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NATIONAL SPEED SPORT NEWS

Gordon Steams Ahead To Victory

No. 24's Engine Lasts To Nab
Another CoT Win For Hendrick

NEXTEL CUP

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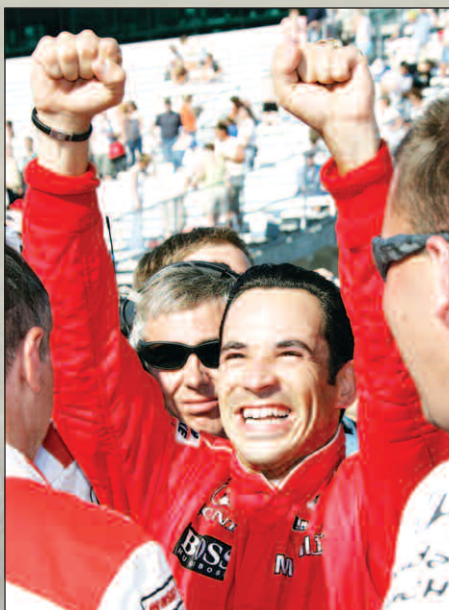
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\$3

Drama King Is Helio

Happy Hour Run Secures Indy 500 Pole



DANA GARRETT/IRL INDYCAR PHOTO

No. 1: Helio Castroneves celebrates with his crew after capturing the pole for the Indianapolis 500.



INDY 500

PAGES 2, 26-29

DAVID E. HEITHAUS PHOTO

MAGIC TIME: Helio Castroneves put together the best four laps Saturday to win the pole for the 91st Indianapolis 500. With an average speed of 225.817 miles per hour, the former race winner captured team owner Roger Penske's 14th Indy pole.

Meyers, Dollansky Show Missouri Know-How

WORLD OF
OUTLAWS

PAGE 6



HAROLD HINSON/HHP PHOTO

THE ANNOUNCEMENT: Dale Earnhardt, Jr. and his sister Kelley Earnhardt Elledge, address the media Thursday at JR Motorsports.

Earnhardt, DEI Will Part Ways In 2008

By JOHN CLAYTON
STAFF WRITER

MOORESVILLE, N.C. — If not for a subdued, standing-room-only press conference held May 10 to announce his decision to leave Dale Earnhardt, Inc., Dale Earnhardt, Jr.'s classified ad might read something like this:

NEXTEL CUP

INSIDE
NASCAR confiscates rear wing brackets on No. 8 car.

PAGE 22

relationship trophies. Well-liked, casual dresser who prefers bow ties on Sundays ready to race.

Ride wanted. Driver looking for long-term relationship, family atmosphere and championship trophies.

Either way, the questions that centered around Earnhardt, Jr.'s potential return to DEI now center around where NASCAR's most popular driver will land next and just what life after DEI will mean when the 2007 season is completed.

"At 32 years of age, the same age as my father when he made his final and most important career decision, it is time for me to compete on a consistent basis and contend for championships now," Earnhardt, Jr. said, summing up the desire to carry on the family tradition, even if it means leaving the family business.

But Earnhardt, Jr. probably won't be leaving empty handed. He still has a

EARNHARDT: CONTINUED ON PAGE 30

Gordon Takes Another At Darlington In Ailing No. 24

By BRIT FRYER
NSSN CORRESPONDENT

DARLINGTON, S.C. — Even when Jeff Gordon is far from perfect, like when his Chevrolet spewed steam and chugged around Darlington Raceway like a choo-choo train,

NEXTEL CUP

things seem to go rather well. Gordon nursed an overheating radi-

ator; and a gutsy call to not pit late in the race propelled the No. 24 Chevrolet to its third victory of the season in Sunday's Dodge Avenger 500. Hendrick Motorsports has won four races in a row and remained perfect in all five Car of Tomorrow events.

The four-time series champion was worried his car would even make it to

GORDON: CONTINUED ON PAGE 22



AUTOSTOCK PHOTO

PAGEENTRY: The No. 20 crew is introduced before the 2006 NASCAR Nextel All-Star Challenge at Lowe's Motor Speedway in Concord, N.C.

All-Star Coverage Goes 48 Hours Non Stop

CONCORD, N.C. — Speed is taking its coverage of the NASCAR Nextel All-Star Challenge to an unprecedented level.

The network will deliver an entire week of All-Star programming, including 48-consecutive hours of NASCAR programming, all leading up to Speed's inaugural broadcast of the All-Star Challenge from Lowe's Motor Speedway at 7 p.m. on May 19.

"We've never done this — 48-straight hours devoted to NASCAR programming or any other kind for that matter," said Speed President Hunter Nickell. "The cool part is we've gathered so much stuff. There's practices, qualifying, the truck race, the crew chief's race, the pit challenge — all of that stuff. It's a blast.

"What we have done is said, this is not a night, it's a whole week. Most importantly, the people at Speed



RUSTY JARRETT/GETTY IMAGES PHOTO

AROUND THE BEND: Tracy Duncan of the No. 99 Office Depot Ford team competes in the jackman competition at the 2006 Nextel Pit Crew Challenge.

have a blast covering NASCAR. . . . The most important thing to me is that's the approach we took with All-Star Week — that we have a blast

and have that carry over to the fans."

SPEED: CONTINUED ON PAGE 37

NSSN RACING LINE

The Week In Motorsports
For May 16, 2007

Denny Domination: Hamlin Returns to Victory Lane

DARLINGTON, S.C. — Denny Hamlin drove like a man on a mission Friday night, finally returning to victory lane in the Diamond Hill Plywood 200 at Darlington Raceway.

BUSCH PAGE 8

Starting from pole, Hamlin led five times for 79 laps, holding off a late-race charge by point-leader Carl Edwards and veteran Mark Martin.



ALAN MARLER/HHP

Pierce Holds Off Reutimann, Donoso At Darlington

DARLINGTON, S.C. — Aaron Pierce led USAC's assault on Darlington (S.C.) Raceway Thursday night and came away \$23,500 richer after scoring a thrilling victory in the USAC Silver Crown Showdown at Darlington.

USAC SILVER CROWN PAGE 10

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No. 3 Has The Speed

Castroneves Takes Indy 500 Pole In Closing Minutes of Qualifying

INDIANAPOLIS — After Helio Castroneves won an incredibly dramatic Indianapolis 500 pole, it left the fans at Indianapolis Motor Speedway wanting to climb the fence.

Castroneves won his second-career Indy 500 pole Saturday, but it was the first time when the new format was fully utilized, limiting the first-day

INDY 500 field to just 11 cars. Teams had the option to withdraw previous qualified

speeds and make up to three attempts.

Dario Franchitti was on the pole for nearly five hours and watched many of his top competitors take a shot but fail to surpass his four-lap average of 225.191 miles per hour.

Finally in the closing minutes, Castroneves put together the best four laps of the day and won the pole with an average speed of 225.817 mph.

Castroneves had little time to celebrate the pole, however, because Tony Kanaan was the last driver on the track before the 6 p.m. gun was fired, ending qualifications. His first three laps were fast enough to knock Castroneves off the pole, but his final lap of 225.358 mph gave him an average of 225.757 mph.

Castroneves jumped into the arms of his crew as they wildly celebrated to the cheers of the sun-splashed crowd that watched the six-hour qualification session at Indy.

"This pole position means a lot to me

NO. 3: CONTINUED ON PAGE 26



GINNY HEITHAUS PHOTO

FASTEST OF THE FAST: Helio Castroneves poses with his Roger Penske-owned No. 3 Saturday at Indianapolis Motor Speedway. Castroneves claimed his second Indy 500 pole.

NHRA Event At Bristol Delayed

BRISTOL, Tenn. — NHRA and Bristol Dragway officials announced the O'Reilly NHRA Thunder Valley Nationals presented by Q has been rescheduled for July 6-8, 2007.

The concrete launch pad of the quarter-mile drag strip's surface was recently replaced, and track officials

NHRA along with NHRA officials have been working to prepare the track for the

NHRA POWERade Drag Racing Series event, originally scheduled for this coming weekend, May 18-20.

Track officials contacted NHRA officials last week to advise them that the process of getting the race track ready was taking longer than expected. After a week-long process of trying to correct the situation, both organizations decided that the track's new concrete surface still was not setting properly and would not be ready for this week's event.

"We sent in our people to work with the team at Bristol Dragway to try and bring the surface around, but unfortunately it is not going to be raceable for this weekend," said Graham Light, senior vice-president of racing operations, NHRA. "In the interest of safety and quality of the show, we weren't left with a lot of options but to reschedule the event."

Speedway Community Gets A Race-Themed Face-Lift

By JOHN CLAYTON
STAFF WRITER

SPEEDWAY, Ind. — If not for the placement of the iconic Indianapolis Motor Speedway, Speedway, Ind., would be just

INDY 500 another suburb of Indiana's capital city. And the

Speedway High School Spark Plugs would probably be looking for another mascot.

But the famed Brickyard does rise out of a blue-collar neighborhood of single-story houses along Crawfordsville and Georgetown roads and 16th Street, giving the town of Speedway its name as well as its identity.

Hoping to capitalize on that identity, town officials and members of the Speedway Redevelopment Commission are planning to reveal a race-themed concept plan for the town's Main Street and the area

around the track called "The Speed Zone" at a public meeting on June 19.

It may sound a bit like a racing theme park, but it is a calculated plan for the town's future economic development and viability.

"Once the plan is revealed, it will be full-speed ahead for making Speedway, Ind., a destination venue all year round instead of just three weekends a year," said Town Manager John McCurtain.

Members of the Redevelopment

Corporation have been presented three separate but commonly themed plans for The Speed Zone from designers at American Structurepoint and are in the process of selecting the best components of each for the final presentation.

"The town of Speedway is a great place to raise a family and has an excellent school system," said Redevelopment Corporation President Scott Harris. "It has an adjacency to downtown Indianapolis as an

attraction, so we need to build on all those attributes and enhance the economic base of the town south of the track along with the old Main Street.

The three plans under consideration incorporate varying features on the theme, but all include moving portions of Georgetown Road and 16th Street that are currently adjacent to the track.

"The proposal to change the course

SPEEDWAY: CONTINUED ON PAGE 29

OPINIONS

ECONOMAKI: Could this be the end of racing on Long Island? **PAGE 4**

CLAYTON: Last year's Indy 500 still weighs on Marco's mind. **PAGE 5**

MARTIN: Castroneves may be on the pole, but TK stole the show. **PAGE 27**

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EXCLUSIVE

Hensley, Skinner Have Made A Winning Duo In Truck Series

Jeff Hensley is a happy man these days. And why not — under Hensley's direction, driver Mike Skinner and their No. 5 Bill Davis Racing Toyota Tundra have dominated the early portion of the NASCAR Craftsman Truck Series season.

FAST STARTERS
PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
USAC Midgets	Ricky Stenhouse, Jr.	Haubstadt, Ind.	10
USAC-CRA	Tony Jones	Perris, Calif.	13
ARCA RE/MAX	Erik Darnell	Sparta, Ky.	14
ASA LMs	Travis Dassow	Cedar Rapids, Iowa	14
Formula One	Felipe Massa	Barcelona, Spain	18
WoO LMs	Brian Harris	Davenport, Iowa	20
WoO LMs	Dennis Erb, Jr.	Beaver Dam, Wis.	20
WoO LMs	Brian Shirley	Lincoln, Ill.	20

THE FINISH

"We're not behind (Hendrick) by any means. We're the best car. They just get the breaks, and that's the bottom line. We haven't gotten any."

DENNY HAMLIN
NEXTEL CUP, PAGE 27



▶ PUBLIC FORUM

Let your voice be heard

Alienated Fan

As a fan of single-seat short-track race cars (see *Speed Sport News* logo), I'm concerned about their lack of any presence in our TV sports media, especially the asphalt track varieties. Today, if it's not stock cars on Speed Channel, it's motorcycles or monster trucks. Since the replacement of front-engined speedway race cars with expensive rear-engined V-8 formula road-race cars at our pre-eminent speedway in Indianapolis in 1965, and the loss of USAC sanction later on, we seem to have embarked on a one-way trip to grass-roots alienation and oblivion.

At Indy, with virtually no association to regular speedway race cars, we now have Al Unser, Jr. coming out of retirement perhaps more as a distant family connection, like Foyt, to a meaningful past.

If the IRL can find 33 road-course drivers to fill an irrelevant field of expensive Formula cars and engines, it will not be representative of American speedway racing's best cars or drivers. Perhaps it's time to wave the checkered flag on race cars, add 100 miles and the Borg-Warner Trophy to the Brickyard 400 and admit we've managed to kill off race cars and the Indy 500.

Now, if we can get NASCAR to keep developing the car of the future by removing the fenders, offsetting the engine and drivetrain and lowering the driver, perhaps add a front wing to plant the nose in the turns...? I know, we can call them supermodifieds and start 33 of them at Indy on Memorial Day. Just don't let Roger Penske have one.

Dick Lee
Seattle, Wash.

Where's The Debris?

With all due respect to Chris Economaki, I believe NASCAR is, in fact, manipulating the race outcome by use of bogus debris caution flags. The television broadcast crew has at various times stated that when the cameras are able to hone in on the debris, they will

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



A Trackless Long Island?

Buyers Seeking Sole Survivor: Riverhead Raceway

MIDLAND PARK, N.J.

New York's Long Island, a densely populated, 125-mile finger of land just east of New York City which juts into the Atlantic Ocean and has presented auto racing at dozens of locations over the years, may soon be without any. The only track left, Riverhead Raceway, a quarter-mile asphalt oval with an infield figure-8 course near Long Island's now-popular eastern end, is aggressively being sought by developers. Built as a dirt oval in 1954 and paved a year later, weekly auto racing has prevailed every year since at Riverhead. The 20-acre raceway parcel was acquired in 1977 by **Jim** and **Barbara Cromarty**, who have conducted auto racing there for 30 years. Realtors now say undeveloped land in that area commands a million dollars an acre. The Cromartys are "weighing offers." Auto racing has

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

enjoyed a long history of success on Long Island, starting in 1904 with the first Vanderbilt Cup race over farmland roads. The huge two-mile Sheepshead Bay high-banked board speedway was built in 1915. Dirt tracks sprouted in the early 1930s, and in 1936 the deluxe Roosevelt Raceway was

constructed to revive the Vanderbilt Cup event. But its four-mile, 16-turn road course made for too-slow racing, and the course was revamped with fewer turns and a 3.3-mile lap for the 1937 running, which was delayed one day by rain. Also in 1936, close by LaGuardia Airport, weekly midget racing boomed at the Madison Square Garden Bowl, attracting top drivers from throughout the country. Other midget racing tracks blossomed at Freeport, Islip and Cedarhurst along with indoor races at armories and sports arenas. Racing sports cars took to the airport runways at Floyd Bennett Field and the roadways of Montauk Point and Bridgehampton and even to the streets of the 1940 World's Fair in Flushing. Racing attracted big crowds at fairground ovals in Mineola and Riverhead and at the Coney Island Velodrome bicycle bowl, as well as the purpose-built Deer Park Speedway. In recent years, the midget cars were replaced by stock cars and jalopies. Now, there may be no auto racing at all.

Last week, Kentucky Fried Chicken was the bull's-eye NASCAR was aiming at to replace the Busch Series sponsorship that has only 23 races left before the beer brand says good-bye forever. But after due consideration — and no doubt a hard look at the reported \$30 million being asked — KFC said "no thanks" and walked away. So, with time drawing short,



CRAIG MURPHY PHOTO

WANTED MAN: Tony Kanaan qualified second for the Indianapolis 500, but let the police chase him during a training exercise at The Milwaukee Mile recently.

Daytona's marketing men are seeking — persuading might be a better word — other candidates for title sponsorship of its No. 2 series. Who might those candidates be? Names we hear are Subway, Dish Network, Dunkin' Donuts and Wal-Mart. Stay tuned.

Early this month Indy Racing League ace **Tony Kanaan** spent a good bit of time evading the police during a high-speed chase in Milwaukee. But Tony was being paid to be pursued, as he was the "professor" of a high-speed pursuit class being conducted for the benefit of the cops. The "classroom" was the infield road course at The Milwaukee Mile, where the full IRL complement will gather to blister the oval on the traditional Sunday after the 500 June 3.

Much ado these days in and around Indianapolis. On May 26 at noon, the 18th Little 500 induction ceremony and luncheon will be held, rain or shine, at Anderson Speedway. Our own **Dave Argabright** will emcee as **Ed Angle**, **Rollie Beale**, **Jerry Richert**, **Butch Dowker**, **Dave Durnwald** and **Chet Phillip** get enshrined. Call (765) 288-4587 for ticket info. At 8 a.m. on the 26th, the National Ass'n of Fan Clubs convenes at Indy's Clarion Waterfront Plaza

ECONOMAKI: CONTINUED ON PAGE 47

Hamilton Returns To Indianapolis 500 After Six Years

INDIANAPOLIS

Life. It comes at you fast and hard, and sometimes bad things happen to good people and you don't understand why. There isn't any explanation other than this: Life isn't fair.

But then comes a day when the stars line up and golden rays shine down from the sky and something happens to make you believe life is actually pretty decent, after all. Happy endings aren't just in fairy tales.

On a sun-drenched Sunday at the Indianapolis Motor Speedway, Davey Hamilton climbed into his race car and buckled in. The car had rolled through the tech line, up and over the inspection station and onto the smooth black pavement of pit lane.

He was here to qualify for the 91st Indianapolis 500, a man once completely written off but too stubborn to accept his fate. His crew fired his Honda engine, and Hamilton clicked the car into gear, revved the engine and eased out on the clutch. The car glided forward and his crew watched him roll away and he flipped down his visor and now he was on his own.

It had been six years since he last attempted to qualify for this race. Six long, lonely years, when this moment was nothing

AMERICAN SCENE



DAVE ARGABRIGHT

more than a distant dream.

It was the IndyCar race at Texas Motor Speedway in June, 2001. A car in front of Hamilton blew an engine, spitting oil onto the track. Hamilton had nowhere to go, and he hit the oil and slammed into the wall. The front of the car got into the catch fencing, and in a horrifying, fateful moment, Hamilton's feet were nearly severed from his legs.

In a heartbeat, Davey Hamilton's life was profoundly changed. His driving career was over. At least that's what everybody in the

world told him.

But on this Sunday he looked up as he passed along the main straightaway, and the starter was waving the green flag. At him.

In the hours following that Texas crash, it looked like he would lose both feet. But surgeons decided to do their miracle work, and they set about trying to, in essence, rebuild the man's entire lower extremities. Not to race again, but to stand upright. To walk. To play with his kids. To ride a bike. To live

ARGABRIGHT: CONTINUED ON PAGE 47

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The
Audit
Bureau

All About Being An Andretti

HARRISBURG, N.C.

Marco had carried that name around for 19 years or so, but now, as he prepares for his second Indianapolis 500, he knows — he really, really knows — what it means to be an Andretti.

Like so many Andrettis before him, he has had his heart broken by the Indianapolis Motor

Speedway, joining grandfather Mario, assorted uncles and cousins and the king of Indy heartache, dad Michael, in the family business of obsession.

So, this May, Marco will strap himself once again into the Dallara-Honda Mystery Machine and begin chasing the family ghosts around the beloved and cursed Brickyard.

"It's going to bother me 'til the end of my career, even if I win that thing four times," the younger Andretti said of last year's race, just as May got under way. "The race is so huge, especially for our family. I explain it to my friends. There's no Grand Prix or single race that's as big as that. That's the biggest race in the world."

The biggest race in the world — and Marco was right there, ready to ease if not erase so many bad family memories. It was his first Indy 500 and only his fourth IRL IndyCar start and coming out of turn four, he had the lead. He could see the yard of bricks and eternal glory, but Sam Hornish, Jr. had gotten too close.

And as has been the case so many times at Indy for so many Andrettis before him . . . "It just slipped away," he said. "Of course, it's going to bother me. I'm a competitor."

A year ago, it slipped away on the back straightaway, coming off the final turn of the final lap. Hornish had been closing in on Marco and got just close enough to set up and win a drag race to the finish line.

"If you say the better car should have won, then that's what happened. . . . But the way we lost it, leading out of turn four, kind of both-

ALL THE MARBLES



JOHN CLAYTON

ers me," Marco said.

The same way it kind of bothers his father still that his fuel pump died when his closest challenger was nearly 2.5 miles behind him.

The same way that it kind of bothers Michael, who finished third last year, that he has led 430 laps at Indy — more than anyone else who has never

won.

Hornish got a cold drink of milk, yet another Indy victory for Roger Penske and the Borg-Warner Trophy. Marco got the Rookie of the Year award and yet another chapter to add to the family Indy horror saga as consolation prizes, thank you very much.

It just slipped away. The Andretti scorebook reads something like, Indy 54, Andrettis 1 — and that discounts the nightmarish flip and crash Mario survived somehow unscathed during a practice session in 2002. It also discounts Michael's victory as Dan Wheldon's car owner. If that meant so much, Michael wouldn't be back again this year at 44, taking a second shot after his "retirement." He is hoping fate's nasty side is done with him. He's willing to go spend the month of May back in the haunted house if it means the chance of a payoff at the end.

On Pole Day, all five Andretti Green Racing teams, including Marco's, qualified for this year's running of the Indianapolis 500. Marco shook off early season failures to make the biggest race in the world.

After all the horrors, maybe Indy owes the Andrettis and is willing to pay up for the first time since Mario won in 1969.

Maybe he's due. Or maybe Marco is.

"I don't know what's worse, losing it the way I did or, in dad's case, almost a lap on the field and with 10 to go, the car breaks," Marco said, looking back at last year. "I wouldn't say it owes me. I'm still young. We still got time."

Maybe this time that will be enough. Maybe it won't just slip away.

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Maybe this time that will be enough. Maybe it won't just slip away.

Father And Son Racers

BALLSTON SPA, N.Y.

One would be hard-pressed to find a speedway anywhere in America without a pit area populated by fathers and sons.

At Busch and Nextel Cup events, dirt-track wizard Buzzie Reutimann can watch as engineers and crew members tweak son David's Toyotas. But at the short tracks, it's more likely that father and son will both be cranking the wrenches, talking and building their relationship as they get the son's car ready to race.

Guy and Kyle Sheldon both race modifieds at Howie Commander's super-fast Lebanon Valley Speedway, so for them the relationship is constantly changing. At 18, Kyle is in his second full season racing big-block DIRT modifieds. His father and grandfather's car was available when his dad, who made the traditional progression from the full-fender classes to the sportsman to the modifieds, moved to Bob Devine's No. 42.

At first, Guy worried about Kyle's safety, but didn't have to race him, as the youngster usually ran at the back of the pack. But that all changed this season when Kyle won on the second night of racing.

"Kyle got his first win, so now he's just another guy out there," says his father solemnly. "He says that I'm just a backmarker now, so I'll have to show him."

But he can't maintain his faked sternness for more than a few seconds, turning to a prideful smile and tales of his son's first victory.

"It was quite an experience," he says. "I was going to the front that night and got crashed, which was probably good. If I didn't catch and pass him, my crew would never have forgiven me and people would have said that I let him win. On the other hand, if I'd passed him, my wife would have killed me. I got from the rear back to 15th, but I couldn't see him at the end, which was the worst part of the whole deal."

Rain won the next week, but Guy ran down leader Ronnie Dwyer the following week and

THE LONG LOOK



RON HEDGER

inherited the lead when Dwyer crashed with three laps remaining. Guy Sheldon won the race, while his son finished fifth.

Eddie Marshall is 12th on the all-time winner's list at Lebanon Valley Speedway, one spot ahead of his father Ernie, who was the 1970 champion. His only regret in racing is that they didn't race against

each other more.

"We were in a couple of races together, but I was still in the 358s when he was big in the modifieds," recalls Ed.

"But I do remember the first time I raced. He told me to remember two things: 'Don't get into the turns too deep,' which is the most common mistake, and 'Don't get in too deep with your foot on the brake.' He came with me for years and years after he stopped racing and helped me with mechanical info and, more importantly, moral support. That's the part I miss most, as he's only here occasionally now."

John Flack and his son, John, Jr., are the only father-son duo to claim Lebanon Valley modified titles. The latter, who retired at a relatively young age after back-to-back titles in 1988 and 1989, is now fielding cars for his son Keith.

"My dad only came to the track three times all the time I raced," recalls John, Jr. "I think he figured that if he was here, I'd try to impress him and get in trouble. That's why I don't put any pressure on Keith. We want to run good, but it's been great already just keeping the family together, working toward a common goal."

Lebanon Valley has a number of other father-son combinations, including Kenny Tremont, Jr., the all-time victory leader in his father's famed No. 115; defending champion Andy Bachetti and his father Scott; and two-time champion Dickie Larkin and son Ryan.

Check out your local short track and you'll find similar stories.

Sports Contracts Are Big Business, And The Bidding Will Be High For Earnhardt

VALLEY STREAM, N.Y.

The world of sports in this country has grown from a hobby, to a business, then an industry and now a conglomerate.

The Gross National Product of sports in the USA from a participant to a ticket buyer or the selling of it on TV is bigger than the total GNP of many other countries.

The biggest figure in sports is golfer Tiger Woods. It is said his worth is more than one hundred million smackers. For the first time in history a race driver will soon be sports's number-one commodity.

Unless you've been hiding in a cave with those Geico guys, you know I'm talking about Dale Earnhardt, Jr.

Junior's decision to leave Dale Earnhardt, Inc. is a huge story, with

many dominoes falling along with it.

While Dale, Jr. has not reached the heights in his sport that Woods has, he has more sources which might make him worth over two hundred million dollars.

While Woods makes his living with prize money and endorsements, there is a big difference in the two sports. While golf has millions of fans who play the sport, it is largely a man's game, at least the professional golf tour's following is. As successful as Woods is, he is hardly warm and cuddly.

While Junior is beloved because of his outgoing personality and is appealing to both men who'd like to pal around him and gals who adore him, Woods has been known to snarl at fans whose camera clicks disturb

RACING JOURNAL



GARY LONDON

his swing.

Auto racing is followed by almost as many women as men. The fan base is limitless. While Dale, Jr.'s race purses are enough to make him comfortable, his income from souvenir sales and from sponsorships and endorsements may make him one of the

wealthiest people under age 35 around.

The rumors that he will sign with Hendrick Motorsports don't make much sense. He would be the fourth driver on that team. His stature is certainly worthy of more than that.

Richard Childress holds the aces here. The best up his sleeve is the No. 3, which is still his. When all the parties involved sit at the big table and negotiate, Childress has Dale Earnhardt, Jr. driving the famous number of his dad on top of the deck.

It is guessed that the Budweiser deal now set with Junior is among the highest in motorsports, in the \$20-25-million-per-year range.

Without batting an eye, Childress can put \$50 million a year as his

starting point. You can bet someone will pay at least that.

I also wonder what the folks at Toyota would offer to have Dale, Jr. in a Camry? I'd love to be a fly on the wall at that meeting.

The speculation being tossed about is how Dale's dad would feel about his son leaving DEI, the team he started. Dale, Sr. was a very loyal man. He was with Childress for 18 years. Yet, I still think he'd want what was best for his son.

All I can say is stay tuned. The soap opera will continue.

Clipping coupons for my GNP at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail at Racewri 771 @AOL.com.

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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 18 and 19: May 11-12

FINAL RESULTS

WINNER



Jason Meyers

Friday

May 11, U.S. 36 Raceway, Cameron, Mo.

Qualifications: 1. Donny Schatz, Schatz 15, 10.358; 2. Jason Solwold, Carnahan 19, 10.378; 3. Tim Kaeding, Woodward 2, 10.384; 4. Zach Chappell, Chappell 8K, 10.392; 5. Jason Meyers, Stockbridge 14, 10.400; 6. Sam Hafertepe, Jr., Hafertepe 15h, 10.403; 7. Steve Kinser, Kinser 11, 10.410; 8. Chad Kemenah, Kemenah 3x, 10.431; 9. Jason Sides, Sides 7s, 10.463; 10. Chad Hillier, Hillier 5c, 10.474; 11. Terry McCarl, McCarl 24, 10.486; 12. Daryn Pittman, Titan 21, 10.496; 13. Billy Alley, VerMeer 55, 10.502; 14. Paul McMahan, Stewart 20, 10.524; 15. Randy Hannagan, Hannagan 1x, 10.533; 16. Tony Bruce, Jr., Bruce 18t, 10.535; 17. Joey Saldana, Kahne 9, 10.545; 18. Danny Lasoski, Roth 83, 10.550; 19. Justin Henderson, Henderson d1, 10.592; 20. Kerry Madsen, Helm 11h, 10.596; 21. Jeremy Campbell, Campbell 10c, 10.604; 22. Tim Shaffer, Parsons 6, 10.632; 23. Jim Cameron, Cameron 96c, 10.644; 24. Craig Dollansky, Karavan 7, 10.656; 25. Jason Martin, Martin 36, 10.696; 26. Dusty Zomer, Zomer 1z, 10.749; 27. Dion Hindi, Hindi 11h, 10.755; 28. Brian Carlson, Carlson 18, 10.803; 29. J.R. Topper, Topper 9zj, 10.845; 30. Mike Moore, Moore 69, 10.951; 31. Jac Haudenschild, Wright 35, 11.222; 32. David Langford, Langford 32L, 11.722; 33. Mallory Armfield, Armfield 5ma, 12.108.

First Heat (10 laps): Sides, Meyers, Schatz, Saldana, Alley, Campbell, Topper, Martin, Armfield.

Second Heat (10 laps): McMahan, Solwold, Hillier, Hafertepe, Shaffer, Lasoski, Zomer, Moore.

Third Heat (10 laps): McCarl, Hannagan, Kinser, Kaeding, Haudenschild, Cameron, Hindi, Henderson.

Fourth Heat (10 laps): Pittman, Bruce, Chappell, Kemenah, Madsen, Dollansky, Carlson, Langford.

Crane Cams Dash (8 laps): Meyers, McMahan, Hannagan, McCarl, Pittman, Solwold, Bruce, Kaeding, Schatz, Sides.

B Main (12 laps): 1. Henderson; 2. Lasoski; 3. Cameron; 4. Campbell; 5. Zomer, \$200; 6. Dollansky, \$180; 7. Topper, \$175; 8. Moore, \$160; 9. Langford, \$150; 10. Carlson, \$150; 11. Martin, \$150; 12. Hindi, \$150; 13. Armfield, \$150.

Feature (40 laps): 1. Meyers, \$10,000; 2. Kaeding, \$5,500; 3. Haudenschild, \$3,200; 4. McMahan, \$2,800; 5. Schatz, \$2,500; 6. Pittman, \$2,300; 7. Hannagan, \$2,200; 8. Saldana, \$2,100; 9. McCarl, \$2,050; 10. Dollansky, \$1,200; 11. Chappell, \$1,500; 12. Kinser, \$1,200; 13. Bruce, \$1,100; 14. Madsen, \$1,050; 15. Campbell, \$1,000; 16. Sides, \$900; 17. Lasoski, \$800; 18. Shaffer, \$800; 19. Alley, \$800; 20. Cameron, \$800; 21. Solwold, \$800; 22. Kemenah, \$800; 23. Hillier, \$800; 24. Hafertepe, \$800; 25. Henderson, \$800.

WINNER



Craig Dollansky

Saturday

May 12, Lake Ozark Speedway, Eldon, Mo.

Qualifications: 1. Zach Chappell, Chappell 8K, 11.705; 2. Jason Sides, Sides 7s, 11.866; 3. Jason Meyers, Stockbridge 14, 11.886; 4. Danny Lasoski, Roth 83, 11.889; 5. Steve Kinser, Kinser 11, 11.897; 6. Joey Saldana, Kahne 9, 11.932; 7. Jason Solwold, Carnahan 19, 11.938; 8. Tim Shaffer, Parsons 6, 11.970; 9. Terry McCarl, McCarl 24, 12.040; 10. Craig Dollansky, Karavan 7, 12.052; 11. Chad Hillier, Hillier 5c, 12.056; 12. Jeremy Campbell, Campbell 10c, 12.061; 13. Donny Schatz, Schatz 15, 12.070; 14. Chad Kemenah, Kemenah 3x, 12.107; 15. Daryn Pittman, Titan 21, 12.109; 16. Tony Bruce, Jr., Bruce 18t, 12.126; 17. Jac Haudenschild, Wright 35, 12.139; 18. Tim Kaeding, Woodward 2, 12.156; 19. Randy Hannagan, Hannagan 1x, 12.158; 20. Brian Carlson, Carlson 18, 12.216; 21. Sam Hafertepe, Jr., Hafertepe 15h, 12.234; 22. Paul McMahan, Stewart 20, 12.265; 23. Jason Martin, Martin 36, 12.267; 24. Randy Martin, Martin 14m, 12.307; 25. Kerry Madsen, Madsen 11h, 12.386; 26. Justin Henderson, Henderson d1, 12.408; 27. Dion Hindi, Hindi 11h, 12.592; 28. Adam Jones, Jones 1a, 12.641; 29. Tyler Thompson, Thompson 11t, 12.849; 30. Doc Sloan, Sloan d12, 13.135.

First Heat (10 laps): Dollansky, Solwold, Lasoski, McMahan, Chappell, Madsen, Schatz, Hannagan, Bruce, Jones.

Second Heat (10 laps): Shaffer, Kinser, Haudenschild, Sides, Hillier, J. Martin, Kemenah, Thompson.

Third Heat (10 laps): Campbell, McCarl, Meyers, Saldana, Pittman, Kaeding, Hafertepe, Sloan, R. Martin, Hindi.

Crane Cams Dash (8 laps): Dollansky, McCarl, Shaffer, Solwold, Kinser, Lasoski, Meyers, Sides, Campbell, Chappell.

B Main (12 laps): 1. Schatz; 2. Bruce; 3. Kemenah; 4. Hannagan; 5. Hafertepe; 6. Henderson; 7. R. Martin, \$200; 8. Hindi, \$180; 9. Jones, \$175; 10. Sloan, \$160; 11. Thompson, \$150; 12. Carlson, \$150.

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

Dollansky Gets It Done

BY TONY VENEZIANO

ELDON, Mo. — It was a long time coming, but Craig Dollansky finally posted his first World of Outlaws victory of the season Saturday night at Lake Ozark Speedway.

Dollansky left no doubt about who had the strongest car, leading all 35 laps for the 19th WoO victory of his career.

Taking the lead at the green flag, Dollansky was in lapped traffic just eight laps into the event. He battled traffic all night, which allowed Tim Shaffer to close the gap during the final laps, with Dollansky winning by 0.2 second.

"It's definitely nice to get our first win of the year and get that monkey off of our back," said Dollansky. "My crew guys have been working hard. We knew that first win would come, and it's nice to get it for the whole team."

After winning his second Crane Cams Dash of the season, Dollansky lined up on the pole. A couple of mid-race cautions bunched the field on the third-mile oval, but each time on the restart, Dollansky charged down the front straightaway and opened a commanding lead by the time he reached the back straightaway.

"We had a good race car, and I felt comfortable with the track the way it was," he said. "Toward the middle of the race I got down on the bottom and stayed down there. That was the place to be."

Shaffer finished second.

"I definitely thought I had a chance at the end," said Shaffer. "One little slip up and I could have lost a spot, and if he would have slipped up he would have lost a spot. I was getting



KEN SIMON PHOTO

FINALLY, No. 19: Craig Dollansky holds off Steve Kinser Saturday night at Lake Ozark Speedway.

greedy there at the end and pushed the car pretty hard. My team did a great job. They had the car right all night."

Joey Saldana charged from ninth to finish third.

"We needed a solid run tonight," said Saldana. "We've struggled a bit

on the little sticky tracks, and this one tonight got a little slick and that helped us out. It seems like what we are doing to our cars works better when the track gets slick."

Steve Kinser and Daryn Pittman rounded out the top five, with point-leader Donny Schatz sixth.

Meyers Goes Wire To Wire In Mo.

BY TONY VENEZIANO

OSBORN, Mo. — One of the most valuable skills that Jason Meyers has learned over the years on the road with the World of Outlaws is how to quickly adapt to race tracks that he has never seen.

That skill paid off Friday night as Meyers led every lap of the second annual Missouri High Banked Nationals at U.S. 36 Raceway. It was his second triumph of the season.

Meyers turned the fifth-fastest lap in time trials, finished second in the first heat and won the Crane Cams Dash to earn the pole for the 40 lapper.

"This entire Elite Racing Team has been doing a great job," said Meyers. "Charlie Garrett has been working hard on our motors lately and it's paying off. I can't thank him enough for his hard work. He told me the other day that he wants to win a race at Williams Grove this year, so hopefully we can go out there next week and get him one."

Meyers led wire to wire, enduring a number of late cautions in the



Jason Meyers

process, including one with two laps to go that allowed Tim Kaeding, in Larry Woodward's No. 2, to close up on him. A strong restart gave Meyers the advantage he needed to pull away.

"When they held up the lineup board, I saw that Tim (Kaeding) was behind me," Meyers said. "I have raced with Tim long enough to know

that you are never safe with Tim behind you with two laps to go. I thought he might have something for us, and I knew I had to go hard those last three laps."

Kaeding, who was filling in for Brooke Tatnell for the second-straight race, finished second.

"I'm doing the best that I can for Brooke (Tatnell)," said Kaeding. "I wish we would have gotten the win for him, but second place is better than last place, I can tell you that. I am just happy to be at the front again, running decent."

Jac Haudenschild, who won the inaugural Missouri High Banked Nationals in 2006, thrilled the standing-room-only crowd with a drive from 24th to third.

"The car felt good tonight," said Haudenschild. "It was handling well, and the crew had it running good all night. We messed up a bit qualifying and that forced us to start way back there. We were glad to get to the front."

Paul McMahan was fourth, with point-leader Donny Schatz fifth.

UP NEXT

May 15, Lernerville Speedway, Sarver, Pa.

May 17-18, Williams Grove Speedway, Mechanicsburg, Pa.

May 19, Orange County Fair Speedway, Middletown, N.Y.

May 20, New Egypt Speedway, New Egypt, N.J.

STANDINGS

FIRST



Donny Schatz

SECOND



Joey Saldana

THIRD



Daryn Pittman

Top 10

1. Donny Schatz	2,717	6. Danny Lasoski	2,502
2. Joey Saldana	2,703	7. Steve Kinser	2,464
3. Daryn Pittman	2,596	8. Terry McCarl	2,406
4. Craig Dollansky	2,535	9. Jason Solwold	2,379
5. Jason Meyers	2,503	10. Jac Haudenschild	2,371

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7:00AM	All-Star Spotlight 1985	4:00AM
7:30AM	All-Star Spotlight 1987	4:30AM
8:00AM	All-Star Spotlight 1989	5:00AM
8:30AM	All-Star Spotlight 1992	5:30AM
9:00AM	All-Star Spotlight 1994	6:00AM
9:30AM	Survival of the Fastest	6:30AM
10:00AM	NASCAR Craftsman Truck Series Practice	7:00AM
1:00PM	NASCAR Nextel Cup Practice	10:00AM
4:00PM	NASCAR Live	1:00PM
4:30PM	NASCAR Craftsman Truck Series Qualifying	1:30PM
6:00PM	NASCAR Nextel Cup Qualifying	3:00PM
8:30PM	NCTS Setup	5:30PM
9:00PM	NASCAR Craftsman Truck Series Race	6:00PM
11:30PM	Trackside	8:30PM
12:30AM	Survival of the Fastest	9:30PM
1:00AM	All-Star Memories	10:00PM
2:00AM	NCTS Setup	11:00PM
2:30AM	NASCAR Craftsman Truck Series	11:30PM
5:00AM	All-Star Memories	2:00AM
EASTERN	SATURDAY	PACIFIC
6:00AM	All-Star Spotlight 1985	3:00AM
6:30AM	All-Star Spotlight 1987	3:30AM
7:00AM	All-Star Spotlight 1989	4:00AM
7:30AM	All-Star Spotlight 1992	4:30AM
8:00AM	All-Star Spotlight 1994	5:00AM
8:30AM	Wind Tunnel Special Edition	5:30AM
10:00AM	All-Star Memories	7:00AM
11:00AM	Trackside	8:00AM
12:00PM	NASCAR Live	9:00AM
12:30PM	Nextel Pit Crew Challenge	9:30AM
2:30PM	Nextel All-Star Special	11:30AM
3:00PM	Tradin' Paint	12:00PM
3:30PM	NASCAR Performance	12:30PM
4:00PM	NASCAR RaceDay	1:00PM
7:00PM	NASCAR Nextel All-Star Challenge	4:00PM
11:00PM	NASCAR Victory Lane	8:00PM
12:00AM	NASCAR Nextel All-Star Challenge	9:00PM
4:00AM	NASCAR Victory Lane	1:00AM
5:00AM	All-Star Spotlight 1992	2:00AM

RACE REWIND

NASCAR BUSCH SERIES

Race 12 of 35: Diamond Hill Plywood 200, Friday, May 11
Darlington Raceway, Darlington, S.C.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Denny Hamlin	Mark Martin	Carl Edwards

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	20	Denny Hamlin	Rockwell Automation Chevrolet	147	\$60,300	Running
2	26	5	Mark Martin	Hendrick Autoguard Chevrolet	147	\$36,030	Running
3	15	60	Carl Edwards	Scotts/Miracle-Gro.com Ford	147	\$35,955	Running
4	11	29	Jeff Burton	Holiday Inn Chevrolet	147	\$31,355	Running
5	20	2	Clint Bowyer	BB&T Chevrolet	147	\$28,530	Running
6	10	38	Jason Leffler	Great Clips Toyota	147	\$31,505	Running
7	17	33	Tony Stewart	Old Spice Chevrolet	147	\$25,190	Running
8	3	37	Greg Biffle	Cub Cadet Ford	147	\$19,550	Running
9	5	24	Casey Mears	National Guard Chevrolet	147	\$19,280	Running
10	21	21	Kevin Harvick	AutoZone Chevrolet	147	\$27,005	Running
11	12	12	Ryan Newman	Kodak Dodge	147	\$18,225	Running
12	22	4	Regan Smith	Ginn Resorts Chevrolet	147	\$20,050	Running
13	8	6	David Ragan	Discount Tire Ford	147	\$18,975	Running
14	35	11	Jason Keller	Force Protection Chevrolet	147	\$17,550	Running
15	19	42	Juan Pablo Montoya	Texaco/Havoline Dodge	147	\$23,775	Running
16	7	1	J.J. Yeley	Micosaukee Resorts Chevrolet	147	\$17,775	Running
17	29	9	Scott Riggs	Charter Dodge	147	\$22,300	Running
18	24	22	Mike Bliss	Family Dollar Dodge	147	\$16,750	Running
19	4	59	Marcos Ambrose	Kingsford Ford	147	\$17,000	Running
20	25	35	Bobby Hamilton, Jr.	McDonald's Ford	147	\$17,600	Running
21	9	27	Ward Burton	Kleenex/Cottonelle Ford	147	\$16,575	Running
22	14	15	Paul Menard	Menards/NIBCO Chevrolet	147	\$16,525	Running
23	31	7	Mike Wallace	Geico Chevrolet	147	\$16,850	Running
24	33	99	David Reutimann	Aaron's Dream Machine Toyota	147	\$16,425	Running
25	39	28	Derrike Cope	U.S. Border Patrol Chevrolet	147	\$16,525	Running
26	16	90	Stephen Leicht	citi financial Ford	147	\$16,325	Running
27	36	88	Shane Huffman	U.S. Navy Chevrolet	147	\$16,275	Running
28	40	14	Kyle Krisloff	Clabber Girl Ford	146	\$16,225	Running
29	42	71	Ron Young	Wyco Plumbing Chevrolet	146	\$16,190	Running
30	2	41	David Stremme	Wrigley's Winterfresh Dodge	145	\$14,600	Running
31	13	10	Dave Blaney	Camping World Toyota	145	\$16,095	Running
32	28	47	Jon Wood	Clorox/American Red Cross Ford	145	\$16,075	Running
33	23	25	David Gilliland	freecreditreport.com Ford	140	\$14,055	Running
34	27	77	Bobby Labonte	Dollar General Chevrolet	136	\$14,035	Running
35	32	36	Brent Sherman	Big Lots Chevrolet	128	\$15,995	Running
36	30	23	Brad Keselowski	MACTac.com Chevrolet	113	\$15,975	Accident
37	6	17	Matt Kenseth	Dish Network Ford	111	\$13,955	Accident
38	38	16	Todd Kluever	3M Ford	106	\$21,405	Running
39	18	66	Steve Wallace	HomeLife Communities Dodge	104	\$15,860	Running
40	41	0	Eric McClure	Hefty Chevrolet	94	\$15,840	Accident
41	34	18	Aric Almirola	Banquet Chevrolet	79	\$15,820	Running
42	37	30	Stanton Barrett	Interush Chevrolet	29	\$15,795	Engine
43	43	01	Morgan Shepherd	RACEGIRL Chevrolet	7	\$15,758	Handling

RACE STATISTICS




Race time: 2 hours, 10 minutes, 26 seconds
Average speed: 92.37 miles per hour
Victory margin: 1.335 seconds
Caution flags: 10 for 48 laps
Lead changes: Nine among six drivers

Lap leaders: Denny Hamlin, 1-16; Matt Kenseth, 17-23; Hamlin, 24; Mike Wallace, 25; Hamlin, 26-34; Greg Biffle, 35-53; Hamlin, 54; Regan Smith, 55-78; Jason Leffler, 79-95; Hamlin, 96-147.

TALK OF TIME TRIALS

Denny Hamlin put his No. 20 Rockwell Automation Chevrolet on the pole for the second-straight week, posting a fast lap of 166.993 mph. David Stremme, Greg Biffle, Marcos Ambrose and Mark Martin completed the top-five qualifiers.

STANDINGS

FIRST	SECOND	THIRD
		
Carl Edwards	Kevin Harvick	David Reutimann

Top 10

1. Carl Edwards	1,958	6. David Ragan	1,270
2. Kevin Harvick	1,525	7. Bobby Hamilton, Jr.	1,252
3. David Reutimann	1,359	8. Regan Smith	1,238
4. Dave Blaney	1,353	9. Juan Pablo Montoya	1,227
5. Matt Kenseth	1,280	10. Greg Biffle	1,215



RUSTY JARRETT/GETTY IMAGES

DENNY DOMINATION: Denny Hamlin leads the field Friday night in Darlington, S.C. Hamlin scored his first Busch Series victory of the season and his first since winning at the track in 2006.

Repeat Performance

Hamlin Dominates Race, Returns To Victory Lane At Darlington

BY SHEENA BAKER
PRODUCTION EDITOR

DARLINGTON, S.C. — Denny Hamlin drove like a man on a mission Friday night, finally returning to victory lane in the Diamond Hill Plywood 200 at Darlington Raceway.

Starting from the pole, Hamlin led five times for 79 laps, holding off a late-race charge by point-leader Carl Edwards and veteran Mark Martin. The victory was Hamlin's third-career Busch Series win and his first since taking last year's event at the 1.33-mile South Carolina track.

"I gave away races and my team gave away races on the Busch and Cup side. This is definitely a big relief to get a win after one year in the Busch Series," Hamlin said.

"I didn't have to run hard today. Our car was that good. We were able to come through at the end. We had enough of a lead over [Martin] to run our own pace. I couldn't be more proud to beat Mark and Carl and those guys."

Hamlin battled the Fords of Greg Biffle and Matt Kenseth through the early stages of the race, but a series of cautions and off-sequence pit stops mired the Virginia native mid-pack. Still, Hamlin worked his way through traffic and back to the point on lap 96. For Hamlin, Friday's victory meant more than adding another statistic to his win column.

Hamlin honored the victims of the April 16 Virginia Tech massacre by taking the school's flag around the track on his victory lap. Coincidentally, the win came the



RUSTY JARRETT/GETTY IMAGES

HOKIE PRIDE: Virginia native Denny Hamlin honored the victims of the April 16 Virginia Tech tragedy by taking the school's flag around the track after winning Friday's Diamond Hill Plywood 200.

night of the university's commencement.

"This meant a lot, especially to everyone at Virginia Tech," Hamlin said. "I just feel like I'm paying respect to everyone there. I feel like

"I feel like I'm doing my duty as a Virginian to help the healing."

DENNY HAMLIN

I'm doing my duty as a Virginian to help the healing."

Under way without incident for the first 24 laps, the 200-mile race soon turned into a wreckfest. Caution waved 10 times for 48 laps, including a late-race red flag for a Bobby Labonte spin on the frontstretch that set up a six-lap dash to the checkered flag. Hamlin was able to pull away on the final restart as Martin battled Edwards for second.

Driving a Rick Hendrick-owned Chevrolet, Martin moved his way through the field after starting 26th and scored the team's fifth top-five finish of the season.

"This means more to me than a lot of people know," Martin said of driving the No. 5. "To be able to drive for the organization and all those guys means a lot to me."

Edwards, who started 15th in the No. 60 Ford, took a peek inside Hamlin going into turn three after the restart but was unable to make a move on Hamlin.

"My hat's off to Denny Hamlin and really off to Mark Martin," Edwards said. "There were a couple of moves that Mark let me get by with, and I just really appreciate that. There at the end it was neat to be able to race him, and we ended up third."

Edwards's third-place finish helped pad his point lead, boosting him 433 points ahead of Kevin Harvick, who has skipped two of the 12 races, in the standings.

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INDUSTRY INSIDERS

Stories of people who make a living in motorsports

Statistics Do Not Lie: A.J. Foyt Enjoyed An Amazing Career

A.J. Foyt's Indy-car racing records — four Indianapolis 500 championships, 67-career victories and 35-consecutive Indianapolis 500 starts — are testaments to one man's driving talent, determination and mechanical knowledge.

Examine the statistics closer and you unearth some further astounding accomplishments. The ones that are amazing to me are the transitions he made in equipment and speed. He went from a front-engine roadster with five-inch-wide tires, to a rear-engine, ground-effects car and won at Indy with both.

He also ran his first four races on the race track when the straightaways were still brick, and won in 1961.

Then there's the evolution of speed. From his rookie year (143.130 miles per hour in 1958) to his fastest qualifying year (222.790 mph in 1992) he jumped 80 mph. That's staggering. Nobody will ever do that again.

By **BRIAN BARNHART**
GUEST COLUMNIST

Behind the statistics is a living legend who was raised in humble surroundings and — though he's experienced fame and fortune — remains humble to this day.

As the IndyCar Series celebrates his 50th-anniversary year in Indy-car racing, I've been fortunate to call A.J. a racing hero, crafty competitor, boss and something I cherish most — a friend.

A.J. was my racing hero growing up. I remember the first time my dad took me to the Indianapolis Motor Speedway in the late 60s. I was 8 years old and A.J. was racing and I didn't even realize he had already won the race three times by the time I got there the first time.

As I became a fan of Indy-car racing and a fan of the drivers — especially in that era — A.J. became my favorite driver, mainly because of his success. It's certainly easy to cheer for someone who wins a lot, and he obviously won more than anybody else. I also liked the way he did it. His personality; I kind of liked the rough and tough and gruff guys.

As I became more involved with the sport and had an opportunity to work for him, it was a tough transition to being a fan of someone — almost idolizing him — to having a relationship with the person and getting an opportunity to work for him. Working for him, getting to know him and becoming a friend of his has been beyond my expectations.

He's a guy that would give you the shirt off his back. In the couple of years I worked for A.J., I probably learned more simply because of the diversity of what we worked on. We did the 24-hour race at Daytona and a few sports-car races. We did stock-car racing and Indy-car racing. With his vast experience and knowledge, I learned more in a short period of time working for him than I did probably the other 12 years I worked on Indy cars.

He's an unbelievable resource in experience and knowledge. He's a unique individual. There's never been anyone like him before, and it's doubtful there will be anyone like him in the future.

NEXT WEEK ...

Mario Andretti will offer his thoughts on the state of auto racing in 2007.

who took notice of the sport, has made the sport a more valuable commodity.

He remains actively involved in the IndyCar Series with A.J. Foyt Racing, fielding the No. 14 ABC Supply Co. entry with Darren Manning behind the wheel. Though he has turned over the day-to-day operations to his son, Larry, A.J. will be at every race weekend as the voice of experience.



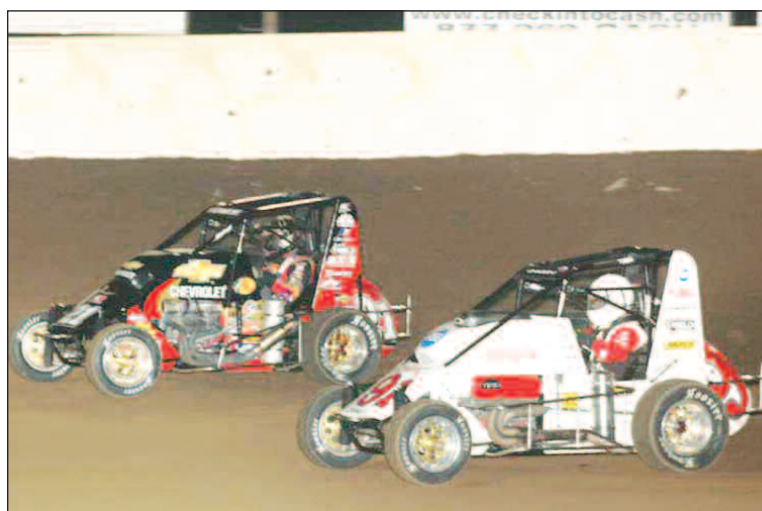
BRIAN BARNHART

Brian Barnhart is the vice-president of competition for the Indy Racing League IndyCar Series.

Award Winner: Barnhart won the Indy Racing League Achievement Award in 1999 for his contribution to the series.

500 Winner: A mechanic for many years, Barnhart won a pair of Indianapolis 500s while working with driver Al Unser, Jr.

Education: Central University (now University of Indianapolis)



ALLEN HORCHER PHOTO

TRIFECTA: Tony Stewart Racing driver Ricky Stenhouse, Jr. moves past Davey Ray on his way to a third USAC national division triumph Saturday.

Versatile Stenhouse Is Up To Challenge

By **JIM MORRISON**

HAUBSTADT, Ind. — Ricky Stenhouse, Jr. became the first driver this year to win in each of USAC's three national divisions by claiming the 30-lap Toyota

USAC MIDGETS Challenge for the National Midget Series at Tri-State Speedway Saturday night.

The Mississippi youngster collected victories in USAC's Sprint Car and Silver Crown series earlier this season.

Stenhouse, driving the Tony Stewart Racing entry powered by a Chevrolet engine, passed leader Davey Ray on the 11th lap and was never seriously challenged, despite several late-race caution periods.

"This is just unbelievable," said Stenhouse, who joined the Stewart team after Tracy Hines was injured in a non-racing-related accident.

Ray, a former Badger Midget champion, fought with Hud Cone during the opening laps, losing the lead once to Cone on the fourth lap and again to Stenhouse on the 11th circuit of the quarter-mile dirt track.

Cone finished second, with point-leader Darren Hagen, Brad Kuhn and Jerry Coons, Jr. rounding out the top five.

POWERi, which conducts midget racing events primarily in Illinois, co-sanctioned the event with USAC. Both groups supplied officials for the evening.

Saturday Night All Right For Lemley

ALGER, Wash. — Brock Lemley rebounded from a near miss on Friday with a Northwest Sprint Challenge Series victory Saturday at

NSCS

Skagit Speedway.

Lemley inherited the lead when Travis Rutz tangled with the slower car of Danielle Huson in turn four on lap 29 of the 40-lap feature. Lemley was challenged once by Roger Crockett but held his ground and took the victory aboard the Kentch Bros.

Two serious-looking accidents brought out the red flag during the midget preliminary races.

Jasiel Randolph and Tim Siner flipped in the fourth turn of the second heat, sending Randolph's car high into the air before crashing to a stop on the frontstretch. Randolph and Siner flipped independently of each other at the same time. Neither was injured.

Derrick Myers and Tate Martz flipped during one of the semi-features. Myers got into the wall at the end of the frontstretch and flipped over the pit exit and onto the concrete wall on the other side before landing upside down in the turn. Martz flipped trying to avoid Myers. Myers was transported to the hospital for observation. Martz was uninjured.

The summary:

First Heat (10 laps): Davey Ray, Cole Carter, Derrick Myers, Kevin Swindell, Damion Gardner, Dereck King, Joe Liguori, Donnie Ray Crawford, Bobby East, Thomas Chandler, Brett Anderson.

Second Heat (10 laps): Brad Kuhn, Hud Cone, Jerry Coons, Jr., A.J. Fike, A.J. Felker, Stephanie Mockler, Tim Siner, Donnie Lehmann, Kyle Wissmiller, Jasiel Randolph, Russ Harper.

Third Heat (10 laps): Brady Bacon, Dave Darland, Dustin Morgan, Brad Loyet, Matt Sherrill, Tom Hessert III, Levi Jones, Austin Brown, Brad Paris, Jonathan Hendrick.

Fourth Heat (10 laps): Ricky Stenhouse, Jr., Shane Cottle, Mat Neely, Danny Stratton, Gary Altig, Nick Knepper, Gary Taylor, Randy Bateman, Kellen Conover, Tate Martz.

Fifth Heat (10 laps): Josh Wise, Zach Daum, Darren Hagen, Mike Hess, Chris Windom, Dalton Cole, Chuck Gurney, Jr., Dave Camfield, Jr., Darrell Martin, Chase Barber.

First Semi (12 laps): Felker, Jones, Hess, Fike, Anderson, Cole, Sherrill, Lehmann, Altig, Conover, Myers, Martz, Bateman, Gurney, Martin.

Second Semi (12 laps): Hessert, Swindell, Taylor, Knepper, East, Windom, King, Hendrick, Mockler, Crawford, Brown, Liguori, Paris, Chandler, Morgan, Harper, Barber.

Feature (30 laps): Stenhouse, Cone, Hagen, Kuhn, Coons, Carter, Ray, Hessert III, Bacon, Stratton, Swindell, Cottle, Hess, East, Jones, Loyet, Daum, Neely, Taylor, Lehmann, Felker, Knepper, Gardner, Wise, Darland.

No. 40 Triple X.

That victory was made sweeter by the fact that a potential race-winning pass was taken away from Lemley Friday night due to a caution flag.

Steven Kent took second while Robbie Vaughn, Evan Funk, Jason Bloodgood and Roger Oudman rounded out the top five.

The finish:

Brock Lemley, Steve Kent, Robbie Vaughn, Evan Funk, Jason Bloodgood, Roger Oudman, Brian Kirkpatrick, Seth Bergman, Taylor Malsam, Henry Van Dam, Derek Ingalls, Brendan Boyce, Mitch Olson, Travis Rutz, Danielle Huson, Rob Held, Jayme Barnes, Joe Ramaker, Josh DeWitt, Billy Mutter.

Crown Returns To Dixie

Pierce Roars To Exciting Finish At Darlington

DARLINGTON, S.C. — Aaron Pierce led USAC's assault on Darlington Raceway Thursday night and came away \$23,500 richer after scoring a thrilling victory in the USAC Silver Crown Showdown at Darlington.

Pierce led a three-car freight train to the checkered flag, as Wayne Reutimann, Jr. and Pablo Donoso were less than a second behind. The crowd was on its feet for the final 20 laps of the 1.366-mile oval.

NASCAR driver J.J. Yeley won the pole for the 50-lap race in A.J. Foyt's Greer Special at a speed of 163.555 miles per hour, but Pierce started alongside on the front row. When the green flag waved, Yeley took off, extending his lead to nearly 10 seconds before a lap-23 yellow for debris on the backstretch.

On the restart, Yeley bobbed in turn two and Donoso slid past. Yeley regained momentum, but he scraped the wall in turn three and was forced to the pits and out of the race. Pierce closed on Donoso and dove beneath him to take the lead on lap 37. Two laps later, Reutimann joined the fray and the three-car battle was on.

As the laps wound down, Donoso made a dive under Pierce on lap 48, but Reutimann slid around the top against the wall and took second.

"Our plan, ever since we first tested here, was to lay back and wait for the leaders to use up their tires," said Pierce, who piloted the Sam Pierce Chevrolet/Kroger-Tide-Bounty-Pringles Riley Chevy. "The tires really didn't fall off bad and the track was great. It's a real honor to win at this historic track."

Pierce emerged as the new Silver Crown point leader, nine ahead of Reutimann going into the 55th Hoosier Hundred at the Indiana State Fairgrounds in Indianapolis May 25.

Rounding out the top five were Bud Kaeding and Mat Neely.

The race was USAC's first at Darlington since Pat O'Connor's 1956 victory there, and Jeff O'Connor, Pat's son, served as the race's Grand Marshal.

The summary:

Qualifications: 1. J.J. Yeley, Foyt 14, 30.067; 2. Aaron Pierce, Pierce 26, 30.287; 3. Cameron Dodson, Edwards/RE 199, 30.365; 4. Wayne Reutimann, Jr., Reutimann 00, 30.516; 5. Pablo Donoso, Foyt 11, 30.637; 6. Bud Kaeding, BK 29, 30.652; 7. Mat Neely, RW 17, 30.690; 8. Brian Tyler, Team Six-R 21, 30.819; 9. Mike Murgioito, Team Six-R 19, 31.036; 10. Ryan Moore, Patemoster 41, 31.149; 11. A.J. Fike, Hemelgarn/RFMS 91, 31.536; 12. Tim Barber, Pierson 28, 31.701; 13. Paul White, Mucci/Matczak 99, 31.819; 14. Jerry Coons, Jr., RW 27, no time.

Feature (100 laps): Pierce, Reutimann, Donoso, Kaeding, Neely, Dodson, Murgioito, Moore, Barber, White, Coons, Fike, Tyler, Yeley.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac Winner at Daytona



Dale Jarrett with his Curb/Busch Grand National Car Top 5/Busch Grand National Championship



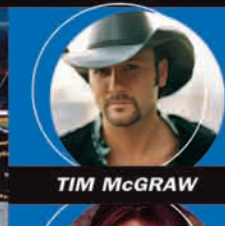
Dale Earnhardt with his Curb Records Winston Cup Championship Car



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



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



TIM MCGRAW



KIMBERLEY LOCKE



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



AMY DALLEY



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



NEMESIS

Nextel Cup

1. Jeff Gordon	1,881
2. Jimmie Johnson	1,650
3. Matt Kenseth	1,582
4. Denny Hamlin	1,539
5. Jeff Burton	1,486
6. Tony Stewart	1,375
7. Kurt Busch	1,325
8. Kevin Harvick	1,315
9. Clint Bowyer	1,302
10. Carl Edwards	1,291
11. Kyle Busch	1,281
12. Dale Earnhardt, Jr.	1,260
13. Jamie McMurray	1,214
14. Ryan Newman	1,163
15. Mark Martin	1,159
16. Greg Biffle	1,155
17. Elliott Sadler	1,127
18. Martin Truex, Jr.	1,117
19. Bobby Labonte	1,107
20. J.J. Yeley	1,086

Busch Series

1. Carl Edwards	1,958
2. Kevin Harvick	1,525
3. David Reutimann	1,359
4. Dave Blaney	1,353
5. Matt Kenseth	1,280
6. David Ragan	1,270
7. Bobby Hamilton, Jr.	1,252
8. Regan Smith	1,238
9. Juan Pablo Montoya	1,227
10. Greg Biffle	1,215
11. Marcos Ambrose	1,200
12. Clint Bowyer	1,184
13. Jeff Burton	1,175
14. Kyle Busch	1,171
15. Denny Hamlin	1,157
16. Mike Wallace	1,148
17. J.J. Yeley	1,132
18. Casey Mears	1,132
19. Stephen Leicht	1,121
20. Jason Leffler	1,117

Craftsman Truck

1. Mike Skinner	745
2. Todd Bodine	651
3. Rick Crawford	602
4. Ron Hornaday, Jr.	601
5. Ted Musgrave	600
6. Jack Sprague	564
7. Matt Crafton	549
8. Johnny Benson	543
9. Travis Kvapil	529
10. Aaron Fike	497
11. Dennis Setzer	482
12. Erik Darnell	456
13. Stacy Compton	454
14. Brendan Gaughan	443
15. Ken Schrader	427
16. Chad McCumbee	416
17. David Starr	409
18. Willie Allen	394
19. Terry Cook	385
20. A.J. Allmendinger	375

IRL IndyCar

1. Dan Wheldon	118
2. Tony Kanaan	115
3. Scott Dixon	112
4. Helio Castroneves	101
5. Sam Hornish, Jr.	91
6. Dario Franchitti	91
7. Tomas Scheckter	74
8. Scott Sharp	65
9. Buddy Rice	60
10. Danica Patrick	59

Champ Car

1. Sebastien Bourdais	73
2. Will Power	70
3. Robert Doornbos	61
4. Alex Tagliani	57
5. Bruno Junqueira	53
6. Oriol Servia	51
7. Graham Rahal	46
8. Justin Wilson	41
9. Tristan Gommendy	39
10. Simon Pagenaud	38

Champ Car Atlantic

1. Raphael Matos	98
2. Jonathan Bomarito	75
3. James Hinchcliffe	66
4. Robert Wickens	65
5. Franck Perera	63
6. Ronnie Bremer	43
7. Carl Skerlong	41
8. Giacomo Ricci	41
9. John Edwards	36
10. Alan Sciuto	36

IRL Indy Pro

1. Alex Lloyd	52
2. Chris Festa	41
3. Hideki Mutoh	35
4. Jaime Camara	32
5. Andrew Prendeville	30
6. Bobby Wilson	28
7. Mike Potekehen	26
8. Robbie Pecorari	24
9. C.R. Crews	22
10. Jay Howard	20

NHRA Top Fuel

1. Rod Fuller	499
2. Brandon Bernstein	476
3. J.R. Todd	408
4. Larry Dixon	396
5. Melanie Troxel	392
6. Tony Schumacher	371
7. Bob Vandergriff	351
8. David Grubnic	347
9. Whit Bazemore	340
10. Cory McClenathan	336

NHRA Funny Car

1. Ron Capps	645
2. Robert Hight	524
3. Tony Pedregon	404

4. Mike Ashley	385
5. Gary Scelzi	385
6. Jim Head	343
7. Ashley Force	322
8. Del Worsham	319
9. Jeff Arend	290
10. Cruz Pedregon	274

NHRA Pro Stock

1. Greg Anderson	680
2. Dave Connolly	479
3. Jeg Coughlin	466
4. Jason Line	427
5. Warren Johnson	351
6. Kurt Johnson	345
7. Allen Johnson	341
8. Mike Edwards	327
9. V Gaines	306
10. Richie Stevens	290

Formula One

1. Lewis Hamilton	30
2. Fernando Alonso	28
3. Felipe Massa	27
4. Kimi Raikkonen	22
5. Nick Heidfeld	15
6. Robert Kubica	8
7. Giancarlo Fisichella	8
8. Nico Rosberg	5
9. David Coulthard	4
10. Jarno Trulli	4

World of Outlaws

1. Donny Schatz	2,717
2. Joey Saldana	2,703
3. Daryn Pittman	2,596
4. Craig Dollansky	2,535
5. Jason Meyers	2,503
6. Danny Lasoski	2,502
7. Steve Kinser	2,464
8. Terry McCarl	2,406
9. Jason Solwold	2,379
10. Jac Haudenschild	2,371

USAC Silver Crown

1. Aaron Pierce	187
2. Wayne Reutimann, Jr.	178
3. Bud Kaeding	176
4. Paul White	168
5. A.J. Fike	159
6. Cameron Dodson	153
7. Tim Barber	148
8. Pablo Donoso	142
9. Mat Neely	132
10. Mike Murgoitio	130

USAC Sprints

1. Darren Hagen	203
2. Kevin Swindell	183
3. Levi Jones	166
4. Dave Darland	151
5. Tracy Hines	148
6. Robert Ballou	135
7. Marc Jessup	131
8. Dustin Morgan	131

9. Brady Bacon	128
10. Damien Gardner	126

USAC Midgets

1. Darren Hagen	163
2. Jerry Coons, Jr.	141
3. Tom Hessert	119
4. Bobby East	112
5. Levi Jones	100
6. Cole Carter	97
7. Brad Loyet	93
8. Brad Kuhn	92
9. Ricky Stenhouse	85
10. Dave Darland	84

ARCA RE/MAX

1. Frank Kimmel	1,500;
2. Justin Allgaier	1,470
3. Dexter Bean	1,440
4. Bobby Gerhart	1,425
5. Phillip McGilton	1,365
6. Justin South	1,270
7. Michael McDowell	1,245
8. Justin Marks	1,225
9. Patrick Sheltra	1,220
10. Bryan Silas	1,090

ASCot

1. Gary Wright	1,463
2. Wayne Johnson	1,364
3. Jason Johnson	1,343
4. Travis Rilat	1,317
5. Darren Stewart	1,311
6. Foster Landon	1,191
7. Andy Shouse	1,136
8. Johnny Miller	1,047
9. Chris Schmelzle	975
10. Nick Smith	832

ASCs Coastal

1. Michael Dupuy	846
2. Michael Herrington	818
3. Robert Casada	794
4. Timmy Thrash	754
5. Todd Fayard	752
6. Shane Morgan	740
7. Chris Sweeney	650
8. Lane Whittington	621
9. Terry Gray	568
10. Hunter Phillips	551

ASCs Rebel

1. T.J. Winegardner	410
2. Brian Thomas	392
3. Shane Morgan	384
4. Tyler Godwin	384
5. Doug Day	376
6. Michael Miller	334
7. Todd Fayard	317
8. Michael Dupuy	292
9. Terry Gray	286
10. Lane Whittington	286

ASCs Canyon

1. Jeremy Sherman	746
2. Josh Pelkey	700

3. Mike Leslie	662
4. Bernie Smith	656
5. Mike Martin	648
6. Michael Colegrove	646
7. Seann Hendricsen	642
8. Bob Ream, Jr.	642
9. Chad Boat	618
10. Andrew Reinbold	612

ASCs Coastal

1. Don Droud, Jr.	150
2. Chuck Swenson	146
3. Mike Peters	144
4. Larry Neighbors	142
5. Sty Snyder	140
6. Preston Peebles II	138
7. Derek Drown	136
8. Mike Chadd	134
9. C.J. Johnson	132
10. Paul Flynn	130

ASCs SOD

1. Brett Mann	424
2. Tim Norman	424
3. Mike Brecht	400
4. Joe Bares	396
5. Bill Johnson	392
6. J.R. Stewart	382
7. Ben Rutan	374
8. Ryan Ruhl	366
9. Gary Fast	364
10. Kirk Cheney	364

ASCs Patriot

1. Chuck Hebing	150
2. Bruce Howland	146
3. Jason Barney	144
4. Jeff Cook	142
5. Josh Weller	140
6. Don Adamczyk	138
7. Jared Zimbardi	136
8. Rick Wilson	134
9. Blake Breen	132
10. Geoff Quackenbush	130

Lucas Oil LMs

1. Billy Moyer	1,035
2. Don O'Neal	940
3. Terry English	915
4. Scott James	905
5. Steve Casebolt	900
6. Earl Pearson, Jr.	860
7. Steve Shaver	860
8. Matt Miller	845
9. Donnie Moran	790
10. Dan Schlieper	785

National Midget Driver Of The Year

1. Tony Stewart	256
2. Mike Hess	256
3. Shane Cottle	245
4. Jerry Coons, Jr.	210
5. Brad Kuhn	196

6. Dave Darland	196
7. Brad Loyet	187
8. Gary Altig	178
9. Darren Hagen	156
10. Brett Anderson	153

NASCAR Mods

1. James Civali	180
2. Chuck Hossfeld	170
3. Ronnie Silk	165
4. Jimmy Blewett	160
5. Matt Hirschman	155
6. Anthony Ferrante, Jr.	150
7. Carl Pasterjak	146
8. Jon McKennedy	142
9. Bobby Grigas	138
10. Zach Sylvester	13

NASCAR Southern Mods

1. Junior Miller	650
2. Burt Myers	627
3. L.W. Miller	621
4. Tim Brown	575
5. Jason Myers	546
6. Brian Pack	536
7. George Brunnhoelzl	527
8. Bobby Hutchens	524
9. Brian King	514
10. Wesley Swartout	488

IHRA Top Fuel

1. T.J. Zizzo	214
2. Bruce Littton	169
3. Doug Foley	142
4. Bobby Laguna, Jr.	125
5. Scotty Cannon	123
6. Scott Weis	87
7. Michael Gunderson	73
8. Mitch King	55
9. Terry McMillen	47
10. Three tied at 10	—

IHRA Funny Car

1. Dale Cressy, Jr.	185
2. Jack Wyatt	182
3. Jon Capps	139
4. Terry Haddock	134
5. Bob Gilbertson	123
6. Gary Densham	101
7. Andy Kelley	99
8. Del Worsham	60
9. Paul Lee	47
10. Mitch King	45

USCS Sprints

1. Kenny Adams	884
2. Terry Gray	865
3. Bryn Gohn	821
4. Tom Winegardner, Jr.	536
5. Trey Robb	440
6. Ryan Myers	418
7. R.J. Johnson	424
8. Troy Lowery	410
9. Jon Kettlewell	398
10. Dan Statter	394



SELAH



STEVE HOLY



WYNONNA



BLUE COUNTY

What's making news in motorsports

POWER RANKINGS

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

Jeff Gordon

No. 24 DuPont Chevrolet, Nextel Cup

Taking the lead late in the running, Jeff Gordon romped to his third NASCAR Nextel Cup Series triumph of the season and extended his point lead.

NO. 1

The victory — his seventh at Darlington — vaulted Gordon to the top of our Power Rankings.



PHIL CAVALI PHOTO

REST OF THE BEST

2. Jimmie Johnson

No. 48 Lowe's Chevrolet, Nextel Cup

Johnson finished third at Darlington Raceway but fell from the top spot in the NSSN Power Rankings.

3. Sebastien Bourdais

No. 1 McDonald's Panoz, Champ Car

Bourdais is in the midst of a long break as the Champ Car World Series doesn't resume until June 10 at Portland Int'l Raceway.

4. Donny Schatz

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

Schatz finished fifth and seventh in two outings over the weekend. He continues to lead the standings.

5. Felipe Massa

No. 5 Ferrari, Formula One

Massa sprinted to his second-consecutive Formula One triumph, holding off point-leader Lewis Hamilton in the Spanish Grand Prix.

6. Dan Wheldon

No. 10 Target Dallara Honda, IndyCar Series

Wheldon was fast all week at Indianapolis but did not win the pole. Still, he qualified on the first day and is a threat to win the event.

7. Ron Capps

Brut Dodge, NHRA Funny Car

Capps will get an unexpected weekend off this week, but he returns to action Memorial Day weekend at Heartland Park Topeka.

8. Mike Skinner

No. 5 Toyota Tundra, Craftsman Truck Series

Skinner had the weekend off but gets back on the track Friday night at Lowe's Motor Speedway.

9. Shannon Babb

No. 18 Dirt Late Model, Dirt Late Models

Babb didn't visit victory lane in three events for the World of Outlaws Late Model Series, but shares the point lead with Clint Smith.

10. Joey Saldana

No. 9 J&J Sprint Car, World of Outlaws

After finishing eighth and third in two events over the weekend, Saldana kept the heat on point leader Donny Schatz.

Honorable Mention

Helio Castroneves collected the pole for the 91st Indianapolis 500 in thrilling fashion. American Sprint Car Series point leader Gary Wright swept a two-race weekend and has won half the series races.

Last Week

Nextel Cup Series point leader Jeff Gordon posted his third victory of the season and jumped past his Hendrick Motorsports teammate, Jimmie Johnson, to take the lead in the Power Rankings.

XM Radio Will Carry ALMS Races

Satellite Radio Giant To Broadcast Five Events

TOOELE, Utah — Five American Le Mans Series events, beginning with the Utah Grand Prix from Miller Motorsports Park near Salt Lake City on May 19, will be broadcast on XM Satellite Radio.

The Utah Grand Prix will be broadcast live from 7-10 p.m. on XM's Sports Nation channel. The first-time broadcast package also includes the Acura Sports Car Challenge of Mid-Ohio, the Detroit Bell Isle Grand Prix and the Petit Le Mans and Monterey Sports Car Championships.

"This is a tremendous broadcast opportunity, one of the most significant in the history of the American Le Mans Series," said series President and CEO Scott Atherton.

XM Radio has more than 7.6 million subscribers.

Commitments Come In For Ohio Speedweek

CAMARGO, Ill. — Seventeen drivers have committed to running all seven events during the 25th annual Ohio Sprint Speedweek sanctioned by the All Star Circuit of Champions.

By committing to run all seven races, the drivers make themselves eligible for a \$15,000 point fund and a \$50,000 bonus. Should a driver win four of the seven races, he will bank the \$50,000 payout. Speedweek kicks off June 25 at Attica Raceway Park.

Young Driver Loses Leg In Off-Track Accident

TOPEKA, Kan. — Brett Smrz, a 16-year-old competitor in the SCCA Mazda MX-5 Cup Series, had the lower portion of his left leg amputated May 5 after he was injured while jumping on a trampoline.

Despite 20 hours of surgery, doctors were unable to save the leg. Smrz won the pole for the season opener in his series debut at Houston, Texas, earlier this year. He finished third in that event.

Keystone Cup Series Cranks Up May 23

LANGHORNE, Pa. — DuPont Tyvek will present the Keystone Cup Sprint Series, with six-consecutive nights of 410-winged-sprint-car racing at Pennsylvania race tracks.

The series will open May 23 at Grandview Speedway with \$10,000 up for grabs to the winner of the 35-lap feature. The next five races at Big Diamond Raceway, Williams Grove Speedway, Lincoln Speedway, Selinsgrove Speedway and Port Royal Speedway will each pay \$5,000 to win.

Improvements In Place For May Events at LMS

CONCORD, N.C. — For fans attending



AL STEINBERG PHOTO

ON AIR: The XM Radio-sponsored car of Team Andretti Green raced its way to victory lane at Sebring. XM will broadcast five ALMS events, starting May 19 at Salt Lake.

the Nextel All-Star Challenge Saturday and the Coca-Cola 600 May 27 at Lowe's Motor Speedway, two new elements to the fan experience will be available.

First, the speedway and Motor Racing Outreach have introduced Speedway Ambassadors, a program consisting of 30 volunteers who will be available to assist race fans with problems or answer questions.

As well, the area in which North Carolina Highway Patrol officers will control traffic on event days has been expanded to help improve traffic flow.

Larger Purses Greet Lucas Off-Roaders

CRANDON, Wis. — A purse in excess of \$100,000 will be awarded at the Lucas Oil World Series of Off-Road Racing season-opening event, the Owatonna Off-Road Nationals at Steele County Fairgrounds in Owatonna, Minn. "We are pleased to be offering a record total purse for our inaugural sea-

son opener at Steele County Fairgrounds," said Doug Davis, president and general manager of WSORR. "Purse amounts for all racers across the board have at least doubled from a year ago."

The series is posting more than \$800,000 in total prize money for its seven-event schedule.

Drivers To Participate In NASCAR Day Telethon

CHARLOTTE, N.C. — The NASCAR Foundation will hold its first telethon in support of NASCAR Day on May 18.

The day-long event will feature several NASCAR Nextel Cup, Busch and Craftsman Truck drivers answering phones and will give fans a chance to speak to their favorites and make a donation to the charity of their choice.

Students Ready To Compete In Formula SAE

ROMEO, Mich. — College students from around the country will participate

in the Formula SAE competition set for May 16-17 at the Ford Michigan Proving Ground in Romeo, Mich.

Formula SAE challenges teams of university undergraduates and graduate students to conceive, design, fabricate and compete with formula-style autocross race cars.

Macon Speedway Will Host NASCAR Night

MACON, Ill. — Macon Speedway will host NASCAR Night, featuring several Nextel Cup drivers along with the Northern All Stars Late Model Series on May 28.

Clint Bowyer, Kevin Harvick, Ken Schrader and Kenny Wallace are scheduled to attend the event.

A competitive field of late-model drivers will also be competing in the \$2,000-to-win event. Advanced tickets are on sale now.

Higdon Joins Champ Car From Similar ATP Post

INDIANAPOLIS — The Champ Car World Series today tabbed veteran sports executive David Higdon to lead Champ Car's strategic development and communications.

Higdon assumes a new role at Champ Car as executive vice-president of strategic development and communications after serving most recently as senior vice-president of communications for the ATP, governing body of the international men's tennis circuit.

Since 1998, Higdon developed and implemented the ATP's public relations strategy, which included worldwide communications and promotion of men's tennis players and tournaments.

Higdon immediately joins Champ Car this week to travel with President and CEO Steve Johnson along with drivers, including three-time titlist Sebastien Bourdais (France), Robert Doornbos (Holland) and Justin Wilson (United Kingdom) on a media tour of four European cities in four days.

NUTS AND BOLTS

▶▶ The **Premier Racing Ass'n Big Car Series** race scheduled for tonight (May 16) at O'Reilly Raceway Park at Indianapolis has been cancelled. The next PRA event is June 13 at Berlin Raceway in Michigan. . . Mazda has signed on as the title sponsor for the June 8-10 Champ Car World Series event at **Portland Int'l Raceway**. The race will be known as the Mazda Champ Car Grand Prix of Portland presented by Joe's Sports and Outdoor. . . The **American Sprint Car Series Southern Tour** race, which was rained out May 5 at Laurens (S.C.) County Speedway, has been rescheduled for May 19. . . The 27th annual **Dirt Track World Championship** dirt-late-model race Oct. 18-20 at K-C Raceway will be presented by Gottarace.com, a subsidiary of Arizona Sport Shirts, Inc. . . The **Champ Car World Series** and Speedgear have signed an agreement with **Brinkworth Models** to produce one-tenth-scale replicas of the 2007 DP01 Champ Car. . . Affinia Under Vehicle Group and Spicer Chassis Products will provide racing chassis support for the **Joe Gibbs Racing** Busch and Cup Series racing programs. . . **CORRECTION:** In a recent edition of Chris Economaki's Editor's Notebook, it was stated that when Kyle Busch left the track after crashing at Texas Motor Speedway, crew chief Alan Gustafson left as well. Gustafson, however, remained at the track and oversaw repair of the No. 5 Chevrolet, which Dale Earnhardt, Jr. drove during the final laps of the race. We regret the error.

Jones Overcomes Back Injury, Highway Accident For Perris Triumph

By ROBERT MAYSON

PERRIS, Calif. — Tony Jones drove his brand-new Alexander No. 4 DRC to a 30-lap Lucas Oil USAC-CRA sprint-car victory at Perris Auto Speedway Saturday, overcoming a recent back injury.

USAC-CRA

"I've had a back problem for over three weeks now, and I've been in agony to the point where my legs have even gone numb," Jones admitted after his second Lucas Oil USAC-CRA triumph of the year. "I originally hurt my back at work. Then two weeks ago we took a tumble in our heat race, and that just destroyed my back. Thank God we had a weekend off last week. Then Thursday morning, I was involved in the first (street) accident of my life when some cars piled up in front of me on

the freeway, and I hit them in my work van."

Jones started on the outside of the front row for the feature, with Garrett Hansen to his inside. Hansen led the 22-car field into turn one, with Jones momentarily on two wheels behind him.

Later, Jones pushed Blake Miller in the tail-tank for a

split second as they passed beneath the flagstand. The end result was that Miller's car pushed straight into the wall before flipping. Miller was not hurt.

After the restart, Spencer picked up where Miller left off. Spencer took the lead after giving Jones a turn-three slidejob less than three laps from the fin-

ish. Spencer's momentum carried him wide exiting turn four, allowing Jones to dart back into the lead. Spencer, Sheridan, Rip Williams and Cory Kruseman filled the top five.

The summary:

Qualifications: 1. Rickie Gaunt, Gardner 94, 16.677; 2. Cory Kruseman, Kruseman 21k, 16.790; 3. R.J. Johnson, Martin 15, 16.815; 4. Josh Ford, Ford 73, 16.875; 5. Danny Sheridan, Kittle 18, 16.891; 6. Blake Miller, Gardner 93, 16.918; 7. Mike Spencer, 50, Chaffin 50, 16.925; 8. David Cardey, Crossno 83, 16.926; 9. Tony Jones, Alexander 4, 16.960; 10. Jason York,

Sertich 92, 16.976; 11. Garrett Hansen, Hansen 70, 17.006; 12. Rodney Argo, Argo 19, 17.123; 13. Seth Wilson, Wilson 17, 17.126; 14. Brian Venard, Blair 12, 17.145; 15. Rip Williams, Jory 3, 17.172; 16. Michael Trimble, Kruseman 21, 17.173; 17. Tom Stansbery, Stansbery 75, 17.215; 18. J. Hicks, Miller 66, 17.229; 19. Ross Millar, Millar 67, 17.269; 20. Scotty Weir, Crossno 38, 17.304; 21. Troy Rutherford, Priestley 7, 17.322; 22. Nadine Gardner, Gardner 16, 17.324; 23. Matt Rossi, Rossi 02, 17.405; 24. Tyler Brown, Brown 34, 17.520; 25. Matt Forstie, Forstie 72, 17.568; 26. Nate Ziegler, Ziegler n8, 18.203; 27. Billy Blinn, Blinn 26, 18.392; 28. Chris Jones, Forstie 72, 18.422; 29. Brian Williams, Gardner 94g, 18.425; 30. Brent Camarillo, Camarillo 20c, 18.430; 31. Mike Kennedy, Cherkak-Kennedy 14, 19.009; 32. Brian Camarillo, CamLand 22c, no time; 33. Tony Everhart, Everhart 55, no time.

First Heat (10 laps): T. Jones, Sheridan, Rutherford, Stansbery, Wilson, B. Williams, Forstie, Gaunt.

Second Heat (10 laps): Kruseman, Miller, Hicks, Venard, Gardner, Brent Camarillo, Ziegler, York.

Third Heat (10 laps): R. Williams, Spencer, Johnson, Hansen, Rossi, Millar, Blinn, Kennedy.

Fourth Heat (10 laps): Weir, Brown, Argo, Ford, Trimble, Brian Camarillo, C. Jones, Cardey.

Semi (12 laps): Gaunt, York, Wilson, Rossi, Gardner, Trimble, C. Jones, Forstie, Ziegler, Kennedy, Brian Camarillo, Millar, B. Williams, Blinn, Brent Camarillo.

Feature (30 laps): T. Jones, Spencer, Sheridan, Williams, Kruseman, Gaunt, Ford, Johnson, Weir, Rutherford, York, Venard, Rossi, Stansbery, Trimble, Miller, Hansen, Gardner, Argo, Brown, Wilson, Hicks.

Be there as brash new champ Donny Schatz takes on 20-time world champion "The King" Steve Kinser, Kasey Kahne Racing's Joey Saldana, Danny "The Dude" Lasoski, Daryn Pittman, Jac "The Wild Child" Haudenschild, Tony Stewart Racing's Paul McMahan, "The Crowd Pleaser" Craig Dollansky and all of the winged-warriors!

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Darnell Mixes Up Crocker's Chance for Historic Victory

SPARTA, Ky. — Erin Crocker was less than six laps from being the first female winner in ARCA RE/MAX Series history, but Erik Darnell didn't allow that to happen, passing Crocker on the 95th

ARCA

circuit of the 100-lap race to win the Buckle-Up Kentucky 150 Saturday night at Kentucky Speedway.

Darnell, in the Roush Racing Simply Wow Ford, pitted for fuel and tires with 12 laps remaining and made his charge from ninth to first in very short order.

"We knew we were going to be close on fuel inside 20 to go, so when we saw that last caution we decided to come in for fuel and tires," said Darnell. "When Erin got the green with 12 to go, she got a very good start and I wasn't sure whether or not I would be able to catch her. Jeff Campey, my crew chief, and Shane, the car chief, did an excellent job. The Simply Wow Ford Fusion was fast from the start. I kind of kicked myself that we didn't do better in qualifying. We came here and tested, and I knew from that point on that we were going to have a pretty good car in the race."

Crocker, in the Mac Tools-Mac Card Dodge, finished second — about five lengths away from the winner.

"I feel good," said Crocker. "Obviously, I'm a little bit disappointed, but I know it was close and I thank the guys; I thank Mac Tools and the whole team. It's a great opportunity, and we're so close to a win. It can happen."

Crocker's runner-up run tied her career-best. It was her third-career ARCA RE/MAX Series second-place finish.

Bobby Santos III finished third in



NATE MECHA PHOTO

COOKIN': Erik Darnell gets by Erin Crocker Saturday night as the ARCA/REMAX Series visited Kentucky Speedway.

the Bill Davis Trucking Toyota, marking the highest finish by the Toyota nameplate in ARCA RE/MAX Series history.

Scott Lagasse finished fourth in the Juicy Fruit Dodge after leading four laps. Chad Blount, in the Jones Group Dodge, finished fifth.

Michael McDowell, who earned his third-career pole, led the first four laps before Darnell took control. Darnell then dominated with 80 laps led over Crocker, who led 12.

The 100-lap race was slowed by six cautions for 45 laps. ARCA RE/MAX Series regular Gabi DiCarlo was transported to a local hospital following an on-track incident on lap 77. DiCarlo was able to exit her No. 90 Great Clips Ford under her own

power following the incident. After being examined at the infield care center, she was transported to a local hospital for further evaluation.

The finish:

Showing driver, car, laps completed: 1. Erik Darnell, Ford, 100; 2. Erin Crocker, Dodge, 100; 3. Bobby Santos, III, Toyota, 100; 4. Scott Lagasse, Jr., Dodge, 100; 5. Chad Blount, Dodge, 100; 6. Jesus Hernandez, Chevrolet, 100; 7. Matt Hagans, Dodge, 100; 8. Phillip McGilton, Ford, 100; 9. Patrick Sheltra, Chevrolet, 100; 10. Justin Allgaier, Chevrolet, 100; 11. Bobby Gerhart, Chevrolet, 100; 12. Frank Kimmel, Ford, 100; 13. Josh Krug, Chevrolet, 100; 14. Richard Johns, Ford, 99; 15. Dexter Bean, Chevrolet, 99; 16. Dominick Casola, Ford, 98; 17. Billy Tanner, Chevrolet, 98; 18. Mike Harmon, Chevrolet, 98; 19. Jason Hedlesky, Ford, 98; 20. Josh Allison, Dodge, 98; 21. Nick Tucker, Dodge, 98; 22. Michelle Theriault, Chevrolet, 98; 23. Todd Bowsher, Ford, 98; 24. Steve Blackburn, Dodge, 97; 25. Norm Benning, Chevrolet, 95; 26. Darrell Basham, Pontiac, 95; 27. John Graham, Ford, 95; 28. Brad Smith, Ford, 95; 29. Wayne Edwards, Chevrolet, 94; 30. Tim Mitchell, Ford, 92; 31. Ken Butler, III, Toyota, 84; 32. Gabi DiCarlo, Ford, 77; 33. Bryan Silas, Chevrolet, 72; 34. Frank Kapfhammer, Pontiac, 53; 35. Justin Marks, Dodge, 49; 36. Todd Hansen, Dodge, 49; 37. Justin South, Dodge, 39; 38. Alex Yontz, Chevrolet, 31; 39. Michael McDowell, Dodge, 26; 40. Jeremy Clements, Chevrolet, 13.

Dassaw Dominates For Second-Straight Triumph

CEDAR RAPIDS, Iowa — Travis Dassow followed up his first ASA Late Model Series Challenge Division victory with a second one Sunday at Hawkeye Downs Speedway — this one more impressive than the first.

Starting from the pole, the 20-year-old Dassow led all 200 laps and assumed the series point lead, fighting off challenges from veteran Robbie Pyle and Derek Thorn for the victory.

Dassow's recorded his first career victory three weeks ago at the Glass Breaker 200 at Toledo (Ohio) Speedway.

The race was plagued by 16 cautions with the majority of those for spins along turns 3 and 4, which played havoc with drivers the entirety of the race.

The finish:

Travis Dassow, Robbie Pyle, Derek Thorn, Kris Stump, Brian Campbell, Michael Simko, Eddie Hoffman, Trent Snyder, Andy Hanson, Sean Murphy, Keaton Hanks, Charlie Menard, Jesse Smith, Brad Osborn,



Travis Dassow

Michael Annett, John Wes Townley, Kyle Hinrichs, Alison Quick, Colt James, J. Herbst, Alec Carl, Thor Anderson, Chris Archer, Ryan Durst, Bryant Goldsmith, Danny Ouderkirik, Griffin McGrath, Jim Duchow, Peter Cozzolino, Brent Seeley.

No Stoppin' Nolin At Airborne

PLATTSBURGH, N.Y. — Young stock-car racer Ryan Nolin survived eight restarts and the challenges of Brent Dragon and Jean-Paul Cyr to score his

ACT

first-career victory in the 33rd annual Furniture World of Vermont Spring Green 100 at Airborne Speedway Saturday.

Nolin became the third driver in as many events this season to score his first American-Canadian Tour (ACT) victory.

Dragon came home second, with Cyr, Brian Hoar and Randy Potter following.

The finish:

Ryan Nolin, Brent Dragon, Jean-Paul Cyr, Brian Hoar, Randy Potter, Scott Payea, Roger Brown, Donald Theetge, Steve Fisher, John Donahue, Marc Curtis, Jr., Pete Potvin III, Joey Polewarczyk, Jr., Ryan Vanasse, Eric Chase, Karl Allard, Jamie Aube, Ron Henry, Alexandre Gingras, Claude Leclerc, Jamie Fisher, Jimmy Linardy, Joey Becker, Scott Dragon, Kevin Roberge.

▶ A LESSON IN HISTORY

A look back at the formative years of racing



PAUL WIESNER COLLECTION PHOTO

BROWN IS BEAUTIFUL: Hod Preston and the "Brown Dog" posed for this shot in 1949.

Hod Preston's 'Brown Dog' Had A Colorful Career

By DON RADBRUCH

Some of today's race cars, especially the NASCAR stocks, have names. It seems the name we hear most often is the driver complaining, "This thing is junk today," and that he can't drive it. A few long-ago race cars had names, but most of these were confined to cars that were not first-class machines. The slow and/or ugly cars were called by such uncomplimentary names as "rat," "pig" or "dog."

This was not so with Michigan track roadster racer Hod Preston, who called his car the "Brown Dog" and meant it with great affection. This was in 1949, and Preston had a couple of years experience when he built a typical track roadster. The car had a Model-A Ford frame, a 1927 Model-T body and a hopped-up Mercury V-8 with all the normal goodies. It was a no-nonsense, working race car with no fancy frills. Preston painted the car a flat Army brown color, and one has to think that he got the paint for nothing or very cheaply at an Army surplus store. The paint did nothing to enhance the car's less-than-ordinary appearance. The car ran fast, and Preston was a winner at several Midwestern tracks.

A fan from Hicksville, Ohio provided the car's nickname by remarking that the car "ran like hell but looked like a scrounge brown dog!"

A fan from Hicksville, Ohio, provided the car's nickname by remarking that the car "ran like hell but looked like a scrounge brown dog!" Hod overheard this remark and had to admit it was true. Preston, who was a bit of a showman, went long with the fan's observations and promptly painted "Brown Dog" on the side of the car.

Preston and the Brown Dog won races at Michigan tracks such as Owasso and Saginaw, but the best was to come at Detroit's Motor Speedway on May 30,

1949.

Motor City promoter Andy Barto usually ran AAA midgets, but with many of the top drivers at Indy for the Memorial Day weekend, he was faced with a shortage of cars. On short notice Barto booked the track roadsters — he billed them as "Modified Stock Cars." The fans responded by turning out in record numbers and contributed to a total gate of more than \$8,000.

Preston and the Brown Dog had fast time, won the dash, a heat race and the main event. Preston's payoff was \$427 — very big money for the times and more than most track-roadster racers would win in a career.

It would be nice to say that the Brown Dog was retired to a life of ease, but this was not so. Like most roadsters, it just sort of disappeared as the parts went into other race cars.

Preston moved on to other types of racing and later into promotions. He got along well with the racers, the press and the fans. He was an innovator and among the first to bring racing to TV screens in the Detroit area.

Preston had learned some of the elements of showmanship from the "Brown Dog."

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

IRL INDYCAR PHOTO



IRL INDYCAR PHOTO

DOY SUMMERS PHOTO

DAVID NEARPASS PHOTO

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NSSN

Through The LENS

Presented By



A visual tour through the history of motorsports

DICK SIMON

▶ While he was rarely a threat to win the Indianapolis 500, Dick Simon was one of the most beloved and respected drivers and team owners in the history of Indianapolis Motor Speedway.

Now 73, Simon retired from team ownership several years ago and drove in his final Indy 500 in 1988. In all, he

made 17 appearances in The Greatest Spectacle in Racing. His best start was sixth in 1987, and his best finish came the same year when he also finished sixth.

After retiring from driving, Simon continued to own cars for other drivers, fielding as many as four Indy 500 entries on several occasions.

Featured here (clockwise from top left): As a car owner on pit road; Holding the Eddie Sachs Scholarship Trophy for "outstanding contributions to racing" for 1978-79; Behind the wheel in 1995; Giving a thumbs up in 1998; With the No. 44 Bryant Heating Vollstedt Ford; Ready to roll in the Travelodge Sleeper machine in 1972 when he finished 13th in the 500; In 1976; Walking Gasoline Alley during the Month of May in 1986.

— NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this weekend:

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- "Speed Report," 12:30 a.m., Speed
- Classic Drag Racing: 2003 U.S. Nationals, 11 a.m., ESPN Classic
- NASCAR Busch Series Diamond Hill Plywood 200 (taped), 12 p.m., Speed
- "Back in the Day," 2:30 p.m., Speed
- NASCAR Nextel Cup Dodge Avenger 500 (taped), 3 p.m., Speed
- Classic NASCAR: 1993 Carolina 500, 4 p.m., ESPN Classic
- "NASCAR Now," 6:30 p.m., ESPN2
- "Larry Mac's All-Star BBQ," 7 p.m., Speed
- "Survival of the Fastest," 8 p.m.
- "Speed Road Tour Challenge," 8:30 p.m.

Friday

- "All-Star Spotlight," 7 a.m., Speed
- NASCAR Craftsman Truck Series practice, 10 a.m., Speed
- Classic Drag Racing: 2003 NHRA Mid-South Nationals, 11 a.m., ESPN Classic
- NASCAR Nextel All-Star Challenge practice, 1 p.m., Speed
- "NASCAR Live!" 4 p.m., Speed
- NASCAR Craftsman Truck Series qualifying, 4:30 p.m., Speed
- NASCAR Nextel All-Star Challenge qualifying, 6 p.m., Speed
- "NCTS Setup," 8:30 p.m., Speed
- NASCAR Craftsman Truck Quaker Steak & Lube 200, 9 p.m., Speed
- "Trackside," 11:30 p.m., Speed

Saturday

- "NASCAR Now," 12:30 a.m., ESPN2
- "All-Star Memories," 5 a.m., Speed

TUNE IN TO ...

The NASCAR Craftsman Truck Series returns to action Friday night at Lowe's Motor Speedway (9 p.m. Speed).

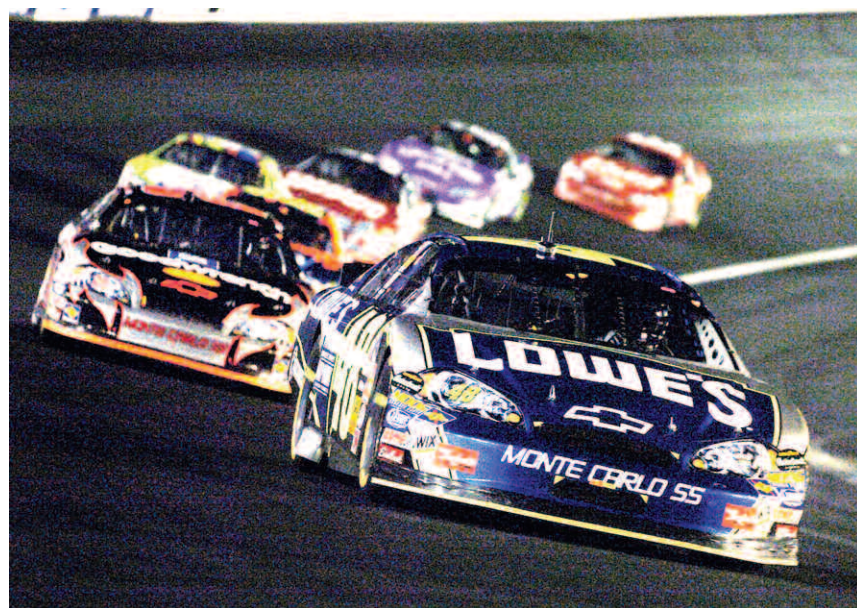
- "All-Star Spotlight," 6 a.m., Speed
- "Wind Tunnel with Dave Despain," 8:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "All-Star Memories," 10 a.m., Speed
- "NASCAR Live!" 12 p.m., Speed
- Nextel Pit Crew Challenge, 12:30 p.m., Speed
- Nextel All-Star Special, 2:30 p.m., Speed
- "Tradin' Paint," 3 p.m., Speed
- "NASCAR Performance," 3:30 p.m., Speed
- Indy 500 time trials, 4 p.m., ESPN2
- "NASCAR RaceDay," 4 p.m., Speed
- NASCAR Nextel All-Star Challenge, 7 p.m., Speed
- "NASCAR Victory Lane," 11 p.m., Speed

Sunday

- "NASCAR Now," 1 a.m., ESPN
- "NASCAR Now," 10:30 a.m., ESPN2
- "NHRA Race Day," 11 a.m., ESPN2
- ARCA RE/MAX Series from Toledo Speedway, 12 p.m., Speed
- Indy 500 time trials, 1 p.m., ABC
- American Le Mans Series, 1 p.m., CBS
- Grand Am Rolex Series, 4 p.m., Speed
- World of Outlaws, 2 p.m., Speed
- Indy 500 time trials, 5 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 16 USAC Regional and Kenyon Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 16 USAC Indiana Ford Focus Series
Mount Lawn Speedway, New Castle, Ind., Midget Cars
- May 17-18 World of Outlaws
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- May 18 NASCAR Craftsman Truck Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 18 World of Outlaws Late Model Series
I-96 Speedway, Odessa, Mich., Late Models
- May 18 Lucas Oil Late Model Dirt Series
Farley Speedway, Farley, Iowa, Late Models
- May 18 USAC Midwest Ford Focus Midget Series
Limaland Motorsports Park, Lima, Ohio, Midget Cars
- May 18 NASCAR Busch East and West Series
Elko Speedway, Elko, Minn., Stock Cars
- May 18 ASCS Gulf South Region
Motorama Speedway, Beaumont, Texas, Sprint Cars
- May 18-19 ASCS National and Mid-Atlantic Series
Black Rock Speedway, Dundee, N.Y., Sprint Cars
- May 18-19 ASCS Patriot Region
Black Rock Speedway, Dundee, N.Y., Sprint Cars
- May 19 NASCAR Nextel Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 19 World of Outlaws
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- May 19 USAC California Ford Focus Midget Series
Shenandoah Speedway, Shenandoah, Va., Midget Cars
- May 19 USAC National Sprint Car Series
Terre Haute Action Track, Terre Haute, Ind., Sprint Cars
- May 19 USAC-CRA Sprint Car Series
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- May 19 USAC Western Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- May 19 USAC California Ford Focus Midget Series
Ventura Raceway, Ventura, Calif., Midget Cars
- May 19 American Le Mans Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 19 ASCS Gulf South Region
Houston Raceway Park, Baytown, Texas, Sprint Cars
- May 19 ASA Late Model Series
Iowa Speedway, Newton, Iowa, Late Models
- May 19 Lucas Oil Late Model Dirt Series
LaSalle Speedway, LaSalle, Ill., Late Models
- May 19 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midget Cars
- May 19 Golden State Challenge
Tulare Thunderbowl, Tulare, Calif., Sprint Cars
- May 19 URC Sprints
Selinsgrove Speedway, Selinsgrove, Pa., Sprint Cars
- May 19 Speed World Challenge Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- May 19 O'Reilly All Star Circuit of Champions
K-C Raceway, Chillicothe, Ohio, Sprint Cars
- May 19 Interstate Racing Ass'n
Wilmot Speedway, Wilmot, Wis., Sprint Cars
- May 19 United Sprint Car Series
Florence Motor Speedway, Florence, S.C., Sprint Cars
- May 19 Bay Cities Racing Ass'n
Redwood Acres Raceway, Eureka, Calif., Midget Cars
- May 19 Bay Cities Racing Ass'n
Redwood Acres Raceway, Eureka, Calif., Midget Cars
- May 20 World of Outlaws
New Egypt Speedway, New Egypt, N.J., Sprint Cars
- May 20 Grand-Am Rolex Series
Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars



PHIL CAVALI PHOTO

WHOSE HOUSE? Jimmie Johnson leads during the final segment of last season's Nextel All-Star Challenge.

MARK IT DOWN!

May 19, NASCAR Nextel All-Star Challenge

Lowe's Motor Speedway, Concord, N.C., Stock Cars
The format may have changed, but Saturday night's All-Star Challenge is the same no-holds-barred non-point event featuring winning drivers from 2006 and 2007 and past series champions. Last year, Jimmie Johnson continued his Lowe's dominance, capturing his second All-Star victory.

- May 20 Hooters Pro Cup Series
Toledo Speedway, Toledo, Ohio, Stock Cars
- May 20 NASCAR Busch East and West Series
Iowa Speedway, Newton, Iowa, Stock Cars
- May 20 ASCS Mid-Atlantic Region
Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
- May 20 Badger Midget Auto Racing Ass'n
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- May 23 World of Outlaws
Grandview Speedway, Bechtelsville, Pa., Sprint Cars
- May 23 USAC National Sprint Car Series
Anderson Speedway, Anderson, Ind., Sprint Cars
- May 24 USAC Regional and Kenyon Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Series
- May 24 USAC Indiana Ford Focus Midget Series
Mount Lawn Speedway, New Castle, Ind., Midget Series
- May 24 ASCS National Series
Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
- May 24 ASCS Mid-Atlantic and Patriot Regions
Susquehanna Speedway Park, Newberrytown, Pa., Sprint Cars
- May 24 Speed World Challenge GT Series
Lowe's Motor Speedway, Concord, N.C., Sports Cars
- May 25 IRL Indy Pro Series
Indianapolis Motor Speedway, Speedway, Ind., Indy Cars
- May 25 World of Outlaws
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
- May 25 USAC Silver Crown Series
Indiana State Fairgrounds, Indianapolis, Ind., Silver Crown Cars
- May 25 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- May 25 ASCS Midwest Region
Junction Motor Speedway, McCool Junction, Maine, Sprint Cars
- May 25 International SuperModified Ass'n
Waterford Speedbowl, Waterford, Conn., Modifieds
- May 25 Interstate Racing Ass'n
Superior Speedway, Superior, Wis., Sprint Cars
- May 25 United Sprint Car Series
Malden Speedway, Malden, Mo., Sprint Cars
- May 25-26 ASCS National and Southern Regions
Virginia Motor Speedway, Saluda, Va., Sprint Cars
- May 25-26 ASCS Mid-Atlantic and Patriot Regions
Virginia Motor Speedway, Saluda, Va., Sprint Cars
- May 26 NASCAR Busch Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- May 26 USAC National Midget Series
O'Reilly Raceway Park, Clermont, Ind., Midget Cars
- May 26 USAC Sprint Car Special Event
Anderson Speedway, Anderson, Ind., Sprint Cars
- May 26 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- May 26 USAC Northeast Ford Focus Midget Series
Star Speedway, Epping, N.H., Midget Cars
- May 26 USAC Western Sprint Series
All American Speedway, Roseville, Calif., Sprint Cars
- May 26 USAC California Ford Focus Midget Series
All American Speedway, Roseville, Calif., Midget Cars




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June 2	Raceway at PowerCom Park (Beaver Dam, Wis.)
June 3	Angell Park Speedway
June 10	Angell Park Speedway
June 17	Angell Park Speedway
June 22	Knoxville Raceway (Knoxville, Iowa)**
June 23	Knoxville Raceway**
June 24	Angell Park Speedway
July 1	Angell Park Speedway
July 7	Langlade County Fairgrounds (Antigo, Wis.)
July 8	Angell Park Speedway
July 14	Raceway at PowerCom Park
July 15	Angell Park Speedway
July 22	Angell Park Speedway
July 29	Angell Park Speedway
Aug. 4	Wilmot Speedway
Aug. 5	Angell Park Speedway
Aug. 12	Angell Park Speedway
Aug. 19	Angell Park Speedway 50-laps Corn Fest
Aug. 24	Plymouth Dirt Track (Plymouth, Wis.)*
Aug. 25	Angell Park Speedway*
Aug. 26	Angell Park Speedway*
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RACE REWIND

FORMULA ONE

Race 4 of 17: Spanish Grand Prix, Sunday, May 13
Circuit de Catalunya, Barcelona, Spain

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Lewis Hamilton

THIRD



Fernando Alonso

Fin.	St.	Driver	Country	Team	Laps
1	1	Felipe Massa	Brazil	Scuderia Ferrari	65
2	4	Lewis Hamilton	Great Britain	McLaren-Mercedes	65
3	2	Fernando Alonso	Spain	McLaren-Mercedes	65
4	5	Robert Kubica	Poland	BMW Sauber	65
5	9	David Coulthard	Great Britain	Red Bull-Renault	65
6	16	Nico Rosberg	Germany	Williams-Toyota	65
7	8	Heikki Kovalainen	Finland	Renault	65
8	13	Takuma Sato	Japan	Super Aguri-Honda	64
9	10	Giancarlo Fisichella	Italy	Renault	64
10	12	Rubens Barichello	Brazil	Honda	64
11	15	Anthony Davidson	Great Britain	Super Aguri-Honda	64
12	14	Jenson Button	Great Britain	Honda	64
13	20	Adrian Sutil	Germany	Spyker-Ferrari	63
14	21	Christijan Albers	The Netherlands	Spyker-Ferrari	63
15	7	Nick Heidfeld	Germany	BMW Sauber	46
16	17	Ralf Schumacher	Germany	Toyota	44
17	16	Vitantonio Liuzzi	Italy	Scuderia Toro Rosso	19
18	22	Scott Speed	USA	Spyker Ferrari	9
19	3	Kimi Raikkonen	Finland	Scuderia Ferrari	9
20	6	Jarno Trulli	Italy	Toyota	8
21	19	Mark Webber	Australia	Red Bull-Renault	7
22	18	Alexander Wurz	Austria	Williams-Toyota	1



STEVE ETHERINGTON PHOTO

NOT GREEN WITH ENVY: Jenson Button's Honda struggled and finished one lap down in 12th place Sunday.

RACE STATISTICS

Race time: 1 hour, 31 minutes, 36.230 seconds
Victory margin: 6.790 seconds

Fastest lap: Felipe Massa, Ferrari, 1 minute, 22.680 seconds

TALK OF TIME TRIALS

Ferrari's Felipe Massa turned in the fastest qualifying lap — 1:20.597 — during the third round of knockouts and outdueled Fernando Alonso for the pole. Kimi Raikkonen, Lewis Hamilton and Robert Kubica completed the top five.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Fernando Alonso

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	30	6. Robert Kubica	8
2. Fernando Alonso	28	7. Giancarlo Fisichella	8
3. Felipe Massa	27	8. Nico Rosberg	5
4. Kimi Raikkonen	22	9. Jarno Trulli	4
5. Nick Heidfeld	15	10. David Coulthard	4



STEVE ETHERINGTON PHOTO

DECISIVE MOMENT: Fernando Alonso skates off course, giving Felipe Massa's Ferrari room to drive away, during the opening corner of Sunday's Spanish Grand Prix at Circuit de Catalunya.

Massa Won't Budge

Ferrari Driver Wins Race In First Corner At Barcelona; Alonso Loses It

BY DAN KNUTSON
NSSN CORRESPONDENT

BARCELONA, Spain — Felipe Massa survived a first-corner bump and run with Fernando Alonso and went on to win the Spanish Grand Prix at Circuit de Catalunya Sunday. Alonso started second in his Vodafone McLaren-Mercedes and tried to swoop around on the outside of polesitter Massa's Ferrari. Alonso believed he was far enough ahead that he owned the corner.

"If you look at my car, at my sidepod and the rear side of the car, it is completely touched," Alonso said. "I think that shows everybody who arrived first into the corner. I was more than half a car in front."

Sitting next to Alonso in the post-race press conference, Massa rolled his eyes.

"I was inside," Massa said, "so I don't understand his point. It was just a normal race accident. As long as I am inside, close to the car going to the first corner, I will keep there. I will not move. So, if somebody was aggressive, it was Fernando. It was not me."

Massa wasn't going to have a repeat of the start in Malaysia when he went from first to third. Alonso was amazed that he and Massa made it out of the first corner in Spain.

"These things normally have both cars DNF," he said, "so we were lucky to finish."

The reason everybody was charging so hard on the first lap is because it's

Ferrari, McLaren In A Dead Heat In Early Going

BARCELONA, Spain — Four races into the season and, thanks to Felipe Massa's victory in Spain, the score is: Ferrari three wins and McLaren-Mercedes one victory.

But thanks to better reliability, McLaren leads both the driver's and constructor's world championships.

And the guy leading the championship is the youngest ever to do so. At 22 years, four months and six days, Lewis Hamilton is just more than a month younger than Bruce McLaren was when he led the points after driving his Cooper Climax to victory in the Argentine Grand Prix 1960 season opener.

And, of course, Hamilton is driving for the team founded by McLaren.

"I keep saying I'm living my dream, and it's really true, you know," Hamilton said after finishing second in Spain. "I've worked so hard for this. To go into my fourth Grand Prix and come out of it leading the championship, when I'm with the top drivers in the world, is just incredible."

Hamilton has yet to win, but his four-consecutive podium finishes (a third and three seconds) set yet another rookie record. And he's the only driver to celebrate on the podium in each of this year's four races.

— Dan Knutson

so hard to overtake around this track. Alonso, on a lighter load of fuel than those around him, was completely stuffed once he was pushed back to fourth behind Massa, Lewis Hamilton, who had jumped from

fourth to second in his McLaren, and Kimi Raikkonen's Ferrari. The latter retired with alternator woes, but any chances of Alonso winning his home race were gone.

Massa's Ferrari was quicker than the McLarens throughout the race. To make matters worse, both McLarens had slow second stints because Hamilton's tires were set at the wrong air pressure and Alonso was on the hard-compound tire. Plus, Alonso had a damaged bargeboard from his collision with Massa.

Everybody went for a medium/medium/hard sequence of tire usage, and it was the fastest strategy. McLaren gambled by putting Alonso on hards for the second stint, but it didn't pay off.

Massa, on a light fuel load, pulled away. Yes, Hamilton led during the two pit-stop sequences, but this was Massa's race.

As usual this season, a BMW Sauber finished fourth. This time, however, Robert Kubica rather than Nick Heidfeld grabbed the spot. Heidfeld looked very strong in opening stages, but a problem with the right-front-wheel nut during his pit stop meant that he had to pit again after a very slow lap minus said nut. Red Bull finally scored some points with David Coulthard's fifth place, while the unlucky Mark Webber retired. Nico Rosberg gave another indication of the revival of AT&T Williams Toyota with a solid sixth-place finish.

ING Renault's Heikki Kovalainen finished seventh. The Super Aguri team celebrated as Giancarlo Fisichella's extra fuel stop dropped him behind Takuma Sato, who grabbed eighth place and the final point.



STEVE ETHERINGTON PHOTO

CATCHING ON: McLaren's Lewis Hamilton hasn't missed the podium yet in his rookie season.

Bernie Grants Spain Two GPs

F-1 To Race In Barcelona, Valencia While Others Lose Events

By **DAN KNUTSON**
NSSN CORRESPONDENT

BARCELONA, Spain — Spain will hold two grands prix beginning in 2008 as Valencia (host of the America's Cup this year) is poised to sign a seven-year deal with **Bernie Ecclestone** to stage a race in the city's harbor area.

F-1 NOTES Ecclestone got Spain's politicians into a furor by saying the contract would not be signed until after the local elections held later this month.

They felt that Ecclestone was trying to influence the elections by saying the race would only go ahead if the Popular Party and its president, Francisco Camps, were re-elected.

"These are lamentable, unfortunate and worrying statements," Deputy Prime Minister **Maria Teresa Fernandez de la Vega** (of the rival Socialist Party) told reporters. "In the first place because it shows a clear lack of democratic culture, and secondly because it's an insult, a lack of respect to everyone, to the people of Valencia and all Spaniards."

Ecclestone later told a Spanish TV station that he was not interfering with the elections.

"I said I wouldn't formalize a contract until after the elections," he said, "because I didn't know whom I would be signing it with."

F-1 was moving away from countries holding two races, as both Italy and Germany lost their second events this year. But Valencia, which is said to be paying \$35 million for the privilege, gets an exemption. The Valencia race reportedly will close out the 2008 season.

■ Barcelona has extended its grand prix contract from 2011 to 2016. "I am very happy ... we reached a conclusion and we are on good terms again," Ecclestone said, "because at one stage we were a bit concerned

that we wouldn't be able to reach an agreement."

■ The Singapore GP is a go for the next five years. **S. Iswaran**, the country's Minister of State for Trade and Industry, announced at press conference May 11 that the race would be in September or October next year. It will almost certainly be a night race.

■ **Michael Schumacher** still looks very fit, but he's been staying out of the gym.

"As you know, I have a passion for soccer," he said. "You need to be a little bit fit for that, but that is basically what I do."

■ **Fernando Alonso** declines to confirm if he is married or not.

"I've got nothing to say," he told the *El Pais* newspaper. "I'm an F-1 driver, not some actor who likes to get involved in this kind of game."

■ **Scott Speed** jumped from 22nd to 14th on the opening lap of the race. But the Californian's race ended on lap 10 when a deflating left-rear tire blew on his Toro Rosso.

■ **Adrian Newey** went to Valencia to watch some of the **Louis Vuitton** America's Cup qualifying races before heading for the track. He's long been fascinated with the technology of the America's Cup yachts. "We don't want him too excited about boats at the moment," Red Bull boss **Christian Horner** said.

■ **Mark Webber** had a new engineer in Spain because his regular engineer, **Claron Pilbeam**, was home with his wife, who is expecting a baby.

■ **Nick Heidfeld** turned 30 on May 10. The BMW Sauber team presented him with a huge cake.

■ If there is one thing a racing driver's ego can't take, it's being told how to drive. While **Kimi Raikkonen** says it's "positive" for Ferrari that Michael Schumacher is a consultant, he made it clear that he doesn't need any advice from Schumacher. "He is here to help the team,"

Raikkonen said. "Hopefully, he has much more time to look at what the other teams are doing and comes up with some ideas. That is the way he is approaching the weekend, and naturally he is not coming to us to tell us how to drive the cars."

Schumacher says he will sit in on the debriefings if he is needed, but his opinions will remain within the team.

"It is not my part of work to analyze the drivers," he said. "Certainly I have my view, but I don't think it is my job to make that public honestly. In this business (comments) can be twisted too many times around."

■ McLaren raced with its new biplane front wing. While some teams privately questioned if it was flexing too much, nobody made any formal protests.

■ After different problems twice caused the fuel flap to stick open and closed on **Mark Webber's** Red Bull, the system has undergone a redesign and a total rework.

"We think we have nailed the problem now," Christian Horner said.

■ **David Coulthard** started his 215th Grand Prix in Barcelona. He made his F-1 debut at the same track in 1994.

■ **Ben Agathangelou** has left his post of Red Bull's head of aerodynamics. He was unhappy with the reorganization of the team's aero department in which Adrian Newey wanted **Peter Prodromou** to replace Agathangelou and move the latter to a new role.

■ **Felipe Massa** won the **Lorenzo Bandini** trophy, which is awarded each year by Bandini's hometown of Brisighella to the F-1 driver who has shown the most fighting spirit and good-guy qualities. Bandini died in a fiery crash in Monaco 40 years ago.

■ **Ross Brawn** will wait until July before making any decisions about his future. Honda is talking to the talented technical director who would give the team a much-needed long-term restructuring.

Schumacher Still Knows How To Draw A Crowd

BARCELONA, SPAIN

It was just like the old days as I stood in the packed Ferrari hospitality unit for a Michael Schumacher press conference. The difference, of course, is that Schumacher retired last year. "There is a life after F-1," he told us in Spain.

Life for Schumacher at the moment is luxuriously unstructured.

"After being 16 years here," he said, "it has been an interesting experience not to wake up every morning and think about it, (but) just thinking about other things like the family and so on. It has been very exciting."

He's enjoying traveling and going on vacation when Gina and Mick are out of school.

This was Schumi's first race in his new advisor role, but he said he was just observing things from a distance. He believes that his presence did not cause any distractions within Ferrari.

"I would not be here if that was the case," he said. "All my participation is to help the team in any means that I can and not to distract."

While there certainly was a massive media buzz around the seven-time champion, within the Ferrari garage it was almost as if the crew had been told to ignore him.

Schumacher does miss hanging out with the Ferrari crew.

"Usually on the Thursday before a race weekend, we would play soccer together," he recalled. "We'd have dinner together, and after the race we may hang out together. Those moments have always been very pleasurable."

So, just what is his job?

"I am more looking at the team structure and what is going on inside the team," he said. "That is the main focus I have, as well as the road-car development. I am not looking at the drivers at the moment. There is no such guideline that has to be followed for what I have to do."

Does he have any ambitions to be a team owner or run Ferrari one day?

"Neither! Absolutely not," came the prompt reply. "I just don't want to. I have other ambitions in life other

ACROSS THE POND



DAN KNUTSON

than that one."

Any desire to test an F-1 car?

"No, not at the moment," he said.

Mika Hakkinen said recently that Schumacher might race again because like many ex-drivers he will miss the buzz driving in F-1. Schumacher has no immediate plans to race or to do anything else for that matter.

"I am only so many months out of this business," he said. "And I am quite happy with that. What could be in the future, who knows? If I knew that, I would be doing it."

The press conference was held in Ferrari's new red palace.

Still quaintly called motor homes, even though there hasn't been a proper one in the F-1 paddock for years, the F-1 hospitality units continue to get bigger and fancier.

Ferrari's glitzy new unit is three stories high, 36 feet wide and 46 feet deep. The ground floor is a reception area for the media, while the first floor and the viewing terrace are for sponsor guests.

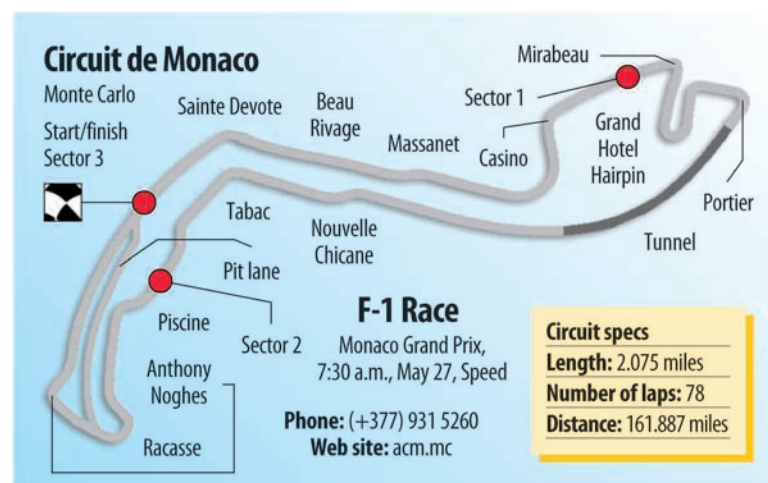
While it takes several days and many people to build up some of the F-1 hospitality units in the paddock, Ferrari's was designed to be put up in just two days by just seven people and one large crane.

The whole thing comes in four large modules, each weighing 17,600 pounds, which make up the two outer "walls" and contain offices and other rooms. A central lounge area separates them. The roof terrace weighs 11,000 pounds.

At the back, a service trailer holds a fully fitted catering kitchen, the generator, water, gas, air conditioning and other services. A toilet and shower unit sits on top of the service trailer. Twelve tons of steel, 35 tons of aluminum and 80 miles of electrical wiring were used in the construction of structure.

Other than Super Aguri's modest upgrade to the former Jordan motor home, there were no other new units in the paddock. McLaren's mansion will appear in July.

UP NEXT



WoO LMs Groom Three First-Time Winners In Midwest

May 9

DAVENPORT, Iowa — Brian Harris collected a monster-sized check to launch the World of Outlaws Late Model Series's Monster Midwest Tour on May 9 at Davenport Speedway.

Harris, a Davenport native racing in front of his family and friends, earned the pole and held off Jimmy Mars and another crowd favorite, Brian Birkhofer, for 50 laps to capture the \$10,000 checkered flag. Plus, Harris earned an additional \$500 by being the top-finishing non-World of Outlaws driver who had never won a World of Outlaws Late Model Series event.

"That's awesome," said Harris, 26, the 2000 Davenport Speedway rookie of the year. "That's the biggest check we've ever won."

The pressure mounted during the closing laps on the quarter-mile oval, as Mars shadowed Harris, with Birkhofer closing on Mars. But Harris finally worked through lapped traffic just before Mars could make a move and powered into victory lane. Rick Eckert was fourth, with Brady Smith fifth.

"It's unbelievable," Harris

said. "I just can't thank all my guys enough, the friends and family, the sponsors who are here tonight. When they put this race on the schedule, we were looking forward to coming here. We've had a lot of success here. I've never dedicated a feature win to anybody, but my uncle passed away last week and I'd like to dedicate this win to him."

Shannon Babb was the fastest qualifier in the 37-car field and by finishing 10th grabbed the point lead over Clint Smith.

The finish:

Brian Harris, Jimmy Mars, Brian Birkhofer, Rick Eckert, Brady Smith, Steve Francis, Chris Madden, Steve Casebolt, Billy Moyer, Shannon Babb, Denny Eckrich, Clint Smith, Josh Richards, Darrell Lanigan, Brian Shirley, Chub Frank, Tim Lance, Dennis Erb, Jr., Eddie Carrier, Jr., Mike Mataragas, Shane Clanton, Ray Guss, Jr., Chris Simpson, Boone McLaughlin.

Saturday

BEAVER DAM, Wis. — Dennis Erb, Jr. became the second-consecutive first-time winner with the World of Outlaws Late Model Series, capturing Saturday night's 50-lap feature at Charter Raceway Park.

There were tears of joy visible in Erb's eyes after he climbed out of his Rayburn car in victory lane — clear-cut proof that this was one of the most important triumphs of his career.

Erb, 34, has been a regular winner throughout the



RICK HORSTMANN PHOTO

BOTTOM GROOVER: Dennis Erb (28) and Clint Smith battle for position during Saturday night's World of Outlaws Late Model Series event at Charter Raceway Park in Beaver Dam, Wis.

Midwest in recent years, but few of his checkered flags could match the exhilaration he felt about winning a WoO LMS event at one of the country's top short-track facilities.

The manner in which Erb joined Brian Harris, who

scored an upset victory May 9 at Davenport (Iowa) Speedway as a new WoO LMS winner, made his achievement even more memorable.

Starting 11th, Erb parked his Malcuit-powered Petroff Towing/J&J Steel/Reaber Transportation car on the rail on the third-mile oval and marched to the front, taking the lead from Clint Smith on lap 35.

"The bottom worked real well for me," said Erb, who earned \$10,500. "I found something down there that I could use and just stayed there."

"When I saw I was catching them (the leaders), I just kept my line, and it all worked out. We just hit on the right setup tonight."

Smith finished second, with Chris Madden, Steve Francis and Shannon Babb, who started 18th, rounding out the top five.

Smith regained the point lead from Babb, while Josh Richards was the fast qualifier with a track record, 13.643-second run.

The finish:

Dennis Erb, Jr., Clint Smith, Chris Madden, Steve Francis, Shannon Babb, Darrell Lanigan, Rick Eckert, Josh Richards,

Jimmy Mars, Chub Frank, Tim Fuller, A.J. Diemel, Brian Shirley, Brady Smith, Shane Clanton, Eddie Carrier, Jr., Dave Eckrich, Mike Mataragas, Pete Parker, John Blankenship, George Scheffler, Terry Casey, Nick Anvelink.

Sunday

LINCOLN, Ill. — Another local hero turned back the big boys.

Brian Shirley of nearby Chatham, Ill., became the second driver in less than a week to win a World of Outlaws Late Model Series event in front of a partisan hometown crowd, capturing Sunday night's 40-lap A main at Lincoln Speedway.

Shirley, 26, also was the third-consecutive first-time winner on the WoO LMS, following victories by Brian Harris on May 9 at Davenport Speedway and Dennis Erb, Jr. on Saturday at Charter Raceway Park.

The victory was worth \$7,500 to Shirley, including the \$500 bonus he received for being the top-finishing driver who was neither ranked among the top 12 of the WoO LMS point standings nor a previous winner of a tour event.

"I couldn't have picked a better night to win my first World

of Outlaws race," Shirley said. "My dad, my aunt, my uncle — pretty much all the important people in my life were here tonight. This is just one of those days that touches you."

Shirley started fifth and spent the first half of the race battling for position in the top five. He made his decisive move on a lap-20 restart, using the outside lane to grab the lead from Erb, who had held the top spot from the start, as lap 21 was scored.

With the remainder of the A main running caution free, there was no catching Shirley, who crossed the finish line more than a straightaway ahead of Erb, who had remained in second.

Last year's WoO LMS Rookie of the Year, Eddie Carrier, Jr., recorded a career-best tour finish of third, while Chub Frank placed fourth and three-time WoO LMS champ Billy Moyer was fifth.

The finish:

Brian Shirley, Dennis Erb, Jr., Eddie Carrier, Jr., Chub Frank, Billy Moyer, Chris Madden, Steve Francis, Darrell Lanigan, Clint Smith, Rick Eckert, Josh Richards, Tim Fuller, Kevin Weaver, Steve Sheppard, Jr., Shane Clanton, Matt Taylor, Shannon Babb, Brady Smith, John Blankenship, Eric Smith, Damon Eller, Jason Feger, Tim Lance, Jeremy Conway, Steve Casebolt, Adam Hensel.

Blue-Chip Driver: Birkhofer Bags \$25,000

WHEATLAND, Mo. — Brian Birkhofer raced to victory at the inaugural MLRA

SuperChips Diamond Nationals, claiming the \$25,000 winner's purse and a commemorative diamond ring this past weekend at Lucas Oil Speedway.

The race was co-sanctioned by MLRA and the Lucas Oil Late Model Dirt Series. Birkhofer wrestled the lead

away from John Anderson on lap 45. Once out front, Birkhofer stretched his lead at the halfway mark. He survived a couple of late restarts, battling Anderson to stay in the lead each time.

"I told (Don) O'Neal and the other guys that started up front that they might check on me early, but I'll try to hang around," Birkhofer said.

Anderson came home second, with Steve Shaver, Don O'Neal and Wendell Wallace rounding out the top five.

Sixty cars signed in, with Billy Moyer, O'Neal, Dan Schlieper, Anderson, Steve Shaver and Birkhofer claiming the heat victories.

Terry English and Brandon McCormick grabbed spots in the feature event by virtue of their victories in the two B features.

The finish:

Brian Birkhofer, John Anderson, Steve Shaver, Don O'Neal, Wendell Wallace, Steve Casebolt, Dan Schlieper, Billy Moyer, Darren Miller, Donnie Moran, Scott James, Earl Pearson, Jr., Damon Eller, Terry English, Matt Miller, Michael England, Al Purkey, Justin Rattliff, Brian Harris, Freddy Smith, Brandon McCormick, Billy Drake, Jeremy Payne, Terry Phillips, Scott Drake, Chris Simpson.

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Hebert, Ladner Sweep Weekend

Friday

BATON ROUGE, La. — Danny Hebert retook the O'Reilly SUPR Modified Championship point lead in convincing fashion, winning for the first time this season Friday at Baton Rouge Raceway. Hebert is the seventh winner in seven races.

SUPR

Billy Collett grabbed the point at the start, but his night ended abruptly on lap three as he broke a motor. Hebert took

advantage of the break and went on to lead the remaining 23 laps. Chris Smith, Shane Hebert, Richie Ginn and Chris Cassano followed.

The finish:

Danny Hebert, Chris Smith, Shane Hebert, Richie Ginn, Chris Cassano, Tom Munson, Damian Acosta, Kevin Maddox, Michael Barfield, Charles Sibley, Chris Blaszek, Scotty Covington, Joey Credidio, Tommy Cannon, Larry Hively, Roger Flynn, Jerry Cassano, Richard Zeller, Billy Collett, Larry Barbier.

Saturday

PASS CHRISTIAN, Miss. — Mike Ladner became the first repeat winner on the 2007 O'Reilly SUPR Modified tour

when apparent winner Jeff Cooper was disqualified for being too light at the scales Saturday at South Mississippi Speedway.

Ladner made a late-race charge to grab second in the closing stages but was unable to pass Cooper on the track. Brian Rouse, Tommy Cannon, Lance Broadus and Ben Stephens completed the top five.

The finish:

Mike Ladner, Brian Rouse, Tommy Cannon, Lance Broadus, Ben Stephens, Richie Ginn, Kevin Maddox, Nicholas Sellier, Danny Hebert, Charles Sibley, Ronnie Roberts, Scott Berger, George Gilbert, Danny Jones, Billy Collett, Robbie Barker, Michael Blount, Jeff Cooper, Johnnie Moody.

Rose Blooms, Cruises Past Field

BEDFORD, Pa. — Bill Rose earned his first All Star

ALL STARS

Sunday at Bedford Speedway.

Rose, who had won an All Star race as an owner but never as a driver, dominated the event. Rose took the lead from the green flag on the half-mile oval and never looked

back, beating Greg Wilson to the checkered flag.

"We didn't mind the track being a little slick tonight. It worked in our favor this time," said Rose. "Me and a friend of mine put this deal together racing out of our own pockets, and we're happy to get this win."

Mark Smith finished third, with Greg Hodnett and Danny Smith rounding out the top five.

The summary:

Fast time: Kenny Jacobs, 17.434 seconds (28 cars).
 First Heat: Mike Wagner, Kenny Jacobs, Kevin Nouse, Cale Grubb, Shane Stewart, Brian Paulus, Paul May, Bob Bennett, Jim Kennedy, Brian Ellenberger.
 Second Heat: Fred Rahmer, Brock Mayes, Doug Esh, Lucas Wolfe, Bill Rose, Dan Shetler, Brian Leppo, Brandon Martin, Craig Mintz.
 Third Heat: Danny Smith, Lance Dewease, Ed Neumeister, Greg Hodnett, Mark Smith, Greg Wilson, Richard Fitz, Craig Keel, Scott Lutz.
 Dash: Mayes, Jacobs, Dewease, Rose, Wilson, Smith.
 B Main: May, Leppo, Bennett, Keel, Fitz, Mintz, Lutz, Martin, Ellenberger, Kennedy.
 Feature: Rose, Wilson, M. Smith, Hodnett, D. Smith, Leppo, Rahmer, Paulus, Wagner, Stewart, Shetler, Wolfe, Keel, Jacobs, Bennett, May, Fitz, Mayes, Dewease, Grubb, Esh, Neumeister, Mintz, Nouse.

NASCAR Canadian Tire Series To Debut

DAYTONA BEACH, Fla. — The inaugural season of the NASCAR Canadian Tire Series will begin on Saturday, May 26 at Cayuga International Speedway. The first-year series includes 12 races across 10 tracks and road courses throughout Canada.

"The 2007 NASCAR Canadian Tire Series calendar presents a challenging variety of race-tracks in key markets, from the sizzle of running in conjunction with the NASCAR Busch Series race in Montreal

and during the Champ Car event in Edmonton, to storied oval and road circuits across Canada," said George Silberman, NASCAR's managing director of racing operations. "Coupled with a strong, recognized series sponsor and a tremendous television package, this sets the stage for an outstanding season of racing."

The series will be broadcast on Canada's leading sports network, TSN, which will televise 12 one-hour broadcasts featuring racing action from each

event. The schedule will include a visit to Circuit Gilles Villeneuve, Montreal's famed 2.71-mile road course Aug. 3-4, as a companion event to the NASCAR Busch Series.

The schedule:

May 26, Cayuga Int'l Speedway, Hamilton, Ontario; June 16-17, Mosport Int'l Raceway, Bowmanville, Ontario; July 1, Barrie Speedway, Barrie, Ontario; July 14-15, Sun Valley Speedway, Vernon, B.C.; July 20-21, Grand Prix Edmonton, Edmonton, Alberta; Aug. 3-4, Circuit Gilles Villeneuve, Montreal; Aug. 11, Mosport Speedway, Bowmanville, Ontario; Aug. 17-19, Grand Prix de Trois-Rivieres, Trois-Rivieres, Quebec; Sept. 1, Cayuga Int'l Speedway, Hamilton, Ontario; Sept. 8, Barrie Speedway; Sept. 15, Riverside Speedway, Antigonish, Nova Scotia; Sept. 23, Kawartha Speedway, Peterborough, Ontario.

Zomer Zooms From Pole Position To Victory Lane

KNOXVILLE, Iowa — Dusty Zomer captured his first-

IRA

Saturday night during the eighth annual Interstate Racing Ass'n Challenge, taking home \$3,000 for his efforts.

Zomer, who started on the pole, was never challenged during the 20-lap feature.

At the green flag, he slid to the top of the half-mile oval and rode the cushion to a quick lead.

When it looked as if Zomer would be able to coast to victory, a caution flag forced a single-file restart, but Zomer

defended his lead while Kaley Gharst successfully dueled Lynton Jeffrey for second place. Skip Jackson took fourth, and Dustin Lindquist rounded out the top five.

The finish:

Dusty Zomer, Kaley Gharst, Lynton Jeffrey, Skip Jackson, Dustin Lindquist, Calvin Landis, Scott Young, Billy Alley, Ricky Logan, Randy Anderson, Clint Gerner, Mike Reinke, Dennis Moore, Jr., Bronson Maeschon, Dave Heskin, Ryan Anderson, Brent Antill, Steve Meyer, Kim Mock, Scott Neitzel, Scott Winters, Brian Brown, Travis Whitney.

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ADMISSION \$12
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Hirschman Gets Back To Roots

By AL ROBINSON

OSWEGO, N.Y. — Matt Hirschman returned to his roots Sunday afternoon, taking advantage of a break in his

ROC MODIFIEDS

the Race of Champions Asphalt Modified Series at Oswego Speedway.

The second-generation driver is the current NASCAR Whelen Modified Tour point leader, but first came to driving prominence by winning the 2005 RoC title. He was also co-crew chief on his father's two most recent championships.

Hirschman won his heat, drew the pole and was never challenged for the lead in the 75-lap event. Only two cautions slowed the race, but it was also virtually devoid of passing. Billy Putney, Lee Sherwood, Zane Zeiner, Earl Paules and Eric Beers ran second through sixth, respectively, throughout. Terry Zacharias, Bill Hebing, Phil Slater and John Markovic completed the top 10, with Hebing's advance of eight positions earning hard-charger honors.

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 Children 7 to 12 - \$4; Children 6 and Under - FREE.
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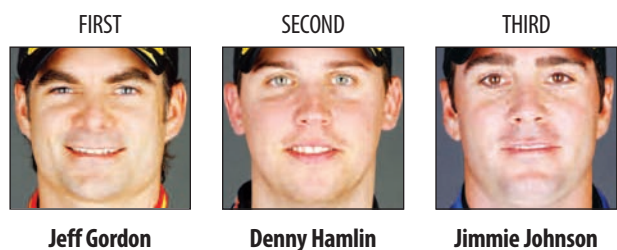
For more information call (804) 758-1867 or visit www.vamotorspeedway.com

NASCAR NEXTEL CUP

RACE REWIND

Race 11 of 36: Dodge Avenger 500, Sunday, May 13
Darlington Raceway, Darlington, S.C.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	10	24	Jeff Gordon	DuPont Chevrolet	367	\$323,286	Running
2	7	11	Denny Hamlin	FedEx Express Chevrolet	367	211,550	Running
3	12	48	Jimmie Johnson	Lowe's Chevrolet	367	197,761	Running
4	29	12	Ryan Newman	alltel Dodge	367	159,875	Running
5	4	99	Carl Edwards	Office Depot Ford	367	125,475	Running
6	26	20	Tony Stewart	Home Depot Chevrolet	367	145,961	Running
7	31	17	Matt Kenseth	DeWalt Ford	367	143,516	Running
8	21	8	Dale Earnhardt, Jr.	Budweiser Chevrolet	367	133,033	Running
9	1	07	Clint Bowyer	Jack Daniel's Chevrolet	367	114,575	Running
10	34	31	Jeff Burton	Cingular Wireless Chevrolet	367	127,541	Running
11	25	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	367	112,320	Running
12	18	2	Kurt Busch	Miller Lite Dodge	367	119,108	Running
13	28	14	Sterling Marlin	Ginn Resorts Chevrolet	367	104,433	Running
14	37	01	Mark Martin	U.S. Army Chevrolet	367	108,308	Running
15	2	16	Greg Biffle	Ameritrust Ford	367	97,700	Running
16	3	26	Jamie McMurray	Crown Royal Ford	367	89,850	Running
17	9	29	Kevin Harvick	Shell/Pennzoil Chevrolet	367	125,886	Running
18	22	18	J.J. Yeley	Interstate Batteries Chevrolet	367	108,183	Running
19	13	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	367	117,036	Running
20	5	9	Kasey Kahne	Dodge Dealers/UAW Dodge	367	124,616	Running
21	17	19	Elliott Sadler	Dodge Dealers/UAW Dodge	367	96,370	Running
22	39	66	Jeff Green	Best Buy Chevrolet	365	100,008	Running
23	41	42	Juan Pablo Montoya	Texaco/Havoline Dodge	365	113,575	Running
24	6	78	Kenny Wallace	Furniture Row Chevrolet	365	75,775	Running
25	42	45	Kyle Petty	Marathon American Spirit Dodge	364	87,233	Running
26	40	88	Ricky Rudd	Snickers Ford	364	105,333	Running
27	24	6	David Ragan	AAA Ford	363	109,425	Running
28	35	13	Joe Nemechek	Haier Chevrolet	363	69,950	Running
29	19	70	Johnny Sauter	Haas Chevrolet	361	69,750	Running
30	38	38	David Gilliland	M & M's Ford	361	100,289	Engine
31	23	15	Paul Menard	Menards/Moen Chevrolet	358	69,325	Running
32	27	22	Dave Blaney	Caterpillar Toyota	355	89,197	Engine
33	14	00	David Reutimann	Domino's Toyota	351	69,925	Engine
34	30	40	David Stremme	Coors Light Dodge	349	68,850	Engine
35	11	25	Casey Mears	National Guard/GMAC Chevrolet	345	76,600	Engine
36	20	84	A.J. Allmendinger	Red Bull Toyota	344	68,450	Running
37	36	5	Kyle Busch	Carquest/Kellogg's Chevrolet	338	86,250	Running
38	33	7	Robby Gordon	Menards/MAPEI Ford	317	68,025	Running
39	32	96	Tony Raines	DLP HDTV Chevrolet	310	78,400	Engine
40	16	41	Reed Sorenson	Target Dodge	310	75,750	Running
41	8	21	Ken Schrader	Motocraft Ford	254	87,839	Accident
42	43	37	Kevin Lepage	Long John Silver's Dodge	127	68,280	Transmission
43	15	83	Brian Vickers	Red Bull Toyota	122	67,382	Accident

RACE STATISTICS

Race time: 4 hours, 1 minute, 50 seconds
Average speed: 124.383 mph
Victory margin: .978 second
Caution flags: 10 for 44 laps
Lead changes: 21 among 10 drivers
Lap leaders: Clint Bowyer, 1-16; Carl Edwards, 17-34;
Denny Hamlin, 35-101; Edwards, 102-116; Hamlin, 117-177; Ryan Newman, 178-179; Matt Kenseth, 180-181; Hamlin, 182-221; Newman, 222-238; Hamlin, 239; Ken Schrader, 240-241; Kenseth, 242-255; Jimmie Johnson, 256; Kenseth, 257-269; Newman, 270-289; Hamlin, 290-299; Johnson, 300-305; Elliott Sadler, 306; Johnson, 307-335; Dave Blaney, 336-337; Johnson, 338-345; Jeff Gordon, 346-367.

TALK OF TIME TRIALS

Clint Bowyer, in a Richard Childress Racing Chevrolet, earned the first pole of his career with a lap at 164.987 miles per hour. It was his third top-10 start of 2007 and second in two races at Darlington. Greg Biffle's Ford rolled off second.

STANDINGS



Top 10	
1. Jeff Gordon	1,881
2. Jimmie Johnson	1,650
3. Matt Kenseth	1,582
4. Denny Hamlin	1,539
5. Jeff Burton	1,486
6. Tony Stewart	1,375
7. Kurt Busch	1,325
8. Kevin Harvick	1,315
9. Clint Bowyer	1,302
10. Carl Edwards	1,291

NASCAR Finds Fault With No. 8

By BRIT FRYER
NSSN CORRESPONDENT

DARLINGTON, S.C. — Dale Earnhardt, Jr. actually made headlines for something other than his departure from Dale Earnhardt, Inc.

NASCAR inspectors deemed that the rear wing on Earnhardt's No. 8 Chevrolet was mounted improperly. The infraction was discovered during Saturday night's pre-race inspection for the Dodge Avenger 500 at Darlington Raceway.

NASCAR confiscated the brackets used to hold the wing in place, and a penalty was expected earlier this week. Should a fine be levied against crew chief Tony Eury, Jr., Earnhardt said he would write the check.

"Apparently there's something they did with the mounting brackets," Earnhardt said. "I don't really know much about it. You'll have to ask Tony, Jr. I got his back."

Earnhardt, however, showed no signs of any distraction — a tall order considering Thursday's emotional announcement that he will leave the company his late father created at the end of the season.

He capped an exhausting week with an eighth-place finish Sunday. After

GORDON: Hamlin Just Misses In Another CoT Event

CONTINUED FROM PAGE 2

the finish, as a mini geyser shot out steam from underneath the hood over the final 100 laps.

"There's no way that thing should have made it," Gordon admitted.

But it did, and when Darlington's standard to-pit-or-not-to-pit scenario arose, Gordon and company were at their best. Gordon stayed out while most of the leaders pitted with 23 laps to go. The steam subsided when Gordon's car was able to breath clean air — helping ease the decision to not take tires — and he held off an oncoming Denny Hamlin by less than a second.

The car held up, crew chief Steve Letarte made the right call, and the end result was Gordon lengthening his championship lead to 231 points over teammate Jimmie Johnson. It was Gordon's seventh victory at the so-called Track Too Tough To Tame.

"That's the way you win races right there," Gordon said. "What an amazing year we're having. Today, we were off. We won a race we probably shouldn't have."

After rain washed out Darlington's lone Nextel Cup event Saturday night, NASCAR raced on Mother's Day for the first time since 1986. Gordon's wife, Ingrid Vandebosch, was in attendance carrying the couple's first child.

"I can't think of a better gift to give her and my mom," Gordon said. "She had a little tear in her eye, so definitely the emotions and the hormones are flying right now. She knew, too, that



MARTY SEROTA/GETTY IMAGES

MORE ATTENTION: Dale Earnhardt, Jr. and crew chief Tony Eury, Jr. await the start of Sunday's Dodge Avenger 500.

starting 21st, Earnhardt quickly drove into the top five before posting his fourth top-10 showing in the past seven events. He remained 12th in points.

"I was happy to hear my guys say they support me into the rest of the

season," Earnhardt said. "They're glad to hear that we're going to race hard and try to have some fun and enjoy what we do.

"We're going to try to continue to keep that attitude and stay positive. That's important to me."



PHIL CAVALI PHOTO

DENIED: Denny Hamlin (right) stalks Jeff Gordon during Sunday's Dodge Avenger 500. Hamlin led the most laps but came up short.

this was her last weekend to travel before she has the baby, so I think that meant a lot to her to be able to pull that off before she's stuck at home for a little while."

Hamlin, who led a career- and race-high 179 laps, ran second. His Joe Gibbs Racing Chevrolet has finished in the top three in the past four CoT events, but loose lug nuts on a late pit stop cost him a chance to knock Hendrick from the CoT throne.

After the slow stop, Hamlin restarted in 16th, but it was too much ground to make up despite a hard charge to the front.

"It just goes on and on every week. The same story at a different race track, and I'm here talking about the exact same thing," Hamlin said of another one that got away.

"When I get put back in the corner like I was, all I'm looking to do is trying to get somewhere near the top five. I felt like that was a realistic expectation, best-case scenario. I had

to rely on guys to cut me breaks when I needed them. I hate to rely on my competition to help me win races."

Johnson, last week's winner at Richmond, finished third in another Hendrick Chevrolet. Ryan Newman's Dodge and Carl Edwards's Ford completed the top five.

After a tumultuous week, where he announced he'll leave Dale Earnhardt Inc. at the end of the season, Dale Earnhardt, Jr. ended up eighth.

"I had no pressure, nothing, really on my mind other than what we were supposed to be doing," Earnhardt said. "I was surprised. I thought it would be more of a distraction."

Johnson was one of the leaders to pit with 23 laps to go, and if he had to do it again, he'd take tires and take his chances. But he never came close to challenging Gordon again.

"I thought we were golden," Johnson said. "New tires always pay off here. If I was back in that position, I think I would go for tires again."

NASCAR NEXTEL CUP RACE REWIND



HAROLD HINSON/HHP PHOTO

TOUGH LADY: Rookie A.J. Allmendinger got up close and personal with the Lady in Black Friday at Darlington Raceway. In his first visit to the track, Allmendinger qualified 20th in his Red Bull Toyota.

Asphalt To Get New Attitude

\$10-Million Project Includes New Infield Tunnel, Concrete Pit Stalls

By BRIT FRYER
NSSN CORRESPONDENT

DARLINGTON, S.C. — Darlington Raceway's abrasive, grumpy surface was last repaved in 1994. After Sunday's Dodge Avenger 500, a new pavement project will begin on the claustrophobic 1.366-mile, egg-shaped oval.

NASCAR NOTES "The asphalt they use in this area just deteriorates really fast," veteran Mark Martin said, "and it won't be long after they repave it again, we'll be back to the same old Darlington."

During next year's visit to the South Carolina sand hills, Jimmie Johnson expects far less action.

"It's really going to be a single-file race track," said the defending Nextel Cup champion, "and they should actually consider reworking the width of the track and the transitions in and off the turns so we can run side by side. With new asphalt there's so much grip, it's just going to be single file."

The \$10-million face-lift, approved by International Speedway Corporation in early April, includes repaving the track surface and apron and the addition of concrete pit stalls. A new infield access tunnel will be constructed under the west end of the track to go along with renovations to luxury suites and parking areas.

The project will begin in mid-June, and it's a sure sign that Darlington is going nowhere on the Nextel Cup schedule.

Robert Yates Racing's loyalties lie with Ford; Dale Earnhardt Inc.'s with Chevrolet. That would make it

tough for the two organizations to join forces — a rumor that gained steam after Dale Earnhardt, Jr. confirmed he'll leave DEI at season's end.

"That probably is a deal breaker," said Doug Yates, co-owner at RYR. "We have a lot of responsibility to Ford Motor Company. We want to do a good job for them, and the one thing that we've said all along is that we are Ford. If a situation arises that can complement our program and Ford's program, we're very interested in listening to it."

Left behind in Earnhardt's departure is Martin Truex, Jr. — one of Junior's best buddies. Truex won back-to-back Busch Series championships driving for Earnhardt's Chance 2 Motorsports and moved to Nextel Cup in 2006 to complement Earnhardt at DEI.

Life goes on, Truex said. "I think at first everybody was surprised and maybe a little bit sad," Truex said, "but they said, 'We've got to go on. We'll go to work.' I've still got my race team. (Earnhardt) didn't work on my race car. He didn't drive my race car. We're still doing the same thing we were doing."

Look out, Nextel Cup Series. Johnson likes his chances in the Coca-Cola 600 later this month at Lowe's Motor Speedway. Johnson's Chevrolet was "off" last season at LMS, finishing second in both point races. He had won four in a row and five of the previous six events there.

Johnson said last week's two-day test at the 1.5-mile track proved critical in correcting any problems.

"You're starting off (a run) wrecking loose," Johnson said, "so you've got to balance that out. We've found some things that really helped us not lose too much time at the start of the run because the car was loose. We've found some speed."

A.J. Allmendinger likened his first Darlington experience to "jumping off a cliff, basically, because that's about what it feels like. Who designed this place? I'm still shaking."

His qualifying lap was quick enough to put the Red Bull rookie in the show for the fourth time this season. Allmendinger's teammate, Brian Vickers, also stuck around for a long weekend, marking only the second time both Red Bull Camrys have raced together.

Not so lucky in the Toyota camp was Michael Waltrip, who hasn't competed since the season-opening Daytona 500. And Dale Jarrett failed to qualify for the second-straight week.

Toyota did post three top-30 finishes in the race, with Dave Blaney leading the way in 32nd.

The test session scheduled for Monday and Tuesday at Dover Int'l Speedway was canceled and will not be made up in 2007, NASCAR officials said. ... Michael Jordan will serve as grand marshal for Saturday's All-Star Challenge. ... Casey Mears is on the bubble in the top 35, but he's still 100 points ahead of Blaney in 36th.

David Reutimann was the highest-qualifying rookie and the highest-qualifying Toyota driver for the Dodge Avenger 500. Reutimann posted a lap of 163.175 miles per hour, good enough to put his No. 00 Camry in the 14th starting spot.

"Our main goal is to race on Saturday," Reutimann said. "We've been able to qualify for these deals, but we haven't had the finishes we've needed. Once we can consistently get into these races, then hopefully we can start getting the finishes we need."

"This team just continues to work hard, and even in the bad times, they haven't given up on me and I'm certainly not going to give up on them."

Everyone's Catching A Break But Poor Denny Hamlin

DARLINGTON, S.C.

Hendrick Motorsports, after yet another victory, is being celebrated as the organization most knowledgeable in the ways of the Car of Tomorrow. It should be. After all, Hendrick is a brilliant 5-for-5 in CoT races.

And then there's poor Denny Hamlin. The usually mild-mannered Virginian was left fuming about the one that got away Sunday. He ended up second in the Dodge Avenger 500 — not a bad showing by anyone's standards — but Hamlin's had it with anything but first.

"We have to stop giving away these races," Hamlin moaned from Darlington Raceway's pit road.

"We" means Hamlin's crew, the over-the-wall workers who are responsible for a whole hell of a lot in a short period of time. But when it counted most, when the Lady in Black was most vulnerable, the boys in the form-fitting FedEx fire suits blew it.

It looked as though there'd be no denying Hamlin on Sunday. He qualified the No. 11 Chevrolet in seventh and led five times for a career- and race-high 179 laps. Maybe this was the day someone might loosen Hendrick's double-fisted stranglehold on the CoT.

Then came lug-nut issues during a critical round of pit stops on lap 305.

Hamlin, dominant all day, endured an agonizingly long wait in his pit stall and restarted outside the top 15. Too many cars and no clean air stood between him and his rightful place, and, despite aggressive tactics, he could rally no higher than second.

Hamlin, visibly frustrated, had some strong words of discouragement for his Joe Gibbs Racing crew in his post-race Q&A.

"I think their heads get in the way of their hands. They think about not making mistakes and then make mistakes," Hamlin said. "When you're in contention for these wins, it's about not making mistakes."

This story has played out before. Last month at Phoenix, it was Hamlin who blew it. He was busted for speeding down pit road with vic-

NEXT GENERATION



BRIT FRYER

tory in his sights. Three weeks earlier, the same problem that surfaced Sunday — those damn lug nuts — surfaced at Martinsville, which robbed Hamlin of a potential win in his home state. Before that, there was a fuel pump problem at Bristol, where he led 177 laps.

"We're running good at the beginning. We're running really good in the middle part. And then we fly at the end of the races," Hamlin said. "But we're never in position. We're never putting ourselves out front and making them pass us. We're having to battle back from wherever it might be at the end of these races. We just can't do it. We're losing them on our own."

As Hamlin was discussing the plight of the No. 11, Jeff Gordon was celebrating his third victory of the season and second in the CoT.

Jimmie Johnson, Gordon's teammate at Hendrick, owns two CoT wins himself. Another Hendrick driver, Kyle Busch, has one.

Clearly, Hendrick Motorsports has a handle on the CoT. But so does Joe Gibbs Racing, even though the finishes haven't reflected how strong Hamlin's car has been. In the past four CoT races, Hamlin has finished no worse than third.

"I can understand his frustration," Gordon said of Hamlin. "We keep saying we're not dominant, we're not dominant. Today showed they had it again. He was ahead of me coming into the pits and was nowhere in sight coming off pit road. We have to make sure when they don't make those mistakes that we're competitive enough to beat them."

For Hamlin, a mistake-free afternoon can't come soon enough.

"We're not behind (Hendrick) by any means," Hamlin said. "We're the best car. They just get the breaks, and that's the bottom line. We haven't gotten any. You can't go back to 15th with 50 laps to go and expect to win one of these races. Today was a prime example of that."

UP NEXT

Lowe's Motor Speedway

Concord, N.C.

Track specs

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

Nextel Cup Race

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WATCHFUL EYE: Veteran crew chief Jeff Hensley has guided Mike Skinner and their No. 5 Bill Davis Racing Toyota Tundra to three NASCAR Craftsman Truck Series victories in five starts this season. Here, Hensley oversees the action at Martinsville Speedway.

FAST STARTERS

Hensley And Skinner Combine For Stellar Truck Series Run

Jeff Hensley is a happy man these days. And why not? Under Hensley's direction, driver Mike Skinner and their No. 5 Bill Davis Racing Toyota Tundra have dominated the early portion of the NASCAR Craftsman Truck Series season.

"I've always enjoyed being involved in racing, but I'm so happy doing what I am doing right now, it's actually pretty unbelievable," said Hensley. "I'm so happy where I am at with Bill Davis Racing and Toyota deal, with Mike Skinner and this bunch of guys. That's not a political statement, and it's not a sound byte. That's the honest to gosh way I feel about it. That's the real truth."

Listening to Hensley, it's easy to hear the sincerity in his voice. The son of famed racer and car owner Hubert Hensley, he and Skinner have been rampaging through the Truck Series dating back to a seventh-place finish at Bristol Motor Speedway last August, starting a string of 13 top-10 performances in the past 14 races. Ten of those finishes have been top-five efforts, including three wins in five events this season.

With Hensley calling the shots, Skinner has posted an average finish of 2.4 this season and a 5.72 average finish over those 14 events — a total that includes a 35th-place effort after crashing out in the 2006 season finale at Homestead.

"Things really started coming together at the end of last year," said Hensley. "We were pleased, but we sat down during the off-season and realized we probably led more laps than anybody over the last two years and only had four wins to show for it. We came to the conclusion that if I was smarter on the box and Mike was more patient behind the wheel, we could be a lot more successful. That's what we're trying to do this

"I'm so happy where I am at with Bill Davis Racing and the Toyota deal, with Mike Skinner and this bunch of guys. That's not a political statement, and it's not a sound byte. That's the honest to gosh way I feel about it. That's the real truth."

JEFF HENSLEY

year, and so far it's working out."

Hensley's career in racing actually started behind the steering wheel when competing in 90 NASCAR Busch Series races from 1982-1985. He finished fifth in his first start at Martinsville (Va.) Speedway in 1982 and closed the book on his career at the same track in the fall of 1985, coming from 31st to finish ninth.

Hensley fondly remembers being part of the then new start-up division.

"They basically took a bunch of Saturday night racers, put a sponsor to it and made it a traveling series," said Hensley. "They got a points series going with Anheuser Busch behind it, with 32 races and a season-ending point fund. That put a lot of us in racing today on the path we needed to be on to get where we are now. Being able to compete against better race teams in a national division on a weekly basis made all of us better racers."

Hensley stepped over to the other side of the pit wall in 1986, turning wrenches for his family owned Busch team. By 1989, the Hensley operation was among the elite teams in the division, finishing in the top 10 in points four out of five years. The zenith of the team's success came in 1990 when Chuck Bown drove Hensley's No. 63 Nescafé Pontiac to six victories and the series championship.

Unfortunately, the ride didn't last, as changing times led to hard times for the Ridgeway, Va.-based team.

"When we first started our Busch deal back in the late 1980s and early 1990s, it seemed like we

always had success," said Hensley. "It was almost too easy. We had the proper funding, good people and good drivers. As the years went by, the Busch Series evolved, and we weren't able to keep up with the dollars to race like we needed to. Ridgeway isn't exactly the center of NASCAR racing, and we just couldn't compete financially. There's no doubt we struggled from about 1997 until we finally shut it down in 2001."

Hensley climbed out of the ashes of the team and into a position with Arrington Engines before the opportunity to again return to the top of the pit box came in 2004. This time, he'd be directing the new Bill Davis Racing Toyota Truck Series teams.

"When I walked through the door, they had one truck built for two teams," said Hensley. "With the help of everyone at Bill Davis Racing and TRD, we were able to get both teams up and running in a short period of time, but it was a real struggle at first because we were doing everything from the ground up."

Hensley also learned the Truck Series was more competitive than he expected.

"When you are on the outside looking in, you think, 'That's not that tough, I've been a Busch racer, I can do that,'" said Hensley. "It didn't take long to realize that no matter what series you have been working in, the competition in the Truck Series is very tough. I had to take a different approach because many of the experiences I had in the Busch Series didn't translate to the Truck Series. Strategy is strategy — that's one thing. But the trucks are a completely different

animal, a lot different from setting up cars. It probably took me a half of a year in 2004 to get some sort of sense as to how the trucks were different and what I needed to be doing to make them go fast."

Given the recent success of Skinner and his No. 5 Toyota, it's pretty safe to say Hensley and the rest of the TRD brain trust have figured things out. Hensley is quick to point out having a driver like Skinner makes the potion just a little bit stronger.

"One thing about Mike Skinner — you never have to wonder about what he is thinking because he is going to let you know," said Hensley. "It reminds me a lot of when I worked with Chuck Bown because Chuck was the same way. Maybe Chuck was a little more subtle about it, but the bottom line is both of them get their point across. Mike can be pretty insistent about what he wants, but he's also the kind of guy that if you give it to him and it doesn't work, he's the first one to come and ask me what I want to do. It's a two-way street. I told him the very first day we worked together that he was driving that thing and I can't give him what he wants unless he tells me. If we can, we'll give it to him. That's what we do."

Hensley hopes he can continue to do just that. Heading into this weekend's race at Lowe's Motor Speedway, his team has a 108-point lead in the standings.

"We've been fairly successful winning races and poles in the past, but we haven't been consistently successful," said Hensley. "Now after two years with Mike, the chemistry is there and the consistency is starting to come, too. We're all about consistency and top-10 finishes this season. We're just trying to stay one step ahead of each other. We've got everything here to win races and a championship. I know we are capable of doing it, we just have to be smart enough, patient enough and fortunate enough to do it."



JOHN HARRELLSON/GETTY IMAGES
THE VICTOR: Mike Skinner celebrates his third victory of the season at Martinsville in March.

Skinner-Hensley Combo Has Come A Long Way

Mike Skinner likes to chide his crew chief, Jeff Hensley, claiming Hensley should have worked with him years ago.

"Jeff and I have been friends for a long time, and we've always gotten along great," said Skinner. "In fact, I wanted to drive for him and his Busch team when he had it, but it just never happened. I always joke with him that if I

had driven for him, he'd still have his Busch team."

That deal may have fallen through, but Skinner and Hensley are together now, and their No. 5 Toyota Tundra is the hottest team in the NASCAR Craftsman Truck Series, with five top-five finishes in as many events this season.

According to Skinner, the team has come a long way since he and Hensley started working together during the 2005 season.

"I think Jeff felt a lot of pressure to do everything perfect initially," said Skinner of his veteran Bill Davis Racing crew chief. "A lot of times, we didn't agree on adjustments, and things just weren't going right. I kept assuring Jeff that he was my guy. I wanted to work with him. I've been through the revolving crew chief thing in the past, and I knew that if Jeff and I could work things out, we'd be successful. Once he bought into that, that's when things started to turn around for us."

Skinner is also quick to point out that the launching point for the team's incredible early season success this year — which includes victories at California Speedway, Atlanta Motor Speedway and Martinsville Speedway — may have come in the last event of 2006.

"We had the best truck in the race, and I wound up wrecking it," said Skinner. "Jeff never said a word about it. He knew I was down on myself for that, and I had all winter to think about it. That turned into a positive thing because I came into this year determined not to do stupid stuff. So far, I haven't been doing that."

For Hensley's part, he knows he has a great talent behind the wheel. The first to win a championship in the division in 1995, Skinner's record of 22 victories, 63 top-five and 81 top-10 finishes in 134-career Truck Series starts speaks for itself. That, and the fact the soon-to-be 50-year-old driver is as solid off the track as he is on it.

"Mike's really good to the guys on the team," said Hensley. "He keeps them pumped up, gives them a lot of nice little perks. He's crusty and vocal at times, but the neatest thing about working with him is you know if he says something, he's doing it to try to make things better. He's never the one to point a finger or to put blame on someone. He makes it work. He's a great driver to work with."

POLE DAY

INDY RACING LEAGUE

Qualifying for the Indianapolis 500, May 12-13
Indianapolis Motor Speedway, Indianapolis

QUALIFYING RESULTS

FIRST



Helio Castroneves

SECOND



Tony Kanaan

THIRD



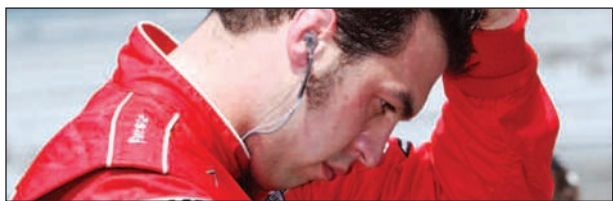
Dario Franchitti

St.	Car	Driver	Car	Time	Speed
Row 1					
1	3	Helio Castroneves	Team Penske	2:39.4214	225.817
2	11	Tony Kanaan	Team 7-Eleven	2:39.4634	225.757
3	27	Dario Franchitti	Canadian Club	2:39.8642	225.191
Row 2					
4	9	Scott Dixon	Target Chip Ganassi Racing	2:39.9136	225.122
5	6	Sam Hornish, Jr.	Team Penske	2:39.9227	225.109
6	10	Dan Wheldon	Target Chip Ganassi Racing	2:40.2557	224.641
Row 3					
7	12	Ryan Briscoe	Symantec Luczo Dragon Racing	2:40.4208	224.410
8	7	Danica Patrick	Motorola	2:40.2557	224.641
9	26	Marco Andretti	NYSE Group	2:41.2186	223.299
Row 4					
10	2	Tomas Scheckter	Vision Racing	2:41.5238	222.877
11	39	Michael Andretti	Motorola/Jim Beam	2:41.5880	222.789
12	8	Scott Sharp	Patron Sharp Rahal Letterman Racing	2:40.8041	223.875
Row 5					
13	17	Jeff Simmons	Rahal Letterman Racing Team Ethanol	2:40.5238	223.693
14	20	Ed Carpenter	Vision Racing	2:41.0777	223.495
15	14	Daren Manning	ABC Supply Co./A.J. Foyt Racing	2:41.0950	223.875
Row 6					
16	15	Buddy Rice	A1 Team USA/DRR	2:41.5612	222.826
17	55	Kosuke Matsuura	Panasonic	2:41.7290	222.595
18	22	A.J. Foyt IV	Vision Racing	2:41.8607	222.413
Row 7					
19	4	Vitor Meira	Delphi Panther	2:41.9196	222.333
20	02	Davey Hamilton	Vision Racing	2:41.8607	222.471
21	5	Sarah Fisher	AAMCO/Dreyer & Reinbold Racing	2:42.1914	221.960
Row 8					
22	99	Buddy Lazier	Sam Schmidt Motorsports	2:42.6165	221.380

QUALIFYING PROCEDURE

Here's a look at the remaining qualifying sessions for the 91st Indianapolis 500.
Day 3, Saturday — Positions 23 through 33 are available. Once those spots are full, bumping will occur only in spots 22 through 33 for the rest of the day to determine the fastest 11 qualifiers for that afternoon.

Bump Day, Sunday — Any qualifying attempt that is faster than a qualified entrant in the 33 starting positions will bump the slowest qualifier from the field, regardless of the day of time trials. The "bumped" entrant will be removed from the field of 33, and the remaining cars will move ahead one position on the starting grid as the newly qualified entrant will take the 33rd position, or a higher position if faster than the other final-day qualifiers.



GINNY HEITHAUS PHOTO

NOT FAR OFF: Defending Indy 500 winner Sam Hornish, Jr. qualified fifth for the May 27 race.

STANDINGS

FIRST



Dan Wheldon

SECOND



Scott Dixon

THIRD



Helio Castroneves

Top 10

1. Dan Wheldon	171	6. Sam Hornish, Jr.	119
2. Scott Dixon	144	7. Tomas Scheckter	104
3. Helio Castroneves	136	8. Danica Patrick	89
4. Dario Franchitti	131	9. Vitor Meira	83
5. Tony Kanaan	130	10. Scott Sharp	82

NO. 3:

Brazilian Thirsty For Another Sip Of Indy Milk

CONTINUED FROM PAGE 3

and to the team," said Castroneves, who also won the Indy 500 pole in 2003. "Today was a great team effort, and I couldn't have done it without those guys. It's a great way to get started.

"We have two races here. One is Pole Day and the other is the Indianapolis 500. We've won one, but we really want to win the other."

There were six bumps, with five cars withdrawing previously qualified speeds in an attempt to improve their position.

In the end, however, Castroneves played the strategy perfectly, giving team owner Roger Penske his 14th Indy 500 pole.

"We're definitely back home again in Indiana after that one," Penske said. "That was a heck of an exciting show.

"Without the format we wouldn't have been able to make two qualifying attempts in each car, so it played right into our hands. I think the format was terrific and got the spirit back into qualifying. They were standing up in their seats, and that's what we want to see them do in the Indy Racing League."

The front row for the May 27 Indy 500 has Castroneves on the pole with Kanaan in the middle and Franchitti on the outside.

Row two includes Scott Dixon, defending Indy 500 pole and race winner Sam Hornish, Jr. and Dan Wheldon, who had been the fastest driver for most of the first week of practice.

Ryan Briscoe, Danica Patrick and Marco Andretti make up the third row, with Tomas Scheckter and Michael Andretti the final two cars in the top 11.

All five Andretti Green Racing cars qualified on the first day.

It was a day of high drama and interesting strategy, which was played out by the best teams in IndyCar racing.

Castroneves withdrew the fourth spot on the grid to take a shot at the pole and he succeeded.

"I don't think I was able to breathe on all four laps," Castroneves said. "The Indianapolis 500, when you go for the pole, so many things can go wrong, and when you put together so many things that go right, this is what can happen."

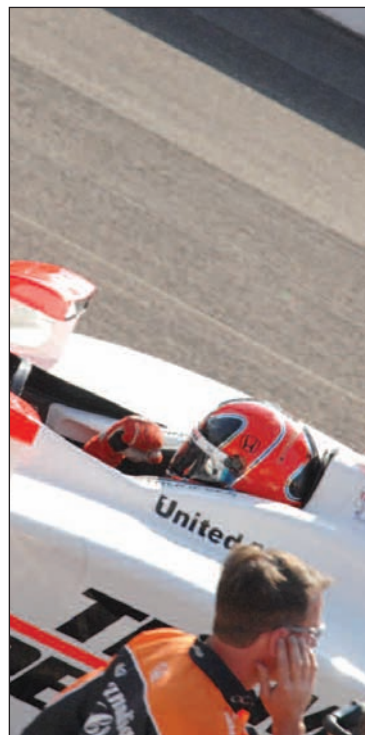
There were 11 cars in the field in the first 58 minutes of qualifications, and Team Penske was the first to break the qualifying line when Hornish pulled out at 12:58 p.m.

Franchitti was on the pole but knew there was a good chance he wouldn't stay there.

"A rain shower would be good right now," Franchitti quipped. "A pole here at Indy would be tremendous, but come ask me that at 6 p.m."

The activity at the Speedway came to a screeching halt until 4:15 p.m., when Castroneves made the first of his two attempts. He ran a four-lap average of 224.988 mph.

His teammate, Hornish, was the next to go out and had the rarity of



AL MUNGER/ACM PHOTO

EARLY SPEED: Helio Castroneves won the pole for the 91st Indianapolis 500 with a four-lap average of 225.817 miles per hour.

making two-consecutive qualification attempts on Pole Day. He was on schedule to knock Franchitti off the pole before his car developed understeer and headed toward the first-turn wall, nearly brushing it and dropping his lap speed to 223.576 mph. He was able to recover over the final two laps for a four-lap average at 225.145 mph, good for second on the grid but not the pole.

Hornish's team immediately put him back in the qualification line for another shot at the pole, and he came close once again before the same problem happened in the first turn on his final lap to drop his four-lap average to 225.109 mph, again good for second starting position.

"You almost saw three consecutive runs there," Hornish said. "The bad thing about that is if you bang the wall on the third attempt, you are done, so we thought we should just keep the position."

The team decided to take some of the information from Hornish's two attempts and give it to Castroneves.

"We had a really good first run and thought we had a chance at the pole but Helio was a little bit faster than us all day," Hornish said. "There's a struggle of emotions because on one hand it's bumping you back one spot. I was doing some interviews and I heard Helio in victory lane thank me for helping him get the pole, and that really set me back a little bit.

"It's not often you get thanked from another competitor."

Once again, Team Penske proved why it is the best in the business at the Indianapolis 500 by utilizing all of its resources to achieve the goal.

"Our cars are really, really close and similar, and we were able to take a chance and roll the dice," Castroneves said. "I love the format. I think it's incredible. There were only four minutes to go when we took the track.

"There were certainly a lot of nerves at the end."

Sharp Leads Second Day Of Qualifications

By BRUCE MARTIN
NSSN CORRESPONDENT

INDIANAPOLIS — With a revised qualification format, Sunday's second round of qualifications for the 91st Indianapolis 500 saw a two-time Indy winner bumped by another former 500 champion as 11 more cars were added to the starting lineup.

Those were the major storylines from Sunday's six-hour qualification session, with Scott Sharp of Rahal Letterman Racing the day's fastest qualifier. He will line up 12th on the grid after running a four-lap average of 223.875 miles per hour.

Sharp was the first driver to qualify when weather conditions were cool and crisp under sunny skies.

"The conditions were much better; no doubt, and we made some good progress with the car as well," Sharp said. "I've told the guys on the crew I've started on the pole, front row, second row and third row, and that doesn't matter; it's how good your car is in race trim. We're going to work hard next week, continue what we've learned, and I think we'll be in good shape."

While Sharp was the day's fastest, two-time Indy 500 winner Al Unser, Jr. represented the frustration of getting bumped out of the field. He knew his four-lap average of 220.963 mph for team owner A.J. Foyt would not make it through the day before someone else would surpass it.

That someone proved to be 1996 Indy winner Buddy Lazier, who was also bumped out of the field, but made another qualification attempt in the final hour to get back into the race.

Lazier's speed was 221.380 mph, currently the slowest in the field but it will likely stand up to make the race after next weekend's final two rounds of qualifications.

"If we had to go 222, we probably could have done it, but we picked our number at 221 and were able to get it," Lazier said. "In the next three days of practice, we'll gain three weeks of knowledge because we've only had this car for one week. Tim Neff, our engineer, tuned this car just right."

Earlier in the day, Lazier's four-lap average was 220.452 mph.

"It's a relief for the team and for me to be in the field," Lazier said. "Around 5 p.m. we recognized that we had some speed. We tried to go one last step further, and we came back to that last step. We're in, so all is well that ends well.

"It was a lot of stress for one day but I'd rather do it today than on Bubble Day."

For Unser, who was also bumped out of the Indy 500 field in 1995 after winning in 1994, he will have to try again next Saturday in the third round of qualifications, where positions 23-33 will be completed.

Sharp's Rahal Letterman teammate, Jeff Simmons, was the second-fastest qualifier on Sunday with four laps averaging 223.693 mph.

INDY RACING LEAGUE POLE DAY



DAVID E. HEITHAUS PHOTO

TRY, TRY AGAIN: Marco Andretti just missed winning the 2006 Indianapolis 500. Sam Hornish, Jr. passed Andretti in the final few hundred feet to claim the checkered flag.

Barnhart's Vision Spices Up Time Trials

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Finally, after three years, **Brian Barnhart's** revised qualification format for the Indianapolis 500 had a chance to go on display.

The Indy Racing League president of competition came up with a plan in 2004 that would add more drama and excitement into the four days of qualifications for the Indy 500. He came up with a format that would

IRL NOTES

limit the number of qualification positions open each day, which would allow bumping in all four rounds. For instance, the top-11 positions on the starting grid would be filled on Pole Day. Once the 11th car had qualified, bumping would begin, where the car with the slowest four-lap average could be bumped out of that group.

The caveat also included each car having three attempts, creating a free-for-all among the fast cars in the field.

If a driver qualified on the outside of the front row and believed his or her car had more speed left in it, that speed could be withdrawn and he or she could make another attempt before the session ended at 6 p.m.

It sounded like an innovative, action-packed way to fill the field, but there was only one problem.

Rain completely washed out Pole Day in 2005 and 2006.

That meant a combined second round of qualifications where 22 positions were open in 2005. Last year, the entire first weekend was rained out, so the field was allowed to qualify on the scheduled third day of time trials, which took the strategy and drama out of Barnhart's plan.

"Barnhart's Brainstorm" finally had a chance to be utilized as it was intended.

That had many of the great names in Indy 500 history excited.

"The strategy is a good one," said team-owner **Roger Penske**, whose cars have won the Indy 500 a record 14 times. "We employed this same strategy even when there were 33 where you could pull out of the qualifying line. But the nice thing is you've got three chances here to re-qualify."

"I think it's terrific. It brings some real excitement with 15, 16, 17 cars that would like to get in the top-11 positions."

■ The first official day of practice for the 91st Indianapolis 500 last Tuesday included a strange sight: **Tony Kanaan** driving **Danica Patrick's** and **Marco Andretti's** IndyCars.

The veteran driver at Andretti Green Racing was called upon to set a baseline for three of the five cars at the Indianapolis Motor Speedway this month. The only AGR cars he didn't jump into belong to team owner **Michael Andretti**, making yet another comeback at this year's Indy 500, and veteran teammate **Dario Franchitti**.

"We tried a couple of different things and wanted to have the same driver driving the same car," Kanaan said. "I'm the one who fit the best between me, Marco and Danica. We're all the same height, so that's why I was chosen."

"I think it helped. All the cars are very close. Mine was probably the slowest, but it helped the team learn a few things, so it was all good."

■ Kanaan proved he is a team player and helped provide a baseline setup on the three cars. He said there was less than a tenth-of-a-second difference between the three AGR Dallara-Hondas.

Patrick said Kanaan's efforts helped provide a common baseline for herself and 20-year-old Marco Andretti as they begin a grueling month of practice and qualifications for the May 27 race.

Dave Popielarz is Patrick's chief mechanic and said Kanaan was able to provide valuable feedback for the other two cars.

"It lets everyone know they are on an equal playing field," Popielarz said. "I hope he was getting combat pay for it. It's the first time we've ever had everything so equal, and it put everyone at ease for the rest of the month."

■ After **Scott Dixon** was the fastest driver on "Fast Friday" at the Indianapolis Motor Speedway, the IndyCar driver had a quick answer to what winning the Indianapolis 500 Pole would mean to him.

"It means 100 grand," quipped the New Zealander who drives for Target Chip Ganassi Racing.

Dixon's fast lap at 227.167 miles per hour was the quickest of Friday's six-hours of practice leading into Saturday's run for the pole. It was a half-mile-per-hour faster than teammate **Dan Wheldon's** 226.650 mph, making the Ganassi duo the favorites to start on the front row.

■ Hot temperatures, and the placement of a caution light under the rear wing of each race car which increased aerodynamic drag, has kept the cars under the 230-mile-per-hour mark at the Speedway this month.

IndyCar president of operations **Brian Barnhart** implemented a new safety measure this season, with a yellow light installed at the bottom of the rear wing of each car to serve as an additional warning during a caution period. But the placement has caused drag, which slows down the cars.

"We figure it to be two miles per hour worth of speed," Hornish said. "We're still trying to find out some areas where we can get some more speed that we haven't found. If that's the way it is, we should run 227 miles per hour. Hopefully, that's the case, but it's not looking too promising."

For Once, Drivers Endure Tension During Indy Quals

INDIANAPOLIS

Helio Castroneves was the star of Saturday's Indianapolis 500 pole qualifications, but Tony Kanaan nearly stole the show.

After Castroneves knocked Dario Franchitti off the pole with just five minutes left in Saturday's run for the pole, Kanaan was ready to shock the crowd by taking it away from the Team Penske driver.

And he nearly did. Kanaan came close — oh so close — to knocking Castroneves off the pole in a final scene that left the fans at Indianapolis Motor Speedway wild with excitement.

Castroneves's pole-winning four-lap average was 225.817 miles per hour compared to Kanaan's four-lap average of 225.757 mph.

To break that down into time, it was .042-of-a-second difference.

"It was a pretty tense moment when I was in the car," Kanaan said. "I was convinced that I could do it. I think my warm-up lap was a little bit too quick, and I lost it on the last lap."

By running his warm-up lap too fast, it used up Kanaan's tires, which are so important for a 10-mile run under the clock.

At least he lost the pole to someone he has been friends with ever since they were youngsters competing in karts in Brazil.

"For 23 years, it has been me and this guy (Castroneves), so it won't be the first time and it won't be the last time," Kanaan said. "Obviously, we lost the pole, but Andretti Green got all five cars in the top 11, so we're sticking together as teammates."

When Castroneves set out on his pole-winning run, Kanaan's car was next in the qualifying line. His team asked him if he wanted to take a shot at getting the pole, which meant forfeiting his previous speed that had him sixth on the grid — the outside of row two.

"Michael Andretti was already secured in the top 11 — nobody could knock him out — so for me it was either sixth or 11th, it wouldn't make a difference," Kanaan said of his gamble. "I'm a racer, and I wanted to go for the pole and I wanted to give this team what they deserved."

"I wanted to do it for Dario as well. I

LAST WORD



BRUCE MARTIN

think Dario had it for all day, and I wanted to give it to him."

This was the first time the new qualification format was used for the Indianapolis 500, where only the top-11 positions were locked in on pole day, with bumping beginning once the field hit 11. Each car was allowed three qualification attempts at four laps each, which meant drivers that already had good starting positions could withdraw and take another shot at winning the pole.

Rain kept this new format from being played out the past two years at Indy, but Saturday was a perfect day with sunny skies and temperatures near 80.

The only thing hotter than the weather was the competition on the track and on pit road, resulting in a great day at the Indianapolis Motor Speedway.

"It was a good show — great show — a great day," said Rick Mears, a four-time Indy 500 winner who won a record six poles in his driving career. "I just wish we could have done this a couple of years ago to show people how good this format is."

Castroneves's pole was the 14th for team-owner Roger Penske, who applauded the revamped format.

"That was fabulous, wasn't it," Penske beamed afterwards. "I think we're back home in Indiana now after that qualifying session. It was a good run, we took a chance this morning and this format played into our hands."

"I thought when Kanaan came off the corner he had beat us. It was a great run, but oh what a finish."

Afterwards, Kanaan was asked about the qualification format, even though he was disappointed he didn't win the pole.

"Eleven is a good number," said the driver whose AGR Dallara-Honda carries No. 11. "We promised the fans, so here it is."

"Guys, May 27th — I promise you — you will have a lot of fun."

Race Day usually lives up to its billing, but this year's Pole Day proved to be quite a show.

UP NEXT

Indianapolis Motor Speedway Indianapolis

Track specs

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

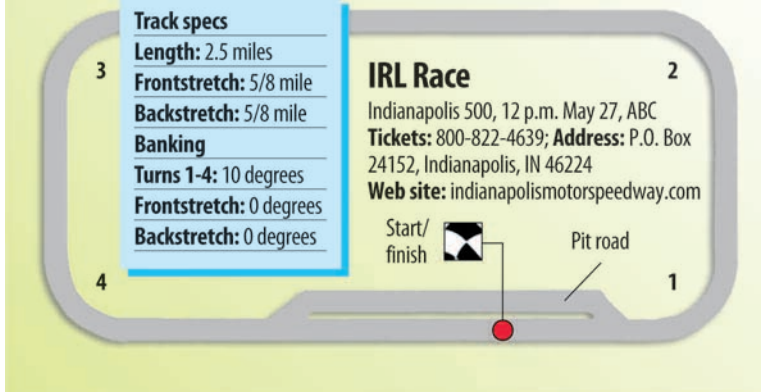
IRL Race

Indianapolis 500, 12 p.m. May 27, ABC
Tickets: 800-822-4639; Address: P.O. Box 24152, Indianapolis, IN 46224
Web site: indianapolismotorspeedway.com

Start/finish



Pit road



Late Bump Means Franchitti Rolls Off No. 3

Castroneves, Kanaan Find Late Speed, Send Dario Outside Of Row One

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — Dario Franchitti had to feel like a man in a tank filled with sharks as he watched the final hour of Indianapolis 500 pole qualifications Saturday.

Franchitti had been on the pole for nearly five hours after running a four-

lap average of 225.191 miles per hour in the first hour of Saturday's six-hour time trials.

But he knew that with both Team Penske cars driven by defending Indy 500 winner Sam Hornish, Jr. and two-time Indy winner Helio Castroneves left, along with a new format that allowed fast drivers to withdraw previous qualification speeds to make another attempt, he might not stay there.

For Franchitti, it was not a question of if a shark would bite him, but when it would happen.



Dario Franchitti

It was Castroneves's second attempt after he withdrew his first qualifica-

tion effort that had him fourth on the grid. "All in all, we knew Helio would be strong," Franchitti said. "Him, Hornish, Dan Wheldon, Scott Dixon and, of course, Tony Kanaan, they really outdid themselves."

Earlier in the day, Franchitti said that if he were knocked off the pole, he probably wouldn't make a second attempt to reclaim it because he didn't want to jeopardize a front-row starting position. So, he stood in his pit area, surrounded by his Andretti Green team with cameras focused on him and

was ready to see if the sharks would miss.

He nearly pulled it off. "With the position we are in, we couldn't have pulled out to have another go at it," Franchitti said. "We're starting on the front row; hopefully, we will have a very strong race car. With Andretti Green being able to put in five cars today, that is very strong. It was just a phenomenal event here. We're going into the race with a lot of optimism."

"We'll see what we can do come race day."

Castroneves And Kanaan: Friends And Foes For Life

Two Brazilians Grew Up Together And Will Roll Off Side By Side At Indy

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — The bond between Andretti Green teammates Tony Kanaan and Dario Franchitti is strong, but the friendship that exists between Kanaan and Team Penske driver Helio Castroneves has lasted a lifetime.

The three drivers are on the front row for the 91st Indianapolis 500, and after posing for the traditional photo at the "Yard of Bricks" Sunday morning, they talked about the mutual respect they have for one another:

"We love each other, we hate each other more than anybody else in this room that you could possibly imagine, and I think this has been a very, very healthy competition for me," Kanaan said of his friendship with Castroneves. "I think he's been the reference for me."

"We grew up together, beating each other every time, racing against each other. We became teammates. At one point we went in different series, and we came back to the United States together."

Castroneves won the pole Saturday in dramatic fashion, knocking Franchitti off the top spot with a four-lap average of 225.817 miles per hour with less than five minutes left in Saturday's qualifications. But Kanaan withdrew his car, which was sixth on the grid from his first qualification attempt, and nearly won the pole with a four-lap average of 225.757 mph.

So, with Castroneves starting on the inside of row one, Kanaan in the middle and Franchitti on the outside, it's an experienced and savvy trio of drivers that will lead the field to the green

flag May 27.

But there is a strong level of trust the three drivers feel for each other.

They have experienced the good — and the bad — that life can offer.

Kanaan's father died in 1988 while Castroneves and Kanaan were racing rivals in Brazil two days before the younger Kanaan was scheduled to race.

"I went straight to the race track and Helio was already racing, and Helio's dad was the first guy that came up to me and said, 'I'm so sorry for what happened,'" Kanaan recalled. "So, I think we had our good moments, we had our bad moments, we had our fights, and he knows I'm stubborn."

"I know he sings every morning at 6 in the morning, never stops all day and will be something that would get me in a bad mood."

Every day on the way to the race track, the two boyhood friends would pick each other up and ride to the track together. Kanaan admitted he was still a bit groggy, but Castroneves was his typical, animated self.

"He was like, 'Hey, hey, good morning,' and I'm like, 'Good morning,'" Kanaan said, imitating someone who was half awake.

The two drivers, along with Formula One star Rubens Barrichello, raced hard with each other but were also friends out of the car. They would all climb the racing ranks, but each took different paths to the big time.

"We're very close to each other, which is natural," Castroneves admitted. "But he went to the Tasman IndyCar team, and I went to Bettenhausen; that's when things started separating a little bit. We were trying to become good race-car drivers."

"We love each other, we hate each other, but at the end of the day, I mean I do believe the guy upstairs looking after us, and it's giving us what we deserve."



DAVID E. HEITHAUS PHOTO

GREEN LIGHTNING: Tony Kanaan's Andretti Green Racing machine qualified second for the May 27 Indianapolis 500.



DAVID E. HEITHAUS PHOTO

WHERE IS HE NOW? Australian Ryan Briscoe returns to Indianapolis in a car fielded by Jay Penske.

BRISCOE'S BACK

Big Crashes Behind Him, All Aussie Wants Is Respect On Ovals

By **BRUCE MARTIN**
NSSN CORRESPONDENT

INDIANAPOLIS — In 2005, Delphi and the Indy Racing League announced the development of a crash-test dummy named "Thor."

There were some in the IndyCar Series who thought that title belonged to Ryan Briscoe, a rookie who was involved in roughly half of the team's 25 crashes in testing, practice, qualifications and races for Target Chip Ganassi Racing.

INDY 500

His most serious crash came at Chicagoland Speedway in September that year when he hooked wheels with another car and was launched airborne over Alex Barron, crashing into the fence in a spectacular fireball that earned him another nickname — "Briscoe Inferno."

Briscoe sat out the final two races of the 2005 season and was terminated by Ganassi, which left the youngster from Sydney, Australia, out of a ride.

Briscoe has returned to Indianapolis Motor Speedway, where he hopes to redeem himself in this year's 91st Indianapolis 500.

He qualified seventh on Pole Day after running a four-lap average of 224.410 miles per hour.

"This is really important to me," Briscoe said. "I feel I have quite a bit to prove to everyone, myself included, in the IRL and in oval racing. It would be nice to start

in the 500, do a good job and keep learning all the way."

He drives for Penske Racing's American Le Mans Porsche program but returns with Symantec Luczo Dragon Racing. The team is co-owned by Roger Penske's 28-year-old son, Jay, who, just like his father, is an entrepreneur.

Roger Penske has won a record 14 Indianapolis 500s as a team owner. His son will be looking for his first with Briscoe behind the wheel.

"Roger knew I really wanted to do Indy again," Briscoe said. "I might have mentioned it to him sometime when I first got together with him. But his son, Jay, has wanted to do this for quite some time. With his partner, Steve Luczo, they were able to get the sponsorship together to make the program happen this year."

"Jay is all about winning, just like his father."

Briscoe ran four races for Dreyer & Reinbold Racing last year, two on road courses and two on ovals. He said it was important to prove to himself that he could run at high speeds with other cars on the track.

"It was real important to me to get back out there and race with them last year," Briscoe said. "Nashville was my first race back since Chicagoland. Mentally, to get back out there and race on the ovals against everyone at high speed, it was important for me to know that I could still do it."

"I was a bit uncertain and nervous leading up to Nashville, but after three laps it was full throttle and

Practice Makes Perfect: Prepping For Pole Day

By **MIKE O'LEARY**
NSSN CORRESPONDENT

INDIANAPOLIS — The week of practice preceding the pole qualifying weekend meant different things to different people. For those preparing for their first Indy 500, time was spent developing a feel for the track and looking for a comfort zone with speed, the cars and the track's unique challenges.

INDY 500

For the returning veterans who don't compete regularly, like Michael Andretti, it was an opportunity to shake out the cobwebs and become reacquainted with the business of preparing for the race. But for the IndyCar Series regulars, it meant a limited number of hours to hone a cutting edge in terms of fine-tuning for maximum performance and finding what the cars like and don't like under different conditions.

May 7

Although labeled a continuation of Rookie Orientation, with only two rookies entered this year, Monday's focus was more on returning veterans taking advantage of the opportunity of running "refresher" laps. Not surprisingly, Andretti had the fastest lap at 221.5 miles per hour in his Motorola/Jim Beam Dallara, followed by Ryan Briscoe's 221.4. Davey Hamilton continued his comeback with more 36 laps, topping 220 mph. After Jaques Lazier helped set up his car, rookie Phil Giebler reached 217, and John Herb timed at 216.7.

Rookie Milka Duno ran 74 laps under the eye of her spotter and coach Pancho Carter for a two-day total of 153, the most of ROP. After posting a lap at 215.9 mph in the Citgo Racing Dallara, she noted that the team has work ahead of it, saying, "I was flat out many times today and got all of the speed out of the car that it had today."

May 8

More than 1,200 laps were completed on the first day of practice for all teams, and it didn't take long for some drivers to find competitive speeds. Less than an hour after the track opened, Tony Kanaan cut a lap at 223.4 mph at the wheel of Marco Andretti's Dallara.

By the end of the day, Dan Wheldon had raised the top mark to 225.0 mph in the Target Chip Ganassi Racing Dallara. After spending the early part of the day in the garage, an anxious Helio Castroneves toured his Team Penske Dallara second fastest at 224.9 mph. The top five included Tomas Scheckter, Kanaan and Scott Dixon.

Al Unser, Jr. made a brief appearance on the track, completing 21 circuits.

The first incident of the month occurred shortly before 4 p.m. when Herb slid into the turn-two wall. "It felt real good down at the bottom, and

that's when I needed to pay attention because the next thing I knew, I was sideways," Herb explained.

May 9

Intermittent rain showers delayed activity until 4 p.m. Still, 680 laps were turned during the abbreviated practice, topped again by Wheldon at 226.3 mph. Castroneves was second quick at 225.8 mph.



Helio Castroneves

"We learned a lot today," explained Castroneves. "We're still focusing on our race setup at this point, because that's what's important. We improved the car's handling and ended up a little faster than yesterday."

In contrast, Wheldon reported qualifying preparations. Wheldon cautioned that they couldn't get into the "whole scenario where you're throwing away tires and stuff like that to try to get onto the pole. It's the race that counts."

Thursday

While 39 drivers had passed physicals through Thursday, only 29 had been on the track. With more than 1,200 laps recorded during the day, happy hour turned into a shootout as four drivers posted laps faster than the one before in quick succession. When the gun sounded at 6 p.m., Dixon owned the best lap of the month at 226.4 mph.

"We kind of trimmed it out a bit, the car came to life and we were able to do it," Dixon said.

Following Dixon on the speed chart were Danica Patrick, Wheldon and Tomas Scheckter with laps at 226 mph and Briscoe at 225.9.

Friday

As teams turn their efforts from race prep to working in qualifying trim, the last practice day before pole runs has been termed "Fast Friday."

For the second-consecutive day, Dixon held the best hand, as he raised the top speed of the week to 227.1 mph.

Duno had been credited with running the most practice laps throughout the week, but her plans for the qualifying weekend were cut short when she hit the turn-one wall. Duno lost control as she exited the turn, slammed into the safety barrier and slid to a stop in the south chute. She was uninjured and cleared to drive by the track medical center.

Dixon's teammate, Wheldon, claimed the second-fastest time of the day at 226.6 mph, with the Andretti Green team of Kanaan, Marco Andretti and Dario Franchitti following.



DAVID E. HEITHAUS PHOTO

LITTLE AL, BIG WINNER: Al Unser, Jr. is back for another go at Indianapolis Motor Speedway. He has won the Indianapolis 500 twice.

SPEEDWAY: Big Things Being Planned Around IMS

CONTINUED FROM PAGE 3

of 16th Street and Crawfordsville Road so that it allows for the area south of the track to be developed is a definite commonality (among the plans)," said Harris, whose redevelopment group has spent nearly two years getting to this point.

"Some type of significant feature at the corners of 16th, Main and Crawfordsville to serve as a gateway into the area is a common feature. Commercial areas for racing teams and racing-related features are common features as well as the redevelopment of Main Street to enhance its vitality."

The Redevelopment Corporation has already purchased some property around the speedway itself, including three buildings on Main Street. After the plan is finalized and Indianapolis and Marion County agencies approve the new street plans, more purchases will need to be made.

McCurain said some of the residential properties across from the track will be purchased, adding that a large portion of the land needed is either owned by IMS or open lots that become campgrounds on race weekends.

"Once we get the roads in place, then everything else is easier," McCurain said. "We've kept in close contact with the IMS staff and executives, and they're in agreement that the changes in our plans are all positive."

Some of the concepts members of the Redevelopment Corporation are considering include a hotel and convention center as well as townhomes and a "village" of industrial-styled housing. A rapid-transit monorail system connecting the town of Speedway to downtown Indianapolis and the airport are in two of the plans.

The second plan under consideration promotes a "year-round festival atmosphere" that includes a plaza at the heart of the revamped area.

Harris said he has no concrete numbers on the total cost of the Speed Zone project and that no formal economic-impact study has been done, but he knows the project has merit for the town.

"The area south of the track has only seen limited development over the last several decades," he said. "The area around the track, along Georgetown and 16th, has not significantly changed for decades, and if you've been to other track locations in the country, there are racing-related, entertainment-related venues around those racing tracks. We want to take advantage of that."

Brake Manufacturer Cleared In Off-Road Driver's Death

By **JOHN CLAYTON**
STAFF WRITER

HARRISBURG, N.C. — A jury found neither California-based brake manufacturer Wilwood Engineering nor distributor Lefthander

OFF ROAD

Chassis was to blame in the January 2005 accident that left an off-road race driver injured and in a coma for sev-

eral months.

Race-car fabricator and off-road racer Rodd Fantelli, of Ramona, Calif., filed a \$970,000 lawsuit against Wilwood, alleging that a brake failure caused him to crash the 1974 Ford truck he was converting into an off-road racing vehicle.

"The fact is and it was shown that there was no indication that anything was wrong with the brakes," said Wilwood attorney Ken McGuire.

The jury delivered its verdict in a California superior court on April 30.

According to the judgment, Fantelli replaced one-inch brake calipers with 1.25-inch calipers before testing the truck on a public street, driving at speeds up to 60 miles per hour when he crashed and was ejected from the roofless vehicle.

McGuire, who specializes in race-related cases, said Fantelli was not wearing safety belts when the acci-

dent occurred. The jury found that the alleged faulty brake caliper was not defectively designed, and Wilwood adequately instructed the plaintiff as to the potential risks regarding the facts found in the case.

"(Wilwood) felt relief more than anything," McGuire said. "Had it been their fault, they were ready to pay for all the medical bills, everything, but from the beginning, we believed they had no case."

91st Indianapolis 500

When: Sunday, May 27
Where: Indianapolis Motor Speedway
On the air: TV, ABC; Radio, IMS Radio

EARNHARDT: Where To Next? Not Even Junior Knows

CONTINUED FROM PAGE 2

personal-services contract with Budweiser that reportedly lasts through 2008. Expectations are that Budweiser would remain the primary sponsor on any car he drives, even if that car is not the notorious red No. 8 Chevrolet.

Speculation began immediately that Earnhardt would join Richard Childress Racing, the team for which Dale Earnhardt, Sr. won seven championships in NASCAR's top series. The assumption is that Earnhardt will sign with RCR and drive the black No. 3 Chevrolet his father made famous.

But that is not necessarily the scenario that Earnhardt envisions.

"With respect to my father, I don't feel very confident about (driving the No. 3)," he said. "He made that number what it is. With respect to him, I believe that it belongs to him. ... I never say never, and I've told you guys before that I was interested in doing that. ... If that's something Richard's interested in, we can explore that, but that's a long way down the road."

Obviously, if Earnhardt is interested in a team that would allow him to immediately compete for Nextel Cup titles, then the scope of his search for a new home is narrowed greatly. That group is narrowed even more by his stated desire to remain in a Chevrolet.

RCR is among the top-tier Chevrolet race teams, as is Rick Hendrick Motorsports and Joe Gibbs Racing, which have produced the past two series champions in Jimmie Johnson (Hendrick, 2006) and Tony Stewart (Gibbs, 2005). Ginn Racing, a relatively new force in the Chevy stable, is also a possibility, with Mark Martin being very competitive while running a limited schedule.

Childress said he wants to let the process run its course.

"Dale, Jr. just made a major decision in his career and in his life, and out of the respect for Teresa, Dale, Jr. and this situation, let's all give him some time to make the decisions that he needs to make and be fair," Childress said. "He's got a lot of tough decisions coming up with the direction he's going. I just think it's fair if we all let him have some space and some time to kind of think about what he wants to do in the future."

Earnhardt is good friends with Stewart and Denny Hamlin, driver of the Joe Gibbs Racing No. 11 Chevrolet, and there is speculation that could also weigh in his decision. But JGR has taken a personal business stance against alcohol-related sponsorships in the past, and JGR President J.D. Gibbs said nothing has changed.

"For us it would be hard," Gibbs said. "(Budweiser) has been a great partner of the sport and does a lot for us, but, personally, that would be a hard deal for us to do."

Another option — the one Earnhardt likes the least — is to form a Nextel Cup team under the umbrella of JR Motorsports.

"There is time to start our own Cup effort if that's what we choose to do," said Kelley Earnhardt Elledge, Earnhardt's sister and partner at JR



RICH ICELAND PHOTO

RELAXING WEEKEND? Dale Earnhardt, Jr. finished eighth in Sunday's Dodge Avenger 500 at Darlington (S.C.) Raceway.

Motorsports. "Our last choice would be to form our own Cup team, but if that was necessary, that's what we would do."

Earnhardt reiterated while at Darlington that he won't be rushed, saying he will take a couple of weeks before he begins discussions with would-be suitors.

"I'll get it done when I'm ready to get it done," he said. "I'm in no hurry. No pressure from the media or any direction for that matter is going to persuade me to hurry anything or rush anything. Like I said, this is a real, real important decision for me personally that I have to make sure I'm making correctly."

DEI or TEI?

DEI President of Global Operations Max Siegel stood in the back of the room at JR Motorsports as Earnhardt announced his decision. He said he was there to show support for Earnhardt.

After all, this is family.

Soon thereafter, sports business analysts estimated that DEI's net worth would be cut in half on the day Earnhardt walks out of the garage door for good.

Siegel, whose primary job description prior to now was to negotiate a contract to keep Earnhardt with DEI, believes the company has the ability to become stronger, despite the loss of its namesake and heir apparent.

"The first thing we have to do is win on the track," Siegel said. "You have to be good at your core business. If you win, and you win consistently, it takes care of a lot of issues."

"Our job is to develop all the assets at DEI so we have four Dale, Jr.'s to help grow the sport. We remain committed to focusing on how we got there. It's a 25-year-old company. Teresa's had an incredible vision, and she continues to get the support of everyone there."

But some say that vision and a desire for the company to be "TEI" has brought it to what could be a precarious position, a future without the sport's most marketable and popular star.

"We're still Earnhardts," said Earnhardt Elledge. "We still have a relationship with Teresa, Kerry and Taylor. For whatever the future holds for us as participants and Dale Earnhardt, Inc., there's lots of years to figure that out. Dale and I want to

be very supportive of Dale Earnhardt, Inc. and their efforts because it is our family name as well."

DEI recently met with struggling Robert Yates Racing about a possible merger, but that could mean a switch from Chevrolet to Ford for DEI.

"As a company, when you're looking to have a healthy company that's diversified, you try to operate efficiently, control costs and be competitive. You have to look at all the opportunities in the marketplace," said Siegel, whose background was in entertainment before arriving on the racing scene. "We're looking for opportunities that are consistent with our growth plan and diversification plan with championship-caliber competition."

"We have to get creative to figure out how to grow a company and sustain it in the long term. We have to be a better company to our commercial sponsors and not become solely reliant on our sponsorship revenue to survive."

Family Values

Over the course of the Darlington weekend, Earnhardt alluded to tension between himself and his stepmother, Teresa Earnhardt, a subject he tactfully avoided during his announcement last week.

But he did say then that the two sides were never close to an agreement.

"I feel like (Earnhardt, Sr.'s) vision was for me to have a huge role in the company itself," Earnhardt said. "Throughout the negotiations, I felt like me and Kelley came to the understanding that that was not in the cards."

So, the biggest name in NASCAR has become the sport's biggest free agent, possibly commanding a record payday, even though Earnhardt said the money is not as important as finding the right opportunity to race in the family footsteps.

"It's not the guy that gives me the biggest paycheck," he said. "It's the person I feel will allow me to accomplish what I want to accomplish throughout my career on the race track, in the shop itself, with my employees and our company."

"I'm seeking to have that peace of mind and the comfort to be able to really be an asset to somebody. ... I want to go somewhere and really make some things happen for somebody and have that appreciation go back and forth."

Earnhardt's Decision: What's The Free-Agent Impact On NASCAR?

DARLINGTON, S.C.

Dale Earnhardt, Jr. is everywhere. National Public Radio, *The New York Times*, ESPN. Name the media outlet and the third-generation stock-car driver's decision to leave the race team (Dale Earnhardt, Inc.) his father built has been the major topic of conversation since he made the announcement Thursday that he would become a free agent and seek a new job for next year.

Many have been saying Earnhardt will usher in a new era in stock-car racing.

"Dale Jr.'s announcement is every bit as significant as A-Rod's (Alex Rodriguez) huge contract a few years back or Roger Clemens's extraordinary contract signing last week with the New York Yankees," said Texas Motor Speedway President Eddie Gossage, one of many helping the Earnhardt story keep its momentum. "You can expect him to make as much — if not more — than Clemens's \$28-million contract with the Yankees when you factor in his salary, sponsorships, personal services agreements and merchandising. This will impact future decisions by big-name drivers like Jeff Gordon, Jimmie Johnson, Tony Stewart and others down the road. You can expect all of them to dip their toes in the free-agency waters when their current contracts expire."

There is no question the Earnhardt case is unique. Never before has a driver with mediocre career stats drawn so much attention. With 17-career victories and no championships, Earnhardt's value comes from his popularity with racing fans and the amount of sponsorship money that equates to.

Still, some don't think his announcement will change much. Count among them attorney Cary Agajanian, who represents drivers Tony Stewart and Kasey Kahne among others.

"I don't see any change in the way business is done between owners and drivers based on what Junior has done," Agajanian said. "He has made his position known as quickly as possible, which will allow DEI and him to begin working on 2008 now, which is obviously more preferred than at the end of the season."

"The owners want to know as quickly as possible if their driver is coming back to begin planning for the next season or to begin his search for a new driver. It obviously raises issues with sponsors and the team in some instances by being a lame duck, but that can't be avoided unless someone signs a very long-term contract, and that normally isn't in either party's best interest unless they have been

FROM THE DESK



MIKE KERCHNER

together for years and they feel extremely comfortable with each other."

Agajanian is adamant that the NASCAR system of free agency will not change.

"Nothing unusual or out of the ordinary happened today, and therefore we don't expect any changes in how contracts are negotiated," he said. "Free agency in racing is the same as it has always been, meaning that when your contract is over you are free to look for another job or the owner is free to look for another driver. This concept is what sets us apart from the stick-and-ball sports and is a much better system for all concerned."

"We are extremely lucky that this way of doing business has continued through the years. Without elaborating it is clear that all the various problems you see in other sports, such as drugs, labor issues, hoodlums and on and on are not a problem because ultimately the sponsor and the fans make the decisions, not the owner, and they will not accept such behavior, and I am proud to be a part of such a pure and clean sport."

"The 'independent contractor' system has been criticized over the years, but it is as venerable and effective as good old American capitalism and hopefully never changes."

However, Murray Schwartz, who has handled some driver contracts for Katten, Muchin, Rosenman, LLP, which has offices in New York, Charlotte and Chicago, believes the Earnhardt contract could change the face of NASCAR racing. He says it's a matter of economics.

"It is the beginning of free agency in NASCAR much like the signing of Andy Messersmith was for baseball so long ago," he explained. "The revolution that follows will be very significant because the economics are going to require something to happen. The owners are leaving \$6 billion on the table every year."

"The stick-and-ball sports, every one of those sports has about 60 percent of the revenue going to the players and owners. In NASCAR it is like 20 percent and that is an amazing imbalance. The France family has organized it so most of the revenues go to the track owners. Surely, the owners are going to want a bigger share."

"It is the beginning of free agency in NASCAR much like the signing of Andy Messersmith was for baseball so long ago. The revolution that follows will be very significant because the economics are going to require something to happen."

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Boat Shows Up Sherman

CASA GRANDE, Ariz. — It took 15-year-old Chad Boat to put a halt to seemingly unstoppable Jeremy Sherman in American Sprint Car Series Canyon Region action.

Boat snapped Sherman's four-race winning streak with a victory in Saturday night's 25-lap event at Central Arizona Raceway.

Boat, the son of former Indy-car racer Billy Boat, took the lead from Charles Davis, Jr. midway through the race and held off Sherman. Davis, Josh Pelkey and Mike Martin rounded out the top five.

The finish:

Chad Boat, Jeremy Sherman, Charles Davis, Jr., Josh Pelkey, Mike Martin, Bernie Smith, Andrew Reinbold, Bob Ream, Jr., Michael Colegrove, Jeff Henry, Shon Deskins, Chris Bonneau, Seann Hendricson, Mike Leslie, Bobby Taylor, Scott Passmore, Justin Fisher, Derek Williams, Michael Bryan, Mike Bonneau, Jeremy Reagles, Bruce St. James, J.T. Imperial, Mark Reinbold.

Nextel Cup Drivers, LMS To Roll Out Red Carpet For United States Military

By **JOHN CLAYTON**
STAFF WRITER

Lowe's Motor Speedway will once again pay homage to the men and women of the U.S. Military — present and past — prior to the running of the Coca-Cola 600 on May 27.

In addition to the annual pre-race spectacle, which will include performances by the 82nd Airborne Division Chorus and the U.S. Army Drill team, 10 NASCAR Nextel Cup drivers will carry the colors of different branches of the military on their cars.

The No. 01 Chevrolet of Mark Martin will carry its usual U.S. Army livery, as will Casey Mears's No. 25 National Guard Chevrolet, but cars such as Dale Earnhardt, Jr.'s No. 8 Chevrolet and Denny Hamlin's No. 11 Chevrolet will have special makeovers for the Memorial Day event. The No. 8 of Earnhardt will sport a desert camouflage look, and Hamlin's No. 11 will carry a predominantly red-and-black

paint scheme representative of the U.S. Marine Corps.

Ward Burton (No. 4 Chevrolet, U.S. Air Force 60th Anniversary); Jon Wood (No. 21 Ford, U.S. Air Force); Jeff Gordon (No. 24 Chevrolet, Department of Defense); Jimmie Johnson (No. 48 Chevrolet, USO); Greg Biffle (No. 16 Ford, U.S. Coast Guard); and Shane Huffman (No. 88 Busch Series Chevrolet, U.S. Navy) are the other drivers saluting the armed forces.

The pre-race celebration, which is scheduled to begin at 3:15 p.m., will also include the arrival of the U.S. Army Golden Knights parachute team and the "securing" of the frontstretch by U.S. troops. Some 1,500 troops from Fort Bragg will assemble at the start-finish line.

Following driver introductions, the Fort Bragg Honor Guard will present the colors.

Republican Presidential candidate John McCain, a prisoner of war in Vietnam, will be the race's honorary starter. Tennessee Gov. Phil Bredeesen, a 22-year veteran U.S. Navy aviator, is the Grand Marshal.



LONNIE WHEATLEY PHOTO

MEETING OF THE MINDS: Wayne Johnson (left) chats with fellow driver Gary Wright during ASCS action last weekend in Texas.

Wright's On Target, Cleans Up In Texas

Friday

OKLAHOMA CITY — Gary Wright padded his O'Reilly American Sprint Cars on Tour National point lead by charging from the fifth row to win the opening leg of the Red River Shootout Friday at State Fair Speedway.

Wright shot past Danny Jennings as the pair raced down the backstretch on the 16th circuit to become the race's third and final leader, slicing through lapped traffic over the final rounds to post his fifth victory in 11 events this season.

"Man, my hands are tired," Wright said upon climbing out of the Wesmar-powered Richwood Construction/Whiteco Commercial Funding No. 9 Maxim after his 11th-career ASCS National Tour victory.

The 25-lap race ran without a yellow flag, and Wright steadily made his way forward from 10th on the grid. It was the first event for the series's recently mandated narrower Hoosier 105/16-15 right-rear tire.

Wright was sixth after two laps and third by the 12th lap. It didn't take him long to run down Jennings and make the winning pass. Jennings finished second, ahead of Travis Rilat, Larry Neighbors and Jason Johnson.

The finish:

Gary Wright, Danny Jennings, Travis Rilat, Larry Neighbors, Jason Johnson, Foster Landon, Wayne Johnson, Joe Wood, Jr., Kenneth Walker, Dex Eaton, Gavin Punch, Darren Stewart, Koby Barksdale, Trey Robb, Mike Peters, Kevin Ramey, Whit Gastineau, Johnny Miller, Skip Wilson, Chris Schmelzle, Andy Shouse, Gary Owens, Danny Smith.

Saturday

MESQUITE, Texas — Gary Wright completed a sweep of the weekend's O'Reilly American Sprint Cars on Tour National series Red River Shootout by wiring the field in Saturday night's 25-lap feature at Devil's Bowl Speedway.

And he did it utilizing the exact same Hoosier 105/16-15 right-rear tire — the series's newly mandated narrower right-rear tire — that he used on Friday night at Oklahoma City's State Fair Speedway.

"It's fun when your car is working that good. The car was really nice tonight," Wright said after his 12th-career ASCS National Tour triumph and sixth in 12 races this season.

Wright earned the pole by virtue of winning the dash and went unchallenged the entire distance aboard the Wesmar-powered No. 9 Maxim.

Wright outgunned fellow front-row starter Wayne Johnson, who charged from sixth to second in the dash, and held off Johnson the entire distance.

Jason Johnson charged from 15th and challenged Wayne Johnson for second late in the race but finished third. Kevin Ramey and Travis Rilat filled the top five.

The finish:

Gary Wright, Wayne Johnson, Jason Johnson, Kevin Ramey, Travis Rilat, Darren Stewart, Justin Zimmerman, Foster Landon, Skip Wilson, Trey Robb, Andy Shouse, Brad Bowden, Brad Best, Chris Schmelzle, Koby Barksdale, Danny Jennings, Joe Wood, Jr., Channin Tankersley, Johnny Miller, Kenneth Walker, Michael Lang, Eric Baldaccini.

Daggett, Brecht Split SOD Swing Into Michigan

Friday

HARTFORD, Mich. — Dustin Daggett won his second-straight Engine Pro ASCS

ASCS SOD

Speedway Park.

Daggett started the Mott Motorsports No. 2m on the pole and led all 25 laps.

"It's really fun to run a non-stop race like that when your car is handling as good as mine was," said Daggett. "I really need to thank Phil Mott for giving me a chance to drive his car."

Daggett lapped up to the sixth position, taking the checkered flag over Phil Gressman, Darren Long, Mike Dussel and Brett Mann.

The finish:

Dustin Daggett, Phil Gressman, Darren Long, Mike Dussel, Brett Mann, Tim Norman, Mike Brecht, Nick Mulheim, J.R. Stewart, Ron Blair, Gregg Dalman, Dain Naida, Joe Bares, Bill Johnson, Jimmy Davies, Kirk Cheney, Ben Rutan, Jake Stebner, Ryan Ruhl, Gary Fast.

Saturday

MUSKEGON, Mich. — Mike Brecht won Saturday night's Engine Pro ASCS Sprints on Dirt feature at Thunderbird Race Park.

Brecht took the lead from Ben Rutan on lap eight and outran Ryan Grubaugh in a late-race run through lapped traffic.

The win was Brecht's first of the 2007 season aboard the Verl Warnimont-owned machine.

Brett Mann, Rutan and Tim Norman rounded out the top five.

The finish:

Mike Brecht, Ryan Grubaugh, Brett Mann, Ben Rutan, Tim Norman, Joe Bares, Gary Fast, John Gall, Bill Johnson, Ryan Ruhl, Andy Teunessen, Jimmy Davies, Kirk Cheney, Jake Stebner, Nate Bostrum, J.R. Stewart, Ralph Brakenberry.

Droud Dodges Rocky Field

DODGE CITY, Kan. — Don Droud, Jr. topped Saturday night's inaugural 25-lap Steve King Memorial event at Dodge City Raceway Park.

The event, co-sanctioned by NCRA and the American Sprint Car Series Rocky Mountain Region, honored the driver who was killed during last year's Knoxville Nationals.

Droud outgunned polesitter Stu Snyder at the green flag and led throughout to collect his first ASCS Rocky

Mountain Region feature win. J.D. Johnson made several bids for the lead in the early going, but to no avail. Johnson lost the runner-up slot and was forced pitside after contact while battling for position with Chuck Swenson on lap 22.

Swenson finished second, with Mike Peters, Larry Neighbors and Snyder rounding out the top five.

The finish:

Don Droud, Jr., Chuck Swenson, Mike Peters, Larry Neighbors, Stu Snyder, Preston Peebles II, Derek Drown, Mike Chadd, Johnson, Paul Flynn, Patrick Bourke, Marc Robe, Luke Cranston, Allan Unruh, Greg Schaefer, Keith Rauch, Brian Herbert, J.D. Johnson, A.J. Selenke, Garry Lee Maier.

Dupuy Tops Two Regions In Milton

MILTON, Fla. — The American Sprint Car Series invaded Southern Raceway for the first time Saturday night, and Michael Dupuy claimed the \$2,000 victory in the curfew-shortened ASCS Coastal vs. Rebel Region 15-lap feature.

After a couple of starts were waved off, Dupuy set sail from the front row and paced the

field all the way aboard David Kountz's No. k12 Eagle.

Lane Whittington snared runner-up honors, with Terry Vidrine third. Terry Gray and T.J. Winegardner filled the top five.

The finish:

Michael Dupuy, Lane Whittington, Terry Vidrine, Terry Gray, T.J. Winegardner, Michael Herrington, Matt Tiffany, Timmy Thrash, Michael Miller, Brian Thomas, Robert Casada, Matt Linder, Bryn Gohn, Todd Fayard, Hunter Phillips, Shane Morgan, Darrel Bond, Doug Day, Tyler Godwin, Andy McElhannon, Willie Stauffer, Kenny Adams, Casey Hines.

Streeter Earns Crown At Kings Speedway

HANFORD, Calif. — Matt Streeter claimed Saturday night's U S A C

Western Midget Car Series feature at Kings Speedway. Streeter held off Matt

Mitchell for the victory, with Shannon McQueen, Robby Flock and Johnny Rodriguez rounding out the top five.

The finish:

Matt Streeter, Matt Mitchell, Shannon McQueen, Robby Flock, Johnny Rodriguez, Jerome Rodela, Darrin Bolton, Greg Bragg, Brian Gard, David Prickett, Michael Faccinto, Randi Pankratz, Chris Rahe, Scott Pierovich, Jared Little, C.J. Sama.

**Jay M. Robinson High School
PTSO, Athletic & Band Boosters
will be hosting the
3rd Annual
Silent Auction/Dinner
on May 19th from 11am to 2pm
catered by
Carrabba's Italian Grill**

This annual dinner benefits the Band Boosters, Athletic Boosters and PTSO (Parent, Teacher, Student Organization). Last year, \$24,000 was raised to benefit the organizations and was used to purchase much needed equipment, uniforms, competition entry fees, class resources, travel expenses for students and teacher appreciation events.

Each meal is just \$7.00

Jay M. Robinson High School is located at 300 Pitts School Rd. SW in Concord, NC. (Pitts School Road is just one mile north of Lowe's Motor Speedway on Hwy 29)

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We look forward to seeing you at these Grassroots Tour 2007 stops!

January 10-13	Chili Bowl Nationals • Tulsa Expo • Tulsa, OK
January 19	Night at the Checkers/Victory Junction Gang • Charlotte Bobcats Arena • Charlotte, NC
January 26-27	Hoosier Racers Swap Meet & Trade Show • Champions Pavilion, Indiana State Fairgrounds • Indianapolis, IN
February 9-10	East Bay Winternationals • East Bay Raceway Park • Tampa, FL
February 11	Winternationals • Volusia Speedway Park • DeLeon Springs, FL
February 13-16	World Series of Stock Car Racing • New Smyrna Speedway • New Smyrna Beach, FL
March 2-4	Speedway Expo • The Big E • Springfield, MA
March 8-9	USAC Sprints and Late Model Dirt • The Dirt Track @ LVMS • Las Vegas, NV
March 8-11	NASCAR/NEXTEL Cup Series • Las Vegas Motor Speedway • Las Vegas, NV
April 19-21	Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
April 28	Naturally Fresh 250 • Concord Motorsports Park • Concord, NC
May 25	55th Annual Hoosier Hundred • Indiana State Fairgrounds • Indianapolis, IN
May 25	Eckerd Outlaw Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
May 25	USAC Silver Crown • Indiana State Fairgrounds • Indianapolis, IN
May 25-27	NASCAR Nextel Cup @ Lowe's Motor Speedway • Concord, NC
May 26	Toyota Night Before the 500 • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
June 1	Sue Thiel Memorial Classic • Dodge County Fairgrounds Speedway • Beaver Dam, WI
June 9	13th Annual Late Model Dream • Eldora Speedway • New Weston, OH
June 29	USAC National Sprint Car Series • Richmond International Raceway • Richmond, VA
June 30	SunTrust Indy Challenge • Richmond International Raceway • Richmond, VA
June 30	The Great Race • Concord, NC
July 11	Brad Doty Classic • Limaland Motorsports Park • Lima, OH
July 13	Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
July 14	Kings Royal • Eldora Speedway • New Weston, OH
July 26-28	Kroger Speedfest • O'Reilly Raceway Park at Indianapolis • Indianapolis, IN
August 6-7	Front Row /Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
August 8-11	Knoxville Nationals • Knoxville Raceway • Knoxville, IA
Aug. 17-18	Ron Schuman Classic • Lakeside Speedway • Kansas City, KS
Sept. 3-8	IMCA Super Nationals • Boone, IA
Sept. 7-8	World 100 • Eldora Speedway • New Weston, OH
October 10	Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
October 11-13	NASCAR NEXTEL Cup • Lowe's Motor Speedway • Concord, NC
October 26-28	NASCAR NEXTEL Cup • Atlanta Motor Speedway • Hampton, GA
November 1-3	Outlaw World Finals • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
November 8	Copper World Classic • Phoenix International Raceway • Avondale, AZ
Nov. 29-Dec.2	Snowball Derby • Five Flags Speedway • Pensacola, FL

*** More events will be added throughout the season*

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A weekly report of action from across America



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Flat Rock Speedway

Flat Rock, Mich.
May 12, 2007
Street Stock
1. Dave Tanner
2. Regan Ford
3. Tim Moore
Legends
1. Frank Jiovani
2. Ryan Meldrum
3. Jerry Warden
Figure-8
1. Dennis Whisman
2. Robbie Loving
3. Billy Earley
4-Cylinder
1. Randy Cingan
2. Mike Bershback
3. Michael Giles

St. Francois County Raceway

Farmington, Mo.
May 12, 2007
Sprint Car
1. Jimmy Hurley
2. Jerrod Hull
3. Tim Montgomery
Modified
1. Kasey Nations
2. Matt Eaton
3. Adam Parnely
Multi
1. Jimmy Bridgeman
2. Brandon Nixon
3. Brian Keen
Pure Street
1. Chris Boyd
2. Mike Savage

Salem Speedway

Salem, Ind.
May 11, 2007
Super Stock
1. Chuck Barnes, Sr.
2. Todd Kempf
3. Mike Sharp
Street Stock
1. David Bayens
2. Casey Heavrin
3. Jason Basham
Dash Series
1. Shawn Smith
2. Ron Lasley

Lebanon Midway Speedway

Lebanon, Mo.

May 11, 2007
Super Stock
1. Larry Pruitt
2. Ben Newell
3. Travis Hill
Bomber
1. Mike Piercy
2. Shawn Winfrey
3. Chad Cromer
Factory Stock
1. Troy White
2. Kris Jackson
3. Dylan Keeper
Modified
1. Eric Hudson
2. Craig Wood
3. Chris Johnson
Legends
1. Park Jones
2. Ron Hoffman
3. Tony Hatfield
Winged Sprint Car
1. Joe Todd
2. J.P. Compton
3. Eric Todd

I-70 Speedway

Odessa, Mo.
May 11, 2007
Stock Car
1. Mike Nichols
2. Brad Whitney
3. Gary Foxworthy
SportMod
1. David Willey
2. Ron Hartford
3. John Miller
Sport Compact
1. Jessica Clemons
2. Shawn Box
3. Jason Fogleson
Modified
1. Steve Glenn
2. Yancy Shephard
3. Gene Claxton

LA Raceway

LeMonte, Mo.
May 11, 2007
Modified
1. Jason Thompson
2. Joe Walker
3. Dave Meyer
305 Sprint Car
1. Zach Goulden
2. Mitchell Moore
3. Michael White
Street Stock
1. John Clancy
2. Toby Morrill
3. Kevin Perkins
Hobby Stock
Feature No. 1
1. Mike Schouten
2. Cody Frazon
3. Jeremy Gordon
Feature No. 2
1. Jacob Everts
2. Michael Tyler
3. Danny Everts
Junior Hobby Stock
1. Nathan Vaughn
2. Tanner Young
3. Cole Ebeling

Anderson Speedway

Anderson, Ind.
May 11, 2007
Figure-8
1. Nick Warner
2. Travis Burge
3. Keith Morris
Oval
1. Kevin Harmon
2. Devin Mitchell
3. Alan Wagner
Legends
1. David Moyes
Thundercar
1. Sam Folsom

2. Brad Stevens
3. Lonny Burton

Skyline Speedway

Stewart, Ohio
May 11, 2007
Mini Wedge
1. Randy Arms
2. Katlyn Davis
3. Kyle Bond
Late Model
1. Larry Bond
2. Jeff Wood
3. Andy Bond
Modified
1. Mark Dickson
2. Doug Henry
3. Jeremy Berwanger
Pure Stock
1. Mitch Gillian
2. Matt Holcomb
3. Harley Hall
Limited Late Model
1. Kevin Layne
2. Jim ashcraft
Front-Wheel Drive
1. Spike Rizer
2. Shawn McClain

Macon Speedway

Macon, Ill.
May 12, 2007
Sportsman
1. Jeff Graham
2. Phil Moreland
3. Tom Graham
Street Stock
1. Steve Ewing
2. Mike Pickering
3. Brian Cassell
Late Model
1. Kyle Logue
2. Terry Babb
3. Mike Hammerle
Modified
1. Kyle Logue
2. Jeremy Nichols
3. Dave Crawley, Jr.
Sportsman
1. Greg Kimmons
2. Norm Wood

Bluegrass Speedway

Bardstown, Ky.

May 12, 2007
Super Late Model
1. Bryan Barber
2. Jordan Bland
3. Jeff Watson
Street Stock
1. Timmy Glazer
2. Michael Cranmer
3. Pat Cranmer
Modified
1. Freddy Garmon
2. Joe Mattingly
3. Benji Lee
Sportsman
1. Kevin Wilson
2. Barry Chesser
3. Pat Hagan

Toledo Speedway

Toledo, Ohio
May 12, 2007
Late Model
1. Harold Fair, Jr.
2. Lee Anderson
3. Johnny Belott
Sportsman
1. Ron Allen
2. Jim Froling
3. Howard Kelley, Jr.
4-Cylinder
1. Bill Litogot
2. Michael Giles
3. Corey Whitley
Factory Stock
1. Eric Huston
2. Landon Schuster
3. Matt Ringger

Calumet County Speedway

Chilton, Wis.
May 11, 2007
Sportsman
1. Bob Cullen
2. Brad Lubach
3. Chad Kistner
Street Stock
1. Daryl Gerke
2. Steve DeKerf, Sr.
3. Joel Beyer
Challenger
1. Kevin Lubach
2. Ryan Eickert
3. David Bembenek
4-Cylinder
1. Shaun Bangart
2. Johnny Dietzen
3. Jesse James Cullen

Waynesfield Motorsports Park

Waynesfield, Ohio
May 12, 2007
Mini-Sprint Car
1. Jared Horstman
Non-wing Sprint Car
1. Cody White
Truck
1. Mike Hicks
Modified
1. Jake Ruefer

Paragon Speedway

Paragon, Ind.
May 12, 2007
Sprint Car
Feature No. 1
1. Adam Beliles
2. Mitch Wissmiller

3. Gregg Cory
Feature No. 2
1. Scott Townsend
2. Kevin Chambers
3. Eric Zellner
Street Stock
1. Steve Hollars
2. Scott Fisher
3. Joe Lucas, Jr.
Bomber
1. Gib Ham III
2. Jeremy Payne
3. Joel Shores, Jr.
Pure Stock
1. Greg Leitzman
2. Dan Wampler
3. Danny Ray Wampler

Jackson Speedway

Jackson, Minn.
May 12, 2007
Outlaw Sprint Car
1. Jerry Richert, Jr.
2. Wade Nygaard
3. Chris Graf
Limited Sprint Car
1. Ryan Yager
2. Steve Yarns
3. Casey Friedrichsen
Stock Car
1. Bill Coopman
2. Gary Bannister
3. Brad Scheibel
Hobby Stock
1. Dan Strandberg
2. Doug Wark
3. Tim Wilcox

Shawano Speedway

Shawano, Wis.
May 12, 2007
Late Model
1. Gordie Seegert
2. Terry Anvelink
3. Justin Ritchie
Modified
1. Jeremie Hedrick
2. Lance Arneson
3. Julie McDermid
Stock Car
1. Greg Gretz
2. Kurt Olson
3. Kyle Fredricks
Crate Late Model
1. Joe White
2. Eric Arneson
3. Tim Jorgenson

I-94 Speedway

Sauk Centre, Minn.
May 12, 2007
Super Late Model
1. Nick Panitzke
2. Zac Davids
3. Joey Johnson
Modified
1. Joey Johnson
2. Kevin Woeste
3. Jeff Rohner
Legends
1. Jake Varnum
2. Patrick Brejcha
3. Tim Brockhouse
Thundercar
1. Jerry Messer
2. Lance Stueve
3. Jason Schroepfer
UCAR
Truck Division
1. Dean Peterson
2. Jim Eblen
3. Jeff McDonald
Tracker Division
1. Dan Bolstad



TIM THOMAS PHOTO

AIR SHOW: Aaron Moseley (top left) takes flight during sprint-car action and is followed into the air by Rick Waltman (right) Saturday at Lawrenceburg Speedway.

2. Joe Albritton
3. John Hendrickson
Just 4 Fun Division
1. Michael Lofquist
2. Travis Vanderby
3. Dan Fitzpatrick

Deer Creek Speedway

Spring Valley, Minn.
May 12, 2007
Modified
1. Brad Waits
2. Bob Timm
3. Tommy Myer
Late Model
1. Nick Herrick
2. Lance Matthees
3. Keith Foss
Midwest Modified
1. Jimmie Arnold
2. Kenny Wytaske
3. Harlan Morehart
Street Stock
1. Steve Eichens
2. Scott Nelson
Super Stock
1. Fed Marrs
2. Chris Klinger

Shady Bowl Speedway

DeGraff, Ohio
May 12, 2007
Late Model
1. Chad Poole
2. Bud Perry
3. Mike Ward
Modified
1. Don Skaggs
2. Bud Perry
3. Ross Klingelhofer
Dwarf Car
1. Wayne Fitzpatrick
2. Bill Hostetler
3. Brandon Bayse
Compact
1. Josh Sage
2. Jeff Kimes
3. Alex Penny
Street Stock
1. Brad Yelton
2. Buck Purtee
3. Greg Sparks

Lebanon I-44 Speedway

Lebanon, Mo.
May 12, 2007
Late Model
1. Chris Smyser
2. Larry Jones
3. Darrell Moneyham
Modified
1. David Hendrix
2. Steve Picou
3. Tony Jackson, Jr.
Factory Stock
1. Chris Jackson
2. Jordan Holloway
3. Jim Reeves
B-Modified
1. Josh Woody
2. Tyler Brown
3. Derrick Peterson
Bomber
1. Landon Johnson
2. Joe Francis
3. Dusty Rhoades
Rookie
1. Rich Reynolds
2. Adam Brown

Columbus Motor Speedway

Columbus, Ohio
May 12, 2007
Late Model
1. Donnie Renner
2. Jamie Hunt
3. Robbie Dean
Modified
1. Bob Grubbaugh
2. Terry Humphrey
3. Shawn Gray
Sport Stock
Feature No. 1
1. Bubba Parsons
2. George Lindsay
3. James Harding
Feature No. 2
1. Bubba Parsons
2. George Lindsay
3. Bruce Holmes
Crazy Compact
1. Jason Dennis
2. Roy Harding

Scotland County Speedway

Memphis, Mo.
May 12, 2007
Modified
1. Michael Long
2. Martin Bennett
3. Bob Dale
Stock Car
1. Matt Greiner
2. Colt Mather
3. Michael Browning
B-Modified
1. Jim Gillenwater
2. Jack Evans, Jr.
3. Tony Dunker
Hobby Stock
1. Bill Gibson
2. Tim Kraber
3. Mike Shelton
Outlaw Hobby
1. Brandon Symmonds
2. Jim Lynch
3. Jeff Soper
Hornet
1. Luke Davidson
2. Chuck Fullenkamp

Lincoln Park Speedway

Putnamville, Ind.
May 12, 2007
Sprint Car
1. Billy Putterbaugh
2. Ty Deckard
3. Casey Shuman
Modified
1. Paul Bumgardner
2. Harry Shepherd
3. Kenny Carmichael, Jr.
Super Stock
1. Curt Leonard
2. Joe Whisler
3. Ritchie Hawkins
Bomber
1. Darrell Richardson
2. Travis Heramb

Double-X Speedway

California, Mo.

May 13, 2007
360 Sprint Car
1. Jesse Hockett
2. Tyler Blank
3. Ryan Marsch
Street Stock
1. Joe Miller
2. Harlan Dowell
3. John Clancy, Jr.
Hobby Stock
1. Jeremy Stewart
2. Cody Frazon
3. Jason Bond

Eagle Valley Speedway

Jim Falls, Wis.
May 13, 2007
Modified
1. Craig Thatcher
2. Scott Duval
3. Todd Siddons
Super Stock
1. Eric Olson
2. Tery Kroening
3. Mark Stender
Street Stock
1. Cory Crasper
2. Keith Tourville
3. Steven Kummer
Midwest Modified
1. Shane Halopka
2. Matt Leer
3. Mark Hanson
Pure Stock
1. Danny Richards
2. Tommy Richards
Hornet
1. Ryan Garnett
2. Travis Anderson

Auto City Speedway

Clio, Mich.
May 12, 2007
Super Stock
1. John Turnbull, Jr.
2. Robbie Johnson
3. Jeff Owens
Modified
1. Ken O'Conner
2. Donny Matteson
3. Johnny Belott
Factory Stock
Feature No. 1
1. Nick Lechota
2. Kyle Hayden
Feature No. 2
1. Larry Plamondon
2. Kyle Hayden
Lead Sled
Feature No. 1
1. Chad Lamson
2. Charlie Thom
Feature No. 2
1. Jimmy Stratton
2. Nick Johnston
Hornet
1. Baron Leblanc
2. Andrew Abbott
Truck
1. Brian Cogswell
2. Steve Stultz

Bloomington Speedway

Bloomington, Ind.
May 12, 2007
Late Model
1. Wes Steidinger
2. Brandon Kinzer
3. Steve Shepherd

Modified
1. Shelby Miles
2. Kent Robinson
3. Ray Humphrey
Super Stock
1. Rick Gumm
2. Jeremy Hines
3. Kevin Arthur

Kil-Kare Speedway

Xenia, Ohio
May 11, 2007
Late Model
1. Gary Estes
2. John Vallo
3. Tony Brunke
Modified
1. Greg Stapleton
2. Derek Weatherhead
Late Model
1. Gary Estes
2. John Vallo
3. Tony Brunke
Modified
1. Greg Stapleton
2. Derek Weatherhead
Sport Stock
1. Jason Evans
2. Shane Williams
3. Jay Laykins, Jr.
Compact
1. Tim Haerr
2. Amber Sites
3. Chris Boggs

Attica Raceway Park

Attica, Ohio
May 11, 2007
410 Sprint
1. Bryon Reed
2. Rob Chaney
3. Lee Jacobs
305 Sprint
1. Andy Shammoo
2. Dustin Dinan
3. Matt Ferrell
Late Model
1. Mike Bores
2. John Bores
3. John Mayes, Sr.
Dirt Truck
1. Brian Arnold
2. Steve Endicott
3. Corey Ward

LaCrosse Fairgrounds Speedway

West Salem, Wis.
May 12, 2007
Late Model
1. Todd Korish
2. Kevin Nuttleman
3. Steve Carlson
Sportsman
1. Ken Lewis
2. Brandon Berg
3. Jes Tenner
Thunderstox
1. Brad Warthan
2. Andy Barney
3. Matt Inglett
Queen Bee
1. Heather Hutshenrechter
2. Kathy Swenson
3. Rosie Zakem

Ponderosa Speedway

Junction City, Ky.
May 11, 2007
Super Late Model
1. Aaron Hatten
2. Bobby Carrier, Jr.

3. Michael Chilton
Modified
1. Shon Flanery
2. Timmy York
3. Dustin Webber
Sportsman
1. Logan Whitis
2. Rick King
3. Timmy Glazer
Chevette
1. Shawn Bardin
2. Randy Maybrier
3. Brandon Bardin
Frontrunner
1. Richard Mink
2. Steve Burns
3. Doug Radford

Rockford Speedway

Loves Park, Ill.
May 12, 2007
NASCAR American Short Tracker
1. George Sparkman
2. Tim Melvin
3. Matt Berger
NASCAR Late Model
1. Ricky Bilderback
2. Jon Reynolds, Jr.
3. Brett McCoy
NASCAR Road Runner
1. John Logan, Jr.
2. Charlie Frisch
3. Alex Papini
INEX Bandolero
1. Jesse Bernhagen
2. Cody Daul
INEX Legends
1. Michael Bilderback
2. Branden Allen

Tri-City Speedway

Pontoon Beach, Ill.
May 11, 2007
Late Model
1. Darin Walker
2. Mark Oller
3. Brian McCormick
Factory Stock
1. David Shaw
2. Rob Shaw
3. Joshua James
Late Model
1. Billy Faust
2. Bobby Martintoni
Street Stock
1. Richie Gabriel
2. Sam Kizer
3. Andy Beavers

Madison Int'l Speedway

Oregon, Wis.
May 11, 2007
Late Model
1. Tom Gille
2. Zack Riddle
3. Andrew Morrissey
Limited Late Model
1. Bobby Wilberg
2. Ryan Goldade
3. John Baumeister
Bandit
1. Chester Ace
2. Alex Jones

REGIONAL NOTES

Ed Lynch, Jr. earned the 85th victory of his career May 4 and moved into fifth place on the Lernerville (Pa.) Speedway's all-time victory list, ahead of Blackie Wyatt. Lynch is now four wins behind Lou Gentile for fourth all-time. Of Lynch's 85-career victories, 84 have come in sprint cars. . . Billy Bauer recorded his 18th super-stock victory at New Egypt (N.J.) Speedway to move into first place on the all-time win list. It was his first victory in 18 months. . . The brother-sister combination of Lisa Shelby and Phillip Shelby dominated the mini-stock and street-stock features, respectively, at Marysville (Calif.) Raceway Park May 6. The siblings were both wire-to-wire winners. . . A.J. Diemel was a double winner at Shawano (Wis.) Speedway May 5, taking both late-model features. . . Former scramble-car driver Kyle Martin raced for the first time in the non-stop Thundercar feature and came away with a victory and a new track record (six minutes, 30.58 seconds) at Trail-Way Speedway in Hanover, Pa., May 6. . . Racers and fans at Bechtelsville, Pa.'s Grandview Speedway collected more than \$2,500 for driver Smokey Warren, who is battling brain cancer.



A weekly report of action from across America

Legends

- 1. Joel Wyttenbach
- 2. Hermann Greinig
- Bandolero**
- 1. Caylie Duncanson
- 2. Cody Daul
- Senior**
- 1. Vern Fagerberg, Jr.
- 2. Jesse Bernhagen

I-96 Speedway

- Lake Odessa, Mich.
- May 11, 2007
- UMP Late Model**
- 1. Eric Spangler
- 2. Rusty Seaver
- 3. Joey Baker
- UMP Modified**
- 1. Shannon Fisk
- 2. Todd Feutz
- 3. Richard Sweet
- Hobby Stock**
- 1. C.J. Reisbig
- 2. Ben Hiddy
- 3. James Kimmel
- Road Beaters**
- 1. Ron John Primm
- 2. Scott Rumsey

Cedar Lake Speedway

- New Richmond, Wis.
- May 12, 2007
- Street Stock**
- 1. Ron Hanestad
- 2. Jason Vandekamp
- 3. Jeff Heintz
- Midwest Modified**
- 1. Ryan Olson
- 2. Andy Jones
- 3. Justin Schill
- Super Stock**
- 1. Matt Sinna
- 2. Tim Borgeson
- 3. Dan Carlson
- Modified**
- 1. Dave Cain
- 2. Ron Schreiner
- 3. Tyler Keyser
- Late Model**
- 1. Brent Larson
- 2. Ashley Anderson

Anderson Speedway

- Anderson, Ind.
- May 12, 2007
- Super Truck**
- 1. Bob Lemen
- 2. Andrew Brown
- 3. Josh Poore
- Street Stock**
- 1. Jake Owens
- 2. Dennis Moser
- Central Indiana Mini Cup**
- 1. Scott Phillips
- 2. Kyle Baugh
- Figure 8**
- 1. Randy Hinton
- 2. Josh Tharp

Eldora Speedway

- Rossburg, Ohio
- May 12, 2007
- Stock**
- 1. Kevin Gossard
- 2. Earnie Woodard
- 3. Bob Burch
- UMP Modified**
- 1. Jerry Bowersock
- 2. Mike Roediger
- 3. Scott Orr

Illiana Motor Speedway

- Schererville, Ind.
- May 12, 2007

Late Model

- 1. John Nutley
- 2. Jeff Cannon
- 3. Bobby Gash
- Limited Late Model**
- 1. Phil Splant
- 2. Kevin McCann
- 3. Joe Fadke
- Mid American Sportsman**
- 1. Keith Sterkowitz
- 2. John Senerchia
- 3. John Marshall
- Turbo Stox**
- 1. Eddie Ligue
- 2. Tom Prim
- 3. Bill Serviss
- Pure Stock**
- 1. Rob Blood
- 2. Steve Wells
- 3. Ryan Hoffman

K-C Raceway

- Chillicothe, Ohio
- May 12, 2007
- 410 Super Sprint**
- 1. Nick Naber
- 2. Jimmy Stinson
- 3. Keith Baxter
- Late Model**
- 1. Bart Hartman
- 2. Rob Conley
- 3. Kenny Christy
- Modified**
- 1. Dustin Webber
- 2. Bud Frazier
- 3. Adam Jordan
- Hobby Stock**
- 1. Jamey Adams
- 2. Joe Williams
- 3. Justin Poling

Rice Lake Speedway

- Rice Lake, Wis.
- May 12, 2007
- WISSOTA Late Model**
- 1. Rick Hanestad
- 2. Jake Redetzke
- 3. Mike Goodremote
- Modified**
- 1. Scott Duval
- Midwest Modified**
- 1. Shane Halopka
- Super Stock**
- 1. Wayne Harris, Jr.
- Street Stock**
- 1. Shane Kising
- Pure Stock**
- 1. Jared Amundson

Central Missouri Speedway

- Warrensburg, Mo.
- May 12, 2007
- Mighty Modified**
- 1. Travis Johnson
- 2. Dustin Boney
- 3. Tim Karrick
- ULMA**
- 1. Steve Clancy
- 2. Jason Estes
- 3. David Angell
- Street Stock**
- 1. Nathan Himes
- 2. Marc Carter
- B-Mod**
- 1. Scotty Martin
- 2. Bubba Kline

Limaland Motorsports Park

- Lima, Ohio
- May 12, 2007
- Thunderstock**
- 1. Kevin Gossard
- 2. Tony Anderson

3. Jeff Babcock

- Modified**
- 1. Jon Henry
- 2. Doug Adkins
- 3. Terry Hull
- Late Model**
- 1. Duane Chamberlain
- 2. Jason Montgomery
- 3. Rick Combs

Grundy County Speedway

- Morris, Ill.
- May 11, 2007
- Late Model**
- 1. Eddie Hoffman
- 2. Jerry Einhaus, Jr.
- 3. Andy Marchiniak
- Mid American Sportsman**
- 1. Ron Willems, Jr.
- 2. Jeff Olson
- 3. Eric Pierce
- Street Stock**
- 1. Chad Proctor
- 2. Rick Dawson
- 3. Bob Davis
- 4-Cylinder**
- Feature No. 1
- 1. D.J. Werkmeister
- Feature No. 2
- 1. Kyle Kindemuth

Shadyhill Speedway

- Medaryville, Ind.
- May 12, 2007
- UMP Modified**
- 1. Tony Roland
- 2. Kevin DeYoung
- 3. Nick Allen
- Super Street**
- 1. Butch Toosley
- 2. Terry Lett
- 3. Butch Fischer
- I-Mod**
- 1. Snake Howard
- 2. Bob Fortner
- 3. Neil Martin
- Pure Street**
- 1. Travis Tyler
- 2. A.J. Cooley
- Barefoot Mini**
- 1. Matt Norem
- 2. Bobby Brooks

Fremont Speedway

- Fremont, Ohio
- May 12, 2007
- Super Sprint**
- 1. Rob Chaney
- 2. David Harrison
- 3. Lee Jacobs
- 305 Sprint**
- 1. Craig Kays
- 2. Andy Shammo
- 3. Cap Henry
- Dirt Truck**
- Feature No. 1
- 1. Cory Ward
- 2. Steve Sabo
- 3. Art Howey, Jr.
- Feature No. 2
- 1. Shawn Valenti
- 2. Brian Arnold
- 3. Charley Gingrich

I-70 Speedway

- Odessa, Mo.
- May 12, 2007
- Enduro**
- 1. Jacobee Deckman
- 2. Donnie Joslin
- 3. Robert Rodriguez
- Super Truck**
- 1. Ron Hartford
- 2. Jeremiah Gibson
- 3. Christie Thomason
- Late Model**

- 1. Austin Siebert
- 2. Jenny White
- 3. Billy Crane

Berlin Raceway

- Marne, Mich.
- May 12, 2007
- Pro Stock**
- 1. Dave Hull
- 2. Lee VanDyk
- 3. Kevin DeGood
- Late Model**
- 1. John VanDoom
- 2. Fred Campbell
- 3. Lee Anderson
- Super Stock**
- 1. Tim Sweeney
- 2. Adam Hudson
- 3. Mike Bursley
- Sportsman**
- 1. Andy Stormzand
- 2. Ken Roelofs
- 3. Marc Coleman

Indianapolis Speedrome

- Indianapolis, Ind.
- May 12, 2007
- Late Model**
- 1. Matt Nelson
- 2. Rodney Sizemore
- 3. Bruce Tunny
- Figure 8**
- 1. Leonard Basham
- 2. R.J. Norton, Jr.
- 3. Ben Tunny
- Stock**
- 1. Nick Moore
- 2. Scott Tabor
- 3. Rob McCalister, Sr.
- Roadrunner**
- 1. Larry Jones
- 2. Steve Ott
- 3. Scott McKinney
- Hornet**
- 1. Sonny Rednour
- 2. Daniel Enlow
- 3. Brad Brooks

Morgan County Speedway

- Jacksonville, Ill.
- May 11, 2007
- UMP Modified**
- 1. Vance Wilson
- 2. Randy Myers
- 3. Brian Lynn
- UMP Pony Stock**
- 1. Travis Brown
- 2. Rich Mueller
- 3. Jeff Medlock
- UMP Street Stock**
- 1. Shad Eskew
- 2. Rick Willis, Jr.
- 3. Mike Jackson
- UMP Late Model**
- 1. Matt Taylor
- 2. Brian Dively
- 3. Jeremy Conaway

Citrus County Speedway

- Inverness, Fla.
- May 12, 2007
- Street Stock**
- 1. Richie Smith
- 2. Jeff Stalnak
- 3. Joy Witfoth
- Figure-8**
- 1. Travis Youmans
- 2. Robbie Hage
- 3. John Thomas
- Pure Stock**
- 1. Bill Ryan
- 2. Mike Dubbs
- 3. Randy Spicer
- 4-Cylinder**
- 1. Chris Harvey
- 2. Jeff Eberly
- Thunder Stock**
- 1. Ricky Shahid
- 2. Eddie Rosasco
- Sprint Car**
- 1. Steven Bradley
- 2. John Sambor



Bowman Gray Stadium

- Winston-Salem, N.C.
- May 12, 2007
- Modified**
- 1. Lee Jeffreys
- 2. Robert Jeffreys
- 3. Brad Robbins
- Sportsman**
- Feature No. 1
- 1. Mike Queen
- 2. Gene Pack
- Feature No. 2
- 1. Jim Shoaf
- 2. Tommy Neal
- Street Stock**
- 1. Bobo Brown
- 2. Michael Kitchen
- 3. Rick Grimes
- Carolina Speedway**
- Gastonia, N.C.
- May 11, 2007
- Renegade**
- 1. Luke Fox
- 2. Gene Moffat
- 3. Shorty Lacy
- Late Model**
- 1. Brandon Ifft
- 2. Johnny Stovall

- Feature No. 2
- 1. Chuck Wall
- 2. Darren Cotner

New Smyrna Speedway

- New Smyrna Beach, Fla.
- May 12, 2007
- Late Model**
- 1. Chad Akins
- 2. Brennan Palmiter
- 3. Michael Seay
- Modified**
- 1. Gary Fountain
- 2. Matthew Wheeler
- 3. Dustin Beckelheimerz
- Sportsman**
- 1. Timmy Todd, Jr.
- 2. Donny Williams
- 3. Chris Pedulat
- Super Stock**
- 1. Michael Wofford
- 2. Edward Barber
- 3. Billy Boggs
- Mini Stock**
- 1. Ted Vulpius
- 2. Jeff White
- 3. Mark Broat
- Strictly Stock**
- 1. Jody Roberts
- 2. William Wager
- 3. Eddie Rush

Columbia Motorsports Park

- Ellisville, Fla.
- May 12, 2007
- Pro Truck**
- 1. George Gorham, Jr.
- 2. Austin Howell
- 3. Scott Reeves

Harris Motor Speedway

- Rutherfordton, N.C.
- May 12, 2007
- Late Model**
- 1. Wally Fowler
- 2. Buddy Smith
- 3. Matt Long
- Limited**
- 1. Chris Jackson
- 2. Michael Barbara
- 3. David Ayers
- Stock-8**
- 1. Dale Edmonds
- 2. Terry McDowell
- 3. William Tucker
- Renegade**
- 1. Ricky Hines
- 2. John McElrath
- Super Stock**
- 1. Brett Cooper
- 2. Greg Carroll
- Street Stock**
- 1. Shannon Barnhill
- 2. Brad Jennings
- Young Gun**
- 1. Kyle Cooper
- 2. Cody Ussery

East Bay Raceway Park

- Gibson, Fla.
- May 12, 2007
- Outlaw-4**
- 1. Alex Boerner
- 2. Jim Coursen
- 3. Cecil Martin
- Limited Sprint Car**
- 1. Gene Lasker
- 2. Rich Alexander
- 3. Tim George
- Street Stock**
- 1. Bob Smith
- 2. Donnie Reed
- 3. Buck Skinner
- 360 Sprint Car**
- 1. Brian Maddox
- 2. Daryl Smith
- 3. Gene Lasker
- 4-Cylinder**
- 1. Kyle Eash
- 2. Frank Miller

Crossville Raceway

- Crossville, Tenn.
- May 12, 2007
- Super Late Model**
- 1. Mark Martin
- 2. Tim Damron
- 3. Tony Morris
- Limited Late Model**
- 1. Lynn Selby
- 2. Darrick York
- 3. Duke Lowe
- Modified**
- 1. Robert Porter
- 2. Jack Price
- 3. Chad Ogle
- Mini Stock**
- 1. Derrick Hutchings
- 2. Todd Spivey
- 3. Shalon Turner
- Front-Wheel Drive**
- 1. J.D. Rector
- 2. Terry Kimbrell
- 3. Jonathan Norris
- Street Stock**
- 1. Ron Dodson
- 2. Charles Young
- 3. Ricky Scruggs

Airborne Speedway

- Plattsburgh, N.Y.
- May 12, 2007
- Modified**
- 1. Patrick Dupree
- 2. Martin Roy
- 3. Mike Bruno
- Late Model**
- 1. Ryan Nolin
- 2. Brent Dragon
- 3. Jean-Paul Cyr
- Sportsman**
- 1. Toby Ebersole
- 2. Bucko Branham
- 3. Jason Bonnett
- Warrior**
- 1. Bill Jenkins
- 2. Don Bluto
- 3. Joe Garrow

Volunteer Speedway

- Bulls Gap, Tenn.
- May 12, 2007
- Super Late Model**
- 1. Jeff Maupin
- 2. Shane Roberts
- 3. Kerry Jones
- Crate Late Model**
- 1. Shannon Buckingham
- 2. Vic Chandler
- 3. Warren McMahan
- Hobby Stock**
- 1. Mike Hodges
- 2. Jesse Helton
- 3. Jamie Whitt
- Mini Stock**
- 1. Kevin Atwell
- 2. Randy Lane
- 3. Brent Hensley
- Modified**
- 1. Wayne James
- 2. Jerry Broyles
- 3. Danny James

Orlando Speedworld

- Orlando, Fla.
- May 12, 2007

- Classic Car**
- 1. Ron Gustafson
- 2. Brad Norburg
- 3. Jim Rahman
- Pro Challenge**
- 1. Mark Landis
- 2. J.L. Snowden
- 3. Ryan Rust
- Hurricane**
- 1. Bruce Gayton
- 2. Rob Reynolds
- 3. Miguel Barrenchea
- Strictly Stock**
- 1. Matt Covington
- 2. Anthony Robinson
- Stock**
- 1. Cory Lane
- 2. Eddie Grant
- Midget**
- 1. Dale Miller
- 2. Bill Wendt

Oswego Speedway

- Oswego, N.Y.
- May 13, 2007
- Supermodified**
- 1. Joe Gosek
- 2. Randy Ritskes
- 3. Greg Furlong

Lebanon Valley Speedway

- West Lebanon, N.Y.
- May 12, 2007
- Modified**
- 1. Jeff Trombley
- 2. Eddie Marshall
- 3. Tim Dwyer
- Sportsman**
- 1. Chris Kokosa
- 2. Don Miller
- 3. Chris Tryon
- Pro Stock**
- 1. Robbie Speed
- 2. Rick Dempsey
- 3. Mike Middleton
- Limited Pro Stock**
- 1. Chad Jeseo
- 2. Dave Colwell
- 3. Justin Herron
- Pure Stock**
- Feature No. 1
- 1. Tom Harkins
- 2. Doug Olds
- Feature No. 2
- 1. Jay Casey
- 2. Howard Madsen
- Feature No. 3
- 1. Pete Weigand
- 2. Matt Humes



Cayuga County Fair Speedway

- Weedsport, N.Y.
- May 13, 2007
- Battlekatz**
- 1. Carl Werner
- 2. Nick Werner
- 3. Barb Amadon
- Street Stock**
- 1. Phil Marsden
- 2. Mike Welch
- 3. Dan Hoffman, Sr.
- Karmageddon**
- 1. Donna Haskell
- 2. Leslie Planck
- 3. Julie Milligan
- Modified**
- 1. Joe Williams
- 2. Anthony Steiner
- 3. Jeremy Pitcher
- Modified**
- 1. Jimmy Phelps
- 2. Tom Juhl
- 3. Steve Paine

Riverhead Raceway

- Riverhead, N.Y.
- May 12, 2007
- Modified**
- 1. Dale Planck
- 2. Vinnie Vitale
- 3. Jimmy Phelps
- DIRTcar Sportsman**
- 1. Sammy Reakes IV
- 2. John Pietrowicz
- 3. Mark Davison
- DIRTcar Sportsman**
- 1. Jeff Isabell, Jr.
- 2. Laslow Howiefeld
- 3. Timmy Sears, Jr.
- IMCA Modified**
- 1. Kevan Cook
- 2. Ken Rogers
- 3. Greg Kimball
- DIRTcar Pro Stock**
- 1. Billy Blake, Jr.
- 2. Jason Parkhurst

Oxford Plains Speedway

- Oxford, Maine
- May 12, 2007
- Street Stock**
- 1. Sumner Sessions
- 2. Skip Tripp
- 3. Larry Emerson
- Late Model**
- 1. Travis Adams
- 2. Don Wentworth
- 3. Brad Hammond
- Mini Stock**
- 1. Billy Blake, Jr.
- 2. Justin Karkos

- Pro Truck**
- 1. Mike Albasini
- 2. Frank Dumich, Sr.
- 3. Danny Grennan

Genesee Speedway

- Batavia, N.Y.
- May 12, 2007
- Mini Stock**
- 1. Ken Hixenbaugh
- 2. Russ Wassner
- 3. Bobby Dickinson
- Street Stock**
- 1. Joey Spicola
- 2. John Fry
- 3. David Downs
- Pro Stock**
- 1. Pete Stefanski
- 2. Eric Greenlief
- 3. Don Barnes
- 360 Late Model**
- 1. Jim Johnson
- 2. Dave DuBois
- 3. Bob Babbitt
- Sportsman**
- 1. John Venuto
- 2. Justin Wright

Lancaster Raceway Park

- Buffalo, N.Y.
- May 12, 2007
- TQ Midget**
- 1. Dave Wollaber
- 2. Bobby Holmes
- 3. Mark Schulz
- Street Stock**
- 1. Tim Garlock
- 2. Jim Bryant
- 3. Jeff Madill
- Super Stock**
- 1. Wayne Bernhard
- 2. Dave Johnson
- 3. Frank Batista, Jr.
- SST Sportsman**
- 1. Erick Rudolph
- 2. Eddie Murray
- 3. Nick Cappelli
- Late Model**
- 1. Matt Alix
- 2. Todd Holdick
- 3. Bobby Weber

Centre For Speedway

- Shediac, New Brunswick
- May 13, 2007
- Sportsman**
- 1. Freddy Prosser
- 2. Al Stone III
- 3. Luc Bourgeois
- Pro Stock**
- 1. Joe Fournier
- 2. Matt Harris
- 3. Myles Harris

Albany-Saratoga Speedway

- Malta, N.Y.
- May 11, 2007
- 358-Modified**
- 1. Kenny Tremont, Jr.
- 2. Matt DeLorenzo
- 3. Nick Sweet
- Sportsman**
- 1. Chris Busta

Spencer Speedway

- Williamson, N.Y.
- May 11, 2007
- Super Six**
- 1. Kris Hillegeer
- 2. Billy Semmler
- 3. Patti Davenport
- Street Stock**
- 1. Bobby Lipka, Jr.
- 2. Jim Steffenhagen, Jr.
- 3. Will Strusz
- SST Modified**
- 1. Chris Finochiaro
- 2. Jeff Hammon
- 3. T.J. Potrzebowski
- NASCAR Modified**
- 1. Buck Catalano
- 2. Tim McMullen
- 3. T.J. Potrzebowski

Canandaigua Speedway

- Canandaigua, N.Y.
- May 12, 2007
- Pure Stock**
- 1. Rod Comfort, Jr.
- 2. Corey Hunt
- 3. Les Excell
- Street Stock**
- 1. Nathan Peckham
- 2. Scott Smith
- 3. Mike Welch
- Sportsman Modified**
- 1. Dan Wiesner
- 2. Tim Currier
- 3. Mark Chiddy
- Big-Block Modified**
- 1. Steve Paine
- 2. Charlie Donk
- 3. Chuck Bower

Fulton Speedway



A weekly report of action from across America

May 9, 2007
Runnin' Rebel
 Feature No. 1
 1. Gregg Norton
 2. Jason Cummings
 3. Jim Hart
 Feature No. 2
 1. Tyson Jordan
 2. Jim Hart
 Feature No. 3
 1. Mark Childs, Jr.
 2. Craig Pyy
Sport Truck
 1. Jake Burns
 2. Rick Hebert
Ladies
 1. Vanna Brackett
 2. Lisa Vining
Renegade
 1. Jamie Heath
 2. John Childs

Oxford Plains Speedway

Oxford, Maine
 May 12, 2007
Strictly Stock
 1. Sumner Sessions
 2. Skip Tripp
 3. Larry Emerson
Late Model
 1. Travis Adams
 2. Don Wentworth
 3. Brad Hammond
Mini Stock
 1. Don Frechette
 2. Justin Karkos
 3. Adam Polvien
Runnin' Rebel
 Feature No. 1
 1. Craig Pyy
 2. Jamie Leavitt
 Feature No. 2
 1. Mark Childs, Jr.
 2. Josh Childs



Langley Speedway

Hampton, Va.
 May 12, 2007
Late Model
 1. Danny Edwards
 2. Dean Shifflett
 3. Anthony Warren
Grand Stock
 1. Paul Lubno
 2. Ricky Derrick
 3. Brandon Hinson
Super Street
 1. Ricky Derrick
 2. Steve Dill
 3. Ritchie German
INEX Legends
 1. Jamie Price
 2. Nick Smith
UCAR
 1. Kevin Alves
 2. Matt Hockaday

Champ Kart

1. Brad Davis
 2. Chris Johnson

Virginia Motor Speedway

Jamaica, Va.
 May 12, 2007
Late Model
 1. Austin Hubbard
 2. Brett Royal
 3. Matt Morgan
Sportsman
 1. Roger Jamerson
 2. Walker Arthur
 3. Michael Roop
Modified
 1. Mark Schools
 2. James Snead
 3. Eric Erwin
Sprint Car
 1. Craig Folmar
 2. Mary Anne Williams
 3. Matt Stambaugh
All American
 1. Kevin Fletcher
 2. Marty Coltrain

Allegheny County Speedway

Cumberland, Md.
 May 12, 2007
Super Late Model
 1. Jack Pencil
 2. Jeremy Miller
 3. Dave Troutman
Street Stock
 1. John Whitfield
 2. Jimmy Iser
 3. Randy Zechman
8-Cylinder
 1. Chad Gambol
 2. Jimmy Moreland
 3. Jeff Proud
4-Cylinder Junk Car
 1. Jason Imes
 2. Brian Johnson
 3. Ray Shepherd

Wall Township Speedway

Belmar, N.J.
 May 12, 2007
Modified
 1. Mike Carpenter
 2. Jimmy Blewett
 3. Justin Gumley
Modified Affordable
 1. Robert Geibel, Jr.
 2. Kevin Eyres
 3. Kevin Davidson
Sportsman
 1. Dave Jennings
 2. Chas Okerson
 3. Kevin Eyres
Street Stock
 1. Ron Frees
 2. Rich Mongeau
 3. Shannon Mongeau
Factory Stock
 1. Tom Fratesi
 2. Dean Shifflett
 3. Brian Pemberton
Legends
 1. Steve Stull
 2. Luke Marzano
 3. Bryan Gardella

Trail-Way Speedway

Hanover, Pa.
 May 11, 2007
INEX Legends
 1. Paul Hively III
 2. Bill Dietrich
 3. Danny Dietrich III
Thundercar

1. Craig Wagaman
 2. Mark Shorb
 3. Robert Stough
Street Stock
 1. Seth Kearnrner
 2. Jerry Pownall
 3. Doug Bennett
Limited Stock
 1. Wes McDaniel
 2. Nick McDaniel
 3. Brian Marsh

Trail-Way Speedway

Hanover, Pa.
 May 12, 2007
Super Sportsman
 1. Carmen Perigo, Jr.
 2. Ryan Rupp
 3. J.R. Fry
600cc Micro
 1. Craig Folmar
 2. Timothy Glatfelter
 3. Timmie Barrick
4-Cylinder Stock
 1. Terry Hartlaub
 2. Rusty Warnick
 3. Kevin Henry

Selinsgrove Speedway

Selinsgrove, Pa.
 May 12, 2007
Sprint Car
 1. Pat Cannon
 2. Mike Walter
 3. Jeff Furlong
Late Model
 1. Jim Yoder
 2. Coleby Frye
 3. Chris Shuey
Pro Stock
 1. Gary Beward
 2. Jason Smith
 3. Larry Hare
Roadrunner
 1. Donnie Murphy
 2. Tim Campbell

Mahoning Valley Speedway

Lehighton, Pa.
 May 12, 2007
Street Stock
 1. Bill Hunara
 2. Jamie Smith
 3. Shawn Sitarchyk

South Boston Speedway

South Boston, Va.
 May 12, 2007
Late Model
 1. Adam Barker
 2. Drew Herring
 3. C.E. Falk III
Limited Sportsman
 1. Bruce Anderson
 2. Danny Willis, Jr.
 3. Brian Pemberton
Pure Stock
 Feature No. 1
 1. Jarrett Milam
 2. William Ridgeway
 Feature No. 2
 1. Jarrett Milam
 2. Chuck Watkins
Ford Flathead
 1. Johnny Gregory
 2. Bill Blair

Tyler County Speedway

Middlebourne, W.Va.
 May 12, 2007
Late Model

1. Mark Banal
 2. Ricky Williams
 3. Paul Wilmoth
Semi-Late Model
 1. Arthur Payne
 2. Sonny Conley
 3. Robbie Thomas
Modified
 1. Darrin Glover
 2. Andre Layfield
 3. Mike Wilson
Pure Stock
 1. Brian Schaffer
 2. Melvin Ferguson
 3. Brad Thomas
Mod Lite
 1. Josh Coffman
 2. Dave Starcher
 3. Jacob Lash

Lernerville Speedway

Sarver, Pa.
 May 11, 2007
Sprint Car
 1. Ed Lynch, Jr.
 2. Scott Bonnell
 3. Kevin Schaeffer
Late Model
 1. Alex Ferree
 2. Dave Hess, Jr.
 3. Nick Jones
Modified
 1. Brian Swartzlander
 2. Kevin Bolland
 3. Del Rougeux, Jr.
Pure Stock
 1. Joe Kelly
 2. Butch Lambert

Dog Hollow Speedway

Strongstown, Pa.
 May 11, 2007
Late Model
 1. Shawn McGarvey
 2. Clate Copeman
 3. Dan Lee
Chariot Late Model
 1. Dave Padula
 2. Rod Michny
 3. Chris Knuth
Street Stock
 1. Jeff Sweeney
 2. Mike Laughard
 3. John Kinsey
Pure Stock
 1. John Mazy
 2. Matthew Summers
 3. Tim Laughard
4-Cylinder
 1. Daniel Adams
 2. Eric Hoover
 3. Scott Shirk

Williams Grove Speedway

Mechanicsburg, Pa.
 May 11, 2007
Sprint Car
 1. Stevie Smith
 2. Fred Rahmer
 3. Jeff Shepard
Late Model
 1. Gary Stuhler
 2. Jason Covert
 3. D.J. Myers

Penn Can Speedway

Susquehanna, Pa.
 May 11, 2007
Modified
 1. Craig Terrell
 2. Brian Weaver
 3. Jeff Rudalavage
Sportsman
 1. Mike Loney
 2. Jeff Crambo
 3. Joey Colsten
Late Model
 1. Dave Zona
 2. Bud Phillips
 3. Jamie Griffiths
Super Stock
 1. Denny Decker
 2. Chris Piasecki
 3. Dave Luff
Pure Stock
 1. Rich Green
 2. Bob Anderton
 3. Jeff Condran
4-Cylinder
 1. John Stoll, Jr.
 2. Dave Leidy
 3. Ed Hollenbach
Women on Wheels
 1. Kendra Knaub
 2. Karen Hawthorne
 3. Nancy Frye

New Egypt Speedway

New Egypt, N.J.
 May 11, 2007
Super Late Model
 1. Ricky Elliott
 2. David Pettyjohn
 3. Mark Malcomb
Sprint Car
 1. Art Liedl
 2. Kevin Magy

3. Mark Bitner
Crate Sportsman
 1. E.J. Harrington
 2. Pat Hires
 3. Dave Gorbatak
Outlaw Stock
 1. Jeff Dirkes
 2. Brian Ludwig
 3. Pat Conaway
Legends
 1. Rodney Kistler
 2. Josh Morrow
 3. Craig Rochelle

Path Valley Speedway Park

Spring Run, Pa.
 May 11, 2007
270 Sprint Car
 1. Amanda Schlegel
 2. Tom Tice
 3. Heath Hehnlly
Mini Stock
 1. Kevin Thomas
 2. Tim Burkholder
 3. Ricky Harper
Sidewinder
 1. Jesse Snyder
 2. Donnie Hendershot
 3. Devin Docherty
305 Sprint Car
 1. Mike Freet
 2. Mark Watkins
Thunder Car
 1. John Rasp
 2. Denny Scofield
600 Sprint Car
 1. Heath hehnlly
 2. Jake Murphy

Mercer Raceway Park

Mercer, Pa.
 May 12, 2007
410 Sprint Car
 1. Rod George
 2. Rob Eyles
 3. Brent Matus
358-Modified
 1. Rodney Beltz
 2. Brad Rapp
 3. Rick Hall
Stock Car
 1. Brian Booher
 2. Rod Laskey
 3. John Norco
Mod Lite
 1. Rod Jones
 2. Doug Stanley
 3. Todd Canter
Mini Stock
 1. Lucas Sprouse
 2. Pete Wearing
 3. Leland Haylett

Tri-City Speedway

Franklin, Pa.
 May 13, 2007
Super Sprint Car
 1. Rod George
 2. Rob Eyles
 3. Todd Bauer
Modified
 1. Jeremiah Shingledecker
 2. Rex King
 3. Russell King
E-Mod
 1. Carl McKinney
 2. Bobby Whitting
 3. Russ Dunn

Susquehanna Speedway Park

Newberrytown, Pa.
 May 13, 2007
Legends
 1. Ronnie Dunstan
 2. Jeremy Sheaffer
 3. Jeff Condran
4-Cylinder
 1. John Stoll, Jr.
 2. Dave Leidy
 3. Ed Hollenbach
Women on Wheels
 1. Kendra Knaub
 2. Karen Hawthorne
 3. Nancy Frye

Georgetown Speedway

Georgetown, Del.
 May 11, 2007
Sprint Car

1. Chris Coyle
 2. Davey Sammons
 3. Kurt Michael
Big-Block Modified
 1. Wade Hendricksen
 2. Jamie Mills
 3. Richie Pratt
Crate Modified
 1. Tim Trimble
 2. Chris Hitchens
 3. Tom Curtis
Crate Late Model
 1. Ross Robinson
 2. Herb Tunis
 3. Bobby Watkins

I-77 Motorsports Park

Mt. Alto, W.Va.
 May 12, 2007
Modified
 1. Louie Krushansky
 2. Jeremy Berwanger
 3. Dave Defibaugh



Colorado
 Idaho
 Iowa
 Kansas
 Montana
 Nebraska
 North Dakota
 Oklahoma
 South Dakota
 Utah
 Wyoming

Southern Iowa Speedway

Oskaloosa, Iowa
 May 9, 2007
Modified
 1. Ron Ver Beek
 2. Zack Vanderbeek
 3. Jon Snyder
Stock Car
 1. Colt Mather
 2. Zack Vanderbeek
 3. Bobby Greiner, Jr.
B-Modified
 1. Nate Caruth
 2. Paul Underwood
 3. Bugs Vincent
Hobby Stock
 1. Gary Stuhler
 2. Bill Gibson
 3. Rick Landgrebe

Davenport Speedway

Davenport, Iowa
 May 11, 2007
Late Model
 1. Matt Ryan
 2. Adam Oppendike
 3. Ray Guss, Jr.
V-8 Modified
 1. Jim Willert
 2. Milo Veloz, Jr.
 3. Chuck Hanna
Street Stock
 1. Scott Pratt
 2. Joel Beal
 3. Andrew Burk
B-Modified
 1. Todd Stickler
 2. Jeremy Marquette
Legends
 1. Warren Ropp
 2. Matt Montiehi
4-Cylinder Stock
 1. Brian Klein
 2. Ricky Kay

Huset's Speedway

Brandon, S.D.
 May 13, 2007
Outlaw Sprint Car
 1. Jake Peters
 2. Mark Dobmeier
 3. Micah Schliemann
Championship Sprint Car
 1. Jody Rosenboom
 2. Eric McGillivray
 3. Troy Vink

Outlaw Motor Speedway

Wainwright, Okla.
 May 12, 2007
Pure Stock
 1. Brandon Holman
Modified
 1. Mike Withrow
Economy Modified
 1. Danny Womack
Hobby Stock
 1. Tom Snyder

Eagle Raceway

Eagle, Neb.
 May 12, 2007
360 Sprint Car
 1. Jason Danley
 2. John Klabunde
 3. Brad Krutz
Modified
 1. Scott Bivens
 2. Sean Burklund
 3. Chris Alcorn
Hornets
 1. Barry Kinnersley
 2. Kyle Schamp
 3. Rich White

Bloomfield Speedway

Bloomfield, Iowa
 May 11, 2007
Modified
 1. Steve Stewart
 2. Jim Lynch
 3. Brandon Banks
Stock Car
 1. Colt Mather
 2. Mike Robinson
 3. Matt Greiner
B-Modified
 1. Paul Underwood
 2. Andrew Schroeder
 3. Cody Townsend
Hobby Stock
 1. Jason McDaniel
 2. Jim Walker
 3. Derek Kirkland
Hornet
 1. Dale Porter
 2. Ryan Yanke
 3. Kevin Garrett
305 Sprint Car
 1. Mike Mayberry
 2. Chad Huston
 3. Matt Stephenson

Adams County Speedway

Coming, Iowa
 May 12, 2007
Hobby Stock
 Feature No. 1
 1. Brad Bergren
 2. Jim Tull
 Feature No. 2
 1. Jim Tull
 2. Brad Derry
Pro Street
 Feature No. 1
 1. Jeremy Swanson
 2. Greg Miller
 Feature No. 2
 1. Mike Garner
 2. Greg Miller
Modified
 Feature No. 1
 1. Dan Mueller
 2. Jerry Carlson
 Feature No. 2
 1. Jerry Carlson
 2. Jeremy Tibben
Late Model
 Feature No. 1
 1. Trent Jackson
 2. Karl Ritterbusch
 Feature No. 2
 1. Chris Spieker
 2. Troy McKee

Knoxville Raceway

Knoxville, Iowa
 May 12, 2007
360 Sprint
 1. John Kearney
 2. Matt Moro

Miller Speedway

Miller, S.D.
 May 12, 2007
Super Stock
 1. Steve Weber
 2. Dustin Arthur
 3. Lorin Johnson
B-Modified
 1. Kevin Bliese
 2. Lorin Johnson
 3. Dale Wagner
Street Stock
 1. Chris Serr
 2. Doug LaVoy

3. Robert Ross
UCAR
 1. Tracy Voightman
 2. Spence Pollock
 3. Steve Miller

Mid-Nebraska Speedway

Doniphan, Neb.
 May 12, 2007
Hornet
 1. Richard Crow
 2. Dana Pospisil
 3. Jeremy Long
IMCA Hobby Stock
 1. Andy Gregg
 2. Jarry Walford
 3. Kyle Bond
IMCA Modified
 1. Lonnie Schriener
 2. Justin Gregg
 3. Steve Schmitt
Grand National
 1. Les Siebert
 2. Robby Leonard
 3. Dave Cook
Cruiser
 1. Adam Cook
 2. Kurt Porter
 3. Mike Poland

Beatrice Speedway

Beatrice, Neb.
 May 12, 2007
Cruiser
 1. Dallas Dobrovolny/Trent Becker
 2. Darrin Meinke/Nathan Meinke
 3. Shawn Slezak/Shane Slezak
IMCA Hobby Stock
 1. Kyle Vanover
 2. Brian Langdale
 3. Max Harder
Factory Stock
 1. Jeff Watts
 2. Gary Laffin
 3. Ronda Mewes
Limited Modified
 1. Craig Evers
 2. Mike Sherwod
 3. Gary Saathoff
IMCA Sport Compact
 1. Scott Parde
 2. Ryan Harms
 3. Seth Ambrose
IMCA Modified
 1. Johnny Saathoff
 2. Dan Bohlmeyer
 3. Spencer Sutton

Lincoln County Raceway

North Platte, Neb.
 May 12, 2007
IMCA Modified
 1. David Murray, Jr.
 2. Ronnie Wallace
IMCA Stock Car
 1. Todd Chrisman
 2. Zach Schultz
IMCA Hobby Stock
 1. Derek Thiem
 2. Michael Brunswig
Mini Sprint
 1. Jeremy Herbst
 2. Arden Myers
Late Model
 1. Tony Gregg
 2. Shane Lewis

Thunderhill Raceway

Mayetta, Kan.
 May 12, 2007
IMCA Modified
 1. Todd Dart
 2. Billy Lemieux
Stock
 1. Matt Junio
 2. Charlie Kroll
Hobby Stock
 1. Keith Kickbusch
 2. Jeff Lautenbach
Sport Mod
 1. Dave Budzban
 2. Dave Davister
Street Stock
 1. Aaron Thornton
 2. John Starnard
4-Cylinder
 1. Derek Dozier
 2. Kasey Gross
Bomber
 1. Brian Belleau
 2. Dan Merkle

Rocky Mountain Raceways

Salt Lake City, Utah
 May 12, 2007
Sprint Car
 1. Ryan Burdett
 2. Greg Anderson



3. Jim Waters

The Bullring @ Las Vegas Motor Speedway

Las Vegas, Nev.
 May 12, 2007
Super Late Model
 1. Justin Johnson
 2. Tom Lovelady
Modified
 1. Charlie Wahl
 2. Rick Taylor
Late Model
 1. Doug Hamm
 2. Doug Matter
Charger
 1. Darren Rollins
 2. Brian Matzke
Bomber
 1. Larry Dittman
 2. Chad Mattos

Altamont Motorsports Park

Tracy, Calif.
 May 12, 2007
Late Model
 1. Howard Ford
 2. Ryan Philpot
Western Late Model
 1. Brock Monroe
 2. Ryan Philpott
Limited Stock Car
 1. Tim Rappa
 2. Jim Dulla
Pro Truck
 1. Nathan McNeil
 2. Jason Darymple
Pro Truck
 1. Toni Noceti
 2. Jim Thompson

Irwindale Speedway

Irwindale, Calif.
 May 12, 2007
Late Model
 1. Aaron Staudinger
 2. Tim Huddleston
Super Stock
 1. Bryan Harrell
 2. Darren Cheek
Mini Stock
 1. Tyler Rogers
 2. Eric Reed
Pure Stock
 1. Michelle Rouse
 2. Jerry Toporek
Figure-8
 1. Jerry Toporek
 2. Harry Michaelian

Marysville Raceway Park

Marysville, Calif.
 May 12, 2007
Wingless Sprint Car
 1. Pat Russum
 2. Tim Sherman, Jr.
Street Stock
 1. Jerry Bartlett
 2. Ray Benkowski
Pacific Sprint Car
 1. Cort Dozier
 2. Derek Dozier
Dwarf Car
 1. Mike Grenert

Skagit Speedway

Alger, Wash.
 May 11, 2007
NCS 360 Sprint
 1. Mitch Olson
 2. Brock Lemley
Outlaw Hornet
 1. Ben Gunderson
 2. Garrett Vandersys

Evergreen Speedway

Monroe, Wash.
 May 12, 2007
Super Stock
 1. John Zaretzke
 2. Darin Stordahl
Bomber
 1. Jill Lang
 2. James Mugge
 3. Jim Foti
Mini Stock
 1. Chuck Richard
 2. Mark Weedin
Super Figure-8
 Feature No. 1
 1. Steve Cox
 2. John Carlson
 Feature No. 2
 1. Windi Boyd
 2. Nick Dunham
Stinger Eight
 1. Cody Koroshes



Alabama
 Arkansas
 Louisiana
 Mississippi
 Texas

Talladega Short Track

Eastaboga, Ala.
 May 12, 2007
Mini Sprint Car
 1. Barry Shipman
 2. Clayton Robertson
Super Late Model
 1. Danny Peoples
 2. Chris Mullinax
Crate Late Model
 1. Logan Yates
 2. Adam Martin
Sportsman
 1. Dallas Cooper
 2. Fletcher Cavender
Modified
 1. Eric Smith
 2. Kevin Waddell
Thundercar
 1. Tyler Hurst



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FRANK WILSON, SPEED'S VICE-PRESIDENT OF PRODUCTION



SPEED PHOTO

BUILT ON SPEED: Speed commentators John Roberts, Jimmy Spencer and Kenny Wallace, seen here in February at Daytona Int'l Speedway, will offer a three-hour version of "NASCAR RaceDay" leading up to the Nextel All-Star Challenge May 19.



AUTOSTOCK IMAGES

All-Star TV

May 16

- "Wind Tunnel All-Star Special," 7 p.m.
- "The Speed Report," 8:30 p.m.

May 17

- "Larry Mac's All-Star BBQ," 7 p.m.
- "Survival of the Fastest," 8 p.m.
- "Speed Road Tour Challenge," 8:30 p.m.

May 18

- "Larry Mac's All-Star BBQ" (replay), 6 a.m.
- "All-Star Spotlight," 7 a.m.
- "Survival of the Fastest" (replay), 9:30 a.m.
- NASCAR Craftsman Truck Series practice, 10 a.m.
- NASCAR Nextel Cup Series practice, 1 p.m.
- "NASCAR Live!" 4 p.m.
- NASCAR Craftsman Truck Series qualifying, 4:30 p.m.
- NASCAR Nextel Cup Series qualifying, 6 p.m.
- "NCTS Setup," 8:30 p.m.
- NASCAR Craftsman Truck Series Quaker Steak and Lube 200, 9 p.m.
- "Trackside," 11:30 p.m.

May 19

- "Survival of the Fastest," 12:30 a.m.
- "All-Star Memories," 1 a.m.

- "NCTS Setup" (replay), 2 a.m.
- NASCAR Craftsman Truck Series Quaker Steak and Lube 200 (replay), 2:30 a.m.
- "All-Star Memories," 5 a.m.
- "All-Star Spotlight," 6 a.m.
- "Wind Tunnel All-Star Special" (replay), 8:30 a.m.
- "All-Star Memories," 10 a.m.
- "Trackside" (replay), 11 a.m.
- "NASCAR Live!" Noon
- NASCAR Nextel Pit Crew Challenge, 12:30 p.m.
- "NASCAR Nextel All-Star Special," 2:30 p.m.
- "Tradin' Paint," 3 p.m.
- "NASCAR Performance," 3:30 p.m.
- "NASCAR RaceDay All-Star Special," 4 p.m.
- NASCAR Nextel Open, 7 p.m.
- NASCAR Nextel All-Star Challenge, 8 p.m.
- "NASCAR Victory Lane All-Star Edition," 11 p.m.

May 20

- NASCAR Nextel Open (replay), Midnight
- NASCAR Nextel All-Star Challenge (replay), 1 a.m.
- "NASCAR Victory Lane All-Star Edition" (replay), 4 a.m.
- "All-Star Spotlight," 5 a.m.
- "All-Star Spotlight," 5:30 a.m.

SPEED: Speed Goes All Out For All-Star Challenge

CONTINUED FROM PAGE 2

During the week leading up to the All-Star Challenge, Speed will offer exclusive coverage of the Nextel Pit Crew Challenge, Craftsman Truck Series race, NASCAR Nextel Open and All-Star Challenge. Also live will be All-Star episodes of "Wind Tunnel with Dave Despain," "The Speed Report," "NASCAR RaceDay" and "NASCAR Victory Lane." A three-hour All-Star edition of "RaceDay" is scheduled for May 19.

The 48-consecutive hours of NASCAR programming will begin at 7 p.m. on May 17 with "Larry Mac's All-Star BBQ," live from the North Carolina home of Speed commentator and former NASCAR crew chief Larry McReynolds.

Despite all the live programming, Speed air personality and "RaceDay" anchor John Roberts said he doesn't believe the task is all that daunting.

"To tell you the truth, it's no stress whatsoever," Roberts said. "We come every weekend ready to talk about the sport, so we'll be prepared and we're

looking forward to it.

"As a matter of fact, it's been said that we've been able to talk about absolutely nothing for hours on end, but that's not the case here. You have racing the way it should be — no points involved, just a bunch of money and guys running all out on a Saturday night for the checkered flag."

In addition to the live programming on the schedule, Speed has put together retrospectives on the All-Star Challenge called "All-Star Spotlight" and "All-Star Memories."

"When we do Speedweeks (from Daytona), we do 70-plus hours over the two weeks of Speedweeks, so this is more along the lines of what we do in Daytona," said Frank Wilson, Speed's vice-president of production and executive producer of the network's NASCAR coverage. "It's just all condensed into one weekend."

Even with the challenge of Speedweeks, Wilson said the coverage of this year's All-Star week, which has been in planning since the day after last year's event, has been the network's most momentous challenge.

"We're trying to do something every day that people can say, 'Oh, that's cool,'" said Wilson. "This is the biggest thing we've ever done, and it should look and feel like a Super Bowl."

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DAVID E. HEITHAUS PHOTO

JUST A LITTLE KISS: Jon Stanbrough (53) looks to the inside of race leader Damion Gardner during KISS action Friday at Gas City (Ind.) Speedway.

Stanbrough Takes Two, Eyes 3rd Crown

Saturday

MT. VERNON, Ind. — Jon Stanbrough continued his run toward a third King of Indiana Sprint Series crown with his second victory of the weekend Saturday at North Vernon's Twin Cities Raceway Park. Stanbrough took the lead on the 13th circuit after bumping past Brady Short.

Stanbrough held off a late-race charge by Robert Ballou as Short clawed his way back to a solid third-place finish.

Entering the third turn on lap 13, Short stayed in front of Stanbrough, who struck the tail of Short's machine, turning him sideways. Short saved it, slipping out of the groove as Stanbrough blasted past.

"Man, I really hated that we got together with Brady," Stanbrough said.

Stanbrough built a substantial lead, nearly half a lap at one point, as Short worked his way back through the field. Restarting fourth, Ballou battled past Shane Hollingsworth and Kyle Cummins for second on lap 22. While Stanbrough was in lapped traffic, Ballou began to whittle down his lead but came up just short.

The finish:

Jon Stanbrough, Robert Ballou, Brady Short, Kyle Cummins, Ted Hines, Neil Shepherd, Cole Whitt, Shane Hollingsworth, Hunter Schuereberg, Chad Boespflug, Jake Martens, Anthony Peterman, Jamie Williams.

Friday

GAS CITY, Ind. — Jon Stanbrough opened his defense of the King of Indiana Sprint Series Championship with a convincing 30-lap victory Friday night at Gas City I-69 Speedway.

Stanbrough, who started the Fox Brothers DRC seventh, extended his series-leading victory total to eight after taking the lead from Damion Gardner with seven laps remaining. Shane Hollingsworth, Brady Short and Mat Neely trailed Stanbrough and Gardner at the finish.

"It's nice to come into the deal as the defending champion and have the most wins and be able to start off with a win. This is definitely big," Stanbrough said.

Even though he is the only two-time winner of the King of Indiana Sprint Series championship, it was his first KISS victory at the quarter-mile Gas City oval.

The finish:

Jon Stanbrough, Damion Gardner, Shane Hollingsworth, Brady Short, Mat Neely, Critter Malone, Dave Darland, Shane Cottle, Chris Windom, Levi Jones, Jerry Coons, Jr., John Paynter, Tony Elliott, Jeff Bland, Jr., Robert Ballou, Jake Martens, Dustin Morgan, A.J. Anderson, Billy Putterbaugh, Brandon Petty.

Pombo Purloins Pole, Point Lead With Win

By DAN FLEISHER
BAKERSFIELD, Calif. — Davey Pombo won the 30-lap SCRA event Saturday at Bakersfield Speedway.

Pombo inherited the point when leader Peter Murphy suffered a flat tire.

After starting from the pole, Murphy enjoyed a straight-away advantage by lap 15 and was on his way to a second-consecutive victory. But

Murphy discovered his tire problem as the field circled under caution for a lap-17 spin by John Niggli.

Pombo inherited the lead and went on to post the victory ahead of Rusty Carlile, Kiwi Alexander, Richard Harvey and Jeff Gardner. Murphy salvaged a sixth-place result.

The finish:

Davey Pombo, Rusty Carlile, Kiwi Alexander, Richard Harvey, Jeff Gardner, Peter Murphy, Justyne Hamblin, John Niggli, Adam Frith-Smith, Jonathan Logan, Kevin Barnes, Matt Day, Gordy Edwards, Myles Bishop, John Iurriaria, Todd Hunsaker, Ron Tjaarda.

High Performs In High Desert

SAN FELIPE PUEBLO, N.M. — Nathan High won the inaugural High Desert Midget Challenge RMMRA vs. AMRA event Saturday

night at Hollywood Hills Speedway. High led from the start and

never looked back as Josh Lakatos, Todd Plemmons, Kyle Rayburn and Dustin Burkhardt completed the top five.

The finish:

Nathan High, Josh Lakatos, Todd Plemmons, Kyle Rayburn, Dustin Burkhardt, Chris Sheil, Rick Ellis, Kenny Perry, Darin Fala, Mike Manzanares, Kyle Ray, Tony Rossi, Mike Marfia, Mike Welker, Jennifer Greenberg, Terry Goodwin, James Tash, Dale Daly, Steve Sussex.

Collett Collects First Victory

DELMAR, Del. — Justin Collett will remember his first career URC victory for a long time.

Collett started in 15th position in a strong and talented field of 24 racers at Delaware Int'l Speedway and quickly began his charge to the front. By lap nine, Collett was running second and battling Kramer Williamson, who was the early race leader, for first. On lap 22, Collett worked past

Williamson on the outside and went on to score his first URC Bar's Leaks Sprint Series victory.

Collett earned \$2,000 for the win and regained the URC point lead. Four races into the season, URC has delivered four different feature winners.

The finish:

Justin Collett, Kramer Williamson, Scott Pursell, Jimmy Martin, Jr., Ed Aikin, Jason Clauss, Brook Weibley, Brian Seidel, Mike Kostic, Michael Carber, Davey Sammons, Andy Hannula, Gary Gollub, Mark Bitner, Chris Coyle, Robbie Stillwagon, Brian Brittingham, Jamie Bodo, J.J. Grasso, Adam Gordon, Mares Stellfox, Curt Michael, Dave Betts, Trevor Lewis.

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RACING MARKETPLACE

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Indy Cars 1

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Champ Cars 2

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CHAMP DIRT CAR, '89 Osborn, in mint condition. Burt transmission. Call after 4 p.m. central time. (574) 722-1403.

Sprint Cars 3

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Sprint Cars 3

FOR SALE: (2) Winters 52-1 rear axle \$900 each; (1) Winters 52-2 rear axle \$900 each; (3) Sanders 8x5 off direct mount wheels \$150 each. And ARS Shocks 1,095, (2) 1,076, 6395rt, 6,391 / 5,6376 / 5,6375 / 6,6372; 5, (2) 6196, 6195rt, 6194rt, (2) 6193rt, 61910 / 3.5 \$75 each. Call Doug @ (812) 232-8134 or (812) 243-2831.

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Mini/Micro Sprints 4

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Midgets 5



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Midgets 5

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IHRA Cancels World Nat'ls

NORWALK, Ohio — The IHRA World Nationals, scheduled for Sept. 21-23, will not be contested at Mansfield Motorsports Park in 2007.

There will be no replacement date. Circumstances beyond the control of facility owner Mike Dzurilla have caused construction of the drag strip to be temporarily suspended.

"We jumped the gun a little bit on this," IHRA president Aaron Polburn said. "Mike Dzurilla and his team have worked hard to put this facility together on a short timetable. There was some wiggle room on the construction timetable and things were moving on schedule, then there were a few rulings that threw the construction off schedule. It really is no one's fault, but this is a reality we have to deal with."

"We made incorrect assumptions that the drag strip would be like the round track already in place there in terms of local government permits and clearances. It wasn't. I really think our best move is to cancel the race this season and let our racers know about it now. This way they have plenty of time to adjust their racing schedules and make alternative plans." Polburn expects the drag strip at Mansfield Motorsports Park to be up and running in 2008.

'Susky' Holds Bull Session

NEWBERRYTOWN, Pa. — Ray Bull's season got just the boost it needed Sunday night at Susquehanna Speedway Park as Bull charged from his sixth-place starting position to victory in ARDC action.

Tracy Readinger and Dave Shirk followed Bull across the finish line after 20 wild laps. Readinger got close enough to Bull to smell the lead but was unable to gest past Bull.

The finish: Ray Bull, Tracy Readinger, Dave Shirk, Brett Arndt, P.J. Gargiulo, Steve Lenig, Randy Monroe, Nick Wean, Phil Meisner, Jr., Ryan Smith, Scott Zipp, Bob Goerner, Andy Martin, Chris Zrinski, Stephanie Stevens, Carey Becker, Dave Ely, Jeff Schell, Lew Blair, Ed Stimeley, Jr., Eric Heydenreich, Doug Rose, Bruce Buckwalter, Zack Martini, Jim Jackson, A.J. Ernesto.



MATT SUBLETT PHOTO

HOLDING ON: Brent Kaeding (69) holds off young gun Brad Sweet (6) to win the 17th annual Dave Bradway Memorial Golden State Challenge 410 Sprint Car main event at Silver Dollar Speedway in Chico, Calif.

Kaeding Cuts Out Sweet

CHICO, Calif. — Twelve-time King of California champion Brent Kaeding led all 40 laps to win the 17th annual Dave Bradway, Jr. Memorial race held at Silver Dollar Speedway Saturday night.

Kaeding earned \$4,000 for the victory and an extra \$2,000 in lap money.

Following Kaeding in second for the entire event, Brad Sweet was never able to execute a pass for the point, as he earned a \$3,000 payday for his runner-up effort.

Rounding out the top five were Andy Forsberg, Trevor Green and Colby Weisz.

The finish: Brent Kaeding, Brad Sweet, Andy Forsberg, Trevor Green, Colby Weisz, Kyle Hirst, Bud Kaeding, Kyle Larson, Craig Stidham, Willie Croft, Shain Matthews, Korey Lovell, Ronnie Day, Andy Gregg.

Ford Focus Regions Heat Up

Midwest

COLUMBUS, Ohio — James Robertson led the final 29 laps to win Saturday night's USAC Midwest Ford Focus Midget Car Series feature at Columbus Motor Speedway.

Robertson, who was the fast qualifier, held off Chett Gehrke, Tyler Irwin, Craig Haack and Jordan Pennington for the victory.

The finish: James Robertson, Chett Gehrke, Tyler Irwin, Craig Haack, Jordan Pennington, Andy Nock, Bill Griffith, J.T. Hilltbran, Bill Kriegbaum.

Utah

SALT LAKE CITY, Utah — Tim Savage led only the 20th and final lap in topping the

USAC Utah Ford Focus Midget feature Saturday at Rocky Mountain Raceways.

Jeff Kelley finished second, with Caitlin Shaw third.

The finish: Tim Savage, Jeff Kelley, Caitlin Shaw, James Powell, Chuck Groat, Kip Posey, Trevor Miran, Billy Cox, Jamie Wysong.

California

HANFORD, Calif. — Robby Josett romped to his first USAC California Ford Focus Dirt Midget Series triumph Saturday at Kings Speedway.

Josett took the lead from Ricky Kirbride on lap five and paced the remainder of the 20-lap event. Point-leader Nic Faas finished second, with Walt Johnson third.

The finish: Robby Josett, Nic Faas, Walt Johnson, Ricky Kirbride, Jet Davison, J.R. Williams, Nick Carlson, Dennis Howell.

Owens Is Latest Series Winner

TAZEWELL, Tenn. — Jimmy Owens stole the show at Tazewell Speedway by starting 20th and

roaring through the field to claim the win in the O'Reilly NARA Battle of the Bluegrass-sanctioned Harley Davidson of Knoxville 50. Owens becomes the sixth different winner in six races for the series this season.

Mike Marlar was unable to chase down Owens and settled for second, followed by Chris Combs, Tyrel Todd and David Webb.

Jerry Rice, Glen Vanover, Doug Smith, Jason Keltner and Billy Ogle, Jr. rounded out the top 10.

The finish: Jimmy Owens, Mike Marlar, Chris Combs, Tyrel Todd, David Webb, Jerry Rice, Glen Vanover, Doug Smith, Jason Keltner, Billy Ogle, Jr., Bobby Wolter Jr., Rodney Kiker, Michael Chilton, Troy Eads, Jason Trammell, Brad Hall, Victor Lee, Marty Calloway, Steve Rouse, Steve Smith

Shullick Victorious

By CHRIS MEYERS

BIRCH RUN, Mich. — Two-time Midwest Supermodified Ass'n champion Dave Shullick, Jr. made a mid-race pass on Jon Henes en route to his second feature victory of the season Friday night at Dixie Speedway.

Henes paced the first 14 circuits but pushed too high in turn two, allowing Shullick to execute his race-winning move.

Shullick led the rest of the 30-lap distance to take the checkered flag ahead of Henes, Moe Lilje, Kyle Edwards and Ryan Klingelhoffer.

The finish: Dave Shullick, Jr., Jon Henes, Moe Lilje, Kyle Edwards, Ryan Klingelhoffer, Bobby Dawson, Charlie Schultz, Jeff Banyas, Randy Burch, Matt Palmer, Rod Sauder, Brandon Fisher, Jack Smith, Jim Paller, Don Johnson.

Wilson Takes Series Opener

BRIGHTON, Ontario — A capacity crowd greeted the return of the Southern Ontario Sprints Brighton Speedway Saturday night as the tour opened its 2007 season.

Rick Wilson triumphed in the 20-lap event, collecting his first victory of the year.

Craig Downie finished in second, while Kyle Wilson, Glenn Styres and Kevin Job rounded out the top five.

The finish: Rick Wilson, Craig Downie, Kyle Wilson, Glenn Styres, Kevin Job, Kyle Patrick, Adam West, Jamie Collard, Keith Dempster, John Watson, John Burbridge, Dick Mahoney, Rob Middlemiss, Daryl Turford.

Martin A Winged Wizard

BRADENTON, Fla. — Florida native Danny Martin, Jr. copped Saturday night's Tampa Bay

Area Racing Ass'n winged sprint-car feature at DeSoto Super Speedway.

Martin held off D.J. Hoelzle on the three-eighths-mile asphalt oval, with Tommy Nichols, Dude Teate and Stan Butler following.

The finish: Danny Martin, Jr., D.J. Hoelzle, Tommy Nichols, Dude Teate, Stan Butler, Kipp Beard, Troy DeCaire, Jim Alvis, Keith Butler, Mark Gimmler, Gary Gimmler, Michael Smith, Larry J. Brazil, Jr., Bo Hartley, Paulie Milum, Charles Ladner, David Slawiak, Steve Heiser, Shane Butler, Wendy Mathis, Bill Pettijohn, David Shotsberger, Brian Gingras.

NATIONAL SPEED SPORT NEWS
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Spec Race Cars: The End Of An Era In Auto Racing

INDIANAPOLIS

How many race fans think it's exciting to watch an entire field of identical race cars, using the same engines? Racing in America is migrating to "spec" race cars. This trend eliminates an element of our sport that is very crucial to making it interesting, exciting and popular.

The mechanical aspect of racing is as much a part of this sport as the race driver. It creates story line, wins, losses, crashes, protests, suspensions and interest. Creative mechanics, engineers and fabricators design and build things that are unique to gain advantage over their competitors. That advantage doesn't last long, as other teams, car builders, engine builders, etc., work at a fever pitch to out-engineer competitors. Racing is about competition off the track as well as on the track. Spec cars eliminate this.

There's something intriguing about the creativity and ingenuity of racing engineers and mechanics.

THE TECHNICAL SIDE



CHRIS PAULSEN

What's driving racing series to evolve toward spec race cars? There are two distinct answers.

One reason is to make the job easier for technical inspection. Rulebooks get tighter each year, eliminating gray areas as they arise. The rulebook keeps evolving until every aspect of the car is "spec." As an Indy-car chief mechanic in the '80s and '90s, I watched that rulebook get

thicker every year. More areas of the car were restricted and dimensions got tighter, making the job for tech easi-

urer; it shuts down the rest of the industry around that series," Reynard explained. "Spec cars aren't good for the industry. I look at spec race cars on the professional level in horror. It's stagnation. There's no growth, and it eliminates interest."

Every day in our sport we talk about cutting and controlling costs. Rules are implemented under the premise of cutting costs. There has to be a certain amount of cost control in the rules, and the sanctioning body must have flexibility to make changes when something is getting out of hand. The popularity of the series ultimately regulates the overall budgets and costs. It's self-policing.

NASCAR, Champ Car or IRL implement a rule to cut costs and save participants money. Let's say it's a tire rule and it will save each team \$1 million per year. Do Roger Penske, Jack Roush, Chip Ganassi or Michael Andretti go to their sponsors and say, "Our sanctioning body just made racing in our series cheaper by \$1 million. Take that off my sponsorship contract for this year?"

Not hardly. Team owners work very hard to

should be the focus. If you remove the "cars" from this, one-third of the key ingredients are lost. Make competition on and off the track exciting and chances are the racing series will thrive.

A popular racing series attracts sponsorship. There are many ingredients in the recipe for a successful and popular series. Timing and luck are a big part of it, but everything else has to be in place to create and take advantage of that lucky moment.

Today, an annual budget for a NASCAR Nextel Cup team is \$20 million. Ten years ago, \$10 million would have put you up front. Keep in mind these are averages. NASCAR is very popular, and this makes it much easier to land those good sponsors.

Think about the extra hits a sponsor gets during NASCAR-related television shows. What do the commentators talk about? Car of Tomorrow, engines, what this guy did to his race car, circumventing rules by changing components, wind tunnels, tires, etc. These things are interesting for the fans.

"Cost should be controlled, and maybe spec components in certain areas are OK," said NASCAR team-owner Ray Evernham. "There should always be areas for the mechanics to adjust and let the teams have personality. A total spec car is not good for the sport. Focus on what costs money and address those areas."

Think of what's lost when a series goes to a spec car. Hundreds of topics the media can talk about will no longer exist. NASCAR has so much "personality" now, but what if it goes to a spec car? The CoT is the first step. There are still many areas for teams to work on, but if the day comes when that car is totally spec, it could damage the popularity more than people could imagine.

Until approximately 12 years ago, Indy-car racing was the most popular racing in America. It had the TV ratings and the most money. Indy-car racing was the pinnacle, and the Indy 500 was the biggest race in the world.

In 1996, it took about \$20 million to have a winning team. Today, it takes \$10 million. What turned the tide to

NASCAR?

Indy-car racing has thrived on creativity since the beginning, but creativity is non-existent today. It was always the showcase for technology. Champ Car is totally spec this year. IRL has a spec engine, the chassis rules have been frozen for the past six years and every car is an identical Dallara. Take a walk through the Indianapolis Motor Speedway museum. There's 100 years of innovative genius on the floor. What will be added over the next 30 years?

The 1969 Indy 500, won by Mario Andretti, featured 15 different chassis manufacturers. The first five finishers were all different chassis, with four engine combinations. Andretti is another who doesn't believe in spec race cars.

"There shouldn't be spec cars at the highest levels of our sport," he explained. "It takes so much away from what the sport is all about. We (Indy-car racing) were looked upon as the leading edge of engineering. The car manufacturers (from Detroit) used to send their engineers to the races just to see what was going on in our world."

Asking Andretti about the days when advancements in technology created the need to have a new car every year, he was very colorful in his response. "It was great when we were looking forward to the new car each year. It was like an expectant father waiting for the birth of a new child," Andretti said. "It kept me motivated throughout the years. If it was the same car every year with a different paint job, I wouldn't have stayed interested. It seems like we're losing sight of a lot of things that are important."

Think about that last comment.

What's next? Is the day coming when race teams show up at the track with a package of decals and the sanctioning body hands out the race car?

Fifteen years ago that statement would have been a joke. Today, unfortunately, it doesn't sound unrealistic.

Think about a tube frame Indy car with a sleek carbon-fiber body. Imagine race teams building their own chassis again. Implement cubic-inch rules for turbocharged and normally aspirated engines, adjusting them until there is equivalency.

Let the rest fall where it may.



SHAWN PAYNE PHOTO/IRL INDYCAR PHOTO

SPEC CAR? Today's Indy Racing League IndyCar Series cars are all Dallara chassis carrying Honda engines, like Helio Castroneves's car here.

Remember names like A.J. Watson, Harry Miller, Frank Kurtis, Smokey Yunick, George Bignotti, Colin Chapman, Bruce McLaren, Junior Johnson, Ray Evernham, the Duesenberg brothers, Pop Dreyer, Myron Stevens, Gordon Schroeder, Adrian Newey, Dan Gurney, Bruce Ashmore, Karl Kinser or Jim Hall? This is a small list of innovators and trendsetters that shaped auto racing in this country.

Race fans are motor heads. They're intrigued by the mechanical side of auto racing. Why eliminate an entire aspect of this sport? Spec cars sterilize racing. In my opinion, the racing industry had better evaluate this subject very closely, as it's changing the face of a sport that's been developing for more than 100 years.

Renowned race-car designer and engineer Bruce Ashmore is passionate about this subject. Ashmore designed many winning cars for Lola and Reynard. "It's a real shame the world leaders for many racing organizations have lost the plot. The sport began with engineering, design and development while maintaining a balance with the driver's athletic ability and accuracy," Ashmore said. "This is the only sport where part of the skill of the athlete is to develop a mechanical object to beat the opposition. The sport is called auto racing, not driver racing."

er. Gray areas are very hard to police. The 2002 NASCAR Winston Cup rulebook was .138 thousandths of an inch thick, 76 pages (yes, I measured it). The 2007 Nextel Cup rulebook is .410 inches thick and 184 pages. The CART rulebook in 1986 was .500 inches thick.

The second and more prevalent reason for going to spec rules is to try to save a dying series. It's a cost-cutting and cost-containment measure. It's "life support."

The first move is spec components, which evolves into a spec race car. When a series loses popularity and consequently teams fall by the wayside, the knee-jerk reaction is to cut costs in an effort to fill the field. Most field fillers probably shouldn't be racing at the top levels, and this is obvious to most fans.

Adrian Reynard has built everything from Formula Fords to F-1 cars. "When a long-term contract for a spec car is rewarded to a manufac-

get their hands on every penny they can, no matter what the "cost" of racing. The amount of money procured, ultimately, is regulated by the popularity of the series. The big teams with the most money will always win, no matter what the rulebook says. They will spend the amount of money it takes to win but not more than that. After all, they got to the top by being smart businessmen.

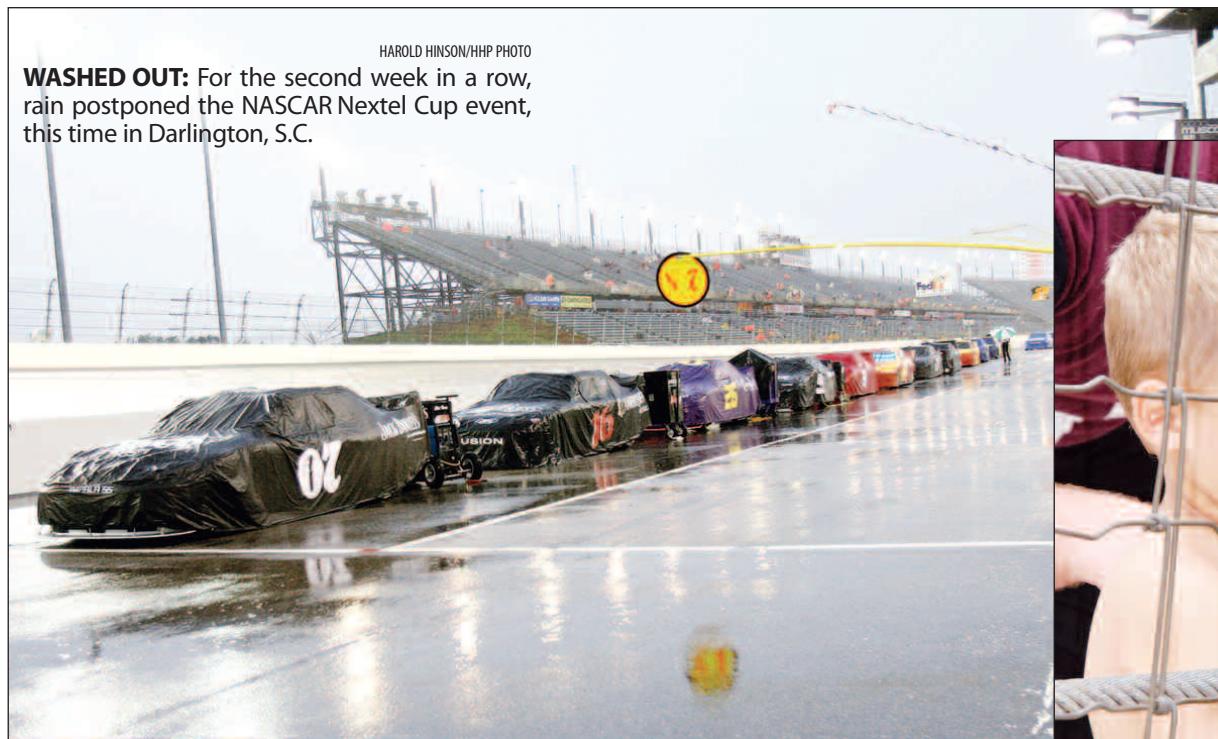
Competition among engine manufacturers, chassis builders, tire companies and component manufacturers creates energy and excitement. It brings money into the sport and keeps the media stirring the pot. A spec race car eliminates this excitement and revenue. Catchy marketing gimmicks don't make a series successful. Race fans are interested in the teams, cars and drivers. Those three elements



IRL INDYCAR PHOTO

ORIGINAL: The Andy Granatelli-owned Turbines, like this one wheeled by Parnelli Jones in 1967, were some of the most original cars in Indianapolis 500 history.

NSSN THE FINAL LAP



HAROLD HINSON/HHP PHOTO
WASHED OUT: For the second week in a row, rain postponed the NASCAR Nextel Cup event, this time in Darlington, S.C.



DAVID E. HEITHAUS PHOTO
FAN FAVORITE: Rookie Milka Duno spends time with a young fan between on-track activities at Indianapolis Motor Speedway.



PHIL CAVALI PHOTO
DRIVER DRAWING: Clint Bowyer (right) takes an interest in Jeff Burton's diagram Friday evening prior to the Diamond Hill Plywood 200.



STEVE ETHERINGTON PHOTO
YOUNG GUN: Rookie Lewis Hamilton captured another podium finish Sunday and took control of the Formula One point lead.



SCOTT WHIPPLE PHOTO
MOTHER'S DAY MUD: Brent Covell (81) battles Rod George Sunday at Tri-City Speedway in Franklin, Pa.

ECONOMAKI:

What Car Is This Country's Most Famous?

CONTINUED FROM PAGE 4

Hotel. Call (317) 487-8096 for your ticket.

Any idea what car is now this country's most famous? Some now contend it is The General Lee, the 1969 Dodge Charger wearing No. 01 on its doors, admired for ages on the "Dukes of Hazzard" TV show, moved to the top of the notoriety list when The Duke himself, actor **John Schneider**, won the eBay auction for the car with a \$9.9-million bid! According to experts, this is the most money ever paid for any car at auction, eclipsing the \$8.7 million paid for a 1931 Bugatti Royale Kellner Coupe sold by Christie's in 1987.

The books keep coming, the latest being "The 200 MPH Billboard" by ex-NSSN staffer **Mark Yost**, and "Fast Women," a story of ladies who have raced by **Todd McCarthy**. And **Beverly Rae Kimes** is finishing up three new motoring books, one of which is about ex-*LA Times* publisher **Otis Chandler** and his collection of cars.

ARGABRIGHT:

Hamilton's Story Made Everyone Smile

CONTINUED FROM PAGE 4

normally.

More than 20 times over the next few years, he went into surgery. Each time meant a long recovery, but in the end he was a little bit better. Finally, his friends were cheered to see him walk on his own, and as time passed everybody soon began to forget about that terrible night in Texas, because it looked like Davey had come out of it pretty well after all.

Except in one way: Oh, Davey, they said, surely you don't think you can race again. Just be glad you're okay and live a little, right? Why push the issue? But every once in a while Davey mentioned that he'd still like to race, at least to do Indy. You know. One more time.

A 12-week tryout of Friday night drag racing at Atlanta Motor Speedway began last weekend. Track boss **Ed Clark** says there are now 1,300 street drag competitors in the area.

What few know is that NASCAR reduced the restrictor-plate opening on its Busch Series cars at Talladega from 15/16th of an inch overnight to 29/32 of an inch. **Robby Gordon** practiced his Cup car fastest at 197.423 miles per hour. The Busch cutback reduced top speeds by four mph. It's been 20 years since **Bill Elliott** set the all-time stock-car speed record of 212.809 mph during qualifying for the 1987 Winston 500 there. On race day '87, **Bobby Allison's** Buick crashed at the start-finish line wall and almost got into the main grandstand, leading to the adoption of the speed-inhibiting restrictor plate.

Much was said when the HANS device worn by **Kyle Busch** cracked in his spectacular Saturday Busch spill at Talladega Superspeedway. But only a few are aware a HANS device worn by **Casey Mears** also cracked a day later in a wall-smacking episode. Both units have been returned to the manufacturer by NASCAR. It now develops there have been other cracked devices, including one worn several years ago by current champion **Jimmie Johnson**.

Seen No. 17 around? One of Roush

Almost nobody took him seriously. It seemed that we were ready to send him to the wilderness, that lonely, painful place where life un-lived is repeated over and over in the mind. A place of heartbreak and unfulfilled dreams. A place not just for racers, but for all humanity. A place where you spend all of your days thinking not of what was, but what could have been.

The next thing you know, it's 2007. Hamilton is now 44 years old. Six years — six years — have passed since he's last been in a race car. Hey, maybe Davey will get a ride at Indianapolis. Sure, and maybe the sun will start coming up in the west, too!

But one person never stopped believing: Davey. Quietly confident, he kept selling himself to anyone who would listen. A smart, savvy man, he understands the deal-making process that makes modern racing possible, and he pursued those deals, one after another, until he could find one that worked.

Fenway Racing's show cars, the **Matt Kenseth**-driven No. 17 Ford, was stolen in Atlanta a few days before the Richmond Cup race.

Like old dirt track cars? Then take in the 55th running of the Hoosier Hundred at the Indiana State Fair track in Indianapolis on Friday evening, May 25th. With it will be a display of vintage and antique dirt cars under the main grandstand from the Midwest Oldtimers Vintage Race Car Club. Want to know more? Call **Jack Ball** (765) 649-2198. What you would like to see side-by-side are two USAC Champ Cars, one Dirt Car and one Pavement. Same specs but radically different in appearance.

No racing driver! Last week's White House "white tie and tails" formal dinner for the **Queen of England** and **Prince** consort organized by **President Bush** included 107 "A-List Guests." Included were the jockey who rode **Street Sense** to victory in the Kentucky Derby and Indianapolis Colts football standout **Peyton Manning**, but no one from motorsport, not even NASCAR.

At DaimlerChrysler, a big promotion has been handed to Dodge's director of motorsport programs, **Michael Accavitti**. He was recently named director, Dodge brand and SRT product and brand marketing and communications.

When he completed his run, men and women climbed over the concrete pit wall and stood along pit lane. Rival crew members, track officials, media people, safety workers, you name it. As his car came rumbling in they applauded and gave him thumbs-up.

He rolled to a stop and cut the engine, and his crew leaned in close. They helped him with his radio cords, and he climbed from the car. He pulled off his helmet and smiled, one of those smiles that says, for a moment or two, everything is right in a world that often gets it wrong.

People crowded in to congratulate him, to shake his hand, to interview him, to touch him. They wanted to share in the moment, because they realized that after six long years in the wilderness, Davey was back in his world, a world he never, ever wanted to leave.

Everyone was smiling. Some were crying, but not the sad kind of crying. It was like an aura of joy radiated from the man in the silver-white driver's suit, sending warm sunbeams through all those looking on.

Standing a few feet away, his long-time friend, writer and author **Bones Bourcier**, said it best. He smiled softly and shook his head in amazement and said quietly, "Sometimes the right thing happens, after all."

The right thing happened. Not just for Davey, but for all of us who believe good things should happen to good people.

In a few days he will line up among the field of 33 and prepare to do his best. If you're watching on TV, or listening on the radio, or sitting here at this magnificent place, think about Davey Hamilton. Think about a journey back that is measured not in miles, but in years. Think about a man who never stopped believing in himself.

The right thing happened after all.

FORUM:

Talk About Tony Stewart And His Race Track

CONTINUED FROM PAGE 4

do so, yet with few exceptions, they are unable to spot the "debris." It seems like they are stopping just short of stating the obvious.

Drivers and crew chiefs have stated their opinions on the above as well — with Tony Stewart being especially vocal about the subject in a clear and concise manner that makes Stewart a perennial fan favorite.

I don't believe there is any doubt that NASCAR is declining, and the decline is in large part due to the dictatorial policies of the organization and its belief in its superior leadership, which precludes it from listening to the competitors and fans.

What is needed is another sanctioning body to provide competition. Perhaps USAC would consider sanctioning stock-car racing again (that's stock, as in what the fan can buy off the showroom floor). As to the thought that other sports people are jealous of NASCAR and are now pleased to see it humbled, I agree that is probably the case, but countless fan opinions and comments have been ignored.

Mark Porcaro
Bangor, Pa.

From The Headlines

My Saturday morning newspaper read: "Never Mind: Stewart Backs Off Wrestling Rant."

NASCAR fines Tony Stewart and puts him on probation for telling the truth. NASCAR is like pro wrestling. Cautions are thrown to determine the outcomes of races. NASCAR isn't about racing, it's about generating cash.

I'm no Tony Stewart fan, but the guy is a racer. He's intense, and he says what's on his mind. These NASCAR guys are all a bunch of babies. Racing is about winning, not a show.

In the newspaper article, Felix Sabates said Stewart was a spoiled brat. Hey, Felix, you've been an owner in NASCAR way before Tony showed up. How many championships have you won? I think the answer is zero. Tony has two. Felix and Chip will never win a Cup. Like I said, generating cash. They don't care.

Remember, racing is about winning. Felix doesn't know about that.

Some more good NASCAR questions:

Why are TV ratings down?

Why are there empty seats?

I'll tell you why. Five years ago, my son and I attended nine to 11 races a year. In 2006 and 2007, zero races attended.

I'll go see USAC sprint cars and midgets and dirt late models. These guys race.

Paige Davidheiser
Reading, Pa.

Talladega Dolts

Regarding the beer-throwing at Talladega: My solution is to cut back to one race at Talladega in 2008, give the extra date back to Darlington, and then, maybe, all the Earnhardt fans in Talladega will quit being so stupid.

Dave Noelke,
Lacrosse, Wis.

Sport Or Entertainment?

Tony Stewart was correct about NASCAR being like pro wrestling. It has been for a few years. Nextel Cup is about entertainment. NASCAR does whatever is required to orchestrate an exciting finish. If it requires debris to bunch the field or get a favored driver into a better position, that is OK. After all, this is only entertainment, not racing.

I would like to see *NSSN* stop wasting paper

and ink on NASCAR and concentrate on real racing.

Greg Ebaugh
Crawfordsville, Ind.

Finish With Green

I have always been a fan of NASCAR and supported it when others around me criticized it for various reasons. But I don't think it understands how disappointing it is to race fans to end the race under caution.

Other sports play overtimes and extra innings, etc., until there is a winner. As a fan of racing, I feel the two most important parts of a race are the start and the finish. I have never written before to express my concern, even though I thought about it the last time at Talladega when they finished under caution.

I don't think the fans were so mad as to who won as they were mad at being robbed of seeing a finish to the race. A family of four will spend upwards of \$400 just for the tickets, nothing extra, and then for the race to just be called by some monitors around the track — that is just not fair.

I think they should race to the checkered flag, no matter how many times it takes to finish under green. If we pay those kinds of dollars to see a race, we should get to see a race finish as it should, racers racing across the finish line.

If not, don't call it racing, call it cruising and just charge ticket prices for a car show. Let's race!

Eddie Diffendaffer
Rocky, Okla.

Eldora Drivers Saluted

We were at Eldora on April 29. The track was very dangerous because of the condition of the racing surface, but outside of four tries to get the first lap in and taking more than an hour to run 25 laps, I saw some of the best driving I've ever seen — I've seen races on short tracks for over 50 years. Not all of these great drivers finished the race, but only because of the desire to run fast and the track surface.

Thank you, drivers, for a great non-wing sprint show.

Robert Webb
Washington Courthouse, Ohio

Observations From 50 Years

Some observations from a fan who has been one for 50-plus years:

1. Cookie-cutter tracks are boring tracks. The tracks with character are being pushed out and replaced with tracks that produce boring races. Put Michigan and California at the top of that list. Do I recognize the necessity of the sport to grow geographically? Of course. But build something interesting. We don't have enough Darlings, Richmonds or Rockingham.

2. Cookie-cutter cars make boring races. Who cares now if it's a Ford or Chevy? Only some decals make them different.

3. Cookie-cutter drivers are boring drivers. Thank goodness for Tony Stewart. What differentiates Jeff Gordon from Jimmie Johnson? Where are the Cales, the Richards, the Darrells, the Dales? Most drivers seem like clones — probably due to item No. 4.

4. NASCAR wants everything politically correct. Take Tony Stewart's rant on yellow flags. Did Tony go too far? Sure. But is anyone naive enough to think that NASCAR doesn't display "debris" cautions to tighten up the racing? That's always been the case. Do they script the finish? Of course not. The 1979 Daytona 500 is the watershed moment for NASCAR. It put stock-car racing on the map, but can you imagine if Kurt Busch stopped to help Kyle Busch and got into a fight with Tony Stewart?

Ray Phillips
Roswell, Ga.

Write It Down!

National Speed Sport News has installed a new phone system. As a result, we all have direct numbers at which we can be reached. The main *NSSN* number — (704) 455-2531 — will continue to ring into the switchboard.

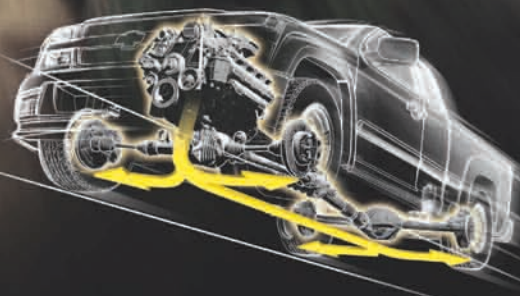
The other numbers are listed below:

Sheena Baker, Production Editor	(704) 455-8043
Sara Barkman, Graphic Designer/Ad Coordinator	(704) 455-8042
Cindy Blackwelder, Subscriber Services	(704) 455-8040
John Clayton, Staff Writer	(704) 455-8049
Corinne Economaki, Publisher	(704) 455-8044
Lisa Gassew, Accounting	(704) 455-8041
Mike Kerchner, Senior Editor	(704) 455-8050
Liz Mellott, Track & Series Relations Manager	(704) 455-8045
Dave Nichols, National Accounts Manager	(704) 455-8047
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