

ALL MAJOR SERIES
SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
FEATURES AND PHOTOS
PERSONALITIES
MARKETPLACE

SINCE 1934



NATIONAL SPEED SPORT NEWS

East Snares Night
Before 500 Loot

USAC MIDGETS

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Humpy Says
Goodbye
After More
Than 30 Years

SPRINT CUP

PAGE 2

HHP/HAROLD HINSON PHOTO

MAY 28, 2008

www.nationalspeedsportnews.com

Vol. LXXVI, No. 21

\$3



GINNY HEITHAUS PHOTO

TO THE VICTOR: Scott Dixon takes the traditional swig of milk after winning Sunday's Indianapolis 500.

MASTER OF MAY

*Dominant Scott Dixon
Captures Wild Indy 500*

IRL INDYCAR

PAGES 3, 30-33

Drought Over, Kahne Sweeps At LMS

SPRINT CUP

PAGES 2, 34-35





MOD MARRIAGE

SMRA, Madera Could Benefit From Union

At the first Vukovich Classic in honor of Fresno's two-time Indianapolis 500 winner, a handful of "true" supermodifieds were joined by a collection of upright sprint cars and buggy-spring supers descended from the hardtop era.

That was 1978 at Central California's Madera Speedway, and the supermodifieds were a support class to the midgets.

By PAUL SHIGLEY
NSSN CORRESPONDENT

INSIDE LOOK

By the time of this May's Vukovich Classic, the supermodifieds had come full circle. Only 12 full-on supers took the green flag. They were joined by nine "360 supermodifieds" — heavier cars with smaller, carbureted engines. But in 1978, the supermodified class at Madera and on the West Coast was on the ascendancy. In 2008, everyone involved hopes the fastest short-track cars are on the rebound.

This season, the one-third-mile paved oval at Madera, located about 20 miles north of Fresno, is scheduled to host the supermodifieds six times. Those races amount to more than half of the events for the Super Modified Racing Ass'n, and they carry a separate \$6,000 point fund. Right now, it's something of a marriage of convenience, as second-year Madera promoter Kenny Shepherd needs the open-wheeled rockets to build a fan base, and SMRA needs a place to race after a couple of dismal years.

"I'm not a back-gate guy. I'm a front-gate guy," Shepherd said. "I know that's a ticket I can sell." SMRA is happy to help Shepherd

sell tickets.

"Madera has always been considered the home of the supermodifieds and Kenny Shepherd has great confidence in the supermodifieds. I appreciate what Kenny has done for us here," said SMRA Executive Director Brad Belveal. Still, he added, "I'm not a fan of having a home track. The supers are a traveling series and have been for a long time."

During the last 30 years, an alphabet soup of organizations — WSR, WSSRA, USAC, SRL, SMRA — have sanctioned supermodified racing in the West. Some of the series had great success, while others merged

MARRIAGE: CONTINUED ON PAGE 43



FINAL TIME: H.A. "Humpty" Wheeler looks out over Lowe's Motor Speedway during Sunday's Coca-Cola 600.

Wheeler Leaves LMS Post

Longtime Speedway President Ends Tenure Abruptly After Coca-Cola 600

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — In the days that followed Lowe's Motor Speedway President and Speedway Motorsports, Inc. General Manager

H.A. "Humpty" Wheeler's surprise retirement announcement, it became clearer that Wheeler's departure from

the speedway he helped build into NASCAR's premier racing facility would lean more toward acrimony than ceremony.

Wheeler announced Thursday, just days before the Coca-Cola 600, that he was retiring from both positions to pursue other opportunities, which include authoring a book about his years in NASCAR, teaching a class in Belmont Abbey's motorsports program and hosting "The Humpty Show" on Speed.

Though Wheeler was never specific, in several interviews he alluded to disagreements between himself and SMI owner and Chairman O. Bruton

Smith as the onus behind his departure.

While making his regular appearance on Mark Packer's "Primetime with the Packman" afternoon radio show on WFNZ-AM in Charlotte, Wheeler said he hoped down the line that his relationship with Smith would be repairable.

"Some of it is on my own terms. I won't say it all is," Wheeler said at his retirement announcement. "Some of it is, and I'll let it rest at that."

While leaving the door open to be available as a consultant to NASCAR

WHEELER: CONTINUED ON PAGE 42

Speedway Motorsports Adds Kentucky To Empire, Seeks '09 Cup Date. PAGE 42

Mighty Kasey Snares Another Coke 600

By RON LEMASTERS, JR.
NSSN CORRESPONDENT

CONCORD, N.C. — For the second weekend in a row, Kasey Kahne wound up in victory lane at Lowe's Motor Speedway.

SPRINT CUP

How he got there this time was nothing short of miraculous.

Kahne broke a 52-race winless streak with his eighth-career NASCAR Sprint Cup Series victory, taking the Coca-Cola 600 when leader

Tony Stewart popped a right-front tire with two laps remaining.

"I was thinking second (place)," Kahne said after the race. "I saw Tony slow up and I thought he was out of gas. At that point, I couldn't believe it. He was low and slow off turn two, and I passed him, just tried to hit my marks



Kasey Kahne

and make sure I brought it home." Kahne became the sixth driver to win both the NASCAR Sprint All-Star Race and the Coca-Cola 600 in the same season, and the first to do it since Jimmie Johnson in 2003.

"Somebody told me that I am the sixth driver to win the All-Star and the Coca-Cola 600, and the others were Dale Earnhardt, Jeff Gordon, Jimmie Johnson, Davey Allison and Darrell Waltrip," Kahne said. "To have my name with those, I think

COKE: CONTINUED ON PAGE 34

NSSN RACING LINE

The Week In Motorsports For May 28, 2008

Hamilton Beats Rain To Get Highlight Of Young Career

MONACO — The walls and barriers that line the Monaco circuit rarely forgive errors. But Lewis Hamilton recovered from a brush with the barriers to win.

FORMULA ONE
PAGE 26

"This has got to be the highlight of my career and I am sure it will continue to be the highlight for the rest of my life," an ecstatic Hamilton said.



STEVE ETHERINGTON PHOTO

Dewease Has Keystone Cool In Wire-To-Wire Showdown Win

CONCORD, N.C. — Lance Dewease is no stranger to victory lane in the Advance Auto Parts World of Outlaws Sprint Series, with four series victories at Williams Grove Speedway in Mechanicsburg, Pa. But on Friday night, Dewease notched his first World of Outlaws triumph outside of the Keystone State leading wire to wire in the \$12,000-to-win Rite Aid Outlaw Showdown at The Dirt Track @ Lowe's Motor Speedway.

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DIXON'S DAY

Ganassi's Quiet Kiwi Has Speed To Reach Indy Victory Lane



DAVID E. HEITHAUS PHOTO

BULL'S EYE: Scott Dixon leads the way in Sunday's Indianapolis 500 en route to his first triumph at the Brickyard.

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — After a wild 92nd Indianapolis 500, quiet New Zealander Scott Dixon followed through on a dominant month by winning the Greatest Spectacle in Racing Sunday at Indianapolis Motor Speedway.

Dixon started on the pole and led seven times for 115 of the 200 laps. He held off a late-race charge from Vitor Meira of Brazil and American Marco Andretti to win by 1.7498 seconds.

Dixon finished second at Indianapolis last year.

"I just couldn't believe it," Dixon said as he was kissed repeatedly by his wife, Emma. "There were so many yellows there it was hard to get into a rhythm. I was trying to save fuel and the car had a little too much drag on it, but as long as we got a good jump on those guys on the restart, I could stay up front."

As Dixon was given the traditional bottle of milk in victory lane, he took a big



STEVE SNOODY/IRL INDYCAR PHOTO

MORE INDY 500 COVERAGE

- Honda signs five-year extension — and wants competition from other manufacturers. **Page 32**
- Pit lane run-in with Ryan Briscoe ends Danica Patrick's hopes at Indy glory. **Page 32**
- With another second-place showing, first win continues to elude Vitor Meira. **Page 33**

swig and then splashed everyone in pit lane.

After a yellow flag when Milka Duno spun and during which Danica Patrick

and Ryan Briscoe collided on pit lane, the race resumed on lap 176, with Dixon ahead of 16 cars on the lead lap.

Andretti passed Helio Castroneves on lap 190 to move into third behind Dixon and Meira. Ed Carpenter, who had dropped to 16th after stalling in the pits earlier in the race, tried to pass Castroneves for fourth, but couldn't make the move.

But in the end, it was Dixon — the fastest driver all month at Indianapolis Motor Speedway who was fastest again on the day that mattered most — Race Day.

"We come here to the Indy 500 and we've been lucky enough to win and we've been lucky enough to finish up front," said Mike Hull, the managing director of Target Chip Ganassi Racing. "This year we had speed and speed was the denominator that we had with both Dan Wheldon and Scott Dixon. When you have speed as your ally, then it makes what we did enormously easier."

"So as Chip Ganassi spoke a couple of

DAY: CONTINUED ON PAGE 30



DANA GARRETT/IRL INDYCAR PHOTO

ALL SMILES: Scott Dixon wears the ceremonial wreath in victory lane Sunday at Indianapolis Motor Speedway.

Other Shoe Never Drops For Dixon

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — Scott Dixon's Sunday began when his wife, Emma, made him pancakes at their motorhome parked inside the infield of Indianapolis Motor Speedway.

So, what goes better with pancakes than a nice, cold bottle of milk, especially the one that goes to the winner of the Indianapolis 500?

That made this Sunday moment very special to the driver from Auckland, New Zealand, after he won the 92nd Indy 500.

"I went to bed early and got woken up by that God-awful cannon that goes off at six in the morning," Dixon recalled, referring to the signal bomb that announces the gates are open at Indianapolis Motor Speedway. "The dogs in the motorhome, they were barking after that. So I was up quite early. My wife, Emma, made me just plain pancakes, American pancakes."

"I put a bit of butter on it, a bit of hot syrup, and that's about all I had actually before the race. That was my morning. That's a nice way to start."

Later, he found a perfect way to end his day, taking the checkered flag at the Indy 500.

While some drivers may not understand Dixon's quiet nature, his

DIXON: CONTINUED ON PAGE 30

OPINIONS

ECONOMAKI: Patrick steals headlines again with near-fight. **PAGE 4**
ARGABRIGHT: What to do when confronted by a woman. **PAGE 4**
MARTIN: Indy 500 shows promise for open-wheel racing. **PAGE 31**

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EXCLUSIVE

Hamilton's Widow Is Carrying On Husband's Legacy, Truck Team

The worst part of "for better or worse" crashed into Lori Hamilton's world, bringing with it uncertainty and pain, the way it always does. And death, the way it sometimes does.

LIVING LEGACY PAGES 28-29

There are no SAFER barriers for that. There's no restraint system for watching helplessly as your husband dies of cancer, leaving behind a broken family and a family business.

WINNER'S LIST

Series	Winner	Where	Page
USAC Sprints	Shane Cottle	Anderson, Ind.	6
Indy Lights	Dillon Battistini	Indianapolis, Ind.	8
Show Me 100	Scott Bloomquist	West Plains, Mo.	8
USAC Sprints	Tanner Swanson	Anderson, Ind.	10
USAC Sprints	Levi Jones	Terre Haute, Ind.	10
All Stars	Greg Wilson	Fremont, Ohio	14
Nationwide	Kyle Busch	Concord, N.C.	36
Craftsman Truck	Donny Lia	Mansfield, Ohio	38

THE FINISH

"I race one day a week; I don't race twice a week. I have one day a week to prove myself. I have 200 laps to prove myself. I have 200, not 400."

BRAD KESELOWSKI
NATIONWIDE SERIES, PAGE 36



▶ PUBLIC FORUM

Let your voice be heard

All-Star Disappointment

What a shame — once a year they hold the All-Star Race in front of a tremendous crowd live on TV and after all of the pre-race ballyhoo and hoopla, it was just another dud. It was a sad excuse for a race.

L. Morehausen
Fairview Heights, Ill.

The Big 5-0

I think NASCAR should increase the fields to 50 cars. It would be interesting to see how well they run. I'll bet some ARCA guys might come over.

Bench racing at the Moose Lodge has Kyle Busch as the one to beat this weekend.

Mike Rudderham
Griffin, Ga.

Good Memories

The last time real American race cars ran at Indy, driven by well-known experienced U.S. speedway drivers was 1964. If you were 18 then, you'd be 62 now and eligible for Social Security.

Had you been 18 and watched the Offys on the short tracks (midgets) and at Indy since Watson's first win in 1956, you would be 70 now. That age range (62-70) defines the memories of those who were there to remember professional U.S. speedway-race cars and drivers at their zenith, the era of "the specials."

There is no consolation for these racing fans anymore than there would be for NASCAR fans had the European aficionados (Ford and Penske) taken over their sport with rally cars and drivers. There may be some "grass" here, but it's Astro-turf without roots.

So, if we sound dated and out of place, it's because we remember what Indianapolis once was, and, with proper oversight and development, should still be.

Strangely, NASCAR might be the only entity that could ever again give us our race cars

FORUM: CONTINUED ON PAGE 55



Share Your Opinion

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



The Fight That Wasn't

Penske KOs A Patrick-Briscoe Brawl

INDIANAPOLIS

The buzz following the waving of the checkered flag at the 92nd running of the Indianapolis 500 was not about New Zealander **Scott Dixon's** well-earned victory, but the inability of driver **Danica Patrick** to punch Australian driver **Ryan Briscoe** in the nose. The irate Ms. Patrick climbed from her disabled Motorola-backed Andretti Green machine, vocalizing about what she intended to do to Penske man Briscoe, who she blamed for the crash that eliminated her from a top-10 finish. Her well-voiced, pugnacious intentions were relayed by radio to Briscoe bossman **Roger Penske** in the pits, who immediately radioed Briscoe to pull down his face shield and stay in the car. The disturbed Danica hot-footed it toward the stalled Briscoe car. Danica never got to the Team Penske machine, being intercepted

on the way by a burly track worker. The stalled Aussie stayed in his car so long, that he was still in it when track workers finally pushed it to a safer location. As to the race, it is described "as good" by experts, noting a deserving driver-team win, that there were no injuries and the crowd was —

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

as usual — huge. There were some complaints over the extended yellow-flag running — one hour and 59 minutes worth — and the accompanying lengthy track-cleanup time required. Statisticians loved the May 23 practice-day figures. **Dan Wheldon** headed the list with 441 laps; **Max Papis**, who missed the race, covered 427 laps; **Will Power** drove around the track 417 times while **Scott Dixon** logged 416 laps, and **Marco Andretti** covered 408 laps. Marco's 228.318-mile-per-hour lap was the fastest of all those practicing. Multiply these total lap numbers by 2.5 to get the impressive mileage totals. Reports from a local champagne salesperson would have one and all believe more champagne was sold in the three hours following the race than had been sold all month long! The bulk of this bubbly sale was in the Ganassi-Dixon garage area. Rookie-of-the-year honors went to Rahal-Letterman driver **Ryan Hunter-Reay** for his sixth-place finish in their Ethanol-backed car. Last year he took the Bombardier Rookie of the Year in the Indy Lights Series. For those interested in who comes from where, there were nine drivers who led during the 500 but only three, Marco Andretti, **Buddy Rice** and **Ed Carpenter**, were Yankees, all other leaders were foreign born. The first two drivers to exit this year's race were the youngest, **Graham Rahal** at age 19 — and the oldest, **Marty Roth** at 49. Ye Ed is easy to please, but **Julianne Hough**, who sang the pre-race National Anthem, should stick to dancing. She was in



JIM HAINES/IRL PHOTO

THE KISS: Scott Dixon, winner of the 92nd annual Indianapolis 500, gets a kiss from his wife, Emma, in victory lane at Indianapolis Motor Speedway.

the news earlier for her "Dancing with the Stars" role with **Helio Castroneves**. Race day was perfect, a bit cool at the start with the thermometer reading 55 degrees. I'll come back.

Spent Saturday night at O'Reilly Raceway Park where a 54-car USAC midget field put on a great show. The open-cockpit events were interspersed with races by the local stock-car club whose members were thrilled by the huge crowd the midgets drew, the biggest in years. The 50-lap stock-car finale, where yellow flags do not count, was riddled with yellow flag after yellow flag. Though I didn't count, I would bet it was a 100-lapper.

By and large, racing program books are, in a sense, meaningless. Not so, however, for this year's Indianapolis 500 program book, as this heavyweight publication is a classic. In all of Ye Ed's years around motorsport, never has such a fine race-program book been encountered. It is a captivating publication, with great stories, charts, graphs, artwork and unique angles. Responsible for this superb piece of work is **Dawn Dyer**, director of the Speedway's Creative Services Dept., with great help from artist **David Uhl**, whose handiwork throughout is outstanding.

ECONOMAKI: CONTINUED ON PAGE 55

Confrontation With Danica Could Be A Sticky Situation

INDIANAPOLIS

For a moment, as millions of people cheered and jeered and held their breath, it looked like Danica Patrick was going after Ryan Briscoe.

As the memorable scene unfolded at the 92nd Indianapolis 500, it appeared that racing was finally going to confront an enormous ethical issue that has yet to be resolved: If a female racer physically confronts a male rival after an on-track incident, does he have the right to respond in kind?

No other professional sport has to deal with this issue. Basketball, golf, track, et al, all require sexes to compete in separate venues. But with the advent of women competing on equal footing in auto racing, we will someday face the historic moment when a woman and a man have a physical altercation, right there on national TV in front of God and everybody.

That moment seemed close at hand on racing's largest stage Sunday afternoon. After a few anxious moments, IMS security officials frantically — and wisely — headed off Patrick and dif-

AMERICAN SCENE



DAVE ARGABRIGHT

fused the situation, and she simply stalked off to vent her emotions elsewhere.

You might have laughed at the spectacle on Sunday afternoon. But it isn't at all funny because it perfectly illustrates a situation that is grossly unfair to every male competitor.

Patrick clearly has a mercurial personality and she wears her emotions on her sleeve. She has no hesitation to call out anyone whom she feels has wronged her on the race track. That's fine, every racer handles that situation in their own way. Some are ready

to resolve it with a fight, while others simply forget it and move on.

But when the day comes that she walks into another man's pit and slaps him in the face for causing her to spin, what is he supposed to do? Does he stand there and take it, or does he have the right to give it back? And it's fair to say, based on what we've seen so far, that day will likely come.

Think about the implications: If a guy lets a five-foot-nothin'

ARGABRIGHT: CONTINUED ON PAGE 55

NATIONAL
SPEED
SPORT
NEWS

America's
Weekly
Motorsports
Authority

SINCE 1934



ISSN NUMBER: 0028-0208
USPS PUBLICATION NUMBER:
374-300

THE KAY PUBLISHING
COMPANY

6509 Hudspeth Rd., P.O. Box
1210, Harrisburg, NC 28075-1210

Phone: (704) 455-2531
Fax: (704) 455-2605
Web site:

nationalspeedsportnews.com

Preferred periodicals postage
paid USPS, Springfield, VA
22150 and at other offices.

National Speed Sport News
is published weekly. Publication
is suspended first and last
weeks of the year (50 issues).

© Copyright 2008
Kay Publishing Company Inc.

Postmaster: Send change
of address to National Speed
Sport News, P.O. Box 1210,
Harrisburg, NC 28075-1210

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The
Audit
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An Autograph Does Matter

CONCORD, N.C.

Jason Meyers had just raced 30 hard laps and finished second Friday night at The Dirt Track @ Lowe's Motor Speedway. The California native had just removed his helmet and was standing outside his team's transporter debriefing with his Elite Racing No. 14 crew. He wiped the sweat from his brow and grinned lightly at his teammates as they chatted.

Meyers had driven from 11th starting spot on a night when nearly all the contenders had trouble and finished second to Pennsylvania traveler Lance Dewease. Another handful of laps and Meyers may have had his fifth Advance Auto Parts World of Outlaws triumph of the season.

Suddenly, Meyers moved quickly about three steps to where there was a young boy with an item to be autographed standing by. With as much precision as he had used in working his way through the field to extend his point lead in the world's most prestigious sprint-car series, Meyers swooped in.

"Hi buddy," he said. "Let me grab a pen."

With that, Meyers found a place for his helmet and retrieved a marker from the team's toolbox and returned to the boy and his father.

"What's your name?" asked the driver who has amassed nine top-five finishes in 11 races this season and has picked up a pair of Golden State Challenge Series victories to accompany his four World of Outlaws triumphs.

"Ryan," the boy, who appeared 5 or 6 years old, replied.

From there, Meyers proceeded to sign his name while chatting with the young race fan, a race fan who, no doubt thanks to Meyers tak-

FROM THE DESK



MIKE KERCHNER

ing a few minutes to chat with the boy and his father like they truly mattered, will someday take his son to a sprint-car race.

The trio talked for a few minutes before the boy proudly showed his father his autographed memorabilia before the two continued their trek through the pits, and Meyers returned to talking to his crew.

And that right there is what makes short-track racing so wonderful. This Memorial weekend at every track across the land there's someone who witnessed a story similar to that of Meyers and young Ryan. It may have been the World of Outlaws point leader in this case, in others it surely was a street-stock driver, a late-model track champion or a driver with a cool paint scheme.

But the story's the same, there are youngsters out there that like auto racing and there are racers who are accommodating to them. Unfortunately, there are other stories where "self-absorbed" racers rudely decline signing autographs for kids of any age. And that's sad because virtually every racer in the pit area has a story about getting an autograph from his or her racing hero.

Short-track racing is suffering in many places across the country, and if it is to build a new fan base, it needs not only Meyers and the others like him to take a few minutes for kids like Ryan and their parents, but every driver.

By Saturday night, Meyers was 300 miles away working on his fifth World of Outlaws triumph of the season. And you can bet Ryan was still talking about his autograph and probably thinking about being a race car driver one day.

A few minutes of time can make a difference.

Comparing Horses & Horsepower

VALLEY STREAM, N.Y.

It's been said you never can have too much hype. Apparently, it's not true in NASCAR.

For years, we have been overwhelmed with hype for the most over-rated event on the racing calendar, the NASCAR All-Star Race.

Speed has had a daily "countdown" for its telecast. To me, it is both boring and annoying. Either everybody crashes or somebody runs away with it.

Then there's the NASCAR TV announcers you have to put up with. Their "gully-chee, it's another Saturday night shoutout" schtick became tiresome years ago.

But it isn't just the All-Star Race that NASCAR oversells. There's the dreaded Chase, which The NASCAR homers expound on from Daytona to Homestead. Three out of four years the Chase has been anti-climatic.

Right before the All-Star telecast came the running of the Preakness, the second race in horse racing's Triple Crown. I thought I'd watch the NBC coverage as a comparison.

It was very professional. After an hour I knew more about the horsey set than Chris Meyers knows about auto racing, and he's been cashing a paycheck from Fox for more than seven years.

There was no "boogity, etc.," or endless sponsor plugging. The horse people didn't waste time with unfunny "in" jokes like the folks at Fox do.

Please, will someone tell me what is so amusing about Jeff Hammond? The third leg of the Triple Crown is just five miles from here, at Belmont. They have a steed trying to win all three races for the first time in 30 years.

RACING JOURNAL



GARY LONDON

Seems more interesting than The Chase.

■ It was great seeing some drama at Bump Day at IMS. I hope next year it's even better. What used to be fun was journeymen drivers scurrying around for rides and jumping into something at the last minute. There are more drivers in this race I'm unfamiliar with than ever

before.

I sure miss Bob Jenkins as Indy TV anchor. There has been a spate of bad ones. Marty Reid's disc jockey voice inflections are as phony as his hairpiece.

■ On Wednesday, June 4, Williams Grove Speedway will host the wingless USAC sprint cars, along with ARDC midjets. This is one show I have to see. Hope you do, too. Fred Rahmer is scheduled to race "topless."

■ Old friend Freddy Stutz, age 79, wound up in a Florida crash house after running his TQ into the wall at Charlotte Motorsports Park in Florida.

Fred broke his neck a few years ago. Talk about a tough ole guy. He won the first race I ever covered for this paper in 1963. Get well soon.

■ Bill Park and Wayne Anderson won the first two modified features at Riverhead (N.Y.) Raceway. Both are in their 60s. Some say people that age shouldn't even be writing about racing. Maybe Riverhead doesn't hate old timers after all.

■ Sorry to report the passing of two old friends, car owner Frank Ariano, and former Dorney Park announcer Johnny Cathers.

■ Eating leftover Indy potato salad at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail to Racewri771@AOL.com.

Soldier Finds His Way To Road-Racing Opportunity

HARRISBURG, N.C.

Blame it on adrenaline or inexperience or some toxic mix of the two that saturated the youthful 30-driver field, but Mark Pombo's victory in the inaugural Volkswagen TDI Cup at Virginia Int'l Raceway earlier this month came with a few close calls.

But Pombo, at 25, one of the more experienced drivers in the TDI Cup, stayed clean, never pushing the issue even as those around him did.

"If somebody acted like they were going to dive-bomb me, I let them go," Pombo said. "Some people didn't have the same mindset, and they nailed each other fighting for the same piece of real estate."

"Dive-bomb?" That's an interesting turn of phrase coming from Pombo, whose experience goes far beyond that of your typical young road racer because Iraq is not your typical place. Not now, maybe not ever.

The road course there may be a mostly straight line between the U.S. Army's so-called Green Zone and another Army outpost, but the hazards came in spurts of gunfire from people to whom it mattered not at all

that Pombo's unit may have been delivering needed humanitarian aide. Water to Iraqis, fuel and supplies to U.S. infantry troops — it was all the same, and the bullets flew.

"You could never stop — that's the worst thing that you could do," Pombo said. "You had to keep going. We had two escort Humvees, front and back of our supply line, with two guys in one truck and one would be laying down fire."

Pombo, the son of former SCCA and SCCA Pro champion Pepe Pombo, spent 13 months in Iraq, including two months attached to the famed 82nd Airborne. Before it was done, he had logged more than 15,000 "accident-free" miles, as a driver and a passenger, through the hostile Iraqi sands. He had volunteered 10 times for what were considered dangerous missions that are full of U.S. military acronyms such as LOG-PACS, BSFZ and CSS.

After all that, avoiding an amped-up teenager or two in Volkswagen Jettas on a Sunday afternoon in Southern Virginia seems almost trite.

But in an odd way, Pombo's tour of duty is what brought him to the gen-

ALL THE MARBLES



JOHN CLAYTON

tle hills of Virginia. At least partly, it is what helped deliver him to VIR's victory circle in the TDI Cup.

Pombo was an admittedly unfocused undergraduate at Georgia State University on Sept. 11, 2001. Lives were lost, and lives were changed that day.

"It affected me a little more than my roommates and some of my friends," Pombo said. "I decided that it was time to step up and do something for your country this was it. It was time to be a man and be a patriot."

So, Mark Pombo became Pvt. Pombo, figuring he would help fight the War on Terror and put together

money to continue his education when his active military commitment ended.

"Really, the Army helped me be able to race because when I came back, I had a little over 35 grand in my bank account," Pombo said. "I was able to use my military benefits to live off of and the State of Georgia's (HOPE Scholarship) paid for school. It enabled me more than anything."

A dedicated Pombo obtained his accounting degree from Georgia State, and is working on his MBA.

But a funny thing happened on the way back to his home track, Road Atlanta — Pombo became a better driver. Maybe it was age or conditioning. Or maybe it was lessons learned a world away, the same ones that helped bring Pombo home that he transferred into the cockpit of a race car.

"I know that before I went into the Army, I made a lot more mistakes, whether it was in Legends or spec cars," he said. "It just comes from everything as you get older and the military was just one of those aspects."

"In the military, you pursue the

path that's in front of you, and you want to have all your wits about you and be totally focused. In a race car, that comes down to sticking to the gameplan and having patience. You have to set yourself up to win on the last lap. In the Army, you want to make sure you do everything to set yourself up for a successful mission and to get back home."

Pombo's first step on his latest path — the TDI Cup — was a very successful one, and one that could pay big dividends in the form of a \$100,000 prize for the points champion and another \$250,000 in assistance if the winner signs a professional contract in any series.

It couldn't have started any better — on a historic course in front of a good crowd on a peaceful Sunday with nothing but the road ahead and not a bullet to be fired.

"I realize that I'm 25 years old and I'm not going to be the next young racing sensation like Kyle Busch," Pombo said. "I'm just making the best of the opportunity I have."

No. He won't be the next Kyle Busch, Denny Hamlin or Graham Rahal. Those guys are heroes, right?



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East Holds Off Carter For ORP Score

By JIM MORRISON

CLERMONT, Ind. — It looked to be a long day at O'Reilly Raceway Park at Indianapolis for Bobby East on Saturday night when he broke the car's rear end after just one lap of practice for the traditional Night Before the 500 USAC Mopar National Midget Championship event.

But when the final checkered flag waved, the second-generation driver fulfilled a dream by finally winning the prestigious event at the five-eighths mile oval, which is located just a short distance from his Brownsburg, Ind., home.

"I have come close to winning it, but I haven't quite pulled it out until tonight," said East, who is the son of former driver and midget car builder Bob East.

East said the 50 laps at ORP is much more difficult than some would believe. Tire management is crucial.

"There are a lot of things that play into it," said East. "You saw it tonight with all of the oil spills and different cautions."

East credited the crew on his Esslinger Ford-powered car for his success. After the mechanical problems, East was the second quickest qualifier and won his heat.

Even though East led all 50 laps, it seemed as if fate would again snatch the prize away from East when Cole Carter mounted a strong challenge on a restart. However, another caution period bunched up the field and Carter's engine was starved for fuel and quickly fell off the pace.

"We had planned on plenty of cautions, but I guess we didn't plan on enough," said Carter. "It wasn't meant to be."

"One of these days, I will win this race. It is twice now that it has gotten



JIM MORRISON PHOTO

VYING TIME: Bobby East (4) battles Cole Carter for position during Saturday night's Night Before the 500 at O'Reilly Raceway Park.

away from me."

Carter was running second behind Dave Darland two years ago. During a red-flag period, there was some miscommunication with crew members and he was forced to restart on the tail after a pit infraction. Still, he recovered in that race to finish sixth.

"This one hurts a little worse," said Carter, son of multi-time USAC champion Pancho Carter.

Chase Scott turned in his best-career national midget result by driving to an impressive second-place finish. Point-leader Tracy Hines, fast-qualifier Kody Swanson and Bobby Santos III rounded out the top five.

The summary:

Qualifications: 1. Kody Swanson, Nine Racing 19, 20.700; 2. Bobby East, Klatt 4, 20.783; 3. Cole Carter, Carter 7, 20.896; 4. Bobby Santos III, Western Speed 45, 20.899; 5. Jerry Coons, Jr., Wilke 11, 20.920; 6. Brady Bacon, Kahne 99, 20.922; 7. Shane Hmiel, Clauson 47, 20.946; 8. Brian Olson, Olson 77, 20.950; 9. Mike Murgotio, Murgotio 10, 20.955; 10. Kevin Swindell, Pedregon 75, 21.004; 11. Brad Sweet, Kahne 49, 21.010; 12. Cole Whitt, Kunz 71, 21.038; 13. Levi Jones, Stewart 20, 21.040; 14. Tracy Hines, Stewart 21, 21.055; 15. Billy Wease, Western Speed 80, 21.061; 16. Bradley Galedrige, Galedrige 29, 21.082; 17. Mario Marietta, Marietta 85, 21.089; 18. Brad Kuhn, Mentgen 07, 21.092; 19. Evan Margeson, Margeson 50, 21.105; 20. Chase Scott, West 151, 21.121; 21. Chad Boat, Boat 30, 21.138; 22. Dave Darland, Nine Racing 9, 21.163; 23.

Ricky Ehr Gott, Rev 1 8, 21.178; 24. Ron Gregory, RFMS 32, 21.186; 25. Zach Schiff, East 5, 21.206; 26. Chris Windom, Windom 17, 21.215; 27. Chase Barber, Barber 90, 21.222; 28. Chuck Gurney, Jr., Nine Racing 91x, 21.240; 29. Matt Mitchell, Kunz 97, 21.242; 30. Shane Golobic, Clauson 157, 21.254; 31. Ben Petter, Petter 22, 21.257; 32. Nic Faas, Western Speed 40, 21.265; 33. Darren Hagen, Kunz 67, 21.268; 34. Adam Kramer, Kramer 2, 21.274; 35. Dakota Armstrong, C & A 7a, 21.294; 36. David Byrne, Byrne 20d, 21.303; 37. Brad Loyet, Loyet 05s, 21.329; 38. Thomas Meseraull, McGerigle 38, 21.372; 39. James Robertson, Steele 3, 21.373; 40. Mark Atkinson, Atkinson 23, 21.440; 41. Stephanie Mockler, East 6, 21.446; 42. Ryan Kaplan, Clauson 27, 21.467; 43. Brent Beauchamp, Beauchamp 112, 21.503; 44. Justin Overfelt, Zephyr 78, 21.585; 45. Mario Clouser, MCM 06, 21.676; 46. Caitlin Shaw, Shaw 89, 21.738; 47. Joe Liguori, Owen 28, 21.804; 48. Kevin Studley, Studley 57, 21.986; 49. Josh Butler, Butler 11j, 22.335; 50. Mark Overpeck, Overpeck 21x, 22.886; 51. Joey Poliszczuk, Poliszczuk 8x, 23.119; 52. Paul Zimmerly, Western Speed 60, 23.314; 53. Slade Miller, Miller 16, no time.

First Heat (10 laps): Swanson, Jones, Hagen, Murgotio, Marietta, Coons, Loyet, Mitchell, Boat, Butler, Schiff, Mockler, Clouser.

Second Heat (10 laps): East, Bacon, Kuhn, Hines, Darland, Windom, Golobic, Meseraull, Kaplan, Kramer, Overpeck, Swindell, Shaw.

Third Heat (10 laps): Hmiel, Carter, Sweet, Wease, Ehr Gott, Petter, Barber, Robertson, Beauchamp, Liguori, Poliszczuk, Armstrong, Margeson.

Fourth Heat (10 laps): Santos, Olson, Galedrige, Whitt, Gurney, Gregory, Atkinson, Scott, Zimmerly, Faas, Overfelt, Studley, Byrne.

First Semi (8 laps): Scott, Coons, Windom, Petter, Mitchell, Atkinson, Byrne, Kaplan, Zimmerly, Gregory, Kramer, Shaw, Studley, Overpeck, Meseraull, Overfelt.

Second Semi (8 laps): Loyet, Boat, Golobic, Barber, Beauchamp, Faas, Robertson, Mockler, Liguori, Butler, Poliszczuk, Clouser.

Feature (50 laps): East, Scott, Hines, Swanson, Santos, Bacon, Jones, Sweet, Wease, Ehr Gott, Darland, Loyet, Carter, Boat, Olson, Gregory, Hmiel, Kuhn, Coons, Marietta, Galedrige, Whitt, Hagen, Murgotio, Windom, Gurney.



GORDON GILL PHOTO

FINALLY, IT'S BOBBY: After years of trying, Bobby East finally won the Night Before the 500 USAC midget race at O'Reilly Raceway Park.



MAX DOLDER PHOTO

BIG ONE: Shane Cottle celebrates his victory in the Little 500 Saturday night.

Cottle Outduels Elliott For Little Triumph

By KEN DE LA BASTIDE

ANDERSON, Ind. — Shane Cottle scored the biggest win of his racing career capturing the 60th running of the Pay Less Little 500 at Anderson Speedway on Saturday.

Cottle took the lead for the final time on lap 378 with an outside pass of Ryan Litt going down the backstretch. He held off Tony Elliott during a

LITTLE 500

25-lap sprint to the finish to record the victory.

Rounding out the top five were rookie Johnny Rodriguez, Litt and Russ Gamester.

Cottle's victory was the first for the Madison County-based team since Wayne Alspaugh captured the event in 1958. It marked the first victory for team owner Larry Contos.

"This is my first pavement win ever," Cottle said. "It's a good race for that first win."

Cottle said he knew Elliott was

Victory Is Driver's First On Pavement

closing, but made some final adjustments inside the car and took off a little at the end of the 500-lap grind on the historic quarter-mile asphalt oval.

"I love racing here," he said after collecting a minimum of \$25,000 for the victory.

Elliott was frustrated with his second-place finish, citing some calls by race officials that cost him the win.

"We had a great car," he said. "We got beat by pit stops. Officials told us we could pit under the red and then we were penalized for that, and then they said we passed the pace car."

Elliott said the team was still in a position to win.

"With 20 laps to go, we lost a cylinder, but were still able to close on Shane (Cottle)," he said. "Then with five to go, we lost a second

cylinder, so I slowed down to finish the race and not destroy the engine."

Rodriguez, who captured rookie-of-the-race honors, appeared to have the fastest car on the track just before the mid-point of the race and led from lap 148 to 212, when he pitted under the green flag.

"The crew has been here before," he said of the veteran team, "they have a number of top-five finishes. We had one bad pit stop which killed us."

Rodriguez said the race was not as tiring as he expected, but admitted his "butt" was sore.

Contos, whose family breathed new life into the Little 500 in the 1990s by sponsoring the race and organizing a festival around the race, said the win was a long time coming.

"I wouldn't start celebrating until the checkered flag waved," he said. "Anything can happen here. We had to work hard for it. I think in the past we covered every position in the top five but first."

The race was slowed 14 times by caution periods for 109 laps and was red flagged twice. The first stoppage came on lap 48 when Jacob Wilson flipped in turn one, and the second came on lap 134 when Brian Tyler flipped in turn three. Neither driver was injured.

There were 11 lead changes among four different drivers, with Cottle leading a race-high 164 circuits.

The finish:

Showing driver and laps completed: 1. Shane Cottle, 500; 2. Tony Elliott, 500; 3. Johnny Rodriguez, 498; 4. Ryan Litt, 495; 5. Russ Gamester, 492; 6. Rex Norris III, 492; 7. Billy Puterbaugh, 491; 8. Brad Armstrong, 485; 9. Ike Beasley, 475; 10. Jeff Bloom, 475; 11. Jeff Banyas, 473; 12. E.J. Galloway, 469; 13. Brandon Whited, 451; 14. Mark Hall, 434; 15. Tom Paterson, 377; 16. Jim Swain, 298; 17. Kenny Biro, 294; 18. Dave Steele, 239; 19. Kevin Feeny, 227; 20. Ed Lute, 205; 21. Aaron Pierce, 135; 22. Brian Tyler, 130; 23. Tyler Underwood, 107; 24. Troy Decaire, 107; 25. Brent Berry, 104; 26. Jimmy McCune, 97; 27. Mat Neely, 97; 28. Doug Heveron, 96; 29. Eric Gordon, 96; 30. Jacob Wilson, 48; 31. Sonny Hartley, 47; 32. Brian Gerster, 5; 33. Jason Blonde, 0.

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Worst To First For Bloomquist

WEST PLAINS, Mo. — Scott Bloomquist did it again Saturday night at West Plains Motor Speedway. Bloomquist, who failed to post a qualifying time on Friday and was thus the slowest of 79 qualifiers, rallied from the back of the field en

SHOW ME LM

route to posting his fifth victory in the O'Reilly Auto Parts Show Me 100 dirt-late-model event, which celebrated its 16th running Saturday.

Bloomquist banked the \$42,000 top prize after grabbing the lead from Jimmy Mars, who had taken the point on lap 33, on a lap-93 restart on the three-eighths-mile oval.

Bloomquist drove his No. 0 ahead of the field the remaining distance for the victory.

Mars finished second, with Terry Phillips, who led the first 32 laps, coming home third.

Earl Pearson, Jr. and Shannon Babb rounded out the top five.

The summary:

Fast Time: Steve Francis, 14.717 seconds (79 cars).

First Heat: Freddy Smith, Steve Francis, Steve Rushing, Larry Campbell, Jason Cliburn, Brian Shirley, Jeff Floyd, Brady Smith, Ron McQuerry, Jill George, Randy Weaver, Justin Asplin, Bubba Jones, Ray Cook.

Second Heat: Terry Phillips, Eric Jacobsen, Josh Richards, Kevin Gibson, Tony Knowles, David Breazeale, Don O'Neal, Brad Looney, Leslie Essary, Robbie Stuart, Johnny Waters, David Thomas, Peyton Taylor.

Third Heat: Earl Pearson, Jr., Clint Smith, Skip Arp, Tim McCreadie, Al Purkey, Will Vaught, Shane Clanton, Brandon Smith, Billy Peden, Jr., Joey Baroni, Dusty Johnston, Dewaine Hottinger, Jeff Davis.

Fourth Heat: Jeremy Payne, Jimmy Mars, Brian Birkhofer, Wendell Wallace, Bart Hartman, Michael England, Brad Neat, Jesse Stovall, John Gill, Bill Frye, Billy Moyer, Jr., Billy Drake, Trace Westling.

Fifth Heat: Shannon Babb, Kevin Claycomb, Dan Schlieper, Stacy Caldwell, Scott Bloomquist, Rick Eckert, Raymond Merrill, Kyle Beard, Darren Miller, Jimmy Cliburn, Shawn Toczek, Eric Turner, Don Cliburn.

Sixth Heat: Stacy Taylor, Brandon Kinzer, Neil Baggett, Jack Sullivan, Billy Moyer, Jimmy Owens, Jeff Taylor, Kyle Cummings, Bobby Giffen, Jon Kirby, James Ward, Gary Stolba, Rusty Dukes.

First B Main: McCreadie, Moyer, Cook, Clanton, Peden, Caldwell, Cliburn, Eckert, Moyer, Jr., Essary, George, Waters, Davis, Ja. Cliburn, Smith, Turner, Breazeale, B. Smith.

Second B Main: Hartman, Wallace, Neat, England, Owens, Purkey, Gibson, Floyd, Gill, Frye, Kirby, Cummings, Ward, Giffen, Hottinger, Thomas, Westling, J. Cliburn.

Third B Main: Vaught, Bloomquist, Campbell, Sullivan, Looney, Shirley, Taylor, Drake, Johnston, Beard, Knowles, Stolba, McQuerry, Jones, D. Miller.

Feature: Bloomquist, Mars, Phillips, Pearson, Babb, Birkhofer, Wallace, F. Smith, C. Smith, McCreadie, Jacobsen, Francis, Baggett, Richards, Kinzer, Payne, Taylor, Schlieper, Vaught, Hartman, Moyer, Rushin, Claycomb, Arp.



DAVID E. HEITHAUS PHOTO

BATTLE AT THE FRONT: Dillon Battistini (15) holds off Richard Antinucci during Saturday's Firestone Indy Lights race at Indianapolis Motor Speedway.

Freedom Rings For Battistini

INDIANAPOLIS — Dillon Battistini won the sixth Firestone Freedom 100 at Indianapolis Motor Speedway from the pole, leading 38 of 40 laps to record his second-career victory in Firestone Indy Lights.

The race was held Saturday afternoon after it was rained out Friday at the 2.5-mile superspeedway.

Battistini, who drives for Panther Racing, was challenged throughout the race, never leading by more than half of a second.

"It wasn't easy at all, especially at the start of the race," Battistini said. "I think it was James who managed to get a few good runs on me. You can get a massive tow from quite a long way back here, and I knew that I could get it back. You can't see very much out of the back of these cars, but going on what my spotter said, it was very close. It was a good race, and I'm just glad that I came out on top."

Richard Antinucci, the nephew of 1998 Indianapolis 500 winner Eddie Cheever, Jr., finished second, 0.2458 second behind Battistini.

"We tried to take it easy at the beginning because I think the majority of the field was having problems already with the rubbered-in track yesterday," Antinucci said. "The tires just weren't lasting the race distance. Then today the rubber went away with the race last night, so we were even more concerned. We ran really conservative, with a lot of downforce. We were really quick in the corners. I think we were the quickest out there. I just kept hitting the limiter."

Antinucci's third second-place finish of the season was good enough to help him regain the point lead from J.R. Hildebrand.

Wade Cunningham finished third, Robbie Pecorari finished fourth and Ana Beatriz was fifth.

The finish: Showing driver, laps completed and money won: 1. Dillon Battistini,



GINNY HEITHAUS PHOTO

TRIUMPH TIME: Dillon Battistini enjoys victory lane Saturday afternoon at Indianapolis Motor Speedway.

40, \$45,000; 2. Richard Antinucci, 40, \$30,000; 3. Wade Cunningham, 40, \$24,000; 4. Robbie Pecorari, 40, \$19,000; 5. Ana Beatriz, 40, \$18,000; 6. Bobby Wilson, 40, \$17,000; 7. Logan Gomez, 40, \$16,000; 8. Jeff Simmons, 40, \$15,000; 9. Andrew Prendeville, 40, \$14,000; 10. Raphael Matos, 40, \$13,000; 11. Al Unser III, 40, \$12,500; 12. Sean Guthrie, 40, \$12,000; 13. Mike Potekhen, 40, \$13,500; 14. Arie Luyendyk, Jr., 40,

\$11,000; 15. Marc Williams, 40, \$10,500; 16. Brent Sherman, 40, \$9,500; 17. James Davison, 40, \$8,500; 18. Chris Festa, 40, \$10,000; 19. Pablo Donoso, 40, \$6,500; 20. Jonny Reid, 40, \$7,000; 21. Micky Gilbert, 40, \$4,500; 22. Tom Wieringa, 40, \$4,000; 23. Jake Slotten, 39, \$4,500; 24. J.R. Hildebrand, 39, \$3,000; 25. Mark Olson, 38, \$3,750; 26. Cyndie Allemann, 22, \$2,500; 27. Jon Brownson, 1, \$2,250.



HHP/HAROLD HINSON PHOTO

YOUTHFUL GRIN: Sixteen-year-old Ty Dillon, brother of Austin and grandson of Richard Childress, enjoys victory lane Friday night at The Dirt Track @ Lowe's Motor Speedway.

It's Another Dillon — Ty In Dirt Track Victory Lane

CONCORD, N.C. — For the second year in a row, one of NASCAR team owner Richard Childress's grandsons went to victory lane at The Dirt Track @ Lowe's Motor Speedway.

Ty Dillon, the 16-year-old younger brother of Austin Dillon, won Friday night's 25-lap feature for the Goodyear FASTRAK Challenge late-model series at the four-tenths-mile dirt track.

Austin drove a black No. 3 late model to victory in this event one year ago while Ty wheeled a blue No. 2

machine into the winner's circle this year.

Dillon started ninth and took command when R.J. Otto spun out on lap eight. Once in front, Dillon was never seriously challenged as Dennis "Rambo" Franklin tried to chase him down.

Franklin settled for second, with Kenny Peoples, Otto and Timbo Mangum rounding out the top five.

The finish:

Ty Dillon, Dennis Franklin, Kenny Peoples, R.J. Otto, Timbo Mangum, Ray Dockery, Chris Steel, Ty Lowe, Robbie Stevens, Chad Pearson, John Llewellyn, Larry Parris, Donald Bradsher, Brandy Baker, Ryan Gifford, Luke Laney, Andy Blackwood, Ross Bailes, Jeff Cooke, Nick Walker, Brad Hall, Steve Jones, Justin Hirt, Seth Wimpey.

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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



GINNY HEITHAUS PHOTO

RED HOT: Scott Dixon gives a thumbs up in victory lane after winning his first Indianapolis 500 in his sixth start Sunday at Indianapolis Motor Speedway.

▶ FROM THE PAGES OF NSSN

■ According to an advertisement in the May 14, 1937, issue of *National Auto Racing News* (now *National Speed Sport News*), prices for reserved seats at the Madison Square Garden Bowl in New York City were \$1.65. General admission was 40 cents.

■ Montgomery Ward midget racing tires, as advertised in the Aug. 6, 1937, issue of *National Auto Racing News*, sold for \$7.95 each with heat-resisting racing tubes \$1.85 each. They could be purchased in Chicago, Detroit and Youngstown, Ohio.

■ Louis Unser won the Pike's Peak Hill Climb in September of 1936 according to *National Auto Racing News*. Unser drove a Stutz and set the all-time record for the 12-mile event two years prior, with a time of 16 minutes, one second. This victory took 16 minutes and 28 seconds.

▶ BOOK OF THE WEEK

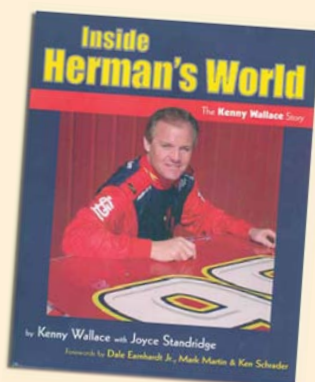
Inside Herman's World: The Kenny Wallace Story

By Kenny Wallace with Joyce Standridge
Released in 2007, this 246-page paperback tome, recounts the life and racing career of one of NASCAR racing's most popular personalities.

In addition to stories about his own racing career, the book offers an inside look at his two racing brothers and other NASCAR celebrities.

The book includes various photographs of Wallace's racing career and is narrated in typical Wallace funny-man style.

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"There are a lot of great stories in the 33-car field for the Indianapolis 500. And yes, contrary to what you read in the mainstream media, there are 33 starters, not just Danica Patrick."
— Mike Kerchner, May 20 blog

"Just because every teenage girl and soccer mom in the United States voted for (Kasey Kahne) to get the chance to enter the All-Star Race doesn't make his victory any less of a win."
— Liz Mellott, May 23 blog

Levi Jones Gets His Gun

By JIM MORRISON

TERRE HAUTE, Ind. — Watching the Tony Hulman Classic at the Terre Haute Action Track as a youngster was special for Levi Jones.

Some of the biggest names in sprint-car racing claimed the Winchester rifle and other prizes awarded for winning the traditional USAC National Sprint Car Series race.

Jones won his second Hulman Classic Thursday night, holding off a hard-charging Brad Kuhn. Had it

not been for an early race spin, a broken left-front shock and a bent exhaust header, Kuhn might have been celebrating in victory lane.

"We had enough," Jones said. "You can't make mistakes. I proved that last night at Anderson. We made the fewest amount (of mistakes) and won the race tonight. That is all that matters."

Kuhn got behind early when he bicycled his car while challenging for the lead. Then, another car ran up over one of his rear tires and forced his Scott Benic crew to make a change in the pits.

But restarting in the rear allowed Kuhn to find a line which worked better. Many drivers were driving next to the inside guard rail, but holes working out in that groove caused many cars to jump up on their right-side wheels. Kuhn went to the top.

"Nobody else was up there," said Kuhn. "It was clear and I was just able to rail it."

Though he would have preferred to stay in the lead, Kuhn was happy his misfortune came early in the race. The bad luck of others late in the race allowed Kuhn time to climb back through the field.

"We caught a few good breaks there



JOHN MAHONEY PHOTO

WHEEL IN THE AIR: Jerry Coons, Jr. (69) lifts a wheel off the ground while battling eventual winner Levi Jones Thursday night at the Terre Haute (Ind.) Action Track.

at the end just to get up to Levi," said Kuhn. "I beat this car up and killed the left-front shock, and that didn't help us. The motor laid down, and that didn't help us. It would have been nice to have finished on eight cylinders and really have a go at it."

Jones first won the Hulman Classic in 2005, but was disappointed when a Winchester 30-30 rifle was not among the prizes.

"I was really upset in '05 when they didn't have one," said Jones. "I have been to Don Smith's before and I drove for Bill Biddle out of Terre Haute. You see pictures of all those guys with 30-30s and I win it and they don't have one. All I got was a cheesy trophy."

"I got the 30-30. That is worth a million dollars to me."

The summary:

Qualifications: 1. Tracy Hines, Stewart 21, 19.979; 2. Jon Stanbrough, Fox 53, 20.033; 3. Levi Jones, Stewart 20, 20.044; 4. Thomas Meseraull, R & B 10t, 20.092; 5. Jerry Coons, Jr., Dynamics 69,

20.128; 6. Brad Kuhn, 2B Racing 2b, 20.130; 7. Dave Darland, Pace 44, 20.178; 8. Jesse Hockett, VKCC 75, 20.194; 9. Shane Cottle, Contos 4, 20.333; 10. Damion Gardner, Leffler 71, 20.373; 11. Robert Ballou, MPHG 81, 20.442; 12. Cole Whitt, Kunz 67k, 20.442; 13. Kyle Wissmiller, Price 0, 20.457; 14. Scotty Weir, Edison 10e, 20.503; 15. Chad Boat, Boat 30, 20.531; 16. Jeff Bland, J. Bland 21s, 20.564; 17. Hunter Schuereberg, Walker/Guiducci 11d, 20.598; 18. Brady Short, Short 36, 20.599; 19. Daron Clayton, R & B 10, 20.605; 20. Bill Rose, Rose 6, 20.606; 21. Ricky Stenhouse, Jr., Walker/Guiducci 11, 20.611; 22. Blake Fitzpatrick, Fitzpatrick 10f, 20.631; 23. Bret Mellenberndt, Mellenberndt 97, 20.670; 24. Kenny Biro, Biro 22, 20.692; 25. Brad Sweet, Kahne 9, 20.713; 26. Chris Windom, Triple Crown 1h, 20.724; 27. Dustin Morgan, M & M 93, 20.754; 28. Mat Neely, Reid 2, 20.842; 29. Josh Spencer, Batchelder 66, 20.930; 30. Darren Hagen, Kunz 67, 20.973; 31. Brady Bacon, Kahne 99, 21.048; 32. Neil Shepherd, Shepherd 4n, 21.055; 33. Matt Goodnight, Goodnight 39, 21.134; 34. Shawn Krockenberger, Krockenberger 21k, 21.731; 35. Lee Stark, Stark 16, 22.072; 36. Daren Krockenberger, Krockenberger 42k, 22.109.

First Heat (8 laps): Coons, Hines, Stenhouse, Sweet, Schuereberg, Cottle, Wissmiller, Spencer, Goodnight.

Second Heat (8 laps): Hagen, Gardner, Stanbrough, Short, Windom, Weir, Kuhn, Fitzpatrick, S. Krockenberger.

Third Heat (8 laps): Jones, Bacon, Ballou, Darland, Clayton, Mellenberndt, Boat, Stark, Morgan.

Fourth Heat (8 laps): Whitt, Shepherd, Hockett, Meseraull, Biro, Rose, Neely, D. Krockenberger, Bland.

Semi (12 laps): Kuhn, Cottle, Bland, Boat, Schuereberg, Clayton, Weir, Windom, Rose, Mellenberndt, Biro, Neely, Wissmiller, Fitzpatrick, Stark, S. Krockenberger, Spencer, D. Krockenberger, Goodnight.

Feature (30 laps): Jones, Kuhn, Hagen, Clayton, Whitt, Meseraull, Cottle, Boat, Coons, Darland, Stanbrough, Bacon, Hines, Schuereberg, Stenhouse, Sweet, Shepherd, Hockett, Short, Bland, Ballou, Gardner.

Tanner Swanson Conquers Anderson

ANDERSON, Ind. — California teenager Tanner Swanson inherited the lead with 49 laps remaining and held off Brad Sweet to win the Banjo 100 USAC National Sprint Car Series race May 21 at Anderson Speedway. Levi Jones jumped into the early lead, with Swanson shadowing him from the start on the quarter-mile asphalt oval.

Jones led until making contact with the lapped car of Robert Ballou on lap 51 and hitting the second-turn wall.

Swanson took the lead and, despite a challenge from Sweet during the final 10 laps, rode to his first USAC national series triumph, only four days after winning the USAC Western Sprint Car Series event at Tracy, Calif.

"I was trying to take the lead in lapped traffic, but couldn't find a way to make the pass," Swanson said. "At the finish as the fuel load burned off, the car was getting looser and looser in the corners, but we were able to hold on."

Sweet finished second, while Bobby Santos rode home third. Cole Whitt

and Chris Windom rounded out the top five.

The red flag waved on lap 78 when Brady Short flipped during a six-car accident. No drivers were injured.

Bobby East set a track record during qualifying, turning an 11.104-second lap. However, East's night ended with mechanical trouble before the start of the main event, which kicked off Little 500 week at Anderson.

The summary:

Qualifications: 1. Bobby East, Klatt 5, 11.104; 2. Tracy Hines, Stewart 21, 11.133; 3. Tanner Swanson, Ram 50m, 11.265; 4. Brad Sweet, Kahne 9, 11.280; 5. Levi Jones, Stewart 20, 11.340; 6. Chad Boat, Boat 30, 11.362; 7. Cole Whitt, Kunz 67k, 11.377; 8. Bobby Santos III, Santos 98s, 11.389; 9. Jesse Hockett, VKCC 75, 11.443; 10. Jerry Coons, Jr., Dynamics 69, 11.444; 11. Darren Hagen, Kunz 67, 11.451; 12. Chris Windom, Windom 17, 11.451; 13. Damion Gardner, Leffler 71, 11.501; 14. Dave Darland, Pace 44, 11.517; 15. Dakota Armstrong, C & A 7a, 11.532; 16. Brady Bacon, Kahne 99, 11.583; 17. Eric Gordon, Bowman 51, 11.592; 18. Shane Cottle, Contos 4, 11.645; 19. Jacob Wilson, Wilson 07, 11.658; 20. Marc Jessup, Jessup 14j, 11.672; 21. Brady Short, Short 36, 11.673; 22. Kenny Biro, Biro 22, 11.735; 23. Johnny Rodriguez, Pierson 14, 11.758; 24. Robert Ballou, MPHG 81, 11.796; 25. Brian Gerster, Davis/Gerster 27, 11.846; 26. Aaron Pierce, Blake 81x, 12.394; 27. Brad Kuhn, Triple Crown 1h, no time; 28. Rex Norris III, Norris 63, no time; 29. Dave Steele, Puglio 91, no time.

First Non Qualifiers Race (15 laps): Whitt, Hockett, Gardner, Hagen, Gordon, Armstrong, Wilson, Short, Gerster, Rodriguez.

Second Non Qualifiers Race (15 laps): Santos, Coons, Windom, Bacon, Jessup, Ballou, Biro, Darland, Armstrong, Cottle.

Last Chance Race (10 laps): Wilson, Biro, Short, Cottle, Gerster, Armstrong.

Feature (100 laps): Swanson, Sweet, Santos, Whitt, Windom, Boat, Bacon, Wilson, Cottle, Short, Gardner, Biro, Coons, Hagen, Ballou, Jones, Hockett, Jessup, Hines, Gordon, Armstrong, East.



JOHN MAHONEY PHOTO

Tanner Swanson

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What's making news in motorsports

POWER RANKINGS

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

Kyle Busch

Nos. 18/32/51 NASCAR Sprint Cup/Nationwide/Truck Series
Busch sat on the pole for the Coca-Cola 600 and finished third after leading 61 laps. In the Nationwide Series, Busch interrupted the dominance of Joe Gibbs Racing and its No. 20 by driving Braun Racing's No. 32 Toyota to victory in the Carquest Auto Parts 300 for his ninth win this season in NASCAR's top three series.

NO. 1



HHP/HAROLD HINSON PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon was virtually untouchable throughout the month of May, first winning the pole and then dominating the Indianapolis 500.

3. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers posted his fifth victory of the season on his first visit to Virginia Motor Speedway and charged to runner-up honors at Lowe's.

4. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, Nationwide Series
The team's string of four-straight victories was snapped in the Carquest Auto Parts 300, but Denny Hamlin still finished second.

5. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus-Riley, Grand Am
An idle week gives the Grand Am DP field a little time to work toward closing the gap on the series' point leaders.

6. Billy Moyer

No. 21 Victory Circle Late Model, Dirt Late Models
Moyer has had two-straight weeks of poor finishes for the first time this season. He was 21st in the Show-Me 100.

7. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
With three Sprint Cup victories this season, Edwards managed a top 10 in the Coca-Cola 600 and was 13th in the Carquest Auto Parts 300.

8. Timo Bernhard/Romain Dumas

No. 7 Penske Porsche, American Le Mans Series
Penske's top duo in the Porsche RS Spyders flexed its muscle in Utah and could be poised for another dominant ALMS season.

9. Tony Schumacher

U.S. Army Top Fuel Dragster, NHRA
"Sarge" heads into this weekend's Summer Nationals with three victories and atop the NHRA's Top Fuel standings.

10. Lewis Hamilton

No. 22 Vodafone McLaren Mercedes, Formula One
Hamilton's sophomore mini-slump ended with a victory at Monaco. He also took over the Formula One championship lead.

Honorable Mention

NCTS rookie Donnie Lia picked up his first victory in dramatic fashion...Kasey Kahne double-dipped at Lowe's Motor Speedway...Scott Bloomquist charged from last place to win the Show-Me 100.

Last Week

Scott Dixon and Jason Meyers made huge jumps, while Carl Edwards and Billy Moyer fell four spots each. Another listless week for Kimi Raikkonen dropped him out, while Lewis Hamilton returns.

Tracy To Test For Germain Racing

Former Champ Car Champ
Tries Out Truck At Chicagoland

LAS VEGAS — Former Champ Car World Series champion Paul Tracy was scheduled to participate in a one-day NASCAR Craftsman Truck Series test session today with Germain Racing at Chicagoland Speedway.

Tracy found himself without an IndyCar Series ride after the unification due to contract issues with his former team, Forsythe Racing.

This will be Tracy's first time behind the wheel of a NCTS truck, but he does have a 2006 appearance in the NASCAR's Nationwide Series on his resume. A release from Tracy, who amassed 31 CART/Champ Car victories, said the veteran has been working out, preparing for a racing opportunity.

"The Germain Racing team is a championship team that is committed to winning, so it humbles me to be able to take part in a test and share a Toyota Tundra with Todd Bodine," said Tracy. "He is one of the best in the business and I'm looking forward to getting to Chicago on Wednesday and doing whatever I can to learn from him so that I can experience my own success, should I go that direction."

Annual Motorsports Show Sets '09 Dates

ATLANTIC CITY, N.J. — Motorsports 2009, the 24th-annual motorsports show promoted by Len Sammons, is scheduled for Jan. 16-17 at the Atlantic City Convention Center.

The same weekend, Sammons will again present indoor auto racing in Atlantic City's Boardwalk Hall, with the running of the Gambler's Classic featuring three-quarter midgets and micro sprints. To reserve space for the show, call Danny Sammons at (609) 888-3618.

Sirius To Broadcast Formula One In U.S.

NEW YORK — Sirius Satellite Radio and Formula One Management entered into an agreement for Sirius to become the exclusive North American radio broadcaster of Formula One racing. It will be the U.S. radio debut of the world's most famous form of auto racing.

The schedule kicked off this past weekend with coverage of the Monaco Grand Prix. Every F-1 event for the remainder of the year can be heard on Sirius channel 125.

Thoennes Joins SCCA Pro As Technical Manager

TOPEKA, Kan. — SCCA Pro Racing announced that Jeremy Thoennes will join its staff as technical manager. Thoennes will focus on the SCCA Speed World Challenge Championships.

Thoennes joins the SCCA Pro Racing staff after serving as Club Racing Technical Services Manager for Sports Car Club of America, Inc., since 2002.



ROBERT LABERGE/GETTY IMAGES PHOTO

TRUCKIN' TRACY: Former Champ Car World Series champion Paul Tracy was to test with the Germain Racing No. 30 Toyota Tundra team today at Chicago.

Thoennes will not have to move far to occupy his new post. He'll move down the hall to the Pro Racing wing in the Topeka, Kan.-based SCCA headquarters. He, his wife Aimee and their family live in Burlingame, Kan.

True Grit Award Goes To NHL Mechanics

INDIANAPOLIS — Chris Paulsen, president and owner of C & R Racing, Inc., announced the 2008 True Grit Winner.

This year's recipients are the Newman/Haas/Lanigan mechanics. Accepting this year's award for the group will be Tim Coffeen, chief mechanic for Justin Wilson; Tim Homburg, tire specialist; and John Tzouanakis, team manager and, posthumously, Davey Evans, who died earlier this month.

The award, presented each year at the

Indianapolis 500 and Allstate 400 at the Brickyard, acknowledges dedicated crew chiefs and mechanics in the motorsports industry. Established in 1998 by Chris Paulsen, the \$10,000 cash award exemplifies outstanding achievement in racing and honors a fellow colleague.

Ohio Speedweek Scheduled For June

CAMARGO, Ill. — Ohio Speedweek, which features seven-straight nights of sprint-car racing sanctioned by the O'Reilly All Star Circuit of Champions and nearly \$200,000 in purse and bonus money on the line, is set to begin June 22 at Attica Raceway Park.

The schedule is as follows: June 23, Wayne County Speedway, Orrville; June 24, Hilltop Speedway, Millersburg; June 25, Skyline Speedway, Stewart; June 26,

Fremont Speedway; June 27, Limaland Motorsports Park, Lima; June 28, Eldora Speedway, Rossburg. A preliminary non-points event is scheduled for June 21 at Waynesfield Motor Sports Park.

A \$50,000 bonus is offered to any driver who can win four of the seven scheduled events. Dale Blaney came up just short of a fourth victory last year.

Drivers are required to pre-register in order to be eligible for the Speedweek point fund and bonus money. Forms and more information are available at www.ohiospeedweek.com.

Grand Am Team Suffers Loss In Hauler Fire

INDIANAPOLIS — The Wayne Taylor Racing team transporter, en route to its Indianapolis race shop following the May 17 Grand Am Rolex Sports Car Series Rumbum.com 250 at Mazda Raceway Laguna Seca near Monterey, Calif., caught fire on Interstate 40 in Texas May 19.

There were no injuries and no other parties involved, but team officials have reported major losses due to damage to the transporter and its contents, which included equipment, spare parts and the No. 10 SunTrust Pontiac Dallara race car.

Initial estimates of damages reportedly exceed \$2 million. The team will attempt to race at this weekend at Lime Rock Park using equipment borrowed from Chip Ganassi Racing.

Lebanon I-44 Speedway Completing Resurfacing

LEBANON, Mo. — Lebanon I-44 Speedway is completing its resurfacing project and will be closed May 31 for the second-straight weekend.

The track will reopen June 7 with a regular points show in the Central-Bank Racing Series featuring UMP late models, USRA modifieds, B-mods, bombers, factory stocks, rookies and super stocks.

NUTS AND BOLTS

Lucas Oil Products will sponsor the Lucas Oil NHRA SuperNationals June 19-22 at Old Bridge Township Raceway Park in Englishtown, N.J...McDonald's has become the Official Quick Service Restaurant of Indianapolis Motor Speedway, the Indianapolis 500 and the Allstate 400...The Bumper to Bumper Interstate Racing Ass'n Outlaw Sprint Series **Rich Schmidt Memorial**, which was rained out April 19 at Dodge County (Wis.) Fairgrounds Speedway, has been rescheduled for July 3...University of Louisville men's basketball coach **Rick Pitino** will serve as honorary starter for the June 14 Meijer 300 NASCAR Nationwide Series race at Kentucky Speedway...**Volkswagen**, part of SCORE Int'l off-road racing since 1967, has been selected as grand marshal for the 40th anniversary celebration of the SCORE Baja 500, which will be run May 29-June 1 in Ensenada, Mexico...Talladega (Ala.) Superspeedway President **Rick Humphrey** has been named recipient of the Clarence L. Pugh, Sr. Distinguished Alumnus Award by his alma mater Lenoir-Rhyne College in Hickory, N.C...**The Lucas Oil World Series of Off-Road Racing** will be featured on the Lucas Oil Motorsports Hour on Versus network Aug. 16...**Pocono Raceway**, a book by author Gene A. Card, which includes editorial and photographs documenting the history of Pennsylvania's Pocono Raceway, is now available from www.poconoraceway.com...NASCAR Sprint Cup driver **Dave Blaney** will compete against the World of Outlaws Late Model Series drivers May 29 when the national touring series visits Delaware Int'l Speedway. . .Rain forced postponement of Friday's 56th **Hoosier Hundred** USAC K & N Silver Crown Championship race at the Indiana State Fairgrounds in Indianapolis. Track and USAC officials are discussing possible dates for rescheduling.

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RICK SHERER PHOTO

TWO LANES: Greg Wilson (w20) fights off Chris Andrews en route to winning Saturday's O'Reilly's All Star Circuit of Champions sprint-car feature at Ohio's Fremont Speedway.

Wilson Finds Winning Way

FREMONT, Ohio — They say luck is defined as when preparation meets opportunity. For Greg Wilson, the work his team has done over the past few weeks paid off when opportunity presented itself Saturday at Fremont Speedway.

The two-time and defending O'Reilly All Star Champion was handed the lead when Dale Blaney got involved in a crash while in lapped traffic, and went on to score his second-straight victory at the third-mile oval, but his first All Star triumph of the year.

Wilson, aboard the All Star Plumbing and Heating sponsored, Verl Warnimont-owned No. w20, scored his 22nd victory in the series.

"We have been struggling lately. We dug in and worked harder in the

shop...my crew has put in a lot of hours and it finally paid off," Wilson said. "I also talked a lot with my uncle Hamp (Bob Hampshire, former car owner for Wilson) and he helped us figure some stuff out and get my head screwed on straight."

"We have been struggling lately. We dug in and worked harder in the shop...my crew has put in a lot of hours and it finally paid off."

GREG WILSON

Wilson worked his way past Kenny and Dean Jacobs to ride second after 12 laps. Blaney appeared on cruise control ahead of the field when he was attempting to pass Craig Mintz.

Mintz made contact with Rob Chaney and the melee collected Blaney.

Wilson inherited the lead and kept ahead of the field to the checkered flag, with Brock Mayes outlasting Dean Jacobs for third. D. Jacobs, David Harrison and Randy Hannagan completed the top five.

The summary:

Fast Time: Phil Gressman, 12.357 seconds (41 cars).

First Heat: Craig Mintz, Brock Mayes, Kenny Jacobs, Brian Ellenberger, Rob Chaney, Phil Gressman, Ryan Myers, Todd Heller, Kevin Huntley, Chris Andrews, Jody Keegan.

Second Heat: Andy Shammo, Lance Dewease, Byron Reed, John Ivy, Dale Blaney, Paul McMahan, Travis Philo, Scott Euler, Roger Shammo, Mike Burkin.

Third Heat: Caleb Griffith, Brandon Martin, Randy Hannagan, Mike Dussel, Mike Linder, Brian Smith, Kirk Jefferies, Lee Stark, Todd King, Paul Weaver.

Fourth Heat: Mark Keegan, David Harrison, Greg Wilson, Dean Jacobs, Lee Jacobs, Cole Duncan, Doug Berryman, Roddy Bellbown, Aaron Middaugh, Josh Harrison.

Dash: D. Jacobs, Wilson, Mayes, Blaney, Reed, K. Jacobs. B Main: Gressman, McMahan, Smith, Andrews, Duncan, R. Shammo, Heller, Myers, Euler, Huntley, King, Philo, Keegan, Bellbown, Jefferies, J. Harrison, Burkin, Stark, Berryman, Middaugh.

Feature: Wilson, Mayes, D. Jacobs, D. Harrison, Hannagan, Smith, L. Jacobs, K. Jacobs, Dewease, Blaney, Keegan, McMahan, A. Shammo, Dussel, Andrews, Ellenberger, Martin, Ivy, Mintz, Chaney, Griffith, Reed, Linder.

Kody Kinser's A Chip Off The Old Block

MOUNT VERNON, Ill. — The Kinser legacy continued Saturday night, as Kody Kinser took home the \$2,000 Midwest All Star sprint-car series check at I-57/I-64 Raceway.

Kinser, driving his father Kelly's No. 4k, qualified eighth and started the feature on the pole. He led the full 30-lap distance.

"Dad (Kelly Kinser) and I talked about things before we went out. He said it looked like the bottom was

where it was going to be, and he was right," Kody Kinser said. "We set the car up to run that low line and it worked. I kind of put a little of the pressure on myself in regards to the Kinser name. Now that I got the win, that's done and it's time to go racing."

Jimmy Hurley raced home second, with Jerrod Hull, Ryan Bunton and A.J. Bruns filling the top five.

The finish:

Kody Kinser, Jimmy Hurley, Jerrod Hull, Ryan Bunton, A.J. Bruns, Tyler Thompson, John Pate, Tiffany Wyzard, Brad Greer, Jeremy Standridge, Tommy Rockwell, Doc Sloan, Miranda Throckmorton, Alex Shanks, Shane Wade.



Kody Kinser

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RON HEDGER COLLECTION PHOTO

DOWN THE ROAD: The Hill Climber Pontiac race car roars over the open road during the 1930s.

The Hill Climber Is A Legendary Early Days Racing Car

By **RON HEDGER**

Hill climbs on public roads were once a popular form of auto racing in New York state.

While none of the sites gained the legendary status of Colorado's Pikes Peak, the New York hills served as a way for car dealers to illustrate the capabilities of their vehicles. In the 1920s and '30s, a hill in Sherrill, Red Hill in Washington Mills, Kirkland Hill west of Utica, Deerfield Hill and Herkimer's Vickerman Hill hosted races that proved to doubting consumers that particular cars could handle the steep, twisting roads with relative ease.

Arnold Landvoigt of Savage, Md., has become an ardent student of the era since purchasing and restoring a 1926 Pontiac Boat-tail Racer, originally rebuilt from a burned passenger car by a Utica Oakland-Pontiac dealer.

"At 8 a.m. the next morning my wife Lois, my friend Tom Cox and I were at the seller's door in hopes of beating any other potential buyers. Not really sure what to expect, I did not have high hopes as the asking price was quite reasonable. Visions of a pile of rusty parts and four rebuilt wheels had run through my head after reading the ad. Out of the garage rolled a complete car on freshly rebuilt, bright red Buffalo wire wheels. My wife commented, 'Oh, it's cute,' and it was a done deal."

It turned out that the McRorie-Sauter dealership, which had sold the car originally, got it back after the 1926 fire, cut the rear portion off and sent it to the Willoughby Company, a local high-end coach builder, to have the boat-tail installed.

Once the rebuild was complete, the car received new paint topped by the famed Pontiac chief logo and "Chief of the Sixes" on the rear deck and, like a modern race car, "McRorie and Sauter Oakland-Pontiac" on the side.

Nicknamed "Hill Climber," the car was driven by dealership employee Warren Mandeville and soon received updates to make it more competitive.

The car was "retired" from racing in 1932, when McRorie-Sauter switched to a Buick franchise, so the Pontiac logos were covered with dark paint and the car used as a runabout by dealership employees.

After changing hands a number of times, the Pontiac ended up with Bob Davidson, of Ellicott City, Md. He began the restoration before passing the car onto Landvoigt, who continued its renovation.

According to Landvoigt, the car is the earliest known example of a Pontiac race car and one of a small number of 1926 Pontiacs still surviving. He has spent his spare time since completing the restoration, researching the history of New York hill climbs, and sharing the car and its story with the public.

The car is currently on display in the Racing in New York gallery of the Saratoga Automobile Museum.

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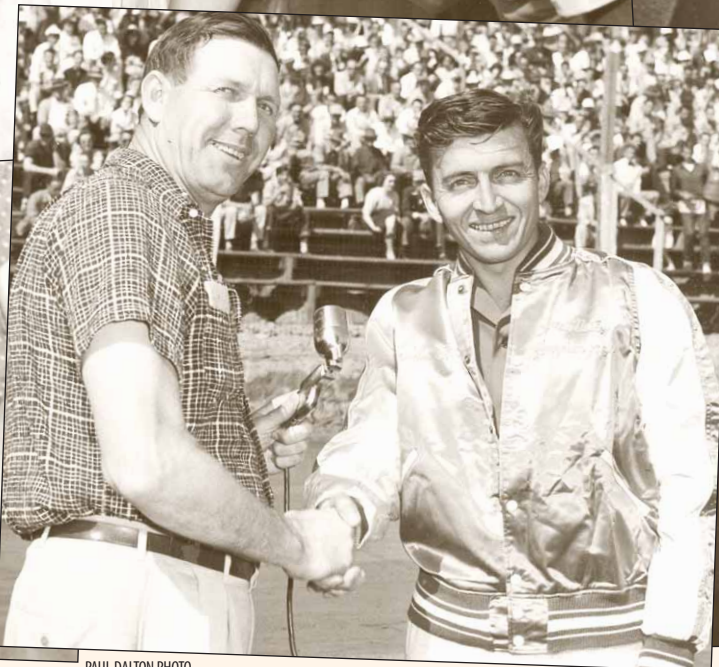
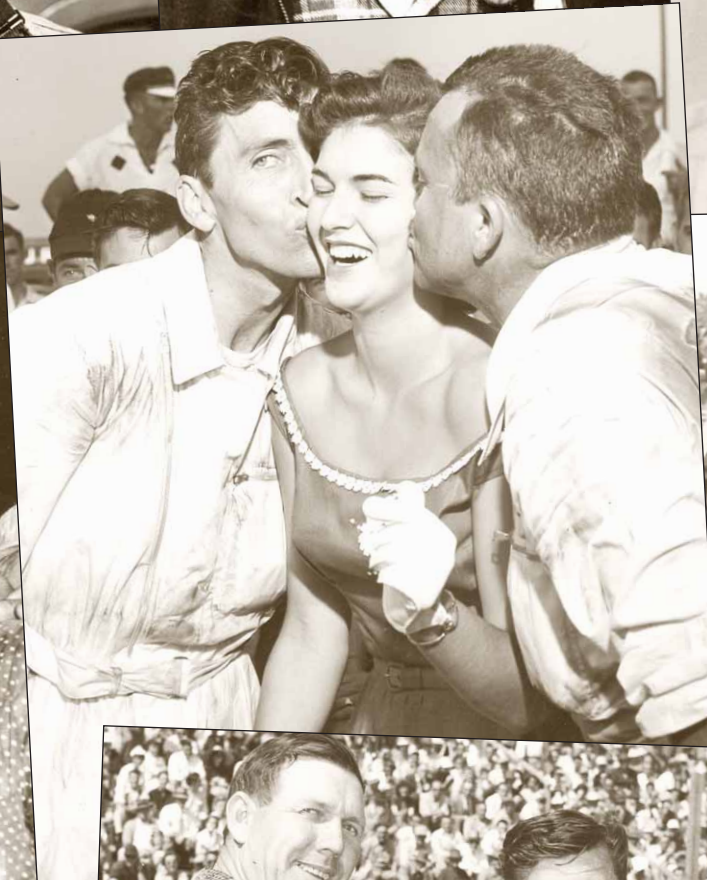


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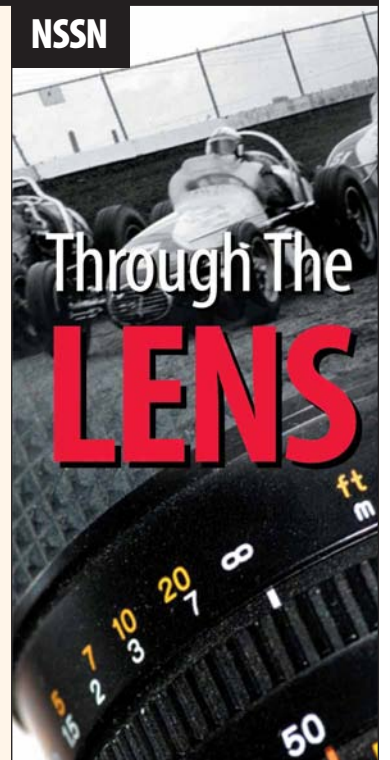
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NSSN



A visual tour through the history of motorsports

FLOCK BROTHERS

▶ The Flock brothers — Bob, Fonty and Tim — are without a doubt one of the most colorful parts of auto-racing history.

Beginning their driving careers as bootleggers, Bob and Fonty Flock eventually made the transition to the race track and Tim followed suit, with all

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three making it to the NASCAR circuit.

Bob won four races in 36 career starts, while Fonty picked up 19 victories and 33 poles while competing in 154 events from 1949 through 1957.

Tim won 40 races and two championships in a career that spanned 187 starts from 1949 through 1961 when he was banned from NASCAR for attempting to organize a driver's union. The ban was lifted in 1965, but he never raced again.

Featured on this page (clockwise from top left): Fonty in 1947 at Florida Speedway in Fort Lauderdale, Fla.; Tim in 1955 at Forsyth County Fairgrounds in Winston-Salem, N.C., Bob in his racing helmet; Fonty braving the cold in 1965; Tim receiving his 1952 championship jacket from NASCAR President Bill France, Sr. at Charlotte (N.C.) Speedway; Bob in victory lane; Tim (left) and Fonty giving Cheri Bowers, Miss Arkansas, a kiss.

— NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: May 29-June 1.

Thursday

- "NASCAR Now," 12:30 a.m., ESPN2
- Speed Touring Car Championship from Utah Grand Prix (taped), 3 a.m., Speed
- Speed GT Championship from Utah Grand Prix (taped), 4 a.m., Speed
- Classic Drag Racing: 2004 NHRA from Topeka, Kan., 11 a.m., ESPN Classic
- NASCAR Sprint Cup Coca-Cola 600 (taped), 12 p.m., Speed
- Classic NASCAR: 1989 Peak Performance 500, 2 p.m., ESPN Classic
- "NASCAR Now," 6:30 p.m., ESPN2
- Prelude to the Dream preview, 7:30 p.m., Speed

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic NASCAR: 1995 Goody's 500, 3 a.m., ESPN Classic
- NASCAR Craftsman Truck Series AAA Insurance 200 qualifying, 10 a.m., Speed
- Classic Drag Racing: 2004 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Best Buy 400 practice, 11:30 a.m., Speed
- NASCAR Nationwide Series Heluva Good! 200 practice, 2 p.m., ESPN2
- NASCAR Sprint Cup Best Buy 400 qualifying, 3 p.m., Speed
- "NASCAR Now," 6:30 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- "NCTS Setup," 8 p.m., Speed
- NASCAR Craftsman Truck Series AAA Insurance 200, 8:30 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- NASCAR Sprint Cup Best Buy 400 qualifying (taped), 12 a.m., Speed
- NASCAR Nationwide Series Heluva Good! 200 qualifying, 10:30 a.m., ESPN2
- NASCAR Sprint Cup Best Buy 400 practice, 12 p.m., Speed
- "Prelude to the Dream preview,"

TUNE IN TO ...

NASCAR Nationwide Series Heluva Good! 200 from Dover Int'l Speedway at 3 o'clock Saturday afternoon on ESPN2.

- 2:30 p.m., Speed
- "NASCAR Countdown," 2:30 p.m., ESPN2
- NASCAR Nationwide Series Heluva Good! 200, 3 p.m., ESPN2
- Star Mazda Series from Utah Grand Prix (taped), 3 p.m., Speed
- World of Outlaws from Mechanicsburg, Pa. (taped), 4 p.m., Speed
- "Motorsport Hour," 5 p.m., Versus
- NHRA O'Reilly Summer Nationals qualifying (taped), 5:30 p.m., ESPN2
- IHRA from Rockingham, N.C. (taped), 6 p.m., Speed
- "Tradin' Paint," 7 p.m., Speed
- "NASCAR Performance," 7:30 p.m., Speed
- KONI Challenge Series from Lime Rock Park (taped), 11 p.m., Speed

Sunday

- "NASCAR Now," 10 a.m., ESPN2
- "Tradin' Paint," 10 a.m., Speed
- "NASCAR Performance," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR in a Hurry," 11 a.m., Speed
- "NASCAR RaceDay," 11:30 a.m., Speed
- NASCAR Sprint Cup Best Buy 400, 1:30 p.m. Fox
- "Prelude to the Dream preview," 1:30 p.m., Speed
- IRL IndyCar 225 from Milwaukee Mile, 4 p.m., ABC
- NHRA O'Reilly Summer Nationals, 4 p.m., ESPN2
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- May 29 World of Outlaws Late Model Series
Delaware Int'l Speedway, Delmar, Del., Late Models
- May 29 O'Reilly United Sprint Car Series
Camden Speedway, Camden, Tenn., Sprint Cars
- May 30 NASCAR Craftsman Truck Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- May 30 Advance Auto Parts World of Outlaws
Attica Raceway Park, Attica, Ohio, Sprint Cars
- May 30 USAC Mopar Midget National Championship
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Midget Cars
- May 30 Lucas Oil Late Model Series
Hilltop Speedway, Millersburg, Ohio, Late Models
- May 30 Badger Midget Series
Dodge County Fairgrounds, Beaver Dam, Wis., Midget Cars
- May 30 Golden State Challenge
Ocean Speedway, Watsonville, Calif., Sprint Cars
- May 30 O'Reilly United Sprint Car Series
North Alabama Speedway, Tusculmba, Ala., Sprint Cars
- May 30-31 ASCS Rocky Mountain Region
Aztec Speedway, Aztec, N.M., Sprint Cars
- May 30-June 1 National Hot Rod Ass'n
Heartland Park Topeka, Topeka, Kan., Dragsters
- May 31 NASCAR Nationwide Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- May 31 Advance Auto Parts World of Outlaws
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- May 31 World of Outlaws Late Model Series
Hagerstown Speedway, Hagerstown, Md., Late Models
- May 31 USAC Western Sprint Car Series
All American Speedway, Roseville, Calif., Sprint Cars
- May 31 USAC-CRA Sprint Car Series
Ventura Raceway, Ventura, Calif., Sprint Cars
- May 31 NASCAR Camping World East Series
South Boston Speedway, South Boston, Va., Stock Cars
- May 31 ARCA Lincoln Welders Truck Series
Flat Rock Speedway, Flat Rock, Mich., Stock Cars
- May 31 Hooters Pro Cup Series
The Milwaukee Mile, West Allis, Wis., Stock Cars
- May 31 Lucas Oil Late Model Series
Florence Speedway, Union, Ky., Late Models
- May 31 ASCS Sooner Region
I-30 Speedway, Little Rock, Ark., Sprint Cars
- May 31 Badger Midget Series
Charter Raceway, Beaver Dam, Wis., Midget Cars
- May 31 Golden State Challenge
Placerville Speedway, Placerville, Calif., Sprint Cars
- May 31 United Racing Company
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 31 Empire Super Sprints
Fonda Speedway, Fonda, N.Y., Sprint Cars
- May 31 Interstate Racing Ass'n
Charter Raceway Park, Beaver Dam, Wis., Sprint Cars
- May 31 O'Reilly United Sprint Car Series
Columbus Speedway, Columbus, Miss., Sprint Cars
- May 31 Bay Cities Area Racing Ass'n
Placerville Speedway, Placerville, Calif., Midget Cars
- May 31 Tampa Bay Area Racing Ass'n
DeSoto Super Speedway, Bradenton, Fla., Sprint Cars
- June 1 NASCAR Sprint Cup Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- June 1 IRL IndyCar Series
The Milwaukee Mile, West Allis, Wis., Indy Cars
- June 1 Indy Pro Series
The Milwaukee Mile, West Allis, Wis., Indy Cars
- June 1 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- June 2 Northeastern Midget Ass'n
Lee USA Speedway, Epping, N.H., Midgets
- June 3 USAC Lucas Oil National Sprint Car Series
Grandview Speedway, Bechtelsville, Pa., Sprint Cars



NHRA PHOTO

JUMP START: Greg Anderson takes off from the starting line on a qualifying run last season at Heartland Park Topeka.

MARK IT DOWN!

May 30-June 1 NHRA POWERade O'Reilly NHRA Summer Nationals Heartland Park Topeka, Topeka, Kan., Dragsters

After taking the holiday weekend off, the NHRA POWERade Drag Racing Series heads to Heartland Park Topeka for the O'Reilly NHRA Summer Nationals. Former Top Fueler turned Funny Car pilot Melanie Troxel will look to go back-to-back on the track where car owner Mike Ashley scored his first Wally last season.

- June 4 Prelude To The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
- June 4 USAC Lucas Oil National Sprint Car Series
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 5 USAC Lucas Oil National Sprint Car Series
Big Diamond Raceway, Minersville, Pa., Sprint Cars
- June 5-8 National Hot Rod Ass'n
Route 66 Raceway, Joliet, Ill., Dragsters
- June 5-8 Speed World Challenge Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- June 6 NASCAR Craftsman Truck Series
Texas Motor Speedway, Fort Worth, Texas, Stock Cars
- June 6 O'Reilly POWRI National Midget Series
Morgan County Speedway, Jacksonville, Ill., Midget Cars
- June 6 ASCS Gulf South Region
Sabine Motor Speedway, Many, La., Sprint Cars
- June 6 ASCS Northwest Region
Willamette Speedway, Lebanon, Ore., Sprint Cars
- June 6 ASCS Sprints on Dirt
Cherry Speedway, Fife Lake, Mich., Sprint Cars
- June 6 United Racing Company
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- June 6 Interstate Racing Ass'n
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Sprint Cars
- June 6 Tampa Bay Area Racing Ass'n
Orlando Speedworld, Orlando, Fla., Sprint Cars
- June 6-7 Advance Auto Parts World of Outlaws
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- June 7 NASCAR Nationwide Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- June 7 IRL IndyCar Series
Texas Motor Speedway, Fort Worth, Texas, Indy Cars
- June 7 Grand Am Rolex Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- June 7 ARCA RE/MAX Series
Pocono Raceway, Long Pond, Pa., Stock Cars
- June 7 The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
- June 7 USAC Lucas Oil National Sprint Car Series
Hagerstown Speedway, Hagerstown, Md., Sprint Cars
- June 7 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- June 7 NASCAR Camping World West Series
Colorado National Speedway, Erie, Colo., Stock Cars
- June 7 Advance Auto Parts Super DIRTcar Series
Fulton Speedway, Fulton, N.Y., Modifieds
- June 7 American-Canadian Tour
Waterford Speedbowl, Waterford, Conn., Late Models
- June 7 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- June 7 ASCS Gulf South Region
Champion Park Speedway, Houghton, La., Sprint Cars
- June 7 ASCS Northwest Region
Cottage Grove Speedway, Cottage Grove, Ore., Sprint Cars
- June 7 ASCS Sooner Region
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- June 7 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- June 7 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- June 7 Golden State Challenge
Petaluma Speedway, Petaluma, Calif., Sprint Cars

Editor's Note: Schedules are subject to change. Please check with tracks and sanctioning bodies prior to all events for last-minute changes.



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JULIA JOHNSON PHOTO

AT THE GROVE: Brian Leppo (71) races around Williams Grove Speedway en route to winning Friday night's Keystone Cup sprint-car feature at the historic half-mile oval.

Leppo Takes Two Out Of Five

May 21

By AL ROBINSON
NSSN CORRESPONDENT

BECHTELSVILLE, Pa. — Jeff Shepard is racing less and enjoying it more.

May 21 the veteran of many years on the road with various sprint-car circuits scored his third major victory in the month of May, all part of the Zemco team's limited schedule of high-paying events close to their central Pennsylvania home.

This time, it was the 35-lap, \$5,000-to-win opener of the second annual Keystone Cup series at Grandview Speedway. Shepard was dominant all night, setting a track record in time

KEYSTONE SPRINTS

drawings, drawing a zero inversion to gain the pole, and leading every lap.

The race was also the opening act of the 2008 Thunder on the Hill series at Grandview.

However, Grandview's tight third-mile oval kept the action close. "This track is so small, it's hard to find real estate," Shepard said referring to traffic, which allowed Lucas Wolfe and Daryn Pittman to close the gap during the final laps. "The fact you can catch them, doesn't mean you can pass them."

Pittman and Wolfe traded second several times, with Pittman holding the spot at the checkered flag.

Wolfe, Fred Rahmer and Stevie Smith rounded out the top five.

Shepard's 11.433-second circuit wiped out Sean Michael's 6-year-old track record, also set in the Zemco car.

The finish:
Jeff Shepard, Daryn Pittman, Lucas Wolfe, Fred Rahmer, Stevie Smith, Brian Leppo, Greg Hodnett, Chad Layton, Alan Krimes, Todd Shaffer, Brian Montieth, Jason Sides, Mark Smith, Alan Cole, Michael Carber, Paul McMahan, Ryan Taylor, Sam Schlosberg, Matthew Reed, Lance Dewease, Dave Hahn, Brian Paulus, Craig Keel, Davey Sammons.

Friday

By TODD HEINTZELMAN

MECHANICSBURG, Pa. — Brian

Leppo took the lead from Cody Darrah to win the second round of the Keystone Cup Friday night at Williams Grove Speedway.

Don Kreitz, Jr. started on the pole and drove into the lead over Steve Buckwalter and Darrah.

Kreitz led the first two laps before Darrah drove by with a strong inside move in the first turn. Leppo was fast around the top and came from fourth to take the lead from Darrah on lap eight.

A caution flag with nine laps to go bunched the field back up, but Leppo drove away for the \$5,000 win, his second of the season. Darrah hung on for a career-best second place.

Pat Cannon came from 10th to finish third, ahead of Jeff Shepard and Greg Hodnett.

Completing the top 10 were Fred Rahmer, Craig Keel, Kreitz, Todd Shaffer and fast-timer Alan Krimes.

The finish:
Brian Leppo, Cody Darrah, Jeff Shepard, Pat Cannon, Greg Hodnett, Fred Rahmer, Craig Keel, Don Kreitz, Jr., Todd Shaffer, Alan Krimes, Chad Layton, Mike Erdley, Sean Michael, Stevie Smith, Doug Esh, Brian Montieth, Cory Haas, Ryan Bohle, Doug Dodson, Mark Smith, Keith Kauffman, Rick Lafferty, Brian Paulus, Steve Buckwalter.

Saturday

By TODD HEINTZELMAN

HANOVER, Pa. — Stevie Smith took the lead from Mark Smith, following a lap-14 restart, to win the third leg of the Keystone Cup Saturday night at Lincoln Speedway.

Smith, a former Lincoln Speedway track champion, started sixth, and was running fourth on lap nine when Fred Rahmer and Brian Montieth made contact while racing for the lead. Rahmer continued while Montieth came across the frontstretch and collected Greg Hodnett, who flipped bringing out the red flag.

M. Smith assumed the lead on the restart and held S. Smith at bay until the caution flag flew for Brian Paulus four laps later. On the restart, Smith used an inside move to take the lead off the second turn. The win was his

second of the season and worth \$5,500.

Rahmer and M. Smith traded slide-jobs over the final 10 laps with Rahmer getting runner-up honors for the fifth time this season at Lincoln. Alan Krimes, who started 20th, and Chad Layton completed the top five.

The finish:
Stevie Smith, Fred Rahmer, Mark Smith, Alan Krimes, Chad Layton, Cory Haas, Michael Carber, Keith Kauffman, Cody Darrah, Jim Siegel, Jeff Shepard, Nick Schlauch, Jr., T.J. Stutts, T.J. Winegardner, Josh Wells, Brian Montieth, Bobby Howard, Brian Paulus, Doug Dodson, Greg Hodnett, Brian Leppo, Doug Esh, Steve Buckwalter, Niki Young.

Sunday

By TODD HEINTZELMAN

SELINGSGROVE, Pa. — Brian Leppo won his second race of the Keystone Cup sprint-car series Sunday night at Selingsgrove Speedway.

Sean Michael and Leppo started on the front row, with Michael grabbing the early lead. By the sixth circuit, Leppo was on Michael's tail and took the lead with an inside pass coming off the fourth turn to lead lap seven.

Cody Darrah moved by Michael and into second on lap 12 just before the first caution of the event. Fred Rahmer moved by Darrah and into second on the restart and, with 10 laps to go, began closing on Leppo.

Rahmer was set to take over the Keystone Cup point lead, but a blown left-rear tire with five laps to go denied him.

Leppo, 28, went unchallenged for his first Selingsgrove victory and his second \$5,000 triumph of the week.

"I want to dedicate this win to Joyce (Swope) she's sick right now," said Leppo referring to one of his car owners. "We've been getting faster. I have to thank the crew and Barry Jackson. It feels good to win somewhere we never won before."

Darrah finished second, ahead of Michael, Chad Layton and Mike Erdley.

The finish:
Brian Leppo, Cody Darrah, Sean Michael, Chad Layton, Mike Erdley, Todd Shaffer, Jeff Shepard, Todd Hestor, Rick Lafferty, Mark Smith, Doug Esh, T.J. Tutts, Brian Montieth, T.J. Winegardner, Fred Rahmer, Lance Dewease, Greg Hodnett, John Smith, Keith Kauffman, Craig Keel, Matt Horst, Cliff Brian, Matt Heimbach, Paul McMahan.

Sweeney & Hall Rule Gulf South

Sunday

WILLIS, Texas — Chris Sweeney padded his American Sprint Car Series Gulf South Region points lead by wiring the field in Saturday night's fifth-annual Memorial Day Classic 25-lap main event at Gator Motorplex.

Starting from the pole position, Sweeney out-gunned rookie Aaron

ASCS GULF

Reutzel for the point at the drop of the green and never looked back as he raced to the \$2,000 victory aboard the Custom Automotive-powered No. 93 Maxim.

Sweeney posted his third-career ASCS Gulf South Region feature win in front of Travis Rilal, who was shaking down a new car for his father, Greg, to use in the upcoming Master's Classic at Knoxville Raceway. Brandon Corn settled for third ahead of Reutzel in fourth and Scottie McDonald in fifth.

The finish:
Chris Sweeney, Travis Rilal, Brandon Corn, Aaron Reutzel, Scottie McDonald, Brandon Berryman, Greg Rilal, Terry Monroe, Tommy Bryant, Claud Estes, Channin Tankersley, Kevin Ramey, Richard Cooper, Skip

Wilson, Rodney Henderson, Michael McNeil, Travis Elliott, Bean Elliott, David Noker, Gary Watson.

Sunday

WACO, Texas — Ryan Hall captured his first-career American Sprint Car Series triumph by topping Sunday night's 25-lap fifth annual Gordon Woolley Classic featuring the ASCS Gulf South Region at Heart O' Texas Speedway.

Drawing the front-row outside starting position for the feature, Hall gunned into the lead at the outset and led every lap.

Hall was chased to the line by Greg Rilal, who became the first driver in ASCS history to reach the century mark in regional starts with his 100th-career ASCS Gulf South feature run.

Oklahoma teen Koby Barksdale pressured Rilal throughout, before settling for third, while Claud Estes outlasted Skip Wilson for fourth.

The finish:
Ryan Hall, Greg Rilal, Koby Barksdale, Claud Estes, Skip Wilson, Johnny Miller, Kevin Ramey, Chris Sweeney, Brandon Berryman, Bean Elliott, John Ricketts, Terry Monroe, Tommy Bryant, Shawn Mize, Gary Watson, Channin Tankersley, Aaron Reutzel, Travis Elliott, Joshua Hemby, Todd Evans.

Barnes And Bergman Share ASCS Northwest Accolades

Saturday

ELMA, Wash. — Jayme Barnes etched his name into the American Sprint Car Series record books by winning the inaugural ASCS Northwest Region feature event Saturday night at Grays Harbor Raceway Park.

Barnes fought off Henry VanDam early in the 30-lapper and went on to capture the win by a 1.086-second margin over VanDam, with Jonathan Allard claiming show honors.

Seth Bergman was fourth, with Glenn Borden, Jr. rounding out the top five. Roger Crockett crossed the stripe third in the feature event, but was disqualified following post-race inspection.

The finish:
Jayme Barnes, Henry VanDam, Jonathan Allard, Seth Bergman,

Glenn Borden, Jr., Brandon Boyce, Jared Peterson, Jay Cole, Rob Held, Jared Ridge, Randy Pierce, Chad Groves, Mike Melmicks, Todd Zeitlen, Shawn Rice, Brock Lemley, Mitch Olson, Kyle Miller, J.J. Hickie, Roger Crockett.

Sunday

ELMA, Wash. — Seth Bergman put the wraps on the inaugural weekend of racing action for the American Sprint Car Series Northwest Region by winning Sunday night's 30-lap feature at Grays Harbor Raceway Park.

Bergman drove the Whitman-powered Corridor Electric No. 23 Eagle to the checkered flag in front of Tayler Malsam, with Travis Rutz, 17th-starter Henry VanDam and Roger Crockett rounding out the top five.

The finish:
Seth Bergman, Tayler Malsam, Travis Rutz, Henry VanDam, Roger Crockett, Chris Schmelzle, Jayme Barnes, Mitch Olson, Jared Ridge, Rob Held, Brock Lemley, Todd Zeitlen, Jared Peterson, Mike Melmicks, Brandon Boyce, Shawn Rice, Randy Pierce, Charlie Cash, Michael Harris, Jonathan Allard.

Michael Miller Does Rebel Yell

GLENCOE, Ala. — Michael Miller reached American Sprint Car Series victory lane for the first time by topping Saturday night's 25-lap ASCS

ASCS REBEL

Rebel Region feature at Green Valley Speedway. Miller took command for keeps with a half dozen laps remaining and took the checkered

flag aboard the Broome-powered Williamson Brothers No. 4m Thomas Enterprises Trucking entry.

Miller was chased to the stripe by Matt Linder, with Brad Bowden, Samantha Taylor and Kenny Adams rounding out the top five.

The finish:
Michael Miller, Matt Linder, Brad Bowden, Samantha Taylor, Kenny Adams, Bryn Gohn, Red Stauffer, Gavin Thomas, Todd Fayard, Clint Weiss, Frank Beck III, Ron Gilbert, Matt Tiffany, Tyler Godwin, Thomas Selthorst.

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- July 5** UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN
- July 9** Brad Doty Classic • Limaland Motorsports Park • Lima, OH
- July 11** Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
- July 12** Kings Royal • Eldora Speedway • New Weston, OH
- July 18** Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
- July 19** NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
- July 19** NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
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- SAT June 7 LaCrosse Fairgrounds Speedway - West Salem, WI - NORTH DIVISION
- SAT June 14 Berlin Raceway - Marne, MI - CHALLENGE DIVISION
- SAT June 21 New Smyrna Speedway-Samsula, Florida - SOUTH DIVISION

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Martin Twice Midget Master

DQ Delivers Trophy; Zipp Zaps Heistand With Dash To Checkered Flag

May 21

BECHTELSVILLE, Pa. — Andy Martin was awarded the victory after apparent winner Steve Buckwalter was disqualified for rough driving May 21 in the ARDC midget feature at Grandview Speedway.

Buckwalter was locked in a fierce battle for the point with Billy Pauch, Jr. over the waning laps of the feature. Going into the final two corners, Pauch tried an outside sweep with Buckwalter hard on the inside. Buckwalter pinched Pauch high into the marbles, where Pauch lost grip and flipped. Pauch was sore and groggy after the hit, but uninjured. The race ended under a red flag.

ARDC officials ruled that Buckwalter dove too hard into the corner and did not control his race car, disqualifying the driver and placing him 26th in the official finish order.

Martin, the first to cross the finish line after Buckwalter, got the win with Nick Wean following in second. Ryan Smith, Drew Heistand and Brett Arndt completed

the top five.

The finish:

Andy Martin, Nick Wean, Ryan Smith, Drew Heistand, Brett Arndt, Randy Monroe, Jr., Stephanie Stevens, Zack Martini, A.J. Ernesto, P.J. Gargiulo, Bruce Buckwalter, Eric Heydenreich, Steve Craig, Carey Becker, Chris Zrinski, Bobby Goerner, Jimmy Commock, Donnie Hoffman, Billy Pauch, Jr., Scott Zipp, Tracy Readinger, Frank Polimeda, Jack Spence, Ryan Watt, Steve Lenig, Steve Buckwalter.

Friday

SUSQUEHANNA, Pa. — It was a last lap that had more passes than many feature races have in the full distance.

In the end, Scott Zipp held off Drew Heistand to win Friday night's American Racing Drivers Club midget-car feature at Penn Can Speedway.

Zipp started on the pole and led throughout en route to his first career victory, but he had to endure a lengthy rain delay and a final challenge from Heistand.

Heistand charged into the third turn and grabbed the lead on the final circuit of the three-eighths-mile dirt track, but Zipp dug a little deeper exiting the fourth turn and beat Heistand to the checkered flag.

Bruce Buckwalter, Carey Becker and Tracy Readinger rounded out the top five. The finish:

Scott Zipp, Drew Heistand, Bruce Buckwalter, Carey Becker, Tracy Readinger, Brett Arndt, Steve Lenig, Bryan Kobylarz, Zack Martini, P.J. Gargiulo, Frank Polimeda, Eric Heydenreich, Randy Monroe, Jr., Stephanie Stevens, Brett Conkling, Jimmy Commock, Chris Zrinski, Jack Spence, Steve Craig, Andy Martin, Ryan Smith, A.J. Ernesto, Dave Shirk, Nick Wean.

Saturday

KIRKWOOD, N.Y. — Andy Martin's bad luck experienced in two previous ARDC events, which included an engine failure and a late-race tangle, took a turn for the better Saturday night with a victory at Five Mile Point Speedway.

Martin started fifth, but charged on the high groove to the lead on the third lap for his second victory of the season. He also was awarded the victory after a disqualification at Grandview Speedway on May 21.

Frank Polimeda finished second ahead of Billy Pauch, Jr. in third, Bruce Buckwalter in fourth and A.J. Ernesto in fifth.

The finish:

Andy Martin, Frank Polimeda, Billy Pauch, Jr., Bruce Buckwalter, A.J. Ernesto, Eric Heydenreich, P.J. Gargiulo, Zack Martini, Steve Craig, Nick Wean, Brett Arndt, Chris Zrinski, Jimmy Commock, Brett Conkling, Scott Zipp, Carey Becker, Randy Monroe, Jr., Drew Heistand, Jim Jackson, Steve Lenig, P.J. Pavlick, Chris Rupp, Dave Shirk, Stephanie Stevens, Tracy Readinger.



JOHN DADALT PHOTO

JERSEY JOEY: Joey Payne (45) holds off Randy Cabral for a NEMA victory Saturday at Monadnock (N.J.) Speedway.

What A Payne!

Near Misses Over For NEMA Driver

MONADNOCK, N.J. — After posting third-place and runner-up finishes in the past two

races, Joey Payne made it to victory lane in

Northeastern Midget Ass'n action Saturday at Monadnock Speedway.

Payne, piloting the Gene Angelillo Domo's Desire-Marlyn's Passion midget, made it to the checkers on fumes ahead of Randy Cabral in second and Lou Cicconi, Jr. in third, ending a long green-

flag run at the finish line.

Empty fuel cells claimed several racers, while calamity on lap nine, which included 80 caution laps and took 35 minutes to complete, contributed to the race's high attrition rate.

Jeff Abold and Barry Kittredge survived to finish fourth and fifth, respectively.

The finish:

Joey Payne, Randy Cabral, Lou Cicconi, Jr., Jeff Abold, Barry Kittredge, William Wall, Jeremy Frankowski, Paul Luggelle, Mark Irving, Erica Santos, Aaron Wall, Greg Stoehr, Doug Cleveland, Abby Martino, Adam Cantor, Chris Leonard, John Zych, Jr., Kevin Park, Paul Scally, Brian Cleveland, Lee Bundy, Neil Blatt, Nokie Fornoro.

Shuman Victorious In Canyon Salute

PHOENIX — Casey Shuman captured his second Discount Tire Co. American Sprint Car Series Canyon Region feature victory of the season by topping

Saturday night's 51-lap Arizona Race Mart Wayne Weiler Salute to

Indy atop Manzanita Speedway's third-mile clay oval.

Shuman had to work for the \$2,000 triumph, racing from the eighth row to take command midway through the feature event and then racing to the checkered flag aboard Rex Foster's Allstate Utility Construction No. 32 Maxim.

Shuman was chased to the line by 17th-starter Jeremy Sherman, who maintained the series points lead with a runner-up fin-

ish. Josh Pelkey climbed from eighth to finish third, with Bob Ream, Jr. and Charles Davis, Jr. rounding out the top five.

The finish:

Casey Shuman, Jeremy Sherman, Josh Pelkey, Bob Ream, Jr., Charles Davis, Jr., R.J. Johnson, Jeremy Reagles, Mike Leslie, Mike Colegrove, Stevie Sussex, Nathan High, Mike Martin, Bryan Swinehart, Seann Hendricsen, Jeff Henry, Brandon Lane, Bernie Smith, Adam Wirth, Ken Caskey, Justin Fisher, Andrew Reinbold, Thomas Ogle, Nick Aiuto, Jody Wirth.

Barney Returns With Win

VERNON, N.Y. — Former Utica-Rome Speedway 358-modified competitor Jason Barney won Sunday

night's Lucas Oil Empire Super Sprints

feature at the New York dirt track.

Barney took the lead from Justin Barger, who led the first six circuits, on lap seven and led the rest of the distance to post the \$2,000 triumph.

Lance Yonge finished second, ahead of Jeff Cook, Dan Kaszubinski and Justin Barger.

The finish:

Jason Barney, Lance Yonge, Jeff Cook, Dan Kaszubinski, Justin Barger, Rick Wilson, Jeff VanDusen, Blake Breen, Michael Parent, Doug Emery, Cory Sparks, Tim Kelly, Steve Poirier, Chuck Hebing, Bubby Kerrick, Mike Stelter, Tommy Wickham, Lee Ladouceur, Alain Bergeron, Normand Beaudreault, Doug Norrie, Brandon Warner, Anthony Cain, Gordy Button.

Sowell Takes Speedweek Opener; Crawley Topples Gray In Round 2

Saturday

WEST MEMPHIS, Ark. — Lee Sowell won the third annual Rumble at the River O'Reilly United Sprint Car Series

Speedweek opener Saturday night at

Riverside Int'l Speedway.

It was the young driver's second-career O'Reilly United Sprint Car Series feature victory and came over a stout field of drivers from seven states. It was the first of seven nights of Speedweek competition.

Sowell started outside the front row and led the first four laps before polesitter Tim Crawley raced past on lap six. Crawley set the pace until he got bottled up in lapped traffic, allowing Sowell to regain the point on lap 12.

Sowell led the final 22 laps with Crawley following him to the checkered flag. Ronny Howard finished third, with Zach Chappell and Raymond



USCS PHOTO

Lee Sowell

Stull rounding out the top five.

The finish:

Lee Sowell, Tim Crawley, Ronny Howard, Zach Chappell, Raymond Stull, Marshall Skinner, Terry Gray, A.G. Raines, Eddie Gallagher, Ernie Ainsworth, Danny Martin, Jr., Justin Carver, Anthony Nicholson, Greg Merritt, Chris Williams, Henry Gustavus, Gary Wright, Derek Hagar, Phillip Faulkner, Dewayne Prince, Jeff Swindell, Wade Oliver, Ray Bugg, Don Young, Donny Howard.

Sunday

GREENVILLE, Miss. — Tim Crawley and Terry Gray fought wheel to wheel for 25 laps before Crawley finally gained the advantage for good and went on to win round two of O'Reilly United Sprint Car Series Speedweek Sunday night at the quarter-mile gumbo-clay of Greenville Speedway.

Gray, a six-time USCS national champion, settled for second in the 30-lap feature.

Wayne Johnson, a three-time winner so far in 2008, followed the battling duo to the line in third. Marshall Skinner finished fourth and pole-sitter Jason Botsford, who made the tow all the way from California, came home in fifth place.

The finish:

Tim Crawley, Terry Gray, Wayne Johnson, Marshall Skinner, Jason Botsford, Justin Sturch, Zack Pringle, Ernie Ainsworth, Raymond Stull, Bryce Vowan, Joe Young, Anthony Nicholson, Bryn Gohn, Ronny Howard, Lee Sowell, Don Young, Zach Chappell, Cody Gardner, Chris Williams, Greg Merritt, Danny Martin, Jr., Kenny Adams.

Teen Larson Strikes Gold At Silver Dollar

CHICO, Calif. — The fourth round of the Hoosier Racing Tires Civil War Sprint Car Series Sunday at Silver Dollar Speedway went to 15-year-old

Kyle Larson, who pocketed \$2,000 for

the first victory of his career.

Larson, driving the Vertullo Racing No. 83v, passed pole-sitter Colby Wiesz for the lead on lap 17, bringing veteran Tim Kaeding along to the second spot.

Kaeding challenged Larson through several restarts over the last 10 laps, but could never work his way past the teenager.

Kaeding settled for second ahead of Sean Becker, Andy Forsberg and Greg DeCaires. Wiesz fell out of contention upon losing a muffler.

The finish:

Kyle Larson, Tim Kaeding, Sean Becker, Andy Forsberg, Greg DeCaires, Brad Furr, Hermain Klein, Mike Benson, Bradley Terrell, Mark Hall, Andy Gregg, Mike Monahan, David Robinson, Jr., Alissa Geving, Stephen Allard, Colby Wiesz, Brad Bumgarner, Willie Croft, Brett Miller, Robbie Whitchurch, Kyle Hirst, Jim Richardson.

Pinkerton Solves Home Turf

Thursday

OSKALOOSA, Iowa — Brad Pinkerton knows the Southern Iowa Speedway as well as — if not better than — any driver in

the history of the track.

The multi-time, multi-series track champion proved that again Thursday night with a dominating USMTS National Tour victory.

Starting from the outside of row one, Pinkerton reeled in early leader Zack VanderBeek. He took the lead at lap seven and expanded it to a full

straightaway 12 quick laps later.

Despite a couple of late restarts that kept VanderBeek and Al Hejna in play, Pinkerton easily picked up the \$2,000 for his second-career USMTS victory.

Hejna finished second ahead of teenager Ryan Gustin in third and Kelly Shryock in fourth. VanderBeek faded and settled for fifth.

The finish:

Brad Pinkerton, Al Hejna, Ryan Gustin, Kelly Shryock, Zack VanderBeek, Jason Hughes, Jay Noteboom, Steve Wetzstein, Dereck Ramirez, Mark Noble, Ron VerBeek, Chris Spieker, Scott Stecher, Brandon Kenny, Colt Mather, Jake Neal, Nate Caruth, Alan Mondus, Donovan Lodge, Michael Long, Brandon Banks, Steve Koski.

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



Alex Barron - Beck/Curb/Agajanian Indy Car
Entered in 2008 Indianapolis 500
2007 - Top 15 Indianapolis 500



Joey Saldana - 12 Victories 2007 Runner-up World of Outlaws Championship



Brad Coleman 2008 Baker/Curb Nationwide Series



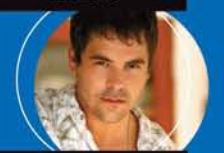
TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE



COWBOY CRUSH



LEANN RIMES



HANK WILLIAMS JR.



NATALIE GRANT



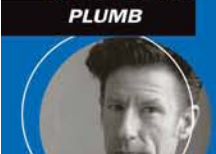
JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	1,860
2. Jeff Burton	1,766
3. Dale Earnhardt, Jr.	1,721
4. Denny Hamlin	1,596
5. Clint Bowyer	1,578
6. Carl Edwards	1,538
7. Kevin Harvick	1,517
8. Tony Stewart	1,511
9. Jimmie Johnson	1,493
10. Jeff Gordon	1,486
11. Greg Biffle	1,483
12. Kasey Kahne	1,454
13. David Ragan	1,398
14. Ryan Newman	1,369
15. Martin Truex, Jr.	1,291
16. Matt Kenseth	1,264
17. Juan Pablo Montoya	1,263
18. Bobby Labonte	1,258
19. Travis Kvapil	1,240
20. Brian Vickers	1,203

Nationwide

1. Clint Bowyer	1,890
2. Kyle Busch	1,823
3. Carl Edwards	1,714
4. David Reutimann	1,702
5. Brad Keselowski	1,670
6. David Ragan	1,664
7. Mike Bliss	1,663
8. Jason Leffler	1,552
9. Mike Wallace	1,482
10. David Stremme	1,454

Craftsman Truck

1. Todd Bodine	1,001
2. Rick Crawford	993
3. Matt Crafton	956
4. Johnny Benson	943
5. Ron Hornaday, Jr.	937
6. Terry Cook	920
7. Mike Skinner	918
8. David Starr	913
9. Erik Damell	901
10. Chad McCumbee	899

IndyCar Series

1. Scott Dixon	191
2. Helio Castroneves	176
3. Dan Wheldon	153
4. Tony Kanaan	139
5. Marco Andretti	130
6. Danica Patrick	122
7. Ed Carpenter	120
8. Will Power	114
9. Hideki Mutoh	113
10. Oriol Servia	112

Indy Lights

1. Richard Antinucci	179
2. Dillon Battistini	176
3. J.R. Hildebrand	148
4. Raphael Matos	127
5. Ana Beatriz	121
6. Arie Luyendyk, Jr.	119
7. Sean Guthrie	110
8. Brent Sherman	103

Formula One

1. Lewis Hamilton	38
2. Kimi Raikkonen	35
3. Felipe Massa	34
4. Robert Kubica	32
5. Nick Heidfeld	20
6. Heikki Kovalainen	15
6. Mark Webber	15
8. Fernando Alonso	9
8. Jarno Trulli	9
10. Nico Rosberg	8

WoO Sprints

1. Jason Meyers	1,597
2. Donny Schatz	1,572
3. Craig Dollansky	1,566
4. Joey Saldana	1,521
5. Steve Kinser	1,449
6. Jac Haudenschild	1,438
7. Kerry Madsen	1,425
8. Chad Kemenah	1,389
9. Terry McCarl	1,388
10. Daryn Pittman	1,325

WoO Late Models

1. Steve Francis	1,449
2. Chub Frank	1,443
2. Darrell Lanigan	1,443
4. Josh Richards	1,439
5. Rick Eckert	1,413
5. Shannon Babb	1,413
7. Shane Clanton	1,361
7. Clint Smith	1,361
9. Tim Fuller	1,295
10. John Blankenship	1,263

National Midget Driver Of The Year

1. Dave Darland	534
2. Tracy Hines	441
3. Bobby East	436
4. Kody Swanson	389
5. Jerry Coons, Jr.	327
6. Cole Whitt	274
7. Brady Bacon	256
8. Brad Loyet	244
9. Chad Boat	241
10. Levi Jones	228

NHRA Top Fuel

1. Tony Schumacher	726
2. Antron Brown	595
3. Larry Dixon	561
4. Rod Fuller	466
5. Hillary Will	455
6. Cory McClenathan	450
7. Brandon Bernstein	427
8. Doug Kalitta	384
9. Dave Grubnic	360
10. Doug Herbert	343

NHRA Funny Car

1. Tim Wilkerson	552
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NHRA Pro Stock

1. Greg Anderson	561
2. Jason Line	559
3. Kurt Johnson	545
4. Jeg Coughlin	530
5. Allen Johnson	461
6. V. Gaines	460
7. Mike Edwards	443
8. Greg Stanfield	401
9. Warren Johnson	355
10. Ron Krisher	327

NHRA Pro Motorcycle

1. Andrew Hines	405
2. Matt Smith	349
3. Chip Ellis	325
4. Matt Guidera	296
5. Angelle Sampey	231
6. Eddie Krawiec	220
7. Chris Rivas	191
8. Karen Stoffer	154
9. Hector Arana	150
10. Shawn Gann	149

All Star Sprint

1. Lance Dewease	1,730
2. Dale Blaney	1,563
3. Randy Hammagan	1,559
4. Greg Wilson	1,548
5. Paul McMahan	1,500
6. Brian Ellenberger	1,473
7. Brandon Martin	1,403
8. Brian Paulus	1,384
9. Brock Mayes	1,364
10. Ryan Myers	1,262

NASCAR West

1. Mike David	656
2. Eric Holmes	606
3. Jeff Barkshire	590
4. Austin Cameron	581
5. Moses Smith	566
6. Jim Inglebright	553
7. Jeff Jefferson	550
7. Jason Patison	550
7. Jason Bowles	550
10. Mike Gallegos	520

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	1,560
2. Matt Carter	1,550
3. Frank Kimmel	1,530
4. Tom Hessert III	1,475
5. John Wes Townley	1,470
6. Scott Speed	1,445
7. Justin Allgaier	1,440

USAC Silver Crown

1. Jerry Coons, Jr.	60
1. Bud Kaeding	60
3. Ricky Stenhouse, Jr.	54
4. Shane Cottle	51
5. Tracy Hines	48
6. Mat Neely	45
8. Levi Jones	42
8. Brian Tyler	39
9. Dave Darland	36
10. Darren Hagen	33

USAC-CRA Sprints

1. Cory Kruseman	591
2. Mike Spencer	569
3. Blake Miller	522
4. Garrett Hansen	496
5. Danny Sheridan	493
6. Tyler Brown	393
7. Levi Jones	350
8. Tony Jones	349
9. David Cardley	319
10. Josh Ford	308

POWRi National Midget

1. Zach Daum	470
2. Mike Hess	440
3. Nick Knepper	410
4. Daniel Robinson	380
5. Brett Anderson	360
6. Tyler Robbins	320
7. Russ Harper	310
8. Rich Camfield	310
9. Chad McDaniel	280
10. Greg Lueckert	260

Whelen Modified

1. Chuck Hossfeld	515
2. Ted Christopher	479
3. Todd Szegedy	454
4. James Civali	443
5. Rowan Pennink	415
6. Ed Flemke, Jr.	408
7. Eric Beers	399
8. Mike Stefanik	384
9. Jimmy Blewett	376
10. Matt Hirschman	366

Lucas Oil LM

1. Steve Casebolt	2,055
1. Earl Pearson, Jr.	2,050
3. Justin Rattliff	1,870
3. Bart Hartman	1,870
5. Dan Schlieper	1,785
6. Scott James	1,745
7. Terry Casey	1,670
8. Billy Drake	1,645
9. Wayne Chinn	1,495

NeSmith Dirt LM

1. Chip Brindle	580
2. Jay Blair	532
3. Larry Boutwell	522
4. Jeff Fields	520
5. Scott Knowles	502
6. Chris Tays	498
7. Hunter Peacock	496
7. Ted Lackey	496
9. Jason Hiatt	488
10. Matthew Turner	486

USAC Midget

1. Tracy Hines	387
2. Bobby East	384
3. Kody Swanson	368
4. Cole Whitt	311
5. Dave Darland	279
6. Chad Boat	276
7. Darren Hagen	273
8. Brad Sweet	268
9. Levi Jones	258
10. Brady Bacon	255

ASCS Rebel

1. Kenny Adams	576
2. Bryn Gohn	536
3. Matt Tiffany	534
4. Samantha Taylor	528
5. Red Stauffer	516
6. Michael Miller	432
7. Danny Martin, Jr.	420
8. Matt Linder	416
9. Frank Beck III	384
10. Gavin Thomas	376

ASCS Northwest

1. Seth Bergman	292
2. Henry VanDam	288
3. Jayme Barnes	286
4. Rob Held	262
4. Jared Ridge	262
6. Jared Peterson	260
7. Brandon Boyce	258
8. Jonathan Allard	254
9. Mitch Olson	250
10. Todd Zietlen	248

ASCS Gulf South

1. Chris Sweeney	1,254
2. Greg Rilat	1,218
3. Channin Tankersley	1,192
3. Gary Wallace	1,192
5. Brandon Berryman	1,154
6. Tommy Bryant	1,107
7. Travis Elliott	1,105
8. Brandon Com	1,083
9. Terry Monroe	1,042
10. Travis Knighton	878

USAC W. Sprint

1. Levi Jones	300
2. Brady Bacon	280
3. Cole Whitt	274
4. Tracy Hines	261

USAC Sprint Car

5. Darren Hagen	260
6. Jerry Coons, Jr.	243
7. Shane Cottle	242
8. Dave Darland	220
9. Brady Short	209
10. Brad Sweet	202

URC Sprints

1. Curt Michael	502
2. Chris Coyle	449
3. Dave Ely	412
4. Randy Stewart	399
5. Robbie Stillwagon	390
6. Becca Anderson	380
7. Davey Sammons	363
8. J.J. Grasso	349
9. Ed Aikin	348
10. Kyle Purks	342

Badger Midget

1. Mike Hess	358
2. Jerry Coons, Jr.	350
3. Aaron Fiscus	346
4. Brandon Waelti	345
5. Scott Hatton	323
6. Chad DeSelle	304
7. Davey Ray	300
8. David Gough	290
9. Bubba Altig	286
10. Nick Lundgreen	269

SCCA Speed

1. Kuno Wittmer	437
2. Pierre Kleinubing	415
3. Peter Cunningham	353
4. Jason Saini	319
5. Charles Espenlaub	316
6. Seth Thomas	310
7. Chip Herr	301
8. James Clay	267
9. Jason Martelli	209
10. Nick Esayan	205

ASCS Rocky Mtn.

1. Derrick Ortega	290
2. Bob Schaeffer	286
3. Chad Corken	280
4. Jerry Brey	276
5. Greg Schaefer	274
6. Colt Treham	270
7. Jace Pennetta	264
8. Patrick Bourke	262
8. Dustin Hall	262
10. Keith Rauch	260

Hughes Takes Two In USMTS Action

Thursday

CRESCO, Iowa — Eight-time champion Kelly Shryock notched his fourth O'Reilly USMTS National Tour victory of the season Thursday with a thrilling triumph in the fourth annual Cresco Bowl at Cresco Speedway.

A good redraw, lapped traffic and a good restart — along with an unmatched wealth of experience — were the keys to success for the veteran from Fertile, Iowa.

Shryock drew the pole for the 35-lap \$2,000-to-win event.

However, Shryock did not lead all the way, as there were four lead changes among three drivers, with Shryock taking the point for the final time on lap 19.

Tommy Myer finished second, with Tim Donlinger, Jason Hughes and Jason Krohn filling the top five.

The finish:

Kelly Shryock, Tommy Myer, Tim Donlinger, Jason Hughes, Jason Krohn, Zack VanderBeek, Al Hejna, Jason Schlangen, Bob Timm, Corey Dripps, Kevin Pittman, Steve Wetzstein, Alan Mondus, Ryan York, Brandon Kenny, Ryan Gustin, Mark Noble, Dereck Ramirez, Jake Neal, Darrin Walch, Jay Noteboom, Mike Sorensen, Josh Reisch, Jay Poidinger.

Friday

LANSING, Minn. — Defending O'Reilly USMTS National champion Jason Krohn started 16th in Friday night's main event at Chateau Raceway, but easily found his way to victory lane.

Krohn was second after just 15 laps on the third-mile dirt track and got the break he needed when the yellow flag waved on lap 20 of the 11th annual Gutterson Memorial.

Krohn stalked leader Josh Reisch on the restart and took the lead on lap 24. He paced the remainder of the 40-lap distance for the victory, while Reisch's hopes ended with a flat tire on lap 27.

Tim Donlinger finished second, while Kelly Shryock, Steve Wetzstein and Zack VanderBeek filled the top five.

The finish:

Jason Krohn, Tim Donlinger, Kelly Shryock, Steve Wetzstein, Zack VanderBeek, Al Hejna, Jay Noteboom, Dereck Ramirez, Brandon Kenny, Kevin Pittman, Alan Mondus, Shawn Peterson, Tommy Myer, Steve Stewart, Brad Bakken, Jay Poidinger, Mark Noble, Nate Wasmund, Doug Hillson, Josh Reisch, Corey Dripps, Dan Bohr, Jason Hughes, Jake Neal.

Saturday

SPRING VALLEY, Minn. — After a first-lap crash that knocked him out of the O'Reilly USMTS National Tour event at the Chateau Raceway on Friday night, Jason Hughes rebounded to win Saturday's sixth annual Spring Challenge at Deer Creek Speedway.

Brad Waits took the lead from Al Hejna on lap two and ran the highside of the track, while Hughes worked his way forward from eighth starting spot.

Hughes passed Hejna with 10 laps to go, then set his sights on Waits, who was battling lapped traffic. Finally, Hughes moved ahead as the pair

crossed the start-finish line on lap 32. Hughes led the rest of the way for the \$2,000 victory.

Hejna finished third, ahead of Dean Mahlstedt and Zack VanderBeek.

The finish:

Jason Hughes, Brad Waits, Al Hejna, Dean Mahlstedt, Zack VanderBeek, Tim Donlinger, Kelly Shryock, Mike Sorensen, Tommy Myer, Dereck Ramirez, Jason Krohn, Bob Timm, Brandon Kenny, Mark Noble, Jay Ihrke, Todd Scharkey, Nate Caruth, Alan Mondus, Ryan Gustin, Nate Wasmund, Steve Wetzstein, Kevin Pittman, Jay Noteboom, Tom Paulson.

Sunday

KASSON, Minn. — Jason Hughes picked up where he left off on Saturday with a win in Sunday night's seventh annual Stars & Stripes Shootout at Kasson Speedway.

Starting on the outside of the second row, Hughes powered his Casey's General Stores No. 12 Hughes Chassis into the lead on lap two and never looked back en route to his fourth O'Reilly USMTS National Tour victory of 2008.

Zack VanderBeek started on the pole and led the first circuit, but Hughes took control on lap two.

VanderBeek and Dan Bohr raced side by side for more than 10 laps before Brad Waits passed them both and hung on for second place. Corey Dripps sneaked in for third, ahead of Bohr and VanderBeek.

The finish:

Jason Hughes, Brad Waits, Corey Dripps, Dan Bohr, Zack VanderBeek, Dean Mahlstedt, Kelly Shryock, Mike Sorensen, Mark Noble, Tim Donlinger, Al Hejna, Tommy Myer, Todd Scharkey, Steve Wetzstein, Bob Timm, Brandon Kenny, Bryan Rowland, Doug Hillson, Tom Paulson, Dereck Ramirez, Ryan Gustin, Joe Wermecke, Kevin Pittman, Alan Mondus.

Elder Barnes Outlasts 69-Car Field

SPARTA, Ky. — A resilient Chuck Barnes, Sr. banked \$5,000 Saturday night by emerging from a 69-car field to claim his second-straight 150-mile street-stock victory at Kentucky in the Frank Kimmel Enduro Nationals II.

The Louisville, Ky., driver battled back from a lap 35 backstretch spin and overcame damage sustained to his No. 51 machine during a three-car incident on lap 76 before getting a drafting boost on lap 97 from Joe Williamson, Sr.'s No. 11 that gained Barnes a lead he wouldn't surrender.

Barnes led the race six times for a total of 39 laps before crossing the finish line 0.143 second ahead of Williamson. Kyle Hadley took third, Roger Williams snared fourth, and Brett Hudson rolled in fifth.

The race saw a total of 19 lead changes with five in the final 18 laps.



DICK AYERS PHOTO

SPEED DEMON: Chris Perley (11) pulls away from Dave Sanborn during ISMA supermodified competition at Waterford (Conn.) Speedbowl Saturday night.

Speedy Perley Burns Foes

WATERFORD, Conn. — Chris Perley won the International SuperModified Ass'n season opener Saturday night at Waterford Speedbowl and made history in the process.

Perley turned the fastest lap in the history of the three-eighths-mile asphalt oval, which was built in 1951, turning a 12.489-second lap on the

44th of the 50 laps.

"I don't know what this year is going to give us. To start off the year this way with the car as good as it is, it's unbelievable," Perley said. "I can't ask for any more. The crew worked so hard over the winter. To be able to unload and just pull this off is great."

Jeff Holbrook finished second.

"The car is awesome. Robbie wiggled there and gave me a

chance at second and I took it," Holbrook said. "I knew Chris would be along any time, but second to Chris Perley is awesome anytime. This is great."

Robbie Summers finished third, with Ray Graham, Jr. and Bobby Bond rounding out the top five.

The finish:

Chris Perley, Jeff Holbrook, Robbie Summers, Ray Graham, Jr., Bobby Bond, Dave McKnight, Jr., Vern Romanoski, Russ Wood, Dave Sanborn, Mark Sammut, Bobby Haynes, Jr., Mike Licthy, Jamie Timmons, Mike Ordway, Jr., Scott Martel, Dave Trytek, Artie Rousseau, Dave Iosue, Larry Lehnert, Eric Emhoff, Michael Barnes.

DIRT Mod Men Walk The Planck

WEEDSPORT, N.Y. — In a matter of weeks, Dale Planck doubled his career output as he put the RezX Racing No. 77x in victory lane Sunday night at Cayuga County Fair

Speedway after capturing the Advance Auto Parts Super DIRTcar Series Hall of Fame Classic.

Planck's fourth Advance Auto Parts Series win was his

second big-block modified triumph at the home of DIRTcar NorthEast and netted him the \$6,000 top prize.

He is now within three points of leader Brett Hearn in his bid for the overall Hoosier Tire Mr. DIRTcar Championship.

The 76-lap modified main was slowed by just three caution periods with Planck grabbing the lead from pole-sitter Justin Haers on lap 21 and outlasting last year's Hall of Fame

Classic co-winner Danny Johnson to claim the decisive victory.

Reigning Cayuga County points king Jimmy Phelps charged into third at the stripe followed by Tim Fuller and Haers.

The finish:

Dale Planck, Danny Johnson, Jimmy Phelps, Tim Fuller, Justin Haers, Billy Decker, Alan Johnson, Gary Tomkins, Brett Hearn, Frankie Caprara, Vic Coffey, Ryan Phelps, Billy Dunn, Matt Sheppard, Chad Homan, Larry Wright, Jeff Brownell, Jr., Pat O'Brien, Sean Beardsley, Chuck Bower, Dan Vauter, Kevin Bates, Dave Rauscher, Rob Bellinger, Jason Potter, Derrid Podsiadlo, Steve Paine, Shannon Whaley, Ryan Bartlett.

Two Rocky Mountain Winners

Saturday

OLATHE, Colo. — The American Sprint Car Series Rocky Mountain Region opened the 2008 season with a new face in victory lane as 54-year-old Bob Schaeffer snared his first-career

series win in Saturday night's 25-lap feature at Thunder Mountain Speedway.

Schaeffer battled past early leader Patrick Bourke on the ninth circuit and led the rest of the way to secure the victory in the Wintergreen Construction No. 93 entry.

After losing his brakes in the

early going, past series champion Bourke held the runner-up slot the rest of the way, with rookie-contender Derrick Ortega claiming third. Jerry Brey and Chad Corken rounded out the top five.

The finish:

Bob Schaeffer, Patrick Bourke, Derrick Ortega, Jerry Brey, Chad Corken, Colt Treharn, Greg Schaefer, Jace Pennetta, Jake Ossenfort, Tim Spatzier, Jeremy McCune, Danielle Ossenfort, Mark Sweet, Todd Plemons, Dustin Hall, Brian Hartman, Michelle Dodge, Justin Wolfendock, Josh Flood, Keith Rauch.

Sunday

OLATHE, Colo. — Keith Rauch capped the opening weekend of American Sprint Car Series Rocky Mountain Region action by wiring the field in Sunday afternoon's 25-

lap feature at Thunder Mountain Speedway.

Starting from the front row outside, Rauch outgunned Saturday night winner Bob Schaeffer for the lead and led throughout to post his seventh-career ASCS Rocky Mountain Region triumph.

Rookie Derrick Ortega finished second, with Jeff Heffner, 13th-starter Dustin Hall and Chad Corken rounding out the top five.

The finish:

Keith Rauch, Derrick Ortega, Jeff Heffner, Dustin Hall, Chad Corken, Greg Schaefer, Bob Schaeffer, Jerry Brey, Colt Treharn, Jace Pennetta, Todd Plemons, Jake Ossenfort, Danielle Ossenfort, Mark Sweet, Justin Wolfendock, Jeremy McCune, Patrick Bourke, Brian Hartman, Michelle Dodge, Tim Spatzier.



ELDORA SPEEDWAY

"America's Great Place to Race"

Saturday - May 31

* built by The Home Depot

World of Outlaw Sprint Cars

- Their Final Tune Up Before the July 11 & 12 Kings Royal -

with: Moser UMP Modifieds & Advance Auto Parts Stocks

hot laps 6:00 racing 7:30 General Admission still only \$25

June 4

June 6 & 7

June 14

** Looking Ahead **

Old Spice Prelude to the Dream

14th annual Dirt Late Model Dream

USAC Border Wars presented by Pak A Sak

3 Miles North of Rossburg, Ohio on SR 118

event hotline (937) 338-3815 www.eldoraspeedway.com

Lee, Litton And Lang Collect Ironmen In Milan Go

MILAN, Mich. — Five times Paul Lee had advanced to an IHRA Knoll Gas Nitro Jam final round. Five times he had come away empty-handed. All that changed Sunday at Milan

IHRA

Wilkerson to claim the Ironman at the IHRA Motor City Nationals.

In the semifinal against Matt Hagan, Lee's luck carried him through. He smoked the tires at the hit of the throttle and lifted out of the run. Hagan was well ahead at half-track, but his car went into tire shake, forcing him to pitch left and cross the center line. Lee, meanwhile, got back into the run and coasted down the track to take the win light.

Luck had nothing to do with Bruce Litton's win in the Top Fuel class. The Indianapolis-based defending world champion consistently clocked passes in the 4.60s to march through the field to the event champi-

onship. Scott Palmer could not get his car fired for the final round against Litton, but the defending champ zipped down the groove with a strong 4.678/287.66 pass.

Kenny Lang won his second-consecutive Ironman, backing up his win in Rockingham with a victory at the Motor

City Nationals. Lang stopped Mike Castellana's nitrous-powered '68 Firebird in the final.

Lang assumed the Pro Modified points lead with his win in Milan.

Dr. Tom Carter, a dentist from Cuero, Texas, did something no one else has been able to do this season — knock off

Laurie Cannister in Alcohol Funny Car competition. Carter defeated Cannister in the final round at Milan Dragway to stop her eight-round winning streak. When Carter moved into the Alcohol Funny Car ranks in the 2006 season, Cannister and her husband helped tune Carter's car.

At the Motor City Nationals he won the battle with his former teammates and close friends.

Carter, who set an IHRA national speed record with a 249.30 mph pass in the first round against Tony Bogolo, clocked a 5.802/248.43 pass in the final to top Cannister's 5.842/242.98 package.

Jeff Dobbins had a dominant weekend in Milan, finishing at the top of the qualifying sheet, making a career-best 6.294 pass during qualifying and blowing through four elimination rounds to win the Pro Stock Ironman.

Dobbins defeated Pete Berner in the final round.

Hirschman Dominates At Oswego

OSWEGO, N.Y. — Second-generation modified driver Matt Hirschman led 100 laps to beat a star-studded field in the Richie Evans Memorial sanctioned by the Race of Champions Dart Asphalt Modified Tour Saturday night at Oswego Speedway.

The field included drivers with a cumulative 1,000 victories and

nearly 50 track or series championships, but Hirschman easily led throughout to bank the \$3,000 top prize at the historic half-mile asphalt oval.

"The last two years and going into the third year now, we're either a first- or second-place car here every time we're here," Hirschman said. "Sometimes it might not work out and you don't finish first or second, but we're really a first- or second-place car here. I really run strong here, I just got it figured out and I like coming here."

Hirschman won by a half straightaway over veteran modified racer Jan Leaty, who advanced from 18th starting position to finish second.

Tommy Farrell III was third, ahead of Sege Fidanza and Pete Brittain.

The finish:

Matt Hirschman, Jan Leaty, Tommy Farrell III, Sege Fidanza, Pete Brittain, Dave Wollaber, Daren Scherer, Ronnie Silk, Ryan Preece, John Markovic, Rusty Smith, Tommy Kinsella, Billy Putney, Dean Rypkema, Rowan Pinnick, Steven Reed, Rick Kluth, Mike Leaty, Jimmy Zacharias, Todd Smith, T.J. Potrzebowski, Lee Sherwood, Vern LaFave, Doug Reaume, Wilbur Hebing.



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LEIF TILLOTSON PHOTO

THE CHECKERED FLAG: John Donahue celebrates his victory in Sunday's American-Canadian Tour late-model event.

Fastest ACT Feature Goes To Donahue

BARRE, Vt. — American-Canadian Tour Late Model Championship stock-car driver John Donahue won the fastest race in series history Sunday at Thunder Road Int'l

ACT LM

Speedbowl, winning the 46th Annual Mekkelsen RV Memorial Day

Classic in 28 minutes and 16 seconds. Donahue started fourth on the 30-car grid and came to life just before the halfway point, grabbing the lead from Eric Williams on lap 47. From there, Donahue survived the only restart of the race on lap 70, to take the victory.

"I owe this one to my crew and Jeff

Laquerre," said Donahue. "They made this car perfect today."

ACT Late Model Tour point-leader Scott Payea earned his fourth top-five finish in five races with a runner-up effort. Payea waged a 30-lap side-by-side battle with Williams following the lap-70 restart, and took the position by a fender at the finish.

Williams finished third over Patrick Laperle and Phil Scott.

The finish:

John Donahue, Scott Payea, Eric Williams, Patrick Laperle, Phil Scott, Nick Sweet, Cris Michaud, Pete Potvin III, Matt White, Ricky Wolf, Jr., Donald Theetge, Shawn Fleury, Jean-Paul Cyr, Joe Becker, Robbie Crouch, Chip Grenier, Glen Luce, Brent Dragon, Dave Pembroke, Joey Polewarczyk, Jr., Randy Potter, Jonathan Urlin, Trampas Demers, Scott Dragon, Eric Chase, Joey Laquerre, Jamie Fisher, Ryan Nolin, Roger Brown II, Bobby Dragon.

Veteran Pete Harding Conquers Yakima Foes

YAKIMA, Wash. — Pete Harding won the first ASA Aero Exhaust Northwest Tour

ASA NW LM

race of the season Saturday at Yakima Speedway,

outclassing the field in the 125-lap feature.

A pair of rookies — James Mugge

and Jeff Knight — chased Harding to the finish. Mugge finished second and Knight was third.

Darin Stordahl and Darrell Midgley completed the top five.

The finish:

Pete Harding, James Mugge, Jeff Knight, Darin Stordahl, Darrell Midgley, Brad Stanwood, Kelly Mann, Rick Hager, Chad Bennett, Harold Racynski, Eric Richardson, Ron Eaton, Korbin Thomas, Allan Jewett, Dan Obrist, Joey Decker.

Davis Shakes Off Ivey

WAYCROSS, Ga. — Jimmy Lee Davis shook off a final-lap challenge from Tyler Ivey for a victory Saturday in National Late Model Series

NLMS LM

action at Waycross Motor Speedway, his second in as many NLMS races at

the track.

Ivey settled for second after his late charge. Cale Simons finished third, ahead of series point-leader Brandon Cameron in fourth.

The NLMS will visit Golden Isles Speedway near Brunswick, Ga., May 31.

Patience Pays Big Dividends For Ben Rowe

WOODSTOCK, N.H. — Patience won out on a short-track Saturday night filled with hard racing at White Mountain Motorsports Park.

Ben Rowe was able to preserve his equipment and make a lap-114 outside charge on Cassius Clark and held on to win the 150-lap Pro All Stars Series feature. The victory was Rowe's eighth at the high-banked quarter-mile.

PASS LM

Clark settled for second. John Flemming, Mike Rowe and Richie Dearborn completed the top five.

The finish:

Ben Rowe, Cassius Clark, John Flemming, Mike Rowe, Richie Dearborn, D.J. Shaw, Derek Restroom, Travis Benjamin, Johnny Clark, Donnie Whitten, Kelly Moore, Trevor Sanborn, Alan Wilson, Rick Martin, Jeremy Davis, Gary Bellefleur, Harry Olson, Adam Bates, Jimmy Chambers, Ryan Nolan, Steve Berry.

Gregg Scores Third Straight

TUCSON, Ariz. — Ben Gregg's late-race heroics netted a third-consecutive American Sprint Car Series Southwest Region feature victory in Saturday night's 25-lap Hank Arnold Memorial at USA Race Park.

Gregg kept his win streak alive at the expense of Jessica Van Dyke, who led most of the way before Gregg charged by to take command with just two laps to go.

ASCS SW

Gregg was chased across the stripe by Shawn Sander, who made a last-lap move from fourth to snare runner-up honors. Van Dyke settled for third with Rick Ziehl and John Gaston rounding out the top five.

The finish:

Ben Gregg, Shawn Sander, Jessica Van Dyke, Rick Ziehl, John Gaston, Cody Cambensy, Mike Rux, Jr., Joshua Williams, Perry McMillin, Steve Lohn, Cody McGullam, Alex Pettas, Davey Johnson, Bud Rowe, Steve Stone, Dennis Riley, Ronnie Clark, Steve Martin.

Grimes Cruises At Winchester

WINCHESTER, Va. — French Grimes cruised to victory after taking the point midway through Saturday night's Virginia Sprint Series feature at Winchester Speedway.

Grimes, who came up inches shy of a victory in the last series event, passed Satch Worley and made sure no one mounted a challenge.

Worley finished second and was followed to the stripe by Billy Norfleet in third, Jerald Harris in fourth and Bill Rice in fifth.

The finish:

French Grimes, Satch Worley, Billy Norfleet, Jerald Harris, Bill Rice, Pete Kingrea, Scott Vasbinder, Mike Marr, Anthony Linkenhoker, Donnie Rodeffer, Chris Ware, Danny Miller, Paul White, Tony Harris, Ron Moyer.



ALLEN HORCHER PHOTO

LOW RIDER: Jon Stanbrough (53) powers under Dickie Gaines during Midwest Sprint Car Series competition at Tri-State Speedway.

Another Jon Stanbrough Victory At Tri-State Oval

HAUBSTADT, Ind. — Jon Stanbrough was the class of the field in winning Sunday night's Hoosier Tire Midwest Sprint Car Series feature at Tri-State Speedway.

MSCS SPRINTS

With a classy 40-car field on hand, Stanbrough drove to yet another victory for the No. 53 Foxco team after starting third and taking the lead on

lap 18.

Brady Short rode home second on the quarter-mile dirt track.

Hunter Schuerenberg finished third, ahead of Levi Jones and Daron Clayton.

The finish:

Jon Stanbrough, Brady Short, Hunter Schuerenberg, Levi Jones, Daron Clayton, Robert Ballou, A.J. Anderson, Jeff Bland, Jr., Kyle Wissmiller, Hud Cone, Dustin Morgan, Thomas Meseraull, Dickie Gaines, Bret Mellenberndt, Danny Holtsclaw, Chris Urish, Jesse Cramer, Chad Boespflug, Arin McIntosh, John Memmer, Kyle Cummins.

Peacock Sings Winning Tune

SYLVANIA, Ga. — Twenty-year-old series rookie Hunter Peacock picked his first victory of the season Saturday night in the NeSmith Chevrolet Dirt Late Model Series Salute To The Armed Forces 50 at

NESMITH LM

Screven Motor Speedway. Peacock took the lead on lap 35 and led the rest of the way in the Nasworthy Mechanical Bullitt. The victory made it a clean sweep of the

event for Peacock, who also took his series-leading third pole award of the season. Series point-leader Chip Brindle led the first 34 laps of the race and finished second, followed by Jody Nipper in third. Jay Blair and Jason Hiatt rounded out the top five.

The finish:

Hunter Peacock, Chip Brindle, Jody Nipper, Jay Blair, Jason Hiatt, Derrick Rainey, Terry Lumley, Chad Wallace, Frank Ingram, Ed Basey, Scott Knowles, Eric Cooley, Larry Boutwell, Ted Lackey, Bob Robertson, Marcus Minga, Brandon Overton, Matthew Turner, Gene Nasworthy, Jeff Fields, Chris Tays, Mike Parkerson, Blake Stewart, Clark Gearig, Troy Gearig, Jeff Fortner.

Another First-Time Deery Victor

ALLISON, Iowa — Justin Reed added his name to the growing list of first-time tour winners, with his May 21 run to victory in the Deery Brothers Summer Series late-model feature at Highway 3 Raceway.

DEERY LM

Reed led all 40 laps around the half-mile oval in taking the \$2,000 IMCA J & J Steel Late Model tour victory.

Clint Wendel followed with a career-best showing of his own in second, while Rob Toland, Boone McLaughlin and Matt Strassheim completed the top five.

The finish:

Justin Reed, Clint Wendel, Rob Toland, Boone McLaughlin, Matt Strassheim, Jason Frankel, Mike Garland, Ryan Griffith, Jason Hahne, Jeff Aikey, Tom Darbyshire, Terry Neal, Al Johnson, Andy Nezworski, Todd Cooney, Rick Dralle, Travis Smock, Darrel DeFrance, Charlie McKenna, Jeff Bair, Bryan Klein, Dale Hackwell, Jr., Cory Goldbeck, Mike Klinkammer.

Papa Stremme Tops Plymouth

PLYMOUTH, Ind. — Lou Stremme now joins son David Stremme as a CRA victor after winning from the pole in Saturday night's Transit Mix Concrete 75

CRA LM

Howe CRA Sportsman Series event at Plymouth Speedway.

In breaking the winning streak of Tony Dager, who won four-consecutive races, Stremme had to contend with a field of 44 cars attempting to qualify for the 28 positions of the 75-lap event.

Fast-qualifier Dager started eighth due to an inverted draw

and Stremme started on the pole and jumped to the lead at the wave of the green flag. Never leading by more than a few car lengths, Stremme battled his way to the victory despite several restarts and strong pressure from Charlie Hanna.

Hanna stalked Stremme around the track for the last 25 laps, trying to edge by on the high side, but lacked the power to complete the pass. In the closing laps, third-running Justin Alsip forced Hanna to defend second and allowed Stremme to take the checkered in first.

Hanna finished second with Alsip less than a fender behind. Rick Rinehart and Billy Hutson followed.

The finish:

Lou Stremme, Charlie Hanna, Justin Alsip, Rick Rinehart, Billy Hutson, Mike Shewchuk, Rich Mersereau, Barry Holdeman, Tony Dager, Nathan Herron, Steve Stacy, Bob Duple, Eric Barcus, Matt Elliot, Bill Lovely, Rick Van Houden, John Wicks, Gary Chapman, Rick Pfeifer, Dave Mannia, Rich Segvich, Rick Sullivan, Nick Lay, Josh Smith, Kevin Gunkel, John Marshall, Jesse Opliger, Kevin Papa.

Bob Jenkins Earns Russo Award

INDIANAPOLIS — Broadcaster and racing historian Bob Jenkins was named the recipient of the 2008 Bob Russo Founders Award presented annually by the American Auto Racing Writers and Broadcasters Ass'n.

AARWBA

The award was presented at the annual AARWBA Breakfast at Indianapolis Motor

Speedway, with AARWBA co-founder Bill Marvel accepting on behalf of Jenkins, who was working the Indy 500 Festival parade. During more than 30 years, Jenkins has called auto racing events on radio and television.

The award is named after Bob Russo, one of the foremost historians auto racing has known.

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RACE REWIND

FORMULA ONE

Race 6 of 18: Grand Prix de Monaco, Sunday, May 25
Circuit de Monaco, Monte Carlo

FINAL RESULTS

FIRST



Lewis Hamilton

SECOND



Robert Kubica

THIRD



Felipe Massa

Fin.	St.	Driver	Country	Team	Laps
1	3	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	76
2	5	Robert Kubica	Poland	BMW Sauber F-1 Team	76
3	1	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	76
4	9	Mark Webber	Australia	Red Bull Racing	76
5	18	Sebastian Vettel	Germany	Scuderia Toro Rosso	76
6	15	Rubens Barrichello	Brazil	Honda Racing F-1 Team	76
7	14	Kazuki Nakajima	Japan	AT&T Williams	76
8	4	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	76
9	2	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	76
10	7	Fernando Alonso	Italy	ING Renault F-1 Team	75
11	12	Jenson Button	Great Britain	Honda Racing F-1 Team	75
12	11	Timo Glock	Germany	Panasonic Toyota Racing	75
13	8	Jarno Trulli	Italy	Panasonic Toyota Racing	75
14	13	Nick Heidfeld	Germany	BMW Sauber F-1 Team	72
15	19	Adrian Sutil	Germany	Force India F-1 Team	67
16	6	Nico Rosberg	Germany	AT&T Williams	59
17	17	Nelsinho Piquet	Brazil	ING Renault F-1 Team	47
18	20	Giancarlo Fisichella	Italy	Force India F-1 Team	36
19	10	David Coulthard	Great Britain	Red Bull Racing	7
20	16	Sebastien Bourdais	France	Scuderia Toro Rosso	7



STEVE ETHERINGTON PHOTO

ON THE POINT: Lewis Hamilton leads the way en route to winning the Grand Prix of Monaco.

RACE STATISTICS

Race time: 2 hours, 42.742 seconds
Average speed: 78.398 miles per hour

Victory margin: 3.064 seconds

TALK OF TIME TRIALS

Felipe Massa's late run of 1 minute, 15.787 seconds earned him the pole over Ferrari teammate Kimi Raikkonen, setting up an all-Ferrari front row ahead of McLaren teammates Lewis Hamilton and Heikki Kovalainen on row two.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Kimi Raikkonen

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	38	6. Heikki Kovalainen	15
2. Kimi Raikkonen	35	6. Mark Webber	15
3. Felipe Massa	34	8. Fernando Alonso	9
4. Robert Kubica	32	8. Jarno Trulli	9
5. Nick Heidfeld	20	10. Nico Rosberg	8

Hamilton's Highlight

By DAN KNUTSON
NSSN CORRESPONDENT

MONACO — The walls and barriers that line the Monaco circuit rarely forgive errors. But Lewis Hamilton recovered from a brush with the barriers and went on to win.

"This has got to be the highlight of my career and I am sure it will continue to be the highlight for the rest of my life," an ecstatic Hamilton said. "I remember on the last few laps I was just thinking that Ayrton Senna won here a lot of times, and to win here would be amazing."

Hamilton's hero Senna won the prestigious race a record six times.

Hamilton's win, the first for both him and McLaren Mercedes since the season opener in Australia, coupled with a sloppy, pointless race for Kimi Raikkonen and Ferrari, moved Hamilton into the lead of the World Championship.

It was a chaotic, incident-filled event because of the rain that left the track wet and the spray thick for more than half of the race.

Along with Hamilton's thrill of victory came the agony of defeat for Adrian Sutil, who had done a fantastic job to get his Force India up to fourth place, but got knocked out of the race by Raikkonen.

"My brakes were a bit too cold and I locked the rear," Raikkonen said. "I nearly lost the car and unfortunately I hit him."

With a steady drizzle falling, all the drivers were on Bridgestone wet-weather tires at the start. Pole-winner Felipe Massa took the lead in his Ferrari while Hamilton, who had qualified third, slipped by Raikkonen who had gridded second.

Jenson Button wrenched the nose off his Honda when he tagged Nick Heidfeld's BMW Sauber on lap one. That was the first of a plethora of spins, crashes, barrier swipes and slides that happened throughout the race.



STEVE ETHERINGTON PHOTO

CELEBRATION TIME: Lewis Hamilton celebrates victory in Sunday's Grand Prix of Monaco, along with his teammates.

On lap six, Hamilton skimmed the barriers in the swimming pool turns. His right-rear tire was flat, but he got back to the pits with no drama.

The McLaren crew put on fresh tires and packed the tank with enough fuel to get him to lap 54 [of the scheduled 78] before he had made his one and only additional pit stop.

By this time, Raikkonen had served a drive-through-the-pits penalty because the Ferrari mechanics had fitted his tires within the three-minute mark of the start of the final warm-up lap.

Massa led until the start of lap 15 when he slid off at the end of the pit

straight and handed first place to Robert Kubica who had been trailing closely behind the Ferrari in his BMW Sauber.

When Kubica stopped on lap 27, Massa retook the lead until pitting on lap 33. Hamilton took over first place and held on to it for the rest of the race.

McLaren's strategy of going as long as possible on intermediate wet-weather tires — effectively a one stop plan — and then switching to dry-weather tires worked out perfectly.

Kubica ended up second, while Massa rounded out the top three.

Williams Makes 600th Formula One Start

By DAN KNUTSON
NSSN CORRESPONDENT

MONACO — Monaco marked the 600th Grand Prix for Frank Williams as an entrant. While 2008 is the 30th anniversary of the current Williams F-1 team, the first F-1 race Frank Williams entered a car for was the 1969 Spanish Grand Prix. His friend Piers Courage drove a Brabham BT26 that retired with engine woes. Two weeks later, they finished second in Monaco.

"As most people would expect," Sir Frank said, "reaching 600 Grands Prix means very little to me! I do have to admit, however, that there have been some brilliant moments over the 40 years that I've been racing, and there have also been some moments of great sadness. Most of the time it has been a most pleasurable experi-

ence. If I was 40 years younger, I would still choose the same path towards where I find myself today."

Here's what some of Williams' former drivers had to say about Frank and the team.

Mark Webber: "There are a lot of people in this paddock who could learn a lot from Frank. He's a racer, with a lot of tenacity and determination. I have a lot of respect for what he's achieved."

Keke Rosberg: "His situation is unique because he really is the last team principal in the pit lane that goes motor racing for its true essence, and that's to race."

Nelson Piquet: "I've sometimes wondered whether, if Frank hadn't had his accident, maybe I could have stayed with Williams longer. If I had, we probably would have won a number of championships together."

Alain Prost: "I have a lot of admiration and respect for Frank, both for his incredible career and his rich personality. I have rarely seen someone so passionate and dedicated to his sport."

Damon Hill: "I see Frank as a kind of monarch. Williams is his army; Patrick [Head] is his general and he fights the fire-breathing Ferrari dragon for England. I suppose that would make me one of his knights!"

Alan Jones: "His resilience to the sport, and his energy and enthusiasm for it, have never ceased to amaze me. Most people would have run out of steam! I look upon Williams as family. I grew up with them and I'd like to think we all grew together. Frank and Patrick are unbelievably professional. They would walk over broken glass and hot coals to go racing and I wish them well as they fight to set more records."



STEVE ETHERINGTON PHOTO

RAISING THE BULLS: Fans look on as a crane lifts a pair of disabled Red Bull cars from the Monaco Grand Prix circuit on Sunday.

Hamilton's A Bit Star Struck

*Gearbox Lands Vettel
Five-Lap Penalty*

By **DAN KNUTSON**
NSSN CORRESPONDENT

MONACO — **Lewis Hamilton** may be an F-1 star, but he got a bit star struck when he attended the premiere of the latest Indiana Jones film, "The Kingdom Of The Crystal Skull," at the Cannes Film Festival prior to the Grand Prix.

F-1 NOTES

"For me, I thought it was wicked," he said. "I've always been a fan of the films, growing up as a kid.

"Sitting there watching the film, and I realize I've Indiana Jones [**Harrison Ford**] sitting right behind me. Then you've **Steven Spielberg** and **George Lucas**, and it was very surreal. For me, it was one of the coolest things I've done."

Hamilton's date for the evening was Grenada's **Vivian Burkhardt**, who was runner-up in the 2007 Miss World beauty pageant.

■ The yacht **Le Ponant**, used by Grand Prix Tours, is a regular fixture in the Monaco harbor on race weekends. It was back this year after French commandos pulled off a rescue raid to free 30 crew members who had been held hostage on the ship by Somali pirates off the coast of Africa last month.

■ **Sebastian Vettel** was penalized five grid places because his new car had a new gearbox. Drivers must use the same gearbox for four consecutive races, but as Vettel was in Toro Rosso's new STR3 in Monaco, the gearbox from the old STR2 wasn't compatible.

■ The car manufacturers declined an invitation from the FIA to meet in

Monaco on Friday to discuss future engine regulations. They want several weeks to study the various proposals first.

"We want to go to a meeting knowing what the issue is, and being prepared to discuss the issue," BMW's **Mario Theissen** said. "If only one party has an idea and the others don't know anything about it, and you start discussing before you start thinking, it is not a good approach."

The six manufacturers all signed a letter to the FIA's **Charlie Whiting** asking for the postponement. Left unsaid was the fact that **Max Mosley** will face the vote of confidence on June 3, and therefore the rescheduled meeting will happen after Mosley's fate is known.

Recently, the FIA and the manufacturers agreed to freeze all engine development until 2013, but the FIA reportedly now wants to change that to 2011. The manufacturers are reluctant to do this because they have just scaled down their engine departments and are just beginning to see the cost savings.

■ Friday's morning practice session was red flagged for 13 minutes to secure a loose manhole cover on the track.

■ After being located at the bottom end of pit lane for the past three races, McLaren was back in fifth place, between Williams and Red Bull in Monaco. The powers that be did not bother to inform the team why it had been moved again.

■ **Felipe Massa's** pole was only the third for Ferrari at Monaco since **Jody Scheckter's** in 1979. **Michael Schumacher** started on pole in 1996 and 2000. Ferraris have only started from the pole nine times since 1956. The last time a Ferrari driver won the race from pole was in 1979.

■ **David Coulthard** escaped with

minor bruises after a high-speed crash in qualifying Saturday. He lost control of his Red Bull and clobbered the barrier exiting the tunnel at about 185 mph. He wasn't sure if he made a mistake or something broke to trigger the accident. To add insult to injury, he had been fined 2,400 euros [\$3,786] for pit-lane speeding earlier in the day, plus he was penalized five grid places [from 10th to 15th] because his car needed a new gearbox. He crashed again in the race.

■ **Lewis Hamilton** is finding that life in tax-haven Switzerland is not all heaven.

"I miss my friends being around," the British driver said. "I miss coming home and having home cooking, my mum cooking for me, doing my washing and things like that. Catching up with friends, going out, going to London and out to restaurants. I don't do that anywhere near as much because there is hardly anyone in Geneva I really know."

■ The fire that burned down **Mika Hakkinen's** country villa in France destroyed much of his racing memorabilia, including his world championship trophies, other trophies, his helmet collection and more.

He joked that he would have new replica trophies made, including a few for races he never won.

■ **Bernie Ecclestone** told Silverstone's owners, the British Racing Drivers' Club, that they will have to pay more if they wish to retain the British Grand Prix in 2010. According to the *Daily Mail*, Ecclestone says the fee will be 11.1 million pounds [\$22 million] in 2010 with a five-percent increase each year.

■ **Bruno Senna** returned the Senna name to the winner's column in Monaco when he won Friday's GP2 race.

This Time, The Harsh Words Could Be Real

MONACO

In the past 30 years, **Bernie Ecclestone** and **Max Mosley** have sometimes publicly taken opposite sides with a hidden strategy of achieving a common objective. This time, however, the feeling among many paddock insiders is that the animosity between the pair is real.

It started with Mosley sending a letter to the FIA member club presidents saying he should remain as president of the FIA because F-1's commercial rights holders [CHR] — Ecclestone and CVC — were trying to grab total control of the sport away from the FIA.

Some, including Ecclestone, believed that this was simply a tactic by Mosley to divert attention away from his sex scandal.

Ecclestone wrote a letter to the same club presidents giving his angle on the future of F-1, saying that "misunderstandings and inaccurate conclusions" could be drawn from Mosley's letter.

"We support the FIA and recognize that it is, and should remain, the sole body governing international motorsports, which governs the sporting organization of the FIA Formula One World Championship," Ecclestone said. The CRH does not wish to have control over the F-1 regulations, Ecclestone said.

Regarding the agreement beginning in 2010 that leases F-1's commercial rights to Ecclestone's companies for the following 100 years, Ecclestone refuted Mosley's allegations that the CHR wanted to renegotiate the deal to gain overall control of F-1.

"We have also raised with him a number of other issues which we considered would improve the agreements without damaging the FIA's interests," Ecclestone wrote, "but we accept that is a matter for the FIA to judge, it is not obliged to make those concessions to us and should it consider it is against its interests to do

ACROSS THE POND



DAN KNUTSON

so." Ecclestone said that the CRH wants the Concorde Agreement, which expired at the end of 2007, to be renewed.

"Not as a way for the CRH to exercise control over the sport," he said, "but because it will provide the financial and regulatory stability desired by the F-1 teams and the motor manufacturers who sponsor and invest significantly in them."

Ecclestone also denied Mosley's claims that F-1 is facing a financial crisis.

Bernie Ecclestone closed his letter by saying the CRH had "no reason to undermine the FIA or its president, on the contrary we believe a strong FIA led by a respected president is good for all key constituents of F-1."

"On the contrary," he said, "F-1 is in robust health; it enjoys the support of most of the world's leading automotive manufacturers and is sponsored by many of the world's other most prestigious brands.

Revenues continue to grow, television ratings are high and demand from countries to promote a new Grand Prix continues

to exceed the number of places on the calendar."

The cost of running a team has risen to an unsustainable level, Ecclestone acknowledged, but he added that this is being addressed with cost-cutting measures.

Ecclestone closed his letter by saying the CRH had "no reason to undermine the FIA or its president, on the contrary we believe a strong FIA led by a respected president is good for all key constituents of F-1."

The question is, is Mosley still a respected president?

Here in Monaco, Mosley attended a Grand Prix for the first time this year. But he kept a low profile and declined to talk to the media.

He held private meetings with some team bosses and engineers, but attended no official functions. Most of the time he was behind the closed doors of his office.

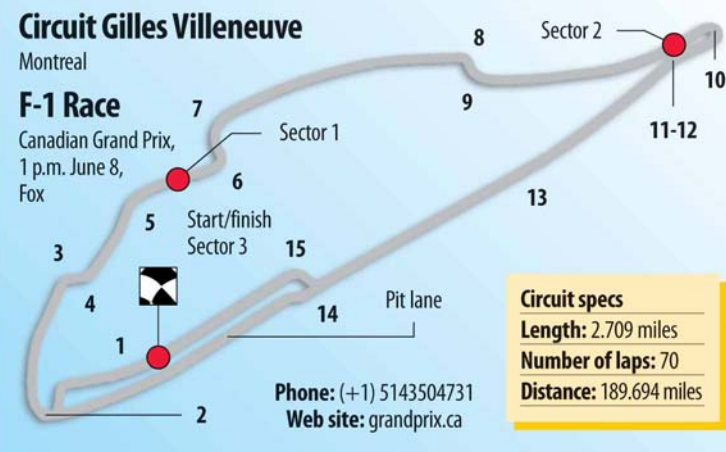
UP NEXT

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Carrying On

Hamilton's Widow Now At Helm Of Late Husband's Truck Team



WINNING WAYS: Dennis Setzer drove the No. 18 Duck Head Footwear/AquaDuck Dodge to victory lane in April at Martinsville (Va.) Speedway, the team's first victory since 2005.

RONDA GREER / NASCAR PHOTO

The worst part of "for better or worse" crashed into Lori Hamilton's world, bringing with it uncertainty and pain, the way it always does.

And death, the way it sometimes does. There are no SAFER barriers for that. There's no restraint system for watching helplessly as your husband dies of cancer, leaving behind a broken family and a family business that had to find a way to survive without Bobby Hamilton, Sr.

Legacies are important in racing and Hamilton, Sr. had two — Bobby Hamilton, Jr., a driver in the NASCAR Nationwide Series, and Bobby Hamilton Racing in the NASCAR Craftsman Truck Series. The second was in Lori's charge after Hamilton, Sr.'s death in January 2007, whether she liked it or not, whether she was ready for it or not.

"When he got cancer, my concern was getting him better," said Lori Hamilton, nearly 17 months after her husband died too young at 49, less than three years removed from a NASCAR Craftsman Truck Series championship. "To be honest with you, I didn't care about the race team. At that point, it was about Bobby, and I would trade it all in tomorrow to have one more day with him."

She steels herself and fights back tears then with a determination that comes from someplace deep inside. Photos of her late husband look down from the higher shelves of Lori's small office at Arrington Industries, the new shared Martinsville home of the race team that moved from its native Nashville, Tenn., last year.

The fight to survive neck cancer was more than a year long for Hamilton, Sr., whose last race came in March 2006, when he stepped out of the car to begin regular treatments.

"Whatever he had done on a racetrack up to that point was no match for what he did when he was diagnosed with cancer," Lori said. "He sat with people in the waiting room and talked to them and asked how they were doing. He became a very loving person — very approachable. People would come to his chemo room and he would sign autographs and talk racing with them."

"From the time he was diagnosed, he became more of a champion in my eyes."

But upon his death, Lori's role changed, too quickly from caregiver to grieving widow to owner and chief operating officer of Bobby Hamilton Racing.

"When Bobby passed away, we had 30 employees looking at me asking, 'What do we do next? Where

do we go from here?' In that situation, what would Bobby have wanted us to do?" she said, recalling tear-filled company meetings being held on the shop floor of the Nashville garage. "He would've kicked my butt if we would've closed the doors. I honestly couldn't do it because it was his passion, and it was my passion."

"How can you turn your back on those people? They never did him."

But tough decisions had to be made for the future of BHR. The economics of racing were not as dire as they are currently, but a downward trend in sponsorship dollars was being felt all over. Mergers or the taking on of deep-pocketed investors had already become a trend with the burgeoning partnerships of Roush Fenway and Gillett-Evernham.

Lori Hamilton, who had worked for Hamilton before their marriage during his NASCAR Cup and Truck career in public and sponsor relations, considered options, one of which came from a group of investors that included Martinsville Speedway President Clay Campbell, driver Stacy Compton, who drives the team's No. 4 Dodge Ram, Arrington Manufacturing President Joey Arrington, Mac Bailey and Mark Melling.

The feeling was that BHR needed to be closer to the NASCAR Mecca of the Charlotte, N.C., region. As a racing and performance production arm of Dodge, Arrington Manufacturing seemed to be a good fit for Dodge's only remaining factory-supported Craftsman Truck Series team.

A move, however, would leave the bulk of the Nashville-based team in Tennessee. About a dozen employees made the move to Martinsville when the team relocated in January of this year.

"(Lori) knows what Bobby's dream was for this team, and she's doing her best to make that happen," said Campbell. "(Bobby) had some discussions in the past about things like this. It's just a different scenario now that he's gone."

Lori said over and over again how difficult it was to leave Nashville and the bulk of BHR's work force.

"It would've been the easiest thing (to quit), but that's not always the right thing," she said. "Challenge is fun. I like a challenge. I would never say it's a mastered skill to be an owner — we did take on five partners this year. It's a work in progress. It's something where you just have to do what you feel is best and learn from it, if it's not. It's life."

The skeleton crew that moved from Nashville has quickly been bulked up to about 25 employees with as many as 10 more to be added in the future. A

training agreement is in place with the local Patrick Henry Community College motorsports program and Arrington.

More importantly, in April, BHR found its way to victory lane for the first time since Hamilton won at Mansfield (Ohio) Motorsports Park in 2005. Driving the No. 18 Dodge Ram, Dennis Setzer led 126 of 250 laps in the Kroger 250 at Martinsville Speedway for a victory that was quickly dedicated to Bobby Hamilton, Sr.

"This win right here is for Bobby Hamilton only — he is the man," said crew chief Marcus Richmond, one of the BHR employees that made the trip from Nashville.

Setzer was driving a chassis built by Hamilton. In a lot of ways, it was as if Hamilton was still there.

"It's a bittersweet thing. I got caught up in victory lane — everybody was hugging and congratulating and way to go team, and I turned around and said, 'Where's Bobby?' Then, I was devastated, but I just got carried away," Lori said. "It was strange being in victory lane without Bobby Hamilton. For a moment, it was, 'where is he?'"

"When I finally got to the year anniversary of his death, then I finally said to myself, OK, I got through my year of firsts, and I didn't ever take into consideration what victory lane was going to be like, so it caught me off guard. Somebody had to drive me home after that."

The victory was vindication, in part for Hamilton, and the rest of the new team.

"Nobody had a clue that we'd pick up a win that early in the season," said Campbell. "I don't think there was a person on that team that had a dry eye after that thing was over. It was very special. Bobby would've been pretty doggone pleased to see that."

Both Setzer and Campbell said that Lori deserves credit for holding BHR together.

"(Lori) is doing a great job," Campbell said. "It's been a whirlwind for her, but she's really focused on continuing what Bobby set up with that race team."

Her title at BHR is president, but soon after returning from a local bank to pick up per-diem cash for crew members, Lori described her job as "gopher."

She added to that description this year when she was named spokesperson for Emory University's Head and Neck Cancer Foundation.

"Life is not necessarily about turning left all the time," she said. "It's about helping people and caring. So, to be a spokesperson for Head and Neck Cancer is truly an honor for me."

With Setzer in fifth in the NCTS standings and Compton 19th, BHR boasts both of its drivers in the



HHP/HAROLD HINSON PHOTO

THE CHAMP: The late Bobby Hamilton, Sr. celebrates his NASCAR Craftsman Truck Series title in 2004.

top 20, despite Dodge's limited involvement in the series, which makes for fairly lonely informational manufacturer's meetings.

But it is all part of Life Without Bobby 101, a course Lori Hamilton certainly didn't think she'd be taking — all day, every day — so soon.

"I've learned a lot about true friendships," she said. "I've learned that at the end of that tunnel you look down, you're the one that's there at the end. Lots of times it's a reflection of yourself. I've learned a lot of patience, and I've learned a very emotional side of myself. I depended on Bobby for so many things. Without him there, I had to look down that tunnel and say, 'who's there?' And it was me. I didn't like that a lot of times, and I still don't, but you learn to go with it — day to day, moment to moment."

"Where I'll be in five years, I don't know. I'll find out on the backstretch."

AUTOSTOCK PHOTO

MOVING ON: Bobby Hamilton Racing, fielding the No. 4 and No. 18 trucks of Stacy Compton and Dennis Setzer, relocated to Martinsville, Va., from Nashville, Tenn., at the beginning of the season.



RACE REWIND

INDY RACING LEAGUE

Race 6 of 19: Indianapolis 500, Sunday, May 25
Indianapolis Motor Speedway, Indianapolis, Ind.

FINAL RESULTS

FIRST



Scott Dixon

SECOND



Vitor Meira

THIRD



Marco Andretti

Fin.	St.	Car	Driver	Car	Laps	Money	Status
1	1	9	Scott Dixon	Target Chip Ganassi Dallara-Honda	200	\$2,988,065	Running
2	8	4	Vitor Meira	Delphi National Guard Dallara-Honda	200	1,273,215	Running
3	7	26	Marco Andretti	Team Indiana Jones Dallara-Honda	200	782,065	Running
4	4	3	Helio Castroneves	Team Penske Dallara-Honda	200	482,815	Running
5	10	20	Ed Carpenter	Menard's Vision Racing Dallara-Honda	200	399,665	Running
6	20	17	Ryan Hunter-Reay	Team Ethanol Dallara-Honda	200	328,065	Running
7	9	27	Hideki Mutoh	Formula Dream Dallara-Honda	200	307,115	Running
8	17	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	200	311,415	Running
9	14	14	Darren Manning	ABC Supply Dallara-Honda	200	301,815	Running
10	12	99	Townsend Bell	Dreyer & Reinbold Dallara-Honda	200	275,315	Running
11	25	5	Oriol Servia	Angie's List Special Dallara-Honda	200	302,065	Running
12	2	10	Dan Wheldon	Target Chip Ganassi Dallara-Honda	200	366,815	Running
13	23	8	Will Power	Aussie Vineyards Dallara-Honda	200	300,565	Running
14	18	22	Davey Hamilton	Hewlett Packard Dallara-Honda	200	270,315	Running
15	29	36	Enrique Bernoldi	Sangari Conquest Dallara-Honda	200	300,565	Running
16	21	24	John Andretti	Roth Racing Dallara-Honda	199	300,315	Running
17	32	91	Buddy Lazier	Hemelgarn Johnson Dallara-Honda	195	327,015	Running
18	28	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	194	303,415	Running
19	27	23	Milka Duno	CITGO Dallara-Honda	185	300,315	Running
20	15	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	184	301,215	Running
21	31	2	A.J. Foyt IV	Lilly Diabetes Dallara-Honda	180	311,915	Running
22	5	7	Danica Patrick	Motorola Dallara-Honda	171	301,915	Accident
23	3	6	Ryan Briscoe	Team Penske Dallara-Honda	171	312,315	Accident
24	11	12	Tomas Scheckter	Symantec Dallara-Honda	156	270,315	Mechanical
25	19	16	Alex Lloyd	Rahal Letterman Dallara-Honda	151	272,065	Accident
26	26	33	E.J. Viso	PDVSA HVM Dallara-Honda	139	301,565	Mechanical
27	16	02	Justin Wilson	McDonald's Dallara-Honda	132	302,065	Accident
28	24	41	Jeff Simmons	ABC Supply Dallara-Honda	112	270,000	Accident
29	6	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	105	331,215	Accident
30	22	67	Sarah Fisher	SFR Text4cars.com Dallara-Honda	103	277,215	Accident
31	30	34	Jaime Camara	Sangari Dallara-Honda	79	300,365	Accident
32	33	25	Marty Roth	Roth Racing Dallara-Honda	59	300,315	Accident
33	13	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	36	312,065	Accident

* All Indy Racing League IndyCar Series teams are guaranteed \$1.3 million for running all the races during the course of the season. In addition, each race winner receives a \$35,000 bonus. Other per race bonuses are \$25,000 for second, \$20,000 for third, \$15,000 for fourth and \$10,000 to the fifth-place finisher.

RACE STATISTICS

Race time: 3 hours, 28 minutes, 57.6792 seconds
Average speed: 143.567 miles per hour
Victory margin: 1.7498 seconds
Caution flags: Eight for 69 laps
Lead changes: 18 among nine drivers
Lap leaders: Scott Dixon 1-2; Dan Wheldon 3-9; Bruno

Junqueira 10-11; Buddy Rice 12-19; Wheldon 20-35;
Dixon 80-91; Wheldon 92-93; Tony Kanaan 94-105;
Dixon 106-121; Marco Andretti 122-136; Mario Moraes
136-138; Andretti 139; Dixon 140-155; Ed Carpenter
156-158; Dixon 159; Vitor Meira 160-171; Scott Dixon
172-200.

TALK OF TIME TRIALS

Scott Dixon turned in the top speed on Pole Day with a four-lap average of 226.366 miles per hour, starting on the front row alongside Target Chip Ganassi teammate Dan Wheldon and Team Penske's Ryan Briscoe. At race's end, Dixon became just the 16th driver in Indianapolis 500 history to win from the pole. The feat has been accomplished 19 times, beginning with Jimmy Murphy in 1922, but Dixon became the third to do it since 2004 (Buddy Rice, 2004; Sam Hornish, Jr., 2006). On the other end of the field, 1996 champion Buddy Lazier turned in a dramatic Bump Day run to make the field in the 32nd spot just before the gun.

STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dan Wheldon

Top 10

1. Scott Dixon	191	6. Danica Patrick	122
2. Helio Castroneves	176	7. Ed Carpenter	120
3. Dan Wheldon	153	8. Will Power	114
4. Tony Kanaan	139	9. Hideki Mutoh	113
5. Marco Andretti	130	10. Oriol Servia	112

DAY:

Dixon Cruises To Triumph
While Others Falter

CONTINUED FROM PAGE 3

weeks ago when we talked about the pole, it's all about the people that prepare the cars to give them the opportunity to win big races."

That speed allowed Dixon the opportunity to stay ahead of the trouble, or speed past it, in a race that featured eight caution flags for 69 laps. That dropped the average speed to 143.567 miles per hour and extended the race to three hours, 28 minutes, 57.6792 seconds.

Dixon and his teammate Wheldon were moving targets at the front of the field through the first 200 miles of the race. Wheldon led four times for 30 laps before developing a broken shock and finishing 12th.

At the 100-mile mark, the action was heating up as A.J. Foyt IV tried to leave his pits on lap 40, but his car caught on fire because fuel spilled from the tank.

Foyt's flare-up came during the second caution of the race when 19-year-old Graham Rahal crashed in the fourth turn on the 37th lap. Rahal said he was held up by Alex Lloyd, who ironically was driving a car owned by Rahal's father, Bobby, in Sunday's race.

Marty Roth, the slowest qualifier in the field, crashed out on the 61st lap. The green flag waved on lap 72 with Dixon ahead of his Target teammate. A piece of debris off Roth's car damaged the front wing on Castroneves's No. 3, but the Team Penske crew changed the nose piece during a pit stop and the two-time winner was

DIXON:

Dixon 'Dumbfounded' By
Indianapolis Victory

CONTINUED FROM PAGE 3

quiet confidence often belies his steely determination as a driver.

Even team owner Chip Ganassi admitted he didn't know what to make of the New Zealander's personality when he first met the driver early in his IndyCar career.

"Quite frankly, at first I didn't think he was that excited about racing when I first met him because that quietness, people confuse that with not caring about things," Ganassi said. "It's a relief to know that really wasn't what it was; it was a quiet confidence that sort of is his trademark. "That's a powerful tool."

Dixon put that powerful tool to work in Sunday's 92nd Indianapolis 500 as he finally achieved the one accomplishment that had eluded him throughout his career.

Dixon dominated the race, leading seven times for 115 laps.

For a driver who had displayed the speed for the entire month of May, Dixon kept waiting for something to go wrong on race day that would keep him out of victory lane.



DON FIGLER PHOTO

SPECIAL MOMENT: Scott Dixon celebrates his victory in the 92nd Indianapolis 500 Sunday with his wife, Emma. Dixon started on the pole and led 115 of the race's 200 laps en route to the victory.

back in the hunt.

The yellow flag waved on the 80th lap when Brazil's Jaime Camara crashed in turn one. Camara climbed from the race car without assistance.

One lap past the 300-mile mark,

"I think I was worried going into the race just because we had had such a smooth month," Dixon admitted. "It was one of those things where you're sort of waiting for something to go wrong. We only had it coming down to the race day, and it's the last day you want something to go wrong. Going in you always have high expectations, but in the back of the mind you're like, 'What if we have a bad pit stop or we have a problem of some sort mechanically that's going to take you out of it?'"

"That's out of your hands."

There were only a few moments in the race where Dixon did not feel as if he were in control of the outcome, but he never allowed himself to feel that way.

"I think there was no point in the race where I knew we were over-confident or could win this thing easy," Dixon said, "especially toward the end with maybe with 20 or 40 laps to go when you have sleepers come out like Vitor Meira. He was super-fast. So, there were definitely guys like that."

"You could see Helio Castroneves was coming up; Marco Andretti we knew all day was fast. I think he had a problem in the pits at some point. But at no point did I think we had this in the bag and was almost waiting for something to go wrong."

When Dixon easily drove into victo-

Andretti sped past Dixon entering the first turn to take the lead. Earlier, Andretti was involved in a bit of controversy when he tried to pass teammate Tony Kanaan on the inside, resulting in the former series champion, who was leading at the time, crashing into the turn-three wall, collecting Sarah Fisher in the process.

Kanaan was not happy with his teammate, who went to the inside of Kanaan's car and forced him up the track.

"He'd better be sorry. It was a very stupid move, especially on a teammate," Kanaan said. "Me being a teammate, I didn't want to turn into him because it would have taken out two cars on the team. As usual, I'm the leader at halfway and don't win the race."

In addition to the numerous incidents, the race saw 18 lead changes among nine drivers with 15 of the 33 starters finishing on the lead lap.

And that type of competition thrilled one of the biggest crowds to attend the Indy 500 in years as the Speedway was close to full with an estimated crowd of 350,000 including crowds lining the infield fence.

And they got to cheer the driver whose blazing speed throughout the month was matched by his quiet demeanor.

"It's tough to be aggressive when you don't have the equipment," Dixon said. "This month we could be aggressive because I had the tools to do it, and I think that was what it came down to."

"Everybody's hard work in the off-season and coming into the season, I think the team has been unstoppable over the first five races. It's nice to be aggressive, nice to have the confidence level and even better to come away with a win like this."

Meira finished second, ahead of Andretti, Castroneves and Carpenter.

ry lane to celebrate his first Indianapolis 500 victory, he tried to explain the moment.

"I was shocked," Dixon recalled. "I think just almost dumbfounded. It's such a strange feeling, and for me, I don't show emotions too much."

"It was almost like you're in a dreamland. It was quite crazy. It's something that you sort of expect somebody to maybe pinch you, and you wake up and you're sleeping in your bed back home. It still hasn't sunk in yet, and it feels so special. I think the victory lap and seeing everybody still out there and driving around such a magnificent circuit with three other people with you and everybody sort of yelling your name was something that I wish I had witnessed previous to now, but it makes you want to go and win this race once again."

For Dixon, however, he didn't get that first swig of milk.

Ganassi took the bottle, stood off to the side and took the first gulp.

"You know, it tasted pretty good," Ganassi said. "When you've been in this business as long as I have, there are a few things you get out of the business."

"One of them is trophies, one of them is rings and one is a sip of milk. Outside of that, you don't walk away from this business with much else. So that's what's special about that."

Long-Term Deal For Long Beach

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — For many years, the Indy Racing League coveted the annual Toyota Grand Prix of Long Beach. Now that there is a unified IndyCar Series, the IRL announced a five-year contract that will have the IndyCar Series competing in that event, beginning next season and running through 2013.

“Long Beach is a historic, world-class venue, and our entire organization is excited to have the race as an integral part of our schedule,” said **Terry Angstadt**, president, commercial division, Indy Racing League. “We can promise the racing fans of Southern California a highly competitive, fan-friendly experience for many years to come.”

Jim Michaelian is the president and CEO of the Grand Prix Ass'n of Long Beach and looks forward to the first “unified” Long Beach Grand Prix since 1995.

“In 2009, the Toyota Grand Prix of Long Beach will celebrate our 35th year with a new era,” Michaelian said. “Needless to say, we’re extremely happy that the IndyCar Series will continue our tradition of being America’s greatest street race. And we’re delighted that many great drivers will be returning to our streets, like **Helio Castroneves**, who won our race in 2001, and **Tony Kanaan** and **Scott Dixon**, both of whom competed here often.

“They’ll line up with rising stars like **Danica Patrick**, **Graham Rahal**, **Will Power** and **Marco Andretti** and offer our fans the best racing weekend in California.”

■ After roundly criticizing the qualification format for the Indianapolis 500, where only 11 cars were locked into the field on Pole Day, **Davey Hamilton** is making news again, only this time it’s positive for the IndyCar Series.

The American short-track driver from Boise, Idaho, has even bigger plans on the horizon. He wants to bring his Hewlett-Packard sponsor to the IndyCar Series and be part of a full-time team.

“I want to be involved with a team fulltime,” Hamilton said. “With Hewlett-Packard right now they have been a great sponsor. I want to be involved fulltime. I don’t have to have the name as team owner, but I want to be involved with the team whether it is as a sponsor, team manager, owner or any of the above. I’m definitely interested.”

■ After having a sponsor go back on its word and never send the money, **Sarah Fisher** finally got some good news on Thursday.

Text4Cars.com, an automobile resale site that provides information on various cars to prospective customers, agreed to sponsor Fisher’s car in Sunday’s 92nd Indianapolis 500.

“I was so happy I was skipping



DAVID E. HEITHAUS PHOTO

JOY RIDE: Indianapolis 500 winner Scott Dixon, his wife Emma, team owner Chip Ganassi and team manager Mike Hull take the traditional victory lap in the pace car Sunday at Indianapolis Motor Speedway.

across the race shop today,” Fisher said on Thursday. “The guys at the shop got on me because they had just finished cleaning the floor for a sponsor event tonight.

“I’m still reading the brief on it. I’m trying to get the contract done first. I don’t have the check yet, but the group that put it together I’ve done business with before, and I know they are good enough people that when they say everything is good, it’s good.”

■ With Tony Kanaan in the lead, he was being pursued by Andretti Green Racing teammate Marco Andretti on lap 106. Andretti dove to the inside of Kanaan’s car down the backstretch and Kanaan had to make a decision. If he turned in, he would take out both AGR cars.

So instead, he tried to get into the next lane, got into the “marbles” in turn three, hit the wall and then slid across the race track where he was T-boned by Sarah Fisher’s car.

“It was a stupid move,” Kanaan said. “I think teammates shouldn’t do that to teammates. I’m sure he will have a good explanation for what he did. Halfway through the race with a bunch of traffic, why are you going to dive into me like that? I will have to wait and see what he has to say.”

Andretti said afterwards that he had a huge run on Kanaan and kept his car as far to the bottom of the race track as possible.

“You hate to see this stuff happening with teammates, but I had a run, I went for it,” Andretti said. “If I wouldn’t have gone for it, I would have been overtaken and then I would have been in that position.

“I had a run, so I went for it. Maybe it was a bit last minute, but I didn’t really take his air away, it was just a last-minute thing. You know, he was going in at speed and not able, he must have just got in the marbles. I didn’t see a replay yet, but I was as low as I possibly could have been.”

■ Two-time winner Helio Castroneves was in the battle to the very end, but settled for a fourth-place finish.

“Well, fourth place, definitely not what we expected,” Castroneves said. “We tried everything we could. We had a little issue with the debris. I was trying to avoid a slow car; I slammed on the brakes instead of hitting him. I pulled away and a piece of the debris hit my front wing so we had to stop to change that.

“Now, let’s think about the championship. Scott Dixon did an excellent job. Ganassi seems to be the favorite team right now, but, hey, the championship is still a long way off and we’re going to continue working hard.”

■ **Ed Carpenter** had his best-ever Indy 500 finish of fifth. The son of **Laura George**, who is married to Indianapolis Motor Speedway CEO **Tony George**, continues to show signs that he is a serious contender for victory in the IndyCar Series.

“To be in the top five at Indianapolis is a great feeling,” Carpenter said. “I’m happy for all the people that make it happen for us, my mom and Tony for giving me the opportunity to go show everyone that I do belong at this stage, and really think we are going to get Vision Racing our first win this year. We’ve got good cars, and I think it’s just a matter of time.

“I have been a top-five car all season, especially on the ovals. I just need to get a little bit better on the road courses. Then we will be a threat all the way around. I think that is just around the corner.”

■ For the second time in eight years, a spectator in a recreational vehicle parked near the Indianapolis Motor Speedway has died from carbon monoxide poisoning.

Speedway, Ind., police **Lt. Trent Theobald** said a 43-year-old Ruma, Ill., man was unresponsive when police and medics arrived before Sunday’s Indy 500. He was taken to a hospital and pronounced dead.

The RV was parked in a vacant lot on Georgetown Road and apparently had an exhaust leak.

Buzz Is Back At Indianapolis, What’s Next?

INDIANAPOLIS

The buzz was back at the Indianapolis 500 on Sunday, as one of the largest crowds in years filled Indianapolis Motor Speedway, including NASCAR Chairman and CEO Brian France, who was on the starting grid before the race.

The fans that returned to Indy may have been as many as 350,000, and after so many years of strife with the split in open-wheel racing, got to celebrate a “unified” Indy 500 with all the stars in the starting lineup, including Indy 500 winner Scott Dixon.

And this year’s Indy 500 may help catapult this form of racing back to prominence in the United States, which has been ruled by France and NASCAR for more than a decade.

“Winning the Indy 500, it’s the biggest race in the world to win,” said Mike Hull, the managing director of Target Chip Ganassi Racing. “And whether it is this year when we’ve had what we’re calling unification or whether it was in 2000 when we came here when we were still in another series, to us we feel this is the most important race in the world to win.

“To be blessed to win it again is why we come here every year. We’re excited about this.

“One of the greatest things about the Indy 500 this year outside of what we did today is the fact that the people are back on Georgetown Road. That’s the barometer really when you think about it, and it always has been. When you have what goes on on Georgetown Road happen on Saturday night, you know that people are here, and it’s awesome. And in unification, it is giving us what we need to make this the best thing in the world.”

According to team owner Chip Ganassi, it’s time that “the split” be put to rest.

“We all lived and died a lot in those years of the split,” Ganassi said. “Can we please all put this behind

LAST WORD



BRUCE MARTIN

us? Put a period on that thing and let’s move forward. We lived during that time, but we died, too. So, I would just as soon forget about everything that is behind us in that respect.

“I’m happy there is one IndyCar Series. It’s IndyCar racing again.”

With the biggest race of the year over, the IndyCar Series must find a way to capitalize on the momentum it has enjoyed since unification was announced Feb. 22.

Indy 500 winner Dixon is one of the series’ greatest racing talents as the driver from Auckland, New Zealand, displayed his supreme confidence and quiet demeanor.

Its biggest name, Danica Patrick, displayed the competitive fire that makes men fearful of her temper outside of the race car, as she displayed when she marched down to confront Ryan Briscoe after the pitlane crash with 29 laps left in the race.

Expect to see that highlight replayed throughout the coming weeks.

But as the series heads to Milwaukee, Iowa, Richmond and Watkins Glen, it has to continue to promote itself as an elite form of racing, far different from NASCAR, but with outstanding personalities and young stars.

It’s not going to happen overnight, but with more fans at Indianapolis Motor Speedway than in recent years, it shows that there are plenty of people in the world that still view this as the most exciting form of motorsports.

The challenge is to get the television partners to promote the product, bring more sponsors into the series and sell its stars and its diverse form of racing.

If the IndyCar Series can do that, it can return to the status it once enjoyed.

At least it’s off to a good start in that direction.

UP NEXT

The Milwaukee Mile

West Allis, Wis.

Track specs
Length: 1 mile
Frontstretch: 1,265 feet
Backstretch: 1,265 feet
Banking
Turns 1-4: 9.25 degrees
Frontstretch: 2.5 degrees
Backstretch: 2.5 degrees

IRL Race

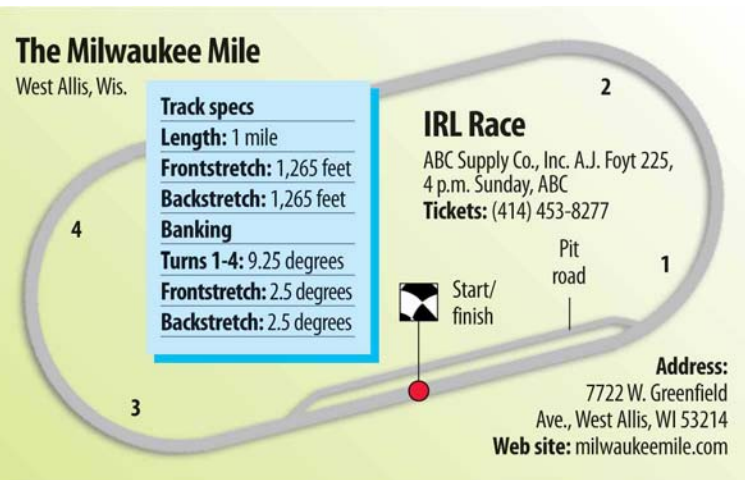
ABC Supply Co., Inc. A.J. Foyt 225,
4 p.m. Sunday, ABC
Tickets: (414) 453-8277



Start/
finish

Pit
road

Address:
7722 W. Greenfield
Ave., West Allis, WI 53214
Web site: milwaukeemile.com



Security Guard Keeps Danica From Briscoe

After Pit Road Incident With 29 Laps To Go

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — From the fury in Danica Patrick's eyes and the determined march toward Ryan Briscoe on pit lane after the two were involved in a crash on pit lane, it's probably a good idea that Charles Burns, the chief of security for the Indy Racing League, cut her off at the pass.

Burns carries an imposing figure. He's a former Indiana State Police officer who was the head of the security detail for the Governor of Indiana before he was hired to work at the IRL.

Patrick was so livid, she climbed out of her race car, took off her gloves and headed down pit lane to confront Briscoe for taking her out of the race with 29 laps left. "It's probably best that I didn't get down there anyway," Patrick said. "I was pulling out of pit lane and from what I know it was pretty obvious what happened."

"The guys worked hard today and we had a great car all month, but we didn't get to show it at the end."

Briscoe admitted he was at fault, but placed some of the blame on Patrick. "It's a real shame," he said. "I just saw the replay and it confirmed my thoughts. We were both out there try-

ing to win the Indy 500 today, and when it is time to go, you have to go. But from what I can see, there was still plenty of room on the right side for her to get around, and there are people pointing fingers, but that's not the way we are.

"We both have a brake pedal in our cars and from what I can tell, there was still plenty of room for her to get around me. I was trying to get around (Dan) Wheldon, and I was staying in the middle lane. I got ran up in the back and it's a shame."

Patrick has never been a fan of Briscoe and that dates back to their rookie season of 2005 when Briscoe ran Patrick off the race course at Infineon Raceway.

She confronted the driver after that incident three years ago and was ready to do it in front of 350,000 at the Indy 500.

"You just don't come out of your pit box and swing three lanes out," Patrick said. "That's why there is a 'get-up-to-speed' lane and an 'at-speed' lane."

"I was at speed."

It was Patrick's second pit-lane incident of the month, as she hit Dale Coyne Racing crew member Chuck Buckman on pit lane during the first week of practice.

"It's probably best that I didn't get down there anyway."

DANICA PATRICK

Hunter-Reay's Frustrating Month Ends On High Note

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — After finishing sixth in Sunday's 92nd Indianapolis 500, Ryan Hunter-Reay got a few words of encouragement from co-team owner David Letterman, star of "The Late Show with David Letterman" on CBS.

"He (Letterman) said, 'Just five spots away from being on my show,'" Hunter-Reay quipped.

That may have been the quote of the day, but it was appropriate for the driver who was the highest-finishing rookie in the 500.

For most of the month of May at Indianapolis Motor Speedway, Hunter-Reay was the voice of frustration, culminating with a crash during his second qualifying attempt on pole day.

With second-day qualifications rained out, the team went back to work during the second week, and the car got slower rather than faster. He finally got the Ethanol car into the starting lineup in 20th position.

But on race day, Hunter-Reay was able to race his way through the field and finish with an impressive sixth-place finish.

"I've learned a lot of lessons this month," Hunter-Reay admitted. "One

thing, for sure, at the Indianapolis 500 qualifying doesn't make all that much difference unless you're on the front row.

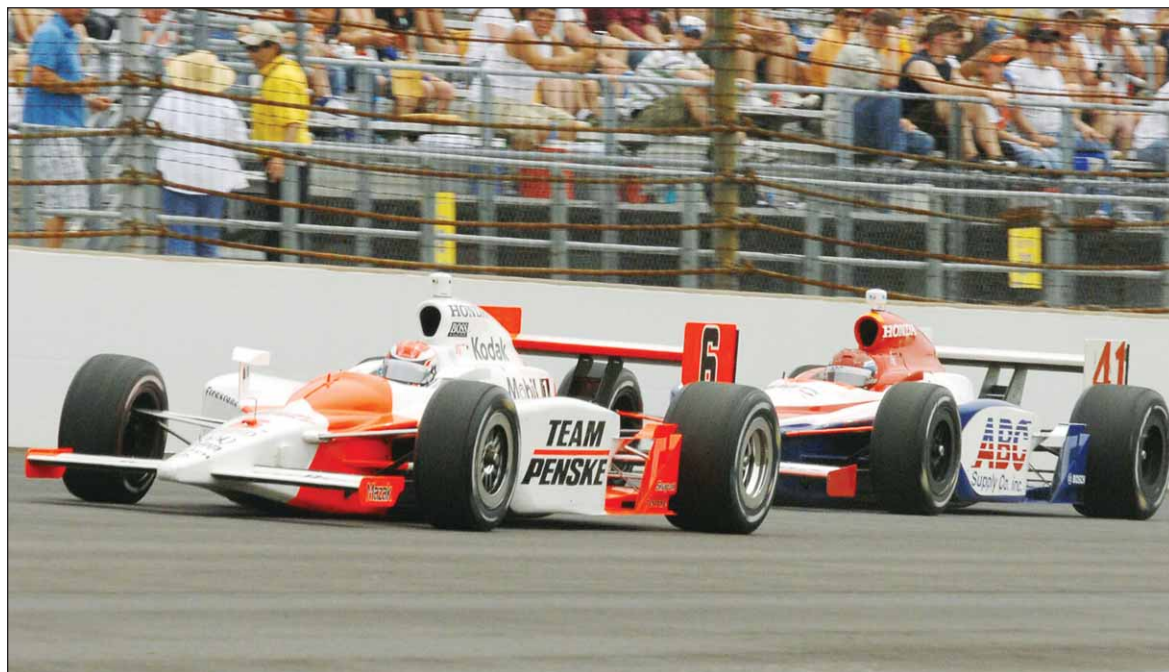
"We fought our way through it, passed cars the whole day. It was pretty cool, cool to be a part of. I learned a lot about the track. I can't tell you how different it is when the car has a bunch of push on it on cold tires in traffic. It's difficult. We're definitely earning our money at that point."

Sometimes a driver's reward at the Indy 500 doesn't come early in the month, but on race day.

Isn't the way it should be?

"Man, I'm so relieved," Hunter-Reay said. "This is a great finish for us. I drove so hard today. This year, I think, means a lot more to the rookie, Indianapolis 500 Rookie of the Year battle than in a bunch of years, maybe 12 years. There has been some great drivers come through the rookies, but it's been very slim in the past year."

"This is 11 drivers, a very talented field. Man, this is a great field to be on top of. I drove my heart out all day, and the team, we made the car better and better. Hideki Mutoh kept blocking me there at the end, and I had the fire in my eyes to get him. I wasn't going to let the race finish with that kid in front of me, that's for sure."



DAVID E. HEITHAUS PHOTO

HONDA POWER: Honda powered all 33 starters in Sunday's 92nd Indianapolis 500, including the cars driven by Ryan Briscoe (6) and Jeff Simmons.

Honda Renews Commitment

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — With a unified IndyCar Series, Honda Performance Development has agreed to a five-year extension to supply engines to the series.

Honda joined the IndyCar Series at the start of the 2003 season and became single supplier of racing engines to the series in 2006.

"In the six years that Honda has been a part of the Indy Racing League, we've had a great deal of success, both against strong competition from other auto manufacturers and as single engine supplier," said Erik Berkman, president of HPD, located in Santa Clarita, Calif. "Honda is pleased to be part of the IndyCar Series, as it provides both a technical challenge for our engineers and a showcase for Honda products worldwide."

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — The crowds came to Indianapolis Motor Speedway on Friday, but not even the will of a mob estimated at more than 75,000 could keep away the rain from washing out Carb Day for the 92nd Indianapolis 500.

After about 12 minutes of practice on Friday morning, it began to rain. First, the McDonald's Pit Stop Challenge was cut from the schedule as IMS officials hoped to resume practice if the track could be dried.

Then, IndyCar officials canceled the remainder of practice with hopes of having enough time to stage the Firestone Freedom 100 Firestone Indy Lights Series race.

But when it began to rain at 4:10 p.m., the race was postponed until Saturday. At least the fans were

"We are delighted by the League's decision to welcome automotive manufacturers to Indianapolis next month. We look forward to the continued growth of IndyCar racing, and potential participation by additional engine manufacturers."

The news extends an already fruitful relationship between the manufacturer and the IndyCar Series.

"I am very excited about Honda's decision, as it brings stability and continuity to a very competitive racing package," said Brian Barnhart, president of competition and operations for the IRL. "We're encouraged by Honda's commitment to the IndyCar Series, and their willingness to assist us in growing the series, both on and off the race track."

The Indy Racing League also announced plans to define its next generation of technical competition rules package with the ultimate goal of encouraging new manufacturer

participation within the series.

An 'IndyCar Automotive Manufacturers Round Table' targeting senior-level automotive executives will be held at Indianapolis Motor Speedway in late June to openly discuss future IndyCar Series concepts.

The series has targeted introduction of new specifications for the 2011 season, the 100th anniversary of the first Indianapolis 500-Mile Race with a desire for multiple automobile-manufacturer participation.

The IndyCar Series has retained RWB of Torrance, Calif., to work in concert with the series to develop the round table. RWB's Neil Ressler will facilitate the round table discussions. Ressler spent 34 years with Ford Motor Company, most recently as vice president and chief technical officer, research and vehicle technology, before announcing his retirement in 2001.

Rain Limits Carb Day To Just 12 Minutes

rewarded with the scheduled concert, including the Stone Temple Pilots as the headline act.

"We had 11 minutes of activity and 32 of the 33 cars at least did an installation check," IRL President of Competition Brian Barnhart said. "Several drivers got 11 laps in and ran over 215 or 216 miles per hour in. I don't think we had a lot of teams that were going to run a lot of laps any way. The forecast for Sunday has temperatures in the 80s and I don't think teams were going to waste a lot of time putting in miles under conditions that weren't there today."

Barnhart said with 30,000 miles run in practice this month that the teams would be in pretty good shape for Sunday's Indy 500.

With 32 cars on the track in the very brief session, only 189 laps were run in the final practice session.

Dan Wheldon was the fastest when he ran a lap at 223.934 miles per hour. He ran just six laps. Pole winner Scott Dixon was second at 223.028 mph as the fastest of his six laps. Vitor Meira ran 10 laps and was third quick at 222.326 mph.

Friday's practice session could have been helpful for the newer drivers that will compete in the race that came over the former Champ Car Series.

"I only had a few laps out there and the car felt good, but unfortunately I couldn't really get into traffic and practice under those conditions because the rain came, but it affects everybody," said Enrique Bernoldi. "It was not ideal, but the car felt OK and we have to take it from there."

"I'm quite positive for the race. Let's hope that Sunday will be good as well."



DAVID E. HEITHAUS PHOTO

THE TOP TWO: Indianapolis 500 winner Scott Dixon (9) fights off Vitor Meira during the closing stages of Sunday's race at Indianapolis Motor Speedway.

Bridesmaid Meira Still Seeks Victory

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Vitor Meira entered Sunday's Indianapolis 500 with seven second-place finishes in his career and no victories.

Make that eight second-place finishes after he chased Scott Dixon to the checkered flag.

"It's very close," Meira said of that first victory. "I mean, this feels like a victory for us. How many, even in the grandstands here, how many of you guys counted me as leading lap 160 or whatever? Not many.

"We did, and we believed it and we're always going to. We always, no matter what, are going to do our best. When I got out of the car, I saw that everybody on the team was very happy. The National Guard people were happy, Delphi people were happy, I was very happy. And the reason is we took everything out we had. Looking at the beginning of this year and the end of last year, this is a very, very good result. I will never take it for granted."

Meira finished second to Dan Wheldon in the 2005 Indy 500 and has become the "Bridesmaid" of the IndyCar Series. With so many second-place finishes, Meira has done practically everything possible to win a race without getting into victory lane.

After struggling with Panther Racing last year, the team cut back to a one-car team to focus all its attention on Meira.

It appears to have paid off as Meira

has been competitive most of the season, but Sunday at Indy, Meira was ready to make a statement.

"I think it's the right place to come back," Meira said. "I'm really happy with the Delphi National Guard team, the crew most of all, for having great pit stops and putting me there in front. That's what we needed, actually, according to our setup and everything.

"We were a little light on downforce, and we needed a little clean air. So that certainly made our day. I'm really proud of everybody. We did our best today. I certainly did my best today, and so did the crew, the engineers, everybody. That's what we need. I'm really proud of everybody."

Meira likes to describe Panther Racing as the "team that can." It has proven competitive against the top teams in the series. But in Meira's mind, that's still not enough.

"I think, if I'm not mistaken, it was Dixon, me, Marco Andretti and Helio Castroneves at the end of the race," Meira said. "So it's right there, Ganassi, Panther, which is the first way that we are there, AGR (Andretti Green Racing) and Penske. We are among the big three. We are ahead of two of them. Just time, a matter of time until we come back and are better.

"I'm really confident of the team. We have only one car; let's not forget we have only one car. So that hurts a little bit, but with good people we are making a difference, and that's how we're going to continue."

Another Record Indy 500 Purse

INDIANAPOLIS — Scott Dixon earned a record \$2,988,065 from a record overall purse of \$14,406,580 for his victory in Sunday's 92nd Indianapolis 500-Mile Race.

The previous record winner's purse was \$1,761,740 awarded to Buddy Rice in 2004, while the 2007 Indianapolis 500 field was awarded the previous record race purse, \$10,668,815.

The purse is comprised of Indianapolis Motor Speedway and Indy Racing League awards, including the new IndyCar (Team Enhancement and Allocation Matrix) program, sponsor awards and other designated awards.

Vitor Meira's second-place finish earned him \$1,273,215, the first time anyone other than the Indianapolis winner has won more than \$1 million, far exceeding the previous second-place record payout of \$739,665 for Helio Castroneves in 2003.

At the victory celebration, Meira received the Scott Brayton Driver's Trophy, presented since 1997 to the driver who best exemplifies the character and racing spirit of the late Scott Brayton. Ryan Hunter-Reay was recognized as Chase Rookie of the Year.

Indy Drivers Crave Speed, But NHRA Drag Racing?

By **SUSAN WADE**
NSSN CORRESPONDENT

INDIANAPOLIS — Measuring quickness and speed at the Indianapolis 500 calls for a variety of yardsticks.

Winner Scott Dixon, who earned the pole with a four-lap average speed of 226.366 mph, recorded the race's fastest leading lap at 222.057 miles per hour. It took 40.5302 seconds to complete. However, rival Marco Andretti paced the fastest lap of the race, a 40.1720-second ride around the 2.5-mile oval at 224.037 mph. Eight cautions for 69 of the 200 laps reduced the average speed of the race to 143.567 mph.

As impressive as that is, these 650-horsepower open-wheel machines of the IndyCar Series can seem relatively tame, compared to the National Hot Rod Ass'n's nitromethane-propelled Top Fuel dragster and Funny Car.

And that's the lure of it. With a 22-gallon fuel cell and specialty Firestone Firehawks that dictate smart, conservative 500-mile strategies for the ethanol and fresh tires, Dixon and his colleagues said they're astounded when they consider that NHRA's headliners blast a quarter-mile at 100 more mph.

Gluttons that they are for the rush of a missile-swift race car, only a brave few have had a stint as a straightliner or even would be willing to give it a whirl.

Most agree with sports-car racer Scott Pruett, who competed in five Indianapolis 500s and was Rookie of the Year nearly 20 years ago. He said, "Anybody who wants to strap a rocket to his ass and go 350 miles per hour in a quarter-mile is crazy — absolutely insane."

Seemingly fearless Marco Andretti said he'll just observe, thank you. He and dad Michael Andretti were guests of longtime family friend Don "The Snake" Prudhomme at Englishtown, N.J., in June 2005 for the NHRA SuperNationals at Old Bridge Township Raceway Park. He got the sensory-overload treatment at the Christmas Tree (the NHRA's electronic starting device with red, amber and green bulbs) and said, "I saw the lights. I knew when they were going to go, and it still scared me. When you feel the thrust and your eyes are watering, it's awesome."

Is that something he'd like to try?

"Not for me. Nope," he said.

Dad Michael said that day at Englishtown, "I just love drag racing. I'm definitely a fan. There's nothing like being here in person. It's so impressive to feel the vibration and power. It's just a great experience."

Marco's cousin, John Andretti, tried drag racing 15 years ago. In 1993, he advanced to the semifinals of the NHRA's Southern Nationals at Atlanta Dragway in his debut race as driver of Jack Clark's Taco Bell Dragster. His career-best speed, which came at that event, was 299 mph. John followed Danny Ongais, another driver who proved his talent in a variety



KORY HALES PHOTO

CLOSE CALL: A.J. Foyt IV, who escaped uninjured in this pit fire during Sunday's Indianapolis 500, said he would love to try driving an NHRA Top Fuel car.

of motorsports. Ongais drag raced in the 1960s, long before trying his hand at championship-car racing.

A.J. Foyt IV tried it, too — when he was 8 years old. He drove a Junior Dragster at Houston Raceway Park in Baytown, Texas, at the same time he was racing go-karts. But the quick thrill wasn't enough for him, he said.

"It happened a little too quick for me. I realized I liked doing it a little bit longer than a few seconds," Foyt said.

Now, a Top Fuel dragster is another matter, Foyt said: "I'd definitely love to get in one. They're definitely more exciting than a Junior Dragster. It'd be awesome to go that fast in a car. If anybody offered me a car to get in and give it a go, I'd definitely love to do it."

Buddy Rice's family drag-racing roots emerged after he won the 2004 Indianapolis 500.

"I was offered any car I wanted in the world," he said, "and I ended up getting a '49 Mercury." Rice said the hot rod "is a car I always wanted," after growing up watching dad, Buddy, Sr., pursue his racing hobby in the NHRA's Super Comp and Comp Eliminator sportsman-level classes.

Rice said he never has drag raced, and neither has Buddy Lazier, who won at Indianapolis in 1996. But while Rice sidestepped the notion by saying, "Anything's possible, but I'm satisfied here," Lazier said he "would love to do it...When there was a good ride and I could make some money doing it.

"When those things go thundering by you," Lazier said of the nitro cars, "you feel it in your chest cavity. You feel it everywhere. But worse than that, four days later you smell it, all the rubber in your hair!"

Scott Dixon, a friend of but no relation to two-time NHRA Top Fuel champion Larry Dixon, said of the dragsters, "Those cars are scary, man." Still, he said he "tried to do a swap" with the Don Prudhomme-Snake Racing driver. He said he encouraged Larry Dixon to try his Target Chip Ganassi ride while he could "have a little go" at the dragster.

"It never turned out," Indianapolis's newest champ said. "For some reason, Chip wouldn't let us."

Dario Franchitti, the 2007 Indianapolis 500 winner, said his mishap-riddled past is holding him back from jumping into a nitro-powered drag-racing car for a lark.

Alluding to his September 2006 crash of a precious lightweight vintage E-type Jaguar at England's Goodwood Revival Meeting and a back injury from a motorcycle accident that shelved him for most of the 2003 season, Franchitti said, "With my history of trying things out, with historic cars and motorbikes, I don't think I'll be allowed. I've got a history of ending up in trouble with those things. So I'll stick to watching. I can only imagine the thrill of driving one of those cars, though."

Franchitti said he first felt the power of the 8,000-horsepower machines from afar. He was testing his IndyCar at Firebird Int'l Raceway in Chandler, Ariz., several years ago. He said he "kept feeling this strange vibration through the car and kept wondering what it was." The rumble he sensed was NHRA's Funny Car contingent, testing their latest tune-ups, as well.

His curiosity led him to the quarter-mile dragstrip, and he said with glee, "They let me stand between the lanes when they did a run. It was amazing. It knocked the wind right out of me, knocked the breath out of me. It's a wonderful sport — love it!"

"It's a completely different branch of the sport. All that attention and focus for a quarter-mile is awesome. I like John Force. I like all those guys — Ron Capps, (Gary) Scelzi, Whit Bazemore — they're really cool guys. But John Force gets out of the car and he's on the limits. I love it."

Whether accomplished drivers from other series want to drive a nitromethane rocket or simply respect those cars from a safe distance, the consensus likely would be that drag racing has no limit when it comes to being "on the limits."

RACE REWIND

NASCAR SPRINT CUP

Race 12 of 36: Coca-Cola 600, Sunday, May 25
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS



Kasey Kahne

Greg Biffle

Kyle Busch

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	9	Kasey Kahne	Budweiser Dodge	400	\$422,766	Running
2	4	16	Greg Biffle	Dish Network Ford	400	248,600	Running
3	1	18	Kyle Busch	M&M's Toyota	400	240,700	Running
4	18	24	Jeff Gordon	DuPont Chevrolet	400	197,011	Running
5	6	88	Dale Earnhardt, Jr.	National Guard Chevrolet	400	152,925	Running
6	14	31	Jeff Burton	AT&T Mobility Chevrolet	400	167,433	Running
7	12	17	Matt Kenseth	R&L Carriers Ford	400	163,341	Running
8	9	19	Elliott Sadler	Best Buy Dodge	400	147,695	Running
9	30	99	Carl Edwards	Office Depot Ford	400	160,425	Running
10	28	44	David Reutimann	UPS Toyota	400	116,375	Running
11	23	43	Bobby Labonte	Honey Nut Cheerios Dodge	400	143,891	Running
12	5	6	David Ragan	AAA Insurance Ford	400	115,100	Running
13	20	77	Sam Hornish, Jr.	Mobil 1 Dodge	400	147,325	Running
14	19	29	Kevin Harvick	Shell/Pennzoil Chevrolet	400	146,636	Running
15	7	8	Mark Martin	U.S. Army Chevrolet	400	136,908	Running
16	8	2	Kurt Busch	Miller Lite Dodge	400	97,250	Running
17	11	22	Dave Blaney	Caterpillar Toyota	400	117,993	Running
18	31	20	Tony Stewart	Home Depot Toyota	399	152,961	Running
19	37	01	Regan Smith	Principal Financial Group Chevrolet	399	104,850	Running
20	27	84	A.J. Allmendinger	Red Bull Toyota	399	92,225	Running
21	38	12	Ryan Newman	Alltel Dodge	399	133,375	Running
22	17	41	Reed Sorenson	Target Dodge	399	123,639	Running
23	15	26	Jamie McMurray	Irwin Industrial Tools Ford	399	102,100	Running
24	16	11	Denny Hamlin	FedEx Freight Toyota	399	127,266	Running
25	39	07	Clint Bowyer	Jack Daniel's Chevrolet	398	106,675	Running
26	41	28	Travis Kvapil	Lumber Liquidators Ford	398	117,989	Running
27	29	55	Michael Waltrip	Napa Auto Parts Toyota	397	103,108	Running
28	13	66	Scott Riggs	Haas Automation Chevrolet	397	103,783	Running
29	21	5	Casey Mears	Carquest/Kellogg's Chevrolet	396	104,300	Running
30	42	42	Juan Pablo Montoya	Texaco/Havoline Dodge	396	117,683	Running
31	26	40	Sterling Marlin	Wii Fit Dodge	396	97,025	Running
32	40	00	Michael McDowell	Aaron's Dream Machine Toyota	395	100,558	Running
33	33	33	Ken Schrader	Camping World Chevrolet	395	86,725	Running
34	24	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	395	119,183	Running
35	43	70	Johnny Sauter	Haas Automation Chevrolet	395	85,500	Running
36	36	45	Kyle Petty	Coca-Cola Dodge	389	94,922	Running
37	34	10	Patrick Carpentier	LifeLock Dodge	363	85,150	Engine
38	35	96	J.J. Yeley	DLP HDTV Toyota	353	93,035	Running
39	10	48	Jimmie Johnson	Lowe's Chevrolet	351	149,861	Engine
40	32	38	David Gilliland	Freecreditreport.com Ford	343	84,815	Running
41	25	15	Paul Menard	Menards/Johns Manville Chevrolet	244	92,705	Overheating
42	3	83	Brian Vickers	Red Bull Toyota	184	90,875	Accident
43	22	7	Robby Gordon	Jim Beam Dodge	181	92,891	Engine

RACE STATISTICS

Race time: 4 hours, 25 minutes, 9 seconds
Average speed: 135.772 miles per hour
Victory margin: 10.203 seconds
Caution flags: 11 for 50 laps
Lead changes: 37 among 16 drivers
Lap leaders: Kyle Busch 1-33; Brian Vickers 34-46; Jimmie Johnson 47-51; David Ragan 52-53; Johnson 54-62; Dale Earnhardt, Jr. 63; Casey Mears 64; Johnson 65-66; Kurt Busch 67-119; Greg Biffle 120-121; Vickers 122-126; Kurt Busch 127-137; Vickers 138-162; Earnhardt

163; Vickers 164-181; Johnson 182-185; Kasey Kahne 186; Earnhardt 187-206; Kahne 207-225; Elliott Sadler 226-228; Earnhardt 229-245; Ryan Newman 246; Kyle Busch 247-259; Earnhardt 260-296; Tony Stewart 297-299; Kahne 300; Stewart 301-311; Kahne 312-331; Johnson 332-346; Kyle Busch 347-361; Kahne 362-383; Stewart 384-387; Jeff Burton 388; Matt Kenseth 389; Denny Hamlin 390; Dave Blaney 391-392; Stewart 393-397; Kahne 398-400.

TALK OF TIME TRIALS

Kyle Busch scored his second pole of 2008 with a lap of 185.433 miles per hour.

STANDINGS



Kyle Busch

Jeff Burton

Dale Earnhardt, Jr.

Top 12

1. Kyle Busch	1,860	7. Kevin Harvick	1,517
2. Jeff Burton	1,766	8. Tony Stewart	1,511
3. Dale Earnhardt, Jr.	1,721	9. Jimmie Johnson	1,493
4. Denny Hamlin	1,596	10. Jeff Gordon	1,486
5. Clint Bowyer	1,578	11. Greg Biffle	1,483
6. Carl Edwards	1,538	12. Kasey Kahne	1,454



HHP/RUSTY BURROUGHS PHOTO

BUD ON THE RUN: Kasey Kahne (9) leads Tony Stewart (20) and Jeff Burton during Sunday's Coca-Cola 600 at Lowe's Motor Speedway in Concord, N.C.

COKE: Kahne Makes It To Victory Lane Two Weeks Straight

CONTINUED FROM PAGE 2

that's probably one of the neatest things that I've ever done in racing."

It nearly didn't happen.

Stewart had the race in the bag after making a final splash-and-dash pit stop with 13 laps to go. He and Kahne came down pit road at the same time, and Stewart beat him out as the rest of the field cycled through.

All that stood between Stewart and the end of his own 25-race winless streak was Dave Blaney's Toyota, and Blaney peeled off to come to pit road on lap 392, giving Stewart a six-second lead with seven laps to go.

"Another tire that wouldn't hold air," grumped Stewart's crew chief, Greg Zipadelli. "It's hard to believe. We must have run something over or had a small leak or something. We lost a tire with a five-and-a-half-second lead. "I don't even know what to say. I'm so frustrated."

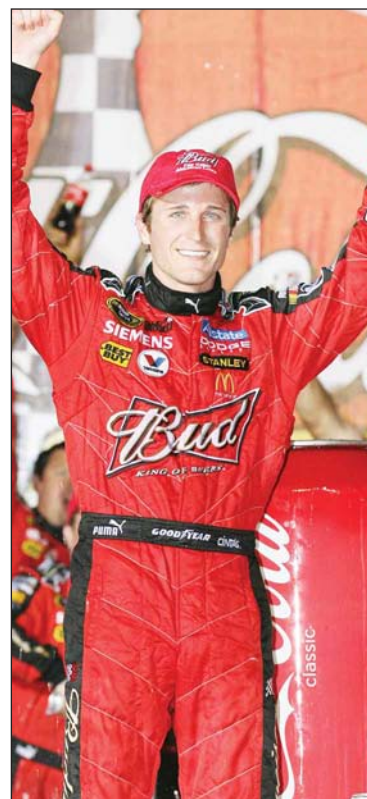
Kahne said he thought Stewart was better than he was in the final laps.

"Tony's car was a little bit better than ours at the end," he said. "He needed a little less gas. If you keep putting yourself in position to win, you know sooner or later you're going to win."

Once he had the lead, not even the flagman waving the white flag on the race track could keep him from victory lane.

"I saw that," Kahne said. "The luck was on our side this week and last week."

Kahne also moved into The Chase with his victory, 56 points ahead of 13-



HHP/HAROLD HINSON PHOTO

TWO WEEKS RUNNING: Kasey Kahne celebrates his second Coca-Cola 600 victory at Lowe's Motor Speedway.

place David Ragan.

Greg Biffle ended up nipping polesitter Kyle Busch for second place on the last lap to finish second behind Kahne for the second week in a row.

"Two races in a row, we ended up second to Kasey," Biffle said. "You would think that 600 miles is a long enough race to get it done. It took us that long to get our track position. I was probably more frustrated last week not winning because I felt like I

had the fastest car.

"Tonight, it didn't feel like I had the fastest car. I would have liked to have had a chance to race Kasey. We got pretty fast there, and the last 50 laps of the race we were really fast."

Jeff Gordon played fuel-mileage strategy to finish fourth. Dale Earnhardt, Jr. rounded out the top five despite blowing a Goodyear tire in turn three and getting rear-ended by an onrushing J.J. Yeley earlier in the race.

"It was a crazy one for us," Gordon said. "I guess you get them any way you can. We lost a lap and had to fight really hard to get it back. If we had just had good track position, I think we had a top-five car. As it turned out, we ended up getting really good fuel mileage."

Earnhardt led the most laps, 76, and looked to be on pace to end his own winless streak before the tire problem caused him to rearrange the right side of his Chevrolet.

"We got lucky at the end," Earnhardt said. "We got gas and made it last. I don't know what happened getting into turn three. I think I blew a right-rear tire. These cars are tough. We tore the car up pretty bad and I thought we were done, but then I got motivated again."

Busch battled an alternator problem and was forced to change batteries on lap 300, during the clean up from Earnhardt's crash.

"The battery just kept going dead for some reason," Busch said. "I don't know if the alternator broke or we broke a wire or what. We'll take third. It was a good points night."

Busch bumped his lead in the points to 94 over Jeff Burton, who wound up sixth at the finish. Matt Kenseth was seventh, followed by Elliott Sadler, an out-of-gas Carl Edwards and David Reutimann.



AUTOSTOCK PHOTO

NO DICE: Brian Vickers slams the turn-two wall Sunday night at Lowe's Motor Speedway after his left-rear tire came loose from his No. 83 Red Bull Toyota.

Tire Woes Strike JGR Teams

By **RON LEMASTERS, JR.**
& **MIKE KERCHNER**

CONCORD, N.C. — In the span of less than two laps, two **Joe Gibbs** Racing Toyotas fell victim to blown tires during Sunday night's Coca-Cola 600 at Lowe's Motor Speedway.

Tony Stewart's tire issue cost him a victory and **Denny Hamlin's** cost him a top-10 finish.

"We ran just a little more than a fuel run and we were 15 laps short from taking it," said **Greg Zipadelli**, Stewart's crew chief. "There was no tire wear. We must have run something over, had a slow leak or something and it blew out because it happened pretty quickly."

NASCAR NOTES The third **Joe Gibbs** Racing car, **Kyle Busch's** third-place **Camry**, also had a tire go down early in the race.

■ More acrimony between **Hendrick Motorsports** drivers and **Kyle Busch** bubbled to the surface on Sunday night when **Kyle Busch** stopped **Jeff Gordon** on pit road after the race for a brief discussion.

Busch refused comment on what was said, but **Gordon** wasn't shy.

"I guess he doesn't like people to race him," **Gordon** said. "Kyle and I never had any issues, but I raced him hard tonight, just like I did everybody. When track position is as important as it is here, you've got to race every single car for every single position."

"I wasn't going to give anybody an inch, and I was racing for position."

■ **Brian Vickers** just doesn't have any luck at Lowe's.

Leading for the fourth time in the early going, **Vickers** developed a vibration in the left-rear wheel of his **Red Bull Toyota**. A couple of laps later, the wheel exited the car as he exited turn two, and **Vickers** was done for the night.

A year earlier in this race, **Vickers** led 76 laps and finished fifth after

battling back from a mechanical problem, and in 2005 he led 98 laps only to crash out of the race and finish 31st.

■ **H.A. "Humpty" Wheeler** said goodbye to the fans in a simple ceremony before the race and received a long, loud ovation. **Wheeler** retired from his position as LMS general manager and COO of Speedway Motorsports, Inc., after Sunday's race.

■ **Yao Ming** made a "big" impression on NASCAR Sunday, taking part in Coca-Cola's Connect with the World Over a Coke program surrounding the Beijing 2008 Summer Olympics. **Ming**, 7-foot-6, is the center for the NBA's Houston Rockets. **Ming** shot hoops with several drivers and then changed a tire and jacked up a NASCAR stocker as part of the program, along with two-time Olympic tae-kwan-do gold medalist **Steven Lopez**.

■ Penalties are pending against the **Haas Racing** team after both of its Sprint Cup Series cars were confiscated by NASCAR prior to Saturday's practice session.

Both cars were found to have illegal rear-wing mounts. Drivers **Johnny Sauter** (No. 70 Chevrolet) and **Scott Riggs** (No. 66 Chevrolet) were forced to move to backup cars and start at the rear of the field for Sunday night's Coca-Cola 600.

■ **Jeff Burton**, who is 40, says he has no plans to retire anytime soon, but acknowledged he has put some thought into a retirement plan.

"What I try to do is financially plan to be out of the car, but emotionally I'm nowhere near wanting to be out of the car," **Burton** explained. "I believe that drivers should make the decision when they're gonna get out of the car really quickly. I think that thinking about it for a long time is probably not the right thing to do. I believe I'll know when it's time."

■ **Mark Martin** says he has been asked for his input by **Dale Earnhardt, Inc.** leaders **Teresa Earnhardt** and **Max Siegel**.

"Max, Teresa and **John (Story)** have been more interested in my opinion than anywhere else I have ever been," **Martin** said. "It still isn't very much, but they are very interested in my opinion. I have a great relationship with Max and respect him. The same with **John Story** and, of course, with **Teresa** as well. It is pretty cool; it makes me feel good that they are interested in my opinion on things from time to time. But, I don't have a big role in it."

"I feel really good about where the organization is today versus where it was in October. I think it is very sound and has made a lot of progress from where it was in October."

■ **Toyota Motor Sales, Inc** and **Michael Waltrip Racing** have joined forces to offer a one-year apprenticeship to a diversity graduate of Toyota's Technician Training and Education Network program.

The selected diversity candidate will be relocated to North Carolina and placed in a technical position within the MWR organization, directly involved with the team's NASCAR participation.

■ **Aflac Incorporated** has signed a multi-year sponsorship agreement with **Roush Fenway Racing** to become the primary sponsor of the No. 99 Sprint Cup car driven by **Carl Edwards** beginning in 2009.

"We look forward to our expanded relationship with **Carl Edwards** and the world-class team at **Roush Fenway Racing**," said **Paul S. Amos II**, president, **Aflac**. "Our sponsorship has helped put **Aflac** in front of businesses of every size and consumers throughout the United States. We are confident that increasing our involvement with this great motorsports leader will only continue to help our business grow."

Indianapolis 500 Draws Attention At Lowe's

CONCORD, N.C.

After several years of arriving early to watch the Indianapolis 500 from the media center at Lowe's Motor Speedway, there was a pleasant surprise in store.

A lot more people were focused on the Greatest Spectacle in Racing than they were the usual dog-and-pony show that is the pre-race program for the Coca-Cola 600.

Of course, when the 500 started, there were still more than four hours until the start of the Coca-Cola 600, so that played a role, but in terms of general excitement, it was quite apparent that Indy was what was capturing everyone's attention.

In one sense, it's a sign that the unified open-wheel set has finally found its feet again, and that has folks in NASCAR a little bit on the defensive side. Nothing official, of course, but the real pulse of the sport is the folks who cover it for a living, and among them, the attitude was decidedly excitable.

Had **Danica Patrick** won the 92nd Indianapolis 500, it would have been the equivalent of the **Donnie Allison-Cale Yarborough-Bobby Allison** donnybrook at Daytona in 1979. For the first time in many years, Indy was a factor again, and there was, in my opinion, some unease down in Charlotte.

Realistically, there wasn't any open indication of such, just a feeling on this writer's part. Judging by how much attention was paid to the 500, and how many derogatory comments there were as the race progressed, there was some feeling that Indy was a threat again.

As **Danica** was eliminated in a pit-road accident and **Tony Kanaan** fell victim to his young teammate's aggression, the tension lessened somewhat and folks went about their business almost as normal.

But you could tell that for the first time since 1996, there was a buzz in the air that had nothing to do with the 43-car field set to race that night.

The media attention was absolutely amazing. **NBC** did its national news broadcast from Indy and so did **ABC** — the network that broadcasts the race. **Fox News** had **Scott Dixon's** vic-

WIDE OPEN



RON LEMASTERS, JR.

tory on the banner of its Web site before the **Kiwi** had taken the first sip of ice-cold milk.

It is not yet clear if this is an anomaly because of the **Danica-reunification** hype or whether it is the first harbinger of a sea change. **NASCAR** has been top dog for more than a decade while open-wheel racing fought itself. It is too much to suggest that one race will fix a 10-year drain, but it isn't too far to suggest that **IndyCar** went a long way toward stopping the leak.

NASCAR has its own problems, including a new car that the drivers don't like much, a tendency toward racing that is more survival than competition and an absolute conviction that **NASCAR** is the big mack daddy and **IndyCar** is the red-headed step-child.

That sounds eerily similar to the way **IndyCar** racing was in the 1990s, before **NASCAR** exploded into the national consciousness with a poster-child driver (**Jeff Gordon**) and a consistent product that captured fans' imagination.

Memorial Day weekend 2008 could be the start of the same cycle, just the other way around.

Is there a lot of work yet to be done, on both sides? You bet there is, and it will be who works the hardest and hits the magic formula first that will determine who wins this particular battle.

The **Coca-Cola 600** suffered through its own spate of caution flags, just like **Indy** did, rendering the relative quality of the racing a moot point. **Fox** ran a graphic about midway through Sunday night's race showing the number of lead changes in the three big **Memorial Day** races — at **Monaco**, **Indy** and **Lowe's**. **Monaco** had three, **Indy** 18 and, at the time, **Lowe's** had 20.

Does that sound like a little bit of nervous self-promotion or what? **Monaco** had 76 laps, **Indy** had 200 and at the time, the **Coca-Cola 600** was just coming up on 200 laps. Apples and apples, it wasn't.

UP NEXT

Dover Int'l Speedway

Dover, Del.

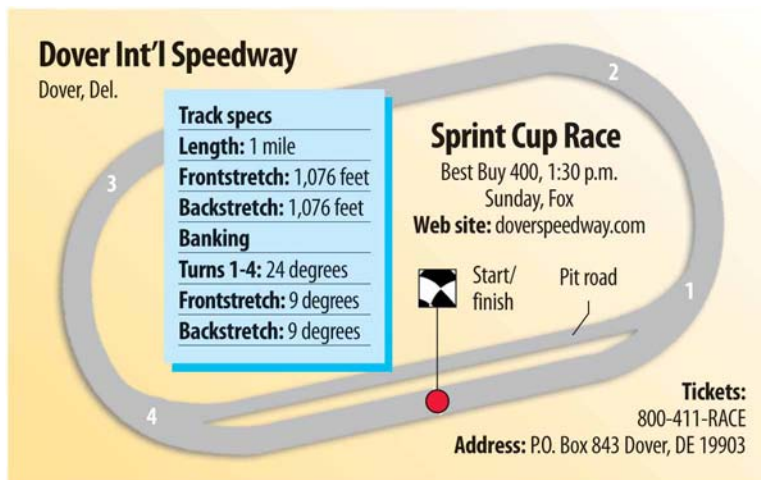
Track specs
Length: 1 mile
Frontstretch: 1,076 feet
Backstretch: 1,076 feet
Banking
Turns 1-4: 24 degrees
Frontstretch: 9 degrees
Backstretch: 9 degrees

Sprint Cup Race

Best Buy 400, 1:30 p.m.
Sunday, Fox
Web site: doverspeedway.com

Start/finish Pit road

Tickets:
800-411-RACE
Address: P.O. Box 843 Dover, DE 19903



RACE REWIND

NASCAR NATIONWIDE SERIES

Race 13 of 35: Carquest Auto Parts 300, Saturday, May 24
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kyle Busch

SECOND



Denny Hamlin

THIRD



Brad Keselowski

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	6	32	Kyle Busch	Dollar General Toyota	202	\$66,020	Running
2	9	20	Denny Hamlin	Z-Line Designs Toyota	202	44,925	Running
3	12	88	Brad Keselowski	Navy Chevrolet	202	46,193	Running
4	10	83	Dale Earnhardt, Jr.	Dale, Jr. Division/Navy Chevrolet	202	28,675	Running
5	1	10	Brian Vickers	ABF U-Pack Moving Toyota	202	35,550	Running
6	15	2	Clint Bowyer	BB&T Chevrolet	202	23,675	Running
7	3	16	Greg Biffle	CitiFinancial Ford	202	23,300	Running
8	11	29	Jeff Burton	Holiday Inn Chevrolet	202	21,350	Running
9	2	6	David Ragan	Discount Tire Ford	202	21,050	Running
10	22	5	Jimmie Johnson	Lowe's Chevrolet	202	20,950	Running
11	24	99	David Reutimann	Aaron's Dream Machine Toyota	202	19,550	Running
12	14	64	David Stremme	Atreus Homes Chevrolet	202	27,168	Running
13	7	60	Carl Edwards	Scotts Water Smart Ford	202	19,975	Running
14	19	59	Marcos Ambrose	Kingsford/Bush's Baked Beans Ford	202	24,518	Running
15	8	1	Mike Bliss	Miccosukee Resorts Chevrolet	202	24,918	Running
16	4	9	Kasey Kahne	Klondike Dodge	202	17,225	Running
17	25	11	Jason Keller	America's Incredible Pizza Chevrolet	202	23,368	Running
18	31	25	Bobby Hamilton, Jr.	John Morrell Off the Bone Ford	202	23,143	Running
19	41	33	Kevin Harvick	Camping World Chevrolet	202	16,600	Running
20	42	66	Steve Wallace	Atreus Homes Chevrolet	202	23,718	Running
21	21	27	Brad Coleman	Cottonelle/Bi-Lo Ford	202	23,068	Running
22	23	7	Mike Wallace	Geico Toyota	201	22,818	Accident
23	40	28	Kenny Wallace	U.S. Border Patrol Chevrolet	201	23,168	Running
24	35	22	Josh Wise	Supercuts Dodge	201	22,728	Running
25	37	01	Kertus Davis	RACEGIRL Chevrolet	199	22,868	Running
26	34	61	Kevin Lepage	Un-sponsored Ford	199	22,658	Running
27	33	81	Brad Baker	Vector Security Dodge	199	22,623	Running
28	43	52	Brad Teague	Truck Service Chevrolet	196	22,588	Running
29	39	24	Eric McClure	Hefty Brand Chevrolet	196	22,543	Running
30	16	77	Cale Gale	VFW/Salute the Troops Chevrolet	179	16,280	Driveshaft
31	20	40	Bryan Clauson	Fastenal Dodge	178	23,463	Running
32	5	38	Jason Leffler	Great Clips Toyota	175	22,493	Accident
33	30	47	Kelly Bires	Clorox Ford	158	22,388	Accident
34	36	4	Derrick Cope	JVC Chevrolet	139	22,358	Engine
35	17	30	Stanton Barrett	Grandstay.net/Donatos Chevrolet	133	22,338	Electrical
36	18	19	Chase Miller	Verizon Wireless/Motorola Dodge	128	15,850	Engine
37	27	89	Morgan Shepherd	Racing with Jesus Dodge	99	22,293	Brakes
38	28	23	Robert Richardson, Jr.	Renegade Wheels Chevrolet	79	15,805	Accident
39	13	12	Sam Hornish, Jr.	Penske Truck Rental Dodge	66	15,785	Accident
40	38	02	Andy Ponstein	Stott Classic Racing Chevrolet	20	15,740	Handling
41	29	91	Kenny Hendrick	MSRP Motorsports Chevrolet	16	22,183	Vibration
42	32	84	Carl Long	Racefumes.com Chevrolet	10	22,158	Brakes
43	26	0	Danny Efland	Shred 360/Lori Morgan Chevrolet	3	22,094	Accident

RACE STATISTICS

Race time: 2 hours, 31 minutes, 5 seconds
Average speed: 120.331 miles per hour
Victory margin: Under caution
Caution flags: 12 for 44 laps
Lead changes: 18 among 11 drivers
Lap leaders: Brian Vickers (Pole); David Ragan 1-8;

Kasey Kahne 9-19; Ragan 20-27; Derrick Cope 28; Jason Leffler 29-34; Jimmie Johnson 35; Sam Hornish, Jr. 36-43; Leffler 44-62; Kenny Wallace 63; Ragan 64-75; Kyle Busch 76-85; Ragan 86; Busch 87-123; Dale Earnhardt, Jr. 124; Brian Vickers 125-136; Earnhardt 137-138; Brad Keselowski 139-163; Busch 164-202.

TALK OF TIME TRIALS

The final car to take to the track for time trials, Brian Vickers captured the pole in the No. 10 ABF U-Pack Moving Toyota with a fast lap of 179.904 miles per hour. David Ragan started second in the No. 6 Discount Tire Ford.

STANDINGS

FIRST



Clint Bowyer

SECOND



Kyle Busch

THIRD



Carl Edwards

Top 10

1. Clint Bowyer	1,890	6. David Ragan	1,664
2. Kyle Busch	1,823	7. Mike Bliss	1,663
3. Carl Edwards	1,714	8. Jason Leffler	1,552
4. David Reutimann	1,702	9. Mike Wallace	1,482
5. Brad Keselowski	1,670	10. David Stremme	1,454



HHP/ERIK PEREL PHOTO

YELLOW STREAK: Kyle Busch (32) takes the checkered flag under caution Saturday at Lowe's Motor Speedway.

Busch Ends Gibbs Streak At 4

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — Some of the excitement that eluded NASCAR's Sprint All-Star Race a week earlier materialized during and after Saturday night's Nationwide Series Carquest Auto Parts 300 at Lowe's Motor Speedway.

Kyle Busch ended Joe Gibbs Racing's streak of six-straight Nationwide victories — sort of. The JGR driver, racing the No. 32 Dollar General Toyota of Braun Racing, interrupted his primary team's dominance by holding off Denny Hamlin in the JGR No. 20 Toyota Camry, which had won the last four Nationwide Series events with Tony Stewart, Hamlin and Busch behind the wheel.

Several late caution flags helped Busch, whose team gambled with its fuel strategy, hoping for enough caution laps to get Busch to the finish.

"We stayed out and that got us in front when it counted most, and those guys took fuel that last time," said Busch. "We'd already come a little bit earlier and we decided to gamble and stretch it a little bit, and it ended up paying off for us."

Busch, who is normally a lightning rod for controversy, kept the mayhem behind him as Hamlin and third-place Brad Keselowski, driving the No. 88 U.S. Navy Chevrolet for JR Motorsports, made contact during the final caution period, and frustration between the two teams spilled over onto pit lane after the race.

Keselowski bumped Hamlin from behind after the caution flew, and Hamlin retaliated by swiping the front-left quarter panel of the No. 88, and Dale Earnhardt, Jr., in the JR Motorsports U.S. Navy No. 83, bumped Hamlin as well. All of the yellow-flag bumping ignited a post-race altercation between the No. 20 and No. 88 teams that NASCAR officials had to diffuse.

"My complaint was...there are situations where you can give a guy two inches to let him clear and not hang on his right-rear quarterpanel," Hamlin said. "It's frustrating. Guys are going to get pissed off and race you harder...I said during the race that I would do what I had to, to make the No. 88's job harder. I would block him and let the 32 car win if I had to

Logano Ready For Debut

CONCORD, N.C. — Joey Logano celebrated more than his 18th birthday Saturday at Lowe's Motor Speedway.

With a cake and a "Happy Birthday" serenade from the press in attendance, Logano officially opened the book on his NASCAR career.

"It feels like I've been waiting for 18 years," said Logano, the teen phenom who observers believe to be destined for stardom at NASCAR's highest level.

The Joe Gibbs Racing developmental driver will make his Nationwide Series debut May 31 at Dover, a track with which he is familiar thanks to his experience in the NASCAR Camping World East Series. He will debut in the No. 20 Toyota Camry, which had won four-straight races heading to LMS.

"There's definitely some pressure (in driving a successful car)," Logano said. "But I'd rather be in a car that has a chance to be up front and win than in one that you think is going to finish 25th."

JGR President J.D. Gibbs said Logano will compete in 18-19 Nationwide Series events as well as some ARCA/REMAX Series races, such as the recent ARCA Carolina 500 at Rockingham (N.C.) Speedway which Logano dominated.

"We're in no hurry," Gibbs said. "We're not going to rush him to get (to Cup). When the time is right, we'll all be able to go."

Regardless of when Logano is ready, Gibbs said his addition will fit well into JGR's plans to field a fourth team in the future.

"It could be next year, or it could be 2010," Gibbs said. Game Stop, a video-game chain store, will be Logano's sponsor for Dover and then the next week as the series travels to Nashville (Tenn.) Superspeedway for a stand-alone event.

Joe Gibbs, the recently re-retired coach of the Washington Redskins, echoed his son's thoughts on Logano's timetable for Sprint Cup.

"We're not putting any pressure on Joey," the elder Gibbs said. "Whatever the timing is, we're committed to him. Toyota is committed."

— John Clayton, staff writer

because of the way he raced me.

"When all he had to do was give two inches, let the guy go — he got there for a reason, and I was there many times earlier in the race."

While Hamlin complained about Keselowski's style, Keselowski, driving his first full season for JR Motorsports, made no apologies.

"I race one day a week; I don't race twice a week," he said. "I have one day a week to prove myself. I have 200 laps to prove myself. I have 200, not 400. I have to take every opportunity I can to prove myself to myself and to JR Motorsports, to the Navy and my competitors and my fans. I have to make the most of every lap."

Almost lost in the post-race controversy was another dominant victory by Busch, who led 86 of the race's 202 laps and easily held the No. 20 at bay over two restarts over the final 18 laps. The victory was Busch's fourth of the season and moved him to within 67 points of series championship leader Clint Bowyer, who turned in another solid top-10 finish, bringing the No. 2 BB&T Chevrolet home in sixth.

"It was just a good clean run for us," said Busch, who overcame a poor pit stop on the sixth caution of the race that dropped him from the lead to seventh on the restart after the car was not lifted high enough on the jack to replace the rear tire. "We got back in traffic there a couple of times. We never knew how good the car was going to be, but we were able to make some moves there on the top side and get back through traffic. We never ran into anybody and never ruffled any feathers or anything."

Still, Busch needed a little luck to get to victory lane. Unlike last week's all-green All-Star Race, Busch got plenty of help from the flagstand. The race was dotted with a dozen caution flags for 44 laps, including a spin that took out early leader Sam Hornish, Jr., and a late crash that eliminated contenders Jason Leffler and Steven Wallace.

Earnhardt finished fourth behind his own car and polesitter Brian Vickers finished fifth. Bowyer, Greg Biffle, Jeff Burton, David Ragan and Jimmie Johnson rounded out the top 10.

If not for the finish under caution due to Mike Wallace's spin on lap 202, Hamlin may have been able to mount a challenge on Busch over the final lap.

"We needed to go green," said Hamlin. "We had a pretty good race going there at the end between the three of us (Busch, Hamlin and Keselowski) with a few laps to go, but we didn't need that caution at the end."

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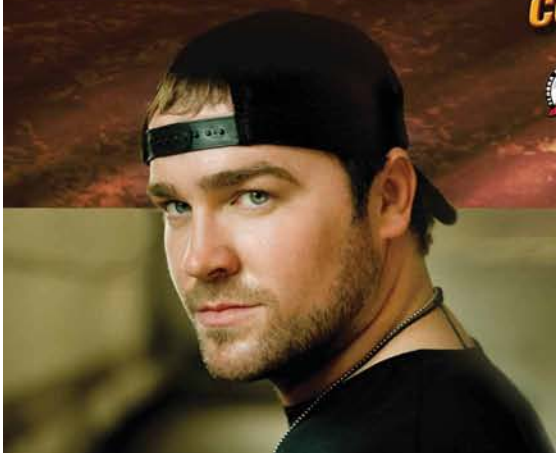


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RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 7 of 25: Ohio 250, Saturday, May 24
Mansfield Motorsports Park, Mansfield, Ohio

FINAL RESULTS

FIRST



Donny Lia

SECOND



David Starr

THIRD



Todd Bodine

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	28	71	Donny Lia	NationRides.com Chevrolet	250	\$45,500	Running
2	3	11	David Starr	Pit-Now.com Toyota	250	37,525	Running
3	14	30	Todd Bodine	Lumber Liquidators Toyota	250	24,685	Running
4	7	60	Terry Cook	Wylar.com Toyota	250	17,585	Running
5	2	5	Mike Skinner	Toyota Tundra Toyota	250	14,110	Running
6	9	13	Shelby Howard	Bobcat Chevrolet	250	11,560	Running
7	10	2	Jack Sprague	American Commercial Chevrolet	250	11,260	Running
8	1	23	Johnny Benson	Brangus Toyota	250	13,110	Running
9	17	07	Sean Murphy	Alkzo Nobel Chevrolet	250	9,710	Running
10	25	4	Stacy Compton	Spitzer Dodge Dodge	250	12,560	Running
11	15	99	Erik Darnell	Northern Tool + Equipment Ford	250	11,635	Running
12	16	88	Matt Crafton	Menards/Ideal Door Chevrolet	250	10,910	Running
13	27	14	Rick Crawford	Power Stroke Diesel by Int'l Ford	250	11,160	Running
14	4	7	Andy Lally	TRG Motorsports Chevrolet	250	10,810	Running
15	6	22	Scott Speed	Red Bull Toyota	250	11,885	Running
16	5	6	Colin Braun	Con-way Freight Ford	250	10,860	Running
17	19	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	250	10,610	Running
18	26	9	Justin Marks	Construct Corps Toyota	250	10,560	Running
19	34	40	Chad Chaffin	Westerman Companies Chevrolet	250	10,510	Running
20	22	46	Landon Cassill	GoDaddy.com Chevrolet	250	9,885	Running
21	11	51	Shane Sieg	Miccosukee Resorts Toyota	250	9,160	Running
22	18	21	Keven Wood	Air Force Ford	250	8,110	Running
23	13	12	Scotty Crockett	Dex Imaging/MetTel Chevrolet	250	8,085	Running
24	33	8	Chad McCumbee	Malcolmson Construction Chevrolet	250	8,060	Running
25	31	16	Brian Scott	Albertsons Chevrolet	250	7,985	Running
26	8	15	Marc Mitchell	Hyprene — Ergon Toyota	250	7,960	Running
27	23	09	John Wes Townley	Zaxby's Ford	250	7,935	Running
28	32	37	Gary St. Amant	HTS Mulch Products Chevrolet	250	7,910	Running
29	30	08	Jason White	GunBroker.com Dodge	250	7,860	Running
30	20	10	Brendan Gaughan	International MAXX FORCE Diesel	249	7,835	Running
31	21	66	Benny Gordon	Samuel Ford	248	7,485	Running
32	29	63	Jack Smith	Dave Porter Truck Sales Ford	246	7,460	Running
33	35	20	Scott Lagasse	Nicholson Group Ford	231	7,435	Running
34	24	18	Dennis Setzer	BHR-VA Dodge	205	7,410	Overheating
35	12	33	Ron Hornaday, Jr.	Camping World Chevrolet	145	7,385	Running
36	36	42	Tim Cowen	Cowen Truck Line Ford	140	7,360	Overheating

RACE STATISTICS

Race time: 1 hour, 59 minutes, 58 seconds
Average speed: 62.517 miles per hour
Victory margin: .241 second
Caution flags: 15 for 80 laps

Lead changes: Six among seven drivers
Lap leaders: Johnny Benson 1-45; Ron Hornaday, Jr. 46; Mike Skinner 47-50; Shelby Howard 51-71; Dennis Setzer 72-79; David Starr 80-249; Donny Lia 250.

TALK OF TIME TRIALS

Johnny Benson earned his third-career NASCAR Craftsman Truck Series pole, posting a fast lap of 110.004 miles per hour in the No. 23 Brangus Toyota. Benson's teammate, Mike Skinner, started second in the No. 5 Toyota Tundra Toyota. David Starr, Andy Lally and Colin Braun completed the top-five starters.



JOE SECKA/JMS PRO PHOTO

STANDINGS

FIRST



Todd Bodine

SECOND



Rick Crawford

THIRD



Matt Crafton

Top 10

1. Todd Bodine	1,001	6. Terry Cook	920
2. Rick Crawford	993	7. Mike Skinner	918
3. Matt Crafton	956	8. David Starr	913
4. Johnny Benson	943	9. Erik Darnell	901
5. Ron Hornaday, Jr.	937	10. Chad McCumbee	899

Mod Man Takes Mansfield

MANSFIELD, Ohio — Rookie driver Donny Lia battled his way through the field, taking the lead on the final lap to win Saturday's NASCAR Craftsman Truck Series Ohio 250 at Mansfield Motorsports Park.

Lia, NASCAR's 2007 Whelen Modified Tour champion, nudged David Starr as he attempted to pass for the lead exiting the second turn on the 250th tour of the half-mile oval.

Lia, Starr and 2006 series champion Todd Bodine ran side by side down the backstretch before Lia pulled his Chevrolet ahead to score his first-career victory in the 27-year-old Long Island, N.Y., competitor's eighth series start.

He edged Starr, whose Toyota had held the lead since the 80th lap, by .241 second and became the first rookie driver to win on the circuit since August 2003 when now NASCAR Sprint Cup Series competitor Carl Edwards won in Nashville.

"You know, I got into (David) Starr right there a little bit and hey, that's last lap racing and I'm sure he owes me one now, but that's cool," said Lia. "You know, if it's the last lap and I'm in his position, then I'm going to anticipate him hitting me anyway, whether I did it today or not. That's just short-track racing and you know, I just can't believe we are here right now, it's just really unbelievable."

Starr agreed.

"It was just good short-track racing," said Starr, who was bidding to break a 52-race non-winning streak dating to 2006. "I guess I left a hole open and he got into me in the left rear. We just drove into turn three on a prayer. He (Lia) had the preferred line."

Lia, who averaged 62.517 miles per hour for the 250-lap, 125-mile distance, became the 10th driver — and first since 2006 — to lead only the final lap of the race. Seven drivers exchanged the lead six times as 15 caution periods consumed 80 laps.

Lia won \$45,500 from \$513,636 in post-race awards.

"I used everything I had there at the end and I couldn't have driven it any harder," said Lia, who started 28th, the furthest back of any Mansfield



RONDA GREER PHOTO

FIRST TIMER: Donny Lia celebrates his victory in Saturday's Ohio 250 at Mansfield Motorsports Park.

winner: "We just got them on the restarts and got them where we had to get them. We just did everything right today, my crew (and) everybody."

Starr, Bodine, Terry Cook and Mike Skinner rounded out the top five.

All but one driver in the 36-truck field finished the race — 29 of them on the lead lap.

Bodine assumed the championship lead by eight points over Rick Crawford as previous leader Ron Hornaday, Jr. was involved in a lap-47 accident and spent most of the race behind pit wall as his crew repaired the defending series champion's Chevrolet. Hornaday was credited with a 35th-place finish, 105 laps behind the winner.

Pole-starter Benson headed the race's first 45 laps before being passed

by Hornaday, whose advantage lasted less than two circuits before his turn-four accident. Skinner, Howard and Dennis Setzer led over the next 33 laps before Starr, who'd pitted for fuel early, cycled back to the front and remained there through multiple restarts.

Bodine made several attempts to pass Starr on late race restarts, but was unable to make the challenges stick. Lia, who ran as far back as 23rd, fought his way into the top five on lap 196, took third on lap 210 and dispatched Bodine's Toyota at lap 228.

The event's final caution, for Brendan Gaughan's spin in turn two, proved to be pivotal as it erased Starr's five truck-length lead thus setting up the final-lap dramatics.

Hossfeld Ends Winless Streak At Stafford

STAFFORD, Conn. — Chuck Hossfeld piloted the No. 4 Mystic Missile Dodge to victory in the third NASCAR Whelen Modified Tour event of the season Friday night at Stafford Motor Speedway.

In a race that was delayed nearly two and a half hours, Hossfeld won

NASCAR MODS

for the first time since the 2004 season. Hossfeld drove the same car Donny Lia piloted to last year's series championship. The victory was the sixth of Hossfeld's career. Each of his previous wins came in the No. 4 in his first stint with car owner Bob Garbarino, which ended after 2004.

"I'm just thrilled to be hooked up with my team, my old team," Hossfeld said. "It scared me that I wouldn't have a ride on the [NASCAR Whelen Modified] Tour. This is my home, I love this tour. I don't know what I expected, but I'm glad with what's going on."

Hossfeld, who captured his eighth-career Coors Light Pole Award earlier in the evening, led 39 of the first 40 laps of the race before giving way to Bobby Grigas III.

Grigas and a host of the race leaders pitted on lap 92 and Matt Hirschman assumed the lead when he stayed out. When the race went green again following lap 107, Hossfeld, who earned \$7,100, beat Hirschman back to the

line to take back the lead, one he never relinquished.

Todd Szegedy was the runner-up, followed by Ted Christopher, Mike Stefanik and Jimmy Blewett.

During post-race technical inspection, possible unapproved parts were found on the No. 19 of Blewett. The parts in question will be taken back to the NASCAR Research & Development Center in Concord, N.C., for further evaluation.

The finish:

Chuck Hossfeld, Todd Szegedy, Ted Christopher, Mike Stefanik, Jimmy Blewett, Eric Beers, Ed Flemke, Jr., Ryan Preece, James Givali, Erick Rudolph, Matt Hirschman, Rowan Pennink, Charles Pasterjak, Jamie Tomaino, Billy Pauch, Jr., Bobby Grigas III, Kevin Goodale, Woody Pitkat, Ken Heagy, Danny Sammons, Glen Reen, Wade Cole, Joe Hartmann, Richard Savary, Glenn Tyler, Ronnie Silk, Eric Berndt, Anthony Sesely, Reggie Ruggiero, Rob Summers, Rick Fuller.

It's All Lee At Tazewell

TAZEWELL, Tenn. — Defending O'Reilly Battle of the Bluegrass DirtCar Series super late-model champion

BOB LM Victor Lee became the first repeat winner in the series in 2008 with a victory Saturday night at Tazewell

Speedway. Lee took over the point on lap 52 after Vic Hill and Tyrel Todd made contact while battling for the lead, causing Todd to loop his machine and stop on the track. Both drivers were sent to the rear of the field.

Steve Smith finished second,

while David Webb took third. Justin Rattliff and Chris Combs rounded out the top five.

The finish:

Victor Lee, Steve Smith, David Webb, Justin Rattliff, Chris Combs, Shon Flanery, Bobby Mays, Brian Smith, Damon Eller, Tyrel Todd, Larry Gray, Royce McGowan, Arnie Fields, Vic Hill, Michael Smith, Tim Tungate, Eric Wells, Greg Huskey, Jeff Wolfenbarger, Bryan Hendrix, Mike Weeks, Zach Carney, Travis Fultz, Dale Huskey.

Adams & Kramer Split BoB Cash

Friday

BARDSTOWN, Ky. — Don Adams became the third different winner in four events for the Battle of the Bluegrass

BOB MODS DirtCar Series open-wheel modified series

Friday night at Ponderosa Speedway.

Benji Lee led the first 24 laps, but Adams came to the front and took control on lap 26. He led to the checkered flag for his first victory of the

season.

Lee finished second, ahead of Kelly Warren, Joey Kramer and Jason Wheatley.

The finish:

Don Adams, Benji Lee, Kelly Warren, Joey Kramer, Jason Wheatley, Brandon Green, Skylar Marlar, Joe David Turner, Robbie Gullion, Scotty Kincaid, Jeff Johnson, Wayne James, Shawn Tolson, Mick Sansom, Travis Preston, Ricky Lane, Joe Gray, Rocky Wilson, Aaron Ogle, J.T. Ayers, Bobby Neal.

Saturday

BARDSTOWN, Ky. — Joey Kramer won for the 16th time in his career in the Battle of the Bluegrass DirtCar Series open-wheel modified division

Saturday night at Richmond Raceway.

It was Kramer's third victory of the season and came in a caution-plagued event and came ahead of Don Adams, who won Friday at Ponderosa Speedway.

Brandon Green, Delane Browning and Robbie Gullion rounded out the top five.

The finish:

Joey Kramer, Don Adams, Brandon Green, Delane Browning, Robbie Gullion, Travis Preston, Wayne James, Kevin Mayabb, Doug Webb, Russ Gabbert, Carl McGowin, Aaron Ogle, Jeff Johnson, Skylar Marlar, Jimmy Crabtree, Jared Reams, Walt Neal, Clint Shutts, Shawn Tolson, Walt Mayabb, Mick Sansom.

Hockett Hustles At Double X

CALIFORNIA, Mo. — Jesse Hockett worked his way from his sixth-starting spot to the front and captured his seventh-career O'Reilly Auto Parts Winged Outlaw Warriors feature in the inaugural Larry Martin Memorial Sunday night at Double X Speedway. Hockett overcame a collision with the wall on lap 16 and was able to chase down leader Brian Brown for the lead on lap 19.

Polesitter Randy Martin finished second, while Brown took third. Jonathan Cornell was fourth and Bryan Grimes-Slater rounded out the top five.

The finish:

Jesse Hockett, Randy Martin, Brian Brown, Jonathan Cornell, Bryan Grimes-Slater, J. Kinder-Linn, Curtis Evans, Kyle Bell, Ryan Marsch, Curtis Boyer, Austin Alumbaugh, Terry Hinck, Tony Crank, Evan Martin, David Brown, Tyler Blank, Dustin Adams, Brad Graham, Chris Walker.

Schuyler Earns First Win, But Hebing Scores, Too!

Saturday

WOODHULL, N.Y. — Chuck Hebing spun and dropped a cylinder over the course of a wacky night at Woodhull Raceway, but for the second year in a row Hebing put his potent ride in victory lane at the Highbanks.

Hebing moved around Bryan Howland on a lap-seven restart and then held off the field in the closing laps with an aching motor to win the ASCS Patriot season opener for the third year in a row. The two dragged to the finish line with Hebing winning by a car length and denying Howland his first victory in two years.

Jeff VanDusen finished third ahead of Jeff Cook and Justin Barger in the top five.

The finish:

Chuck Hebing, Bryan Howland, Jeff VanDusen, Jeff Cook, Justin Barger, Tim Kelly, Lance Yonge, Jared Zimbardi, Blake

Breen, Dave Wickham, Bobby Breen, Mike Stettler, George Suprick, Jimmy Broderick, Chris Muhleisen, Daniel Lampron, Gary Troutman, Ray Preston, Howard Singer, Don Adamczyk, Chris Weiss, Derek Jonathan.

Sunday

ERIE, Pa. — Running literally on his last drops of fuel, John Schuyler's first-career sprint-car victory came by .01-second over Don Adamczyk Sunday during ASCS Patriot Region action at Eriez Speedway.

Schuyler, a former winner at Eriez in late models, led all 25 laps, but felt his car begin to starve for fuel on lap 21 and sputter during a caution on lap 22.

Bryan Howland finished a car length behind the leaders in the third. Bubba Broderick and Kyle Moffitt rounded out the top five.

The finish:

John Schuyler, Don Adamczyk, Bryan Howland, Bubba Broderick, Kyle Moffitt, Ray Preston, Chris Muhleisen, Gary Troutman, Dave Wickham, Joe August, Jr., T.J. Newton, Robbie Shuttlesworth, Jeremy Barnard, Bruce Dewick, Scott Bonnell, Jared Zimbardi.

USAC National Sprint Cars: June 12, 13, 14

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2008

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3

TRACKS

1

CHAMPION

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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 10 and 11: May 23 and May 24

FINAL RESULTS

WINNER



Lance Dewease

Friday

The Dirt Track @ Lowe's Motor Speedway, Concord, N.C.

Qualifications: 1. Shane Stewart, Roth 83, 12.547; 2. Ed Lynch, Jr., Lynch 2L, 12.597; 3. Daryn Pittman, Titan 21, 12.697; 4. Terry McCarl, McCarl 24, 12.714; 5. Donny Schatz, Stewart 15, 12.732; 6. Jason Meyers, Stockbridge 14, 12.739; 7. Lucas Wolfe, Allebach 5w, 12.742; 8. Joey Saldana, Kahne 9, 12.749; 9. Lance Dewease, Cococin 30c, 12.768; 10. Kraig Kinser, Stewart 20, 12.773; 11. Jason Sides, Sides 7s, 12.815; 12. Jac Haudenschild, Carnahan r19, 12.820; 13. Kerry Madsen, VerMeer 55, 12.855; 14. Jason Johnson, Kahne 19, 12.858; 15. Steve Kinser, Kinser 11, 12.870; 16. Danny Lasoski, Lasoski 5, 12.879; 17. Craig Dollansky, Woodward 2, 12.898; 18. Rob Chaney, Hammer 24h, 12.919; 19. Sam Hafertepe, Jr., Hafertepe 15h, 12.971; 20. Chad Kemenah, Hard Eight 8k, 12.972; 21. Tim Shaffer, Parsons 6, 13.002; 22. Chad Hillier, Hillier 5c, 13.007; 23. Chad Blonde, Blonde 5b, 13.024; 24. Tony Bruce, Jr., Bruce 18, 13.044; 25. Ryan Myers, Myers 56r, 13.118; 26. Paul McMahan, Busch 13, 13.165; 27. Craig Folmar, Folmar 81, 13.709.

First Heat (10 laps): Wolfe, Stewart, K. Kinser, McCarl, Lasoski, Madsen, Hafertepe, Hillier, Myers.

Second Heat (10 laps): Sides, Saldana, Schatz, Dollansky, Johnson, Lynch, McMahan, Kemenah.

Third Heat (10 laps): Haudenschild, Dewease, Pittman, S. Kinser, Bruce, Meyers, Chaney, Shaffer, Folmar.

Crane Cams Dash (8 laps): Saldana, Dewease, Haudenschild, Wolfe, Stewart, Sides, Schatz, Lynch, McCarl, Pittman.

B Main (12 laps): 1. Chaney; 2. Kemenah; 3. Hafertepe; 4. Shaffer; 5. Hillier; 6. McMahan; 7. Blonde; 8. Myers; 9. Folmar; 10. \$175.

Feature (30 laps): 1. Dewease, \$12,000; 2. Meyers, \$5,500; 3. Stewart, \$4,000; 4. Haudenschild, \$3,000; 5. Dollansky, \$2,700; 6. Schatz, \$2,400; 7. S. Kinser, \$2,100; 8. Madsen, \$2,000; 9. K. Kinser, \$1,900; 10. Hafertepe, \$1,800; 11. Bruce, \$1,700; 12. McCarl, \$1,600; 13. Hillier, \$1,500; 14. Sides, \$1,200; 15. Shaffer, \$1,100; 16. Kemenah, \$1,000; 17. Johnson, \$900; 18. Saldana, \$850; 19. Lasoski, \$800; 20. Wolfe, \$800; 21. McMahan, \$800; 22. Chaney, \$800; 23. Pittman, \$800; 24. Lynch, \$800.

STANDINGS

FIRST



Jason Meyers

Top 10

1. Jason Meyers	1,597
2. Donny Schatz	1,572
3. Craig Dollansky	1,566
4. Joey Saldana	1,521
5. Steve Kinser	1,449
6. Jac Haudenschild	1,438
7. Kerry Madsen	1,425
8. Chad Kemenah	1,389
9. Terry McCarl	1,388
10. Daryn Pittman	1,325

UP NEXT

May 30, Attica Raceway Park, Attica, Ohio

May 31, Eldora Speedway, Rossburg, Ohio

June 6-7, Knoxville Raceway, Knoxville, Iowa

June 8, Tri-City Speedway, Pontoon Beach, Ill.

June 11, Missouri State Fair Speedway, Sedalia, Mo.

WINNER



Jason Meyers

Saturday

May 24, Virginia Motor Speedway, Jamaica, Va.

Qualifications: 1. Joey Saldana, Kahne 9, 14.537; 2. Shane Stewart, Roth 83, 14.585; 3. Donny Schatz, Stewart 15, 14.606; 4. Jac Haudenschild, Carnahan r19, 14.619; 5. Kerry Madsen, VerMeer 55, 14.643; 6. Ed Lynch, Jr., Lynch 2L, 14.654; 7. Chad Kemenah, Hard Eight 8k, 14.656; 8. Jason Meyers, Stockbridge 14, 14.710; 9. Lucas Wolfe, Allebach 5w, 14.711; 10. Craig Dollansky, Woodward 2, 14.716; 11. Steve Kinser, Kinser 11, 14.763; 12. Sam Hafertepe, Jr., Hafertepe 15h, 14.841; 13. Tim Shaffer, Parsons 6, 14.860; 14. Daryn Pittman, Titan 21, 14.892; 15. Chad Hillier, Hillier 5c, 14.896; 16. Jason Sides, Sides 7s/14.897; 17. Chad Blonde, Blonde 5b, 14.995; 18. Tony Bruce, Jr., Bruce 18, 15.023; 19. Kraig Kinser, Stewart 20, 15.080; 20. Terry McCarl, McCarl 24, 15.285; 21. Craig Folmar, Folmar 81, 16.340; 22. Eric Keck, Keck 42, 17.441; 23. Randy Kaylor, Kaylor 4, 18.149.

First Heat (10 laps): Kemenah, Saldana, Dollansky, Haudenschild, Sides, Shaffer, K. Kinser, Keck.

Second Heat (10 laps): Meyers, Pittman, S. Kinser, Blonde, McCarl, Madsen, Stewart, Kaylor.

Third Heat (10 laps): Wolfe, Hafertepe, Schatz, Lynch, Bruce, Hillier, Folmar.

Crane Cams Dash (8 laps): Pittman, Meyers, Hafertepe, Saldana, Haudenschild, Wolfe, Schatz, Madsen, Lynch, Kemenah.

Feature (30 laps): 1. Meyers, \$10,000; 2. Pittman, \$5,500; 3. Hafertepe, \$3,200; 4. Haudenschild, \$2,800; 6. Saldana, \$2,500; 7. Schatz, \$2,200; 8. Wolfe, \$2,100; 9. Kemenah, \$2,050; 10. Dollansky, \$2,000; 11. S. Kinser, \$1,500; 12. Blonde, \$1,200; 13. McCarl, \$1,100; 14. Lynch, \$1,050; 15. Shaffer, \$1,000; 16. Sides, \$900; 17. Stewart, \$800; 18. K. Kinser, \$800; 19. Hillier, \$800; 20. Bruce, \$800; 21. Kaylor, \$800; 22. Keck, \$800; 23. Folmar, \$800.



Jason Meyers

It's Dewease With Ease

BY SHEENA E. BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Lance Dewease is no stranger to victory lane in the Advance Auto Parts World of Outlaws Sprint Series, with four series victories at Williams Grove Speedway in Mechanicsburg, Pa.

But on Friday night, Dewease notched his first World of Outlaws triumph outside of the Keystone State — his fifth-career victory — leading wire to wire in the \$12,000-to-win Rite Aid Outlaw Showdown at The Dirt Track @ Lowe's Motor Speedway.

"Who says we can't win outside of Pennsylvania?" a jubilant Dewease said in victory lane. "I tell you what, we've been struggling all year, and we're running the full All Star (Circuit of Champions) deal. We love coming here and my owner (Don Owens) loved coming here last year. We just love this place. We might not have the fastest race car, but we took advantage of having a good starting spot."

The driver from Fayetteville, Pa., started second in the 30-lap feature and quickly jumped to the point in turn two on the first lap ahead of polesitter Joey Saldana and rookie Lucas Wolfe, who quickly passed Saldana for second.

From there, Dewease pulled the No. 30c Dreez Builders/America's Best Builders J&J away from a fast-closing Wolfe, who held off Saldana and set his sights on Dewease and the top spot. But a hole in the fuel line on Wolfe's No. 5w Hunter Truck Sales/Peterbilt Maxim ended any shot at his first World of Outlaws victory while under caution 11 laps into the main event.

On the restart, Dewease opened a huge gap on the rest of the field, as Jac Haudenschild and Saldana scrapped for second while series point-leader Jason Meyers picked his way toward the front from an 11th-place starting spot. Heavy lapped traf-



HHP/HAROLD HINSON PHOTO

BLUE ON THE MOVE: Lance Dewease (30c) makes a move to the inside of Joey Saldana Friday night at The Dirt Track @ Lowe's Motor Speedway.

fic with 10 laps to go allowed Haudenschild to close on Dewease, who continued to make his way through the field on the high side.

Caution waved with six laps to go when Saldana blew a right rear tire in turn four, and Dewease executed another great restart ahead of Meyers, who moved into second as Haudenschild faltered. One lap later, a violent flip by Jason Johnson on the backstretch brought out the red flag and once again halted Dewease's march toward victory lane.

When the race resumed with just three circuits remaining, Dewease aced the restart and easily took the checkered flag ahead of Meyers, fast-qualifier Shane Stewart, Haudenschild and Craig Dollansky.

"I think the cautions helped me more so than Jason Meyers," Dewease said. "We were getting pretty loose at the end and the lapped cars were getting side by side, so the cautions let me get into clean track. My car was pretty good for a couple laps in clean air and got looser as we ran, but I figured as long as we didn't mess up on those restarts, we'd be OK."

Winning at The Dirt Track held a special meaning for Dewease, especially before a sell-out crowd and a live television audience on Speed.

"Oh, it means a ton. There's a ton of Pennsylvania people here. There's a ton of people from all over the country here," Dewease said. "Randy Grove, who takes care of the race track, I've known him since I was little. I grew up at Hagerstown (Md.) Speedway where he worked the track there. It's just neat to see people down here that I've known for a long time."

The victory also gave Dewease momentum heading into a busy week-end of racing, as the team left Concord for an All Star event in Fremont, Ohio, Saturday night before heading home to Central Pennsylvania for races at Selinsgrove and Port Royal speedways.

With his second-place showing, Meyers extended his point lead over Dollansky to 11.

"I didn't need that last red. It kind of hurt me a little bit with tire temperature," Meyers said. "I think that traffic would have helped. You get slowed up and the cushion was pretty treacherous. It's one of those things that traffic may have helped or traffic may have hurt depending on who got lucky and who got unlucky. You never know how that will go. To come from 11th to second, we are happy with that. We gained a few points as well and hopefully we can keep extending that."

Jamaica Man: Meyers Snare Fifth WoO Victory

JAMAICA, Va. — Advance Auto Parts World of Outlaws Sprint Car Series point-leader Jason Meyers continued his fast start to the season with a dominant victory, as the series made its inaugural visit to Virginia Motor Speedway Saturday night.

The California native led 29 of the 30 laps to pocket \$10,000 for the 25th A-Feature victory of his career, holding off a determined Daryn Pittman. It was Meyers's fifth victory of the season and his third on a half-mile oval.

"We feel great," Meyers noted. "Everyone who is behind this team is giving 100 percent right now. To come out and put up these kinds of results is what we work hard each day to do. It will be nice to call home and let everyone know how we did. Hopefully, we keep this up. It's a long summer, but I think we are up to the challenge."

The race began with Meyers darting to the lead, with Pittman and Joey Saldana chasing him. Early in the race, Meyers opened several comfortable leads in open track, with a number of drivers closing in on him as he entered lapped traffic.

"Something that is neat about coming to new facilities is that everyone is on the same playing field," said the driver of the GLR Investments KPC. "We just kind of compared it to some places we have been and made changes throughout the night to get the car better. It has some characteristics of its own and that makes the track different. We stayed after it and tried to make the car better each time we came on and off the race track."

Meyers had a tense moment on the sixth lap while pacing the field, as Tony Bruce, Jr. tagged the wall in the second turn and got upside down right in front of him.

"It's always a little nerve wracking when you get to traffic," he noted. "We were able to avoid him by taking another line. You never know how those things are going to go. Sometimes they bite you. We were able to get through that one tonight and were able to win the race."

Meyers used a strong restart to again open a lead over Pittman, who was in search of his first win of the season. Pittman closed on the leader late in the race, as Meyers was bottled up in lapped traffic, though he could not quite catch the leader.

"The car was good," said Pittman. "We were in contention for a win and there are things to build on. It's been a frustrating year so far and we have a tough uphill climb. The team is capable of it. There is no doubt about that. We have proved that the last couple of years. We just have to go out and try to find victory lane. We feel like we are on the right track

and are fairly close."

Meyers held a comfortable lead at the halfway point of the 30-lap contest, though he was bottled up by a couple of lapped cars, giving Pittman the opening he needed to challenge for the lead. On the 17th lap, Meyers slipped high exiting the second turn, and that was the opening that Pittman needed to dive under him for the lead. The lead was short lived, as Meyers battled back on the next lap to retake the point, which he would not relinquish the rest of the way.

Sam Hafertepe, Jr. also put himself in the mix late in the race, as he had one of the fastest cars on the track down the stretch, as he sliced his way through lapped traffic en route to a career-best third-place finish.

Jac Haudenschild earned his second-consecutive fourth-place finish, while Joey Saldana was fifth.



MARK WEBER PHOTO

FAST 44: Kuno Wittmer led all 44 laps en route to victory Saturday at Lime Rock Park.

Wittmer Ponies Up At Lime Rock

LAKEVILLE, Conn. — Kuno Wittmer further enhanced his SCCA Pro Racing Speed World Challenge Touring Car Championship point lead with a victory Saturday at Lime Rock Park.

Polesitter Pierre Kleinubing and Chip Herr completed the podium for the first of two Speed Touring

Car races at Lime Rock Park over Memorial Day weekend.

Starting second, Wittmer immediately launched into the lead in the No. 44 Acura/RealTime/Eibach/Red Line Acura TSX as polesitter Kleinubing was left spinning his tires at the line.

"At the start, I had the right RPM and was able to get off the line," Wittmer said. "I had a good start and I saw Pierre

did spin his tires a little bit, so I had to take advantage of that."

From there, Wittmer and Kleinubing worked together to pull out a gap on Herr.

With Kleinubing unable to mount a challenge on his teammate, Wittmer sailed to a 4.323-second margin of victory, leading all 44 laps of the 67.32-mile race, which ran free of yellow flags and averaged a series record 92.834 miles per hour.

The finish: Showing driver, car and laps completed: 1. Kuno Wittmer, Acura TSX, 44; 2. Pierre Kleinubing, Acura TSX, 44; 3. Chip Herr, Mazda 6, 44; 4. James Sofonas, BMW 325Ci, 44; 5. Peter Cunningham, Acura TSX, 44; 6. Jason Saini, Mazda 6, 44; 7. James Clay, BMW 325i, 44; 8. Dino Crescentini, Acura TSX, 44; 9. Glenn Bocchino, Acura RSX, 44; 10. Seth Thomas, BMW 325i, 44; 11. Charlie Putman, Mazda 6, 44; 12. Charles Espenlaub, Mazda 6, 44; 13. Nick Esajian, BMW 325i, 43; 14. Payton Wilson, Lexus IS300, 43; 15. Michael Galati, Mazda 6, 39; 16. Jim Daniels, Mazda 6, 37; 17. Patrick Lindsey, Mazda 6, 30; 18. Bill Auberlen, BMW 325i, 29; 19. Matt Lang, Acura Integra R, 19; 20. Jason Martinelli, BMW 325i, 4.

Edwards/Collins Lead GM Charge On Memorial Day

LAKEVILLE, Conn. — Monday was a Pontiac kind of day here at Lime Rock Park in Northwestern Connecticut.

The GM brand dominated the Grand American Rolex Series' GT-only Memorial Day weekend event, with Banner Racing's Paul Edwards and Kelly Collins bringing their Pontiac GXP-R home ahead of the 18-car field in a show that ran green all the way.

Still, for a good part of the 164 laps, it seemed as if the honors would go to the Banner camp's two "guest" drivers — Jan Magnussen and Ron Fellows — who at one point had a full lap over everyone else on the track.

However, with a little more than two laps to go, and with Edwards closing down, Fellows spun out of the lead after entering Lime Rock's famed first turn, known as

"Big Bend."

That mistake sealed the victory for Edwards and Collins, who extended their points advantage in the process.

With all the excitement up front, Nick Ham, co-driving with Sylvain Tremblay, brought the duo's SpeedSource Mazda RX8 home to a well-deserved second place, despite a cockpit cooling-system failure that forced Ham to do two stints with Tremblay having a brief spell behind the wheel in-between.

Crossing the line third in the Stevenson Motorsports GXP-R were Andrew Davis and Robin Liddell, the outside polesitters, who suffered mechanical problems early, but came back strong at the end.

Fellows, meanwhile, returned to the action to finish fourth, while yet another GXP-R, the fastest of all in qualifying, Lawson Aschenbach and Tim Lewis, Jr., rounded out the top five.

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DIRT Partners With Southwest Series

PEORIA, Ariz. — A new era for dirt-late-model racing in the Southwestern portion of the United States began this weekend.

The region's popular Southwest DIRTcar tour has been rechristened the Southwest

DIRTcar Late Model Series following an agreement reached Friday by DIRTcar Racing and SWDRA officials.

A stalwart on the Southwest's dirt-late-model scene since 2001 under the SWDRA banner, the Southwest DIRTcar Late Model Series now falls under the auspices of DIRTcar Racing, the brand name for the sanctioning body run by the

World Racing Group of Concord, N.C.

"We're thrilled to bring the Southwest's premier dirt-late-model series under the DIRTcar Racing umbrella," said DIRTcar Racing Western Region Director Chris Morgan. "We are working with the officials of the existing series to accomplish a very positive transition, and we have a lot of support across the board to ensure that it's done as seamlessly as possible."

"Our goal is to use DIRTcar Racing's marketing muscle and organization to strengthen the Southwest DIRTcar Late Model Series and provide the Southwest's dirt-late-model team owners, drivers and fans more exciting races and opportunities."

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SMI Adds Ky. To Its Empire

With Promise of Cup Date In 2009

BY JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — Speedway Motorsports, Inc. owner O. Bruton Smith announced Thursday the company's purchase of Kentucky Speedway and said the Sparta, Ky., 1.5-mile tri-oval would get its long-sought NASCAR Sprint Cup date in 2009.

"This is one of the best deals, in my opinion, that I have ever been able to make in this sport," said Smith of the purchase, which is expected to close in October. "We struck a deal, and I'm very thrilled with the direction we're going."

But on Friday, NASCAR officials balked at Smith's plans for a 2009 date in Kentucky, saying after holding a sanctioning meeting on Friday that it is too late to have a race in Kentucky in 2009, regardless of ownership.

That statement reportedly frustrated former Kentucky Speedway owner

Jerry Carroll, who sold the track's assets with the sole purpose of bringing a Sprint Cup event to Kentucky. Carroll's ownership group and NASCAR have been embroiled in a long court battle with speedway counsel claiming unfair business practices by NASCAR and its sister company, International Speedway Corp.

"This is what bulls do and it's been going on too long," Carroll told the Associated Press. "They've showed their hand again. If they want to break us and want to run us out of business, get more creative."

Smith, who made the announcement at Lowe's Motor Speedway just days before the Coca-Cola 600, expects to begin a list of upgrades at the 66,000-seat facility with the addition of some 50,000 seats. The facility, which was built partially with an investment of funds from the Commonwealth of Kentucky in 1998 and opened in 2000, has been expansion-ready since its inception.

Speculation on where the Sprint Cup date might come from centers around either of New Hampshire's two dates or possibly from Atlanta, which has a long tradition with NASCAR but has struggled with attendance in recent years. Smith has promised to bring a second date to his Las Vegas track, but has not said when that will occur.

Terms of the deal were not disclosed, but Carroll, who will remain with his management team at Kentucky Speedway, said he did not recoup his initial investment.

The key point of the sale was bringing a Cup race date to Kentucky Speedway.

"One of the great things about Bruton Smith that I've found is that he delivers," said Carroll. "He will deliver a race. He will bring a race (to Kentucky) next year... Without a race, there would not have been a deal."

The speedway was reportedly built for \$152 million with intimations if not promises from NASCAR that the Kentucky track would host a NASCAR Sprint Cup event. That has not happened, though the track hosts the Nationwide Series, Craftsman Truck Series and the IndyCar Series in addition to regional events and the ARCA RE/MAX Series.

Kentucky's stand-alone Nationwide Series race has averaged more than 70,000 fans since its debut.

For the past three years, Kentucky Speedway has been involved in a lawsuit against NASCAR and its subsidiary, International Speedway Corp., claiming the companies violated antitrust laws by restricting which

tracks host Cup races in an attempt to "monopolize the market for hosting premium stock-car racing events."

Lawyers representing the speedway continue to fight in the 6th U.S. Circuit Court of Appeals the decision to throw out the case made by a U.S. District Court judge in January.

The suit sought for NASCAR and ISC to develop objective factors in selecting the locations of NASCAR-sanctioned events and for the France family to divest itself of either NASCAR or ISC. It also sought more than \$200 million in damages.

The suit, Carroll, said goes on, and the sale of the speedway will have no effect on it.

"The litigation will go on as long as there's an opportunity, we think, to do something right and get an even playing field," he said.

Other tracks hosting Cup events within a five-hour drive of Kentucky Speedway include Indianapolis Motor Speedway, Chicagoland Speedway, Bristol Motor Speedway and Michigan Int'l Speedway that combined to host six Cup races annually.

Smith said with rising gas prices hampering travel for race fans, putting another race in a "racing hotbed" is logical.

Sparta is located just outside of Cincinnati, Ohio. It is about 60 miles from Louisville, Ky., about 60 miles from the Columbus/Dayton, Ohio area, and about 100 miles from both Indianapolis and Lexington, Ky.

"It's very viable... Why not?" Smith said. "I spent the whole day there, and I liked what I saw."

WHEELER: Humpty Will Leave Mark On NASCAR After He Leaves

CONTINUED FROM PAGE 2

and the France family, which also owns SMI rival International Speedway Corp., Wheeler made it clear that no such availability would be made to Lowe's Motor Speedway, which will celebrate its 50th year in NASCAR racing in 2009.

"No," he said without elaboration.

At his own Thursday news conference announcing SMI's purchase of Kentucky Speedway, Smith had no comment on Wheeler's departure, preferring to talk only about the purchase.

He later told the Associated Press that Wheeler had approached him about retirement some six months ago and wished him the best in his future endeavors.

Wheeler is known and widely respected as auto racing's top promoter. He is considered a modern P.T. Barnum with a penchant for delivering over-the-top entertainment for fans that has often included death-defying stunts, mock invasions, explosions and giant robotic dinosaurs.

His ideas have influenced a generation of racing promoters, including several such as Texas Motor Speedway President Eddie Gossage, who worked under Wheeler's tutelage.

"He is such a force, such a creative energy that has played a vital role in shaping the sport we enjoy today," said Gossage. "People that don't even know his name became NASCAR fans solely due to Humpty's creative promotions. I know that I am a far better promoter as a result of being a graduate of 'Humpty University.'"

New Hampshire Motor Speedway General Manager Jerry Gappens, another of Wheeler's protégés, said his respect for Wheeler goes far beyond the race track.

"I have so much respect and admiration for him, not only as one of the greatest promoters in the sport, but more importantly as a human being," Gappens said. "He represents high standards, moral integrity and outstanding family values. I learned so much from him in my 15 years at Lowe's Motor Speedway. I am happy that he can step away with no regrets and spend quality time with his wife, Pat, and the rest of his family."

Gossage said he would not be a candidate for Wheeler's job, but that list of possibilities is long and includes current Lowe's Motor Speedway executives Lauri Wilks, LMS executive vice president of management and administration, and Roger Slack, who organizes and directs all events at the speedway, The Dirt Track and the under-construction drag strip, which will host the inaugural NHRA Carolinas Nationals in September.

Also in the mix for one if not both jobs is Marcus Smith, the 34-year-old son of Bruton Smith who is currently SMI's national sales and marketing executive vice president.

"We'll see what happens. We don't really have anything to announce at this point," Marcus Smith said of a timetable for replacing Wheeler, who vacated his posts after this past weekend's Coca-Cola 600. "The great thing about our company is that we have



HHP/ERIK PEREL PHOTO

WALKING AWAY: Humpy Wheeler (left) talks with car owner Joe Gibbs during Sprint Cup qualifying Thursday at Lowe's Motor Speedway.

Others Share Thoughts On Wheeler

"It may be a few more years before we can really measure the impact that Humpy Wheeler had on the sport of stock-car racing. Over his 33-year career, he and I had one thing in common. We both have always held true to the notion that the fans are what drive our sport. His passion was to ensure that when each fan left the track, they felt as if they had been a part of a happening. Under his direction, Lowe's Motor Speedway became the gold standard by which all other race-tracks were built and in how they were measured. Whatever he chooses to do next, I'm sure he will go about it in the same way."

—Seven-time Cup champion Richard Petty

"To me, it's a little scary he is retiring — not to belittle whoever will move into his position. Notice I didn't say 'replace' him because you can't replace Humpy Wheeler. The person who rolls into that office has some tremendous shoes to fill. I think Humpy has been so much a part of the success of SMI, although Bruton Smith has some good people in place at his other tracks. But most of them trained under Humpy."

"My hopes are he is retiring only from the presidency of Lowe's Motor Speedway and not retiring from the sport and the track. I hope he will still be there, and if I know him like I think I know him, he will be there as a sounding board for whomever will take his position. But there will never be another Humpy Wheeler."

—Speed Analyst and Former Crew Chief Larry McReynolds

"Humpy's the ultimate promoter and always will be. In his more than 30 years on the job, he has never failed to entertain us, and he has always put the fans first. Humpy's contributions will go down as some of the most significant in our sport's history."

—Team Owner Rick Hendrick

"Over the last two decades, I made numerous trips to Humpy's office seeking nothing more than a chance to bounce ideas off the man synonymous with free thinking and grand ideas. And, for me, it wasn't just about coming up with the coolest ideas to promote the sport of NASCAR, it was about the enthusiasm and excitement Humpy generated around each one of them. I wish him well in his retirement, but certainly trust our relationship and mutual efforts to find the next big idea will continue for years to come."

—Speed President Hunter Nickell

"People have always looked at Humpy Wheeler as a visionary, but what he brought to the table was not that he could predict the future — he could see the future. Humpy believed in NASCAR as a product, and his legacy and contribution to the sport is much bigger than Lowe's Motor Speedway or SMI. His contribution to the sport was the ability to look at the product, understand what the sport had to offer and be able to sell it."

—Speed Host Steve Byrnes

such great management — our bench is very strong, in a sports sense. We've got guys and girls who are fantastic and will do a great job."

In addition to his aforementioned projects, Wheeler's "retirement" seems to be filling up. He will become the chairman of the Charlotte Regional Partnership in 2009. He said he also would like to design a race car geared toward

affordable, grassroots racing that would be an improvement over 600 Racing's current Thunder Roadster. Wheeler helped develop the popular Legends cars for 600 Racing.

"It's just one of those things. It's time to go," Wheeler said. "It's not something I'm really looking forward to. But there just comes a time and place when you've got to move on."



JOHN HARRELSON/GETTY IMAGES PHOTO

ON A MISSION: Brad Keselowski (88) was the highest-finishing Nationwide Series regular in Saturday's Carquest Auto Parts 300 at Lowe's Motor Speedway. Keselowski came home in 13th.

Cup Guys Sweep Top 12 Spots

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — Brad Keselowski was the only non-Cup driver to finish among the top 13 in Saturday night's Carquest Auto Parts 300. Marcos Ambrose and Mike Bliss were the next two non-Cup drivers, finishing 14th and 15th, respectively.

■ Dale Earnhardt, Jr. and Vice Admiral Mark Ferguson, chief of Naval Operations, enlisted the first 10 recruits into the U.S. Navy's new Dale, Jr. Division prior to Saturday afternoon's qualifying. The enlistment occurred at the No. 88 U.S. Navy Chevrolet's hauler in the Nationwide Series garage.

■ Joey Logano already has the respect

of his Joe Gibbs Racing teammates, who have watched him develop with JGR.

Logano, who turned 18 on Saturday, will make his Nationwide Series debut next week at Dover Int'l Speedway, a coming-out party that has the attention of Denny Hamlin, one of three JGR drivers who has driven the No. 20 Toyota Camry Logano will race next week to victory lane, won't be treating Logano like a run-of-the-mill rookie.

"If I'm going to win Dover, I think he's one of the guys I'm going to have to beat," said Hamlin. "If any other rookie was getting in the car, I wouldn't even consider them a factor."

■ As part of the USO Salute The Troops Program this past weekend at Lowe's Motor Speedway, Nationwide Series drivers Cale Gale and Brad Keselowski welcomed current and retired members of the U.S. armed forces.

Keselowski, in the JR Motorsports U.S. Navy Salute the Troops Chevrolet, was joined by several ranking Navy officers.

Gale, driving the Kevin Harvick, Inc. VFW Salute the Troops Chevrolet, was joined by VFW Adjutant General Allen F. "Gunner" Kent and Michael G. Penney, VFW director of National Military Services.

Also, 10 Iraqi War veterans who are recovering from their injuries at Walter Reed Hospital were guests of the USO Salute the Troops program Saturday and Sunday.

■ Brian Vickers, making the final qualifying run of the afternoon in the No. 10 ABF U-Pack Moving Toyota Camry, knocked David Ragan off the pole for the Carquest Auto Parts 300. Vickers turned in a time of 30.016 seconds (179.904 miles per hour) to eclipse Ragan (30.085 seconds, 179.491 mph) in the No. 6 Discount Tire Ford.

NASCAR Restricts Rear-End Adjustments

CONCORD, N.C. — In an attempt to limit the way Sprint Cup Series teams are twisting their cars to improve sideforce, NASCAR Sprint Cup Series Director John Darby sent a memo to teams prior to their arrival at Lowe's Motor Speedway that limited how much team's can adjust the rear housing of the cars.

Darby said the teams will be limited to one degree adjustments. As usual with a rule change, opinions from those working in the garage area varied.

"I mentioned in Darlington that I felt like something needed to be done and I'm glad that they recognized the same thing," said four-time series champion Jeff Gordon. "It was getting a little bit out of line

and it gives us an opportunity to go to Pocono (test) and know where we stand for the coming races. If they didn't do something, it was just going to get completely out of control."

"A lot of people have worked hard to get their cars in that position and now it's going to be taken away. If you notice, my car doesn't do that near as much as some of the others. And it might be hurting us a little bit right now, but at the same time it might help us once we leave here."

Many competitors believed the No. 99 team with driver Carl Edwards started the whole process.

"I don't know exactly what NASCAR is doing to restrict it, but I think, from what I understand, this really doesn't change much of what we're doing," Edwards said. "I've seen that some of

these cars are pretty wild — extremely crazy on that rear-end steer, but I don't think it'll affect us much. It's fine with me whatever they want to do."

Two-time defending champion Jimmie Johnson said the change would not affect his Hendrick Motorsports team.

"From where we are, I don't think the rule is changing anything we've been doing," Johnson said. "We were kind of at that mark. Here in the last two or three weeks, we've seen some cars really, really yawed out. I think that rule is really going to affect maybe the No. 77, maybe the Red Bull cars and a few other guys who really had the car twisted up. I think the new rule is putting everybody back to where we are."

— Senior Editor Mike Kerchner contributed to this report

MARRIAGE: Supermods, Madera Teaming Up

CONTINUED FROM PAGE 2

or died. Until Belveal acquired SMRA during the off-season, it looked like that organization might be headed to the scrap yard, too.

Meanwhile, supermodified racing — and all racing for that matter — at Madera has struggled to draw fans and participants.

But Belveal, who helped Indy 500 veteran and former supermodified pilot Davey Hamilton found and run the SRL, came back to the supermodifieds for the first time since 2002 when racers asked him to intervene after two seasons of low car counts and disappearing year-end point funds. Shepherd expresses confidence in making the supers the cornerstone of Madera's return to prominence.

Oregon owner/driver Mike McCann is racing with SMRA this season after sitting out 2006 and 2007. A promoter for 26 years at various tracks in California and Oregon, McCann calls the Madera series "the best shot the supers have had for a long time."

"Six races doesn't sound like a whole lot, but the maintenance on these things is pretty spendy. You can't race them every week," said the 60-year-old McCann. "If it could grow into 10 races next year, that would be great. I think Shepherd is on the right track."

Regular appearances by the supers would help build fan loyalty and car-owner interest, McCann contended.

One guy who literally helped build the supermodified class on the West Coast 30 years ago was Jim Belfiore, who moved his race car-building business from Massachusetts to Nevada at the time. Belfiore, who now maintains a shop at Las Vegas Motor Speedway, fielded an International SuperModified Ass'n-legal supermodified at the first two Madera races this year for son Justin, who finished second at the Vukovich race.

The senior Belfiore said that establishing a home base for the class at Madera is a good idea.

"What they need to do is build the vision again. They need to help car owners who want to come because there are cars sitting in the garage," Belfiore said.

But how does one re-build the supermodified class — especially at a time when the economy is sour and filling the car hauler with diesel costs more every weekend?

Belfiore recommends mimicking the ISMA rulebook. The cast-iron big-block 460s of the East Coast ISMA series cost about \$15,000, or less than half of the SMRA's all-aluminum 410s with various exotic parts, said Belfiore, who recently finished a stint on the ISMA board.

Shepherd is bouncing around the idea of a crate, fuel-injected engine with heavy-duty parts that would produce in the neighborhood of 700 horsepower, compared with the 800-plus ponies of today's SMRA motors. With a slider wing and a slight weight advantage, a crate super could compete with today's SMRA cars, Shepherd said.

But other racers hesitate at a major rules leap because it would mean starting over with equipment. "When you make a rule change, you force guys to spend a lot of money," Belveal said. "We're not going to re-invent the rules."

Bryan Warf, a Boise racer in his second year of driving supermodifieds, said the class would benefit greatly if someone started building cars again. "The thing about these cars is, you don't just go buy one," he said while scanning the pits during the Vukovich race. "Almost all of these cars are home-built."

Fresno's Lance Tatro, who started driving his father's supermodified in 1982 and currently competes in the 360 class, said that more aggressive marketing would help. Back in the 1980s, when Hamilton and 1988 Indy 500 rookie of the year Billy Vukovich III were regulars at Madera, the promotion centered on those personalities, Tatro recalled.

At this year's Vukovich Classic — run in honor of both Bill, Sr. and Billy III, who perished in a 1990 sprint-car wreck — most everyone was happy to see 21 winged rockets take to the track at once. Running the SMRA cars with the 360s, Tatro said, "is something like running an Indy car in the midst of a NASCAR race," but it does help make for a better fan experience.

"It's great," said Jeff Russell, this year's Vukovich Classic winner. "Those guys [the 360 racers] are an awesome group. They race a good race and stay out of our way."

Shepherd plans to run 50-lap races for SMRA and the 360s at Madera once a month through September, while SMRA also has races scheduled in Twin Falls and Meridian, Idaho, in Salt Lake City and tentatively in Bakersfield, Calif.

"This year, I want to get some guys believing in me and believing in the series," Belveal said. "We're just trying to get back to grass roots."



PAUL SHIGLEY PHOTO

BLUE BULLET: Troy Regier sits in his car before Super Modified Racing Ass'n action at Madera (Calif.) Speedway.



A weekly report of action from across America

PLAINS

Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

1. Buz Kaster
2. Marshall Jewett
3. Michael Taylor

Iowa State Fair Speedway

Ankeny, Iowa
May 23, 2008
DTRA
1. Tony Moro
2. Mike Todd
3. Bret Moyer

Knoxville Raceway

Knoxville, Iowa
May 24, 2008
410 Sprint
1. Justin Henderson
2. Mark Dobmeier
3. Danny Lasoski
360 Sprint
1. John Kearney
2. Joe Beaver
3. Ryan Roberts

West Siloam Springs Speedway

West Siloam Springs, Okla.
May 24, 2008
CanAm
1. Steve Dixon
2. Bruce Miller
3. John Waters

NORTHEAST

Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

1. Greg Skaggs
2. Roger Sawyer
3. Brandon Watts
Hobby Stock
1. Dale Richardson
2. Randy Moses II
Economy Modified
1. Dennis Slader
2. Jake Kelley

Dodge City Raceway Park

Dodge City, Kan.
May 25, 2008
305 Sprint Car
1. Keefe Hemel
2. Brian Herbert
3. Nick King

Tri-State Speedway

Pocola, Okla.
May 24, 2008
Roadrunner
1. Andrew Bohanan
2. Barry Peters
3. Bobby Williamson, Jr.
Mini Stock
1. Clay Julian
2. Martin Hemphill
3. Kendall Hargrove
Super Stock
1. Richard Kunze
2. Jimmy Douglas, Jr.
3. Roy Roberts
Modified
1. Bill Dillard
2. Brandon Henry
3. Lonnie Robins
Front Wheel Drive
1. Brandon Morris
2. Jack Bieker
3. Raymond Bieker

Lakeside Speedway

Kansas City, Kan.
May 23, 2008
Modified
1. Allan Lawrence
2. Tom Charles
3. Chad Lyle
Grand National
1. Nic Bidingler
2. Jimmy Winkler
3. Michael Morse, Jr.
Factory Stock

Brewerton Speedway

Brewerton, N.Y.
May 23, 2008
DIRTcar Modified
1. Alan Johnson
2. Kevin Bates
3. Timmy O'Brien
IMCA Modified
1. Dale Caswell
2. Rob Keller, Jr.
3. Revan Cook
Mod Lite
1. Doug Williams
2. Lowell Zehr
3. Joe Garafolo
Four-Cylinder Super Stock
1. Glen Erwin
2. Russell Erwin
3. Claude Hutchings, Jr.

Black Rock Speedway

Dundee, N.Y.
May 23, 2008
Modified
1. Serenity Sutherland
2. Ron White
3. Chris Ostrowsky
Sportsman
1. Todd Henderson

1. Evan Arrington
 2. Brandon Varney
 3. Zachary Rich
- Box Stock**
1. Wade Blanchette
2. Brandon Varney
3. Ethan Brown

Oxford Plains Speedway

Oxford, Maine
May 24, 2008
Late Model
1. Travis Stearns
2. Ricky Rolfe
3. Casey Martin
Strictly Stock
1. Larry Emerson
2. Skip Tripp
3. Dave Brannon
Mini Stock
1. Bill Childs, Sr.
2. Darrell Moore
3. Matt Moore
Outlaw
Feature No. 1
1. Jim Archer
2. Jerry Goss
3. Don Veinott
Feature No. 2
1. Nik Coates
2. Shannon Judd
3. Keith Landry
Ladies
1. Dottie Patria
2. Christina Spaulding
3. Lisa Vining

Oswego Speedway

Oswego, N.Y.
May 24, 2008
Supermodified
1. Greg Furlong
2. Otto Sitterly
3. Craig Rayvals
Sprint
1. Dave Cliff
2. Larry Muroski
3. Eric Williams
Modified
1. Matt Hirschman
2. Jan Leaty
3. Tommy Farrell III

Utica-Rome Speedway

Vernon, N.Y.
May 25, 2008
Modified
1. Stewart Friesen
2. Paul Kinney
3. Pat Ward
Sportsman
1. Brad Alger
2. Jason Road
3. Steve Way
Pro Stock
1. Mark Effner
2. Tom Denton
3. Jim Normoyle
Pure Stock
1. Russ Marsdn
2. Phil Norman
3. Kirk Carr
Sprint
1. Jason Barney
2. Lance Yonge
3. Jeff Cook

Little Valley Speedway

Little Valley, N.Y.
May 25, 2008
CanAm
1. Steve Dixon
2. Bruce Miller
3. John Waters

Fulton Speedway

Fulton, N.Y.
May 24, 2008
Modified
1. Steve Hulszier
2. Tom Sears, Jr.

3. Jim Witko, Jr.
- Sportsman**
1. John Pietrowicz
2. Gregg Carner
3. Matt Hulsizer
Street Stock
Feature No. 1
1. Ron Hawker
2. Dave Mannise
3. Steve Woodworth
Feature No. 2
1. Dave Mannise
2. Ron Hawker
3. Quentin Burton
Sportsman
1. John Wilbur
2. Doug Cook
3. Claude Hutchings, Jr.
Four Cylinder Enduro
1. Larry Emerson
2. Zach Petrie
3. Chad Dupra

Thunder Road Int'l Speedbowl

Barre, Vt.
May 25, 2008
Sportsman
1. Rick Garand
2. James Hebert
3. Eric Badore
Street Stock
1. Tommy Smith
2. Tim Campbell
3. Erik Steel
Warrior
1. Jamie Davis
2. Donny Yates
3. Neal Foster
Late Model
1. John Donahue
2. Scott Payea
3. Eric Williams
Modified
1. Kirk Alexander
2. Dwight Jarvis
3. Peter Jarvis

Thunder Road Int'l Speedbowl

Barre, Vt.
May 24, 2008
Stock Car
1. Fred Schroeder
2. Mike gay
3. Neal Foster

Cayuga County Fair Speedway

Weedsport, N.Y.
May 25, 2008
Vintage Modified
Feature No. 1
1. Mike McLaughlin
2. Matt Scott



RICK SHERER PHOTO

CHALLENGED: Sprint-car veteran Bobby Clark (40) makes an inside move on Benny Bowman en route to winning Attica Raceway Park's 305 Sprint Engine Builders Challenge.

3. Norm Richardson
- Feature No. 2
1. Rich Applebee
2. Bill Kissestein
3. Ron Hadden
Street Stock
1. Wayne Ellison
2. Andy Fisk
3. Steve Woodworth
Sportsman
1. Bill Clark
2. Tim Currier
3. Jeremy Pritchard

Chemung Spedrome

Chemung, N.Y.
May 25, 2008
Modified
1. Tony Hanbury
2. Josh Philippott
3. J.R. Kent
Super Stock
1. Chris Daugherty
2. Scott Reagan
3. Brittany Jack
Legends
1. Matt Kurzejewski
2. Matt Priscott
3. Brian Terrell
ModLite
1. Jody Buckley
2. Joe Lane
3. Paul Brinkman
Four Cylinder
1. Gene Purvis
2. Bob Curren
3. Phil Haner
Junior
1. Zach Curren
2. Jesse Kent
3. Mike Ferris
Bandolero
1. Ryan Polenz
2. Andrew Bickford
3. A.J. Hamilton
Midget
1. Kevin Ritchy

Canandaigua Speedway

Weedsport, N.Y.
May 23, 2008
PureStox
1. Marc Minutolo
2. Eric Chapman
3. George LaVare
Street Stocks
1. Bubba Burnell
2. Andy Fisk
3. Leroy Lewis
Sportman Modified
1. Steve Gray
2. Nick Guereri
3. Rob Bussey
Modified
1. Gary Tompkins
2. Matt Sheppard
3. Ron Cartwright, Jr.

Waterford Speedbowl

Waterford, Conn.
May 25, 2008
Four Cylinder
1. Jim Mann
Eight Cylinder
1. Steven Dubois
Trailer
1. Brad Voglesong

Waterford Speedbowl

Waterford, Conn.
May 21, 2008
Legends
1. Ryan Morgan
2. Mike Alcaro
3. Thomas Gray
Super X Car
1. Jon Porter
2. Greg Moran, Sr.
3. Steve Barrett

3. Rich Roger
- Feature No. 2
1. Jesse Murphy
2. Mark Webb
3. Howard Madsen
Feature No. 3
1. Kirk Stanaway
2. Mike Eichstedt
3. Pete Wiegand

Canandaigua Speedway

Weedsport, N.Y.
May 24, 2008
Purestox
1. Marc Minutolo
2. Eric Chapman
3. George LaVare, Jr.
Street Stock
1. Bubba Burnell
2. Andy Fisk
3. Leroy Lewis
Sportsman Modified
1. Steve Gray
2. Nick Guereri
3. Rob Bussey
Big Block Modified
1. Gary Tompkins
2. Matt Sheppard
3. Ron Cartwright, Jr.

Canandaigua Speedway

Weedsport, N.Y.
May 23, 2008
PureStox
1. Marc Minutolo
2. Eric Chapman
3. George LaVare
Street Stocks
1. Bubba Burnell
2. Andy Fisk
3. Leroy Lewis
Sportman Modified
1. Steve Gray
2. Nick Guereri
3. Rob Bussey
Modified
1. Gary Tompkins
2. Matt Sheppard
3. Ron Cartwright, Jr.

Waterford Speedbowl

Waterford, Conn.
May 25, 2008
Four Cylinder
1. Jim Mann
Eight Cylinder
1. Steven Dubois
Trailer
1. Brad Voglesong

Waterford Speedbowl

Waterford, Conn.
May 21, 2008
Legends
1. Ryan Morgan
2. Mike Alcaro
3. Thomas Gray
Super X Car
1. Jon Porter
2. Greg Moran, Sr.
3. Steve Barrett

3. Nathan Durboraw
- Late Model Sportsman**
1. Kyle Lear
2. Ashley Barrett
3. Scott Palmer
Pure Stock
Feature No. 1
1. Darrin Younker
2. Mike Warrenfeltz
3. Hans Stamberg
Feature No. 2
1. Darrin Younker
2. Wayne Hawbaker
3. Dale Hollidge

Waterford Speedbowl

Waterford, Conn.
May 24, 2008
Super Modified
1. Chris Perley
2. Jeff Holbrook
3. Rob Summers
Modified
1. Jeff Pearl
2. Rob Janovic, Jr.
3. Jay Miller
Late Model
1. Ron Yuhas, Jr.
2. Tim Jordan
3. Ed Reed, Jr.
Sportsman
1. Mark Cooper
2. Jack Aquilina
3. Ronnie Oldham, Jr.
Mini Stock
1. Ben Bargnesi
2. Ken Cassidy, Jr.
3. Randy Churchill

Seekonk Speedway

Seekonk, Mass.
Street Stock
1. Jeff Armalar
2. Dick Cavallaro
3. Paul Newcomb
Sport Truck
1. Billy Prisco
2. Charlie Rose, Jr.
3. Ed Gannon III
Late Model
1. Ben Casper
2. Kyle Casper
3. Gerry DeGasparre, Jr.
Pro Stock
1. Fred Astle, Jr.
2. Tom Scully, Jr.
3. Dave Darling

Waterford Speedbowl

Waterford, Conn.
May 25, 2008
Four Cylinder
1. Jim Mann
Eight Cylinder
1. Steven Dubois
Trailer
1. Brad Voglesong

Waterford Speedbowl

Waterford, Conn.
May 21, 2008
Legends
1. Ryan Morgan
2. Mike Alcaro
3. Thomas Gray
Super X Car
1. Jon Porter
2. Greg Moran, Sr.
3. Steve Barrett

Kutztown Speedway

Kutztown, Pa.
May 21, 2008
600cc Micro Sprint
1. Jason Van Doren
2. Brian Carber
3. Brock Zearfoss
270cc Micro Sprint
1. Ross Perchak
2. Darin Bartholomew
3. Ed Kenderdine
Slingshot
1. Shannon Smith
2. Cody Kline
3. Brett Bieber

Lermerville Speedway

Sarver, Pa.
May 23, 2008
Sprint Car
1. Rob Elyer
2. Rod George
3. Brian Ellenberger
Late Model
1. John Mollick
2. Doug Horton
3. Ben Satterlee
Modified
1. Brian Swartzlander
2. Tom Winkle
3. Kevin Bolland
Street Stock
1. Mike Pegher, Jr.
2. Jason Fosnaught
3. Joe Kelly

Penn Can Speedway

Susquehanna, Pa.
May 23, 2008
Modified
1. Steve Babicek
2. Brett Tonkin
3. Chad Cook
Late Model
1. Randall Paxton
2. Tracy Gregory
3. Dan Stone
Sportsman
1. Jamie Cortazar
2. Nick Petrillak
3. Mike Nagel
Super Stock/Pure Stock
1. Chris Strohl
2. Tom Herman
3. Carl Heater
Four Cylinder
Feature No. 1
1. Gary Kinne
2. Beezer Wilkie
3. John Hoover
Feature No. 2
1. Gary Kinne
2. Dan Wood
3. Andy Brigham

Hagerstown Speedway

Hagerstown, Md.
May 25, 2008
Late Model
1. DJ Troutman
2. Marvin Winters

Kutztown Speedway

Kutztown, Pa.
May 21, 2008
600cc Micro Sprint
1. Jason Van Doren
2. Brian Carber
3. Brock Zearfoss
270cc Micro Sprint
1. Ross Perchak
2. Darin Bartholomew
3. Ed Kenderdine
Slingshot
1. Shannon Smith
2. Cody Kline
3. Brett Bieber

Hagerstown Speedway

Hagerstown, Md.
May 23, 2008
Late Model Sportsman
Feature No. 1
1. Derek Byler
2. Ashley Barrett
3. Jerry Bard
Feature No. 2
1. Kyle Lear
2. James Myers
3. Shawn Jones
Enduro Dash
1. Kenny Thomas
2. Derek Riley

Central Pennsylvania Speedway

Clearfield, Pa.
May 25, 2008
Late Model
1. John Flinner
2. John Britsky
3. Jared Miley
Street Stock
1. Dan Smeal
2. Gary Little
3. Tim Krape

McKean County Raceway

East Smethport, Pa.
Late Model
1. Max Blair
2. Greg Oakes
3. Mike Wonderling

Path Valley Speedway Park

Spring Run, Pa.
May 23, 2008
305 Sprint
1. George Riden
2. Michael Heckman
3. Jim Kennedy
Sidewinder
1. Jason Morrison
2. Ryan Greth
3. Aaron Spahr
270 Sprint
1. Brian Marriott
2. Jim Stull
3. Levi Peck
600 Sprint
1. Jimmy Brookens
2. Tom Kohler
3. Tyler DeVault
Mini Stock

MID ATLANTIC

Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

REGIONAL NOTES

Kevin Nuttleman earned his 100th La Crosse Speedway late-model feature victory on May 17, beating Ty Reedy, who had graduated from the University of Wisconsin-La Crosse earlier in the day. "It's been a long battle to 100," Nuttleman said of his milestone. "I have a lot of people who helped me along the way. Most of all, I have to thank you, the fans, for coming out every Saturday night." . . . **Jimmy Bartlett, Sr.** is in the books as the first feature winner at the new Tomahawk (Wis.) Speedway. Bartlett won the WISSOTA Midwest Modified feature on May 16 as the track reopened. . . **Bob Vaccaro** won the first race of his career, taking the May 17 Mr. Super Stock Classic at New Egypt (N.J.) Speedway. . . Veteran driver **Lester Lyons** may take less time between visits to Eastside Speedway in Waynesboro, Va., after his May 17 street-stock victory. It was his first visit to the track in more than three decades. . . **Chuck McKee's** three-year winless slump ended with his DIRTcar modified-feature victory on May 17 at Orange County Fair Speedway in Middletown, N.Y. His last victory had come on April 16, 2005. . . **Cedar Lake Speedway** in New Richmond, Wis., finally opened its season after a record seven-straight rainouts. Such was the case at several tracks throughout the Midwest. LA Raceway in Lamont, Mo., also opened up on May 16 after five weeks of rainouts. . . **Lonnie Saumier, Jr.** had a big weekend May 16-17, winning on May 16 at Spartan Speedway in Lansing, Mich., and then capturing super stock and led sled victories on May 17 at Auto City Speedway in Flint, Mich. . . **Bryan Collins** piloted Randy Korte's UMP DIRTcar late-model to a feature victory on May 17 at I-55 Raceway. Korte is still sidelined due to a back injury suffered while racing in Florida in February. Collins blew an engine in his own car the night before.

1. Ricky Harper
 2. Gary Dehart
 3. Steve Hanes, Jr.
- Thunder Car**
1. Terry Smith
 2. Mike Cordero
 3. Josh Walstrum

Eastside Speedway

- Waynesboro, Va.
May 24, 2008
- Late Model**
1. Joe Leavell
- Street Stock**
1. Charles Wyant
 2. Dakota Riggleman
 3. Chad Click
- Sportsman**
1. Ricky Fox
 2. Daniel Brown, Jr.
 3. Jeremy Coffey
- Mini Modified**
1. Chip Glass
 2. Tim Schulte
 3. Keith Reynolds
- U-Car**
1. Eddie Lawhorne
 2. Troy Breeden
 3. Stephen Andes

Mountain Speedway

- St. Johns, Pa.
May 24, 2008
- Modified**
1. Andy Walko
 2. Barry Callavini
 3. Earl Paulus
- Midget**
1. Chris Deritis
 2. Matt Janisch
 3. Mike Tidaback
- Street Stock**
1. Scott Meckes
 2. Rich Dimarco
 3. Paul Frantz
- Thriller**
1. Scott Adams
 2. Nick Shaw
 3. Mike Moyer, Sr.
- 4 Cylinder 4 Wheel Drive**
1. Nikki Wachs
 2. Jeff Biegley
 3. Eric Banashefski

Mountain Speedway

- St. Johns, Pa.
May 25, 2008
- Sport Modified**
1. Shaun Carrig
 2. Rick Zacharias
 3. Stephen Voorhees
- Super Stock**
1. Ron Frees
 2. John McCormack
 3. Ron Babula
- Legends**
1. Roger Coss
 2. Steven Stull
 3. Matt Maring
- Micro Stock**
1. Tom Ervin
 2. Denny Hiddemen
 3. Jim Van Dine
- Bandolero**
1. Sandi Stull

Grandview Speedway

- Bechtelsville, Pa.
May 24, 2008
- Modified**
1. Craig Von Dohren
- Late Model**
1. Ron Kline
 2. Randy Stoudt
 3. Kyle Merkel
- Gauntlet**
1. Brian Shuey
 2. Randy Stoudt

Selinsgrove Speedway

- Selinsgrove, Pa.
May 25, 2008
- 410 Sprint**
1. Brian Leppo
 2. Cody Darrah
 3. Sean Michael
- Pro Stock**
1. Brad Trump
 2. A.J. Stroup
 3. Brad Mitch
- Outlaw**
1. Brian Deihl
 2. Brooks Coleman
 3. Al Daniels

Selinsgrove Speedway

- Selinsgrove, Pa.
May 24, 2008
- Sprint Car**



RICH KEPNER PHOTO

DIAMOND LIFE: Duane Howard (4) races Billy Pauch, Sr. during modified action Friday night at Big Diamond Raceway in Minersville, Pa.

1. Nat Snyder
 2. Larry Kelleher
 3. Pat cannon
- Late Model**
1. Donnie Schick
 2. Jeff Smith
 3. Colby Frye
- Pro Stock**
1. A.J. Stroup
 2. Rich Dimarco
 3. Brad Frantz
- Roadrunner**
1. Scott Adams
 2. Bill Benner
 3. Kyle Miller

Bridgeport Speedway

- Bridgeport, N.J.
May 25, 2008
- Modified**
1. Steve Durand
 2. Mike Iles
 3. Bob Sarkisian
- Modified**
1. Steve Durand
 2. Mike Iles
 3. Wade Hendrickson
- Sprint**
1. Curt Michael
 2. Chris Coyle
 3. Justin Collett
- Sportsman**
1. Chuck Buchman
 2. John Micek
 3. Travis Hill

Tri-City Speedway

- Franklin, Pa.
May 25, 2008
- Modified**
1. Gary Smoker
 2. Andy Priest
 3. Brian Swartzlander
- Late Model**
1. Max Blair
 2. Carl McKinney
 3. Butch Lambert
- Economy Modified**
1. Carl McKinney
 2. Mike Potosky
 3. Shawn Shingledecker
- Pro Stock**
1. Jackson Humanic
 2. Gerry Bruce
 3. Chris Haines
- Thundercar**
1. Cody Manners
 2. Curtis Bush
 3. Chadd Uber

Pennsylvania Motor Speedway

- Imperial, Pa.
May 24, 2008
- Crate Late Model**
1. Tommy Schirnhofner
 2. Russ Kolesar
 3. Steve beatty
- Modified**
1. Daryl Charlier
 2. EJ Stader
 3. Wayne Tessean
- Late Model**
1. Jared Milley
 2. John Flinner

1. Mike Johnson
- Pure Stock**
1. Craig Kamicker
 2. Bill Robertson
 3. Jake Simmons
- Amateur Stock**
1. Davey Lee
 2. Craig Koteles
 3. Curt Bush
- Young Gun**
1. Justin Pons
 2. Tyler Atkinson
 3. Rick Mason

Dog Hollow Speedway

- Strongstown, Pa.
May 23, 2008
- Late Model**
1. Shawn McGarvey
 2. Ben Satterlee
 3. Rick Strong
- Fastrack Late Model**
1. Tommy Syder
 2. Daniel Angelicchio
 3. Gary Stahl
- Street Stock**
1. John Kinsey
 2. Tyler Hite
 3. Matt Huggill
- Pure Stock**
1. Tim Good
 2. Tim Laughard
 3. John Mazey
- Four Cylinder**
1. Joey Petyak
 2. Chris Yoder
 3. Brennan McCracken

Susquehanna Speedway

- Newberrytown, Pa.
May 24, 2008
- Late Model**
1. Gary Potts
 2. Craig Wagarmar
 3. Steve Weikel
- Street Stock**
1. Chad Smith
 2. Eric Walker
 3. Craig Morgan
- Stock Car**
1. Donnie Broderick
 2. Alex Updegraff
 3. Matt Wampler
- Feature No. 2**
1. Ray Broderick
 2. Matt Wampler
 3. Alex Updegraff
- Four Cylinder Stock Car**
1. Ed Hollenbach
 2. Leroy Long
 3. John Stoll, Jr.
- Feature No. 2**
1. Jason Smith
 2. Ed Hollenbach
 3. John Stoll
- Classic Car**
1. Kurt Welsh
 2. Brian Diehl
 3. Bill Brown, Sr.

Hesston Speedway

- Hesston, Pa.
May 24, 2008
- Late Model**
1. Rick Singleton

2. Rance Garlock
 3. Tim Smith, Jr.
- Street Stock**
1. Cris Edwards
 2. Khi Swanger
 3. Tim Brindle
- 600 Micro Sprint**
1. Jake Murphy
 2. Tyler Walton
 3. Jim Young
- Hobby Stock**
1. Gary Morder
 2. Josh Berrier
 3. Jeff Shoemaker

Langley Speedway

- Hampton, Va.
May 24, 2008
- Modified**
1. Thomas Stinson
 2. Shawn Balluzzo
 3. Chris Johnson
- Super Street**
1. Jessica Wood
 2. Ryan Nester
 3. Randy Akers
- Super Truck**
1. Charlie Barclay
 2. Hugo Belfiore
 3. Bill Wallace
- Legends**
1. Ryan Crites
 2. Don McLaughlin
 3. Brad Hancock
- U-Car**
1. Matt Hockaday
 2. Dusty Connor
 3. Renno Marchetti IV

Virginia Motor Speedway

- Jamaica, Va.
May 24, 2008
- Late Model**
1. Austin Hubbard
 2. Walker Arthur
 3. Stevie Long

Franklin County Speedway

- Callaway, Va.
May 24, 2008
- Late Model**
1. Darrell Wallace, Jr.
 2. Jimmy Mullins
 3. Rick Sigmon
- Street Stock**
1. Tommy Adams, Jr.
 2. Kyle Dudley
 3. Wayne Wilson
- PMZ Group Mod**
1. Jonathan Smith
 2. Richard Doss
 3. John David Helm
- Super Mini Cup**
1. Tyler Baird
 2. Robert Kuczarski
 3. Damien Inge
- U-Car**
1. Scott Foley
 2. Jerry Ramey
 3. Chris Amos

Lake Erie Speedway

- North East, Pa.

- May 24, 2008
- Late Model**
1. Mike Hennessy
 2. Glenn Gault, Jr.
 3. George Skora III
- Street Stock**
1. Terry Akerly
 2. Eric Bohrer
 3. Dave Wilson
- Legends**
1. Justin Hines
 2. Steve Sunday
 3. Jeremy Haudricourt
- Compact**
1. Jon Breads
 2. Julie McAvoey
 3. Carter Mook
- Bandolero**
1. Nathan Carlson
 2. Zach Dunsmore
 3. Zac Carter
- Sportmod**
1. Scott Bayle
 2. Eric McCray
 3. Lonnie Waldron

Old Dominion Speedway

- Manassas, Va.
May 24, 2008
- Late Model**
1. Willard Lawrence
 2. Mike Southard
 3. Doug Liberman
- Mini Modified**
1. Al Dailey
 2. Bobby Able
 3. Mike Carte
- U-Car**
1. Timmy Tyrell
 2. Albert Anderson
 3. Steve Brady
- Mini Cup**
1. Steven Teter
 2. Tim Brown
 3. Tyler Staton

Mahoning Valley Speedway

- Lehighton, Pa.
May 24, 2008
- Modified**
1. Don Wagner
 2. Bub Dreher
 3. Stacy Brown
- Late Model**
1. Todd Stehle
 2. Frankie Althouse
 3. Zane Zeiner
- Street Stock**
1. Steve Hoffman
 2. Todd Ahner
 3. Lonnie Behler
- Pro 4 Late Model**
1. Barry Christman, Jr.
 2. Dustin Bair
 3. Dennis Silfies
- Factory Stock**
1. Jason Frey
 2. Randy Ahner, Sr.
 3. Scooter Graver
- Four Cylinder Stock**
1. Gene Bowers
 2. Mike Garris, Jr.
 3. Jon Smith

New Egypt Speedway

- New Egypt, N.J.

- May 22, 2008
- Late Model**
1. Mike Gardner
 2. Jeff Van Oudenhoven
 3. J.J. Smith
- Limited Late Model**
1. Brandon Conrad
 2. Jesse Oudenhoven
- Super Stock**
1. Terry Van Roy
 2. Dylan Wenzel
 3. Greg Hauser
- Sport Truck**
1. Jeff Van Handel
 2. Dan Vixmer
- Sizzling Four**
1. Tim Richter
 2. Andy Wiese
- Figure-8**
1. Terry Van Roy
 2. Jeff Wohlrahe

Mount Lawn Speedway

- New Castle, Ind.
May 21, 2008
- USAC Regional Midget**
1. Travis Young
 2. James Robertson
 3. Alison MacLeod
- Ford Focus**
1. Kyle Hamilton
 2. Auston Harris
 3. Steven Mathews
- Kenyon Midget**
1. Drew Charlson
 2. Jeff Wimmenauer
 3. Dalton Armstrong

Mount Lawn Speedway

- New Castle, Ind.
May 25, 2008
- Late Model**
1. David Fox II
 2. Scott Runion
 3. Terry Cater
- Thunder Car**
1. Ray Evans
 2. Pam McConnell
 3. Andrew Vinsnick
- Hornet**
1. Ronnie Phipps
 2. Rus Humes
 3. Joyce Dyer

Anderson Speedway

- Anderson, Ind.
May 21, 2008
- Super Truck**
1. Joe Beaver
 2. Jerry Faucett
 3. Rod Phipps

Skyline Speedway

- Stewart, Ohio
May 23, 2008
- 410 Sprint Car**
1. Danny Smith
 2. Jim Nier
 3. Josh Davis
- Late Model**
1. Greg Oliver
 2. Tracy Fritter
 3. Jim Fordyce
- Modified**
1. Jeremy Berwanger
 2. Doug Henry
 3. Jerry Voytko
- Pure Stock**
1. Danny Talbott
 2. Jeremy Blake
 3. Harley Hall
- Mini-Wedge**
1. Ron Pickens
 2. Kyle Bond
 3. Branson Dils

Attica Raceway Park

- Attica, Ohio
May 23, 2008
- 305 Sprint Car**
1. Bobby Clark
 2. Bryan Sebetto
 3. Todd Heuerman
- Late Model**
1. Rusty Schlenk
 2. Tyler Boggs
 3. Dusty Moore
- Dirt Truck**
1. Cory Ward
 2. Steve Ednicott
 3. Bob Dible

Malden Speedway

- Malden, Mo.
May 23, 2008
- Late Model**
1. Billy James
 2. Scott Tracer
 3. Keith Adamson

- Modified**
1. Robby Arnold
 2. Austin Mathews
 3. Paul Reeder
- Hobby Stock**
1. Greg Sparks
 2. Chris Kelley
 3. Jared Wagster
- Street Stock**
1. Jared Wagster
 2. Aaron Darby
 3. Willis Glass
- E-Mod**
1. Justin McBroom
 2. Kyle Berry
 3. Adam Hemby
- Mini Stock**
1. Jimmy Newsome
 2. Derrick Durall
 3. Dustin Casselberry

Ponderosa Speedway

- Junction City, Ky.
May 23, 2008
- Modified**
1. Don Adams
 2. Benji Lee
 3. Kelly Warren
- Late Model**
1. Dustin Linville
 2. Dustin Neat
 3. Joey Daniel
- Pro Late Model**
1. P.J. Feistritzer
 2. Todd Coffman
 3. Bryan Bernhardt

Toledo Speedway

- Toledo, Ohio
May 23, 2008
- Four Cylinder**
1. Michael Marlowe
 2. Brad Turner
 3. Dennis Helsel
- Factory Stock**
1. Cory McCaughey
 2. Dave Arnold, Jr.
 3. Eric Huston

Wayne County Speedway

- Wayne City, Ill.
May 23, 2008
- 600 Outlaw Non Wing**
1. Kyle Neal
 2. Chris Turner
 3. Jimmy Kemp
- 600 Outlaw Wing**
1. Kyle Neal
 2. Louie Baker Sr.
 3. Jimmy Kemp

Limaland Motorsports Park

- Lima, Ohio
May 23, 2008
- Thunderstock**
1. Barney Craig
 2. Tony Anderson
 3. Tony Siferd
- Modified**
1. Jim Weller, Jr.
 2. Rex King
 3. Brad Rapp
- Sprint Car**

- Sprint Invaders**
1. Dustin Daggett
 2. Greg Wilson
 3. Darren Long

Red Cedar Speedway

- Menomonee, Wis.
May 23, 2008
- Late Model**
1. Chad Mahder
 2. John Kaanta
 3. Rick Hanestad
- Modified**
1. Craig Thatcher
 2. Mike Anderson
 3. Rich Loftus
- Feature No. 2**
1. Craig Thatcher
 2. Ross Prochnow
 3. Rich Loftus
- Super Stock**
1. Steve Thomas
 2. Mike Keller
 3. Joe Rhead
- Midwest Modified**
1. Shane Halopka
 2. Pat O'Rourke
 3. Eddie Ligue
- Turbo Stox**
1. Eddie Hoffman
 2. Mike White
 3. Jerry Sharp
- Limited Late Model**
1. John Senerchia
 2. Eddie Hoffman
 3. John Nutley
- Pure Stock**
1. Mike Lindemulder
 2. Tim Cronin
 3. Ryan Lagestee
- Legends**
1. Alex Arelano
 2. Chris King
 3. Rachael Pinkerton

Gas City I-69 Speedway

- Gas City, Ind.
May 24, 2008
- Sprint**
1. Billy Puterbaugh, Jr.
 2. Steve Ott
 3. Casey Shuman
- Modified**
1. Terry English
 2. Randy Sellars
 3. John Tindal
- Modified**
1. Randle Sweeney
 2. Justin Houston
 3. Rod Reed
- Pro Late Model**
1. Tai Davenport
 2. Troy English
 3. Cary King
- Street Stock**
1. Pancho Elder
 2. J.R. Mason
 3. Clay Story
- Four Cylinder Warriors**
1. Jeffrey Bailey
 2. Keaton Downing
 3. Cameron Stewart

Waynesfield Motor Sports Park

- Waynesfield, Ohio
May 24, 2008
- Mini Sprint**
1. Jared Horstman
 2. Todd Ken
 3. Devon Dobbie
- Truck**
1. Mike Hicks
 2. Jessica Nuss
 3. Chris Hicks
- Sprint**
1. Darren Long
 2. Luke Hall
 3. Tim Allison



JOE MILLER PHOTO

BIG WIN: 14-year-old Darrell Wallace, Jr. (center) celebrates his first late-model victory with his crew Saturday at Franklin County Speedway in Callaway, Va.



ED FUNK PHOTO

COWBOY UP: "Cowboy" Jim Kennedy (left) won the 20-lap 305 sprint-car feature Saturday at Port Royal (Pa.) Speedway at age 73. Kennedy won his first feature at the track in 1969.

Modified

1. Jon Henry
2. Lenny Guyton
3. Brian Post

Tomahawk Valley Speedway

- Tomahawk, Wis.
May 23, 2008
Modified
1. Mickey Nosser
2. Will Roffers
3. Greg Metz
Street Stock
1. Roger Walker
2. Jeff Hoogland
3. Adam Soltis

Deer Creek Speedway

- Spring Valley, Minn.
May 24, 2008
Midwest Modified
1. A. J. Wiste
2. Jerry Young
3. Kenny Wytaske
Super Stock
1. Cole Queensland
2. Wyatt Wolfe, Jr.
3. Chris Klinger

Owosso Speedway

- Ovid, Mich.
May 24, 2008
Street Stock
1. Leo Smith
2. Chris Begg
3. John Forsythe, III
Pure Stock
1. Kevin Atkins
2. Mike Mullen
3. Leroy Whitaker
Late Model
1. Dave Bigos
2. Mark Welch
3. Mark Pettit
Modified
1. Bill Luckhurst
2. Laci Donnert
3. Larry Wallace

Wilnot Speedway

- Wilnot, Wis.
May 24, 2008
Street Stock
1. Cody Potter
2. Jim Vandervere
3. Steve Kennedy
Sprint
1. Tommy Sexton
2. Todd Daun
3. Chris Spitz
Fearless Four
1. Kevin Propeck
2. Ryan Andrews
3. Tim Jendrycki

Calumet County Speedway

- Chilton, Wis.
May 24, 2008
Grand National
1. Aaron Thurwatcher
2. Tim Warner
3. Steve Schneider
Street Stock
1. Ryan Mueller
2. Joe Wittman
3. Matt Vetting
Challenge
1. Steven Ruh
2. Roger Walker
3. Travis Hansen
CCRA Four
1. Tom Schneider
2. Jeff Harder
3. Jake Meyer

I-94 Raceway

- Sauk Centre, Minn.
May 24, 2008
Super Late Model
1. A. J. Wiste
2. Zac Davids
3. Tyler Sjoman
Late Model
1. Jonathan Olmscheid
2. Tony Robertson
3. Shawn Koranda
Legends
1. Casey Traxler
2. Beau Barry
3. Jake Varnum
Thunder Car
1. Dustin Karl
2. Kyle Kirberger
3. Jason Schroepfer
Pro Truck
1. Marc Rosenow
2. Matt Peterson
3. Jim Eblen
Four Tracker
1. C.J. Karl
2. Barrett Woida
3. Josh Christy
Just Four Fun
1. Joey Robertson
2. Michael Lofquist
3. Dan Fitzpatrick

Kokomo Speedway

- Kokomo, Ind.
May 25, 2008
Street Stock
1. Glen Gambelin
2. Arnie Prater
3. David Hurst
Thunder Car
1. Allen Davis
2. Tim Huffman
3. Brad Clark
Modified
1. Lee Hobbs
2. Bill Lewis
3. Greg Pitts
Sprint Car
1. Cole Whit
2. Scotty Wier

I-70 Speedway

- Odessa, Mo.
May 24, 2008
Enduro
1. Tommy Speakman
2. Gary Walton
3. Danny Anders
Dash
1. Michael Deschenes
2. Jeremy Roberts
3. Robert Isabell
Super Stock
1. Brandon Davis
2. Rodney Phillips
3. Mark Spillman
Late Model
1. Mike Vannoy, Jr.

Kasson Speedway

- Kasson, Minn.
May 25, 2008
Super Stock
1. Nick Herrick
2. Dustin Nelson
3. Kurt Kronshroder
Midwest Modified
1. Kenny Wytaske
2. Brandon Davis
3. Dan Wheeler
Street Stock
1. Dan Holland
2. Dan Bork
3. Steve Schultz
Pure Stock
1. Craig Hanson
2. Ross Spitzer
3. Brandon Skalicky
Hornet
1. Gary Stahl
2. Ryan Henderson
3. Jacob Snyder

Lucas Oil Speedway

- Wheatland, Mo.
May 25, 2008
Late Model
1. James Rutledge
2. Rylan Long
3. Bryon Allison
A-Mod
1. Johnny Bone, Jr.
2. Dustin Boney
3. Jesse Stovall
Factory Stock
1. Kris Jackson
2. Burl Woods
3. Jim Reaves

Galesburg Speedway

- Galesburg, Mich.
May 24, 2008
Late Model
1. Scott Rugg
2. Rich Hardy
3. Ken Kirby
Sportsman
1. Jim Woodin

2. Josh Trammell
 3. Matt Frazier
- Street Stock**
1. John Foote, Jr.
2. Chris Garrett
3. Jerry Pierman, Jr.
Mini Stock
1. Justin Stephens
2. Jeremy Collins
3. Kevin Pearsons
Stock
1. Dave Lester
2. Shelby Deplanche
3. Ed Clawson

St. Francois County Raceway

- Farmington, Mo.
May 24, 2008
Sprint
1. Tommy Worley, Jr.
2. Jason Keith
3. Joey Montgomery
Multi
1. David Chilton
2. Jimmy Bridgeman
3. James Scott
Modified
1. Mike Francis
2. Brent Thompson
3. Kasey Nations
Pure Street
1. John Bohn
2. Mike Savage
3. Bill Skaggs

Shady Bowl Speedway

- DeGraff, Ohio
May 24, 2008
Late Model
1. Bud Perry
2. Brad Coons
3. Jim Lewis, Jr.
Modified
1. Jim Lewis, Jr.
2. Bud Perry
3. Rob Yelton
Pro-Four
1. Kenny Snyder
2. Randy Human
3. Dave Sage
Sport Stock
1. Aaron Pippin
2. Greg Sparks
3. Rodney Roush
Dwarf
1. Brandon Bayse
2. Bill Hostetler
3. Daniel Wirrick
Compact
1. Josh Sage
2. Mark Parker
3. Mike Shaffer

Paragon Speedway

- Paragon, Ind.
May 24, 2008
Sprint
Feature No. 1
1. Doug Heck

2. Kevin Briscoe
 3. Brian Crawford
- Feature No. 2
1. Josh Cunningham
2. Kevin Chambers
3. Chase Briscoe
Street Stock
1. Bobby Gardner
2. John Grenier, Jr.
3. Gib Ham III
Pure Stock
1. Kyle Zike
2. Jordan Williams
3. Jeff Herron

Auto City Speedway

- Flint, Mich.
May 23, 2008
Super Late Model
1. Mike Luberda, Jr.
2. Johnny Van Doom
3. Larry Zent
Sportsman
1. David Kirklin
2. Kevin Harder
3. Dan Engel
Led Sled
1. Chris Steams
2. Chad Lamson
3. Joe O'Leary
Hornet
1. Andrew Abbott
2. Loren Short
3. Paige Amy
Super Stock
1. Jeff Owens
2. Terry Bogus
3. Wayne Howe
Modified
1. Joe Hodgeson, Jr.
2. Nick Clemons
3. Jeff Reamer
Factory Stock
1. Jim Miller, Jr.
2. Timmy Near
3. Joe Ward
Thunder Truck
1. Steve Stultz
2. Dale Kennan
3. Colt Mabry
Figure-8
1. Duane Damon
1. Chad Lamson
3. Rob Kern

Slinger Super Speedway

- Slinger, Wis.
May 25, 2008
Late Model
1. David Prunty
2. Mike Strupp
3. Lowell Bennett
Limited Late Model
1. Chris Blawat
2. Rob Braun
3. Steve Apel
Modified
1. Steven Schulz
2. Steve Huelsbeck

1. Brian Sebetto
2. Darren Long
3. Greg Wilson

Indianapolis Speedrome

- Indianapolis, Ind.
May 24, 2008
Legends
1. Bryce Walker
2. Adam Roberts
3. Corey Smith
Bandolero
1. Ty Rose
2. Casey Moore
3. Kyle Weatherman

Indianapolis Speedrome

- Indianapolis, Ind.
May 24, 2008
Late Model
1. Eddie VanMeter
2. Charlie Reed
3. Doug Greig
Stock
1. Greg Snow
2. Victor Rybolt
3. Barry Tabor
Roadrunner
1. Kevin Smith
2. Scott McKinney
3. Rex Cox, II
Hornet
1. Robert Eversole
2. Don Klein
3. Jon Elkins, Jr.

Indianapolis Speedrome

- Indianapolis, Ind.
May 25, 2008
Stock Car Figure-8
1. Corey Turner
2. Mike Burgess
3. Chris Harmon
Roadrunner
1. Kevin Smith
2. Scott Camhi
3. Rex Cox II
Hornet
1. Nigel Peters
2. Don Klein
3. Jon Elkins, Jr.

Double X Speedway

- California, Mo.
May 25, 2008
Sprint
1. Jesse Hockett
2. Randy Martin
3. Brian Brown
Street Stock
1. John Clancy
2. Harlan Dowell
3. Ted Welschmeyer
Hobby Stock
1. Jeremy Gordon
2. Mike Schrader
3. Krissi Herrbach

Eldora Speedway

- Rossburg, Ohio
May 25, 2008
Late Model
1. Josh Richards
2. Matt Miller
3. Jeep VanWormer
Stock Car
1. Jeff Babcock
2. Kevin Gossard
3. John Books
Sprint

Cedar Lake Speedway

- New Richmond, Wis.
May 24, 2008
Late Model
1. Brent Larson
2. Ashley Anderson
3. Pat Doar
Modified
1. Dave Cain
2. Craig Brightbill
3. Jason Schill
Super Stock
1. Dan Carlson
2. Rich Bishop
3. Jim Gullikson
Midwest Modified
1. Shawn Phillips
2. Jason Vandekamp
3. Dane Durbin
Street Stock
1. Shawn Kammerud
2. Chris Peterson
3. Devin Neske

Cedar Lake Speedway

- New Richmond, Wis.
May 22, 2008
Modified
1. Pat Doar
2. Dave Cain
3. Joey Jensen
Super Stock
1. Larry Boumeester
2. Cory Duvay
3. Jim Gullikson
Midwest Modified
1. Shawn Phillips
2. Dave Morgan
3. Jeremy Houle
Street Stock
1. Chanda Fjorden-Nord
2. Adam Soltis
3. Shawn Kammerud

Flat Rock Speedway

- Flat Rock, Mich.
May 24, 2008
Figure-8
1. Robbie Loving
2. Dennis Whisman
3. Jeremy Vanderhoof
Street Stock
1. Derek Wiley
2. Dan Ford, Jr.
3. Tim Moore

Macon Speedway

- Macon, Ill.
May 24, 2008
Late Model
1. Kyle Logue
2. Eddie Zidar
3. Roger Bickler
Modified
1. Dave Crawley, Jr.
2. Curt Rhodes
3. Jeff Ray
Sportsman
1. Scott Landers
2. Jeff Graham
3. Mike Pickering
Street Stock
1. Tyler Blankenship
2. Larry Russell, Jr.
3. Brian Dasenbrock
Pro Hornet
1. Jeff Dodd
2. Joe Reed

3. Steven Dulgar
- Amateur Hornet**
1. Zach Dodd
2. Jeff Gill
3. Kenneth Reed

Bluegrass Speedway

- Bardstown, Ky.
May 24, 2008
Super Late Model
1. Dustin Neat
2. Scotty Earl
3. Bryant Woodcock
Street Stock
1. Benji Lee
2. Jason Wheatley
3. Josh Lucas
Sportsman
1. Ryan Chesser
2. Avral Thompson
3. Nathan Wells

Corbin Speedway

- Corbin, Ky.
May 24, 2008
Vintage
1. Jeff Farmer
2. David Fields
3. James Bancroft
Sportsman
1. Jason Calles
2. Cliff Parton
3. Eddie Barton
Pure Street
1. Anthony Wagers
2. Scottie Smith
3. Scott Roberts
Mini Slammer
1. Adam Gregory
2. Les Jackson
3. Jesse Parker
Mini Cup
1. Blake Orr
2. Mark Evans
3. Paul Burford

Illiana Speedway

- Schererville, Ind.
May 24, 2008
Late Model
1. Eddie Hoffman
2. Mike White
3. Jerry Sharp
Limited Late Model
1. John Senerchia
2. Eddie Hoffman
3. John Nutley
Turbo Stox
1. Pat O'Rourke
2. Ed Ligue
3. Scott Gardner
Legends
1. Mike Lindemulder
2. Tim Cronin
3. Ryan Lagestee

Fremont Speedway

- Fremont, Ohio
May 24, 2008
Modified
1. Greg Wilson
2. Brock Mayes
3. Dean Jacobs
305 Sprint
1. Willie Keegan

2. Nate Dussel
 3. Kevin Lee
- Dirt Truck**
1. Steve Endicott
2. Dwight Waltermier
3. Dave Brewer

LaCrosse Speedway

- West Salem, Wis.
May 24, 2008
Late Model
1. Brent Kirchner
2. Steve Carlson
3. Tim Nelson
Sportsman
1. Jes Tenner
2. Rick Schermerhorn
3. Jeremy Wagner
Thunderstox
1. Charles Vain, Jr.
2. Steve Rusch
3. Adam Moore
Skidders
1. Wade Elliott
2. Mark Bornitz
3. Nick Swenson

Berlin Raceway

- Marne, Mich.
May 24, 2008
Four Cylinder
1. Jason DeVos
2. Jake Loesch
3. Ryan Hamm
Pro Stock
1. Nick Bonstell
2. Justin Regnerus
3. Dave Hull
Sportsman
1. Brian VanZalen
2. Ken Roelofs
3. Marc Coleman

Moler Raceway Park

- Williamsburg, Ohio
May 24, 2008
Late Model
1. Wayne Chinn
2. Jackie Boggs
3. Arnie Fields
Modified
1. Tony Dehart
2. Michael Poe
3. Ray Branscum
Pure Stock
1. Ed Reynolds
2. Tim Carpenter
3. Roger Ison
Chevette
1. Miles Tarvin
2. Rusty Yarger
3. Eric Dearing

Madison Int'l Speedway

- Oregon, Wis.
May 24, 2008
Limited Late Model
1. Nathan Haseleu
2. Bobby Wilberg
3. Ross Kenseth
Super Late Model
1. Andrew Morrissey
2. Nathan Haseleu
3. Frank Kreyer
Sportsman
1. Jay Kalbus
2. Mike Heelein
3. Bob Hansberry
Bandit
1. Jody Schmidt
2. Stephen Scheel



MAX DOLDER PHOTO

CRITTER CONTROL: Billy Puterbaugh, Jr. and Critter Malone (71) race for the lead at Gas City I-69 Speedway Friday night. Puterbaugh won the 25-lap feature.

3. Chester Ace
Legends
 1. Alex Arelano
 2. Max McNamara
 3. Tim Narr

Thunderhill Raceway

Sturgeon Bay, Wis.
 May 24, 2008

- Modified**
 1. Mike Wedelstadt
 2. Jay Matthias
 3. Billy LeMieux
Stock Car
 1. Charlie Kroll
 2. Darren Otto
 3. Pat Davister
Hobby Stock
 1. Brandon Peterson
 2. Chad Kaminski
 3. Dave DeGrave
Sport Mod
 1. Bernie Reinhardt
 2. Aaron Holiday
 3. Jeff Vlies
Street Stock
 1. Jeremy Witala
 2. John Starnard
 3. David Hoering
Four Cylinder
 1. Jason Cornelius
 2. Rick Lemmens
 3. Tony Everard

2. Andy Smith
 3. Ricky Culpepper

Texas Thunder Speedway

Killeen, Texas
 May 24, 2008

- Modified**
 1. P.J. Egbert
 2. Pat McGuire
 3. Andrew Simmerman
SportMod
 1. Keith White
 2. Eric Tomlinson
 3. Mitch Tierney
Stock Car
 1. Mike Walter
 2. Ronnie Ellis, Jr.
 3. Buck Owens
Honda Street Stock
 1. Ryan Ellis
 2. Chris Florio
 3. Brian Mendenhall
Texas Twister
 2. Aaron Holiday
 3. T.J. Jacobs

El Paso Speedway Park

El Paso, Texas
 May 24, 2008

- Limited Late Model**
 1. Sherman Barnett
 2. Kevin Clark
 3. Donnie Newcomb
Street Stock
 1. Frank Ray, Jr.
 2. Troy Wells
 3. Ozzie Noder
Legends
 1. Don Reynolds
 2. Dylan Harris
 3. Daniel Barcena
Modified
 1. Bumper Jones
 2. Royal Jones
 3. Fito Gallardo

I-37 Raceway

Pleasanton, Texas
 May 24, 2008

- Modified**
 1. Bill Pittaway
 2. Greg Dinsmore
 3. Brian Rye
SportMod
 1. Johnny Torres
 2. Jason Stanley
 3. Bill Pittaway
Super Stock
 1. Howie Marxc
 2. Moe VanKirk
 3. Randy Miller
Street Stock
 1. Craig Crawley
 2. Wade Jones
 3. Alton Fambro
Pure Stock
 1. Justin Henley
 2. Leland Frautschi
 3. Gaylon Schwanke

Heart O' Texas Speedway

Elm Mott, Texas
 May 24, 2008

- SportMod**
 1. Chase Jupe
 2. Shane Diamant
 3. Bobby Derryberry
Modified
 1. Timothy Culp
 2. Jody Davidson
 3. Kevin McCoy
Street Stock
 1. Willy Gilliam
 2. David Nichols
 3. David Pearce



LOW LINE: Bobby Hutchens (14) and Robert Jeffrey's race for position Saturday night at Bowman Gray Stadium in Winston-Salem, N.C.

- Hobby Stock**
 1. Nathan Sodek
 2. Michael Robertson
 3. Charles Cospier
Street Stock
 1. Greg Andrews
 2. John Heffelfinger
 3. Mike Sutherland
Pure Stock
 1. Jack Jenkins
 2. Tommy Honey
 3. Wade White
Cruiser
 1. Jeff Williams
 2. William Dean
 3. Martin Quiram
Junior Mini Stock
 1. Garret Rawls
 2. Brandon Kreder
 3. Jordan Kornegay
Mini Sprint
 1. Jeb Sessums
 2. Sasha Sessums
 3. Trevor Reed



Florida
 Georgia
 North Carolina
 South Carolina
 Tennessee

Orlando Speedworld

Orlando, Fla.
 May 23, 2008

- Super Stock**
 1. Jason Pick
 2. Matt Jarrett
 3. John Hodge
Mini Stock
 1. Kevin Allison
 2. David Russell
 3. Rob Reynolds
Legends Charger
 1. Tim McCormick
 2. Daniel Conlin, Sr.
 3. Ted Ruffo
Bandolero Bandit
 1. Critter Saile
 2. Shawn Hooven
 3. Justin Bechtold
Bandolero Young Gun
 1. Donovan Ponder
 2. Zach Harris
 3. Mark Hooven

East Lincoln Speedway

Stanley, N.C.
 May 24, 2008

- Stock Car**
 1. Mickey Anderson
 2. Jennifer Collins
 3. Tracy Tapley
Late Model
 1. Ronnie White
 2. Jeff Mundwiler
 3. Chris Smith
Micro Sprint
 1. Brian Roseman
 2. Justin Lineman

3. Terry Peters
Modified
 1. Brandon White
 2. Matt Emmerling
 3. Rob McLaughlin
Rookie Four
 1. Justin Moody
 2. Brett Mundweiler
 3. Lee Oliver
Stars of Tomorrow
 1. Shanan Major
 2. Brett Myers
 3. Jonathan Kinnetz

Caraway Speedway

Asheboro, N.C.
 May 24, 2008

- Sportsman**
 1. Rich Hunter
 2. Daniel Schadt
 3. Frazier Frazier
Mini Stock
 1. Michael Tucker
 2. T.J. Yagalla
 3. Bobby Smith, Jr.
Super Mini Truck
 1. Glenn Chriscoe, Jr.
 2. Jerry Chriscoe
 3. Wesley Farmer
U-Car
 1. Jimmy Cooper
 2. Justin Smith
 3. Herbert Delosh
Late Model
 1. Randy Benson
 2. Brad Brinkley
 3. Alex Kennedy

East Bay Raceway Park

Gibson, Fla.
 May 24, 2008

- Outlaw**
 1. Shane Burrows
 2. Chad Rose
 3. Jim Coursen
Street Stock
 1. Buck Skinner
 2. Tim Spencer, Sr.
 3. Matthew Grissom
Late Model
 1. Steve Miller
 2. David Schmauss
 3. Jeff Matthews
Bomber
 1. Frank Miller
 2. George Christiansen
 3. Kyle Kruse
Bandolero Young Gun
 1. Blake Jones
 2. Tim George
 3. Laura Gentry
Legends Pro Master
 1. Kevin Rollins
 2. Rob Sanders
 3. Kenny Summers
Legends Semi Pro
 1. Cody Fernett
 2. Brandon Summers
 3. Giles Martin
Dwarf
 1. Ricky McIlwain
 2. Rick Webster
 3. David Ring
Thunderstox
 1. Dale Travis
 2. Larry Ryman
 3. Joshua Hood
Grand National
 1. Lloyd White
 2. Lee Goddard
 3. Jeffrey Belt
Super Truck
 1. Daniel Victory
 2. Blake Williams
 3. Jes Williams
Late Model

New Smyrna Speedway

New Smyrna Beach, Fla.
 May 24, 2008

- Late Model**
 1. Gary Fountain
 2. Gregory Skyta
 3. Chad Akins
Mini Stock
 1. Cody Blair
 2. Todd Haught
 3. Rex Christensen
Modified
 1. Gary Fountain
 2. Chad Pierce
 3. Don Keithley
Sportsman
 1. Adam Soukup
 2. John Nusbaum
 3. Michael Soukup
Strictly Stock
 1. Steve Pierce



IN THE WIND: Ralph Spithaler, Jr. (56) goes airborne Friday night at Lernerville Speedway. Despite flipping several times, Spithaler walked away uninjured.

2. Brent Bruner
 3. Doug Wolf
Super Stock
 1. Lee Wagner
 2. Jason Pick
 3. Geno Smith
Truck
 1. Logan Bourdeau
 2. Zachary Jarrell
 3. Chad Pierce

Bowman Gray Stadium

Winston-Salem, N.C.
 May 24, 2008

- Modified**
 1. Robert Jeffrey's
 2. Tim Brown
 3. Alfred Hill
Sportsman
 Feature No. 1
 1. Kenny Bost
 2. Kyle Edwards
 3. Jim Shoaf
 Feature No. 2
 1. Steven Berrier
 2. David Adams
 3. Mike Evans
Street Stock
 1. Ryan Nelson
 2. Tim Vaden
 3. Ethan Stoltz
Stadium Stock
 Feature No. 1
 1. Matt Hill
 2. Jimmy Absher
 3. Gary Brewer
 Feature No. 2
 1. Andrew Sanders
 2. Tony Black
 3. Dale Barneycastle

Harris Speedway

Rutherfordton, N.C.
 May 24, 2008

- Crate Late Model**
 1. Kyle Huntley
 2. Wally Fowler
 3. Johnny Raines
Limited
 1. Michael Barbare
 2. Mitch Sill
 3. Greg Dimsdale

- Stock Eight**
 1. Bubba Smith
 2. Kenneth Bowers
 3. James Abernathy
Renegade
 1. Lloyd Dean Burgess
 2. Josh Burgess
 3. Josh Ayers
Pure Stock
 1. Travis Burdette
 2. David Ayers
 3. Mitchell Coggins
Super Stock Four
 1. Stacy Brock
 2. Stacy Brock
 3. Brian Harris
Street Stock Four
 1. Eddie McGrew
 2. Kevin Cooper
 3. Matthew Gilbert
Young Gun
 1. Mack Morris
 2. Jacob Carver
 3. J.W. Hicks

Clarksville Speedway

Clarksville, Tenn.
 May 24, 2008

- Pro Street Stock**
 1. Mike Hodges
 2. Anthony Jackson
 3. Bruce Westerman
Crate Late Model
 1. Carnell Parker III
 2. Charles Zimmerman
 3. Levi Ashby
Open-Wheel Stock
 1. Gregg Brown
 2. David Flowers
 3. Tony Garber
Late Model
 1. Jeff Walston
 2. Chris Shelton
 3. Mike Chandler
Street Stock
 1. Ronnie Hedgepath
 2. Don Everett
 3. David Cline
Outlaw Mini Sprint
 1. Brian Nance
 2. Tracy Wilson
 3. Dewayne Emberton
Pure Mini
 1. Jeffrey Rittenberry
 2. Michael Rittenberry
 3. Daniel Stephens
Mini Modified
 1. Ronnie Richardson
 2. John Neil
 3. Michael Perrigo

Concord Motorsports Park

Concord, N.C.
 May 24, 2008

- Late Model**
 1. Justin Hill
 2. Kevin Love
 3. Chad Mullis
Limited Late Model
 1. Mike Terry
 2. Jay Payne
 3. Steve Ackerly
Pure Stock
 1. Charles Hutto
 2. Jesse Bunnell
 3. Clinton Baker

- Fast and Furious Fours**
 1. Wayne Harrington
 2. Chad Miller
 3. Bradley Kimrey

West



Arizona
 California
 Nevada
 New Mexico
 Oregon
 Washington

Silver Dollar Speedway

Chico, Calif.
 May 24, 2008

- Sprint**
 1. Willie Croft
 2. Andy Forsberg
 3. Greg Decaires
Wingless Sprint
 1. Keith Bloom, Jr.
 2. Taylor Simas
 3. Kyle Hirst
Modified
 1. Mark Abouzeid
 2. Duane Cleveland

Marysville Raceway Park

Marysville, Calif.
 May 25, 2008

- Winged Sprint**
 1. Colby Wiesz
 2. Christian Stover
 3. Cort Dozier
Wingless Sprint
 1. Tony Richards
 2. Herman Klein
 3. John Anderson
Mini Modified
 1. Ronnie Richardson
 2. John Neil
 3. Michael Perrigo
Mini Stock
 1. Joel Giusti
 2. Misty Castleberry
 3. Mike Merritt
Sprint
 1. Nick McColloch
 2. Tim McLaughlin
Ford Focus Midget
 1. Matt Land

Toyota Speedway

Irwindale, Calif.
 May 24, 2008

- Late Model**
 1. Tim Huddleston
 2. Nick Joanides
 3. Colin Fleming
Super Stock
 1. Bryan Harrell

2. Greg Crutcher
 3. Rich LeLong III
Pure Stock Oval
 1. Tommy Agosta
 2. Ken Michaelian
 3. Mike Colato, Jr.
Pure Stock Figure-8
 1. Chad Kelly
 2. Ken Michaelian
 3. Harry Michaelian
Train
 1. Randy Bylsma/Kevin Vanpienbrock
Demo Derby
 1. Bill Altfather/Dan Pachella (tie)

Orange Show Speedway

San Bernardino, Calif.
 May 24, 2008

- Super Late Model**
 Feature No. 1
 1. Rob Kiemele
 2. Rick Chavez
 Feature No. 2
 1. Glen Cummings
 2. Rick Chavez
Legends
 1. Chad Shug
 2. Brend Scheidemantle
 3. Darren Amidon
Speed Truck Challenge
 1. Chris Buescher
 2. Darren Young
 3. Shawn Steele

Southern New Mexico Speedway

Las Cruces, N.M.
 May 24, 2008

- Super Truck**
 1. Greg Gorham
 2. Garret Alberson
 3. Josh Beyer
Street Stock
 1. Mike Rosales
 2. Nick Rivera
 3. Steve Villegas
Legends
 1. Dylan Harris
 2. Jonathan Barcena
 3. Don Reynolds
Modified Dirt Car
 1. Royal Jones
 2. Bumper Jones
 3. Jimmy Ray

Madera Speedway

Madera, Calif.
 May 24, 2008

- Late Model**
 1. Kyle Gottula
 2. Jeff Belletto
 3. Vito Ranuio
Stock Car
 1. Howard Holden
 2. Brian Vosburg
 3. Jason Aguire
Sedan
 1. Stan Hankins
 2. Jason Kerns
 3. John Mccollum, Jr.
Hornet
 1. Jeff Dizney

2. Miles Humphreys
 3. Justin Petz
Modified Super Toyota
 1. Randy Fleming, Jr.
 2. Mark Segal
 3. Casey Nydahl
Baby Grand
 1. Jake Gomes
 2. Josh Gomes
 3. Dillon Hutchinson
Mini Cup
 1. Brent Curran
 2. John Bowman
 3. William Camara

Ventura Raceway

Ventura, Calif.
 May 24, 2008

- Sprint**
 1. Steve Conrad
 2. Brandon Thomson
 3. Kevin Kierce
Senior Sprint
 1. Bruce Douglass
 2. Russell Deblauw
 3. Danny Miller
Sport Compact
 1. Darren Gunnell
 2. Trevor Fitzgibbon
 3. Jess Carlucci
Junior Midget
 1. Tyler Jerman
 2. Cameron Dougan
 3. Nick Valenzuela
Mini Dwarf
 1. Kyle Wakim
 2. Cameron McCauley
 3. Joe Snyder
Supercharger
 1. Jimmy McDonald
 2. Tommy Velasquez III
 3. Chase Lippert

Skagit Speedway

Alger, Wash.
 May 24, 2008

- 410 Sprint**
 1. Barry Martinez
 2. Colton Heath
 3. Josh Edson
360 Sprint
 1. Rod Perkins
 2. Tayler Malsam
 3. Jason Cocking
Sportsman Sprint
 1. Kyle Oman
 2. Devin Madonia
 3. Paul Burdick
Hornet
 1. Ken Higby
 2. Greg Hibma
 3. Wendy Johnson

Manzanita Speedway

Phoenix, Ariz.
 May 24, 2008

- Sprint**
 1. Casey Gain
 2. Jeremy Sherman
 3. Josh Pelkey
Midget
 1. Joe Fabozzi
 2. R.J. Johnson
 3. Jeff Perry

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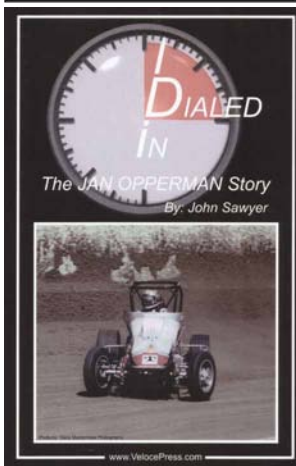
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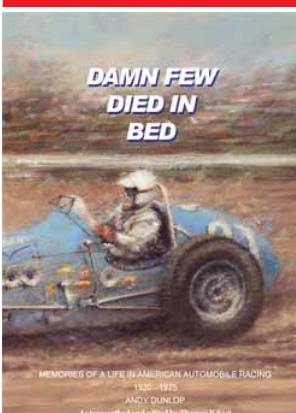
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Miscellaneous 35

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NSSN THE FINAL LAP

GINNY HEITHAUS PHOTO
NO LUCK: Tony Kanaan (11) and Sarah Fisher make heavy contact during the 92nd running of the Indianapolis 500 Sunday at Indianapolis Motor Speedway.



MIKE GBUR/JMS PRO PHOTO
READY TO ROLL: Jack Sprague sits on the bed of his Chevy Silverado Saturday at Mansfield (Ohio) Motorsports Park.



LEIF TILLOTSON PHOTO
MILITARY SALUTE: Fans at Thunder Road Int'l Speedbowl were treated to a military pre-race display prior to American-Canadian Tour action on the Barre, Vt., quarter mile.



AUTOSTOCK PHOTO
SMOKE 'EM: NHRA rookie Mike Neff does a burnout in his John Force Racing Funny Car prior to Sunday's NASCAR Sprint Cup Coca-Cola 600 at Lowe's Motor Speedway in Concord, N.C.

ECONOMAKI: Auto Racing Most Certainly Is An Addictive Sport

CONTINUED FROM PAGE 4

Want a copy? Go to: Store.IndianapolisMotorSpeedway.com. You won't be sorry.

One of the many niceties of staying at the Brickyard Crossing Inn, known to old timers as the Speedway Motel, is a historic Indy 500 racing car always on display in its lobby. For this year's Indy 500 visitors, it was the supercharged 183-cubic-inch straight-eight Miller driven in the 1925 Indy 500 by the legendary **Ralph DePalma**. Its four-spring chassis tells seasoned regulars the car was designed for "board-track" usage and the various chassis and related hand-made parts are a joy for car-oriented types to behold. One wonders if — and when — a Novi will grace this display space. And being an accredited press member means daily hot lunches and fancy desserts, superbly crafted by the great kitchen staff, on the third level of the Media Center for which Ye Ed (and his stomach) offer profound thanks.

Addictive? Auto racing may just be one of the most addictive sports extant. Arriving at my table to say hello last Monday was **Toddy Rutman**, daughter of the 1952 Indy 500 winner. Lowering her head, Toddy quietly said, "It was 12 years ago today that I lost my dad to lung cancer." Today Toddy is a devout anti-smoking advocate, telling one and all of the dangers of smoking. Another regular is **Patty Parsons Vigants**, whose dad won here in 1950. I asked her why she comes back, time and again. Her reply, "It's part of my life." Just think of it, more than a half century after their fathers won the 500, here they are, year in and year out, at the Speedway. That, dear readers, is what addiction is all about.

Obviously aware of the increasing concern over high gasoline prices, the Speedway's invite to its Centennial Era announcement at the Marian College Mansion noted that it was 3.88 miles from the Speedway's main gate and would take approximately nine minutes to drive there.

Lots of interest in the Firestone Indy Lights series, as there were 10 newcomers (rookies) in the 27-car field for the rain-plagued Friday race that was finally held on Saturday. Familiar on-track names include **Luyendyk** and **Unser**, both of whose ancestors were winners of the 500. Indy 500 vets **Jim Guthrie** and **Tyce Carlson** have become team owners in the Firestone Indy Lights series and fielded cars in Friday's Freedom 100.

Still too fast. Back as a Speedway Motel regular is 1960 Indy 500 winner **Jim Rathmann**, again with **Kay II** close by. Along in years, Rathmann now uses a motorized cart in which to get around, which is a problem for some motel guests, who say he should be wearing a helmet, as he is far too fast in his room-to-room runs.

Pleasant New Zealander **Willie Kay** was again in town reporting that, for

the 25th-consecutive year, he brought a troupe of 15 New Zealanders from Auckland to witness the 500 and several supporting short-track events in the area. Transportation difficulties limit the size of his group to 15 every year. Willie says it would be much larger were it not for the transportation issue. His group crams into a 16-passenger van in which they get around greater Indy. They pay the equivalent of \$5,000 U.S. for the five-day trip. They had to have gone home happy after one of their countrymen, Scott Dixon, won the 500.

It looks like I'm the only one really upset over the diminishing number of American drivers in the Indy 500 lineup. And next year doesn't look much different as this year's green flag waved over 18 foreign-born drivers and only 15 statesiders. Another rub is the "sameness" in the race lineup. Only one chassis (Dallara), one engine (Honda), and one tire (Firestone). And tinkering with one's own engine (aside from changing oil and spark plugs) is a no-no, as all inner-engine work is done by Honda Performance Development as individual teams are not permitted inside their own engines.

Did you see that typo in last week's Notebook? Firestone issued each car 35 sets of Firehawk Tires for month of May usage, 140 tires to be exact, not 5,100. Sorry folks.

A popular gathering spot for Indy 500 regulars these days is the C&R Racing suite, which for years was known as The Mecom Suite. It is now occupied by now-and-then *NSSN* columnist **Chris Paulsen** and his C&R company which is often visited by key race folk from all forms of racing from around the country. Late one afternoon Chris's wife, **Debbie**, broke out some fine red wine for those in the suite. Among the guests savoring this vino tinto was former driver **Steve Chassey** who, as it turns out, is a high-level wine drinker, with a cellar of his own, he says. The only folks not complaining about business being bad were the Giuffre brothers of Milwaukee. They explained — cocktails in hand — how 2007 was the best year in the history of their business. Another "must stop" is **Bill Simpson's** Impact company lounge. Burly Bill runs his month-of-May safety business from this popular spot, not far from his huge business and warehouse at Eaglepoint.

Kevin Olson, when not busy driving his midget, played roving interviewer on the Speedway's 500-mile race radio broadcast crew, revealed to Ye Ed that come Chili Bowl time, he will remove the roll cage and driver's side cockpit cover from his midget for this major off-season show. He will do this to please his fans. I told him the cages don't really bother me, but cockpit covers do, as with them avid fans (which include Ye Ed) can't admire the style of the driver.

From The Staff

The *Charlotte Business Journal* reports that the NASCAR Hall of Fame will be selling commemorative bricks to be placed along the hall's plaza in the coming months. The Charlotte Regional Visitors Authority will operate the proposed HoF, and hospitality taxes on hotel

rooms count for the majority of the construction financing. However, Bank of America and Wachovia have lent a combined \$21.5 million, which the CRVA is trying to reduce. **Zak Brown's** Just Marketing was hired to sell sponsorships, with the hopes of landing eight major corporate partners as well as minor partners. The CRVA hopes that brick sales — no price as yet — will generate \$4 million! Now that's a ton of bricks!

Gas prices, food prices and the like have had a big effect on auto racing this year. But the Empire Super Sprints is one organization not suffering from the times. The group, which is celebrating its 25th season of 360-winged sprint-car racing, has signed up \$140,000 in sponsorship for the series this season. That's a record for the series and an increase of more than \$10,000 from last season. Good work gang.

Hendrick Motorsports opened its renovated museum and store on the Hendrick Motorsports Campus in Harrisburg, N.C. Hendrick Motorsports General Manager **Marshall Carlson** welcomed a crowd of sponsors, media and local officials to the building, which he touted as free to all visitors. That is true, but the facility is now less of a museum and more a retail store for Hendrick Motorsports merchandise. No doubt most of the changes are due to the demand for **Dale Earnhardt, Jr.** memorabilia. While trophies and old race cars remain, much of the expected memorabilia was absent. However, we did find one unique item of interest. A clipboard once carried by **Ray Evernham** during his tenure as a crew chief at Hendrick Motorsports, was photographed by Evernham with the inscription: "Rick, thank you for all you have done for me and for my family. I carried this folder at every race I worked for you. Ray Evernham."

The Illinois General Assembly passed the "Smoke-free Illinois Act" last summer and the law went into effect Jan. 1. As a result, all sports facilities in the state, including race tracks fall under the law. Thus, the policy will be in effect in grandstand, suite, hospitality and restroom areas at Chicagoland Speedway and Route 66 Raceway beginning this past weekend. The law doesn't govern smoking engines.

According to Joyce Julius & Associates, Dale Earnhardt, Jr.'s sponsors received \$150 million worth of television exposure during the first 10 NASCAR Sprint Cup races of the season. That's more than \$24 million more than second-place **Jeff Gordon**. Can you imagine what those figures would be if either one of them would win a race?

Congratulations to *National Speed Sport News* contributors **Susan Wade**, **Dave Argabright**, **Ron Hedger** and **Don Figler**, who were among those winning American Auto Racing Writers & Broadcasters Ass'n awards for their writing and photography work. Good work folks, and many thanks.

FORUM: Readers Have Ideas For NASCAR Racing

CONTINUED FROM PAGE 4

back home again at Indianapolis — tube-frame, front-engine V-8- or turbo-4-powered race cars.

And if Montoya wants to strap in one, that's fine with me. Just remember, it's professional racing so wave to the paying fans on the parade lap.

*Dick Lee
Seattle, Wash.*

Suggestions For NASCAR

A few ideas for making NASCAR racing more exciting and bringing the fans back to the tracks (did you see all the empty seats at most of the tracks so far?)

- Fast qualifiers race — no provisionals.
- Penalties: Drive through, stop-and-go, whatever should be served under green-flag conditions. It's supposed to be a penalty. No one can touch a car serving a penalty. No fuel, no tires, no nothing.
- Pit stops: No crew or equipment on or over the wall until the car is stopped in the box. Car cannot leave until all crew and equipment are back over the wall.
- Points: Winner gets 43 points, second gets 42 and so on. Fast qualifier gets one point. Lead a lap and get one bonus point. Lead the most laps and get another point. Dump "The Chase." After 36 races, the driver with the most points is the champion.
- Get rid of scoring loops: On yellow, you're scored where you were at the finish line on the last completed green lap. That's the way virtually

*Larry Limbach
Decatur, Ill.*

Dubious Dodge

I believe it is time for Dodge to throw in the towel in the Sprint Cup Series. The Dodge Challenger 500 at Darlington is a good example of a brand that is not ready to win a championship.

The 19 car goes out in two laps. Hornish, Jr. and Petty follow to the garage. Hornish came back and barely got on TV. The pace car from Dodge got more time than the race cars.

The boss of motorsports should be fired at once. Toyota is blowing Dodge's doors off each week. The No. 10 blows up and the No. 12 must have been parked. Only the No. 2 was visible, and the No. 9 was a lap down most of the race.

Are the other teams that much better? I don't believe one Dodge will be in the top-12 positions for the championship.

The advertising department should stop putting up the money for the race title because they will give it to the competition. Last year, it was the nose of the car. What is the excuse this year?

Jim Schmitt

ARGABIRGHT: The Playing Field Isn't Equal In Our World

CONTINUED FROM PAGE 4

girl dominate him on worldwide television, what do you suppose that does to his reputation? Or, on the other hand, what if he hits her back?

That's why this is a very significant issue. Such an encounter could literally and absolutely destroy a man's entire career. What's the worst perception for any racer? That he is weak, afraid, spineless. A racer can overcome a lot of negative things, but that label is an absolute killer. If Danica would have popped Ryan Briscoe in the nose, and he stood there and took it, that moment would haunt his career for the rest of his life. Everywhere he went, people would snicker, "That's the guy who got beat up by a girl."

And what if he hit her back? He would be forever ridiculed as an ugly, callous brute, the monster of a man who should be publicly whipped and banished from civilization.

So where is the upside? Exactly how is Ryan Briscoe — or any other male IndyCar racer — supposed to handle that situation?

Now, look at the situation from Danica's perspective. If she gets in a man's face and he backs down, the world cheers her as a "tough little gal." But if the man — who towers

every driver raced when they came up through the short tracks.

■ If you cheated to win, you have the victory taken away along with whatever fines are levied. You're given 43rd place.

■ Quit throwing the yellow with no explanation. The racers, fans in the stand and those watching on TV deserve to know why there was a yellow. Just because Junior, Jeff, Kyle or anybody else is stinking up a race is no reason to throw a yellow.

■ Limit the number of tires and the amount of fuel each team gets for a race. All three divisions, no begging, borrowing or stealing more from a teammate or another car.

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Jim Schmitt

over her — gives it back, the world screams in outrage that she's being bullied.

See how it works? He can't win and she can't lose.

Racing is definitely ready for women to compete equally on the track. But we're a long way from figuring out how to deal with the inevitable fact that when emotions boil over off the track, human beings sometimes resolve things in a physical manner. It might not be right, or pretty, but that's one of the characteristics of our species.

And there is another issue. Every racer understands that you cannot ever allow yourself to be intimidated by a competitor. Never, ever, ever. So if a woman is allowed to charge into your pit and slap your face, bawl you out, or generally "put you in your place," and you cannot give it back, does she now have a psychological advantage over you?

I'm loathe to tell any series director how to do their job, but I hope Sunday's near-dustup will give pause to senior IndyCar officials. Maybe it's time for an honest discussion with Danica about the tremendous dynamics that are in play when an angry woman racer heads for a man's pit area.

In a perfect world, the playing field truly would be equal. But our world isn't perfect. Sunday clearly reminded us of that.



Danica Patrick, winner, Indy Japan 300

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Congratulations to Danica Patrick on her first IndyCar® Series win. It is also the first victory by a woman in the 99-year history of Indy-style racing. It's an achievement that is the fulfillment of a dream for Danica, one she's had since her early days racing go-karts. As the sole engine supplier to the series, we are honored to be part of such a momentous event. For her, and for everybody who will use this achievement to inspire their own dreams.

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