprint Cars
April 28	American Sprint Car Series	Poplar Bluff Speedway	Poplar Bluff, Mo.	Sprint Cars
April 29	NASCAR Busch Series	Talladega Superspeedway	Talladega, Ala.	Stock Cars
April 29	USAC National Sprints	Eldora Speedway	Rossburg, Ohio	Sprint Cars
April 29	IRA Outlaw Sprints	The Raceway @ Powercom Park	Beaver Dam, Wis.	Sprint Cars
April 29	NASCAR Craftsman Trucks	Gateway Int'l Raceway	Madison, Ill.	Trucks
April 29	USAR Hooters Pro Cup (S)	Concord Motorsport Park	Concord, N.C.	Stock Cars
April 29	USAC-CRA Sprints	Perris Auto Speedway	Perris, Calif.	Sprint Cars
April 29	World of Outlaws Sprint Series	Knoxville Raceway	Knoxville, Iowa	Sprint Cars
April 29	USAC Regional Midgets	Mansfield Mtrsprts. Speedway	Mansfield, Ohio	Midgets
April 29	NASCAR AutoZone West Series	Stockton 99 Speedway	Stockton, Calif.	Stock Cars
April 29	USAC Carolina/Va. Ford Focus	Southampton Motor Speedway	Capron, Va.	Midgets
April 29	NASCAR AutoZone Northwest	Meridian Speedway	Meridian, Idaho	Stock Cars
April 29	Lucas Oil Late Models	Hagerstown Speedway	Hagerstown, Md.	Late Models
April 29	USAC Western Midgets/Sprints	Madera Speedway	Madera, Calif.	Midgets/Sprints
April 29	American Sprint Car Series	I-30 Speedway	Little Rock, Ark.	Sprint Cars
April 29	USAC Rocky Mtn. Sprints	Rocky Mountain Raceways	Salt Lake City	Sprint Cars
April 29	ASCS Rocky Mtn. Region	Jetmore Motorplex	Jetmore, Kan.	Sprint Cars
April 29	United Sprint Car Series	Lanier National Speedway	Braselton, Ga.	Sprint Cars
April 29	Badger Midget Series	Raceway @ Powercom Park	Beaver Dam, Wis.	Midgets
April 29	NASCAR AutoZone Southeast	Greenville-Pickens Speedway	Greenville, S.C.	Stock Cars
April 29	USAC California Ford Focus (P)	Madera Speedway	Madera, Calif.	Midgets
April 29	USAC Northeast Ford Focus	Waterford Speedbowl	Waterford, Conn.	Midgets
April 29	URC Sprints	New Egypt Speedway	New Egypt, N.J.	Sprint Cars
April 30	NASCAR Nextel Cup	Talladega Superspeedway	Talladega, Ala.	Stock Cars
April 30	World of Outlaws Sprint Series	Huset's Speedway	Brandon, S.D.	Sprint Cars
April 30	NASCAR Northern Modifieds	Stafford Motor Speedway	Stafford Springs, Conn.	Modifieds
May 5	NASCAR Busch Series	Richmond Int'l Raceway	Richmond, Va.	Stock Cars
May 6	NASCAR Nextel Cup	Richmond Int'l Raceway	Richmond, Va.	Stock Cars

ON THE AIR

A quick look at what's on television:

Friday

- USAC-CRA sprint cars, from Homestead, Fla., 8 a.m., Outdoor Channel
- USAR Hooters Pro Cup, from Coeburn, Va., noon, Speed
- "NASCAR Live," from Talladega, Ala., 3 p.m., Speed
- Nextel Cup practice, 4 p.m., Speed
- Busch Series quals, 5 p.m., Speed
- "Trackside," from Talladega, Ala., 4 p.m., Speed

Saturday

- Nextel Cup quals, noon, Fx
- World of Outlaws Sprint Series, from Haubstadt, Ind., 1 p.m., Outdoor Channel
- Grand-Am Cup, from Alton, Va., 1 p.m., Speed
- Busch Series Aaron's 312, from Talladega, Ala., 3 p.m., Fox
- IHRA Holley Springs Nationals, from Rockingham, N.C., 4 p.m., Speed
- "SpeedFreaks," 7:30 p.m., Speed
- Craftsman Trucks Dodge Ram Tough 200, from Madison, Ill., 8 p.m., Speed
- NHRA quals, 10 p.m., ESPN2

Sunday

- "Inside Drag Racing," 11 a.m., ESPN2
- "NASCAR RaceDay," 11 a.m., Speed
- "NHRA 2Day," 11:30 a.m., ESPN2
- Formula One Grand Prix of San Marino, from Imola, Italy, 1 p.m., Speed
- Nextel Cup Aaron's 499, from Talladega, Ala., 1:30 p.m., Fox
- NHRA Thunder Valley Nationals, from Bristol, Tenn., 7 p.m., ESPN2
- "Speed News Sunday," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed





Gray, Martin Conquer Golden Isles

Friday

BRUNSWICK, Ga. — Four-time O'Reilly Auto Parts United Sprint Car champion Terry Gray passed Marshall Skinner on lap 18 of the Clash on the Coast 20-lap preliminary feature event Friday night at Golden Isles Speedway and posted his first victory of the season.

USCS SPRINTS

Skinner took the lead from the pole, with Stephen Darvalics second and Gray, who started fourth, following in third.

Gray passed Darvalics on lap seven and began chasing Skinner.

By lap 16, Gray and Danny Martin, Jr. were racing hard and closing on Skinner. On lap 18, Gray took the lead, with Martin finishing second.

Skinner finished third, with Darvalics and Matt Tiffany rounding out the top five.

The finish:

Terry Gray, Danny Martin, Jr., Marshall Skinner, Stephen Darvalics, Matt Tiffany, Bryn Gohn, Tom Winegardner, Jr., Bryan Eckley, R.J. Johnson, Terry Witherspoon, Brian Maddox, Frank Carlsson, Tom Winegardner, Matt Stegeman, Shane Nelson, Kenny Adams, Jerry Jones, Dan Statter, Sport Allen, Matt Linder.



USCS PHOTO

TROPHY TIME: Danny Martin, Jr. won Saturday night's United Sprint Car Series feature at Golden Isles Speedway.

Saturday

BRUNSWICK, Ga. — Danny Martin, Jr. overcame a rain delay and charged from seventh starting spot to win Saturday night's O'Reilly United Sprint Car Series Clash on the Coast feature at Golden Isles Speedway.

Defending series champion Kenny Adams started on the pole after preliminary-night winner Terry Gray drew a number-eight inversion. Adams led from the start, but Matt Tiffany was challenging Adams for the lead when Adams slowed with a blown engine on lap 16.

Tiffany inherited the lead, but only three laps later his engine expired. Martin then held off Gray to win the 30-lap event. Terry Witherspoon finished third, with Tom Winegardner, Jr. and Brian Maddox rounding out the top five.

The finish:

Danny Martin, Jr., Terry Gray, Terry Witherspoon, Tom Winegardner, Jr., Brian Maddox, Bryn Gohn, Marshall Skinner, Tom Winegardner, Jerry Jones, Matt Stegeman, Stephen Darvalics, Matt Tiffany, Kenny Adams, Bryan Eckley, Dan Statter, Sport Allen, R.J. Johnson, Shane Nelson, Frank Carlsson.



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REASON FOR SELLING: After approx 35 years in machinery and tooling business, I have decided to down-size and semi-retire and enjoy life a little. I want to thank all of my many-many customers over the years and extend my welcome to everyone to attend. Everything will sell absolute with no minimums or reserves.

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Sunnen Equipment - 1699 Rod Hone (Black Arm) - Sunnen 1499 Rod Hone - AG300 Gauges - Approx 100 Rod Mandrels - Rod Aligners - Line Hone Mandrels - (2) Rod & Cap Grinders - H530 Diamond Guide Hone - Harrig/Bridgeport Surface Grinder w/Magnetic Table - Storm Vulcan 15 Crank Grinder - Peterson FG24 Flywheel Grinder - Blast-It All Pressure Pot - RMC 120 Seat & Guide Machine - Axe Air Assist Cylinder Hone - Piston Fixture - Tohin ARP Pin Press - Sioux 680 Valve Grinder - Aamco 4000 Disc & Drum Brake Lathe - ABS Pressure Pot - RMC Rod Hone - Rottler FA2AUB Boring Bar - Sioux 645 Valve Grinder - RMC Reddi 1500 Resurfacer W/CBN - RMC Belt Sander - Cold Saw - Winona Van Norman 810230 Resurfacer w/CBN - (3) Peterson TMC-25 Guide Seat Machine - K-Line 2-Hole Rod Heater- Winona 809078 Spray Cleaner 10 HP Motor - Kwik-Way Glass Bead Machine - Bridgeport Mill - EMC Tumbler w/Irvin Baskets - Crank Hardness Tester - Rottler DAOB Boring Bar - Winona Van Norman 570 Broach (2 Speed) - Winona Van Norman 70" Line Boring Machine - Hartford Mill - Kwik-Way FL Boring Bar w/Stand; IOL Belt Sander - HMTW Surface Grinder w/Magnetic Table - Interchem Rinse Booth - Kansas Instruments/Peterson BK17 Oven - Magnaflux Machine - (3) Van Norman Portable Boring Bars - Storm Vulcan Crankshaft Welder - IDL Guide & Seat Machine - Crankshaft Straightening Press - Rottler DAOB Portable Boring Bar - Atlas Crankshaft Polishing Stand - Master Tool Cam Polisher - US Metals Blaster (Oven Tumbler) - Air Rivet Machine - (4) Kurt Vises - Cyclone Line Bore for Cylinder Heads - ZEP Parts Washer - Oil Skimmers - Portable Magna-flux for Blocks - Stewart Warner Drive Line Ext's - Gray Mills Parts Washer - Honda 4500 Generator - Miller Tig Welder - Tooling Carts - Shelving - (2) Forklifts - Golf Cart - Moped - Go-Cart - Gauges - Several Hundred Items Not Listed Plus Other Machinery.

TERMS OF SALE: Terms of sale is cash, traveler's checks, bank cashier checks, or money orders. Checks must be guaranteed by an irrevocable bank letter of credit. There will be a 10% buyers premium charged on each lot number sold. Driver's license or picture identification is required to register. Sales tax applies without resale number. All items sold "As Is, Where Is" with no guarantees or warranty expressed or implied. Owner or Auctioneer not responsible for accidents. Buyers must settle and remove all items at the end of each sale day. Announcements sale day take precedence over any printed matter.

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DAVID GRIFFIN PHOTO

KICKIN' IT UP: Shannon Babb (18b) and Damon Eller use different grooves to get around The Dirt Track @ Lowe's Motor Speedway during the inaugural Colossal 100.

Colossal 100 Will Return in 2007

By Mike Kerchner
Senior Editor

CONCORD, N.C. — With more than 100 late models in the pits and a handsome, although not capacity, crowd in the grandstands, the inaugural Circle K Colossal 100 at The Dirt Track @ Lowe's Motor Speedway was a success.

Lowe's Motor Speedway Director of Events **Roger Slack** confirmed the race will be back for a second time next April and said he was pleased with the way the first one turned out despite thunderstorms, which hampered the program both Friday and Saturday.

COLOSSAL NOTES

"The thing that makes you mad is that we have made great strides with that race track, and out of nowhere we got rained on Wednesday and that screwed us for the rest of the week," Slack said. "We thought we had it back in pretty good shape after Friday, and then to get hit again just as we were getting ready to start is frustrating.

"Weather affects everything," he continued. "It affects the race track. It affects everybody's mood, the drivers and the crews. It affects the attendance with people coming from all over the country. The key thing is weather."

Slack said he received favorable reviews from everyone.

"The sponsors are really happy," he said. "We got a bunch of great suggestions from fans, drivers and car owners. For the most part everybody was very understanding with what we were trying to do. We'll keep going at it."

■ Only 12 of the 36 starters finished Saturday night's event, but part of the reason the field was short at the end may have gone unknown to many in attendance.

"We were running up against a curfew, and you just can't stop on the track and cause a caution," said LMS Director of Events **Roger Slack**, who acknowledged he "may do things a little differently" next season. "There would have been more than 12 cars running at the finish, but I black flagged eight guys for stopping and causing yellows. Maybe we could try penalizing them a lap or two laps instead of parking them. I'm not sure how we'll handle it."

■ The big 36-car feature field for the Colossal 100 was set through a series of qualifying races. The top two finishers in the 10 heats were locked in to the main, with the top six finishers from each of the two B mains also racing their way into the field. The 33rd and 34th positions went to the two fastest time trialers (**Ronny Lee Hollingsworth** and **Tim McCreadie**) in the 119-car field that had not raced their way into the field. The final two spots (**Ed Basey** and **Ronnie DeHaven, Jr.**) in the event, which paid $2,000 to start, were provisionals that were granted to the drivers with the earliest postmarked entry that had not made the field.

■ Defending World of Outlaws Late Model Series champion **Billy Moyer** suffered a concussion when he was hit by a mud clod and knocked unconscious Friday night. The injury kept him out of Saturday's Colossal 100. He is expected to be back in action in time for the next WoO event May 5.

■ **Shannon Babb** was the fast qualifier for the 119-car field, with a 15.421-second lap of the four-tenths-mile oval.

■ **Ronnie DeHaven, Jr.** got the last starting position in the Colossal 100 because of the postmark on his entry. What may have been a streak of good luck turned bad in a hurry as DeHaven flipped violently on the seventh lap of the event, all but destroying his No. 19 late model.

■ Despite on-and-off rain most of the day Saturday, including a torrential downpour about 5 p.m., the first cars took the track at 8:05 p.m., with the 10th and final heat, which had been rained out the previous night, the first race on the program.

■ Most tracks in the country would have been proud to have Saturday night's two C and two B mains as their feature events. The C mains included **Rick Eckert**, **Don O'Neal**, **Earl Pearson, Jr.**, **Dan Schlieper** and **Jackie Boggs**, while **Tim McCreadie**, **Donnie Moran**, **Ricky Elliott**, **Butch Hartman**, **Jimmy Mars**, **Chub Frank** and **Rick Auckland** were among those in the Bs, as many of late-model racing's heavy hitters failed to qualify for the Colossal 100.

Mars was leading one of the Bs when he was involved in an accident, while Pearson was also knocked out in an accident. **Furman Parton** and **Ray Cook** each started in the first C main and raced their way into the feature.

■ **Rick Eckert** was disqualified from his heat race after one of his crew members was involved in a physical confrontation with a Lucas Oil Late Model Series official.

■ **Jared Landers** was scheduled to drive the No. 777 car in the event, but he picked up sponsorship from **Mark Martin** Ford, so the Arkansas driver changed his number to No. 06. The paintjob for the car was in honor of Martin's farewell season in the Nextel Cup Series. Landers won his heat race and was automatically qualified for the feature event.

■ Two members of the Lowe's Motor Speedway Walk of Fame were entered in the race. **Freddy Smith** entered the race with a retro paint scheme in his No. 00 late model, honoring his 40 years of racing, while **Mike Duvall** had his traditional No. f1 Flintstone Flyer.

Smith was leading the second B main when he spun on the second lap. He restarted at the rear of the field and finished seventh, missing the transfer into the feature by a single position.

Editorial Assistant Richard Hord contributed to this report.

Colossal 100 Summary

Fast time: Shannon Babb, 15.421 seconds (119 cars).

First Heat (12 laps): Shannon Babb, Scott Bloomquist, Jimmy Mars, Steve Casebolt, Bart Hartman, Rick Hartman, Dan Schlieper, Scott Shirey, Dave Eckrich, Darrell Lanigan, Jeff Gress, Evan Harrell.

Second Heat (12 laps): Chuck Harper, Jonathan Davenport, Freddy Smith, Chub Frank, Ronny Lee Hollingsworth, Brandon Kinzer, Danny Breuer, J.T. Spence, Josh McGuire, Brian Ledbetter, Shane Tankersley, Eddie Carrier, Jr.

Third Heat (12 laps): Mike Marlar, Andy Anderson, Tim McCreadie, Tony Izzo, Jr., Ed Basey, Kenneth Miles, Steve Shaver, Perry Delaney, Josh Bocook, Nick Bocook, Casey Roberts, Don O'Neal.

Fourth Heat (12 laps): Jared Landers, Steve Francis, Denny Eckrich, Jeremy Miller, Rick Auckland, Shaun Poling, Gabe Wilson, G.R. Smith, Earl Pearson, Jr., Marshall Green, Chuck Southard, Jimmy McCormick.

Fifth Heat (12 laps): Shane Clanton, Randy Weaver, Jeff Cooke, Eddie Rickman, John Blankenship, Petey Ivey, Furman Parton, Stacy Holmes, Larry Blankenship, Ray Cook, Lewis Hudson II, Rick Eckert.

Sixth Heat (12 laps): Clint Smith, Chris Madden, Todd Andrews, Ricky Weeks, Al Shawver, Jr., Steve Hendren, Jackie Boggs, Bill Bray, Chris Wall, Brian Tavenner, Jeff Smith.

Seventh Heat (12 laps): Mike Balzano, Dale McDowell, Garrett Durrett, Brady Smith, Doug Sanders, Frank Ingram, Jimmy Owens, John Gill, Michael England, Richard Nieman, Brian Birkhofer.

Eighth Heat (12 laps): Justin Fegers, Jack Pennington, Tim Dohm, John Mason, Brett Miller, Brandon Ifft, Gary Mabe, Chris Winters, Davey Johnson, Mo Gordy, David Smith.

Ninth Heat (12 laps): Booper Bare, Damon Eller, Donnie Moran, Rickey Elliott, Corey Conley, Keith Barbara, Tracy Pearson, Tracy Hallman, Tim Allen, Billy Hicks, Scott James.

10th Heat (12 laps): Matt Miller, Dennis Franklin, Ronnie DeHaven, Jr., Darren Miller, Tony Morris, David Webb, Randle Chupp, Mike Duvall, Jason Dupont, Josh Richards, Billy Moyer.

First C Main (20 laps): Parton, Holmes, Hicks, Cook, O'Neal, Eckrich, Shirey, Gress, Eckert, Owens, Nieman, Shaver, England, Blankenship, T. Pearson, Delaney, J. Bocook, N. Bocook, Harrell, Roberts, Hudson, Schlieper, Birkhofer, James, Gill, Hallman, Allen, Lanigan.

Second C Main (20 laps): Mabe, Duvall, E. Pearson, Tankersley, Boggs, Carrier, Ledbetter, Johnson, McCormick, G.R. Smith, Winters, Breuer, Southard, McGuire, Wilson, J. Smith, D. Smith, Spence, Bray, Wall, Green, Tavenner, Gordy, Chupp.

First B Main (25 laps): B. Smith, Durrett, Moran, R. Rickman, Parton, Cook, Basey, Holmes, Hicks, Izzo, Sanders, Barbara, Conley, Mars, Ivey, McCreadie, Cooke, E. Rickman, Blankenship, Miles, Casebolt, Hartman, Elliott, Ingram.

Second B Main (25 laps): Dohm, J. Miller, D. Miller, Eckrich, Weeks, Frank, F. Smith, Webb, Shawver, Ifft, Kinzer, Hollingsworth, Duvall, Mabe, Andrews, Mason, E. Pearson, Poling, Auckland, Morris, Tankersley, DeHaven, Hendren, B. Miller.

Feature (100 laps): Bloomquist, Moran, Francis, McDowell, Frank, Babb, Hollingsworth, Bare, Parton, Weeks, Basey, Eller, McCreadie, Harper, D. Miller, Fegers, Durrett, B. Smith, Pennington, R. Rickman, Eckrich, Marlar, Balzano, Davenport, Madden, Dohm, Landers, M. Miller, J. Miller, Cook, Anderson, Franklin, C. Smith, Weaver, DeHaven, Clanton.



JOE SECKA PHOTO

SKY ROCKETS IN FLIGHT: Rick Eckert won the April 18 World of Outlaws Late Model Series feature at Lernerville Speedway.

Eckert Grabs $10,000 Check At Lernerville

WoO LM

SARVER, Pa. — Rick Eckert swept the field April 18 in the World of Outlaws Late Model Series sanctioned $10,000-to-win Spring Showdown In Sarver Town 50 at Lernerville Speedway. Eckert tracked down race leader Steve Francis on lap 26 while racing in heavy lapped traffic. Francis threaded between two lapped cars entering turn three, and Eckert shot to the bottom of the race track beating Francis off of turn four to lead lap 27. Francis caught Eckert on lap 31 but could not mount a challenge. Eckert then pulled away to 10.027-second margin of victory over Francis in the caution-free 50-lap main event.

Eckert, who won his first WoO Late Model Series main of the season last weekend at Virginia Motor Speedway, owned the night, posting the fastest lap during time trials. Then he won his heat race and the pole dash before completing the sweep by winning the main event.

Eckert was very happy with his second-consecutive World of Outlaws Late Model Series victory. "I was thinking that if we could win two in a row then maybe I'd start a streak. Our car has been really good, the engines have been running good and I haven't been doing a half bad job driving."

The $45,000 purse event, originally scheduled for April 7 but postponed by rain, attracted 51 drivers. Eckert topped the field in time trials with a fast lap of 15.660 seconds at an average speed of 114.943 miles per hour.

The finish:

Rick Eckert, Steve Francis, Tim McCreadie, Darrell Lanigan, Billy Moyer, Dale McDowell, Clint Smith, Rick Aukland, Josh Richards, Mike Balzano, Bart Hartman, Davey Johnson, Billy Decker, Eddie Carrier, Jr., Keith Barbara, Dutch Davies, Shane Clanton, Eric Jacobsen, Sam Stile, Rob Blair, Jared Miley, Garrett Durrett, Chub Frank, Dave Hess, Jr., Ken Schaltenbrand, Lynn Geisler.

CURB RECORDS

COUNTRY MUSIC LABEL OF THE YEAR
POINTS PAGE



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



Dale Jarrett with his Curb/ Busch Grand National Car

Top 5/Busch Grand National Championship



Dale Earnhardt with his Curb Records Winston Cup Championship Car



Aaron Fike - 2006 Curb Agajanian Busch NASCAR



Johnny Sauter stands next to his 2003 Channellock/Curb Records Busch car - Winner at Richmond



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



AMY DALLEY



PLUMB



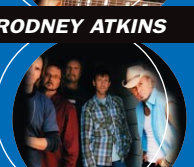
LYLE LOVETT



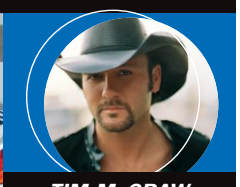
CLAY WALKER



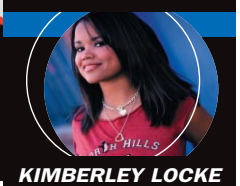
RODNEY ATKINS



SAWYER BROWN



TIM McGRAW



KIMBERLEY LOCKE



SELAH



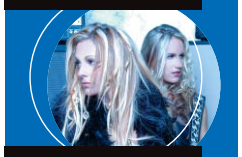
STEVE HOLY



WYNONNA



BLUE COUNTY



BOMSHEL



HANK III



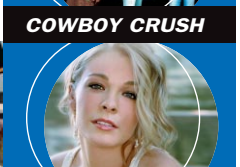
RAY STEVENS



TRICK PONY



COWBOY CRUSH



LEANN RIMES

Nextel Cup

1. Matt Kenseth	1,218
2. Jimmie Johnson	1,209
3. Kasey Kahne	1,167
4. Mark Martin	1,152
5. Tony Stewart	1,141
6. Jeff Gordon	1,045
7. Dale Earnhardt, Jr.	1,045
8. Kevin Harvick	1,044
9. Kyle Busch	1,010
10. Casey Mears	948
11. Dale Jarrett	934
12. Clint Bowyer	910
13. Jeff Burton	879
14. Elliott Sadler	861
15. Martin Truex, Jr.	841
16. Carl Edwards	822
17. Kurt Busch	813
18. Denny Hamlin	808
19. Brian Vickers	808
20. Jamie McMurray	796

Busch Series

1. Kevin Harvick	1,469
2. Clint Bowyer	1,180
3. Denny Hamlin	1,174
4. J.J. Yeley	1,158
5. Carl Edwards	1,128
6. Paul Menard	1,074
7. Jon Wood	1,037
9. Burney Lamar	1,007
10. Greg Biffle	999
11. Reed Sorenson	986
12. Jason Leffler	983
13. Johnny Sauter	969
14. Jamie McMurray	950
15. Ashton Lewis	923
16. Matt Kenseth	921
17. Kenny Wallace	909
18. Danny O'Quinn, Jr.	879
19. Jason Keller	871
20. Michael Waltrip	870

Craftsman Truck

1. Mark Martin	720
2. Ted Musgrave	665
3. Todd Bodine	662
4. David Reutimann	576
5. David Starr	556
6. Erik Darnell	552
7. Jack Sprague	544
8. Mike Bliss	544
9. Dennis Setzer	531
10. Rick Crawford	508
11. Johnny Benson	506
12. Bobby Hamilton, Jr.	493
13. Matt Crafton	491
14. Terry Cook	488
15. Mike Skinner	482
16. Brendan Gaughan	420
17. Jon Wood	408
18. Kyle Krisiloff	394
19. Ron Hornaday	385
20. Aric Almirola	385

Indy Racing League

1. Helio Castroneves	146
2. Dan Wheldon	104
3. Sam Hornish, Jr.	94
4. Scott Dixon	92
5. Tony Kanaan	89
7. Bryan Herta	77
8. Vitor Meira	64
9. Dario Franchitti	63
10. Felipe Giaffone	61
11. Scott Sharp	60
12. Danica Patrick	59
13. Tomas Scheckter	57
14. Buddy Rice	53
15. Buddy Lazier	48
16. Marco Andretti	48
17. P.J. Chesson	44
18. Eddie Cheever, Jr.	39
19. Ed Carpenter	18
20. Roberto Moreno	12
20. Jeff Simmons	12
20. Tomas Enge	12

Champ Car World Series

1. Sebastien Bourdais	35
2. Justin Wilson	27
3. Alex Tagliani	25
4. Mario Dominguez	23
5. Cristiano da Matta	21
6. Andrew Ranger	20
7. Jan Heylen	18
8. Katherine Legge	15
9. Will Power	13
10. Antonio Pizzonia	11
11. Dan Clarke	10
12. Charles Zwolsman	9
13. Nelson Philippe	8
14. Jimmy Vasser	7
15. Bruno Junqueira	6
16. A.J. Allmendinger	5
17. Paul Tracy	4
18. Oriol Servia	3

Formula One Drivers

1. Fernando Alonso	36
2. Michael Schumacher	21
3. Kimi Raikkonen	18
4. Giancarlo Fisichella	15
4. Juan Pablo Montoya	15
6. Jenson Button	13
7. Felipe Massa	9
8. Ralf Schumacher	7
9. Mark Webber	6
10. Nick Heidfeld	5
10. Jacques Villeneuve	5
12. Rubens Barrichello	2
12. Nico Rosberg	2
14. David Coulthard	1
14. Christian Klein	1

Formula One Constructors

1. Mild Seven Renault F-1 Team	51
2. Team McLaren Mercedes	33
3. Scuderia Ferrari Marlboro	30
4. Lucky Strike Honda Racing F-1 Team	15
5. BMW Sauber F-1 Team	10
6. Williams F-1 Team	8
7. Panasonic Toyota Racing	7
8. Red Bull Racing	2

World Of Outlaws Sprints

1. Donny Schatz	1,471
2. Joey Saldana	1,399
3. Craig Dollansky	1,385
4. Terry McCarl	1,383
5. Jac Haudenschild	1,377
6. Brooke Tatnell	1,375
7.Daryn Pittman	1,372
8. Chad Kemenah	1,278
9. Jeremy Campbell	1,241
10. Randy Hannagan	1,234

NST Sprints

1. Tim Kaeding	489
2. Jason Meyers	466
3. Danny Lasoski	441
4. Steve Kinser	437
5. Tim Shaffer	396

NHRA Top Fuel

1. Melanie Troxel	483
2. David Grubnic	327
3. Larry Dixon	297
4. Brandon Bernstein	289
5. Morgan Lucas	281

NHRA Funny Car

1. Ron Capps	489
2. John Force	384
3. Tommy Johnson, Jr.	288
4. Robert Hight	286
5. Cruz Pedregon	284

NHRA Pro Stock

1. Greg Anderson	369
2. Mike Edwards	329
3. Erica Enders	317
4. Jason Line	297
5. Jim Yates	283

USAC Silver Crown

1. Brian Tyler	117
2. Aaron Pierce	111
3. Dave Steele	111
4. Bud Kaeding	105
5. Tim Barber	93

USAC Sprints

1. Josh Wise	186
2. Levi Jones	185
3. Jay Drake	175
4. Bud Kaeding	169
5. Tracy Hines	161

USAC Midgets

1. Dave Steele	66
2. Michael Lewis	61
3. Jay Drake	54
4. Cole Carter	53
5. Ron Gregory	48

USAC Western Sprints

1. Tony Hunt	68
2. Nick Rescino, Jr.	64
3. Mike Murgoitio	63
4. Jimmy Pelk	49
5. Bradley Galedrige	48

USAC Western Midgets

1. Michael Lewis	183
2. Tyler Brown	163
3. Matt Mitchell	144
4. Garratt Boyden	125
5. Shannon McQueen	120

ARCA RE/MAX

1. Bobby Gerhart	645
2. Billy Venturini	625
3. Damon Lusk	620
4. T.J. Bell	550
5. Frank Kimmel	540

World Of Outlaws LMs

1. Tim McCreadie	836
2. Steve Francis	834
3. Billy Moyer	834
4. Shane Clanton	810
5. Darrell Lanigan	800

Lucas Oil LMs

1. Donnie Moran	1,250
2. Earl Pearson, Jr.	1,240
3. Don O'Neal	1,230
4. Dennis Erb, Jr.	1,075
5. Matt Miller	1,040

NASCAR West

1. Eric Holmes	330
2. Peyton Sellers	330
3. Ken Schrader	319
4. Spencer Clark	308
5. Steve Portenga	301

Hooters Pro Cup Northern

1. Jeff Agnew	305
2. Benny Gordon	300
3. Woody Howard	280
4. Jack Bailey	248
5. L.W. Miller	242

CRA Super Series

1. Chris Gabehart	285
2. Andy Ponstein	262
3. Tommy St. John	258
4. Eddie Van Meter	254
5. Jeff Lane	248

SUPR LMs

1. Rob Litton	704
2. Jason Ingalls	596
3. Patrik Daniel	583
4. Keith Craft	566
5. David Ashley	556

Golden State Challenge Sprints

1. Jonathan Allard	80
2. Brent Kaeding	76
3. Robert Ballou	74
4. Ronnie Day	73
5. Kyle Hirst	73

USCS Sprints

1. Terry Gray	1,160
2. Danny Martin, Jr.	1,104
3. Mat Tiffany	1,078
4. Kenny Adams	1,068
4. Tom Winegardner, Jr.	1,06

ASCS Mid South

1. Darren Stewart	290
2. Jan Howard	288
3. Dale Howard	284
4. Michael Herrington	278
5. Gary Wright	266

ASCS Sooner

1. Sean McClelland	438
2. Sam Hafertepe, Jr.	430
3. Kevin Ramey	408
4. Brian McClellan	390
5. Johnny Miller	361

ASCS Gulf South

1. Gary Watson	416
2. Jason Johnson	414
3. Greg Rilat	410
4. Chris Sweeney	406
5. Darryl Willis	400

ASCS Southern

1. Scott McClaren	150
2. Johnny Bridges	146
3. Jimmy Burns	144
4. Brooke Bowman	142
5. Coby Adams	140

IRA Sprints

1. Steve Meyer	141
2. Kim Mock	136
3. Donny Goeden	132
4. Scotty Neitzel	131
5. Todd Hepfner	125

NCRA Sprints

1. Brian Brown	200
2. Chuck Swenson	190
3. Tony Bruce, Jr.	180
4. Dusty Zomer	174
5. Jake Peters	172

BCRA Midgets

1.Ryan Kaplan	67
2. Michael Hubert	52
3. Garratt Boyden	49
4. Travis Berryhill	43
5. Dan Gundo	41

National Midget Driver Of The Year

1. Jerry Coons, Jr.	303
2. Jay Drake	270
3. Brad Kuhn	259
4. Tyler Brown	194
5. Tim McCreadie	178

Atlantic Championship

1. Andreas Wirth	33
2. Raphael Matos	28
3. James Hinchcliffe	25
4. Simon Pagenaud	24
5. Graham Rahal	21
6. Danilo Dirani	19
7. Robbie Pecorari	17
8. Alex Barron	15
9. Leonardo Maia	13
10. Alan Sciuto	11

Indy Pro

1. Jeff Simmons	122
2. Jay Howard	113
3. Raphael Matos	105
4. Nick Bussell	92
5. Bobby Wilson	82
6. Jonathan Klein	75
7. Matthew Hamilton	68
8. Jon Herb	67
9. Chris Festa	66
10. Brett Van Blankers	65

Point standings through Sunday



Brad Noffsinger - Top 5 USAC Silver Crown Championship



Tim Grose - NHRA Winternationals Champ



Billy Boat - Top 10 Indianapolis 500 Top 5 IRL Championship



Tom Sneva - Top 10 CART Indy Car Championship



Kasey Kahne with the Kahne/ Curb Records 2006 Sprint Car

RACE REWIND

NASCAR NEXTEL CUP

Race 8 of 36: Subway Fresh 500, April 22, 2006
Phoenix Int'l Raceway, Avondale, Ariz.

FINAL RESULTS

FIRST



Kevin Harvick

SECOND



Tony Stewart

THIRD



Matt Kenseth

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	15	29	Kevin Harvick	GM Goodwrench Chevrolet	312	$228,486	Running
2	3	20	Tony Stewart	The Home Depot Chevrolet	312	211,536	Running
3	4	17	Matt Kenseth	DeWalt Power Tools Ford	312	168,116	Running
4	5	99	Carl Edwards	Office Depot Ford	312	126,685	Running
5	8	01	Clint Bowyer	Sylvania Chevrolet	312	122,325	Running
6	22	9	Kasey Kahne	Dodge Dealers Dodge	312	124,189	Running
7	10	48	Jimmie Johnson	Lowe's Chevrolet	312	127,111	Running
8	21	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	312	117,661	Running
9	37	31	Jeff Burton	Cingular Wireless Chevrolet	312	108,870	Running
10	19	24	Jeff Gordon	DuPont Chevrolet	312	124,111	Running
11	18	6	Mark Martin	AAA Ford	311	98,425	Running
12	16	14	Sterling Marlin	Waste Management Chevrolet	311	90,883	Running
13	14	25	Brian Vickers	GMAC Chevrolet	311	80,275	Running
14	26	26	Jamie McMurray	Crown Royal Ford	311	112,750	Running
15	2	16	Greg Biffle	Subway/National Guard Ford	311	102,350	Running
16	27	21	Ken Schrader	Motorcraft Genuine Parts Ford	311	95,389	Running
17	36	96	Tony Raines	DLP HDTV Chevrolet	311	65,075	Running
18	23	66	Jeff Green	Best Buy Chevrolet	311	91,808	Running
19	17	88	Dale Jarrett	UPS Ford	311	99,325	Running
20	12	42	Casey Mears	Texaco-Havoline Dodge	311	103,983	Running
21	39	32	Travis Kvapil	Tide Chevrolet	311	80,958	Running
22	9	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	311	86,233	Running
23	11	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	310	102,291	Running
24	7	2	Kurt Busch	Miller Lite Dodge	310	103,833	Running
25	31	78	Kenny Wallace	Furniture Row Racing Chevrolet	310	63,075	Running
26	28	19	Jeremy Mayfield	Dodge Dealers Dodge	310	95,841	Running
27	41	22	Dave Blaney	Caterpillar Dodge	309	75,172	Running
28	30	18	J.J. Yeley	Interstate Batteries Chevrolet	309	99,975	Running
29	29	40	David Stremme	Coors Light Dodge	308	73,175	Running
30	33	4	Scott Wimmer	AERO Exhaust Chevrolet	307	66,525	Running
31	38	45	Kyle Petty	Wells Fargo Dodge	305	72,400	Running
32	43	49	Brent Sherman	Serta Dodge	305	61,750	Running
33	35	95	Stanton Barrett	TheRaceSpace.com Chevrolet	301	62,575	Running
34	6	11	Denny Hamlin	FedEx Express Chevrolet	289	61,500	Running
36	1	5	Kyle Busch	Kellogg's Chevrolet	259	84,425	Running
37	20	38	Elliott Sadler	Pedigree Ford	247	89,008	Running
38	24	10	Scott Riggs	Valvoline/Stanley Tools Dodge	229	60,975	Running
39	13	12	Ryan Newman	Alltel Dodge	221	106,258	Accident
40	34	41	Reed Sorenson	Target Dodge	206	68,700	Running
41	25	7	Robby Gordon	Jim Beam Chevrolet	116	60,560	Engine
42	42	55	Michael Waltrip	NAPA Dodge	98	60,435	Accident
43	40	02	Brandon Ash	Sprinter Trucking, Inc. Dodge	98	60,635	Transmission

RACE STATISTICS

Race time: 2 hours, 55 minutes
Average speed: 107.063 mph
Victory margin: 2.774 seconds
Caution flags: Seven for 29 laps
Lead changes: 20 among 11 drivers
Lap leaders: Kyle Busch pole; Greg Biffle 1-26; Brandon Ash 27; Biffle 28-47; Busch 48-54; Biffle 55-65; Mark Martin 66-88; Biffle 89; Elliott Sadler 90; Biffle 91-105; Martin 106-170; Clint Bowyer 171-172; Matt Kenseth 173; Dave Blaney 174-175; J.J. Yeley 176; Martin 177-199; Bowyer 200-217; Tony Stewart 218-223; Bowyer 224; Biffle 225-302; Kevin Harvick 303-312.

TALK OF TIME TRIALS

Kyle Busch continued to show that he is comfortable at Phoenix Int'l Raceway, picking up his first pole since February of last season. Busch was involved in several incidents during the race and finished 36th.

STANDINGS

FIRST



Matt Kenseth

SECOND



Jimmie Johnson

THIRD



Kasey Kahne

Top 10

1. Matt Kenseth	1,218	6. Jeff Gordon	1,045
2. Jimmie Johnson	1,209	7. Dale Earnhardt, Jr.	1,045
3. Kasey Kahne	1,167	8. Kevin Harvick	1,044
4. Mark Martin	1,152	9. Kyle Busch	1,010
5. Tony Stewart	1,141	10. Casey Mears	945

Wild Desert Night Is Harvick's

By Bruce Martin
NSSN Correspondent

AVONDALE, Ariz. — Kevin Harvick never led a lap in NASCAR Nextel Cup competition at Phoenix Int'l Raceway until Saturday night, when he led the final 10 to win the Subway Fresh 500.

Harvick passed Greg Biffle for the lead with 10 laps remaining and went on to his sixth-career triumph. Biffle had taken the lead but tried to use fuel strategy to get him to the finish and ran out with two laps to go, sealing Harvick's victory.

With three laps left, Mark Martin drove under Tony Stewart to try to take third but also ran out of fuel with two laps to go.

Harvick, who also won Friday night's Busch Series race, notched his first Nextel Cup victory since March 2004 at Bristol to end a 38-race winless streak.

"We didn't have the best car all day today, but we had the best car when it counted," he said. "Before those cautions, we were about one lap short (on fuel) of making it to the finish."

Harvick's Chevrolet Monte Carlo finished 2.774 seconds ahead of Stewart's Chevrolet. Matt Kenseth's Ford Fusion was third, followed by Carl Edwards's Ford and rookie Clint Bowyer's Chevrolet.

"I was sweating the gas situation," said Harvick, who ran out of fuel last year while running fourth. "I kept letting off the throttle at the start/finish line and again at the dogleg off the second turn. If we were going to run out of gas, it wasn't going to be close before that."

There were 20 lead changes among 11 drivers. There were seven caution periods for 29 laps. Harvick won at an average speed of 107.063 miles per hour. Harvick's victory was worth $228,486.

The race was whacky, early and often.

It all started Friday night when Tony Stewart, who qualified third, had to start at the rear of the field when a crew member inadvertently turned his qualifying tires back into Goodyear officials.



HHP/ HAROLD HINSON PHOTO

JUST GET THERE: DeLana Harvick can hardly watch as her husband, Kevin, drives to victory on the final lap Saturday night in Phoenix.

By NASCAR rules, a driver has to start on the same set of tires that he qualified with. Once the tires are turned into Goodyear, holes are drilled into them to take them out of circulation.

"There were probably too many chefs in the kitchen now working on tires," said J.D. Gibbs, president of Joe Gibbs Racing. "One of the guys has a great heart and was just trying to help out and wound up messing up. Once they drill holes in them, you are done. So when we put stickers (new tires) on it, we are done and have to go to the back of the field."

After two short cautions in the first 57 laps, a major incident involving pole winner Kyle Busch drastically changed the complexion of the race.

Busch spun out and crashed on lap 100, triggering a chain reaction that also included Elliott Sadler, Joe Nemechek, Reed Sorenson, Michael Waltrip and Kyle Petty. With the fourth turn blocked, NASCAR officials put out the red flag for more than nine minutes.

During the stoppage, Busch drove his car into the left side of Casey Mears's Dodge Charger in retaliation for what he believed started the crash. After he returned on lap 145 — 44 laps off the pace — NASCAR officials black-flagged him for a five-lap penalty.

More penalties are expected to be announced early next week.

Stewart moved into eighth on lap 180, continuing his drive to the front.

The yellow flag waved on lap 199 for debris, and the field pitted one lap later. But Martin, leading at the time, had to make an extra pit stop for loose lug nuts on his left-rear tire.

Stewart passed Bowyer to take the lead on lap 218. With Stewart's Chevrolet in clean air, it moved away from the field.

With 90 laps to go, Dale Earnhardt, Jr. was involved in a crash in the fourth turn as he ran into the back of Petty and Martin ran into the back of Earnhardt's Chevrolet. Ryan Newman tried to avoid the crash and slammed into the fourth-turn wall. Scott Riggs was also involved.

Stewart pitted for fuel and a slight adjustment on the chassis, which gave Biffle the lead. When the green flag waved on lap 230, Biffle opened a comfortable lead on Stewart and Harvick.

But that all changed when Biffle ran out of fuel with two laps to go, dropping him to a 16th-place finish.

Decision On Future To Come For Harvick

By Bruce Martin
NSSN Correspondent

AVONDALE, Ariz. — Kevin Harvick is in a position to cash in.

The driver who replaced the late Dale Earnhardt in 2001 is in high demand by Toyota, which is set to join the NASCAR Nextel Cup Series in 2007. According to a team source at Richard Childress Racing, Harvick and team-owner Richard Childress will decide by mid-May whether to match Toyota's offer, which would place Harvick at Red Bull Racing, a new team for next year.

"We are still in April and he is in Africa," Harvick said of Childress. "We talked before he went to spend a couple of weeks over there. I know the ball is pretty much on that side."

Harvick has told Childress what Toyota has to offer, but the driver who won the 2003 Brickyard 400 at the Indianapolis Motor Speedway is taking a bit of a risk going to a start-up team.

"It is going to be tough to start a team from scratch or to change teams to do that," Harvick said. "But you can't ever rule anything out. I want to do what is best for my career; if that is what it takes, then that is what we will do. But the number one priority is to salvage the seven-year relationship and build on it."

He addressed the rumor he has told Childress a list of stipulations he would like to be met for him to stay.

"Not really, it is just a matter of everybody pulling in the same direction," Harvick said. "That is the main focus we are trying to achieve going forward. I want to make sure I am on their side and they are on my side no matter where it winds up. It is something where I want the train to be pulling in the same direction from all parties."

Harvick admitted that given a choice, he would rather stay with Childress.

"Yes, I would like to," he said. "There is a seven-year relationship here that is first and foremost and the main priority to keep. I have a lot of friends here. I have a seven-year relationship here, and I think it is something that will be the first thing we try to work out."



HHP/ HAROLD HINSON PHOTO

OFF WE GO: Kyle Busch (5) and Greg Biffle (16) shared the front row for Saturday's Subway Fresh 500.

Elder Busch Brother Makes Good

By Bruce Martin
NSSN Correspondent

AVONDALE, Ariz. — **Kurt Busch** has experienced the best and the worst of times at Phoenix Int'l Raceway in the last 12 months, ranging from a trip to victory lane last April to a ride in a police car last November after he was arrested.

The 2004 NASCAR Nextel Cup Series champion scored his first victory of the 2005 season in the Subway Fresh 500. But when the series returned to PIR last fall, Busch had his well-publicized run-in with the Maricopa County Sheriff's Department after he was stopped for the suspicion he was driving under the influence.

Although Busch's BAC (blood alcohol content) was 0.017 – well below the Arizona legal limit of 0.08 – his belligerent attitude toward the officers escalated the situation. He was charged with reckless driving and was fired from Roush Racing with two races left in the season.

Things appear much better for Busch in 2006. He has already won a race for his new team at Penske Racing South.

And he completed his community service earlier last week in Arizona.

"We had an off week leading into the Phoenix week, so that helped looking at the schedule," Busch said. "We planned things around that."

Busch worked with a children's sports league, the Westside Recreational Program.

"We helped 200 or 300 kids involved in Little League baseball. We supplied them with Rawlings gloves, bats, shin guards, baseballs, helmets, you name it," Busch said. "We also made a large donation, over $10,000 worth, to their youth program. They're going to spread it all over the west side of Phoenix, which is Peoria, Sunrise, Sun City, here in Goodyear, Avondale, with youth Little League baseball."

NASCAR NOTES

■ **Kurt Busch's** crew chief, **Roy McCauley**, was not at Phoenix this week after he underwent surgery to remove a blockage in one of his arteries. McCauley experienced some mild chest pains and went to the hospital April 17 for diagnostic tests. He successfully underwent minor surgery April 18 to treat a small blockage.

"The procedure was 100 percent effective in alleviating the problem, but my doctor advised me to take it easy and spend this weekend relaxing at home," said McCauley, who will return to work when the team heads to Talladega, Ala. next week. "Knowing that I can't be in Phoenix, it's going to probably be the most difficult couple of days of my life, and I'm sure we'll burn out about a dozen cell phones before the weekend is over."

McCauley, a 36-year-old University of Maryland engineering graduate, has made the successful transition from head engineer at Penske Racing South to crew chief. He served in that spot for **Ryan Newman's** NBS effort last season and helped lead the team to six victories — five consecutive — and four poles.

Matt Gimbel, crew chief for Busch's Busch Series team, took over as crew chief this weekend at Phoenix, working with team engineer **Derek Stamets** and car chief **Corey Tucker**.

■ After playing a key role in the development of the Chip Ganassi Racing with Felix Sabates NASCAR team, **Andy Graves** has resigned his position as team manager and will be reassigned to a different position within the company.

"Andy Graves has been a passionate and valued member of Chip Ganassi Racing with Felix Sabates for the past seven years," said team owner **Chip Ganassi**. "I have an extremely high regard for him both professionally and personally and look forward to his continued contributions here at Chip Ganassi Racing."

Graves was in his sixth season as team manager for the team. He joined the operation in 2000 as one of its first employees and was promptly named team manager for the Indianapolis 500 team that won the 2000 Indianapolis 500 crown with **Juan Montoya** as the driver.

■ **Kyle Busch** won the pole Thursday night for Saturday's NASCAR Nextel Cup Subway Fresh 500. He ran a fast lap of 133.744 miles per hour around the one-mile oval in a Chevrolet Monte Carlo.

■ **Matt Kenseth's** third-place finish combined with **Jimmie Johnson's** seventh place has put Kenseth on top of the Nextel Cup standings. He has a nine-point lead over Johnson and a 41-point lead over **Kasey Kahne**.

"It's better than being second, I guess," Kenseth said. "It's really early in the year, but I think when you're leading the points or when you're solidly in the top 10 it definitely gives you a good feeling and it gives the guys a good feeling. There's a little bit more comfort, being in the top 26 races, being in the front. So, if we can keep running like this and stay solidly in the top 10 until we get to The Chase, that's really our goal, and to keep working on our cars and trying to keep our cars competitive."

■ **Wally Brown** made his crew chief debut in Saturday night's race, taking over the pit box duties for **Carl Edwards's** Ford at Roush Racing.

Edwards finished fourth.

"That was a great way to get started," Brown said. "We had a lot of problems tonight, ran into a guy on pit road and had us come back from the back once, so that was a lot of work tonight, but that was a great day for the Office Depot guys, and we're all happy."

Brown, who was the chief engineer for **Mark Martin** was named crew chief last week, replacing **Bob Osborne**, who moved over to **Jamie McMurray's** Ford at Roush Racing.

■ **Helio Castroneves** and **Sam Hornish, Jr.** flew from Japan to Phoenix to support Penske Racing's NASCAR effort for **Kurt Busch** and **Ryan Newman** on Saturday. Castroneves won the Indy Racing League Honda 300 at Twin Ring Motegi in Japan and Hornish finished fourth.

"We flew on **Roger Penske's** plane and man, am I tired," Castroneves said. "But, when you drive for Roger Penske, you have to be prepared to do almost anything."

More Shenanigans For Kyle Busch

AVONDALE, ARIZ.

When it comes to the Busch Brothers's latest weekend in Phoenix, Kevin Harvick said it best after he won Saturday night's Subway Fresh 500:

"I heard one had a 'short out,'" Harvick said. "I don't know what happened. I didn't really get too far involved in it. I am just glad our night went good. I hate that their night went bad. I am love and Teddy bears. Hearts and kisses."

When told that Kyle Busch received a five-lap penalty from NASCAR officials after he ran into the side of Casey Mears's Dodge during a red-flag period and his car went into the garage for 44 laps for repairs, Harvick said, "A five-lap penalty? That might be beyond a short out."

In this race in 2005, Kurt Busch scored his first win of the season after winning the 2004 NASCAR Nextel Cup championship. When the series returned in November, he was involved in a dispute with Maricopa County Sheriff's deputies, who pulled Busch's car over for suspected driving under the influence.

Although Busch's BAC (blood alcohol content) of 0.017 was well under the Arizona legal limit of 0.08, he was detained for being uncooperative and belligerent and cited for speeding and reckless driving.

That incident led his team owner at the time, Jack Roush, to fire him with two races left in the season. Kurt Busch had already signed to race for Penske Racing South.

Younger brother Kyle went on to win the race that day and when asked his thoughts on Kurt's situation, he said something to the effect that "You can't believe the media because everything in the media is all lies anyway."

When a national reporter asked Kyle what the media reported that was a lie, Busch stormed out of the press room. After 20 minutes, he returned to conclude the interview.

This year, Kurt tried to change his image at Penske Racing, but after a series of bumping incidents including former Roush Racing teammates Matt Kenseth at Bristol Motor Speedway and Greg Biffle at Texas Motor Speedway two weeks ago, he fell back into his role as NASCAR's "Bad Boy."

Meantime, Kyle is sure to surpass his big brother when it comes to temperament. He's been involved in a series of disputes this year with such drivers as Tony Stewart. Busch started an international incident at the Busch race in Mexico City when he took out Mexican driver Michel Jourdain, who was leading at the time, and he's displayed a brash and sometimes disrespectful attitude to his fellow competitors.

Kyle won the pole for Saturday night's race and was one of the favorites to win. He led for just seven laps, but before he was involved in a massive crash with Casey Mears that also included Joe Nemechek, Elliott Sadler, Kyle Petty and Michael Waltrip, he was hot after Mears.

When the red flag stopped the race, it didn't stop Busch's car, who drove up and ran into Mears.

"I'm devastated," Kyle said. "We had a pole-winning car and were three times faster than everyone else in the field. We were penalized earlier for speeding on pit road. But last year we came from two laps down to win the race, so we were confident we were going to get back up there.

"It was just a devastating day."

Kyle finished 36th. Kurt's day wasn't much better after he ran near the front of the field for much of the race, only to have the window net break in the closing stages. He finished 24th.

"Guess I've seen it all this time," Kurt said. "The window net fell down with about 25 laps to go, and I was driving and trying to get it latched back up at the same time. They finally black flagged us and we had to come in with four laps to go to get it back up to their approval."

It wasn't a good weekend for the Busch brothers, and it will likely get worse for Kyle, according to NASCAR officials.

"Kyle may be young, but he's also disrespectful, and that's not going to work very well in this series," said one high-ranking NASCAR official.

Another NASCAR official issued a prediction about further punishment for Kyle.

"I'd say a five-lap penalty is just the tip of the iceberg of what's in store for him."

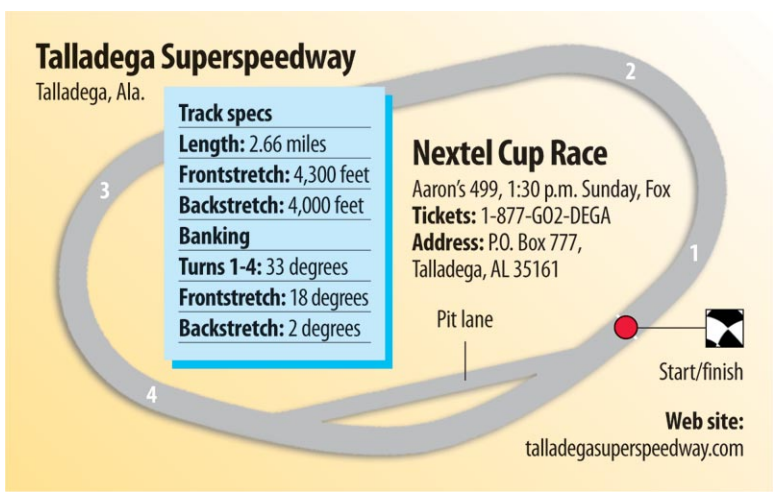
Maybe sitting on the iceberg will give Kyle a chance to cool off.

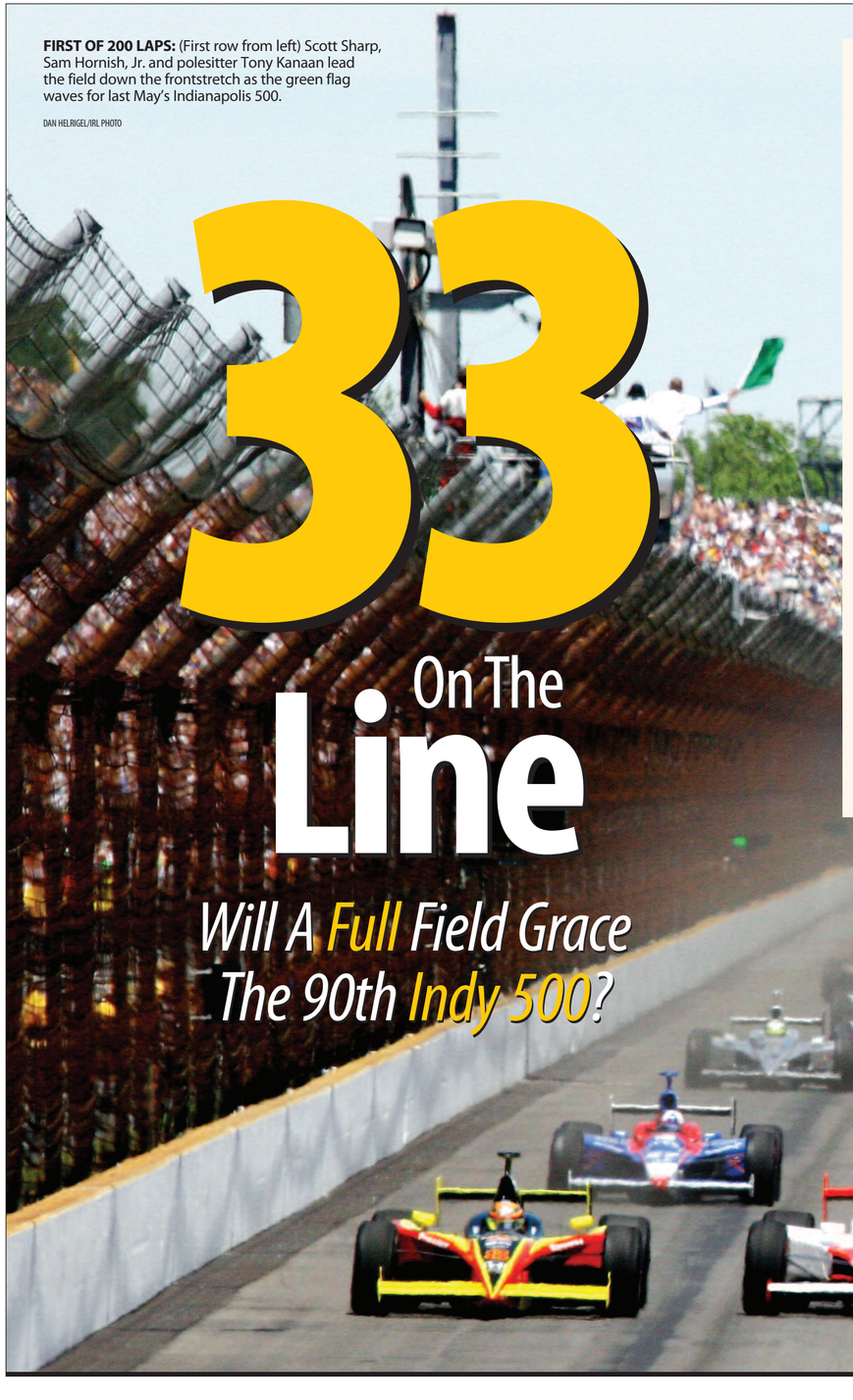
LAST WORD



BRUCE MARTIN

UP NEXT





FIRST OF 200 LAPS: (First row from left) Scott Sharp, Sam Hornish, Jr. and polesitter Tony Kanaan lead the field down the frontstretch as the green flag waves for last May's Indianapolis 500.

DAN HELFRIGEL/IRL PHOTO

33

On The Line

Will A Full Field Grace The 90th Indy 500?

By Bob Gates

In just days, practice begins for the 90th running of the Indianapolis 500 — a singular auto-racing occasion. Yet as this stellar event begins an unprecedented 10th decade, the topic garnering the most buzz is whether there will be a 33-car field.

What is so significant about 33 cars at Indy?

No other race receives such microscopic scrutiny about how many cars start. It's doubtful, for instance, that anyone would have noticed, or even cared, had only 40 cars and not 43 raced in February's Daytona 500.

But Indy is different.

Indianapolis is all about history and emotion-evoking traditions — "Back Home Again in Indiana," Jim Nabors and "Gentlemen, start your engines." That there is so much consternation among pundits simply at the thought that one of these happenings might not take place, in itself, speaks volumes about the power of Indianapolis customs. And the 33-car lineup is a tradition with origins nearly as old as the 500.

The first 500 in 1911 featured 40 roaring behemoths that belched billowing, blinding clouds of castor oil smoke and dumped untold gallons of oil on the track. That, combined with the hundreds of pounds of sand flung down by well-meaning Indiana National Guardsmen to soak up the oil, made the brick racing surface slick.

Within 12 laps there was a fatal crash, followed by a half dozen more horrendous pileups. That tragic afternoon, and an accident-ridden season, caused the AAA to implement a series of safety-related changes for 1912. One was to limit the number of cars participating in a given race, based on the size of the track. The calculation used — the reasoning for which has been lost to the passage of time — allowed exactly 400 feet of track per car. Divided into the 2.5 miles at Indianapolis, the result is 33 cars.

Ironically, efforts to reduce the car count were unnecessary. Only 24 cars qualified for the 1912 500. In fact, it wasn't until 1919 that the first field of 33 took the green flag at Indianapolis. Then another seven races passed before 33 started again.

The problem was the same as today — money — and more precisely, the lack of it.

Racing at the Indy-car level was so expensive that only a privileged few participated. That changed for a spell after the Speedway instituted the so-called Junk Formula in 1930 to encourage the use of cheaper, passenger-car-based racers.

The Speedway, however, also increased the field to 40 cars, so 33 remained a largely insignificant number. Only in the few years prior to World War II, when the starting field was again reduced for safety considerations, were there 33 starters with any regularity.

But a few years does not a tradition make.

It wasn't until after the war that the 33-car concept was molded — by consistent repeatability — into the tradition we expect today. In the 50 years since the 1946 500, the starting lineup has varied from 33 only three times. However, 1947 was the only year fewer than 33 cars started.

Politics was the culprit. Yes, there were politics in racing in 1947, and what ensued was one of the most bizarre months of May in Indianapolis history. Over the previous winter a number of top drivers organized under the acronym ASPAR with the goal of forcing promoters into paying larger purses.

The Speedway didn't go along. As a result, only 35 cars were entered, and a dozen of those did not even have assigned drivers. ASPAR claimed it had 30 cars under its umbrella and would only participate in the 500 if the Speedway agreed to its terms.



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

LONG AGO: The first 33-car field didn't come until 1919, when Howdy Wilcox won the Indy 500 that took more than five hours and 40 minutes to complete.

Surprisingly, for racers, they actually stuck together for a few weeks. Then the lure of Indianapolis became too strong. As the first weekend of qualifying ended, ASPAR caved. And after an intense round of discussions negotiated by *Indianapolis News* sports editor Bill Fox, they were allowed to compete.

By then the rain had arrived — and stayed. Hanging heavy over the Speedway for days, it curtailed practice, shortened the first weekend of qualifying and virtually eliminated the second. In fact, at the end of the official time-trial session, there were still 22 spots open.

Qualifying was extended through Monday, then Tuesday and finally Wednesday, when the rush to get cars qualified between showers was so intense that at one point, nine cars were on the track at once attempting qualifying runs. At 7 p.m., the day was called for darkness, with the field set at 28 cars … for a few hours.

The ASPAR drivers argued that they hadn't had enough practice to achieve the required minimum speed of 115 miles per hour. The Speedway realized the importance of the 500 to all competitors and agreed to reopen the track for qualifying on Thursday. Two more cars squeezed in to finally establish the field at 30.

The two other years that had other than a 33-car field were also politically charged and nearly as dramatic.

May of 1979 began in controversy, with a flurry of lawsuits flying back and forth between the newly formed CART and USAC. An already tense month got worse when a few teams, the number of which remains undetermined today, skirted the mandated turbo-boost restrictions. Their method was exposed when one team was caught and disqualified.

A great outcry arose from those remaining unqualified, rightfully charging that there were teams in the race illegally. In an effort to achieve fairness, the Speedway allowed additional qualifying the day before the race. Two more cars made the field.

There was also a 35-car lineup in 1997. The IRL, then in its second year, made a final-hour change in policy that allowed every car that attempted to qualify into the race. Several "official" reasons were bandied about as to why, but the general consensus was that the IRL, stung by the charge that it couldn't provide enough cars to fill the field, used the opportunity to thumb its nose at its critics.

As much as a genuine concern for an important tradition, politics are also a factor in the sometimes heated discussions about the potential size of this year's 500 starting field.

The devastating strife that has encompassed the IRL and Champ Car over the past decade is fodder for whom to blame should a short field further wound the already fragile state of Indy-car racing. There are currently 38 entries and 26 drivers assigned to cars.

Brian Barnhart, the IRL's chief administrator, however, thinks things will be fine. "We are in a much better position than we were last year," Barnhart insisted. "I'm very confident that we'll have at least 33 cars."

With Honda's reduced engine lease package for May, and with many year-old chassis inexpensively available for small, underfunded teams, he's probably right. There is a real possibility that a resolution to the IRL/Champ Car split is in sight, so the 90th 500 could be the last one where the size of the field garners more attention than the racing.

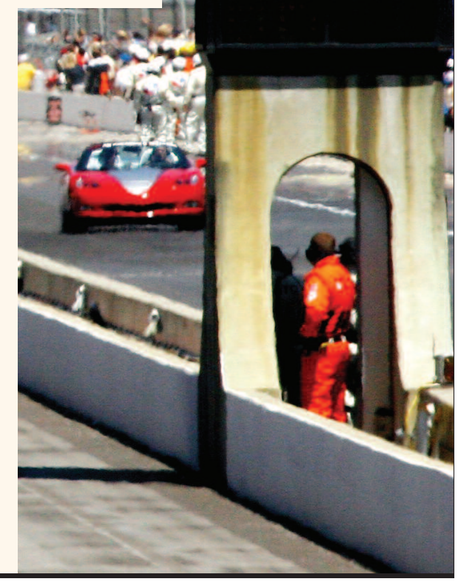
INDIANAPOLIS 500 ENTRY LIST

No.	Driver	Country	Team
1	Michael Andretti	United States	Andretti Green Racing
2	Tomas Scheckter	South Africa	Vision Racing
3	Helio Castroneves	Brazil	Marlboro Team Penske
4	Vitor Meira	Brazil	Panther Racing
5	Buddy Lazier	United States	Dreyer & Reinbold Racing
6	Sam Hornish, Jr.	United States	Marlboro Team Penske
7	Bryan Herta	United States	Andretti Green Racing
8	Scott Sharp	United States	Delphi Fernandez Racing
9	Scott Dixon	New Zealand	Target Chip Ganassi Racing
10	Dan Wheldon	England	Target Chip Ganassi Racing
11	Tony Kanaan	Brazil	Andretti Green Racing
14	Felipe Giaffone	Brazil	A.J. Foyt Enterprises
15	Buddy Rice	United States	Rahal Letterman Racing
16	Danica Patrick	United States	Rahal Letterman Racing
17	Jeff Simmons	United States	Rahal Letterman Racing
18	TBA	TBA	PDM Racing
20	Ed Carpenter	United States	Vision Racing
21	TBA	TBA	Playa Del Racing
22	TBA	TBA	Vision Racing
25	Marty Roth	Canada	Roth Racing
26	Marco Andretti	United States	Andretti Green Racing
27	Dario Franchitti	Scotland	Andretti Green Racing
31	Al Unser, Jr.	United States	Dreyer & Reinbold Racing
33	TBA	TBA	Target Chip Ganassi Racing
36	TBA	TBA	C+S Motorsport
41	Larry Foyt	United States	A.J. Foyt Enterprises
48	TBA	TBA	A.J. Foyt Enterprises
51	Eddie Cheever	United States	Cheever Racing
52	TBA	TBA	Cheever Racing
55	Kosuke Matsuura	Japan	Super Aguri Fernandez Racing
61	Arie Luyendyk, Jr.	United States	Luyendyk Racing
90	TBA	TBA	Vision Racing
91	P.J. Chesson	United States	Hemelgarn Racing
92	Jeff Bucknum	United States	Hemelgarn Racing
93	TBA	TBA	Hemelgarn Racing
TBA	TBA	TBA	Panther Racing
TBA	TBA	TBA	Marlboro Team Penske
TBA	TBA	TBA	Sam Schmidt Motorsports



IRL PHOTOS

MILK MEN: Helio Castroneves (top) and Buddy Lazier have won the Indy 500.



INDY RACING LEAGUE

RACE REWIND

Race 3 of 14: Indy Japan 300, April 22, 2006
Twin Ring Motegi, Motegi, Japan

FINAL RESULTS

FIRST



Helio Castroneves

SECOND



Dan Wheldon

THIRD



Tony Kanaan

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	3	Helio Castroneves	Marlboro Penske Dallara-Honda	200	$176,100	Running
2	3	10	Dan Wheldon	Target Ganassi Dallara-Honda	200	136,050	Running
3	5	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	200	113,350	Running
4	4	6	Sam Hornish, Jr.	Marlboro Penske Dallara-Honda	200	91,100	Running
5	18	15	Buddy Rice	Team Argent Panoz-Honda	200	83,000	Running
6	7	7	Bryan Herta	XM Satellite Radio Dallara-Honda	200	72,900	Running
7	6	55	Kosuke Matsuura	Panasonic ARTA Dallara-Honda	200	72,800	Running
8	14	16	Danica Patrick	Team Argent Panoz-Honda	200	68,900	Running
9	2	9	Scott Dixon	Target Ganassi Dallara-Honda	199	68,900	Running
10	11	4	Vitor Meira	Panther Racing Dallara-Honda	199	66,800	Running
11	10	27	Dario Franchitti	Klein Tools/Jim Beam Dallara-Honda	199	64,700	Running
12	17	26	Marco Andretti	NYSE Group Dallara-Honda	199	62,900	Running
13	12	2	Tomas Scheckter	Vision Racing Dallara-Honda	196	61,000	Running
14	15	5	Buddy Lazier	Dreyer & Reinbold Dallara-Honda	195	58,700	Running
15	9	14	Felipe Giaffone	ABC Supply Co. Dallara-Honda	155	56,800	Accident
16	8	8	Scott Sharp	Delphi Dallara-Honda	42	54,900	Accident
17	16	91	P.J. Chesson	Carmelo Hemelgarn Dallara-Honda	40	52,800	Accident
18	20	17	Jeff Simmons	Team Ethanol Panoz-Honda	40	52,800	Accident
19	13	51	Tomas Enge	Cheever Racing Dallara-Honda	25	50,700	Accident
20	19	20	Ed Carpenter	Vision Racing Dallara-Honda	25	48,800	Accident

RACE STATISTICS

Race time: 1 hour, 59 minutes, 1.3704 seconds
Average speed: 153.248 mph
Victory margin: 6.3851 seconds
Caution flags: Three for 32 laps
Lead changes: 10 among six drivers

Lap leaders: Helio Castroneves 1-24; Dan Wheldon 25-29; Castroneves 30-93; Tony Kanaan 94; Scott Dixon 95-96; Tomas Scheckter 97-99; Vitor Meira 100; Castroneves 101-146; Dixon 147-149; Meira 150; Castroneves 151-200.

TALK OF TIME TRIALS

Helio Castroneves started up front after rain cancelled qualifying. He took advantage of his top starting spot by leading 184 of the 200 laps in the event for his second-consecutive victory.



RON MCQUEENEY/IRL PHOTO

STANDINGS

FIRST



Helio Castroneves

SECOND



Dan Wheldon

THIRD



Sam Hornish, Jr.

Top 10

1. Helio Castroneves	146	6. Kosuke Matsuura	80
2. Dan Wheldon	104	7. Bryan Herta	77
3. Sam Hornish, Jr.	94	8. Vitor Meira	64
4. Scott Dixon	92	9. Dario Franchitti	63
5. Tony Kanaan	89	10. Felipe Giaffone	61

Castroneves Is Class Of Field

Helio Gains Momentum Heading Into Month Of May, Indy

By Dave Argabright
NSSN Correspondent

MOTEGI, Japan — Among the rugged, picturesque hills of Twin Ring Motegi, Spiderman was in his element.

Helio Castroneves, AKA Spiderman for his fence-climbing exploits, dominated the Indy Japan 300 here on Saturday afternoon for Marlboro Team Penske, leading all but a handful of laps and winning going away. It was Castroneves's second-straight victory, giving him significant momentum headed to the month of May at Indianapolis.

"What a team, what a team!" gushed the victor. "From the time we rolled the car onto the track this weekend, we were fast. I always feel confident, but this weekend especially my confidence was very high because we were very good from the start.

"On new tires we weren't quite as good, but once the tires came in the car was really fast. I noticed that every time I was trying to save fuel, the car actually got faster. Basically, we did what we were supposed to do, and I'm very happy."

Castroneves roared from the pole but was caught in early traffic, allowing Dan Wheldon to sweep into the lead in turn three on lap 24.

Tomas Enge crashed and collected Ed Carpenter on lap 27, bringing out the caution. The Penske crew got Castroneves out first to regain the lead, and for all intents and purposes he was never bested. Other than during two green flag pit stops, Castroneves led the rest of the way.

Wheldon, driving the Target Chip Ganassi Racing entry, found himself behind the leader in the late stages but was unable to make a run at him.

"There were points during the race when I thought I was as quick, or maybe quicker, but Helio was more consistent," Wheldon admitted. "At the end, during the first part of that stint, I was very competitive, but the last part I was a little too loose.

"I pulled the car home second rather than be a hero and hang it on the fence."

A few weeks ago at Homestead, Wheldon made a late-race charge to beat Castroneves by a whisker at the stripe. As the final laps played out, Castroneves was clearly stronger than Wheldon, but Castroneves was asked if memories of Homestead were on his mind.



DANA GARRETT/IRL PHOTO

REBEL YELL: Helio Castroneves dominated the Indy Japan 300 Saturday at Twin Ring Motegi. Castroneves has won the past two IRL races leading up to the 90th Indianapolis 500.

"I wasn't concerned," he insisted. "This is a different track and a different day. I just tried to focus on the race track and getting through traffic at the right time. (Homestead) was in the past. I just wanted to bring the car home and win."

Third was Tony Kanaan, who overcame a flat tire on lap 125 and was forced to pit out of sequence while running fifth in the AGR Team 7-Eleven entry.

"We had an okay day, and third isn't bad," he admitted. "When we had the flat tire I was concerned that it would take away any chance I had of winning because I knew I was out of sequence. Without a yellow flag I knew I would have to make one more pit stop, so luckily it worked in our favor this time."

Fourth was Sam Hornish, Jr. for Marlboro Team Penske, who was running a backup car after crashing his primary mount on the opening day of practice. Fifth was Buddy Rice in the Rahal-Letterman Team Argent car.

Difficult pit stops took both Dario Franchitti and Scott Dixon from contention, and Tomas Scheckter had a promising afternoon dashed when he ran out of fuel just prior to his final pit stop.

The race was interrupted by three cautions, the most serious coming on a restart on lap 41 when Scott Sharp spun the Delphi machine, collecting P.J. Chesson and Jeff Simmons, who was briefly upside down. All were unhurt and out of the race.

Rain washed out much of the practice and all of the qualifying, and officials lined up the field based on championship points.

Castroneves, who now owns nine IndyCar victories, is clearly the strongest entry thus far in the season and could be forgiven for looking toward Indianapolis with great excitement. But he insisted it was too soon to take anything for granted.

"It's too early to get emotional," he smiled. "It's just a matter of us getting everything going in the right direction as we go to Indy. Indy is part of the championship, but then again it isn't. It's bigger and it means a lot to our team.

"But today was a good day. We aren't a hundred percent in terms of getting to perfect, but our car was very, very good."





RON MCQUEENEY/IRL PHOTO

FANNING OUT: The field charges into the first turn during the Indy Japan 300 at the Twin Ring Motegi.

Rain Cancels Japan Time Trials

Field Set By Points For First Time in Five Seasons

By Dave Argabright
NSSN Correspondent

MOTEGI, Japan — Rain on Thursday and Friday played havoc with the weekend here at Twin Ring Motegi, washing out most of practice as well as qualifying. For the first time since at Texas in late 2001, the starting grid was established by championship points.

IRL NOTES

■ Two drivers found themselves in a bit of a scramble in the days leading up to the event.

Jeff Simmons just recently replaced the late **Paul Dana** in the Rahal-Letterman Team Ethanol entry and picked up his new driving suits during a layover at LAX airport en route to Japan. He also was anxious to try a new helmet that featured a custom paint scheme.

However, when he arrived at the track on Thursday, he discovered that the helmet was too tight and the suits were too baggy.

"I carried all the stuff here, and none of it fits," said Simmons. "I'll have to take everything back to the states and start over."

Simmons had a tough weekend overall, crashing in practice and again in the race after being caught up in another car's spin.

Tomas Enge, on the other hand, literally traveled around the world to race here this weekend. Enge was testing a V8 Supercar in Australia when he was contacted by Team Cheever about filling in for Eddie Cheever here in Japan.

Enge quickly arranged travel to his home in the Czech Republic to obtain a work visa, then traveled to the IRL offices in Indianapolis to complete the necessary paperwork. From Indianapolis he flew to Japan.

"Japan is actually one hour behind Australia," observed Enge, "so I've actually done more than one lap (of the world)."

Enge likewise had a tough weekend, crashing out of the race in the early stages.

■ The facility at Twin Ring Motegi is impressive. Built in 1997, it features a 1.5-mile oval, a 2.849-mile road course and a .634-mile short course. Seating capacity is 68,104. The track is located in a rather remote area a few miles from the small town of Motegi — about 60 miles from Tokyo — and was built by Honda.

The rugged terrain surrounding the facility is an indication of the interesting genesis of the project. In what was the largest such undertakings in Japanese history, two adjoining mountains (or large hills, depending on your definition) were cut down, and the material was used to fill in the area between them.

The oval itself is unique, taking a rather egg-shaped configuration. The turns are banked at 10 degrees.

■ During a rain delay on Thursday, **Danica Patrick** addressed about 150 children from Lily Vale primary school, who had traveled here from their school on a field trip. Danica fielded questions from the children, including one child who asked through an interpreter what Danica is thinking about during the race.

"Mostly, I'm thinking about how I can pass the car in front of me," she laughed.

■ **P.J. Chesson** remains the most quotable driver in IndyCar racing. After being taken out on a lap-47 crash, Chesson quipped, "I need to use my favorite racing line ever: when you run in the back with squirrels, you are bound to get your nuts cracked.

"But that's not fair to say. On that restart **(Scott) Sharp** spun, and I looked right into his eyes. I tried to pick a direction so I wouldn't T-bone him. I went to the inside, and I think **Jeff (Simmons)** might have hooked my right rear.

"I feel really bad for the guys at Rahal-Letterman (Simmons's team). It was a tough weekend for Jeff, and I know that's not how he wanted his first weekend to go.

"But my guys worked their butts off all weekend, and I'm really proud of them. My brother **James** was great as my spotter, and we made huge strides this weekend. I hate to end the weekend this way, but it was one of those things. But I'm still pretty happy overall."

■ **Kosuke Matsuura** is hugely popular in his native country of Japan, and he had mixed feelings about his seventh-place finish in the Panasonic ARTA Super Aguri Fernandez entry.

"Of course I am disappointed because I expected a better result, but seventh place was not too bad. This was the most important race for me this year, because I had a lot of fans here. The team did a great job, and I didn't make any mistakes.

"The gearing was a little bit short, and when I was catching someone I was hitting the rev limiter coming off turn two. But race by race the handling of my car is getting better and better. During the month of May I think we will have a great car, and hopefully we can have a top-five finish at the Indy 500."

■ One disappointed racer at the conclusion of the event was **Scott Dixon**, who ran in the top three much of the day until a disastrous pit stop dashed his hopes for victory.

"On that last stop I lost the clutch, stalled it and fell back too many spots too late in the race to make a decent comeback," he said. "It really is a shame. Even after messing up my first pit stop when I overshot the box quite a bit, we were able to pick our way back and save enough fuel that we made it up front a few times.

"Heading into that last pit stop, the No. 9 Target car was so strong that I was confident that we could have come out ahead of **Helio (Castroneves)** for the lead. It's disappointing, but having a car that good today bodes well for the month of May."

Panther Racing Is Struggling To Survive In 2006

MOTEGI, JAPAN

As the sun was setting on the 2005 season, and autumn turned to winter, the people at Panther Racing quietly wondered if the sun would ever rise again. For one of the stalwart teams of Indy racing, with a history dating nearly to the birth of the series, it was a bleak, dark time.

Chevrolet, which had been with the team since the beginning, was leaving the series. Pennzoil, which had purchased the bright yellow paint that had come to symbolize Panther Racing, had greatly reduced its presence.

Money is the mother's milk of racing; Panther was looking at impending starvation.

Although they've worked hard to build a professional, polished image, the essence of Panther Racing has always been simply a bunch of passionate guys who love racing. That's how it was in the beginning, and that's how it was when they won the IndyCar title in 2001 and 2002 with Sam Hornish.

As the chilling prospect of extinction descended on the team this past winter, that passion was the fuel that allowed the team to search through all the darkness to find a ray of light.

"We try not to think about it today, because it's kind of painful, but it was a really difficult period," admitted Mike Griffin, one of the team principals. "We try to be positive and look forward, but yeah, it was tough. We're just a bunch of racers, and we wanted to find a way to somehow keep racing. So we got busy."

Panther kept its 52 employees apprised of the situation, and some left. Eventually others were let go. They sorted through everything in the shop and set aside enough equipment to run two full-time cars, then hosted an auction in late January to sell all the rest, along with memorabilia accumulated since the team's inception in 1997.

That gave them some breathing room, and they began making deals for 2006. No epic, seven-figure deals; rather, smaller deals with emerging companies and partners. Ultimately, Panther found the right combination to breathe new life into their team.

"We partnered with Mark and Susan Driscoll of ignition, a company that does hands-on marketing all over the world," said Griffin. "We never really had a marketing arm, and this gave us that experience. From there it was a matter of networking and making new friends and associates, and that got us back on track."

AMERICAN SCENE



DAVE ARGABRIGHT

John Barnes, another Panther guy since the beginning, had a particularly tough autumn. In September, Barnes was sidelined with a glandular tumor and missed the last two races of 2005 as he recovered from successful surgery.

"When I was in the hospital, I was feeling like I didn't care if I came back (to racing) or not," said Barnes, who grew up in Indianapolis and as a schoolboy hitchhiked to the Speedway each May afternoon after school. "I was disgusted and tired of the new people in motorsports, people who aren't in this for the right reason. They don't think in terms of a team and what's best for the sport, and I was tired of that."

But Barnes was soon out of the hospital and began feeling better.

"This is all I've ever done, so I guess it would have been hard to truly walk away from it. Of the people who were still here, they had the same core desires I did, and that motivated me.

"Plus, I did a lot of praying. I believe doors open and close as they are supposed to, and as we began meeting new people and some of our existing friends pitched in to help us, it was apparent that it was meant for us to continue."

Today, the team is excited about the possibilities. The team is a leaner, more focused entity than before — it now has 19 employees — but feels good about its potential. Network Live signed on at Twin Ring Motegi as a primary sponsor, and the team signed popular veteran Vitor Meira for 2006.

They struggled with a DNF at the Homestead opener, but were fifth at St. Petersburg and 10th here.

"We're always looking for more, but we're in pretty good shape," says Griffin. "We're pretty excited about the possibilities."

"When you go through adversity, sometimes it makes you better," said Barnes. "We've got a lot of unfinished business, and that motivates all of us, for the right reasons."

UP NEXT

Indianapolis Motor Speedway Indianapolis

Track specs
Length: 2.5 miles
Frontstretch: 5/8 mile
Backstretch: 5/8 mile
Banking
Turns 1-4: 10 degrees
Frontstretch: 0 degrees
Backstretch: 0 degrees

IRL Race
Indianapolis 500, 1 p.m. May 28, ABC
Tickets: 800-822-4639; **Address:** P.O. Box 24152, Indianapolis, IN 46224
Web site: indianapolismotorspeedway.com

Start/ finish
Pit road
1 2 3 4

RACE REWIND

FORMULA ONE

Race 4 of 18: Grand Prix of San Marino, April 23, 2006
Autodromo Enzo e Dino Ferrari, Imola, Italy

FINAL RESULTS

FIRST



Michael Schumacher

SECOND



Fernando Alonso

THIRD



Juan Pablo Montoya

Fin.	St.	Driver	Country	Team	Laps
1	1	Michael Schumacher	Germany	Scuderia Ferrari Marlboro	62
2	5	Fernando Alonso	Spain	Mild Seven Renault F-1 Team	62
3	7	Juan Pablo Montoya	Colombia	Team McLaren Mercedes	62
4	4	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	62
5	8	Kimi Raikkonen	Finland	Team McLaren Mercedes	62
6	10	Mark Webber	Australia	Williams F-1 Team	62
7	2	Jenson Button	Great Britain	Lucky Strike Honda Racing F-1 Team	62
8	11	Giancarlo Fisichella	Italy	Mild Seven Renault F-1 Team	62
9	6	Ralf Schumacher	Germany	Panasonic Toyota Racing	62
10	3	Rubens Barrichello	Brazil	Lucky Strike Honda Racing F-1 Team	62
11	13	Nico Rosberg	Germany	Williams F-1 Team	62
12	12	Jacques Villeneuve	Canada	BMW Sauber F-1 Team	62
13	15	Nick Heidfeld	Germany	BMW Sauber F-1 Team	61
14	16	Vitantonio Liuzzi	Italy	Scuderia Team Rosso	61
15	18	Scott Speed	United States	Scuderia Team Rosso	61
16	19	Tiago Monteiro	Portugal	MF1 Racing	61
17	14	David Coulthard	Great Britain	Red Bull Racing	47
18	21	Takuma Sato	Japan	Super Aguri Formula 1	44
19	17	Christian Klien	Austria	Red Bull Racing	40
20	22	Yuji Ide	Japan	Super Aguri Formula 1	23
21	9	Jarno Trulli	Italy	Panasonic Toyota Racing	5
22	20	Christijan Albers	Netherlands	MF1 Racing	0



JOHN MARSH PHOTO

TURNING THE CORNER: Michael Schumacher won the pole and race in Italy.

RACE STATISTICS

Race time: 1 hour, 31 minutes, 6.486 seconds
Average speed: 125.717 mph

Victory margin: 2.096 seconds

TALK OF TIME TRIALS

Michael Schumacher bounced back from a disappointing race in Australia to capture the pole for the Grand Prix of San Marino. Schumacher earned his first victory of the season as well.

STANDINGS

FIRST



Fernando Alonso

SECOND



Michael Schumacher

THIRD



Kimi Raikkonen

Top 10

1. Fernando Alonso	36	6. Jenson Button	13
2. Michael Schumacher	21	7. Felipe Massa	9
3. Kimi Raikkonen	18	8. Ralf Schumacher	7
4. Giancarlo Fisichella	15	9. Mark Webber	6
4. Juan Pablo Montoya	15	10. Nick Heidfeld	5

It's All Michael In Italy

By Dan Knutson
NSSN Correspondent

IMOLA, Italy — Michael Schumacher won his first proper grand prix since the race in Japan at the end of October 2004 thanks in part to some brilliant strategy in the middle stint of the San Marino Grand Prix that allowed him to cross the line first after a long duel with Fernando Alonso here at Imola Sunday.

Not counting his "win" in the six-car U.S. Grand Prix last June, Schumacher and Ferrari went 22 races between victories in Japan 2004 and Imola 2006.

Ironically, his victory in Imola this year was a mirror image of last year's race when Alonso fended him off to win. This year, the Ferrari driver held the Renault ace at bay to win the 85th grand prix of his career.

"In a way it was similar to what it was last year," Schumacher said, "because you had very little opportunities, and if you close the door and you do the job in the right way then you don't give a chance, really, to the driver behind. In the middle stint, I had to work a bit harder, and in the final stint I just drove the car at a nice limit, not to over push anything and just controlled what was necessary."

Schumacher started from the pole while Alonso, with a heavier fuel load, lined up fifth. Alonso eventually caught up to Schumacher and took the lead when the latter pitted at the end of lap 20. But when Alonso stopped five laps later, Schumacher was back in front.

Renault banked on a short, fast stint for Alonso, but while he was bogged down behind Schumacher his lap times slowed by one or two seconds because, he claimed, his tires were graining.

Renault decided to pit Alonso in a couple of laps early. Alonso only had enough fuel to go a lap or two longer than Schumacher, and the Renault team feared that the Ferrari's speed on fresh Bridgestone tires was so quick that Alonso staying out would not put him in the lead.

But the strategy didn't work out.



JOHN MARSH PHOTO

UP IN THE AIR: Michael Schumacher enjoys victory lane after picking up his first Formula One victory Sunday in Italy.

Schumacher had been trundling around, turning laps in the 1:26 and 1:27 range, and Alonso was struck behind him. Alonso pitted at the end of lap 41, and Schumacher's lap time on lap 42 was 1:25.734. With his tire graining problems suddenly, magically gone, Schumacher picked up the pace, pitted at the end of lap, came out ahead of Alonso, and held him off.

After that, it was just a matter of keeping Alonso at bay, which is not that hard because overtaking is so difficult at Imola. All Alonso could hope for is that Schumacher made a mistake, but it was Alonso who fell a couple seconds back with three laps to go.

"Second place and eight points is a perfect result for me this afternoon," Alonso said. "At a normal circuit, we could have won, but this is Imola, where overtaking is almost impossible. I could see that I was much faster than Michael in the second stint, and I was just trying to put pressure on him, hoping he would make a mistake. I stayed in his slipstream, and in the last five laps put all the revs on the engine and tried to overtake. But the Ferrari was a lot quicker again at the end, and it didn't happen."

Juan Pablo Montoya finished third in his McLaren Mercedes, while his teammate, Kimi Raikkonen, took fifth. Felipe Massa's Ferrari split them. Mark Webber's Williams Cosworth, Jenson Button's Honda and Giancarlo Fisichella's Renault rounded out the top eight.

Ferrari President Looks To Next Season

By Dan Knutson
NSSN Coresponsdent

IMOLA, Italy — Niki Lauda and Gerhard Berger will return to their former Ferrari team to replace Michael Schumacher and Felipe Massa in 2007. Massa, meanwhile, will be Renault's sole driver next year, as that team is always talking about saving money.

Those were predictions of Ferrari President Luca di Montezemolo here in Imola. He was joking, of course.

Asked about Kimi Raikkonen, di Montezemolo said that the Finn was one of the best drivers in the world.

"Raikkonen is, alongside Schumacher and Alonso, a great champion," he said.

"I think last year he would have won the championship with a bit more reliability. I think everyone wants him to come to Ferrari."

So will Raikkonen be joining Ferrari?

"I haven't got any kind of contract, unfortunately, with a fantastic driver like Kimi Raikkonen," di Montezemolo said. "If somebody of Ferrari has done something, for sure I will not tell you."

Schumacher still has not informed Ferrari about his plans for 2007.

"I think Michael will not wait too long," di Montezemolo said. "In the next weeks, when the situation will be calm and he is back from long trips, he will be in touch with us. Michael is fit; he is strong and is always looking at the details. I hope that he will continue. I am sure that if he does he will be competitive.

"But I cannot put a gun (to his head). It will depend only on himself. So we will wait, and see in the next weeks."

It's been written that Ferrari allegedly offered Raikkonen US$5 million just to have first option on his services should he decide to leave McLaren in 2007. This *NSSN* reporter asked Raikkonen about the story during a McLaren press conference, only to be admonished by team boss Ron Dennis.

"Behave!' Dennis said with a smile. "Behave. No one is going to ask that. You can throw the drivers questions that relate to where they are going to drive...they are currently driving for McLaren. They are both doing a great job. We are about getting the job done now. Next year is next year. Behave!"



JOHN MARSH PHOTO

THE START: Michael Schumacher (right) and Jenson Button lead the Formula One field to the start.

Red Bull Team Takes Over Paddock

By Dan Knutson
NSSN Correspondent

IMOLA, Italy — Red Bull's massive hospitality unit is so big that the joke was, like the Great Wall of China, it could be seen from outer space.

Three stories high, 102 feet long and 46 feet deep, it's home for both the Red Bull and Scuderia Toro Rosso.

F-1 NOTES

It arrived at the track on 24 trucks, and it took 40 riggers four days to assemble the structure. Kitchens, dining and lounge areas are on the first two floors, while the top floor serves as a bar and general place to hang out with a nice view of what's going on in the paddock below. The ground floor also houses offices and private rooms for the team bosses, drivers, plus the press and marketing departments.

Unlike many F-1 teams that have signs saying "invited guests only," the Red Bull Energy station is open to all comers in the paddock most of the day.

The engineers's offices for both teams, meanwhile, are in two "tree houses" that are temporary buildings that each straddle across the tops of two transporters.

Red Bull's unit dwarfed everything else in the paddock.

■ **Scott Speed** finished 15th in his fourth F-1 race.

"I might have passed **(Nick) Heidfeld** if I did not get so badly held up around the pit stops," the Californian said. "I was unlucky in that I let **Michael (Schumacher)** by a couple of corners before he pitted, so I lost about five seconds there, and then when I came out of the pits I had a bunch of traffic. The car's pace was good; we were quicker than Heidfeld and quick enough to keep up with our 'senior' Red Bull team! To add to my bad luck, my drink bottle didn't work all race."

■ While it won't be made official until April 28, the FIA has selected the 12 teams from the 22 applications for the 2008 World Championship. **David Richard's** Prodrive entry will get the 12th spot.

■ **Christijan Albers** buzzed around the paddock on a motorized remote-controlled skateboard. He had a scarier ride when Yuji Ide flipped him into four and a half rolls on the opening lap of the race.

"With all due respect to the Super Aguri drivers," said an angry but unhurt Albers, "they are being much too aggressive in trying to jump ahead of us at the start so that they can hold us up during the race, as they've done in the past. Ide just pushed me off the road from behind."

■ The teams of the Grand Prix Manufacturers Ass'n are getting closer all the time to signing a new commercial deal with **Bernie Ecclestone** and CVC, which control F-1's commercial rights. While the negotiations are positive, **Ron Dennis** says many details still have to be worked out.

■ **Frank Williams** says he is under pressure to finalize his engine plans for 2007 in the very near future.

■ **Jenson Button** and his Honda crew had a lucky escape when the "lollipop" signaler told him to leave the pits too early, and that ripped the hose out of the refueling rig.

"The lollipop was raised before the fuel hose was disconnected," Button said. "Unfortunately when that happens, it takes all of the pit crew with it. The chief mechanic has lifted the lollipop perfectly hundreds of times before and I know he'll make sure this never happens again. Thankfully, no one was seriously hurt and I know the boys will be back giving it their all at the next race."

■ Does this long awaited victory mean that Ferrari is back in the hunt? Well, not completely, but the Prancing Horse is certainly closer to the front of the pack than it has been in the last two races.

First of all, Ferrari always seems to go well at Imola. (The old joke was that the team used a 4-liter engine in Italy.) Renault, meanwhile, struggles at this particular track, and Alonso was happy to leave with eight valuable points.

Part of Ferrari's success was due to using the latest Bridgestone tire concepts, something the team decided not to do in Melbourne. Shell came up with a new fuel, the engine was improved and the car's aero had some new tweaks.

■ Losing technical director **Mike Gascoyne** won't really hurt Toyota, according to **Jarno Trulli**.

"There were a lot of people working behind Mike who have done great things for the team," he said. "He has also created a lot of people around him, helping him do his job, so at the moment the situation is under control."

■ **Alex Shnaider's** Midland MF1 Racing team is not on the market, despite rumors and stories to the contrary.

"The team is not for sale," the Russian-born naturalized Canadian said. "We are tired of all the rumors. They are baseless. We are going to put our heads down and concentrate on the task at hand, which is going racing and doing it the best we can."

"These rumors do not weaken us," he added. "They galvanize our resolve. We will be here until the end of the season, and the next season and the season after that."

It was reported that Spain's **Alfonso de Orleans-Borbon**, who owns a GP2 racing team, said that he wanted to buy MF1 Racing. Indeed, he visited the team during the San Marino Grand Prix weekend.

"He paid a visit here to apologize about the aggravation that the rumor has caused," a MF1 Racing spokesperson said, "and to insist that he was misquoted."

■ Red Bull drivers **David Coulthard**, **Christian Klien**, **Tonio Liuzzi** and **Scott Speed** all have Maserati Gran Sport coupes to drive around Europe. An Austrian Maserati dealer loaned them the cars for the year.

■ Before the San Marino Grand Prix weekend got under way, **Mark Webber** said that the plan was to 1) finish and 2) earn some points. The fact that he did just that with his sixth place was a good booster shot for the Williams Cosworth team.

"It was a result that we needed because of the reliability problems that we have had," Webber said. "To finish within 30 seconds of first is not what we want, but it is a good step forward."

■ **Fernando Alonso** had a good chuckle when he heard the rumors that **Michael Schumacher** might replace him at Renault in 2007.

"I laugh," Alonso said. "With that one, I laugh."

Schumacher's manager, **Wili Webber,** had been quoted in the German media saying that Renault was an option.

"**Flavio (Briatore)** let on that we should talk to him before we sign another possible contract with Ferrari," Webber said. "He seems to be interested."

According to Alonso, Renault, which ranks about sixth in the team budgets, would not be interested in coming up with the millions to attract Schumacher, who currently earns at least US$35 million at Ferrari.

"For the money, I think he will not come here," Alonso said. Flavio Briatore, however, says Schumacher is on his list of possible drivers.

Schumacher Lands Formula One's All-Time Pole Mark

IMOLA, ITALY

Prior to Sunday's San Marino Grand Prix, Michael Schumacher held the record for just about every vital F-1 record, including the most World Championships (seven), victories (84), points (1,259), fastest race laps (69) and laps in the lead (4,757).

Missing from his repertoire, however, was the record for most pole positions. But by setting the fastest time in qualifying, Schumacher now has 66 pole positions.

That tops the old record of 65 held by the late Ayrton Senna and tied by Schumacher in Bahrain this year.

Schumacher, however, has always said he cares little for statistics. They are something to be savored after he retires.

"This record has a special meaning for me," he said, "but those sorts of statistics and records will mean much more when you look back. Right now you are so focused on what comes next that you don't pay much attention to it."

Senna's 65th and final pole came here in the 1994 San Marino Grand Prix, and he lost his life in the race on the following day while dueling with Schumacher.

While Senna earned his total in 161 races, this was Schumacher's 235th grand prix weekend.

Schumacher would have beaten the pole record sooner if the qualifying format had not changed in 2003. Prior to that, you knew for sure that the pole winner was positively the fastest car and driver on that particular day because everybody was running with a light fuel load and the car was set in qualifying trim.

Since 2003, however, cars have qualified with varying amounts of fuel needed to make it to their first pit stop in the race.

Poles since 2003 just don't mean as much as they used to because a lighter car can often beat a fast car that has superior overall performance but is carrying more weight.

"You can't really read so much in poles anymore because you can fake it," Jacques Villeneuve said. "But it (Schumacher's record) is still a huge achievement."

Mark Webber also praised Schumacher.

"Michael has had a very long and incredible career," he said "Yes, qualifying was a different ballgame in Senna's time, with very sticky tires and engines wound up.

"But 66 poles are not bad going. Michael lost a lot of poles in the last few years because Michelin has had a very good first-lap performance compared to Bridgestones."

In other F-1 news, American Scott Speed is going to be more careful in how he reacts following his expensive lesson of a $5,000 fine for swearing at David Coulthard in the steward's meeting after the Australian Grand Prix.

"I stepped over a line and won't do it again," Speed said. "It is my mistake, so I pay for it."

The two drivers have settled things between them, but DC still insists that Speed was in the wrong.

"There is no problem in my relationship with Speed," Coulthard said.

"But I don't understand his reaction. In F-1 the rules are clear-cut — you can't overtake when the yellow flag is out."

Speed was angry because of the way Coulthard treated him during the hearing.

"What happened in the meeting that got me so torked off was that I was treated a bit disrespectfully by my teammate," Speed said.

"I am the new rookie coming up. It is very easy to talk down on someone. That is why I was upset. So we got in an argument. The point being taken away, that was not even decided at that time.

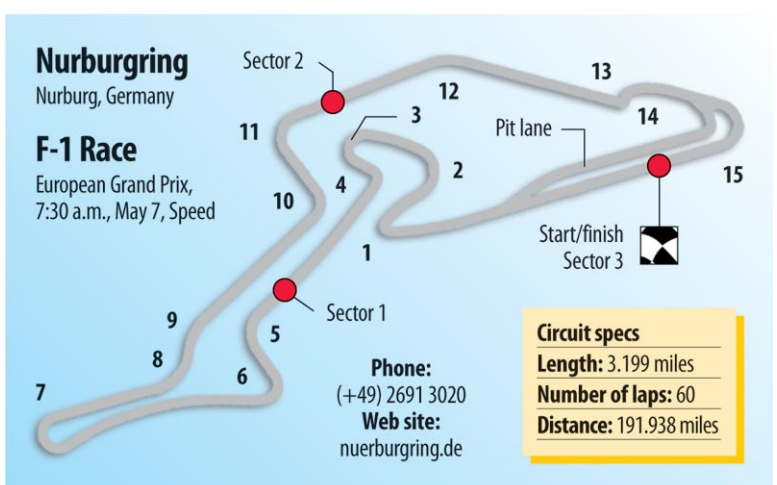
"But we are cool now."

ACROSS THE POND



DAN KNUTSON

UP NEXT



NASCAR BUSCH SERIES

RACE REWIND

Race 9 of 35: Bashas' Supermarkets 200, April 21, 2006
Phoenix Int'l Raceway, Avondale, Ariz.

FINAL RESULTS

FIRST



Kevin Harvick

SECOND



Reed Sorenson

THIRD



Carl Edwards

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	14	21	Kevin Harvick	U.S. Coast Guard Chevrolet	206	$67,450	Running
2	5	41	Reed Sorenson	Discount Tire Dodge	206	55,900	Running
3	21	60	Carl Edwards	Henkel Ford	206	43,200	Running
4	3	39	Kurt Busch	Penske Truck Rental Dodge	206	30,100	Running
5	15	6	Mark Martin	Ameriquest Mortgage Ford	206	28,400	Running
6	25	16	Greg Biffle	Ameriquest Mortgage Ford	206	23,700	Running
7	2	17	Matt Kenseth	Pennzoil Platinum Ford	206	22,260	Running
8	19	42	Casey Mears	Texaco-Havoline Dodge	206	21,970	Running
9	17	27	David Green	Ravenswood/Bashas' Ford	206	38,507	Running
10	33	64	Jamie McMurray	Top-Flite XL Extreme Dodge	206	19,850	Running
11	6	18	J.J. Yeley	Vigoro/The Home Depot Chevrolet	206	19,775	Running
12	7	5	Kyle Busch	Lowe's/Hitachi Tools Chevrolet	206	17,675	Running
13	39	99	Michael Waltrip	Best Western Dodge	206	17,425	Running
14	41	50	Danny O'Quinn, Jr.	World Financial Group Ford	206	26,006	Running
15	34	4	Mark Green	GEICO/Brymak Dodge	206	31,256	Running
16	13	88	Mark McFarland	U.S. Navy Chevrolet	206	22,556	Running
17	23	11	Paul Menard	Menards/Johns Manville Chevrolet	206	21,706	Running
18	8	1	Mike Wallace	Miccosukee Gaming Dodge	206	23,450	Running
19	9	77	Burney Lamar	Dollar General Chevrolet	206	26,481	Running
20	10	25	Ashton Lewis, Jr.	U.S. Marines Ford	206	21,731	Running
21	16	2	Clint Bowyer	ACDelco Chevrolet	206	15,425	Running
22	1	32	Jason Leffler	Fort McDowell Resorts Chevrolet	206	29,406	Running
23	35	47	Jon Wood	Clorox/American Red Cross Ford	205	20,831	Running
24	28	36	Tim Sauter	Lester Buildings Chevrolet	205	20,406	Running
25	24	66	Ken Schrader	Yard-Man Ford	205	15,075	Running
26	36	59	Stacy Compton	Kingsford/Bush's Beans Ford	205	19,026	Running
27	4	35	Regan Smith	McDonald's Premium Chicken Ford	205	18,926	Running
28	20	22	Kenny Wallace	AutoZone Ford	204	18,876	Running
29	32	38	Ryan Moore	Great Clips Dodge	204	16,700	Running
30	40	12	Joel Kauffman	Take Me On Vacation Dodge	204	19,226	Running
31	43	43	Aaron Fike	RFMS, Inc. Dodge	204	18,736	Running
32	38	90	Elliott Sadler	CITI Financial Ford	203	14,575	Running
33	31	84	David Gilliland	Hype Manufacturing Chevrolet	197	16,540	Accident
34	11	10	John Andretti	Freedom Roads Ford	192	18,631	Running
35	26	33	Ron Hornaday	Outdoor Channel Chevrolet	183	16,475	Running
36	37	00	Johnny Sauter	Yellow Transportation Chevrolet	172	24,066	Accident
37	29	9	Scott Riggs	Ragu Dodge	172	14,405	Accident
38	27	34	Mike Bliss	Sport Clips Chevrolet	155	16,345	Running
39	12	20	Denny Hamlin	Rockwell Automation Chevrolet	134	14,295	Accident
40	18	78	Jerry Robertson	Furniture Row Racing Chevrolet	127	14,265	Accident
41	42	0	Kertus Davis	RaceGirl Chevrolet	115	16,225	Rear End
42	22	06	Todd Kluever	3M Ford	92	18,311	Accident
43	30	14	Tracy Hines	FitzBradshaw Racing Dodge	24	18,261	Vibration

RACE STATISTICS

Race time: 2 hours, 14 minutes
Average speed: 92.250 mph
Victory margin: 0.359 second
Caution flags: 10 for 43 laps
Lead changes: 10 among seven drivers

Lap leaders: Jason Leffler pole; Matt Kenseth 1-23; Leffler 24-74; Clint Bowyer 75-83; Reed Sorenson 84; Kevin Harvick 85-86; Mark Green 87-89; Bowyer 90-96; Leffler 97-123; Kurt Busch 124-155; Harvick 156-206.

TALK OF TIME TRIALS

Jason Leffler collected the pole award for the Bashas' Supermarkets 200 and led twice during the race. Leffler finished 22nd in the event, while race-winner Kevin Harvick qualified 14th.

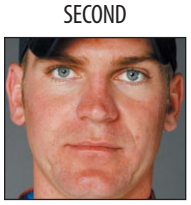
STANDINGS

FIRST



Kevin Harvick

SECOND



Clint Bowyer

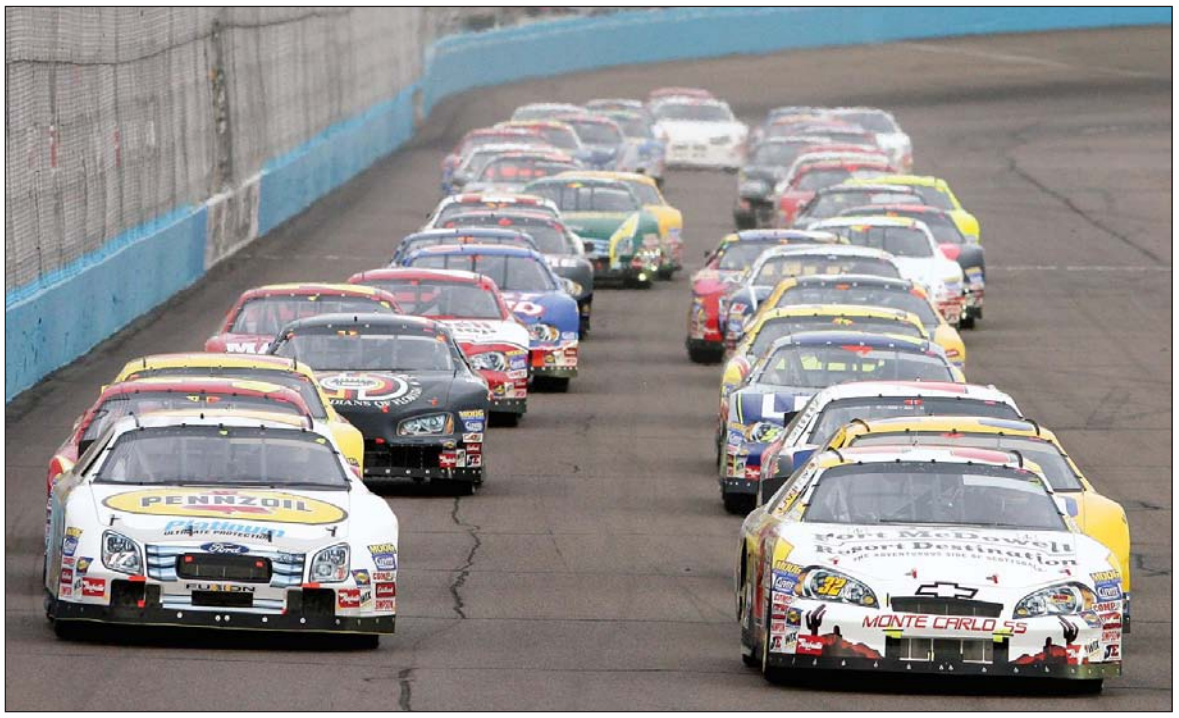
THIRD



Denny Hamlin

Top 10

1. Kevin Harvick	1,469	6. Paul Menard	1,074
2. Clint Bowyer	1,180	7. Jon Wood	1,037
3. Denny Hamlin	1,174	8. Kyle Busch	1,032
4. J.J. Yeley	1,158	9. Burney Lamar	1,007
5. Carl Edwards	1,128	10. Greg Biffle	999



HHP/HAROLD HINSON PHOTO

GREEN MEANS GO: Jason Leffler (32) and Matt Kenseth (17) shared the front row for the Bashas' Supermarkets 200 Friday at Phoenix Int'l Raceway.

Cautions Can't Slow Harvick

By Bruce Martin
NSSN Correspondent

AVONDALE, Ariz. — Kevin Harvick survived a flurry of late-race caution periods to become the first two-time winner in the NASCAR Busch Series this season, winning Friday night's Bashas' Supermarkets 200.

The overtime victory at Phoenix Int'l Raceway was also Harvick's second-straight Busch triumph. He won last weekend at Nashville Superspeedway.

Harvick led the final 51 laps of the race to score his 19th-career Busch Series victory, and he increased his lead in the NASCAR Busch Series over Clint Bowyer to 289 points. He led 53 of the 200 laps in the race and has five top-five and eight top-10 finishes in nine races.

Harvick's Chevrolet finished ahead of Reed Sorenson's Dodge. Carl Edwards was third in a Dodge, followed by Kurt Busch's Dodge and Mark Martin's Ford.

"This thing was off a little bit at the beginning with a set of tires, but second time on pit road, these boys were beating Cup pit crews off pit road," Harvick said. "It's a lot easier to lose the points than gain the points. It's a lot of fun. It's the first time we've ever won two Busch races in a row."

Team-owner Richard Childress was not at the race as he continues a hunting trip in Africa.

"If we can keep doing this, he can just keep on hunting," Harvick said.

The race had four cautions in the final 27 laps, but earlier in the race, it got ugly on lap 123 when Kyle Busch ran into the back of Ron Hornaday's Chevrolet, sending both cars spinning in turns three and four. Casey Mears' Dodge spun out trying to avoid the mess.

The green flag waved with 62 laps to go, and Kurt Busch got a huge jump on the restart. Harvick tried to pedal his way forward to keep Busch's Dodge in sight.



GEORGE LEVY PHOTO

BIG CRASH: David Gilliland (84), Clint Bowyer (2) and Stacy Compton (59) were involved in this accident Friday night at Phoenix Int'l Raceway.

John Andretti spun out of the fourth turn and was rammed by Johnny Sauter's Chevrolet, lifting the rear end of Andretti's car off the track. Scott Riggs was also involved in the crash with 27 laps to go.

It was the seventh caution flag of the race.

"That was probably the worst car I ever drove," Sauter said. "The 10 car spun and I ran into him. There was nothing I could do."

The leaders pitted during that caution, which allowed Busch to pit with 25 to go.

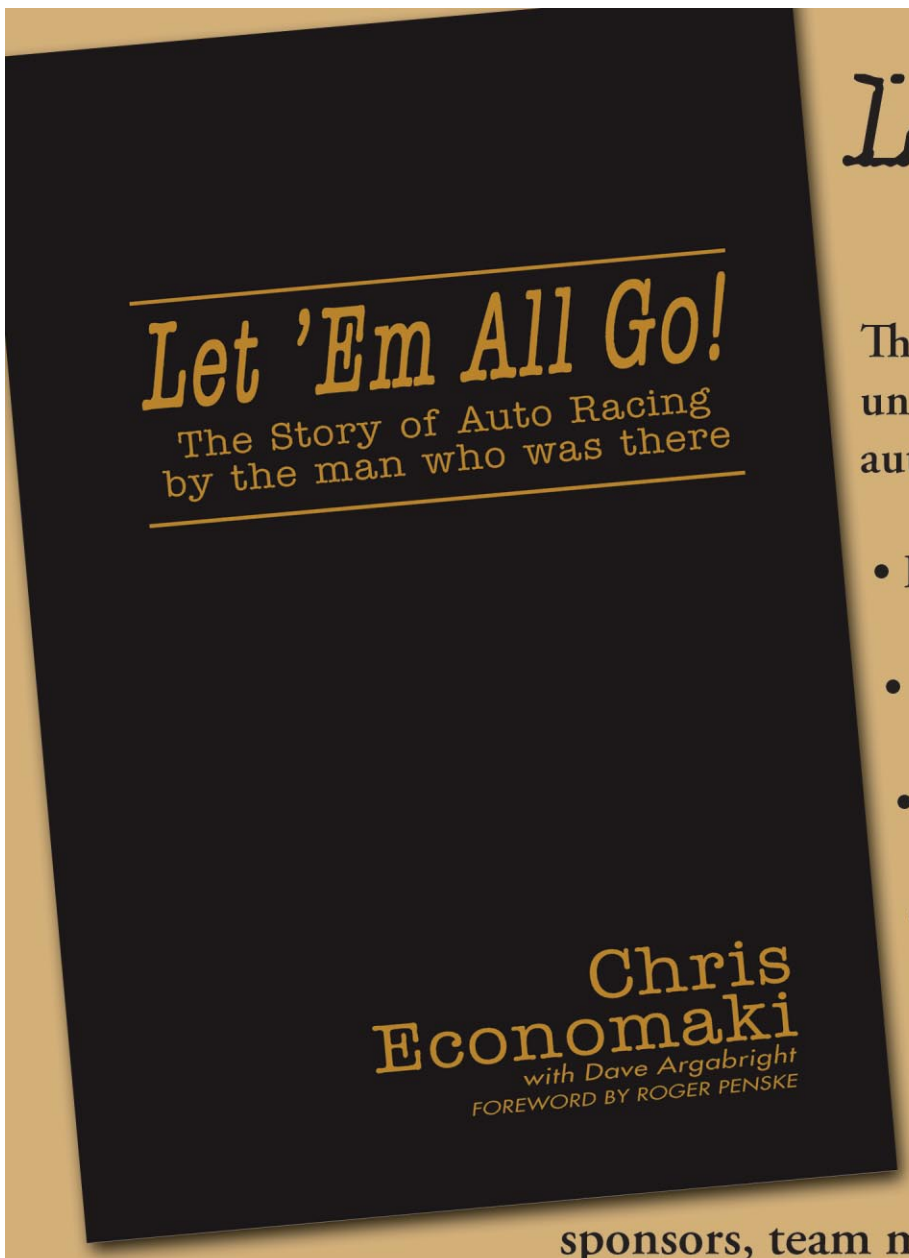
With 18 laps to go, Harvick was ahead of Martin, Leffler, Bowyer and Sorenson.

But two laps later, Paul Menard ran into the back of J.J. Yeley, sending Yeley's machine spinning into the first-turn wall.

With 12 laps to go, Harvick hit the gas and drove away from Martin's Ford. But Menard was in another multi-car crash one lap later, putting out yet another yellow flag.

Bowyer was given a one-lap penalty for rough driving after he ran into Jason Leffler, which started the crash.

The green flag waved with six laps to go, and Harvick again drove away from the field. But with three to go, David Gilliland smacked the wall coming out of the fourth turn. He ricocheted into Bowyer's car, sending it spinning into the wall after he was hit by Stacy Compton, setting up the green-white-checkered-flag finish.



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Allard Wins GSC Opener

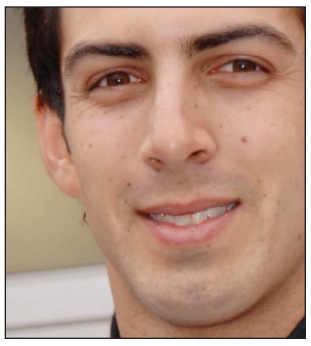
PETALUMA, Calif. — After seven-consecutive rainouts, the Golden State Challenge 410-winged-sprint-car series finally got its season under way Saturday night at Petaluma Speedway.

GSC SPRINTS

Jonathan Allard dominated the event, which drew 37 cars to the three-eighths-mile dirt track.

Many-time series champion Brent Kaeding came home second, with Ronnie Day, Robert Ballou and Kyle Hirst rounding out the top five.

Mike Henry was the fast qualifier with a 12.923-second lap.



Jeff Simmons

Some Good, Some Bad For Rahal-Letterman

By Dave Argabright
NSSN Correspondent

MOTEGI, Japan — After a difficult and trying early season run of misfortune, Rahal-Letterman Racing was due for some good news here at Twin Ring Motegi. After a rocky start — losing time trials meant all three RLR cars would start deep in the field — the weekend turned out OK. Two-thirds OK, anyway.

IRL

Buddy Rice finished fifth, with hopes of an even better finish dashed when he was slowed by lapped traffic on a late-race restart. Danica Patrick was eighth, and rookie Jeff Simmons was caught up in a crash on lap 42.

"Unfortunately, that last restart was difficult for us with Buddy," said Bobby Rahal. "I just wish the lapped cars were a little more respectful in that situation. Who knows, but I think his finish would have been better.

"I'm disappointed for Jeff. I know this isn't the weekend he wanted to have, to get caught up in somebody else's incident. He's probably feeling snakebit right now.

"But now it's on to Indy. We'll take the points and go home."

Rice, who moved up several spots in the early season standings, was pleased with his finish.

"Happy? I'm extremely happy," he said. "It's too early in the season to say that this race could make or break us, but we needed a good finish. This is a good springboard for Indy. Hopefully, we're back on track now.

"Our car was good at the end especially, but starting so far back we had to fight all day for everything."

"At this point it's going to be important to finish all the races," said Patrick. "I just didn't want to do anything stupid today and come out of here with last-place points. I didn't think our Argent Mortgage Honda was that fast, but we were smart enough with our strategy and pit stops that it produced a solid result.

"We just weren't able to run consistently fast enough to overtake the leaders. I had one stint where I was really able to make up some time and gain position, but I battled understeer most of the day."

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Bailey Conquers Cumberland Go

BURNSIDE, Ky. — Tommy Bailey earned the victory in Saturday's season opener for the NARA Battle of the Bluegrass Modified Series at Lake Cumberland Speedway.

NARA MODS

The two battled for the win, but Bailey held off Payne on the final two laps. Following Bailey and Payne were Joey Kramer, Don Adams and Victor Lee.

Aguliar Wins Wingless

PUNTA GORDA, Fla.— Joey Aguilar captured the Central Florida Wingless Sprint Car Action triumph at Charlotte County Speedway Saturday night.

CFWSA SPRINTS

Aguilar started seventh but took the lead on lap seven from polesitter Jimmy Alvis.

With Aguilar in first, Scott Adema finished second, as Alvis, Daryl Smith and Dennis Misuraca filled the top- five.

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Hunt Gets It Done At Stockton 99

By Bobby Gerould

STOCKTON, Calif. — Displaying the form that has netted him four USAC driving championships, Tony Hunt won the 50-lap USAC Western/CASA sprint-car feature at Stockton 99 Speedway Saturday evening.

USAC WESTERN SPRINTS

Hunt drove a patient, yet aggressive race in moving Alan Kaiser's No. 4 Eagle from 11th on the grid to victory.

"This feels really good," said Hunt. "I am happy for Alan (Kaiser). The Thompson Toyota/MPD car was working where I could run high or low."

Polesitter Greg Anderson rebounded from a heat-race incident to lead the opening 36 laps but spun, handing the lead to Matt DeMartini. Hunt passed Gardner on lap 44 and went on to victory.

DeMartini finished second, with Nick Rescino, Jr. in third.

The finish:

Tony Hunt, Matt DeMartini, Nick Rescino, Jr., Mike Murgoitio, Bradley Galedrige, Jimmy Pelk, Nick Green, Danny Ebberts, Kody Swanson, Brian Geiszler, Jessica Helberg, Glenn Hopper, Brian McClish, Trevor Cummins, Darren Rusconi, Jeff Gardner, Joe Helbert, Ryan Baumgartner, Scott Clough, Tony Iacobitti, Greg Anderson, Jim Kaiser, Marvin Mitchell, Shauna Hogg.



DENNIS MATTISH PHOTO

SMILING: Tony Hunt enjoys victory lane after winning the USAC Western Sprint Series race at Stockton 99 Speedway in California Saturday night.



DENNIS MATTISH PHOTO

FOR POSITION: Billy Wease (80) goes to the outside of Floyd Alvis Saturday night at Stockton 99 Speedway in California.

Gerhardt Classic Goes To Wease

By Floyd Busby

STOCKTON, Calif. —Billy Wease triumphed in the annual Gerhardt Open Wheel Classic 100-lap midget race at Stockton 99 Speedway Saturday following a tense on-track battle with early leader and teammate Michael Lewis. The event was co-sanctioned by the United States Auto Club and the Bay Cities Racing Ass'n.

GERHARDT CLASSIC

Lewis led the three-abreast start from the pole, with Wease sliding into second.

All appeared to be smooth sailing for the two frontrunners until the 29th lap. Exiting turn four, they ran up to lap Eddie Abrew. As they both attempted to make the pass, the leading pair made contact, sending Lewis into the frontstretch wall and Wease into the lead.

Wease led the rest of the distance to take top honors over Ryan Kaplan, Jerome Rodela, Alex Pruett and Chase Barber.

The finish:

Billy Wease, Ryan Kaplan, Jerome Rodela, Alex Pruett, Chase Barber, Shannon McQueen, Michael Hubert III, Garratt Boyden, Tony Hunt, Tyler Brown, Matt Mitchell, Travis Berryhill, Dallen McKinney, David Prickett, Dan Gundo, Floyd Alvis, Evan Margeson, Cameron Beard, John Sarale, Brad Galedrige, Rick Faeth, Scott Pierovich, Michael Lewis, Bryan Gard, Ben Petter, Bill Lindsey, Eddie Abrew, Steve Roza, Pete Davis.

Sox Loses Battle With Cancer

By Susan Wade
NSSN Correspondent

RICHMOND, Va. — Ronnie Sox, Pro Stock and Super Stock legend voted No. 15 among the National Hot Rod Ass'n's 50 best drivers by a panel of drag-racing experts in 2001, passed away Saturday evening at his Richmond home after a battle with prostate cancer.

NHRA

Sox, perhaps known best for his longtime racing association with Buddy Martin, passed away at 7:55 p.m. Saturday, surrounded by his wife, Alecia, and family and friends.

Sox was the NHRA's most successful Pro Stock driver during the short-lived four-speed era (1970-72), with nine victories in 23 events. He also earned six Super Stock victories from 1967 to 1969.

He also won six times in IHRA Pro Stock competition and won his only championship in 1981, driving a Dean Thompson Mustang powered by a Jack Roush engine.

"Ronnie's skills as a driver were a gift," Martin said. "Everybody drove four-speed cars at that time, and other drivers would miss gears left and right. That never happened with Ronnie. Everybody had an excuse, but Ronnie could get into anyone else's car and have no problems whatsoever."

Veteran racer Roy Hill said the sport has lost a hero. At Sunday's final day of the IHRA's Spring Nationals at Rockingham Dragway in Sox's home state of North Carolina, Hill put a commemorative decal on his Blue Max tribute Mustang.

Scott Wins At Hickory

HICKORY, N.C. — Two-time defending USAC Carolina-Virginia Ford Focus Champion Chase Scott returned to victory lane Saturday night, as the series visited Hickory Motor Speedway.

USAC FORD FOCUS

Scott took the lead from Craig Haack on lap 30 and paced the final six circuits for his first triumph of the season. Haack, Bob White, Jr., Mike Ward and Mark Burt rounded out the top five.

The finish:

Chase Scott, Craig Haack, Bob White, Jr., Mike Ward, Mark Burt, Terry Hall, A.J. Weeks, Rick Fedrizzi, Tyler Brown, Michael Sboro, Bradley Riethmeyer, Lindsey Trausch.

Cameron Veach Leads Them All

VENTURA, Calif. — Cameron Veach led all 15 laps of Saturday night's USAC California Ford Focus Dirt Series event at Ventura Raceway.

USAC FORD FOCUS

Veach held off Bobby Michnowicz for the victory, with Chris Veach, Quintin Crye and Jenna Frazier filling the top five on the fifth-mile dirt track.

The finish:

Cameron Veach, Bobby Michnowicz, Chris Veach, Quintin Crye, Jenna Frazier, Brett Engstrom, Keith Janca, Dennis Howell, Mike Collins, Cody Williams, Joseph Fabozzi, J.R. Williams, Chuck Glass, Bobby Owens, Gordy Edwards, Keith Iaia, Jake Vail, Tom Fish, Charlie Holmes, Nic Faas.

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Racing NATION

NSSN

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Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Susquehanna Speedway Park

Newberrytown, Pa.
April 20, 2006
Sprint Car
1. Greg Hodnett
2. Keith Kauffman
3. Lance Dewease
Xtreme Stock Car
1. Larry Hughes, Jr.
2. Mike Goodwin
3. Charlie Pensinger
Rookie Rumble
1. Rich Lomman
2. Steve Clemens
3. John Scrivens
School Bus
1. J.R. Rodriguez
2. Ralph Messinger
3. Brant Fink
Vintage Club
1. Bob Campbell
2. Paul Bacchus
3. Rob Casti

Mercer Raceway Park

Mercer, Pa.
April 22, 2006
Sprint Car
1. Skip Dougherty
2. Rod George
3. Gary Edwards
Modified
1. Mike Stine
2. Gary Smoker
3. Jimmy Holden
Stock Car
1. Andy Buckley
2. Andy Thompson
3. Bobby Whitling
Micro Sprint Car
1. Steve Dunmire
2. Todd Reusser
3. Jeff Bacha
Strictly Stock
1. Curt Bish, Sr.
2. Bill Kluck, Jr.
3. Bryan Wagner



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

I-96 Speedway

Lake Odessa, Mich.
April 21, 2006
Late Model
1. Jeff Kohn
2. Eric Spangler
3. Greg Martian
Modified
1. Shannon Fisk
2. John DeYoung
3. Brad Roberts
Hobby Stock
1. Jeff Sherwood
2. Frank Purchas
3. Vern Buskirk
Mini Stock
1. Hillary Smith
2. Bry Sloan
3. Rod McCausey

Columbus Motor Speedway

Columbus, Ohio
April 22, 2006
Late Model
1. Jimmy Kidd
2. Chris Meier
3. Chad Pendleton
Modified
1. Derek Barnette
2. Shawn Stroble
3. Terry Humphrey
Compact
1. Donnie Nash
2. Bob Thompson
3. Paul Hill
Legends
1. Jon Larkin
2. Bryan Kuckles
3. Toby Alfrey

Lake Geneva Raceway

Lake Geneva, Wis.
April 22, 2006
Super Late Model
1. Jamie Wallace
2. Josh Wallace
3. Eddie May
Super Stock
1. Shane Sapp
2. Tom Roney
3. Randy Schneider
Sportsman
1. Kenny Smart
2. John Janssen
3. Shawn Utphall
Wild Weapon
1. Mike Herwald
2. Tom Ruh
3. Tom Barnharst

Attica Raceway Park

Attica, Ohio
April 21, 2006
410 Super Sprint Car
1. Tim Sabo
2. Bill Hahn
3. Larry Kingseed

Red Cedar Speedway

Menomonie, Wis.
April 21, 2006
Late Model
1. Adam Hensel
2. Terry Casey
3. Mike Goodremote

Limaland Motorsports Park

Lima, Ohio
April 21, 2006
Late Model
1. Aaron Scott
2. Wayne Chinn
3. Zach Carney
Modified
1. Andy Holderman
2. Frank Luchini
3. Terry Hull
Thunderstock
Feature No. 1
1. Tony Anderson
2. Tony Siferd
3. Jason Jimison
Feature No. 2
1. Barney Craig
2. Billy Siferd
3. Ernie Woodward

Bloomington Speedway

Bloomington, Ind.
April 22, 2006
Sprint Car
1. Jon Stanbrough
2. Bud Kaeding
3. Daron Clayton
Modified
1. Jesse Cramer
2. Ray Humphrey
3. Ralph Groomer
Super Stock
1. Steve Sutliff
2. Jeremy Hines
3. Joe Lucas

Bluegrass Speedway

Bardstown, Ky.
April 22, 2006
Late Model
1. Whitney McQueary
2. Dustin Neat
3. Greg Lucas
Modified
1. Freddy Garmon
2. Joey Jones
3. Butch Shay
Sportsman
1. Kevin Wilson
2. Bobby Mattingly
3. Sam Huffer
Street Stock
1. Timmy Glazer
2. Pat Cranmer
3. Roy Bryan

Lincoln Park Speedway

Speedway, Ind.
April 22, 2006
Bomber
1. Kenny Carmichael
2. Ron Smith
3. Travis Heramb
Sprint Car
1. A.J. Anderson
2. Derek Scheffel
3. Richard Bruce, Jr.
Super Stock
1. Cullen Goodman
2. Doug McCullough
3. Anthony Walker
Modified
1. Paul Bumgardner
2. Ray Humphrey
3. John Demoss

Auto City Speedway

Clio, Mich.
April 22, 2006
Late Model
1. Jeff Owens
2. Bubba Whitney
3. Sammy Coolter
Modified
1. Bill Luckhurst
2. Larry Plamondon
3. Laci Donnert

La Crosse Fairgrounds Speedway

West Salem, Wis.
April 22, 2006
Late Model
1. Mark Lamoreaux
2. J. Herbst
3. Dan Steele
Sportsman
1. Jamie Millis
2. Chand Wehling
3. Emily Sue Steck
Thunderstock
1. Andy Moore
2. Mike Krueger, Jr.
3. Ray Burkum

Sharon Speedway

Hartford, Ohio
April 22, 2006
410 Sprint Car
1. Ed Lynch, Jr.
2. Jarod Larson
3. Scott Bonnell
E-Mod
1. Alan Dellinger
2. Bob McCann
3. Tim Rhoades
Sprint Car
1. Jeff Boyle
2. Guy Griffin
3. Goob Schuller
Pure Stock
1. Sonny Wisler
2. Dan Lewis
3. Steve D'Apolito
Modified
1. Brian Swartzlander
2. Rob Kristyak
3. Rex King

Brownstown Speedway

Brownstown, Ind.
April 22, 2006
Late Model
1. Greg Johnson
2. Scott James
3. Brad Neat
Super Stock
1. Tim Clark
2. Mike Cawood
3. Jay Deckard
Bomber
1. Steve Godsey
2. Jason Combs
3. Jacoby Hines

Eldora Speedway

Rossburg, Ohio
April 22, 2006
Modified
1. Brian Ruhlman
2. Chad Ruhlman
3. Mike Roediger
Stock Car
1. Jeff Babcock
2. Barney Craig
3. Bob Burch

Shady Bowl Speedway

DeGraff, Ohio
April 22, 2006
Modified
1. Stan Perry
2. Chad Poole
3. Bud Perry
Street Stock
1. Brad Yelton
2. Jeff Albright
3. Rodney Roush

Rice Lake Speedway

Rice Lake, Wis.
April 22, 2006
Late Model
1. Rick Hanestad
2. Jake Redetzke
3. John Kaanta
Modified
1. Shane Sabraski
Midwest Modified
1. Kevin Adams
Super Stock
1. Cory Davis
Street Stock
1. Jimmy Randall



AL GRAF PHOTO

BIG MESS: Three cars were involved in an accident during action at Slinger Super Speedway in Wisconsin Sunday afternoon.

REGIONAL NOTES

On April 14, Hall of Fame sprint-car owner Al Hamilton celebrated his 77th birthday in perfect fashion – in victory lane. Greg Hodnett guided Hamilton's No. 77 from eighth starting spot to win the 25-lap sprint-car feature at Williams Grove Speedway…**Six was the magic number** for modified driver Steve Paine and sprint-car racer Ed Lynch, Jr. Paine won the season opener at Canandaigua (N.Y.) Speedway for the sixth-straight season on April 15. The previous night, Lynch captured his sixth-consecutive season opener at Lernerville Speedway in Pennsylvania. Lynch won the opener at Ohio's Sharon Speedway the following evening. Paine has collected 71 modified features at Canandaigua, with Lynch having posted 78 sprint-car triumphs at Lernerville…**With Silver Spring Speedway having closed** during the off-season, the Central Pennsylvania track's weekly racers, particularly those in the super sportsman division, needed a place to race. Susquehanna Speedway Park hosted the super sportsman class for the first of many weekly Friday night events on April 14, with Williams Grove Speedway hosting the first of 13 Saturday-night programs for all three former Spring divisions the following night…**Jack Bailey, who won the first race** at North Carolina's Ace Speedway in 1956, was among those in attendance as the four-tenths-mile asphalt oval opened its 50th season of competition…**Nextel Cup Series veteran Ken Schrader** took advantage of having Easter weekend off and went short-track racing. Schrader won his heat, the dash and the feature competing at I-55 Raceway in Pevely, Mo., the track he co-owns with Ray Marler…**Sixteen-year-old New Jersey driver Duncan Molesworth** earned his first grand stock victory in his first start at Virginia's Old Dominion Speedway April 15.

Pure Stock
1. Bobby Kaufman, Jr.

K-C Raceway

Chillicothe, Ohio
April 22, 2006
Super Sprint Car
1. Jimmy Stinson
2. Adam Strausser
3. Tom Busch
Late Model
1. R.J. Conley
2. Aaron Bapst
3. Greggie Oliver

Shadyhill Speedway

Medaryville, Ind.
April 22, 2006
Modified
1. Bill Davis
2. Jesse Bitterling
3. Bub Patrick
Super Street
1. Robert Brinkley
2. Butch Fischer
3. Adam Loehmer
I-Mod
1. Chris Arihood
2. Brad DeYoung
3. Toby Howard
Pure Street
1. Darren Wireman
2. Travis Cooley
3. Travis Tyler
Mini Stock
1. Bobby Brooks
2. Adam Mehay
3. Roy Adams

Macon Speedway

Macon, Ill.
April 22, 2006
Late Model
1. Jayme Zider
2. Joe Ross
3. Ross Schaffer
Modified
1. Jeff Leka
2. Jeff Ray
3. Rodney Standfer
Sportsman
1. Gregg Kimmons
2. Alan Crowder
3. Jeff Graham
Street Stock
1. Larry Russell
2. Cleatus Colts
3. Mike Pickering
Hornet
1. Joe Reed
2. Steve Dulgar
3. Steve Johnson

I-55 Raceway

Pevely, Mo.
April 22, 2006
Modified
1. Mike Harrison
2. Eric Mabery
3. Bobby Bittle
Pro-4 Stock
1. Homer Mooney
2. Mike McMullen
3. Brad Smith

I-44 Speedway

Lebanon, Mo.
April 22, 2006
Late Model
1. Shannon Anastosopolis
2. Brandon Maggard
3. Dusty Johnston
Modified
1. Steve Martin
2. Rex Merritt
3. Terry Beckham, Jr.
Factory Stock
1. Lake Mooneyham
2. Jim Reeves
3. Lonnie Henderson
Super Stock
1. Ben Newell
2. Jeff Scroggins
3. Josh Woody
Bomber
1. Jason Huey
2. Sheldon Stoufer
3. Donnie Jackson
Rookie
1. Shawn Strong
2. J.C. Morton
3. Tim Hall
Legends
1. Chad Shields
2. Chuck Comer
3. Park Jones

Lebanon Midway Speedway

Lebanon. Mo.
April 21, 2006
Super Stock
1. Ben Newell
2. Donnie Gennings
3. Bill Joiner
Bomber
1. Shane Winfrey
2. Mike Piercey
3. Aaron York

Lebanon Midway Speedway

Lebanon, Mo.
April 22, 2006
Factory Stock
1. Todd Cook
2. Richie Tosh
3. Tony Jackson, Jr.
Late Model
1. Chris Carlson
2. Shelby Thacker
3. Steve Beach

Eagle Valley Speedway

Jim Falls, Wis.
April 23, 2006
Late Model
1. Duane Mahder
2. Jake Redetzke
3. Chad Mahder
Modified
1. Craig Thatcher
Super Stock
1. Steve Thomas
Midwest Modified
1. Shane Sabraski
Street Stock
1. Ron Hanestad
Pure Stock
1. Justin Lindner

Deer Creek Speedway

Spring Valley, Minn.
April 22, 2006
Late Model
1. Mark Teske
2. Adam Hensel
3. Mike Prochnow
Modified
1. Tommy Myer
2. Mike Sorensen
3. Tim Donlinger
Super Stock
1. Dustin Nelson
2. Chris Groth
3. Dave Haberman
Midwest Modified
1. Ben Anderson
2. Bryan Hernandez
3. Chris Adams
Street Stock
1. Jamie Johnson
2. Jim Gustafson
3. Cory Rosen

Salem Speedway

Salem, Ind.
April 23, 2006
Late Model
1. Chuck Barnes, Jr.
2. Brett Hudson
3. Nick Johnson

Paragon Speedway

Paragon, Ind.
April 22, 2006
Sprint Car
Feature No. 1
1. Josh Cunningham
2. Donnie Gentry
3. Bobby Barger
Feature No. 2
1. Jon Sciscoe
2. Kevin Chambers
3. Brook Pence
Feature No. 3
1. Jonathan Vennard
2. Doug Heck
3. Mike Gibbs
Street Stock
1. Chris Hillman
2. Gary Trammell
3. Joe Lucas, Jr.
Bomber
1. Bobby Gardner
2. Gib Ham, Jr.
3. John Thomas

Berlin Raceway

Marne, Mich.
April 22, 2006
Late Model
1. Joe Bush
2. Tim DeVos
3. Tom Thomas
Pro Stock
Feature No. 1
1. Mike Bursley
2. Nick Shotko
3. Tim Sweeney
Feature No. 2
1. Dave Lake
2. Dave Hull
3. Casey Berenbrock
Sportsman
1. Shawn Simon
2. Weston Jewett
3. Marc Coleman

Cedar Lake Speedway

New Richmond, Wis.
April 22, 2006
Street Stock
1. Keith Tourville
2. Jason Vandekamp
3. Shawn Kammerud
Midwest Modified
1. Jim Schweitzer
2. Greg Chelsey
3. Shawn Phillips
Super Stock
1. Jim Gullikson
2. Larry Boumeister
3. Dale Gangl
Modified
1. Joey Jensen
2. Jason Miller



JOE SECKA PHOTO

MY SPOT: Scott Stiffler (14) and Bob Diver race for position during modified competition at Sharon Speedway in Ohio.

3. Al Uotinen
Super Late Model
1. Pa Doar
2. Joel Cryderman
3. Terry Casey

Illiana Motor Speedway

Schererville, Ind.
April 22, 2006
Late Model
1. Dave Weltmeyer
2. Eddie Hoffman
3. Mike White
Limited Late Model
1. Rich Dawson
2. Jack Kalwasinski
3. Bill Neering
Sportsman
1. Sean Matthuis
2. Nick O'Dell
3. Chris Cooling
Turbo Stock
1. Tommy Prim
2. Eddie Iigue
3. Bill Serviss
Pure Stock
1. Jim Merriman
2. Mike Jucius
3. Tim Cronin

Scotland County Speedway

Memphis, Mo.
April 22, 2006
Modified
1. Tony Fraise
2. Zack VanderBeek
3. Michael Long
Stock Car
1. Zack VanderBeek
2. Jason Cook
3. Colt Mather
B-Modified
1. Tony Dunker
2. Jack Evans, Jr.
3. Joe Hooper
Hobby Stock
1. Nathan Wood
2. Jason McDaniel
3. Mike Shelton
Hobby Stock
1. Jeff Soper
2. Brian Clark
3. Josh Soper
Hornet
1. Brent Hartley
2. Andrew Hustead
3. Cody Martin
Late Model
1. Tommy Elston
2. Chris Smyser
3. Thad Trump



Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

Black Rock Speedway

Dundee, N.Y.
April 21, 2006
358 Modified
1. Gil Tegg
2. Steve Paine
3. Ron Cartwright, Jr.
Super Stock
1. Jeremy Wonderling
2. Dave DuBois
3. Quinn Sutherland
Pro Truck
1. Terry Povoski
2. Michael Warren
3. Brittany Jack
Street Stock
1. Lavern Knickerbocker III
2. Tim Gullo
3. Ron Hawker
4-Cylinder
1. Jack Ayers
2. Jake Clancey
3. Del Cummings
Bandit
1. C.J. Guererri
2. Brad Rathbun
3. Chad Winslow

Figure-8
1. Ed Daggett

Brewerton Speedway

Brewerton, N.Y.
April 21, 2006
Big Block Modified
1. Matt Sheppard
2. Alan Johnson
3. Billy Decker
Modified
1. Rob Keller
2. Mike Smith
3. Greg Kimball
Mod Lite
1. Tim Devendorf
2. Ray Donhhauser
3. Joe Abbass
Super Stock
1. Russell Erwin
2. Todd Williamson
3. Aaron Backus

Albany-Saratoga Speedway

Malta, N.Y.
April 21, 2006
Modified
1. Kenny Tremont
2. Jack Johnson
3. Ronnie Johnson



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Davenport Speedway

Davenport, Iowa
April 21, 2006
V-8 Modified
1. Kelly Shryock
2. Chuck Hanna
3. Jeff Morris
Street Stock
1. Brad Taylor
2. Jon Poll
3. Corey Booth
B-Modified
1. Steve Daily, Jr.
2. Jason Pershy
3. B.J. Jackson
4-Cylinder
1. Joe Zrostlik
2. Justin Kay
3. Harry Rogers

Lakeside Speedway

Kansas City, Kan.
April 21, 2006
Modified
1. Johnny Allen
2. Justin Boney
3. Kerry Davis
Grand National
1. Gene Claxton
2. Nic Bidinger
3. Travis Tenpenny
Factory Stock
1. Tim Shields
2. Robert Brown
3. Buzz Kaster

McCook Speedway

McCook, Neb.
April 21, 2006
Modified
1. Chuck Stryker
2. Jason Schoenberger
3. Robby Haines
Stock Car
1. Lloyd Meeske
2. Todd Chrisman
3. Caleb Peters
Hobby Stock
1. Todd Pankonin
2. Jason Koch
3. Austin Davis
Classic Modified
1. Larry Pollmann
2. Devin Allen
3. Duke Ebert
Mini Truck
1. Dave Wimer
2. Sara Murray
3. Cindy Murray

Jackson County Speedway

Maquoketa, Iowa
April 22, 2006
4-Stock
1. Dustin Kay
2. Harry Rogers
3. Dan Mohr
Hobby Stock
1. Mark Winkel
2. Jeff Specht
3. Sheldon Hunter
B-Modified
1. Mitch Morris
2. Keith Feller
3. Brandon Vorbeck
Street Stock
1. Mike Driscoll
2. Jon Poll
3. Donovan Lodge
V-8 Modified
1. Kelly Shryock
2. Jeff Morris
3. Bob Dominacki

Iowa State Fair Speedway

Des Moines, Iowa
April 21, 2006
Dwarf Car
1. Pat Graham
2. Todd Shute
3. John Davis
Stock Car
1. Russ Byriel
2. Josh Daniels
3. Don Killen
Hobby Stock
Feature No. 1
1. Bill Dawson
2. Matt Inman
3. Rob Allison
Feature No. 2
1. Justin Maschke
2. Kevin Fee
3. Kyle Webb
SportMod
1. Ryan Lundy
2. Jacob Murray
3. Ryan Giles
Truck
1. Matt Waugh
2. Josh Hull
3. Rick Clark

Butler County Motorplex

Rising City, Neb.
April 21, 2006
Hobby Stock
1. Kyle Vandover
2. Duane Schroeder
3. Pat Huggins
Stock Car
1. Eric Rempel
2. Mike Nichols
3. Shane Stutzman
Hornet
1. Chuck Wergin
2. Austin Brauner
3. Brandon Wergin
Limited Late Model
1. Jeff Hayes
2. Marty Steinbeck
3. Les Siebert
Modified
1. Dave Trauernicht
2. Chris Alcorn
3. Jason Gaver

Mid-Nebraska Speedway

Doniphan, Neb.
April 22, 2006
Hornet
1. David Bowersox
2. Jeremy Long
3. Billy Gregg
Cruiser
Feature No. 1
1. Tim Miller
2. Jerry Huebner
3. Adam Cook
Feature No. 2
1. Tim Miller
2. Adam Cook
3. Jerry Huebner
Hobby Stock
1. Jim Buss
2. Cal Wratten
3. Jarred Hackler
Modified
Feature No. 1
1. Lonnie Schriner
2. Wade Cross
3. Jeremy Eatherton
Feature No. 2
1. Scott Blessing
2. Lonnie Schriner
3. Ronnie Wallace
Grand National
Feature No. 1
1. Les Siebert
2. Dave Cook
3. Dean Neighbors
Feature No. 2
1. Tony Gregg
2. Doug Warner
3. Robby Leonard

Adams County Speedway

Corning, Iowa
April 22, 2006
Hobby Stock
1. Les Helvie
2. Jim Tull
3. Ryan Vicker
Pro Street
1. Tony Hardisty
2. Mike Garner
3. David Schafroth
Modified
1. Jeremy Tibben
2. Brian Foote
3. Dan Mueller
Late Model
1. Karl Ritterbusch
2. Todd McKee
3. Joe Kosiski

Bloomfield Speedway

Bloomfield, Iowa
April 21, 2006
Hobby Stock
1. Rocky Fosdyck
2. Steve Allen
3. Nathan Wood
Stock Car
1. Mike Robinson
2. Matt Greiner
3. Phil McClure
B-Modified
1. Jeff Waterman
2. Tony Dunker
3. Chris Leathers
Modified
1. Tony Fraise
2. Zack Vanderbeek
3. Mark Burgtorf
305 Sprint Car
1. Steve Breazeale
2. Louis Lynch
3. Kevin Tanner
Hornet
1. Larry Hopkins
2. Tom Irwin
3. Dale Porter

Hancock County Speedway

Britt, Iowa
April 21, 2006
Senior Hornet
1. Charles Gardner
Junior Hornet
1. Colby Fett
Hobby Stock
1. Chad Lundy
Stock Car
1. Jeff Dolphin
B-Modified
1. J.J. Wise
Modified
1. Ryan Ruter



Florida
Georgia
North Carolina
South Carolina
Tennessee

Five Flags Speedway

Pensacola, Fla.
April 21, 2006
Super Stock
1. Shannon Jackson
2. Joe Mahuron
3. Chris Cotto
Sportsman
1. Bo Resmondo
2. Tim Goodson
3. Gary Robinson
Bomber
1. James Kimbrough
2. David Holland
3. Tyler Chapman

New Smyrna Speedway

New Smyrna Beach, Fla.
April 22, 2006
Super Stock
1. Jeff Colburn
2. George Spears
3. Jason Foster
Pro Truck
1. Jimmy Gill
2. Scott Bishop
3. Chad Akins
Modified
1. Jerry Symons
2. Alan Burns
3. Robert Anderchek
Super Late Model
1. Patrick Conrad
2. David Rogers
3. Jared Allison
Sportsman
1. Dale Clouser
2. Travis Towell
3. John Nusbaum
Mini Stock
1. Dick Laszlo
2. Tim McPhail
3. Tom Rose
Strictly Stock
1. Paul Kittner
2. Alan Tanguay
3. Scott Cecil

Concord Motorsport Park

Concord, N.C.
April 22, 2006
Late Model
1. Terry Brooks, Jr.
2. Bo Faust
3. Bryan Thomas
Limited Late Model
1. Terry Hoggard
2. Jeff Melton
3. Ben Hinson
Pure Stock
1. Chad Allmon
2. Steve Irwin
3. Brian Love
Fast and Furious
1. Ben Smith
2. Brad Ballard
3. Chris Cooper

Orlando Speedworld

Orlando, Fla.
April 21, 2006
Strictly Stock
1. Jay Mullins
2. Kyle Peters
3. Rudy Bronson
Mini Stock
1. Tim McPhail
2. Dick Laszlo
3. John Cook
Sportsman
1. Brett Woodley
2. Andy Nichols
3. Richard Hight
Junior Stock Junior Division
1. Luke Gaier
2. Wes Railing, Jr.
3. Adam Owens
Modified
1. Corey Freed
2. Alan Burns
3. Mark Emberson
Super Late Model
1. Patrick Conrad
2. Rick Bates
3. Chad Pierce
Super Stock
1. Robby Riley
2. Roger Benton
3. Jason Foster

Music City Motorplex

Nashville, Tenn.
April 23, 2006
Bandolero Bandit
1. Dylan Bassett
2. Dylan Presnell
3. Lane Clifton
Bandolero Young Gun
1. Michael Boldon
2. Sloan Henderson
3. John Myers
Dwarf Car
1. Allen Ring
2. Rick Webster
3. Victor Beck
Hornet
1. Boo Tiddley
2. Joey Clutchpedal
3. Doby Gillis
Legends Pro/Master
1. Joshua Mullins
2. Chris Wilson
3. Tyler Slayden
Legends Semi Pro
1. Beau Browning
2. Geoffrey Lee Tate
3. Timothy Mangrum
Minicup
Future Star
1. Mason Mingus
2. Dylan Presnell
3. Shay Miller
Minicup Open
1. Ronnie Binkley
2. Tim Vinsant
3. Ricky McIllwain
NasKart
1. Jonathan Foster
2. Chase Roberson
3. William Boyd
Thunderstock
1. Charles Goddard
2. Everett Turner
3. James Terwiliger, Jr.

Cleveland Speedway

Cleveland, Tenn.
April 22, 2006
Late Model
1. Rick Hixson
2. Billy Mayo
3. Bobby Mayse
Limited Late Model
1. Jerry Coffman
2. Danny Pippin
3. Chris Beavers
Hobby Stock
1. Todd Hernandez
2. Kenny Pierce
3. Richard Dickson
B-Hobby
1. Chad Collins
2. Lee Hogan
3. Randy Hysinger
Pony Stock
1. Tanner Works
2. Scott Ledford
3. Jimmy Brown
Front-Runner
1. Brad Cross
2. Charles Burnette
3. Todd McWherter

Atomic Speedway

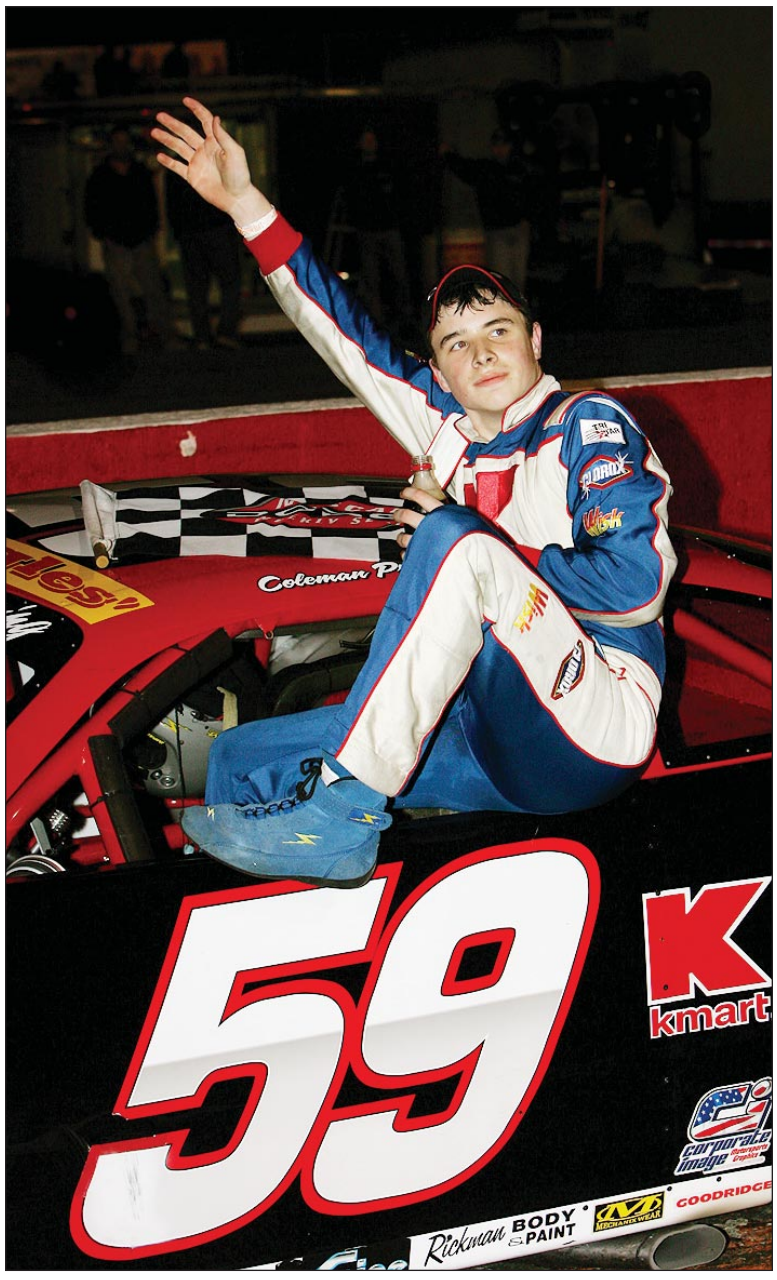
Lenoir City, Tenn.
April 22, 2006
Late Model
1. Billy Ogle, Jr.
2. Mike Weeks
3. Anthony White
Sportsman
1. Darrick York
2. Greg Martin
3. Charles Hurst
Pure Mini
1. John Scarbrough
2. Kendall White
3. Jason Manley
Pure Street
1. Jason Capps
2. Billy Asbury
3. Steve Welch
Open Wheel
1. John Harrell
2. Billy Palmer
3. Danny James
Front-Wheel Drive
1. Robert Lewis
2. John Walker
3. Ronnie Bibbins

Hickory Motor Speedway

Hickory, N.C.
April 22, 2006
Late Model
1. Coleman Pressley
2. Keith Bumgarner
3. Carl Cormier
Truck
1. Ben Stancil
2. Trevor Hignutt
3. Ben Ebeling
Pro-4
1. Ricky Crooks
2. Adam Beaver
3. Todd Harrington
Street Stock
1. Gary Ledbetter
2. Kevin Eby
3. Waylon Flynn

Riverside Speedway

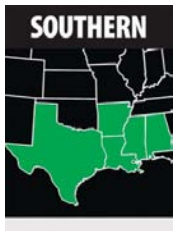
Travelers Rest, S.C.
April 22, 2006
Late Model
1. Timbo Magnum
2. Jody Palmer
3. Lee Cooper
Street Stock
1. Eddie McGrew
2. Jason McGrew
3. Sam Brown
Renegade
1. Chris Harvell
2. Travis Rathbone
3. Mark Anders



DAVID ALLIO PHOTO

FAMILY TRADITION: Coleman Pressley, son of former NASCAR competitor Robert Pressley, picked up his first NASCAR Dodge Weekly Racing Series late-model victory Saturday at Hickory (N.C.) Motor Speedway.

Limited Sportsman
1. Wally Fowler
2. Michael Barbare
3. Gabby Owens
Stock-8
1. Timmy Smith
2. Brian Bentley
3. Jason Jennings
Super Stock
1. Scott Morgan
2. Stacy Brock
3. Tim Smith
Young Gun
1. Blake Bentley
2. Kyle Cooper
3. Jacob Carver



Alabama
Arkansas
Louisiana
Mississippi
Texas

ArkLaTex Speedway

Vivian, La.
April 22, 2006
Modified
1. B.J. Robinson
2. Jason Armstrong
3. David Winslett
Southern Stock
1. Edward Oakes
2. Brad Franks
3. Tommy Joe Henigan
SportMod
Feature No. 1
1. Derick Grigsby
2. Tim Eaves
3. Michael Knighten
Feature No. 2
1. Corey Shepard
2. Darrell Hampton
3. Dustin Hampton
Factory Stock
Feature No. 1
1. Justin Whitehead
2. Zach McCoy
3. Rocky Hargiss
Feature No. 2
1. Jimmy McDaniel
2. Derrick Daniel
3. Doug Vick, Jr.

San Antonio Speedway

San Antonio, Texas
April 22, 2006
Late Model
1. Joe Aramendia
2. Danny Garcia
3. Robert Barker
Sportsman
1. Jamie Fuller
2. Mark Mathias
3. Keith Garrett
Road Runner
Feature No. 1
1. Cody Smith
2. Randy Frautschi
3. Richard Curtis
Feature No. 2
1. Cody Smith
2. Richard Curtis
3. Mona Turner
Grand Stock
1. Bryon Reed
2. Floyd Reed
3. Mike Farish



Arizona
California
Nevada
New Mexico
Oregon
Washington

Skagit Speedway

Alger, Wash.
April 22, 2006
410 Sprint Car
1. Chad Hillier
2. Ricky Fauver
3. Travis Jacobson
360 Sprint Car
1. Brock Lemley
2. Andy Jacobson
3. Brandon Harkness
Sportsman
1. Colton Heath
2. Josh DeWitt
3. Kevin Smith
Hornet
Feature No. 1
1. Luther Wilson
Feature No. 2
1. Clayton Delano

Evergreen Speedway

Monroe, Wash.
April 23, 2006
Super Stock
1. Rob Touche
2. Gaylon Stewart
3. Doug Davidson
Bomber
1. Travis Blackwood
2. Ryan Hansen
3. Russ Hales
Legends
1. Nick Johnson
2. Ricky McNeil
3. Randy Shaaf
Super Figure-8
1. Greg Scott
2. Steve Peters
3. Doug Delfel

Irwindale Speedway

Irwindale, Calif.
April 22, 2006
Late Model
1. Travis Thirkettle
2. Tim Huddleston
3. Richie Altman
Pro Truck
1. Don Helgeson
2. Anthony Edwards
3. Jeff Williams
Super Stock
1. Eric Sunness
2. Greg Crutcher
3. Bryan Harrell
Mini Stock
1. Tyler Rogers
2. Eric Reed
3. Brian Johnson
Pure Stock
1. Rick Crow
2. Harry Michalian
3. Jeff Elder

Angry McClelland Sweeps Up

Friday

OKLAHOMA CITY — Defending American Bank of Oklahoma ASCS Sooner Region champion Sean McClelland moved into the lead on the 20th round en route to victory Friday night at State Fair Speedway.

ASCS SOONER

McClelland assumed the lead when Danny Jennings tangled with a lapped car, and nursed a deflating right-rear tire to the finish.

Gary Owens finished second, with Kevin Ramey, Sam Hafertepe, Jr. and Zach Chappell completing the top five, as 42 cars signed in.

The finish:

Sean McClelland, Gary Owens, Kevin Ramey, Sam Hafertepe, Jr., Zach Chappell, Trey Robb, Brian McClelland, Skip Wilson, J.P. Bailey, Natalie Sather, Tony Bruce, Jr., Dex Eaton, Cody Wampler, Mike Peters, Jimmy Taylor, Danny Jennings, Josh Fellows, Brad Best, Koby Barksdale, Gavin Punch.

Saturday

LAWTON, Okla. — It was a true knock-down, drag-out affair in Saturday night's 30-lap American Bank of Oklahoma ASCS Sooner Region feature at Lawton Speedway, with defending series champion Sean McClelland completing the sweep of the two-day weekend.

McClelland led wire to wire but banged wheels with two-time series champion Kevin Ramey on lap 23. Following the race, the pair touched again, with McClelland spinning to a stop. From there he climbed the frontstretch fence to celebrate, but he wasn't a happy winner.

"I'm pissed!" an agitated McClelland said. "I've owed Kevin Ramey one for three years now and I wasn't gonna move out of his way, he got what he had coming to him.

"Kevin Ramey is gonna run every one of these Sooner Region races, well so am I! Piss on him, I'm gonna win this damn thing," McClelland continued.



LONNIE WHEATLEY PHOTO

THE MAN: Scott McClelland picked up two ASCS Sooner Region victories.

Jason Sides passed Ramey for second at the finish, with Trey Robb and Johnny Miller following.

The finish:

Sean McClelland, Jason Sides, Kevin Ramey, Trey Robb, Johnny Miller, Sam Hafertepe, Jr., Danny Jennings, Tony Bruce, Jr., Mike Peters, Natalie Sather, Justin Melton, Brian McClelland, Travis Jenkins, Jimmy Taylor, Eric Baldaccini, Larry Carter, Robert Byrom, David Wheeler, Zach Chappell, J.P. Bailey.

Yankee Wins Down South At Carolina Speedway

GASTONIA, N.C. — New Jersey's Scott McClaren took advantage of his trek to North Carolina, winning Friday's season-opening event for the Heintz Performance American Sprint Car Series Southern Tour at Carolina Speedway.

ASCS SOUTHERN

McClaren took the lead from the outset and fought off a bid from Johnny Bridges to capture his first-career ASCS triumph, as the race was shortened by rain to just 10 laps.

Bridges finished second, with Jimmy Burns, Brooke Bowman and Coby Adams rounding out the top five.

The finish:

Scott McClaren, Johnny Bridges, Jimmy Burns, Brooke Bowman, Coby Adams, Bronzie Lawson, Dale Arnold, Bill Moore, Butch Pendergrass, Doug Day, Bruce Cline, Dave Thorman, Tim Perry, Kris Brooks, Mary Anne Williams, Jeff Young, Doug Gold, Josh Harris, Lance Moss.

Burned Johnson Gets Hot!

Friday

BATON ROUGE, La. — Still nursing burns received two weeks earlier, Jason Johnson won Friday night's American Sprint Car Series Gulf South Region feature at Baton Rouge Raceway.

ASCS GULF SOUTH

Johnson took command from the outset and led all 25 laps aboard Marvin and Peggy Pearson's Wesmar-powered No. 11 Maxim.

Shane Morgan finished second, with defending series champion Ray Allen Kulhanek advancing from sixth to take the show position. Michael Herrington and Gary Watson rounded out the top five.

The finish:

Jason Johnson, Shane Morgan, Ray Allen Kulhanek, Michael Herrington, Gary Watson, Terry Vidrine, Channin Tankersley, Tommy Bryant, Darrell Hyde, Darryl Wills, Chris Sweeney, Greg Rilat, Ty Johnson, Lane Whittington, Brandon Berryman, Richard Holt, Philip Faulkner, Brad Stokes, Stephen Chevallier, Greg Coleman.

Saturday

MAGNOLIA, Miss. — Jason Johnson posted his second American Sprint Car Series Gulf South Region feature victory in as many nights by acing Saturday night's 25-lap feature at Pike County Speedway.

Starting fourth, Johnson took to the high side and raced past front-row starters Lane Whittington and Gary Watson to take a lead he would never relinquish aboard Marvin and Peggy Pearson's Wesmar-powered No. 11 Maxim.

While Johnson took the victory, 15-year-old Channin Tankersley raced to a career-best runner-up finish. Greg Rilat, Watson and Darryl Wills rounded out the top five.

The finish:

Jason Johnson, Channin Tankersley, Greg Rilat, Gary Watson, Darryl Wills, Jerry Bell, Chris Sweeney, Ray Allen Kulhanek, Larry Hartwell, Robert Casada, Seavy Clemmons, Philip Faulkner, Matt George, Michael Herrington, Brad Stokes, Shane Morgan, Lane Whittington, Greg Coleman, Todd Sayard, Ray Stevison, Stephen Chevallier.

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MAY 3: KNOXVILLE
MAY 10: U.S. 36 RACEWAY





JOHN MARSH PHOTO

WHAT A DOWNER: Because of a tire dispute, Formula One saw only six cars compete in the 2005 United States Grand Prix.

FORMULA ONE

United States Grand Prix
June 30-July 2, Indianapolis Motor Speedway, Indianapolis

At-Track Expenses

Tickets
General admission for adults and children more than 5 years old is $60 for all three days.
Parking
$50 weekend pass
Souvenirs
T-shirts, hats, etc: $50
Concessions
Beer, soda, hot dogs, etc: $50

Off-Track Expenses

Lodging
Three nights: $423 (cost is based on the per-night average of three hotels in the immediate area)
Gas
800-mile trip: $103 (cost is based on a 20-gallon gas tank at 20 miles a gallon, gas price is $2.65)
Miscellaneous
Meals,shopping and other expenses: $187.50

Estimated total cost for a family of four:
$1,103.50



KEN SIMON PHOTO

PAST TWO CHAMPS: Danny Lasoski (20) won the 2004 Knoxville Nationals, while Kraig Kinser was last year's champion.

SPRINT CARS

Knoxville Nationals
Aug. 9-11, Knoxville (Iowa) Raceway

At-Track Expenses

Tickets
Day one, $37 adult, $18.50 children; day two, $37 adult, $18.50 children; day three, $40 adult, $20 children; day four, $42 adult, $42 children
Parking
Free to $15
Souvenirs
T-shirts, hats, etc: $50
Concessions
Beer, soda, hot dogs, etc: $50

Off-Track Expenses

Lodging
Four nights: $276.25 (cost is based on the per-night average of three hotels in the surrounding area)
Gas
800-mile trip: $103 (cost is based on a 20-gallon gas tank at 20 miles a gallon, gas price is $2.65)
Miscellaneous
Meals,shopping and other expenses: $250

Estimated total cost for a family of four:
$1,254.25



STEVE SNODDY/IRL PHOTO

LONE STAR SPEED: Fans are always treated to intense, side-by-side action when the IRL visits Texas Motor Speedway.

INDY RACING LEAGUE

Bombardier Learjet 500
June 8-10, Texas Motor Speedway, Fort Worth

At-Track Expenses

Tickets
June 8, $10; June 9, $26-$58; June 10, $47-$76 (prices include adults and children)
Parking
Free in speedway lots
Souvenirs
T-shirts, hats, etc: $50
Concessions
Beer, soda, hot dogs, etc: $50

Off-Track Expenses

Lodging
Three nights: $350 (cost is based on the per-night average of three hotels in the immediate area)
Gas
800-mile trip: $103 (cost is based on a 20-gallon gas tank at 20 miles a gallon, gas price is $2.65)
Miscellaneous
Meals,shopping and other expenses: $187.50

Estimated total cost for a family of four:
$1,194.50



NHRA PHOTO

STRAIGHT-LINE SPEED: John Force won the Funny Car portion of last season's trip to Commerce, Ga.

NHRA

NHRA Southern Nationals
May 4-7, Atlanta Dragway, Commerce, Ga.

At-Track Expenses

Tickets
Thursday, $10 for adults and children; Friday, $31 adult, $10 children; Saturday, $44 adult, $10 children; Sunday, $44 adult, $10 children
Parking
Free on dragway grounds
Souvenirs
T-shirts, hats, etc: $50
Concessions
Beer, soda, hot dogs, etc: $50

Off-Track Expenses

Lodging
Four nights: $304 (cost is based on the per-night average of three hotels in the immediate area)
Gas
800-mile trip: $103 (cost is based on a 20-gallon gas tank at 20 miles a gallon, gas price is $2.65)
Miscellaneous
Meals,shopping and other expenses: $250

Estimated total cost for a family of four:
$1,095



JEFF ARNS PHOTO

BOTTOM LANE: Danny Stratton (2) glides under Tom Hessert during midget-car competition at Lincoln Speedway in Illinois.

Stratton Beats Back 47 Lincoln Midgets

By Bryan Gapinski

BADGER/POWRI

LINCOLN, Ill. — Danny Stratton avoided trouble and worked his way through the field to win the 25-lap co-sanctioned O'Reilly-POWRi and Badger Midget Series event Saturday night at Lincoln Speedway.

Making his first midget start, Ricky Stenhouse, Jr. took the early lead and paced the event until he hit the berm entering turn one on lap 16. Brad Loyet moved into the lead and paced the next two laps, but Stratton, who started ninth, moved to the front on lap 18 and led to the checkered flag.

Driving Hans Lein's Spike-Esslinger, Stratton finished 1.82 seconds ahead of Loyet, Brad Kuhn, Stenhouse and Ray Bull.

Stratton earned $2,000 as 47 cars participated in the event.

The finish:

Danny Stratton, Brad Loyet, Brad Kuhn, Ricky Stenhouse, Jr., Ray Bull, Nick Lundgreen, Hud Cone, Ric Forbes, Mike Hess, Jimi Quin, Brady Bacon, Donnie Lehman, Chad DeSelle, Daniel Adler, Kevin Olson, Davey Ray, Jimmy Light, Teddy Beach, Brandon Waelti, Ryan Durst, Harley Slotten, David Gough.



BOB MILNER PHOTO

BURN IT DOWN: Jeff Lane celebrates his CRA late-model triumph Sunday at Indiana's Winchester Speedway with a burnout.

At Winchester, It's Winning Lane

CRA LMS

WINCHESTER, Ind. — Polesitter Jeff Lane dominated and won the Manning Service 100 CRA Super Series late-model event Sunday afternoon at Winchester Speedway.

Chris Gabehart followed behind Lane, the 2005 champion, throughout the race but was never able to get around him.

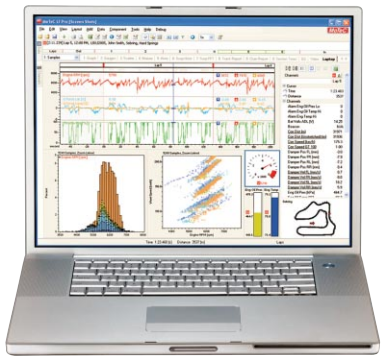
Brian Rievley then came from his 13th-place starting position to challenge Gabehart for second.

Rievley settled for third as Zach Taylor finished fourth and Tommy St. John fifth.

The finish:

Jeff Lane, Chris Gabehart, Brian Rievley, Zach Taylor, Tommy St. John, Bull Baker, Danny Jackson, Eddie Van Meter, J.R. Roahrig, John Van Doom, Michael Gaier, Billy Crane, Sondi Eden, Rick Turner, Rich Segvich, Scott Hantz, Corey Seal, Andy Ponstein, Kenny Tweedy, Alan Troxell, Scott Whitehouse and John Heck.

NEW PRODUCTS FOR RACERS



MoTeC Data Analysis

MoTeC has launched its new i2 data analysis application, which will enable amateur and professional users to tailor their analysis and data management tools to fit their needs.

Menus and terminology have been modified to cater to individual motorsports categories, and specialized math functions for clutch-slip and wheel-lift correction have been created for drag racers.

i2 offers two levels — i2 Pro and i2 Standard. i2 Pro is available now and requires the optional Pro Analysis upgrade on MoTeC logging systems, while i2 Standard is free for all users and will be released soon.

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CP Pistons is marketing a new piston specifically designed for the Brodix American Sprint Car Series spec head used in sprint-car racing. These small-block Chevy pistons are gas ported and feature a low-friction cam, barrel-skirt design and 15cc dome.

The piston is lightweight and has both left and right forging designs.



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A Little More Respect For How Racing Tires Are Built

THE TECHNICAL SIDE



CHRIS PAULSEN

INDIANAPOLIS

During my 35 years of working on race cars, I've been involved in just about every facet of the sport. I have built engines, chassis and virtually every component on a race car, except one key component that mechanics and engineers do not build — racing tires.

I had the pleasure of taking an in-depth tour of the Hoosier Racing Tire facility and it was very educational to see firsthand how a racing tire is built. The biggest eye opener was the huge amount of labor and handwork that goes into building these tires.

I'll never complain about the price of racing tires again.

There are a few key things to remember when dealing with racing tires.

Tire Compound — It's the primary source of adhesion that keeps the car stuck to the track. Compound formulation is certainly BLACK MAGIC and the recipes that go into making that rubber are closely guarded by all race tire manufacturers. The basic ingredients are natural and synthetic rubber, polymers, oil and carbon black. These ingredients are heated and blended in a giant mixer. The rubber is then used not only for the tread but also for other components of the tire.

Construction — Basically, it starts with the carcass. The carcass consists of the belting, sidewalls and beads. This is also the stage when the tire becomes radial or bias ply. Rubber is milled and extruded with various fabrics like rayon, nylon or fiberglass to create the belts or plies. These belts are laid up on a drum to form the carcass. The sidewalls and beads are built into this carcass. A tremendous amount of engineering goes into the design and construction of the carcass, as it is the foundation for the finished tire. The tread is then added to the carcass. It can be a single piece of rubber or an orbital bead, which means it is wound onto the carcass using a ribbon or strip of rubber. After the tread is put on the carcass, this assembly is put into an aluminum tire mold where it is heated and cured into the finished tire. This process uses heat and a steam-filled bladder to press the rubber into the mold, that gives the tire the final shape. The lettering is in the mold.

Tire Stagger — It's the difference in circumference from the right rear to left rear. Stagger has a huge effect on the handling of any oval-track car. It helps the car roll through the corner and reduces scrub. With bias-ply tires, stagger can change with tire pressure.

This can also happen on the track with temperature and pressure changes, sometimes having a very adverse effect on handling. With radials, the tire size remains the same as it was built. This is because the radial cord runs from bead to bead and has bands around the circumference of the carcass, thus preventing tire stretch and a change in size. The radial is more expensive to build but takes out the issue of stagger change during a race.

Spring Rate — All tires have a spring rate that is a part of the overall spring rate of the car. The spring rate of a tire is linear and dictated by construction, heat and air pressure. Pressure has the biggest effect on the spring rate of a tire. On a radial tire, one PSI can change spring rate as much as 40 pounds. On a bias tire, 1 PSI will be approximately a 20-pound change. This is a very quick adjustment to the handling of any race car.

You must know your tires intimately to run up front and understand the BLACK MAGIC.



MIKE GBUR PHOTO

THE RUBBER: Tires, like these on Steve Francis's late model, are an often overlooked aspect of racing.

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Jeff Aikey Takes Home Deery Prize

WEST BURLINGTON, Iowa — Jeff Aikey scored his 46th career win at 34 Raceway Saturday night in the tour for IMCA Sunoco Late Models in the Deery Brothers Summer Series.

DEERY LMs

Eric Gustaf started out on the pole of the 40-lap race but was quickly passed by Rob Toland.

Toland remained in first position, even after several cautions during the race, until Aikey took the lead on lap 30 and went on to earn the $2,000 victory.

The top-five finishers were Aikey, Toland, Mark Preston, Gustaf and Terry Neal.

The finish:

Jeff Aikey, Rob Toland, Mark Preston, Eric Gustaf, Terry Neal, Greg Kastli, Boone McLaughlin, Mike Murphy, Jr., Mark Burgtorf, Andy Nezworski, Tom Darbyshire, Lonnie Bailey, Matt Ryan, Jay Johnson, Justin Reed, Sam Halstead, Jim Sandusky, Johnny Johnson, Gary Russell, Darrel DeFrance, Ron Gustaf, Jason Masengarb, Darin Duffy, Bobby Toland.

Ruble Rumbles At South Georgia

CECIL, Ga.— South Georgia Motorsports Park hosted the Georgia Asphalt Series for the first time Saturday night, with Korey Ruble taking the victory.

GAS SERIES

Greg Motes started out on the pole, but Doug Stevens took the lead before an accident with Taylor Satterfield gave his car minor damage.

Motes battled Ruble for the lead during the last 50 laps. Motes took the checkered flag, but was disqualified after his car failed inspection. Due to disqualification, second-place finisher Ruble was declared the winner, with Ronnie Sanders, Beau Slocomb, Scotty Ellis and Alan Happel rounding out the top-five.

The finish:

Korey Ruble, Ronnie Sanders, Beau Slocomb, Scotty Ellis, Alan Happel, Joey Watkins, Fredrick Moore, Doug Stevens, Taylor Satterfield, David Elliott, Bubba Pollard, Jess Mattox, Nick Potts, Michael Pope, Steve Renner, Jimmy Price, Mario Hernandez, Mike Ezell, David Hodges, Jr., Kevin Perry, Jody Rowe, Greg Motes.

Cup Trio Helps Goodyear Prepare At Indy

INDIANAPOLIS — NASCAR Nextel Cup drivers Tony Stewart, Kasey Kahne and Elliott Sadler took part in a private Goodyear test April 24 at Indianapolis Motor Speedway, helping the tire company prepare for the 13th Allstate 400 at the Brickyard.

Each driver represented a different participating sponsor. The trio was scheduled to hit the track again April 26, assisting Goodyear in finding the right combination of tires to bring back for the Aug. 6 race. Stewart and Kahne finished first and second in last year's 400.

CHECKERED FLAG

King Hodges, 57

HAMPTON, Va. — Langley Speedway vice president and general manager King Hodges passed away April 18 at the Medical College of Virginia Hospital in Richmond, Va. Hodges had undergone a lung transplant, but complication arose, leading to his death. He was 57.

Hodges became the vice president and general manager of the track after his brother-in-law, Dale Lemonds, died during a legends race at the track in 2004. His sister, Sandy, became the owner of the track and Hodges lent a hand to keep the track alive.

During his tenure at Langley Speedway, Hodges oversaw a resurgence in the track, reversing several seasons of decline, easing tension between track management and competitors. During that time, Hodges was suffering from pulmonary fibrosis, which affected his lung tissue and left him attached to an oxygen tank.

Hodges is survived by his wife, Marjorie, his daughter, Addy and his son, Jefferson.



King Hodges

Ronald Erfurth, 76

By Bryan Gapinski

OREGON, Wis. — Ronald Leroy Erfurth, 76, died April 19 from complications of diabetes. He was born on Dec. 11, 1929. After graduating Oregon High School he joined the U.S. Air National Guard, where he began his life-long love of airplanes. He started Erfurth Body Shop in 1952, and also began building race cars and airplanes.

Ron won Badger Midget Auto Racing Ass'n title in 1964, driving Paul Krueger's Dari-Kool Spl.

His son, Dean, won the 1990 Badger championship, making them one of only three father-son combinations to win the driving titles in the organization's 70-year history.

Ron is survived by his wife of 55 years, Margaret; four children; seven grandchildren, two great-grandchildren, a brother and a sister. Memorials may be made to Shriner's Children's Hospital.

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RACING MARKETPLACE

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WANTED: Gambler sprint car - old style hood (1983). (813) 390-8626. PO Box 340236, Tampa, FL 33694.

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1959 CORVETTE steering wheel, original, not repro. Never used. Been in box. 17 inches. Corvette red. (941) 729-0920. barbneal5@cs.com.

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NSSN is not responsible for errors caused by illegible copy or uncategorized items.

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FAX . EMAIL . PHONE ORDERS – VISA/MC ONLY

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NSSN RACING MARKETPLACE

CLASSIFIEDS

Parts/Engines 15



410 SPRINT, Charlie Garrett, fresh and dynoed. Donovan block, All Pro heads, Sonny Bryant crank, Crower rods, Miller pistons, Kinsler, MSD. Best you can buy - you will win! $26,500. Jeff (704) 236-4095.

MOPAR MIDGET ENGINE: Built by Gary Stanton; dyno time only, never raced. $26,000 o.b.o. (586) 292-8176.

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WESMAR 410 ENGINE: Former Chris Black / Danny Lasoski engine, J&E pistons, Jesel rockers, Waterman fuel pump, air filters, fresh, dyno time only. $15,000. (573) 864-0505 Tracy. (816) 985-1166 Darrell.

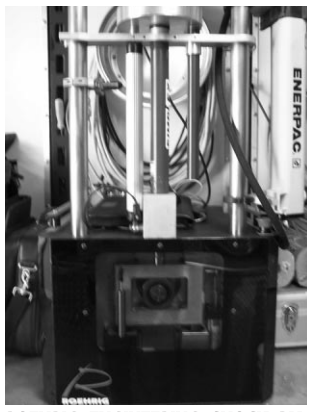
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SPRINT CAR PARTS: Rear ends, front axles, steering, car kits, all bolt-on parts. Call or email for list. (704) 236-4095. xtreme99@carolina.rr.com.

WANTED: V6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16

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ROEHRIG ENGINEERING SHOCK DYNO. 5VS Damper Dynamometer with dyno mounted spring rater. Completely portable for use at the shop or in the race trailer at the track. The best shock dyno built! $17,500. For more info call Max at (912) 748-5530 or (912) 398-0615.

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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.

YOUR AD HERE!
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Trucks/Haulers 17



1990 GMC TOPKICK, 174,000 miles; always kept in garage. Registered as an RV w/10 ft. living quarters box. 3116 Caterpillar diesel motor, standard transmission. Michelin tires on front w/50 miles on them, Michelins on rear w/90% life left on them. Bathroom w/shower, six gal hot water heater, dinette makes into bed. Roof air condition, gas Generac generator, AM/FM/CD stereo, equipped for XM satellite radio. Gooseneck/bumper hitch. TV & microwave. (660) 826-2647.



2000 UNITED 48' triple-axle gooseneck w/brakes, new tires, generator, air comp., work bench, cabinets, fuel tank, water tank, toilet, sink, shower, stove, micro., fridge, stereo, TV, air cond., beds, dinette. Fully loaded. $19,000 o.b.o. (951) 272-2027.



2003 32' United Silverstar stacker, attic storage, air comp, gen, 65 gal water, L cabinets, toolbox, outside lights. (765) 354-4222 day, (765) 354-4221 eve or email plseward@insightbb.com.



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INTERNATIONAL 9400 Eagle toterhome with 46ft stacker trailer, set-up for sprint cars. More pictures at www.action-auto-parts.com. Ready to go racing for only $85,000. Contact David or Ken Hesmer (800) 373-3995.



FOR SALE: 1999 Renegade 42' three car stacker. Bought new in 2000. Internal lift, aluminum cabinets, 6,500 Onan generator, air compressor, observation deck. Low mileage, new brakes, new tires. Excellent condition. $38,000. Call Ron @ (315) 357-4406.

Trucks/Haulers 17



2005 FOREST RIVER Cargo Mate. Demo. This trailer has a 40' box, 12' cargo LQ, 7,000 Onan generator, hydraulic jack. Like new. Sell or trade. $39,500. (800) 431-8854.



2005 UNITED SPECIALTIES 14' Trendsetter toter conversion on a 1998 Freightliner FLD 120, M11 Cummins, 10-speed, 8KW Onan diesel generator, full kitchenette, full bathroom, fresh, grey and black water tanks, full entertainment with TV / DVD / AM / FM / CD stereo, sleeps six. 1998 United Expressline 40' race trailer, triple 7,000 air brake torsion axles, 2' additional height, full walk on roof, 48" side door, rear ramp door, full aluminum cabinet package, tire racks, 30 amp panel, smooth aluminum floor, aluminum interior walls, full 110V electrical package. Very nice set up. $89,500. Graham Trailers. Ida Grove, IA. (800) 238-8314. www.grahamtrailers.8m.com.

RVs/Campers 18

SHOW UP IN STYLE, 2001 Beaver luxury coach, 330 CAT, two slides, every possible option, and affordable. $155,000. 25, 000 miles. (941) 698-0636.

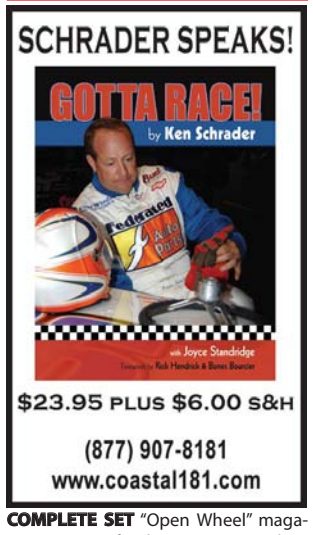
Collectibles 20



WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also seriously seeking Cox Thimble Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

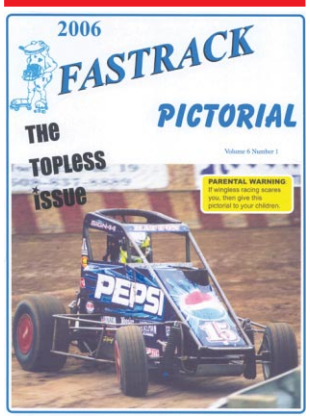
WWW.RACEDIECAST.COM: Old & new diecast. All types of race cars. email: keith@racediecast.com. Visa/ MC. Keith Johnson, (337) 457-4498, Circle Track Racing Inc., 251 Ella Street, Eunice, LA 70535.

Books/Magazines 22



COMPLETE SET "Open Wheel" magazines, start to finish 1981-2001 (incl. #1 Collector's Edition). All in great condition. $700 o.b.o. (325) 655-2432.

Books/Magazines 22



2006 FASTRACK PICTORIAL, The Topless Issue - coverage of the 2005 season, USAC sprints, midgets, and Silver Crown; MSCS, KISS and Sprint Bandits; Badger, Gateway and SMRS. Hut Hundred, Indiana Sprint Week, Oval Nationals. Belleville Nationals. Darland, Jones, Kruseman, Knepper, Coons, East, Hatton, Gaines, Kaeding, Hines, Gardner and much more! $5.00 plus $1.00 S&H; Plus: Valley County Thunder and Big Car Thunder Volume I, buy both for just $69.95 plus $7.00 S&H. Fastrack Publishing, 4268 Knox, Lincoln, NE 68504.



Tickets 24

FOR SALE: Indy 500 & all NASCAR races. All grandstands, penthouses, vistas, decks and terrace seats. Huge selection, large groups welcome. Daytona, Las Vegas, Atlanta, Bristol, Texas, Martinsville, Talladega, Richmond, Charlotte, Dover, Michigan, Chicagoland, Brickyard, New Hampshire, Phoenix. Huge selections reasonably priced. Rooms available for Indy races. **Buy online at www.racedaytickets.com, Great Seats Company, (800) 407-9058.**

INDY 500 TICKETS: All locations - Penthouse, Grandstand, Vistas. Large groups. Best prices. Visa/MC. (317) 201-9010.

WANTED: Indy 500 Penthouse B or E tickets. Premium paid. (317) 481-1227.

Positions Available 25

OHLINS USA INC. has an immediate opening for a Test Engineer in their Vehicle Dynamics / Seven-Poster Shake rig department. Experience in auto racing and vehicle dynamics preferred, working knowledge of Matlab helpful. Excellent benefits, located in beautiful Western North Carolina mountains. For more information contact christer.loow@ohlinsusa.com or send resume to same. Ohlins USA (828) 692-4525.

VINTAGE RACE / RESTORATION SHOP in Sonoma, CA is seeking exp'd race/restoration mechanics & a highly skilled fabricator. Aside from ground-up restoration projects, we will be campaigning over 20 vintage race cars (Cobras, Corvettes, GT 350, etc.). Call Eric at (707) 938-5707.

Positions Available 25

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Auctions 31

FOR ALL YOUR AUCTION NEEDS, contact Tony Quarles Enterprises. We liquidate and buy racing teams, racing parts, etc. Tony Quarles Enterprises (704) 454-7885, NCAL 6830.

GAVEL AUCTION … Tuesday, May 23, 6 pm. 212 Performance Road, Mooresville, NC. Info and pictures at www.gavelauction.com. NCAL #6177. (704) 658-9906.

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mvannice@wico.net

Real Estate 32

DAYTONA AREA REAL ESTATE.



Call direct (386) 566-8805. Email dpardus@cfl.rr.com.

FOR SALE: Farm, 98 acres with 10 acre lake, private 2,500 ft. air strip. 30% wooded, 70% open land. Lentz Road, China Grove (NC). (704) 857-1688.

FOR SALE: Gasoline Alley - Indy. 4,800 sf building with four drive-in doors, 1.042 acres. Valenti Real Estate (317) 273-0312 x24.

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Please contact Joanna Hilton for more information at 949.499.5413 or email to JoannaH@performanceracing.com

Business Opportunities 33

LOOKING TO EARN extra cash for yourself, race track or for a fund raiser and have a love of racing? 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 Lindsey Trausch at (866) 455-2531 ext. 113 or via email at lindseyt@nationalspeedsportnews.com.

MOTOR RACING / RADIO: Investor wanted. Excellent return. Long established independent radio network with proven track record rebuilding. (732) 751-1020. motornet@exit109.com. www.motorsportsreport.com.

Miscellaneous 35

VOTE FOR RYAN VOS!
www.ryanvos.com or
www.racinforalivin.com.

NOTICE BY CITY OF LAWRENCEBURG INDIANA REQUEST FOR PROPOSALS: The City of Lawrenceburg, Indiana, hereby solicits proposals from prospective operating partners to enter into a public-private agreement, contract or lease for improvements to and management of the Lawrenceburg Speedway. The Lawrenceburg Speedway, premiere dirt track east of the Mississippi River, 3 minutes from I-275 is comprised of an area divided by a fence at the north end (rear), of the Lawrenceburg Fairgrounds. The Lawrenceburg Speedway has access road frontage thru the Lawrenceburg Fairgrounds on US 50 in Lawrenceburg, Indiana. With state of the art lighting, new bleachers, adequate parking, new grandstand, new restrooms, new concession stand, camping and RV parking available for day time or night time racing events, this track seats approximately 5,000 race fans. The specific elements of the agreement include: 1. Automobile racetrack promotion: A. Premier Race Series: 1. World of Outlaws; 2. National Sprint Car Tour; 3. All Stars – Hoosier Fall Classic; 4. USAC; 5. Current programs you already have in place. Consider some as possible 2 day shows; 2. Entertainment promotion; 3. Facilities management and maintenance; The criteria that will be used in evaluating the proposals shall be: 1. Experience in automobile racing; 2. Experience and knowledge of facilities management; 3. Costs of any proposed improvements; 4. Contribution to cost by the proposed; 5. The attention to the issues of safety by the proposed; 6. Must work with the other fairground area lease holders (motorcycle track, antique market, 4-H Fair) and other activities of the City of Lawrenceburg. Each proposal must be accompanied by a letter of reference from a financial institution and rental fees are negotiable. Interested parties may contact: JR Holdcraft, Park Board President, 230 Walnut Street, Lawrenceburg, IN 47025, (812) 532-3562 for discussions for the purpose of clarification of the Request for proposals and to arrange site inspection. Written proposals will be accepted until 1:00 pm EDST, May 1, 2006. Final selection will be made at a Special Parks meeting on May 15, 2006 at 6:00 pm at the Lawrenceburg City Building at 230 Walnut Street.

2-FOR-1
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For more information: 866.455.2531 x103
or www.nationalspeedsportnews.com



RICK SCHWALLIE PHOTO

NOSE TO TAIL: The dirt-late-model field prepares for the start of Saturday night's Colossal 100 at The Dirt Track @ Lowe's Motor Speedway. Scott Bloomquist earned $50,000 for winning the feature.



HHP/HAROLD HINSON PHOTO

HEAD AND HOOD: The No. 38 Robert Yates Racing crew goes to work on Elliott Sadler's mangled Ford Fusion after Sadler was involved in an accident Saturday at Phoenix Int'l Raceway. He finished 37th.



JOHN MARSH PHOTO

SILVER BULLET: Piloting a McLaren Mercedes, Juan Pablo Montoya works his way around the Formula One circuit in Imola, Italy, during Saturday's qualifying for Sunday's San Marino Grand Prix. Montoya qualified seventh and finished third.



DAVID E. HEITHAUS PHOTO

BLACK AND BLUE: Bryan Clauson (67) and Levi Jones (2) lead Darren Hagen (71), Dave Steele (11) and Jay Drake (62) during Sunday's USAC sprint-car event at Winchester (Ind.) Speedway.



DAVID E. HEITHAUS PHOTO

THREE FOR THE MONEY: (From left) Paul McMahan, Brock Mayes and Chad Kemenah battle for position during Saturday night's All Star Circuit of Champions race at Ohio's Eldora Speedway.

ECONOMAKI:

Tiger Woods Tries Auto Racing In Australia

CONTINUED FROM PAGE 6

Whereas WRA is open wheel, the Living Legends of Auto Racing in the Daytona Beach area concentrates on the stock-car side of the sport. For more on LLOR, visit www.livinglegendsofautoracing.com or call (386) 763-4483. And the IMCA Oldtimers lets all know (in its Spring 2006 "Pit Pass" newsletter) unacceptable behavior will not be tolerated. A member who verbally abused sign-in personnel at a Hastings, Minn., event last year has been barred — as has his car — from future IMCA gatherings. The first of this year's 28 days of activity comes May 11th at Wausau, Wis. Visit www.imcaoldtimers.com for more or call Skip at (952) 953-4215 and ask about the big 50th reunion at Raceway Park in the Twin Cities July 7-9. Other such events are the Atlantic Coast Old Timers show at the Rhinebeck, N.Y., fairgrounds May 6th and the 12th annual motorsports car show at North Vigo High School grounds in Terre Haute, Ind., on May 3rd from 11 a.m. to 2 p.m.

Could be I was giddy from the all-night flight to N.J. from the Long Beach GP. An item in my April 12th effort was written without sleep the morning of the 10th, which no doubt explains why first-place money of this year's revamped Champ Car Mazda Atlantic Series was misstated as $3,000 instead of $25,000. Or could it be too many birthdays?

Quotable: Two-time Champ Car titleholder **Sebastien Bourdais** on the state of his open-wheel sport — "If the talks between **Kevin Kalkhoven** (principal owner of Champ Car) and **Tony George** (owner of the IRL) break off again, every driver in open-wheel racing will be looking for another job next season." Not since 1964, when **A.J. Foyt** dominated championship racing, has a driver had a record to equal that of Bourdais. He started his quest for a third-straight championship with victory No. 14 in 28 starts.

The 49-year-old 500 Festival Parade the day before the Indianapolis 500 is now ranked No. 3 in size among U.S. parades behind the New Year's Day Tournament of Roses in Pasadena, Calif., and the Macy's Thanksgiving Day parade in New York City. Indy's big one steps off — with all 33 starting drivers taking part — at noon on Saturday, May 27th downtown.

One wonders what NASCAR might do — if anything — about being left out of *USA Today's* listing of this country's 10 best sports seats available to fans. A seat at the Indianapolis Motor Speedway finish line for the 500 was one of the 10 best sports seats cited, along with Churchill Downs, Fenway Park and other famed sports venues, but there was no mention of Daytona.

Northwestern Indiana's Illiana Motor Speedway, built in 1945 for motorcycles, then enlarged to a half mile for cars in 1949 and later paved, will close after this season. The Schererville track is only 35 miles from the Windy City and was kindergarten to college for many area drivers. Chicagoland fans will have to travel great distances to see short-track races — if they can find one — next year.

Celebrated golfer **Tiger** (You Could Win) **Woods** now has a crash helmet. In New Zealand for the wedding of his caddy, **Steve Williams**, the noted pro linksman obliged Williams by driving in Monday's charity dirt-track auto race in Huntly on the North Island. Woods was part of one of two five-man teams taking part. Wonder if he insisted on a Buick?

Seems to me I remember some supercharged Ford Fairlanes showing up at some 1957 Winston Cup races. In a look back at the career of BCRA (Big Car Racing Ass'n, Colorado) co-founder **Carl Mismach** in the club's March/April newsletter, it notes in 1957 the Ford Motor Co. built 500 supercharged V-8 engines for use in Fairlane 500s, Thunderbirds and Custom 300s primarily for racing but "stock by definition." Mismach's mechanic at the time, **Jerry Norrick**, says of the '57 Fairlane he worked on, "There was nothing stock about it; it was built to race. Besides a supercharged V-8 engine, it had four-inch-wide Mercury Turnpike Cruiser brakes, a heavy-duty transmission and clutch with enhanced suspension, and it handled like a race car." **Jerry Unser** drove one up Pikes Peak in 1957. Are there any still around?

OURSLER:

Grand Am Leaders Emphasize The Concept

CONTINUED FROM PAGE 6

Edmondson put it, "It's not about the cars, it's about the concept. We're not in a technological race, although the technology of our cars is more advanced than some might think. The basis of our thinking is safety, reliability, ease of service and rules stability. If we can make our cars better in those ways, we will make changes. What we will not do is change them to make them faster, simply for the sake of going faster."

Edmondson and France see their "baby" growing through word of mouth, a sort of grass-roots advertising campaign. And while they have seen growth, it is not so much on the spectator side of the fence but rather in the paddock, where their "concept" seems to have resonated with the participants who have been on a buying spree when it comes to the Daytona Prototype arena, not to mention its counterpart GT universe.

If one were to project several years out, it is conceivable that the Rolex tour could have a lock on the entrant market, something which, regardless of the Grand Am's inner focus, could make them a powerful voice in the sports-car world, not just domestically but internationally as well. Yet, the prospect of being part of the international scene appears to have little interest for either man.

As France put it, "For racing to succeed here, we need to have a balance, which means a strong open-wheel arena, as well as moving road racing to a new higher level, where it can be equally strong." To do that, he and Edmondson have charted their different path, one that the Grand Am president believes would make liaisoning with the international governing bodies unlikely. "We're so different," said Edmondson, "that I think it would be difficult for us to talk with them."

Even so, if the Grand Am continues to expand, one gets the feeling it may have to, or perhaps to put it another way, the international folks may have to come to Daytona Beach to discuss the state of the sport. And if that does happen, it will put the word "compromise" on the table, and that is where the fun will begin. While racing budgets these days are more dominated by overhead than they are capital expenditures, there is concern that technology may be getting out of hand.

In the real world we produced atom bombs so fearful we couldn't use them, and now we're finding the sophistication built into today's top-of-the-line prototypes may well be beyond the means of anyone but the factories to deal with.

The Grand Am represents a fork in the road; which fork the sport takes is not yet clear, but whichever it is, we will have to live with it far into the future.



GRAND AM PHOTO

OUT FRONT: The Porsche-powered machine of Mike Rockenfuller and Patrick Long won Sunday's Grand American Road Racing Championship event at Virginia Int'l Raceway.

FORUM:

Some Say, Grow Up And Get Over It!

CONTINUED FROM PAGE 6

Tired Of The Crying

You don't have to be a Hendrick Motorsports fan or a Jimmie Johnson fan to be sick of all of the crying about the No. 48 being illegal. That was more than two months ago, so get over it. Everyone wants points taken away from cheaters. What about Harvick's fuel filler last March, or his "trap doors" in the trunk last fall?

I like Ryan Newman, but his comment about Johnson's other victories being questionable was off the mark. Gosh, Ryan. Tell me how you got so much better fuel mileage a couple of years ago. Was it from those "legal" fuel cans that you have? He certainly was quick to point the finger. I have a larger list of all of the "non-cheaters" if you would like to see it.

I hate to tell everyone, but the No. 48 car isn't the only one to dabble in "gray areas." As in the No. 48 shock dilemma last year, the shocks were not illegal, they were "unapproved." Later, they changed the rules and made them illegal.

If crew chiefs don't push the "gray areas," they will run the same as last year, and we know how that works. Chad Knaus is known as an innovator (read it anywhere), and the track-bar bolt was an "unapproved part." Of course, NASCAR will have a new rule now.

NASCAR seems too concerned about the "buck" and making everything the same. What about the Car of Tomorrow? I think that may come back to bite them and they will lose a lot of fans. Sure, they will be safer cars, but they won't have any "racin'." It will be follow the leader.

The cheater Hendrick and his pardon? My gosh, how long ago has that been? I think I kicked the slats out of my crib when I first heard that one. GET OVER IT!

If these things irritate you so-called "fans" so much, go find another hobby. You aren't a true NASCAR fan. I hope Jimmie Johnson wins the championship just to irritate people like you.

Lonny Meyer
St. Peter, Minn.

Talkin' Tech

I very much enjoyed the April 12 column by Bob Colesworthy from St. Charles, Mo., the former home of the sports-car races at Smart Airfield. His revelations about the virtues of carburetion versus fuel injection I'm sure took many people by surprise.

Of particular interest was his recommendation to leave jetting alone regardless of altitude — that the carburetor is a self-correcting device. The late, great Team Roosevelt mechanic Jim McGee declined to change jets when the Fiat-Abraths went from Road America out to Continental Divide Raceway in Colorado. His cars took firsts in both the production and modified classes.

Not to sound like a Luddite, but there are also advantages to electrical versus electronic systems. At Le Mans a few years ago, it rained heavily, shorting out several of the hi-tech Audi team cars. At Blackhawk Farms a few years ago, I mounted the ignition coil upside down on my Alexis Formula Ford and drove in the rain for 80 minutes with no problems whatsoever.

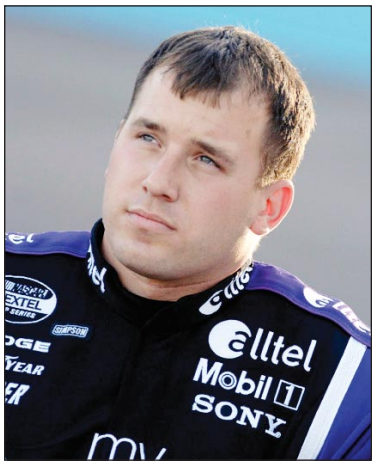
Carl Goodwin
Norwalk, Ohio

Wish I Were

When I wish upon a star, I wish for:

■ One IndyCar Series.

■ The roar of normally aspirated engines AND the whines of turbocharged engines together.



AUTOSTOCK IMAGES

LAY OFF THE 48: One reader called Ryan Newman a finger pointer because of his recent comments.

■ Starting grids of NOT LESS than 36 cars.

■ NO LESS THAN 20 races a year: Indy 500, Long Beach, Watkins Glen, Monterrey, Texas, Cleveland, Richmond, Toronto, Kansas, San Jose, Milwaukee, Chicago, Montreal, Infineon, Road America, Motegi, Australia, St. Petersburg, Mexico City, Nashville and Kentucky.

■ Support series. Formula Atlantic at ALL RACES. Also, USAC Silver Crown (old style) at ALL OVAL RACES, Star Mazda, Formula BMW, other single-seater series at ALL ROAD-COURSE RACES.

Ken Parrotte
West Monroe, N.Y.

Two Suggestions

After qualifying for the Busch Series with Cup drivers intermixed, Sunday morning Busch drivers and owners load up their stuff and leave before the green flag, leaving a race for the six or 10 cup drivers to race among themselves for the checkered flag. With only a dozen cars in the field, the message the fans would send would be clear to NASCAR about the displeasure of Cup regulars cherry-picking money from Busch drivers.

Solution Two: With Cup regulars intermixed in the field when the green flag falls and after one lap the slowest qualifying Busch regular drops out and gets last place. The second-slowest Busch qualifier drops out after completing two laps, the third slowest drops out after the third lap and so on until there are only less than a dozen or less Cup drivers to finish the race between themselves. After 35 or fewer laps the Busch drivers would be loading up with points and money they earned (through time qualifying) and only the handful of NASCAR Cup drivers are left to run the rest of the race among themselves. The fans would be plenty mad with NASCAR, along with promoters, television stations, sponsors, etc., watching only six to 10 Cup drivers ride around, racing for the remaining places. The Busch drivers would still get paid for their finish as they qualified. The message sent to NASCAR would be clear! Continue the same next week until NASCAR gets the message the Busch drivers are wanting to deliver.

Larry Bartoli
Weatherford, Texas

Information Needed

Could someone direct me to a good source of photos and information on the USAC stock-car racing series? I am doing research on a car that was built by the late Jack Bowsher in the early 1970s as a Torino. Then, after being crashed, it was re-bodied as a Mustang. The front frame section and center section are as built in the 1970s. The rear has been replaced with a coil spring and truck arms replacing the leaf spring-type suspension.

Chuck King
Via E-mail


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