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NATIONAL SPEED SPORT NEWS

Knoxville Crown Awaits One Driver

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Rainy Day Ron Master Of Montreal



NATIONWIDE

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AUGUST 6, 2008

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\$3

BELLEVILLE GETS SWEETER

USAC MIDGETS PAGE **3, 20**



BOB JONES PHOTO

MOPAR MUSCLE: Brad Sweet led wire to wire to win Saturday night's 40-lap Speedway Motors Belleville Midget Nationals at the Belleville (Kan.) High Banks.

It's All Johnson & Johnson In Knoxville

KNOXVILLE

PAGE **3, 34**





HHP/HAROLD HINSON PHOTO

POP THE BUBBLY: Carl Edwards celebrates his fourth victory of the season Sunday at Pocono Raceway in Long Pond, Pa.

Gassed To Go

Edwards Coasts To Fourth Victory With Fuel-Mileage Gamble

BY AL ROBINSON
NSSN CORRESPONDENT

LONG POND, Pa. — Fuel mileage is the decisive selling factor in the showrooms of American car dealers this summer. It was just as decisive at Pocono Raceway Sunday, as Carl Edwards succeeded in balancing the need to go fast enough to stay in front with the need to go slow enough to make one 18-gallon tank of fuel run 34 laps of the 2.5-mile triangle in the Sunoco Red Cross Pennsylvania 500.

The successful walking of the strategic tightrope produced the fourth NASCAR Sprint Cup Series victory for the Office Depot Ford driver this season and raised Edwards from fifth to third in points, but second in the seeding process for the approaching

Chase to the Cup, which is based on the number of race victories.

The statistics show Edwards winning by 3.8 seconds over Tony Stewart's Home Depot Toyota after leading the final 14 laps. That doesn't scratch the surface in telling the story of a typically weather-affected Pocono race that was both fascinating and confusing to follow for the fans in the stands and the crew chiefs on pit road.

At the halfway mark, 100 laps, Jimmie Johnson led Edwards, Dale Earnhardt, Jr., Jeff Gordon and Matt Kenseth with 42 cars running and 40 of them on the lead lap. The sun was shining, the tires were holding up and everything was normal until a black cloud appeared and brushed the speedway with enough precipitation to bring out the caution at lap 127.

That posed a dilemma for the leaders who had pitted 10 laps earlier. They could pit and set themselves up for one more stop on the way to a full 500

GAS: CONTINUED ON PAGE 24

HOME IN INDIANA

More And More Race Teams Settling In Brownsburg Park

The Eaglepoint Business Park is booming like a Klondike town during the Gold Rush. Just 30 minutes west of Indianapolis in Brownsburg, Eaglepoint has become one of the fastest growing areas for the motorsports industry.

State-of-the-art facilities of many top NHRA operations including Don Schumacher Racing, King Racing, John Force Racing, Snake Racing, Vance & Hines and Pedregon Racing

BY MIKE O'LEARY
NSSN CORRESPONDENT

INSIDE LOOK

Not limited to the drag racing community, Tony Stewart Racing is housed in an impressive new building, and Kasey Kahne's USAC teams also reside there.

But Eaglepoint isn't just racing teams. Bill Simpson was an early investor and developer, locating his Impact Safety Products there. East Enterprises, builder of Beast midjet and sprint-car chassis, is among the car builders in Eaglepoint.

Many of the support businesses for motorsports, from graphics to pro-

"It's centrally located. Even for the Outlaw team, it really is to their benefit throughout the summer. As far as non-wing racing, this is where you have to be."

DAVEY JONES, KASEY KAHNE RACING

motions, have also become residents of the 365-acre facility.

The state of Indiana has recently begun to woo motorsports businesses and Eaglepoint is an example of what is being accomplished.

Former USAC President Rollie Helmling is the state's Director of the Motorsports Initiative within the Indiana Economic Development Corporation. He noted that Governor Mitch Daniels approached

retooling the state economy with a businessman's perspective, focusing on industries that were already in the state. They found that more than 1,200 motorsports companies call Indiana home.

"After we started looking, we saw that the motorsports industry already significantly contributes," Helmling explained. "Previously, no one gave the motorsports industry credit for being much of a contributor toward the economy of the state, other than providing entertainment. We recognized the value that was there and said that we needed to bring it together, nurture it, grow it and build it."

Don Schumacher Racing General Manager Mike Lewis allowed that they liked Brownsburg before deciding to locate there. They began with

INDIANA: CONTINUED ON PAGE 20



MIKE O'LEARY PHOTO

HOOSIER HOUSE: Eaglepoint Business Park in Brownsburg, Ind., has become home to a variety of race teams and motorsports-related businesses.

NSSN RACING LINE

The Week In Motorsports For August 6, 2008

Wilkins, Frisselle Cash In On Law's Montreal Misfortune

MONTREAL — A gamble is just that, a gamble. Here, last Friday on the Ile Notre Dame's Circuit Gilles Villeneuve in the middle of the St. Lawrence Seaway, there was gambling everywhere as the teams leading in both the Daytona Prototype and GT divisions of the Grand American's Rolex Sports Car tour rolled the dice.

GRAND AM PAGE 6

Heikki In Hungary: Massa Fails, Kovalainen Triumphs

BUDAPEST, Hungary — "Welcome to the world of winning, the first of many," McLaren chief Ron Dennis said to Heikki Kovalainen as he crossed the finish line in Hungary to win his first ever Grand Prix.

FORMULA ONE PAGE 28

Kovalainen took over first place with just three laps to go as Felipe Massa stopped with engine failure.



STEVE ETHERINGTON PHOTO

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Wired To Win



KEN SIMON PHOTO

SIDE BY SIDE: Brad Sweet (49) holds off a challenge from Bobby East en route to victory in Saturday's Belleville Midget Nationals at the Belleville (Kan.) High Banks.

Sweet Holds Off East To Taste Victory At Belleville

By **BRYAN GAPINSKI**

BELLEVILLE, Kan. — Brad Sweet scored a wire-to-wire victory in the 31st annual Speedway Motors Belleville Midget Nationals, a USAC Mopar National Midget Series event, Saturday night at the Belleville High Banks.

The victory was the second major midget triumph this season for the driver aboard the Kasey Kahne Racing Spike Mopar No. 49. Sweet captured the Knoxville Midget Nationals in June.

Sweet moved from inside row two into the lead on the opening lap. Sweet held a five-car-length lead when the caution flag appeared after fourth-place Bryan Clauson stopped on the track after five laps.

During the first five laps, the fastest car on the track was driven by Kevin Swindell. After using a back-up car to win the semi-feature, Swindell started 19th in the feature and was 10th after five laps of the historic half-mile

dirt oval.

On the restart, Sweet again pulled away from the field while Swindell passed five cars in the next four circuits to move into fifth. Sweet's 1.5-second lead was erased when two-time Belleville winner Dave Darland stopped on lap 16.

Sweet led East on the restart, but Swindell passed East for second on lap 18. However, one lap later, Swindell's march to the front ended with a flat tire, forcing the final caution flag of the evening.

Once again, Sweet began increasing his advantage over East each lap. Defending champion Jerry Coons, Jr. was third when he retired with engine trouble after 31 laps.

Sweet continued to lead unchallenged, while East, Sweet's teammate Brady Bacon and Cole Whitt waged a torrid three-car battle for second over the final nine laps.

Sweet finished 5.47 seconds ahead of East, Bacon, Whitt and Tracy Hines.

Brad Kuhn was sixth. Davey Ray,

SWEET: CONTINUED ON PAGE 20



Brad Sweet



ASCS PHOTO

CHAMPION: Wayne Johnson (center) collected his second ASCS Knoxville Nationals title Saturday night over Brian Brown (right) and Billy Alley (left).

Johnson Claims Second Knoxville Championship

KNOXVILLE, Iowa — Wayne Johnson left the Marion County Fairgrounds \$10,000 wealthier after winning Saturday night's 18th annual ASCS Knoxville Nationals 25-lap feature at Knoxville Raceway.

ASCS

Johnson took the lead away from Jason Johnson on the seventh circuit and led the rest of the distance aboard Mike and Tim Hammers' Fisher-powered H&H Enterprises No. 94 Maxim to collect his second ASCS Knoxville Nationals championship after posting his first event win in 2000.

"I kept watching the board to see who was behind me and if anyone was close," the 2000 O'Reilly American Sprint Cars on Tour

National champion explained afterward. "There didn't seem to be anybody right on me, so I just kept trying to run my race."

Ultimately taking the checkered flag with a healthy 3.772-second advantage, Johnson had little to worry about over the final circuits. Aside from a turn-two hole that nearly collected him on at least a couple of occasions, that is.

"That hole in turn two about ate me up a couple of times," Johnson relayed. "I got where I was just trying to ride through it, and that actually made it a little worse, I think. We survived it, though."

Johnson gridded the 24-car feature

JOHNSON: CONTINUED ON PAGE 34

Hodnett Snags \$30K At Port Royal

PORT ROYAL, Pa. — Greg Hodnett earned \$30,000 for winning the second annual Dream Race Extreme for winged sprint cars Saturday night at Port Royal Speedway.

DREAM RACE EXTREME

Hodnett steered Jim and Sandy Cline's No. 22 to the victory, holding off Fred Rahmer, who charged from 12th at the start.

Jeff Shepard led the first five laps of the Juniata County Fairgrounds half-mile oval, but gave up the lead to Brian Leppo on lap six. Leppo led only two laps before Shepard moved

back out front.

Hodnett found his way around Shepard on lap 19 and paced the remainder of the 50-lap event. Rahmer came on strong at the end to finish second, while Shepard, Stevie Smith and Mike Erdley rounded out the top five.

Doug Esh was the fast qualifier and a packed house filled the Central Pennsylvania dirt track.

The finish:

Greg Hodnett, Fred Rahmer, Jeff Shepard, Stevie Smith, Mike Erdley, Mark Smith, Brian Leppo, Mike Wagner, Todd Shaffer, Chad Layton, Doug Esh, Alan Cole, Keith Kauffman, Cody Darrah, Daryl Stimeling, Gale Grubb, John Westbrook, Ryan Taylor, Vince Snyder, Alan Krimes, Sean Michael, Rick Lafferty, T. J. Winegardner, Todd Hestor.

OPINIONS

ECONOMAKI: Pocono Raceway — the next generation. **PAGE 4**

PAULSEN: What was really the cause of tire fiasco at Indy? **PAGE 5**

KNUTSON: Estranged former teammates better off in 2008. **PAGE 29**

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INSIDE THIS ISSUE

King Kinser Charts His Way Past Meyers, Into Wis. Victory Lane

BEAVER DAM, Wis. — Often called the master of lapped traffic, Steve Kinser used his experience to his advantage again to win Saturday night's Badger Classic Advance Auto Parts World of Outlaws Sprint Car Series event at Charter Raceway Park.

WOO SPRINTS **PAGE 31**

Kinser dove under Jason Meyers on the back straightaway on the 33rd lap to take the lead after chasing him for nearly half the race.

WINNER'S LIST

Series	Winner	Where	Page
WoO LMS	Brian Birkhofer	Sarver, Pa.	8
DIRTcar	Brett Hearn	Middletown, N.Y.	8
ARCA RE/MAX	Justin Allgaier	Long Pond, Pa.	10
USAC Sprints	Justin Wilson	Salem, Ind.	23
All Stars	Tim Shaffer	Brandon, S.D.	23
NASCAR Mods	Jimmy Blewett	Riverhead, N.Y.	26
Badger Midgets	Mike Hess	Sun Prairie, Wis.	27
Civil War	Sean Becker	Placerville, Calif.	43

THE FINISH

"That's why you do this: To win. You try and try, and finally you get it done, and it's a good feeling."

'SPEEDY' BILL SMITH

ON THE 1978 KNOXVILLE NATIONALS

PAGE KX-7



▶ PUBLIC FORUM

Let your voice be heard

It Was A Joke

The Brickyard 400 wasn't a race. It was a joke. NASCAR's arrogance, callousness and disregard for the drivers' concerns about the faults of the CoT cost them dearly this time.

And it seems that Tony Stewart's opinion about Goodyear's product was right on target. I can't believe that Goodyear and NASCAR wouldn't hold an open test for such an important race; you can bet they won't make that mistake again.

Maybe the race teams should have boycotted the race, like their F-1 colleagues did at the same place a few years ago.

On another note, Michael Waltrip should retire. All he ever does anymore is crash.

Douglas M. Alborn
Tucson, Ariz.

Safety Was Breached

After watching the NASCAR Indy race — I guess it was a race; I have never seen one like that in all my years — I think NASCAR needs to rethink its approach to safety.

I personally think the every 10-lap competition cautions were not enough to ensure the safety of the competitors. I also realize NASCAR has commitments to the fans and sponsors, but safety in general was breached.

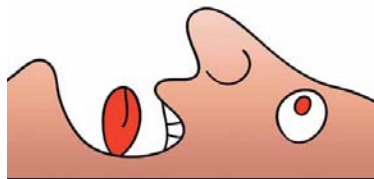
A couple of years back, many of the Formula One racers boycotted the race at Indy and only six cars took to the track. The NASCAR drivers should have done that as well. I am very glad that nobody was hurt. If anybody had been hurt, NASCAR would have more than egg on its face.

Mike Hale
Newport, R.I.

Seeing Red Over Yellows

The Brickyard 400 should have been called the Yellow Flag 400. Indianapolis Motor Speedway should receive a public apology from Goodyear and NASCAR. Also, one to the

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



New Faces Take Charge At Pocono

A New And Younger Mattioli Clan Assumes Control

LONG POND, PA.

Visiting Pocono Raceway is always a pleasure, but never more so than this year. Reason? Watching a new generation of the Mattioli family take over management of this unique triangular 2.5-mile Pocono Mountain raceway. Long-time head man **Dr. Joseph Mattioli**, currently recovering from a long bout with pneumonia, has turned his presidency over to grandson **Brandon Igdalsky**, while Brandon's younger brother, **Nick Igdalsky**, assumes control of the family-owned South Boston Speedway in Virginia. Holding key roles in the Pocono operation are **Dr. Rose** and **Joe's** son, **Joe Mattioli**, and his sisters **Looie Igdalsky** and **Michelle Kulick**. Some of their offspring now play training roles. Coincidental to the management turnover was the decision by the town of Long Pond to re-name Long Pond Road, the busy east-west street that borders the northern side

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

of track property, as the Dr. Rose Mattioli and Dr. Joseph Mattioli Road. Despite heavy rain washing out Saturday morning's activity, the afternoon ARCA RE/MAX race and all subsequent weekend activity, climaxed by Sunday's Sunoco Red Cross Pennsylvania 500 NASCAR Sprint Cup Series race, won by **Carl Edwards**, came off well despite a brief rain delay with 69 laps to go. All was handled well by the new crew. Remarkable was that 39 of Pocono's 43 starting cars took the checkered flag — at 6:50 p.m. EDT Sunday. It is interesting to note the long-held philosophy of Dr. Joe, that the Commonwealth of Pennsylvania and the Pocono area names — rather than those of sponsors — will continue to appear in event names. The track said it will donate 10 percent of all online ticket sale revenue for Sunday's 500 to the Red Cross. Interesting was that, at precisely half-way through the race, **Michael Waltrip** was the only driver out of the event and **Robby Gordon** was running last. Waltrip and Gordon were the only car owners driving in the race! Next up at Pocono — on its road course — are two full days of sports-car racing, the Tri-Region NESCCA Double National Aug. 15-17. Full days of spectator events are slated Saturday and Sunday, which will benefit Laps to Conquer MS, and will be the largest SCCA spectator event ever held in the Northeast according to Race Chairman **George Bloeser**. Call (610) 360-0740 for details.

Early last week, Ye Ed made the long trip from Northern N.J. to Millville in the southernmost sector of the Garden State to take in the Grand Opening ceremony at New Jersey



RUSTY JARRETT/GETTY IMAGES PHOTO

FLAG WAYER: Carl Edwards won Sunday's rain-delayed NASCAR Sprint Cup Series race at Pennsylvania's Pocono Raceway.

Motorsports Park. The side-by-side road courses adjacent to the Millville Airport are called Thunderbolt and Lightning, nicknames for many of the WWII fighter planes which used the airport as a launching pad for their flights from the U.S. to England to join the Army Air Corps, as it was then called. The park will become a "country club style" road course for those who love high-performance cars. Last week's function centered on its Drivers Club, a 14,500 square-foot facility costing \$3 million. Designed expressly for special usage, it includes a bar and a gathering area. The Brighton Room, a plush 100-seat restaurant designed for general usage, opened to the public Friday. Its chef, **Rich Kalman**, came from a leading Trump hotel. Membership, however, is the goal of NJMSP founders, with an initiation fee of \$15,000 with annual dues of \$2,400. Under construction is a fitness center, pool, volleyball courts, car work areas and other member amenities. Outstanding to this reporter was the wholehearted community sense of enthusiasm for the project, as civic and political leaders all showed up for the opening. Officials said there is a membership goal of 200, of which 150 have been signed.

Who to believe? An interesting conflict has surfaced between Connecticut's Lime Rock Park and the new Monticello Motor

ECONOMAKI: CONTINUED ON PAGE 47

USA Nationals Provided Entertaining And Interesting Race

NEW RICHMOND, WIS.

Before the running of this year's USA Nationals, Cedar Lake Speedway track officials promised drivers a racy track. The surface would not lock down, they said, and it would be a competitive race and a good show for the fans.

Cedar Lake Speedway track officials told the truth.

At its worst point, the race was still damn interesting and downright amazing. Of the five leaders — Billy Moyer, Shannon Babb, Brian Birkhofer, Tim McCreddie and eventual winner Scott Bloomquist — no driver ever pulled away by more than several car lengths.

Racing at times was almost four-wide, and often was three-wide on the multi-groove surface.

After Saturday's 30-lap NASCAR late-model feature, an already racy track was graded top to bottom in the corners, then watered and rolled back in for the 100-lapper. It did nothing but help.

It was that way all weekend, from Thursday to Saturday. Track crews spent ample time preparing the surface. And it was always racy.

With all that said, I'm sitting here some 18 hours after the flag fell wondering why the hell I've stayed away from the north-

BETTER THAN THIS



PAUL FLETCHER

central Wisconsin facility for 14 years.

If my memory's working, my last trip to Cedar Lake was in 1994 when the late Jack Boggs won his first of two USA Nationals. Still, don't know why I quit going. I think I missed it.

In all of its greatness, Cedar Lake and the USA Nationals does have a few problems. There were more than 80 late-model drivers signed in for the weekend to participate in a total of five feature races. Fifty of those drivers were registered to compete in the USA Nationals qualifying events.

For a race paying \$50,000 for first place and \$2,000 just to make the field, 50 drivers isn't a lot.

There could be several reasons for a car-count lower than some other national events, one being that the Lucas Oil Late Model series was racing a full weekend in another part of the country.

It's likely several of those drivers would've made the haul to Wisconsin if not committed to their series and the run for the point title.

Cedar Lake owners and management cannot help the track's location, but the facility is situated hundreds of miles from the

FLETCHER: CONTINUED ON PAGE 47

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The
Audit
Bureau

Many Factors Led To Tire-Wear Problems At Brickyard

BROWNSBURG, IND.

Now that the dust has settled from the Allstate 400 at the Brickyard, it's time to look at the tire situation with an open mind.

There has been a tremendous amount of "mud slinging" because of the tire-wear problem and most of that comes from people that really don't know a Goodyear tire from a crescent wrench. People often come to conclusions too quickly.

There's no doubt about the fact that this year's race wasn't good. The tire wear created the need for "competition yellows" so crews could change rubber before tires blew out from excessive wear. NASCAR did what it had to do given the situation. It was the right thing and saved a tremendous amount of carnage.

The show wasn't good for the race fans. They paid money to travel to Indy and see one of the biggest races of the year at the world's most historic track.

Let's analyze what caused the tire problems that occurred this year.

This isn't the first race that has seen excessive tire wear. It's been happening since the advent of the racing tire. There's a fine line between building a tire with enough grip for a given car and track combination and getting the wear required to have what is perceived as a normal race.

If everything in racing were an exact science, it wouldn't be very exciting to watch. There have been many races, in all forms of motor-

sports, where the tire didn't wear good enough to make it to the end of the race. I've experienced this in Indy cars, sprint cars and other forms of open-wheel racing. This race was a worst-case scenario.

It was the first race for the Car of Tomorrow at the Brickyard. The CoT has a higher center of gravity than the previous car and doesn't have as much offset, or left-side weight bias. It has 40 percent less downforce than the old car and weighs more. These factors are contributors to the wear issue.

What happened? Basically, there was a lack of mechanical and aero grip for the tire design.

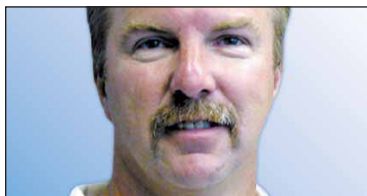
Consequently, it appears the tire was sliding across the track surface and not getting into the track. It had an emery-board effect on the tire, grinding the rubber off instead of allowing it to stick to the track surface.

I spoke with Robin Pemberton, vice president of competition for NASCAR, about the issue.

"This caught us off-guard," Pemberton said. "The right-side tires were the same compound we ran last year. In the past years, we always saw excessive wear for the first several laps of practice, but then the track would start to take rubber and it wasn't a problem any longer. We expected this to be the same with the CoT. We will fix this situation and it won't happen again."

I also spoke with Greg Stucker, Goodyear's racing director. Greg's

THE TECHNICAL SIDE



CHRIS PAULSEN

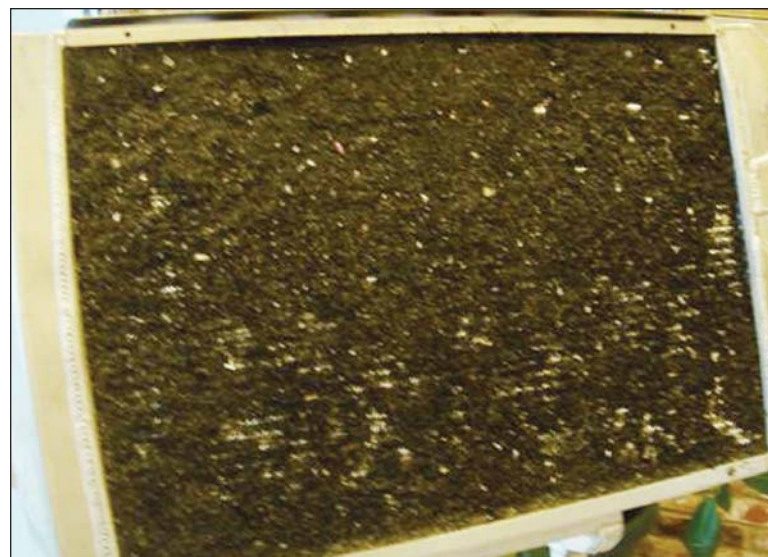
been with Goodyear Racing for many years and involved with all facets of the racing operation.

"The right-side tires had the same compound as in '06 and '07. We changed the construction of the sidewall slightly to give the tire more grip.

"We knew there would be heavy tread wear early. This is typical. We expected the track to rubber in by lap 35," Stucker said. By "rubber in," he means that the rubber should stick to the asphalt, giving the track a groove. "The fact that the rubber didn't adhere to the track is somewhat of a mystery that we are working very hard to resolve. We normally test in the spring for this event, but have scheduled tests this fall so we can get a leg up on this situation before the 2009 race. Everyone involved wants to fix this situation."

Another factor that has magnified this wear problem is that all the teams are rear steering the cars by canting the rear-end housings to help the car stick in the corners.

Basically, the rear-end housing is



CHRIS PAULSEN PHOTO

RUBBERY: Jeff Gordon won the NASCAR Sprint Cup Series race at Darlington (S.C.) Raceway last season with an inch of rubber on the core face of the radiator.

aimed to the left so it isn't square in the car. When the car's in the corner, this helps keep the rear of the car under the driver so he can run harder through the turns. By doing this, the car has a lot of yaw down the straightaway.

This yaw creates excessive tire wear. Now consider that Indianapolis Motor Speedway has four straightaways, two of which are almost a mile long, and you can understand where some of the additional tire

wear comes from.

It's a huge challenge for Goodyear to create a tire that will withstand the wear at this unique race track, plus be soft enough to give adequate grip.

The end result was a race that was spoiled by competition yellows in the interest of safety. The mechanical aspect of racing is a moving target and there's always the chance something can go wrong.

That's racing.

Mandy And Daryn Pittman Share Highs, Lows Of Outlaw Racing

WEST LEBANON, N.Y.

If you're not a believer in the saying, "Behind every successful man is a good woman," you haven't met Daryn and Mandy Pittman.

They've been in the news since Daryn won Eldora's \$50,000 Kings Royal and the opening night of the Summer Nationals at Williams Grove, but their story goes way back to Tulsa.

"It started in '96 at Creek County during Speedweek," recalls Mandy. "We'd made eye contact, but my dad crashed really bad and we had to go to the hospital. Exactly a year later, Daryn asked my dad how old I was when they went to the driver's meeting on the four-wheeler. We talked after the races and dated from there."

Mandy's dad is former sprint-car driver Mike Ward, so she knew racing inside and out. But even that didn't prepare her for the World of Outlaws travel schedule.

"It seems like we have part of every season where we struggle. If we could take bits and parts of every year, we'd have an unbelievable sea-

son," she says. "Winning the Kings Royal was really good, because this has been a stressful and mentally draining year. It's hard to watch Daryn being hard on himself and the team been down on themselves, too. It's hard to watch the guys go through the mental turmoil.

"To see the elation on his face was unbelievable. The money helps, too. Luckily, we've got a great car owner from Australia, Reeve Kruck, who's never questioned what was going on, even in the tough times. He just asks what we need to get the job done."

Local racers can imagine the pain gas prices have inflicted on touring racers. Mandy knows firsthand. "When we first left home, Daryn would see that the price had gone up and only put a little bit of fuel in the motorhome. Then we'd have to stop an hour or two later and it would be more expensive. We finally decided that when we need gas, we get it. It's part of what we do."

Between fuel prices, rainouts one after another and disappointing results, the Pittmans had plenty to

THE LONG LOOK



RON HEDGER

think about this year. Then came Eldora.

"I'd been counting laps for fuel, because they had 65 to 70 laps before they'd have a red for fuel. I was watching it wind down and the last five, I could see that Jason Meyers was closing on us," she recalls. "He could come off the rubber in two a lot better than Daryn. You could see him coming, then the lapped cars were kind of out there in Daryn's line. I was really nervous, stomping my feet on the roof of the trailer. Then we were celebrating."

When asked if Daryn was a different guy the next day, Mandy says it

didn't take that long.

"On the way home to Indianapolis, he was a totally different person, smiling, happy and talking with and texting people. The next day at work, we were totally busy because we're only home two days from now to the end of October, but we were satisfied knowing we'd gotten that first win of the season out of the way. That it happened at the Kings Royal didn't hurt either!

"The Grove was good to watch, too. He got to third and I said, 'Happy with third.' Then he slid Kemenah, and I said, 'Happy with second.' Then we had a restart and I'm thinking, 'Maybe Schatz will go to the bottom and we can stay on top.' Schatz actually went to the top, and to see Daryn slide under and pull it off got us jumping up and down again. He had the confidence in himself to pull it off and we knew we had our driver back."

Mandy is the corporate secretary for garage and carport manufacturer Kruck's Titan USA racing business and handles permits, fuel taxes, bills,

hotels, the apparel business and anything else that comes along. Most wives know generally how the team is doing. She knows to the penny.

"Sometimes that's good, but when there's not too many pennies there, it's not so good to know," she says. "But I like having that role. It lets me see a different side of things."

That the Pittmans live in Indy is another sign of how organized they are.

"When we got married, we took the WoO schedule and counted the days we'd be home if we lived in Oklahoma and the days if we lived in Memphis. We had friends who lived in Indy, so we counted and it was 67 more days if we lived there. It doesn't sound like much to the normal person, but if you can sleep in your own bed 67 more nights a year, it's worth it."

Pittman, who just broke back into the top 10 in the WoO standings, values his wife's support.

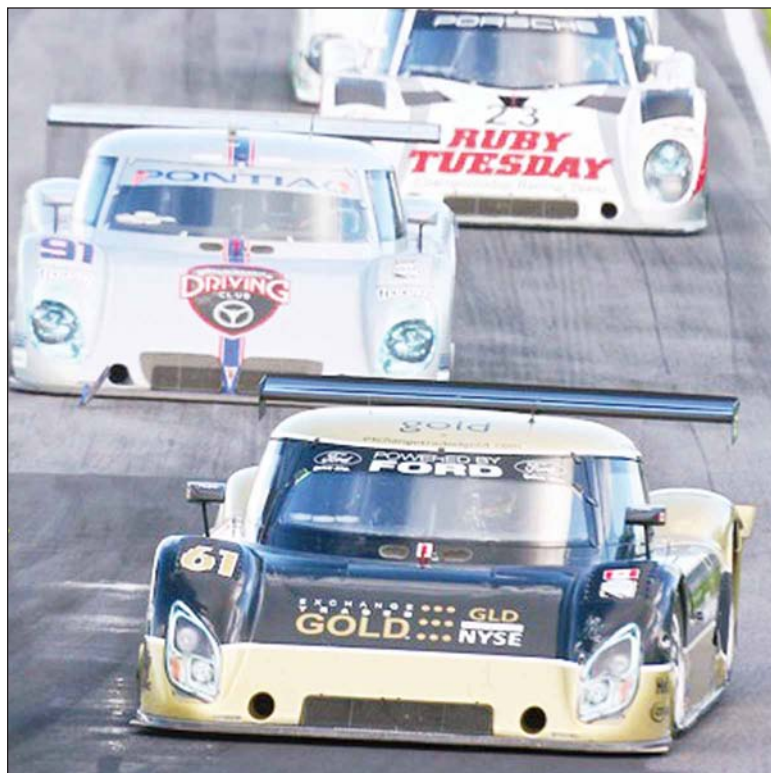
"It's hard to be out here and struggle," Daryn says, "but she's always there for me."

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GRAND AM PHOTO

FUEL GAMBLE: Mark Wilkins and Brian Frisselle were able to conserve enough fuel in the AIM Autosport Ford Riley (61) to capture the Grand Am race at Circuit Gilles Villeneuve in Montreal Saturday.

Fuel Conservation Gamble Leaves Law, Donohue Dry

MONTREAL — A gamble is just that, a gamble. Last Friday on the Ille Norte Dame's Circuit Gilles Villeneuve in the middle of the St. Lawrence Seaway, there was gambling everywhere as the teams leading in both the Daytona Prototype and GT divisions of the Grand American's Rolex Sports Car tour rolled the dice on whether or not they had enough fuel to go the distance in the two-hour Montreal 200.

It was close, but not close enough as the Brumos Porsche-powered Riley that Darren Law was sharing with David Donohue ran out of fuel within yards of the checkered flag as Law seemed head for the team's first Rolex tour victory since 2003. In what was one of the more dramatic finishes of recent times, Law slowed to a crawl as the two cars behind him, the AIM Autosport Ford Riley of Mark Wilkins and Brian Frisselle and the Cheever Racing Pontiac Coyote of Christian Fittipaldi and Antonio Garcia split Law's Brumos mount, one on the left, the other on the right, in the short drag race to the finish. The winners of that less than 100-yard sprint were Wilkins and Frisselle, with Fittipaldi and Garcia taking second, and Law and Donohue coasting to a disappointing third.

"Honestly," said Law later, "it was the most disappointing podium I've ever stood on. It was so close. To run out of fuel within sight of the finish line was just the worst feeling imaginable." Yet, what was a disaster for one was a triumph for others, in this case.

Canadian Wilkins and his partner Frisselle, who was spun on the opening lap by Scott Pruett in the Chip Ganassi Telmex Lexus Riley he was driving with Memo Rojas, recovered

to claim the victory. Wilkins, acknowledging that he and Frisselle were also low on fuel, expressed sympathy for Law and Donohue. "I feel for those guys," he said, adding, "They drove a great race. It was truly close. But, for us, this was a tremendous feeling. I knew we could do it, and to get our first victory here in Montreal on Canadian soil for me as a Canadian is almost beyond belief, especially in light of what happened to Brian at the start."

The shape of the event came down to a matter of fuel as almost everyone tried to make it on a single pit stop in the unusually short two-hour format, something made more complicated by the Grand American Road Racing Ass'n's demand that all teams must stop in the pits before the 45-minute mark. Nearly everyone chose to take the gamble and stretch the fuel load to the limit. While the AIM and Cheever camps came up winners, others weren't so lucky, including the Ruby Tuesday duo of Bill Auberlen and Joey Hand, whose Porsche Riley also coasted to a halt on the final lap with a dry tank after challenging for the lead moments earlier.

Similarly taking advantage of the enforced late-race refueling halts made by the Porsche 911 GT3 TRG and Farnbacher-Loles entries that had been running up in the lead were Andrew Davis and Robin Liddell, whose least thirsty Stevenson Motorsports Pontiac GXP-R rolled across the finish ahead of the production field for one more victory in a season that so far has been spectacular for what was, at the start of 2008, an underrated team. Second went to the SpeedSource Mazda RX8 of Sylvain Tremblay and Nick Ham, while third went to the refueled Farnbacher-Loles Porsche of Bryce Miller and Dirk Werner.

More Road Courses For IndyCar

By BRUCE MARTIN
NSSN CORRESPONDENT

MOORESVILLE, N. C. — Next year's 18-race IndyCar schedule bears a strong resemblance to the old CART schedules of the 1990s, as the series said no to two ovals and added two of the most successful street-course races in North America.

The once oval-based IndyCar Series is moving closer to a 50-50 split, according to Terry Angstadt, the president, commercial division of the series.

INDYCAR

"We think it is a good move towards balance," Angstadt said. "Because Champ Car brought a lot of opportunities and a few challenges as exclusively road racing, we think that working towards that 50-50 balance is good. So, by incorporating three and possibly four (street and road course races) for the future for now, with continuing interest in some of the other premier markets, we think that a 10-8 for '09, 10 ovals, eight street and road, is a good balance."

"And there is real interest in a couple more historic Champ Car venues for the future."

New to next year's schedule are the Toyota Grand Prix of Long Beach April 19 and the streets of Toronto July 12.

While the IndyCar Series continues to evolve, it is moving away from its oval-track heritage, especially after turning down a chance to return to both New Hampshire Motor Speedway and Las Vegas Motor Speedway — two premier ovals that are owned by Speedway Motorsports, Inc.

The snub drew an angry response from Jerry Gappens, the president and general manager at NHMS who believed the lucrative Boston market was ready for an IndyCar return.

"I think it is a slap in the face to Bruton Smith, our chairman, and to our company which have both been very supportive of the Indy Racing League since its inception," Gappens said. "From a historical perspective, Bob Bahre, the former owner of New Hampshire Motor Speedway, was one of the first to agree to go with the Indy Racing League when they split from Championship Auto Racing Teams in 1995."

"I sat in a meeting and watched Bruton ask them for a race here, which they seemed extremely inter-

IndyCar Commits To Surfers Paradise In 2008

By BRUCE MARTIN
NSSN CORRESPONDENT

MOORESVILLE, N. C. — After long consideration, the IndyCar Series finally announced that it will participate in the Gold Coast Indy 300 at Surfers Paradise, Australia, Oct. 26.

INDYCAR

The final decision to compete was delayed until July 30. Many of the top IndyCar Series teams questioned the value of traveling to Australia for a non-points race and how it would affect the newer teams in the series that are struggling to stay financially

2009 IndyCar Series Schedule

Date	Track	Location
April 5	Streets of St. Petersburg	St. Petersburg, Fla.
April 19	Streets of Long Beach	Long Beach, Calif.
April 26	Kansas Speedway	Kansas City, Kan.
May 24	Indianapolis Motor Speedway	Indianapolis, Ind.
May 31	The Milwaukee Mile	West Allis, Wis.
June 6	Texas Motor Speedway	Ft. Worth, Texas
June 21	Iowa Speedway	Newton, Iowa
June 27	Richmond Int'l Raceway	Richmond, Va.
July 5	Watkins Glen Int'l	Watkins Glen, N.Y.
July 12	Streets of Toronto	Toronto, Ontario
July 26	Edmonton City Centre Airport	Edmonton, Alberta
Aug. 1	Kentucky Speedway	Sparta, Ky.
Aug. 9	Mid-Ohio Sports Car Course	Steam Corners, Ohio
Aug. 23	Infineon Raceway	Sonoma, Calif.
Aug. 29	Chicagoland Speedway	Joliet, Ill.
Sept. 6	The Raceway at Belle Isle Park	Detroit, Mich.
Sept. 19	Twin Ring Motegi	Motegi, Japan
Oct. 11	Homestead-Miami Speedway	Homestead, Fla.

ested in doing, pending scheduling conflicts with Japan. In addition, in that same meeting, they asked him to host the series finale in Las Vegas, which Mr. Smith agreed to and even offered the speedway and financial support for it to happen this year. Having attended that meeting in early June, it's hard to believe that neither facility is on the new schedule."

Angstadt was directly questioned about the comments made by Gappens.

"I guess I stopped worrying about what other people say that you can't control," Angstadt said. "I think it was very unfortunate that he characterized it that way, because in fact I had a very cordial conversation with Bruton Smith two days ago, and I don't think he felt that way. But we continue to have an interest in that market. We've said that. We hope we can keep an open dialogue there."

"At the same time, we respect if we don't fit their business plans. This is a business. They are a big and successful company. And we hope we can work together in the future, in fact, in both venues. But we'll see how that goes. But I was somewhat surprised at the tone as well."

Angstadt believes that while the IndyCar Series has shown growth this season, it isn't ready to fill massive venues such as the 92,000-seat NHMS or the 140,000-seat Las Vegas Motor Speedway.

When offered the Las Vegas track for a possible season-finale, IndyCar rep-

resentatives did not want to run the oval but rather a road course that is outside the huge grandstand. Vegas officials were not interested in that option, saying the road course was built for club-racing events.

"We felt at this stage of our development the concept was that we could really pick the right sized venue according to the crowd we thought we could attract, which we thought was a very pragmatic approach to developing that," Angstadt said. "And as we said, we completely respect that they chose not to do that. So, no hard feelings whatsoever."

"And we said that putting 30, 40, 50,000 people in a big beautiful oval like they own didn't make sense for either one of us, in our opinion, so that's really what it came down to."

Next year's schedule has just 10 oval races with three permanent road courses and five temporary street circuits.

Dropped from the schedule is Nashville Superspeedway, which staged IndyCar races for eight years. Although the race was popular with the fans who filled the 25,000-30,000 seats for the race, the concrete racing surface did not produce great racing for the competitors.

The season will open with the Honda Grand Prix of St. Petersburg on April 5, the first time the IndyCar Series opens its season away from an oval race track. The season will conclude Oct. 11 at Homestead-Miami Speedway, which had served as the season-opening venue since joining the schedule in 2001.

afloat.

But in the end, the IndyCar Series decided to honor a commitment made to former Champ Car Series head Kevin Kalkhoven during the unification process in February.

"We are pleased to announce that the IndyCar Series will hold its first event in Australia this October to celebrate the completion of a successful first season of unified open-wheel racing," said Terry Angstadt, president, commercial division for the Indy Racing League. "Dating back to 1991, the Gold Coast Indy 300 has been labeled the race with the hottest cars, the hottest parties and the hottest beaches, with

one of the world's most famous beachside cities, Surfers Paradise, hosting 96 hours of non-stop excitement on and off the race track."

The 2008 Gold Coast Indy 300 will run from Oct. 23-26. However, it is not listed on the 2009 IndyCar Series schedule announced last week.

"We are in active conversations regarding '09," Angstadt said. "We are keeping a couple of slots open for them. And we're hopeful it can be announced. When we conclude those we'll certainly let everyone know. But we're hopeful we will get them included for '09. But we just can't indicate that as yet."

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Bloomquist Nabs 4th USA Nat'ls

By PAUL FLETCHER

NEW RICHMOND, Wis. — Scott Bloomquist said he could hear the engine noise and knew somebody was coming.

In a dramatic finish that will be remembered for years, Bloomquist held back a banzai charge from Shannon Babb on the last lap to win the USA Nationals at Cedar Lake Speedway Saturday night.

The victory, worth \$50,000, was Bloomquist's fourth in Wisconsin's premier dirt-late-model race.

The last lap was one for the history books. Over the course of an extremely fierce race, drivers bravely swapped positions almost every lap. Bloomquist inherited the top spot on lap 71 when leader Tim McCreddie lost a right-rear wheel.

With just a handful of laps to go, Bloomquist caught slower traffic. Babb and Brian Birkhofer, who had driven from the tail after tire problems, quickly closed on the leader.

With the checkered flag in the air, Babb shot to the high side in turn four, almost cleared Bloomquist and drove sideways down the frontstretch, missing victory by about a car length.

Bloomquist was still shaking his head in amazement several minutes after the finish.

"I knew we could be in trouble if somebody was really good up high," said the wily 44-year-old. "I thought the best thing to do was just run the middle and then run high on the exit of the corner and maybe that (would be) good enough."

Fast-timer Babb, who started from the pole and led two different times in the middle stages, was confident before the start. He was never outside the top five.

But with his car getting tight in the middle of the track late in the race, the Illinois driver knew he had to do something different.

"I didn't want to crash both of us, but I damn near got by him," Babb said. "It was one of those deals when you go up there it's either going to be

a hell of a lap or a bad one. Sometimes you throw your brain out the window and go for it, and that's what I did."

Birkhofer, the defending USA Nationals winner, was still a factor in this year's race after two flat tires on laps 41 and 43.

"We just keep plugging away," Birkhofer said. "We got back so close. When we put the right front on, it wasn't really the right tire. I struggled with that after I went back out. If I could've steered a little bit better I think I could've got up there."

"We came back through and made a good show for the fans."

Five-time USA Nationals winner Billy Moyer started from the outside pole and survived a three-wide battle with Babb and McCreddie to lead the first 16 laps.

Moyer finished fourth, and Missouri driver Will Vaught, who started 19th, rounded out the top five.

The finish:

Scott Bloomquist, Shannon Babb, Brian Birkhofer, Billy Moyer, Will Vaught, Darren Miller, Wendell Wallace, Kevin Weaver, Jeep VanWormer, Jack Sullivan, John Kaanta, Rick Hanestad, Rodney Melvin, Matt Miller, James Ward, Kerry Hansen, Rob Moss, Adam Hensel, Keith Foss, Tim McCreddie, Denny Eckrich, Jimmy Mars, Brady Smith, Chris Simpson, Eric Pember.



HEIN BROTHERS ACTION PHOTO

FOR THE LEAD: Brian Birkhofer (15b) drives under race leader Darrell Lanigan during the July 29th Firecracker 100 at Lernerville Speedway.

Birkhofer's Patience Pays Off At Lernerville

SARVER, Pa. — Brian Birkhofer might hail from Iowa, but he had plenty of like-minded individuals to celebrate with after winning the second annual Firecracker 100 presented by GottaRace.com at Lernerville Speedway July 29.

WOO LM

The four-tenths-mile oval in western Pennsylvania, after all, is always crawling with Pittsburgh Steelers fans — and no one loves the NFL team more than Birkhofer, whose black racing helmet sports the familiar Steelers logo.

"This is a big deal for me," said Birkhofer, who pocketed \$41,419 (including lap money) for his first victory at a track that's located a short drive from the Steel City. "I've won big races before, but this one has some extra special meaning because this place is so close to Pittsburgh. I usually come out here a couple times a year to see Steelers home games, so it's cool to finally win a big race out in this area."

"The only thing that could've topped off tonight was if somehow Troy Polomalu (the Steelers' star safety) was here to present me the trophy," he added with a smile — not long after waving a Steelers "Terrible Towel" in victory lane.

Birkhofer, 36, of Muscatine, Iowa, employed a patient approach to capture the postponed World of Outlaws

Late Model Series event, which had its final night of action rained out on both June 28 and 29. He calmly filled the role of pursuer until turning up the wick halfway through the race, passing defending WoO LMS champion Steve Francis for second on lap 50 and point-leader Darrell Lanigan for the lead on lap 70.

Lanigan, who led laps 1-69 after starting from the outside pole, finished a distant 4.226 seconds behind Birkhofer. Shannon Babb advanced from 13th to place third, with Francis and Billy Moyer filling the top five.

Driving his Daufeldt Transport Mars/Birkhofer car, the driver known as 'Birky' simply waited until the time was right to make his move. "I had a long-race car," said Birkhofer. "I was just trying to maintain for the first half of the race and not wear the tires out, so if there was a late caution I could fire back up again."

"I've watched Scott Bloomquist (the winner of the inaugural Firecracker 100 in 2007) do it in a lot of 100-lap shows — just sit there and bide his time, and then at the end of the race he's won again. I was able to do that tonight."

The finish:

Brian Birkhofer, Darrell Lanigan, Shannon Babb, Steve Francis, Billy Moyer, Chub Frank, Scott Bloomquist, Tim McCreddie, Earl Pearson, Jr., Tim Fuller, Rick Eckert, Josh Richards, Chris Madden, John Blankenship, Vic Coffey, Gregg Satterlee, Dan Stone, Donnie Moran, Clint Smith, Colby Frye, Matt Lux, Lynn Geisler, John Mollick, Shane Clanton, David Scott, Mike Blose, Alex Ferree, Brandon Kinzer.

Youngster Vaught Impresses In Top-Five Drive

By PAUL FLETCHER

NEW RICHMOND, Wis. — Perhaps the biggest story from this year's USA Nationals, besides the race itself, was 21-year-old Crane, Mo., driver Will Vaught.

Just one day before leaving home, Vaught put together a deal to drive a GRT chassis team car for Arkansas veteran Bill Frye. Vaught drove to a top five finish in the biggest race of his young life.

Vaught gained national attention after racing in this year's UMP Summer Nationals series, scoring one win and several strong finishes. Before the USA Nationals feature Vaught promised "We'll be there," and he wasn't wrong.

"It's pretty cool to make this race the first year I've been here," Vaught said. "It's a whole different ball game racing with these guys. You've gotta drive to the limit all the time." Frye made his first appearance at Cedar Lake in years with financial help from fans who donated more than \$2,800 to help with travel and fuel costs.

Frye was grateful for the help. "That was an overwhelming deal," he said. "I was flattered that somebody would do something like that

for me."

■ Darren Miller drove to a sixth-place finish in the USA Nationals. After being plagued with thyroid problems that sidelined him for part of the 2007 season, Miller is back on top.

But his medical issues are not over. After suffering from neck pain earlier this year, Miller had an MRI that led to the diagnosis of two ruptured discs in his neck.

The problem is related to a high school football injury, Miller said. "I've always had trouble with it," he said.

Miller underwent a second round of cortisone shots about a week before the race. He feels comfortable most of the time while racing, he said. "It feels great now," Miller said. "I'm hoping to get through this year and re-evaluate it."

Miller would consider surgery if needed to correct the problem, he said.

■ Rules for the USA Nationals were quite different from other major dirt late-model events.

Drivers were told that if they leave the race for any reason other than attrition, their purse money would be cut in half. It would be up to the driver and team, officials said, to prove their car was not raceable if it wasn't on the track.

All cars still running at the end

were required to cross the scale and meet the minimum weight of 2,200 pounds. Most tracks only require the higher-finishing cars to scale at the end.

■ Louisiana's Chris Wall made his first major-event appearance since fracturing three vertebrae in his neck in an accident at North Alabama Speedway on May 9.

Wall, a regional star in the mid-south, was eliminated from his heat race after a tangle with fellow Louisiana driver James Ward.

The two drivers have a controversial history, Wall said.

Wall, in his first visit to Cedar Lake Speedway, missed a transfer spot in one of the two B mains.

A driver who is extremely popular with fans, Wall owns and operates an alligator farm. He has been driving late-models for nine years.

■ Appropriately enough for a race billed as the USA Nationals, a large eagle has found a home atop a light pole some 40 feet above the Cedar Lake Speedway backstretch.

Track officials said the large nest had been there about two years, but used to be located on the other side of the track.

There apparently are three birds living in the nest, a mother and two smaller birds.

Dominant Hearn Collects Milestone 100th Super Dirt Series Victory

By AL ROBINSON
NSSN CORRESPONDENT

MIDDLETOWN, N.Y. — Brett Hearn has won nearly 300 features at Orange County Fair Speedway over the last 30 years. Few have

been as significant as his victory in Thursday night's 75-lap Advance Auto Parts Super DIRTcar Series

event — and few have been more dominant.

It marked Hearn's 100th victory on the premier big-block-modified tour, where no other driver has more than 65 victories. He was never challenged after picking the pole in the 12-place redraw, easily putting down any bid runner-up Chuck McKee could muster. McKee's best chance came on a trio of double-file restarts before the

halfway mark when Hearn chose the outside lane.

"I stayed on the top for the whole race and my car felt good out there," he said, complimenting track preparer Vinny Rotondo for the multi-groove surface.

McKee appeared to edge in front on the bottom at each green flag, but Hearn pointed out that was an illusion.

"What I'm doing when I go in there

on the top is setting myself up for a good exit. Just when Chuck was ready to get on the gas, I was coming down the hill and roaring off turn two," he explained.

McKee, who ran second all the way, simply observed, "I had to run where he wasn't."

Dale Planck won a mid-race duel with Matt Sheppard to emerge third, with Jerry Higbie and Billy Decker filling the top five.

Hearing-impaired racer Mike Dutka was the popular winner of the pro stock feature, giving his victory lane interview by signing with his mother as interpreter.

The finish:

Brett Hearn, Chuck McKee, Dale Planck, Jerry Higbie, Billy Decker, Matt Sheppard, Jimmy Phelps, Mike Storms, Ric Hill, Frankie Caprara, Steve Paine, Jeff Heotzler, Rick Mill, Gary Tomkins, Ryan Phelps, Billy Dunn, Danny Johnson, Craig Mitchell, Jeff Heotzler, Jr., Alan Johnson, Chris Shultz, Mark Forte, Jr., Larry Wight, Rick Laubach, Tim Hindley, Justin Haers, Steve Dodd, Mike DePalma, Rich Eulich, David Vanhorn, Jr.

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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



STEVE ETHERINGTON PHOTO

FESTIVE: Fans get into the spirit of Sunday's Formula One Hungarian Grand Prix at the Hungaroring in Budapest, Hungary.

▶ WIN A CORVETTE!

The Corvette Dream Giveaway is a sweepstakes benefiting hospitalized children across America. Kids Wish Network is giving away a restored 1967 Corvette 427 roadster and matching it with a 2008 427 Lingenfelter Corvette convertible to one winner, which will be announced Dec. 25.

In addition to the car giveaways, which are valued at \$250,000, arrangements have been made for the winner's federal tax liability to be paid up to \$75,000. Tickets for a chance to win are \$3 and can be obtained by calling (866) 946-2684 or by logging onto winthetvettes.com.

▶ BOOK OF THE WEEK

Don't Believe Anything I Say

By Dave Van Patten

Several years ago, former sprint-car team owner and racing promoter Dave Van Patten recorded the story of his life in racing and produced the book, "Don't Believe Anything I Say." The book, which benefits the National Sprint Car Hall of Fame and Museum, includes many first-hand stories of races Van Patten was involved in as a promoter, team owner and announcer.

"It is full of stories about the fun we had when we were involved in racing and the tricks we played on each other," Van Patten told *NSSN* recently.

Van Patten says he had 96 different drivers in his cars through the years.

\$12. All proceeds to National Sprint Car Hall of Fame and Museum. Available at the Hall of Fame and from www.sprintcarstuff.com.



STEVE SNOODY/IRL INDYCAR PHOTO

▶ BY THE NUMBERS

138

most consecutive starts in the IndyCar Series (**Scott Sharp**, 1998-2007)

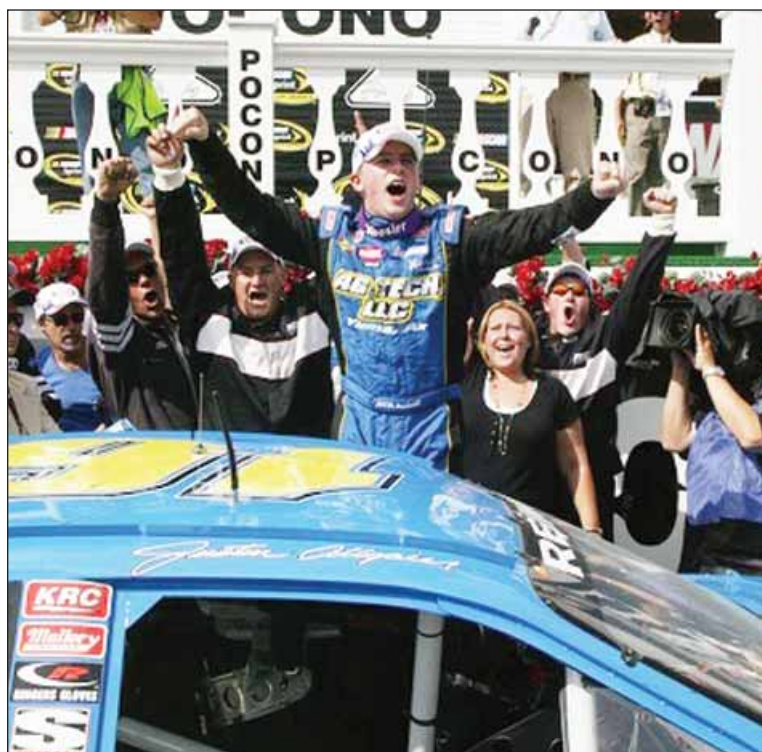
▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"It was truly one of the worst motorsports events ever staged and despite the efforts of NASCAR's newest PR tool, ESPN, to make lemonade, these lemons were far too sour for the task. And the fans weren't drinking it, but if the e-mails and letters we've received in the past three days are any indication, they won't be buying NASCAR racing any longer either."

— Mike Kerchner, July 29 blog

■ California quake affects motorsports community, including NHRA's John Force Racing headquarters.



ARCA PHOTO

PROMISE LAND: Justin Allgaier celebrates in victory lane after winning Saturday's ARCA RE/MAX Series Pennsylvania 200 at Pocono Raceway.

Allgaier Proves His Speedway Prowess

By AL ROBINSON
NSSN CORRESPONDENT

LONG POND, Pa. — Maybe late models at Illinois bullrings like Farmer City Raceway and Macon Speedway and midgets at the Chili Bowl are as good as Formula One at Monaco or Spa when it comes to preparing for a two-lap shootout on

Pocono Raceway's 2.5-mile triangle. At least Saturday's ARCA RE/MAX Series Pennsylvania 200 would support that theory.

Justin Allgaier, driving a Chevrolet for his Springfield-based family team, held off Scott Speed in the Red Bull Toyota to capture his third ARCA triumph of 2008 and his first super-speedway win in a "natural" green-white-checked finish after the pair swapped the lead for most of the rain-delayed contest.

Heavy morning thunderstorms gave way to sunny skies when the green flag waved one hour after the scheduled start.

"Definitely, by far, this is the biggest win of my career," Allgaier confirmed. His previous ARCA victories were on very different tracks from Pocono, twice on the high-banked half-mile at Salem, Ind., once on the dirt mile at the Illinois State Fairgrounds in his hometown, and recently at the flat five-eighths-mile Cayuga, Ontario, oval.

"This is a place where a lot of people have walked through victory lane, so for me to be here really means a lot," he added, giving credit to new crew chief Jim Pullman, under whose tutelage the team has scored a third, a second, and now a first.

Allgaier traded the lead with front-row mate Speed three times, including lap 35 when the duo ran side by

side for the entire circuit. Allgaier's decisive pass came on the 67th of 80 laps, one circuit before a backstraight crash involving Dexter Bean, Brian Scott and Frank Kimmel brought out the red flag. Two cautions in the final dozen laps allowed Allgaier to control the restarts and hold Speed at bay.

While Speed was disappointed not to score his fourth victory of the ARCA season, the accident, which left Ricky Stenhouse, Jr. with a 30th-place finish, allowed the former Toro Rosso F-1 driver to take the ARCA point lead.

"We had an awesome battle, you know, we both raced each other really clean," he reflected, paying tribute to Allgaier's relatively small team. "They've worked really hard to be able to run this. It's certainly not as easy for them to run all these races as it is for me. I'm glad he was able to win one."

Chase Miller, who blew an engine in practice and qualified 29th, worked his way to third aboard his Dodge, with Ford-mounted Matt Carter fourth and Robb Brent's Chevy fifth. Aric Almirola, who led twice for 10 laps, blew his engine after 57 laps and settled for 34th. Chrissy Wallace shared the second row with Almirola in her ARCA debut, but backed into the first-turn wall after 30 laps.

The finish:

Showing driver, car, laps completed: 1. Justin Allgaier, Chevrolet, 80; 2. Scott Speed, Toyota, 80; 3. Chase Miller, Dodge, 80; 4. Matt Carter, Ford, 80; 5. Robb Brent, Chevrolet, 80; 6. Jeremy Clements, Chevrolet, 80; 7. Ken Butler III, Toyota, 80; 8. Marc Davis, Chevrolet, 80; 9. John Wes Townley, Ford, 80; 10. Gabi DiCaroli, Toyota, 80; 11. Justin Lofton, Dodge, 80; 12. Patrick Sheltra, Dodge, 80; 13. A.J. Henriksen, Ford, 80; 14. Michael Phelps, Dodge, 80; 15. Billy Pauch, Jr., Dodge, 80; 16. Chase Mattioli, Ford, 80; 17. Bryan Silas, Ford, 80; 18. Donny Kelley, Chevrolet, 80; 19. Mike Harmon, Chevrolet, 80; 20. Brian Scott, Chevrolet, 80; 21. Dominick Casola, Dodge, 79; 22. Tayler Malsam, Dodge, 78; 23. Bobby Gerhart, Chevrolet, 78; 24. Tom Berte, Chevrolet, 78; 25. Darrell Basham, Chevrolet, 78; 26. Ed Pompa, Chevrolet, 78; 27. Tim Mitchell, Ford, 78; 28. Brad Smith, Ford, 77; 29. Jarit Johnson, Chevrolet, 76; 30. Ricky Stenhouse, Jr., Ford, 73; 31. Norm Benning, Chevrolet, 73; 32. Frank Kimmel, Ford, 68; 33. Dexter Bean, Chevrolet, 68; 34. Aric Almirola, Chevrolet, 57; 35. James Hylton, Dodge, 57; 36. Tom Hessert, Ford, 47; 37. Jason Basham, Chevrolet, 44; 38. Kory Rabenold, Chevrolet, 40; 39. Chrissy Wallace, Toyota, 40; 40. Brent Cross, Chevrolet, 12; 41. Mike Zazula, Chevrolet, 1.

Rookie Robbins Captures USAR First At Hickory

HICKORY, N.C. — Hunter Robbins joined select company Saturday in the Hooters Pro Cup record books by becoming just the fourth driver to win in a race before his 17th birthday.

Robbins, a 16-year-old rookie, swept past Wade Day with 47 laps remaining in the 4 Brothers 250 presented by Galaxy Food Centers at Hickory Motor Speedway and checked out by 3.650 seconds to win his first Hooters Pro Cup event in just his seventh start.

"This car was so awesome tonight," said Robbins, driver of the No. 6s Goodson Consulting Ford. "I could put it anywhere it needed to be. We had motor problems on Thursday in testing, so we took it over to Charlie Long's shop and worked on it until late Friday night. My crew hasn't been to sleep much in the last couple of days, but I couldn't have done it without them, my car owner, Tracy Goodson, the Longs, or the help Benny Gordon gave us with setups."

Robbins joined Brian Vickers, Joey Logano and Trevor Bayne in the Hooters record book.

Robbins gambled on a short-pit strategy, finishing his mandatory stops by taking two left-side tires and fuel before lap 25. The decision looked to be a good one when he cycled into the lead on lap 78. But just after the halfway mark, Clay Rogers blasted past on fresh rubber:

"I was worried when they caught us for the lead; we hadn't planned on coming back in," said Robbins. "But we were able to pass pretty easy when we pitted earlier in the race, so we decided to come back in and basically have new tires for the final 100 laps. It really made a difference."

Day took the lead from Rogers on lap 157, but Robbins was nearly two tenths of a second quicker on fresh tires and claimed the top spot on lap 202. While Day was also searching for his first win, he wasn't too disappointed with finishing second.

"Of course you want to win, but we finally finished where we should have tonight," said Day, whose second-place finish was his first top-five run Hooters Pro Cup competition. "To not have a top-five finish before tonight was embarrassing because we've been a lot better than that."

Billy Bigley, Jr. tried to take second from Day in the final laps, but he had to settle for third place, which was his career-best finish. Bayne wasn't able to repeat his win from a year ago, but he did pick up his fifth top-five of the season by coming home fourth. James Buescher filled the top five.

The finish:

Showing driver, car, laps completed, money won: 1. Hunter Robbins, Ford, 250, \$12,000; 2. Wade Day, Ford, 250, \$6,400; 3. Billy Bigley, Jr., Ford, 250, \$5,000; 4. Trevor Bayne, Chevrolet, 250, \$5,200; 5. James Buescher, Chevrolet, 250, \$3,000; 6. Clay Rogers, Chevrolet, 250, \$4,700; 7. Kirk Leone, Ford, 250, \$2,600; 8. Woody Howard, Chevrolet, 250, \$2,800; 9. Michael Ritch, Ford, 250, \$4,300; 10. Carl Long, Ford, 250, \$2,200; 11. Caleb Holman, Chevrolet, 250, \$2,500; 12. Mark McFarland, Chevrolet, 250, \$2,600; 13. Bradley Riethmeyer, Chevrolet, 249, \$1,900; 14. Randy Hawkins, Ford, 249, \$1,800; 15. Matt Lofton, Chevrolet, 248, \$1,700; 16. J.P. Morgan, Chevrolet, 248, \$1,600; 17. Larry Barrett, Chevrolet, 247, \$1,600; 18. John Gibson, Ford, 246, \$1,850; 19. Matt Hawkins, Ford, 245, \$2,000; 20. Dana White, Chevrolet, 244, \$1,600; 21. Bryan Silas, Ford, 234, \$2,200; 22. Trevor Farbo, Chevrolet, 164, \$1,400; 23. Brad Rogers, Chevrolet, 145, \$1,400; 24. Lucas Ransone, Chevrolet, 138, \$1,400; 25. Bobby Gill, Ford, 107, \$2,400; 26. Drew Herring, Ford, 74, \$2,150; 27. Joey Coulter, Ford, 41, \$1,200.

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What's making news in motorsports

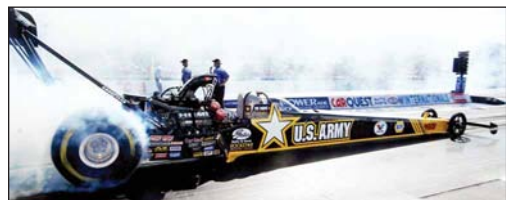
POWER RANKINGS

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

Tony Schumacher

U.S. Army Dragster, NHRA Top Fuel
Schumacher will go in search of victory number nine on the season as the U.S. Army team heads to the NHRA Lucas Oil Nationals in Brainerd, Minn., this weekend. Schumacher is coming off a three-race sweep on the West Coast and figures to carry that momentum into the Midwest.

NO. 1



NHRA PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon has five victories on the season and appears well on his way to an his second IndyCar Series title as the series heads to Kentucky.

3. Kyle Busch

No. 18 Toyota, NASCAR Sprint Cup
A 36th-place finish at Pocono suggests that some of Busch's early-season momentum may be fading.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz has still finished in the top 10 in every World of Outlaws race this season, but failed to win in four features this past week.

5. Scott Pruett/Memo Rojas

No. 01 Telmex Ganassi Lexus Riley, Grand Am
The DP duo was fifth at Montreal with hopes of rebounding this weekend at the Crown Royal 250 at Watkins Glen Int'l.

6. Lewis Hamilton

No. 22 Vodaphone McLaren Mercedes, Formula One
A punctured tire led to a fifth-place finish in Hungary, but Hamilton was still able to stretch his championship lead.

7. Johnny Benson

No. 23 Toyota, NASCAR Craftsman Truck Series
J.B. is one of the hottest drivers out there with three victories in four NCTS races as the series heads to Nashville, Tenn., this weekend.

8. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
With a victory at Pocono Raceway and a pair of second-place finishes in his last four Cup races, Edwards is poised for The Chase.

9. No. 20 Nationwide Series Team

No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series
The rain got the best of the Joe Gibbs No. 20 team and driver Joey Logano as the rookie crashed during a late-race yellow flag.

10. Jason Johnson

No. 41 Eagle Sprint Car, American Sprint Car Series
Jason Johnson won two more 360 sprint-car features over the weekend, running his total for the season to 16.

Honorable Mention

Midget driver Kevin Swindell swept both nights of the POWRI Kornhusker Midget Challenge at McCool Junction, Neb... Semi-retired racer Ron Fellows earned a rainy Nationwide Series win at Montreal.

Last Week

Kyle Busch and Scott Dixon flip-flopped spots with Dixon moving to No. 2. Jason Johnson enters the rankings at No. 10 and Carl Edwards re-enters at No. 8, while the No. 20 team falls two spots to No. 9.

USA Int'l Speedway Sold, Closed

Investors Plan To Scrap Track, Build Warehouses

LAKELAND, Fla. — USA Int'l Speedway hosted its final race — the FASCAR Sunbelt Super Late Model Caddy's on the Beach 125 — this past weekend.

The three-quarter mile oval was sold for an undisclosed amount to developers who plan to tear down the track and build warehouses on the site. The track sits on a 47 acres and has a taxable value of just less than \$2 million, according to the track statement.

"It kind of happened fast. It wasn't planned," speedway President Billy Martino told the *Lakeland Ledger*. "The current owners had a chance to get out and with no potential sponsors, it was probably a good business decision."

The Hooters restaurant chain was formerly the track's primary owner and sponsor, hosting several Hooters USAR Pro Cup races there. In 2007, investors bought the facility for a reported \$6.2 million, but Hooters did not renew its sponsorship and shifted several Pro Cup races elsewhere.

USA Int'l was to host the Hooters Pro Cup Series on Oct. 18. The series has not announced a replacement venue for that date.

Former USAC Champ Weld Dies At 64

KANSAS CITY, Mo. — Greg Weld died Monday morning (Aug. 4) after an extended illness. Weld, 64, was an accomplished racer and entrepreneur.

After a stellar driving career in open-wheel racing, Weld was formally inducted into the National Sprint Car Hall of Fame in 1998.

Weld's accomplishments included winning the 1963 Knoxville Nationals, earning the 1967 USAC sprint-car championship and being the fastest rookie qualifier at the 1970 Indy 500.

While competing nationally as a driver, Weld took winnings earned and founded Weld Racing Wheels in 1967. Survivors include his wife Deb, former wife Marilyn Brockman-Weld, sons Taylor and Brock and daughter Christian Weld-Brown.

Weld was predeceased in death by father Taylor "Pappy" Weld and brothers Kenny and Jerry.

SMI Promotes Three Executives To New Posts

CONCORD, N.C. — Speedway Motorsports, Inc. has promoted veteran motorsports businessman Don Hawk to the new position of vice president of business affairs, while Mike Burch was named vice president of business development and Jessica Fickenschler was promoted to director of special projects. "These individuals have proven to be very effective managers and the promotions better position them to lead Speedway Motorsports into the future," said SMI President Marcus Smith.



JULIA BOND/USAR PHOTO

IN BETTER TIMES: The final flag came down Saturday night on USA Int'l Speedway in Lakeland, Fla. Above, Benny Gordon celebrates his Hooters Pro Cup victory at USA Int'l March 15.

Hawk will oversee several of SMI's subsidiaries, including 600 Racing, SMI Properties and The Source International. Burch joined SMI in 2003 after working with several NBA teams in their marketing departments. Flickenschler will continue to work with key national clients such as Lowe's and Sprint in addition to expanded responsibilities with other special projects, including About Speedway Motorsports, Inc.

Elliott Development Program Adds Roderick

DAWSONVILLE, Ga. — The Bill Elliott Driver Development program has signed 15-year-old Casey Roderick to its stable of young drivers.

Roderick, a Legends standout, will participate in the McDowell and Cook Driving School before continuing to test in late-model and ARCA race cars. An announcement will then be made concerning Roderick's plans for 2009.

Benevolent Fund Reaches Out To Driver

CHICO, Calif. — Sprint-car driver Brad Bumgarner was injured during a qualifying crash July 30 at Silver Dollar Speedway.

Bumgarner suffered a compressed and fractured T-5 vertebrae during the fourth-turn flip. He will spend the next two to three months in a body brace.

While recuperating, Bumgarner will receive assistance from the Sprint Car Benevolent Fund, which will send donations for expenses each week until Bumgarner can return to work.

"As we know, this sport is very dangerous, and this is exactly the type of thing we have this fund for," said Don Sharp, spokesman for the fund. "It's why we've had the various fundraisers throughout the years."

Fans at the race also started a rollover fund and fast-qualifier Tim Kaeding donated his \$250 qualifying bonus.

Central Ariz. Raceway Closed For August

CASA-GRANDE, Ariz. — Central Arizona Raceway will be closed for the month of August at the request of the Pinal County Attorney's Office, which is investigating members of the Pinal County Fair Department for what has been termed "a pattern of loose cash handling."

According to local news reports, Pinal County Fairgrounds Director Terry Haifley was fired in June after an investigation into his handling of funds. Fairgrounds secretary Karen Rash was also reportedly notified of the county's intent to fire her after the investigation discovered missing money from the office's cash box.

The three-eighths-mile clay oval hosts seven divisions, including late models and modifies. The track's Web site says racing is scheduled return to the venue Sept. 6.

JB III Memorial Gets New Dates, More Laps

LEXINGTON, N.C. — The John Blewett III Memorial North-South Shootout will be expanded to 125 laps and will be run a week later than its traditional October date.

The Shootout, in its sixth year and renamed for Blewett after his death in a racing accident last year, is scheduled for Nov. 6-7 at Concord (N.C.) Motorsport Park. In addition to extending the race itself by 25 laps, organizers have extended the event to include Ford Focus, midgets, four cylinders, champ karts and Legends in preliminary events Nov. 4-5.

The North-South Shootout and the 50-lap East-West Supermodified Shootout will headline the Nov. 7 schedule. A complete schedule is to be released at a later date and can be found at www.northsouthshootout.com.

NUTS AND BOLTS

NHRA Funny Car driver **Robert Hight** threw out the ceremonial first pitch prior to the July 30 Los Angeles Dodgers game against San Francisco, a 4-0 victory for the Dodgers...The CRA Super Series will sanction the inaugural **Southern Slam 250**, a \$10,000-to-win super late-model event Nov. 21-23 at South Georgia Motorsports Park...Former Buffalo Bills tight end **Kevin Everett**, who suffered a career-ending spinal injury in his first NFL game last season, will serve as grand marshal of the Zippo 200 Nationwide Series race at Watkins Glen Int'l Aug. 9. Everett will also hold a book-signing that day at the Pyramid for his biography, "Standing Tall: The Kevin Everett Story"...**TSR Motorsports** and NEMA driver **Jeremy Frankoski** have cut ties. Frankoski, who is searching for a NEMA ride for the remainder of the season, began driving the team's No. 63 Gaerte/Stealth midget at the beginning of the 2007 season, collecting five top-10 finishes and two top-five finishes this season...The 12th-annual **Skip Barber Scholarship Shoot-Out**, designed for kart drivers attempting to make the jump to race cars, has been scheduled for Dec. 27-29 at Sebring Int'l Raceway. Applications, which can be found at www.skipbarber.com and other places, are due by Oct. 31...A Steak Fry in memory of driver **Terry Gibson** and to benefit the Ryan Gibson Scholarship Fund is scheduled for 6 p.m. Sept. 5 at 12515 Corporate Drive in Parma, Ohio. Terry Gibson was killed in a crash at Toledo Speedway in July.

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RICK SCHWALLIE PHOTO

READY TO GO: The field lines up for the Lucas Oil Late Model Dirt Series race at Hagerstown (Md.) Speedway.

Hartman Hurries At Hagerstown

Francis And Pearson Also Collect Late-Model Victories

Thursday

BEDFORD, Pa. — In a race cut short by six laps due to severe fog blanketing the track, Steve Francis became the 20th-different driver to win a Lucas Oil Late Model Dirt Series event Thursday night at Bedford Speedway.

Francis led all 24 laps in winning the \$7,000-to-win inaugural Paul Beamer Memorial Race sponsored by Bedford Valley Petroleum.

LUCAS OIL LM Earl Pearson, Jr. finished second followed by Josh Richards, Jeremy Miller and Rick Eckert.

Fog began to overtake the track at the halfway mark. After a second caution came out when Nick Dickson stopped in turn two, the drivers stopped on the frontstretch and relayed to race officials that it would be unsafe to continue. When the cars returned under caution, the checkers waved, ending the race and handing the victory to Francis, who had successfully fended off challenges from Richards and Pearson.

The finish:
Steve Francis, Earl Pearson, Jr., Josh Richards, Jeremy Miller, Rick Eckert, Steve Shaver, Terry Casey, Ricky Elliott, Billy Drake, Steve Casebolt, Donnie Moran, Scott Haus, Jason Covert, Chuck Clise, Gary Stuhler, Scott James, Jeff Miller, Nick Dickson, Dan Stone, Jeff Rine, Justin Rattliff, Tyler Hershey, Jack Pencil, Steve Everhart, Freddy Smith, Bart Hartman.

Friday

WINCHESTER, Va. — Taking the lead on the fourth lap, Earl Pearson, Jr. picked up his third Lucas Oil Late Model Dirt Series victory of the season, running away with the \$7,000-to-win event at Winchester Speedway Friday night.

Pearson extended his point lead with the victory, while Jimmy Owens romped from 18th on the grid to finish second. Steve Francis, Donnie Moran and Steve Casebolt rounded out the top five.

Moran led the first three laps, but Pearson used the middle groove to gain the lead and was never headed



RICK SCHWALLIE PHOTO

FAST FRANCIS: Steve Francis scored a foggy victory at Bedford (Pa.) Speedway Thursday evening.

the remainder of the 40-lap event.

"I didn't know what was going to happen in the feature after the heat races. Everybody was running around on the bottom and I guess we were bound and determined to make the middle to top groove work and it did, fortunately for us," Pearson said. "I want to say hello to my mom back home. She was not feeling well today and I hope this makes her feel better."

The finish:

Earl Pearson, Jr., Jimmy Owens, Steve Francis, Donnie Moran, Steve Casebolt, Jamie Lathroum, Billy Drake, Andy Anderson, Wayne Chinn, D.J. Myers, Bart Hartman, Jason Covert, Gary Stuhler, Josh Richards, Booper Bare, Scott James, Ricky Elliott, Freddy Smith, David Williams, Justin Rattliff, Darryl Hills, Dan Schlieper, Terry Casey, Walter Crouch, Gerald Davis.

Saturday

HAGERSTOWN, Md. — Taking advantage of a late-race restart with

11 laps to go, Bart Hartman sprinted to his second Lucas Oil Late Model Dirt Series victory of 2008 Saturday night at the Hagerstown Speedway's \$10,000-to-win Shootout Finale.

Hartman carried the point for the first 16 laps of the race before yielding to Jimmy Owens, who dominated, lapping cars up to 11th place, until a late caution that allowed Hartman to get a run on him to retake the lead on the restart.

Hartman picked the inside on the restart, which proved to be the right choice, as Owens drifted up coming to the green flag. Hartman moved quickly to the inside of Owens heading down the main straightaway. As the pair entered into turn number one, Hartman grabbed the lead.

Hartman sped away for the win with Owens settling for second followed by Josh Richards, Earl Pearson, Jr. and Steve Francis.

The finish:

Bart Hartman, Jimmy Owens, Josh Richards, Earl Pearson, Jr., Steve Francis, Rick Eckert, Gary Stuhler, Donnie Moran, Steve Casebolt, Scott James, J.T. Spence, Steve Shaver, Billy Drake, D.J. Myers, Justin Rattliff, Booper Bare, Dan Schlieper, Terry Casey, Brian Booze, Mike Lupfer, Matt Lux, Andy Anderson, Ricky Elliott, Jimmy Bernheisel, Jeremy Miller.



Earl Pearson, Jr.

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AL ROBINSON COLLECTION PHOTO

BEETLE BUG: A classic "bug" victory lane photo of Art "Chubby" Chandler at Chemung Speedrome in the early 1960s shows the upright six-cylinder engine of his car.

Bugs Are A Now-Forgotten Part Of Modified Racing History

By AL ROBINSON

The image of short-track stock-car racing in the post-World War II period is that of modified 1930s coupes and coaches. By the 1960s, the pre-war bodies had given way to late-model styles in the Southeast and much of the Midwest, while the coupes lingered in the Northeast and fathered both today's low-slung asphalt and high-set dirt track modifications.

In parts of New England and New York, as well as central and western Pennsylvania, Ohio, Michigan and Indiana, the pre-war bodies were cut down to the bare minimum and soon replaced altogether by rail-frame cars with homemade sheet metal. The name supermodified was logical because they went one step beyond modified, but they carried other handles as well.

Often, they were called "bugs" on account of their beetle-like shape. In the Keystone State the name "30-by-90" cars was used because of their frame dimensions. In New York, when powered with a six-cylinder engine, they acquired the name "B-bombs."

The bug era was brief, but full of innovation as the rules were remarkably loose by today's standards. Initially, the Michigan cars were on the cutting edge, but purses were larger on the East Coast and the locals soon caught up. The most telling change was the arrival of the wing.

"This guy from Michigan showed up at the Williams Grove National Open in 1963 with a wing on the top of his car. We all laughed at it, but Gordon Johncock won that race and in two years everybody was using them," related Lynn Paxton, whose career spanned the bug era and two decades of winged-sprint-car stardom. The Grove triumph that brought winged racing to Pennsylvania was the only major dirt track triumph for Johncock, who went on to win two Indianapolis 500s.

Paxton raced both styles at the same time and his early season victory at Williams Grove in 1971 is considered the last important win by a bug-style car. "We ran the Kenny Weld car he built in '67 and we had a Trevis sprint car we bought in '68," Paxton said. "I kept crunching (the sprint car) and we kept going back to the old 30-by-90 until 1971, four years after the sprint-car era started. The sprint cars were several hundred pounds lighter, so you were definitely at a disadvantage."

On asphalt, Howard Purdy's Little Deuce held out against the supermodified roadsters. Jimmy Winks won at Oswego in one in 1974. The trend toward late models ended the B-bombs' tenure in New York by taking their strongholds at various New York state ovals. The six-cylinder sportsman class that lingered at Holland into the 1990s was the last vestige of the "buzzin' half-a-dozen."

While the bugs, B-bombs, or 30-by-90 cars enjoyed a short heyday in the 1960s, they set the stage for the enduring winged sprint car and supermodified scenes of the last 40 years.

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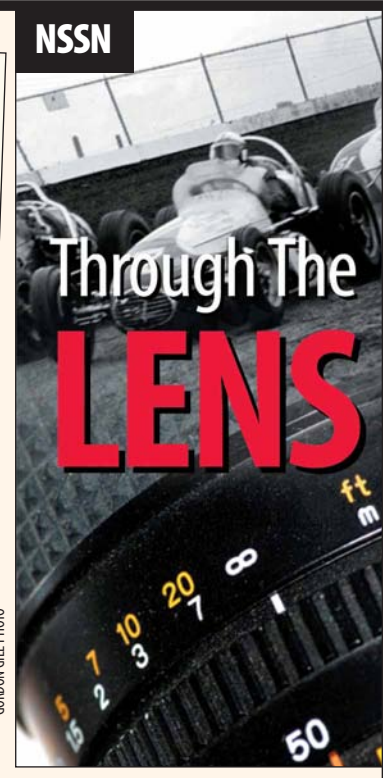


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A visual tour through the history of motorsports

ROBBIE STANLEY

▶ Robbie Stanley was one of America's best up-and-coming race car drivers when he was killed in a sprint-car crash May 26, 1994 at Indiana's Winchester Speedway. He was 26 years old.

Stanley began racing sprint cars in 1984 at age 16 and raced locally for the next several years.

In 1989, he won the All Star Circuit of Champions winged-sprint-car title.

He made the transition to non-winged sprint cars and claimed the 1991 USAC National

Sprint Car Series championship. He won the title again in 1992 and 1993.

Stanley made his NASCAR Busch Series debut in 1993. He continued to pursue NASCAR racing the following season and had already won five USAC sprint-car events in 1995 when he was killed.

Featured here (clockwise from top left): Celebrating his victory in the 1993 Rich Vogler Classic; A young challenger in 1984 at Indiana's Paragon Speedway; At the track in 1994; At 21 as the 1989 All Star Circuit of Champions champ; Alongside Larry Rice receiving an award in 1994; Showing off the spoils of a 1990 victory at O'Reilly Raceway Park; Reading a copy of *National Speed Sport News*.

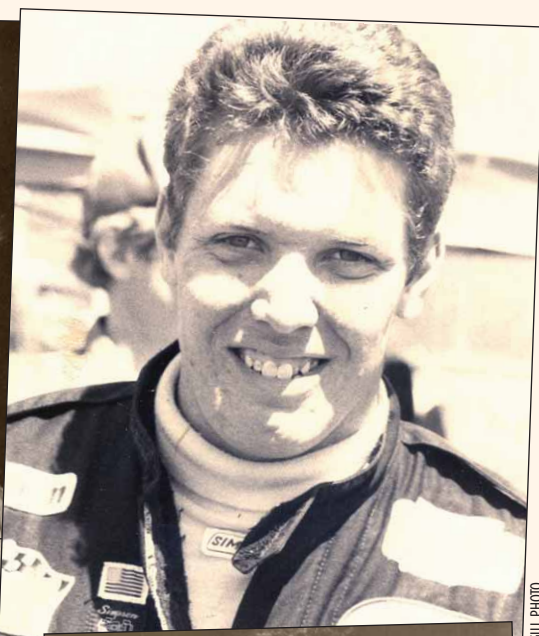
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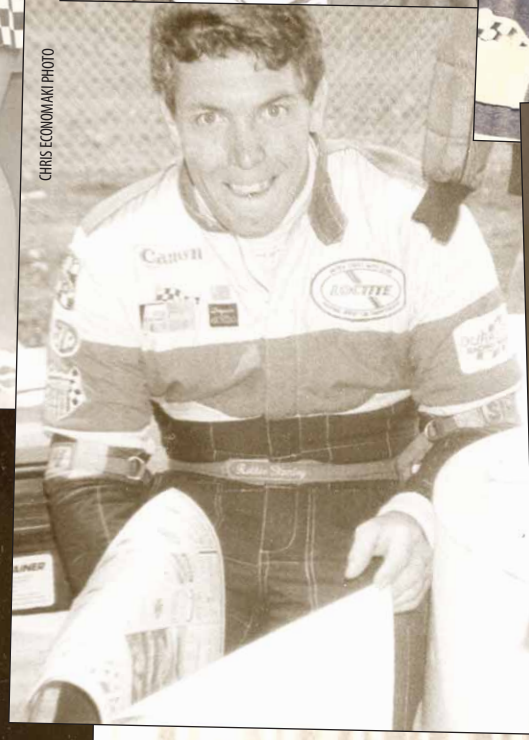
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Presented By **goracing**
Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: Aug. 7-Aug. 10.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA Summer Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Sunoco Red Cross Pennsylvania 500 (taped), 12 p.m., Speed
- Classic NASCAR: 1988 Budweiser at the Glen, 2 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA Route 66 Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Centurion Boats at the Glen practice, 12 p.m., ESPN2
- "Inside Grand Prix," 12 p.m., Speed
- F-1 Hungarian Grand Prix (taped), 12:30 p.m., Speed
- NASCAR Sprint Cup Centurion Boats at the Glen qualifying, 3 p.m., ESPN2
- NASCAR Nationwide Series Zippo 200 practice, 5:30 p.m., ESPN2
- Grand Am Rolex Series Crown Royal 200, 8 p.m., Speed
- "Tradin' Paint," 10 p.m., Speed
- "NASCAR Performance," 10:30 p.m., Speed
- "Traskside," 11 p.m., Speed

Saturday

- Grand Am Rolex Series Crown Royal 200, 12 a.m. (taped), Speed
- "NASCAR Now," 1 a.m., ESPN2
- NASCAR Camping World East Series from Nashville, Tenn. (taped), 2 a.m., Speed
- NASCAR Camping World East Series from Beaver Falls, N.Y. (taped), 3:30 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- NASCAR Nationwide Series Zippo 200 qualifying, 10 a.m., ESPN2
- "Traskside," 11 a.m., Speed
- Star Mazda Series from Portland, Ore. (taped), 12 p.m., Speed

TUNE IN TO ...

The Knoxville Nationals sprint-car races from Knoxville (Iowa) Raceway at 10 p.m. Saturday on Speed.

- NASCAR Sprint Cup Centurion Boats at the Glen practice, 1:30 p.m., ESPN2
- IHRA Rocky Mountain Nationals (taped), 2 p.m., Speed
- "NASCAR Countdown," 2:30 p.m., ABC
- NASCAR Nationwide Series Zippo 200, 3 p.m., ABC
- ARCA RE/MAX Series Toyota 150, 4:30 p.m., Speed
- "IRL Pre-Race," 6 p.m., ESPN2
- "Motorsport Hour," 6 p.m., Vs.
- IndyCar Series Meijer Indy 300, 6:30 p.m., ESPN2
- "Tradin' Paint," 6:30 p.m., Speed
- "NCTS Setup," 7 p.m., Speed
- NASCAR Craftsman Truck Series Toyota Tundra 200, 7:30 p.m., Speed
- NHRA Lucas Oil Nationals qualifying, 8:30 p.m., ESPN2
- Knoxville Nationals, 10 p.m., Speed

Sunday

- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10 a.m., Speed
- "NASCAR in a Hurry," 10:30 a.m., Speed
- "NASCAR RaceDay," 11 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- "NASCAR Countdown," 1 p.m., ESPN
- NASCAR Sprint Cup Centurion Boats at the Glen, 2 p.m., ESPN
- American Le Mans Series Generac 500 at Road America, 2 p.m., Speed
- "Speed Report," 7 p.m., Speed
- NHRA Lucas Oil Nationals, 7 p.m., ESPN2
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

MOTORSPORTS CALENDAR

- Aug. 6 USAC Mopar Midget National Championship
Gas City I-69 Speedway, Gas City, Ind., Midget Cars
- Aug. 6 O'Reilly POWRi National Midget Series
Belle-Claire Speedway, Belleville, Ill., Midget Cars
- Aug. 6-9 Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
- Aug. 7 USAC Mopar Midget National Championship
Union County Speedway, Liberty, Ind., Midget Cars
- Aug. 7-10 National Hot Rod Ass'n
Brainerd Int'l Raceway, Brainerd, Minn., Dragsters
- Aug. 8 Grand Am Rolex Series
Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars
- Aug. 8 USAC Mopar Midget National Championship
Bloomington Speedway, Bloomington, Ind., Midget Cars
- Aug. 8 NASCAR Whelen Modified Tour
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- Aug. 8 ASCS Coastal Region
Southern Speedway, Hattiesburg, Miss., Sprint Cars
- Aug. 8 O'Reilly United Sprint Car Series
North Alabama Speedway, Tusculmba, Ala., Sprint Cars
- Aug. 9 NASCAR Nationwide Series
Watkins Glen Int'l, Watkins Glen, N.Y., Stock Cars
- Aug. 9 NASCAR Craftsman Truck Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- Aug. 9 IRL IndyCar Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 9 Indy Pro Series
Kentucky Speedway, Sparta, Ky., Indy Cars
- Aug. 9 American Le Mans Series
Road America, Elkhart Lake, Wis., Sports Cars
- Aug. 9 USAC Mopar Midget National Championship
Lawrenceburg Speedway, Lawrenceburg, Ind., Midget Cars
- Aug. 9 USAC Western Sprint Car, Midget Series
Altamont Raceway Park, Tracy, Calif., Sprint and Midget Cars
- Aug. 9 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Aug. 9 ARCA RE/MAX Series
Nashville Superspeedway, Lebanon, Tenn., Stock Cars
- Aug. 9 ARCA Lincoln Welders Truck Series
Sandusky Speedway, Sandusky, Ohio, Stock Cars
- Aug. 9 Hooters Pro Cup Series
South Boston Speedway, South Boston, Va., Stock Cars
- Aug. 9 ASA Late Model Series
Bristol Motor Speedway, Bristol, Tenn., Late Models
- Aug. 9 Advance Auto Parts Super DIRTcar Series
Canandaigua Speedway, Canandaigua, N.Y., Modifieds
- Aug. 9 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Aug. 9 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- Aug. 9 ASCS Southwest Region
Thunder Raceway, Show Low, Ariz., Sprint Cars
- Aug. 9 ASCS Coastal, Rebel Regions
Whynot Motorsports Park, Meridian, Miss., Sprint Cars
- Aug. 9 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midgets
- Aug. 9 International SuperModified Ass'n
Mansfield Motorsports Park, Mansfield, Ohio, Modifieds
- Aug. 9 O'Reilly POWRi National Midget Series
Washington Town and County Fair, Washington, Mo., Midget Cars
- Aug. 9 O'Reilly United Sprint Car Series
Clay Hill Motorsports, Atwood, Tenn., Sprint Cars
- Aug. 9 Bay Cities Area Racing Ass'n
Placerville Speedway, Placerville, Calif., Midget Cars
- Aug. 9-10 Atlantic Championship
Road America, Elkhart Lake, Wis., Atlantic Cars
- Aug. 10 NASCAR Sprint Cup Series
Watkins Glen Int'l, Watkins Glen, N.Y., Stock Cars
- Aug. 10 USAC Mopar Midget National Championship
Kokomo Speedway, Kokomo, Ind., Midget Cars



GRAND AM PHOTO

GAINING GROUND: The Gainsco duo of Alex Gurney and Jon Fogarty captured their sixth victory of 2007 at Watkins Glen (N.Y.) Int'l.

MARK IT DOWN!

Aug. 8, Grand Am Rolex Series Crown Royal 200 At The Glen

Watkins Glen Int'l, Watkins Glen, N.Y., Sports Cars

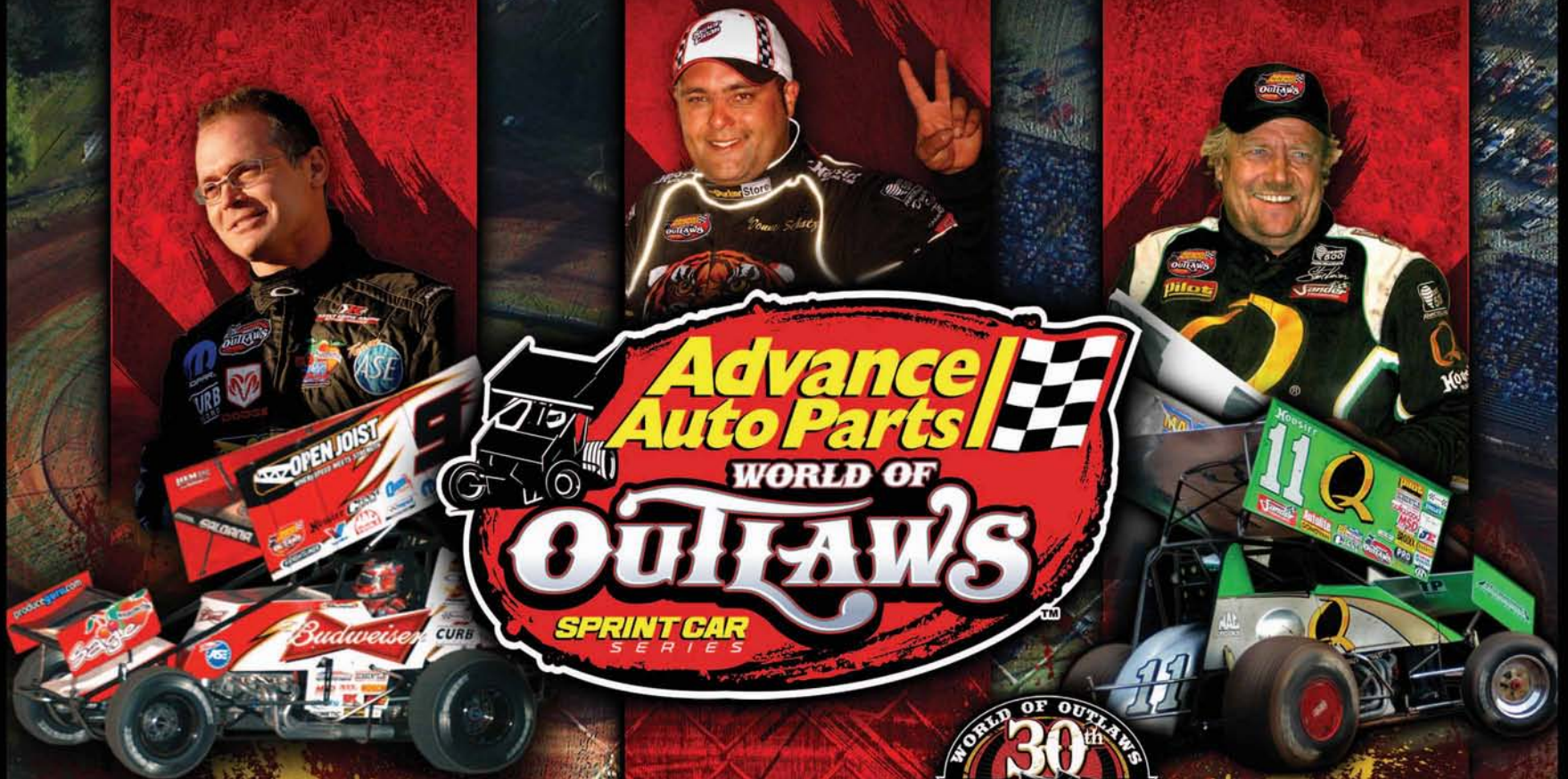
The Grand Am Rolex Series returns to New York's Finger Lakes region for the Crown Royal 200 At The Glen. Last year, Jon Fogarty and Alex Gurney used their Watkins Glen victory to help carry them toward the Grand Am title. This season, Scott Pruett and Memo Rojas will go for the sweep of both Glen events.

- Aug. 10 USAC K&N Silver Crown Series
Iowa Speedway, Newton, Iowa, Silver Crown Cars
- Aug. 10 Grand Am Koni Challenge
Iowa Speedway, Newton, Iowa, Sports Cars
- Aug. 10 Badger Midget Series
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- Aug. 11 O'Reilly Sprint Bandits
Lucas Oil Speedway, Wheatland, Mo., Sprint Cars
- Aug. 12 Advance Auto Parts World of Outlaws
River Cities Speedway, Grand Forks, N.D., Sprint Cars
- Aug. 12 O'Reilly Sprint Bandits
I-80 Speedway, Greenwood, Neb., Sprint Cars
- Aug. 12 United Racing Company
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- Aug. 13 O'Reilly Sprint Bandits
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- Aug. 13 ASCS Northern Plains Region
I-90 Speedway, Hartford, S.D., Sprint Cars
- Aug. 13 All Star Circuit of Champions
Waynesfield Motor Sports Park, Waynesfield, Ohio, Sprint Cars
- Aug. 14 Advance Auto Parts World of Outlaws
Gillette Thunder Speedway, Gillette, Wyo., Sprint Cars
- Aug. 14 NASCAR Whelen Modified Tour
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Aug. 14 O'Reilly Sprint Bandits
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- Aug. 14-17 National Hot Rod Ass'n
Maple Grove Raceway, Reading, Pa., Dragsters
- Aug. 15 World of Outlaws Late Model Series
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- Aug. 15 USAC Mopar Midget National Championship
Macon Speedway, Macon, Ill., Midget Cars
- Aug. 15 ASCS Gulf South Region
Motorama Speedway, Beaumont, Texas, Sprint Cars
- Aug. 15 All Star Circuit of Champions
Benton Motor Speedway, Benton, Mo., Sprint Cars
- Aug. 15 O'Reilly POWRi National Midget Series
Macon Speedway, Macon, Ill., Midget Cars
- Aug. 15 International SuperModified Ass'n
Lee USA Speedway, Lee, N.H., Modifieds
- Aug. 15 Empire Super Sprints
Autodrome Edelweiss Speedway, Gantley, Quebec, Sprint Cars
- Aug. 15 Interstate Racing Ass'n
Wilmot Speedway, Wilmot, Iowa, Sprint Cars
- Aug. 15-16 Lucas Oil Late Model Series
Batesville Speedway, Batesville, Ark., Late Models
- Aug. 15-16 O'Reilly Sprint Bandits
Lakeside Speedway, Kansas City, Kan., Sprint Cars
- Aug. 15-16 ASCS Rocky Mountain Region
Hollywood Hills Speedway, San Felipe Pueblo, N.M., Sprint Cars
- Aug. 16 NASCAR Nationwide Series
Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
- Aug. 16 Advance Auto Parts World of Outlaws
Dacotah Speedway, Mandan, N.D., Sprint Cars
- Aug. 16 World of Outlaws Late Model Series
Screven Motor Speedway, Sylvania, Ga., Late Models
- Aug. 16 USAC K&N Silver Crown Series
Illinois State Fairgrounds, Springfield, Ill., Silver Crown Cars
- Aug. 16 USAC-CRA Sprint Car Series
Santa Maria Speedway, Santa Maria, Calif., Sprint Cars
- Aug. 16 NASCAR Camping World East Series
Lime Rock Park, Lakeville, Conn., Stock Cars

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



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Anderson Takes Opener, But Phillips Out-Duels Him Twice More

Friday

MCCOOL JUNCTION, Neb. — John Anderson took the lead on lap four and never looked back en route to winning the O'Reilly/NCRA late-model feature Friday night at Junction

Motor Speedway.

The race, night one of the King of the Hill weekend at the speedway, was co-sanctioned by the Midwest Late Model Racing Ass'n and the Topless Outlaw Racing Ass'n.

Anderson began to stretch his lead to 10 car lengths as the leaders began entering lapped traffic on lap seven. It was no

problem for Anderson as he threaded his way through the backmarkers with ease before the final caution of the night fell on lap nine when Kelly Dunn went for a spin in turn four.

It was smooth sailing the rest of the way as Anderson went unchallenged to take the half-stretch victory, his first of the

season with NCRA. Kelly Boen came home second with Phillips settling for third. Travis Dickes came home fourth with David Turner rounding out the top five.

The finish:
John Anderson, Kelly Boen, Terry Phillips, Travis Dickes, David Turner, Jeremy Payne, Kyle Berck, Joe Kosiski, Al Purkey, Jason Friesen, Bo Egge, Dave Conkwright, Travis Roth, Delbert Smith, Danny Woodworth, Bryant Goldsmith, Mike Wiarda, Les Siebert, Kelly Dunn, Mike Conkwright, Eric

Turner, Greg Larsen, Larry Swanson, Jason Bodenhamer.

Saturday

MCCOOL JUNCTION, Neb. — Terry Phillips is the new King of the Hill after taking the Saturday night victory in part two of the speedway's King of the Hill weekend.

After starting fifth, Phillips passed Kyle Berck with 18 laps

remaining in the 35-lap feature and led the rest of the way.

The race's only caution came out with three laps to go, but Phillips was able to hold off John Anderson, who settled for second.

Berck ended up in third place ahead of Jeremy Payne and Kelly Boen, who rounded out the top five.

The finish:
Terry Phillips, John Anderson, Kyle Berck, Jeremy Payne, Kelly Boen, Delbert Smith, Al Purkey, Bo Egge, Jason Bodenhamer, Phil Barrow, Gary Webb, Travis Dickes, Scott Daily, Les Siebert, Joe Kosiski, Brantlee Gotschall, David Turner, Greg Larsen, Shawn Harker, Kelly Dunn, Bill Koons, Chad Humsten, Bryant Goldsmith, Denny Woodworth, Al Humphreys.

Sunday

TOPEKA, Kan. — Terry Phillips made it two feature victories in a row as he took command on lap eight and never looked back to win the O'Reilly NCRA late-model feature Sunday night at Heartland Park.

The race was co-sanctioned by the Topless Outlaw Racing Ass'n.

Phillips retook the lead from Kyle Berck after a lap-five restart and held on for the victory, leaving John Anderson, Kelly Boen and Berck to battle it out for second.

Anderson settled that issue after the race's final restart, finishing ahead of Boen in third, Berck in fourth and Al Purkey in fifth.

The finish:
Terry Phillips, John Anderson, Kelly Boen, Kyle Berck, Al Purkey, Travis Dickes, Bryant Goldsmith, Jeremy Payne, Jason Bodenhamer, Mike Wiarda, Phil Barrow, Shawn Harker, Delbert Smith, Marty Doner, David Brack, Chris Morgan, Brad Fortney, Steve Foster, Wylan Petrie, Bill Koons, Todd Doty, Kelly Dunn, Gary Webb, Tyler Gottschalk, Greg Larsen.

Rainey Fastest On Rainy Night

MCCOMB, Miss. — Derrick Rainey outran the field and the weather to win the rain-shortened NeSmith Chevrolet Dirt

Late Model
NESMITH LM Series
C a j u n
S u m m e r

Nationals Saturday night at Pike County Speedway.

Rainey was the sixth and final leader of the race, taking the point on lap 24 and leading until the rains came on lap 51 of the scheduled 100-lap race. He was declared the winner after a severe thunderstorm caused a power outage at the speedway during a lap-52 caution period, just before heavy rains drenched the speedway. Rainey pocketed \$10,000 for the rain-soaked victory.

William Thomas took second place ahead of Rick Rickman in third. Jay Blair took fourth and Scott Knowles rounded out the top five.

The finish:
Derrick Rainey, William Thomas, Rick Rickman, Jay Blair, Scott Knowles, Chris O'Connor, Hunter Peacock, Chris Tays, Stephen Brantley, Jeff Fields, Jamey Smith, Chip Brindle, Cliff Williams, Michael Santangelo, Landon Frith, Larry Boutwell, Eric Cooley, Rodney Wing, Curt Lipsey, Lucky Keeton, Davin Bates, Jeff Fortner, Shep Lucas, Mike Boland.

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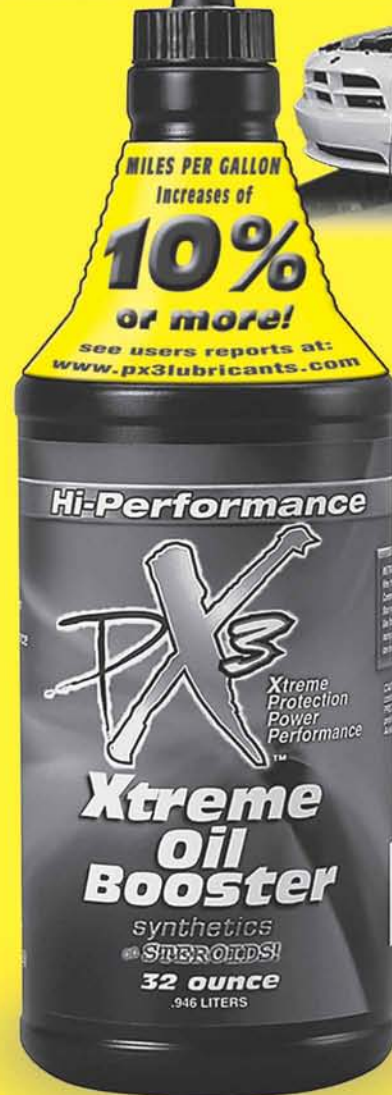


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MIKE O'LEARY PHOTO

NEW HOME: The NHRA powerhouse team of Don Schumacher Racing is one of many teams that calls Eaglepoint Business Park in Brownsburg, Ind., home.

INDIANA:

Eaglepoint Business Park Home To Many Race Teams

CONTINUED FROM PAGE 2

their current 100,000-square-foot facility and feel they've already outgrown it.

"We've got room to build another 35,000 square feet on the front property, maybe an 8-10,000-square-foot storage building, and we still have 6.1 acres that could be used for future development," he explains.

Before building, Lewis says DSR officials visited a half dozen other racing shops, including those of some NASCAR teams, to collect ideas, learning things like, "when you know how much storage space you need, multiply it by three."

Schumacher's team parks the team's haulers inside the huge facility, facilitating a highly focused and effective work environment. Each hauler is designed to be the shop for one of the cars, with all of the tools, equipment and parts they need. Whether inside the shop or at the race track, they simply open the doors and go to work.

Vance & Hines Motorsports Manager Paul Langley explains his team was originally based in a California production facility, and then moved to Colorado. Ultimately, these locations meant a lot of extra time on the road for the team.

"Byron Hines, the team owner, figured out that if we relocated to the Midwest, we could save 31 or 32 travel days a year for the team, which was

significant," Langley says. "Really, even though it meant uprooting their families and moving to Indianapolis, it was a good economic move for the team."

Unlike most teams located in Eaglepoint, Vance & Hines has a growing aftermarket manufacturing business in addition to the race team.

"When we moved here in 2004, we came just with the race team, which is the first part of this building (18,000 square feet)," says Langley. "In 2006, we decided that we would add on an additional 22,000 square feet and start some manufacturing of parts here. We are now going to undertake a third expansion for the building, which will be 66,000 square feet. The state, [Hendricks County] and the town have all helped with incentives."

Indiana has led the way in developing incentives for motorsports-related businesses looking to locate there, based on potential employment and investment in facilities and equipment. These can include benefits like Venture Capital Investment tax credit and grants for training new employees.

At lunchtime, mechanics with Kasey Kahne Racing crowd around a worktable crowded with boxes of pizza. Aftable Davey Jones says that their affiliation with Mopar has allowed them to tie in with Don Schumacher's organization. They found that being able to leverage the technology, equipment and valuable expertise has benefited their sprint cars and midgets.

Still, for the short trackers, a good part of the appeal is the geography. "It's centrally located," Jones adds.

said Sweet.

Sweet ran the event for the first time last year and led a dozen laps and was running second when he retired with mechanical problems after 29 laps. Kahne previously captured the event as a driver, winning back-to-back events in 2000-01.

East holds a 49-point lead over Hines heading into the five-race USAC Indiana Midget Week, which starts Aug. 6.

The car count of 32 was the lowest in the event's 31-year history. Last year saw 44 cars compete. The previous low was 38 cars for the 1998 events. The 1985 event drew 85 cars.

"Even for the Outlaw team, it really is to their benefit throughout the summer. As far as non-wing racing, this is where you have to be."

Not surprisingly, the racing teams have discovered unexpected advantages of the close proximity. One is the networking that can occur between them. As an example, Lewis says that after Eric Medlin's fatal Funny Car crash, teams began to share more safety information.

"I'll give a lot of credit to John Force. Every one of our crew chiefs, at one time or another, looked at everything that Force was doing. We'll share those ideas," Lewis says. "We may not show them our timing maps and our clutch systems, but when it comes to safety, there's been a lot of synergy. A lot of the best minds in the business are based here. You probably won't find them at dinner on a Saturday night all that often. But you can certainly pull them together if there's a reason for meetings. There are a lot of benefits here."

There are other advantages, as Langley points out, "There's definitely a good base of skilled workers. There's a good work ethic. The cost of running a business, whether it's manufacturing or services, is lower than on the West Coast. So, actually, we can operate more efficiently. Our team that we relocated, everyone is still here, so the quality of life is equally acceptable."

"It just works here," Lewis says. "Mostly the town has been very receptive. The people who live here love seeing the rigs go up and down the road. We try to share that Brownsburg spirit whenever we can."

It was by far the safest Nationals to date, with not a single accident during the two days. All five caution flags were the result of stopped cars on the track.

The summary:

First Heat (8 laps): Jerry Coons, Jr., Dustin Morgan, Adam Clarke, Levi Jones, Dakota Armstrong, Brad Kuhn, Ryan Cole, Nic Faas.
Second Heat (8 laps): Brady Bacon, Cole Whitt, Jonathan Beason, Cody Brewer, Chad Boat, Chris Windom, Kevin Swindell.
Third Heat (8 laps): Tracy Hines, Gary Altig, Dave Darland, Terry Goodwin, Josh Ford, Russ Harper, Chad McDaniel.
Pole Dash (10 laps): Brad Loyet, Darren Hagen, Brad Sweet, Bobby East, Bryan Clauson, Davey Ray.
Semi (6 laps): Swindell, Kuhn, Armstrong, Windom, Cole, McDaniel, Ford.
Feature (40 laps): Sweet, East, Bacon, Whitt, Hines, Kuhn, Ray, Morgan, Clarke, Loyet, Hagen, Armstrong, Beason, Darland, Jones, Altig, Windom, Brewer, Goodwin, Cole, Coons, Swindell, Clauson, McDaniel.



OWEN AND LYNNE RICHARDS PHOTO

FAST NO. 4: Bobby East (4) moves to the inside of Tracy Hines Friday night at the Belleville (Kan.) High Banks.

East Tops High Banks

By BRYAN GAPINSKI

USAC MIDGETS
BELLEVILLE, Kan. — Bobby East cruised to a convincing victory on the opening night of the 31st annual Speedway Motors Belleville Midget Nationals Friday at the Belleville High Banks. The USAC Mopar National Midget Series sanctioned the 25-lap feature.

East, driving the Klatt Enterprises Beast/Ford-Esslinger No. 4, took the lead at the start from outside the front row. East held a three-car-length advantage on lap three over Bryan Clauson, when the only caution of the evening appeared for a stalled car.

On the restart, East pulled away from Clauson and held a two-second advantage by lap 10, as the pair separated itself from a tightly bunched field. At the midway point, East began lapping the back of the field. East maintained his pace, although he was lapping cars, and held a three-second lead over Clauson with five laps remaining.

East spent the final laps in lapped traffic and finished four car lengths ahead of Clauson. Also earning automatic starting positions for Saturday's feature were fast-qualifier Brad Sweet, Davey Ray, Darren Hagen

and Brad Loyet, who rounded out the top six.

Two track records were lowered in preliminary race action, with East setting an eight-lap standard, while Chris Windom bettered the 15-lap record. The victory was the fifth at the track for East, tying him for third all-time with Jerry Coons, Jr. and Dave Darland at the half-mile dirt oval.

The summary:

Qualifications: 1. Brad Sweet, Kahne 49, 17.571; 2. Bryan Clauson, Kunz 97, 17.601; 3. Brady Bacon, Kahne 99, 17.617; 4. Kevin Swindell, Pedregon 75, 17.654; 5. Jerry Coons, Jr., Wilke 11, 17.672; 6. Brad Loyet, Loyet 05s, 17.703; 7. Bobby East, Klatt 4, 17.739; 8. Darren Hagen, Nine Racing 19, 17.763; 9. Dave Darland, Nine Racing 9, 17.792; 10. A.J. Fike, RFMS 69, 17.814; 11. Chad Boat, Boat 30, 17.819; 12. Tracy Hines, Stewart 21, 17.849; 13. Dustin Morgan, Kunz 67, 17.962; 14. Chris Windom, Windom 17, 17.975; 15. Adam Clarke, Smith 13, 18.021; 16. Cole Whitt, Kunz 71, 18.061; 17. Davey Ray, RFMS 32, 18.067; 18. Nic Faas, Western Speed 40, 18.077; 19. Gary Altig, Mecum 67m, 18.085; 20. Cody Brewer, Brewer 96, 18.094; 21. Levi Jones, Stewart 20, 18.097; 22. Garrett Hood, Two Hoods 11h, 18.143; 23. Terry Goodwin, Goodwin 29, 18.156; 24. Brad Kuhn, B & T 07, 18.211; 25. Matt Johnson, Central Motorsports 85, 18.251; 26. Josh Ford, Ford 73, 18.303; 27. Russ Harper, Harper 09, 18.409; 28. Chad McDaniel, McDaniel 1c, 18.421; 29. Ryan Cole, Cole 11r, 18.817; 30. Jonathan Beason, Beason 36, no time; 31. Dakota Armstrong, C & A 7a, no time; 32. Scott Hatton, Hatton 15, no time.

First Heat (8 laps): Ray, Darland, Jones, Coons, Morgan, Sweet, Johnson, Cole.

Second Heat (8 laps): Faas, Fike, Clauson, Loyet, Windom, Ford, Hood, Beason.

Third Heat (8 laps): East, Clarke, Bacon, Boat, Altig, Harper, Goodwin. Fourth Heat (8 laps): Hagen, Kuhn, Swindell, Hines, Brewer, Whitt, McDaniel.

Dash (6 laps): Ray, East, Hagen, Clauson, Sweet, Faas, Armstrong. Semi (12 laps): Windom, Morgan, Brewer, Johnson, Ford, Harper, Goodwin, Beason, Armstrong, Hood, Altig, McDaniel.

Feature (25 laps): East, Clauson, Sweet, Ray, Hagen, Loyet, Swindell, Coons, Bacon, Jones, Boat, Clarke, Darland, Windom, Hines, Faas, Kuhn, Beason, Ford, Johnson, Morgan, Brewer, Fike.

Swindell Sweeps Junction

July 29

MCCOOL JUNCTION, Neb. — Kevin Swindell won the 30-lap O'Reilly POWRi presented by Lucas Oil Kornhusker Midget Challenge preliminary event July 29 at Junction Motor Speedway.

After following leader Dave Darland on the cushion for 10 laps, Swindell pulled a lap-27 slide job for the lead in turn two and pulled away, leading the final four laps for the victory.

Following Swindell and Darland at the line were Chad Boat, Brad Kuhn and Davey Ray.

The top four finishers — Swindell, Darland, Boat and Kuhn — locked themselves into the \$5,000-to-win Championship Kornhusker Midget Challenge July 30.

The finish:

Kevin Swindell, Dave Darland, Chad Boat, Brad Kuhn, Davey Ray, Adam Clarke, Gary Taylor, Brett Anderson, Luke Icke, Matt Smith, Daniel Robinson, Josh Ford, Donnie Ray Crawford, Austin Brown, Bubba Altig,

Matt Johnson, Garrett Hood, Joe Boyles, Tyler Robbins, Bobby East, Jerry Coons, Jr., Brad Loyet, Scott Hatton, Zach Daum, Kody Swanson.

July 30

MCCOOL JUNCTION, Neb. — Kevin Swindell completed a sweep of the O'Reilly POWRi Kornhusker Midget Challenge at Junction Motor Speedway July 30.

Swindell, who won the previous night's preliminary event, started third and moved from third to the lead, passing Brad Kuhn on lap 14 and then Chad Boat for the point on lap 20 after Boat bobbed coming out of turn four.

Swindell led the final 10 laps, beating Boat to the line by a car length.

Davey Ray came home third. Kuhn and Dave Darland rounded out the top five.

The finish:

Kevin Swindell, Chad Boat, Davey Ray, Brad Kuhn, Dave Darland, Bobby East, Zach Daum, Chris Windom, Kody Swanson, Josh Ford, Bubba Altig, Adam Clarke, Austin Brown, Dakota Armstrong, Garrett Hood, Scott Hatton, Julie Jamison, Brett Anderson, Matt Smith, Tyler Robbins, Donnie Ray Crawford, Cody Brewer, Daniel Robinson, Brad Loyet.

SWEET:

Focus Pays Off For Sweet In Second Belleville Try

CONTINUED FROM PAGE 3

who pitted to change a tire at the midway point, raced back to seventh. Dustin Morgan, Adam Clarke and Brad Loyet completed the top 10.

"I've thought and focused on this race the past two weeks trying to figure out what it would take to win,"



RICH KEPNER PHOTO

FOR 4: Craig VonDohren (1c) races to the outside of Chris Esposito during Sunday's Forrest Rogers Memorial 358 Modified Classic at Pennsylvania's Grandview Speedway.

VonDohren Takes 4th Rogers Memorial Win

BECHTELSTVILLE, Pa. — For the fifth time this season, Craig VonDohren drove to victory at Grandview Speedway Sunday, winning the 50-lap Forrest Rogers Memorial NASCAR 358 Modified Classic worth \$10,000.

VonDohren passed early leader Tom Umbenhauer for the point on lap 37. Once in front, VonDohren, winner of three previous Forrest Rogers Memorials, was able to distance himself from the rest of the field until the later stages of the race.

Duane Howard, who had gone to the back of the field early in the race, charged back through

the field to challenge VonDohren at the finish, but fell short and had to settle for second.

Third spot went to Doug Manmiller while current modified point-leader Jeff Strunk, coming from 22nd-starting spot, finished fourth followed by last year's Rogers Memorial winner Jason Hamilton.

In the companion 20-lapper for late models point-leader Chuck Schutz drove to his first win of the season.

The finish:
Craig VonDohren, Duane Howard, Doug Manmiller, Jeff Strunk, Jason Hamilton, Troy Wink, Rick Schaffer, Terry Meitzler, Chris Esposito, Mike Gular, John Kellner, Jr., Todd Marburger, Ryan Grim, Danny Hieber, Brad Missler, Cliff Quinn, Danny Erb, Ryan Godown, Sean Merkel, Don Norris, Jr., Todd Smith, Kevin Hirthler, Jason Smythe, Tom Umbenhauer, Tommy Scheetz, Jr., Billy Pauch, Jr., Brad Brightbill, Meme Desantis, Chris Gambler, John Willman, Kerry Kratz.

Neal, DeFrance Take Home Hawkeye Checkered Flags

July 30

ALLISON, Iowa — Terry Neal saddled up a new ride and held off Todd Cooney to win the Deery LM Summer Series late-model event at Highway 3 Raceway.

The victory paid \$2,000 and was Neal's second of the season and series career 17th. Point-leader Boone McLaughlin, Rob Toland and Charlie McKenna, who started 17th, completed the top five.

Pole-starter Ben Nading led the first three circuits before Neal moved to the front, and opened a comfortable advantage.

Cooney made his move from the 11th starting spot and went three-wide with McLaughlin and Toland in the fight for second. With that position secured, Cooney tracked down Neal and the front pair ran side by side down the backstretch on the white-flag lap, with Neal taking the victory.

The finish:
Terry Neal, Todd Cooney, Boone McLaughlin, Rob Toland, Charlie McKenna, Matt Strassheim, Tom Darbyshire, Darrel DeFrance, Ryan Griffith, Stephan Kammerer, Jason Hahne.

Ben Nading, Travis Smock, Justin Reed, Andy Nezworski, Luke Pestka, T.J. Criss, Al Johnson, Bryan Klein, Jeff Bair, Jeff Aikey, Joe Zrostlik, Clint Wendel, Greg Kastli.

Thursday

ALGONA, Iowa — Darrel DeFrance made it clear from the onset that the question wouldn't be who would win Thursday night's Deery Brothers Summer Series main event at Algona Raceway.

The question would be who would finish second.

DeFrance started on the pole and led the distance in the Kossuth County Fair feature for IMCA J&J Steel late models. Several cautions interrupted the 50-lapper, but DeFrance was never seriously challenged on the way to the \$2,000 victory. The win was the career 11th for DeFrance.

Todd Cooney settled for second ahead of Terry Neal, who charged to third. Tom Darbyshire and series point-leader Boone McLaughlin completed the top five.

The finish:
Darrel DeFrance, Todd Cooney, Terry Neal, Tom Darbyshire, Boone McLaughlin, Adam Larson, Jason Hahne, Andy Nezworski, Clint Wendel, Ryan Griffith, Joe Zrostlik, Nick Pedersen, T.J. Criss, Al Johnson, Bobby Hansen, Stephan Kammerer, Justin Reed, Mitch Current, Mike Pedersen, Travis Smock, Charlie McKenna, Ben Nading, Bryan Klein, Matt Strassheim, Mike Garland.

Gullatta Nerve

Veteran Stays Steady To Win Tough Truck Battle With Old Friend, Foe Christman

DELAWARE, Ontario — ARCA Lincoln Welders Truck Series veteran Nick Gullatta outduelled veteran Steve Christman

during a late-race battle to win the curfew-shortened Lincoln Welders 100 Friday night at Delaware Speedway.

Gullatta, in Stan Rosen's Thomson Automotive-Mr. Heater-Enerco Chevrolet, edged Christman at the stripe by a half length to earn the hard-fought victory, his seventh series triumph of his career.

"It's always a lot of fun racing with Steve (Christman)," said

Gullatta. "He's a veteran. I knew he would race me hard, but I also knew he would race me clean."

Christman, who led the first 10 laps, had to settle for second. Point leader Paul Hahn, who was leading when he hit the wall after it began to rain 45 laps into the race, pitted for repairs and returned to finish third when the curfew called an end to the event after 75 laps.

Duane Bischoff and Ash Hawkins filled the top five.

The finish:
Nick Gullatta, Steve Christman, Paul Hahn, Duane Bischoff, Ash Hawkins, Norm Weaver, Nathan Trepkowski, Mike Young, Robbin Slaughter, Bill Withers, Mark Otting, Tim Schafer, Dan Short, Tully Esterline.

VanDoorn Dialed In For Crown Online 100

TOLEDO, Ohio — While J.R. Roahrig led the most laps in the event, handling problems

lost him the CRA Super Series' Crown Online 100 victory Friday night at Toledo Speedway to pole-sitter John VanDoorn.

Despite the problems, Roahrig managed to finish in the runner-up spot after being passed on lap 68 by VanDoorn and Scott Hantz, who worked his way up from 11th-starting spot. While Roahrig battled his car, Hantz challenged

VanDoorn for the lead, passing him in turn two on the 98th circuit. VanDoorn dove under Hantz in turn three to regain his position, nearly spinning Hantz in the process and allowing Roahrig to get by for the second spot at the stripe.

Hantz recovered to finish third while Boris Jurkovic and rookie Aaron Pierce filled out the top five.

The finish:
John VanDoorn, J.R. Roahrig, Scott Hantz, Boris Jurkovic, Aaron Pierce, Zach Taylor, Jeff Lane, Rick Turner, Jack Landis, Tim Curry, Brian Nester, Jason Shively, Terry Fisher, Jr., Scott Baker, Jason Dietsch, Sean Matthuis, Tyler Roahrig, Adam Purdy, Robert Maynor, Michael Thayer, Brent Jack, John Long, Kenny Tweedy, Nick Lay, Jeff Berg, Tommy Cook, Jeep Pflum, Jeff Bailey, David Stremme, Rick Brown.

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July 30
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Nationals Checklist

- Visit the National Sprint Car Hall of Fame & Museum** - Open 10 a.m. until 7 p.m. everyday during the Knoxville Nationals, featuring three different Fan Fair moderated forums each day at 11 a.m., 1 p.m., and 3 p.m., Wednesday-Saturday. ♦ Admission just \$4 per adult, \$3 per student, and \$3 per senior citizen ♦ Annual supporting membership is just \$25 per person, includes free admission for two to museum, and 10% discount on store purchases
- Visit the National Sprint Car Museum Store** - Open 7 days a week, year-round. Handicapped accessible. Free to browse. ♦ Accepts cash, money order, check, VISA, Mastercard, American Express & Discover ♦ Videos & Prints, Books, Caps, Neckties, Leather Belts, Pins & Jewelry, Miscellaneous ♦ Clothing: Jackets, Sweatshirts, T-Shirts, Shirts, Accessories
- Hear stories of 30 years of the World of Outlaws at the Museum's "Members Only" VIP Reception** - On the museum's second floor at 1 p.m. on Thursday, August 7 ♦ Free admission to annual supporting members (\$25 memberships available) ♦ Interviewed by author Dave Argabright
- Golf in the United Trailers National Sprint Car Hall of Fame Golf Classic** - At the Bos Landen Golf Club in near-by Pella on Friday, August 8 ♦ Best-shot golf tourney with 8:30 a.m. shot-gun start (\$80 entry fee) ♦ Held in memory of Kevin Gobrecht, and benefiting the museum
- Attend the Annual Knoxville Nationals Auction** - On the museum's second floor at 12:30 p.m. on Saturday, August 9 ♦ Bid on unique, autographed items from the worlds of WoO, NASCAR, IRL, NHRA, and much, much more! ♦ Enjoy the air-conditioned atmosphere of a live racing auction!

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CHUCK GURNEY, JR.



Congratulations to Chuck Gurney, Jr. and the Jeff West/IPC Racing Team for his first USAC National Midget win July 24th at O'Reilly Raceway Park. Chuck bested a field of 47 cars at the famed Indianapolis track.

And the winners keep pouring in:
Josh Ford | USAC W.S. | 4/5 6/14 6/21
Randy Monroe, Jr. | ARDC | 6/5
Brett Anderson | POWRI | 6/27

Best of luck for the rest of the season!



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Thunder Struck

Shaffer Gets Bookend Victories In 'Thunder Through The Plains'

Thursday

BELLEVILLE, Kan. — Tim Shaffer earned his second O'Reilly All Star Circuit of Champions victory of the season as a capacity crowd watched the series make its debut at the Belleville High Banks Thursday night.

Shaffer shared the front row with Danny Lasoski, who was driving his own No. 33. Shaffer drove the **ALL STARS** Call Motorsports No. 83 into the lead at the green flag and kept Lasoski behind for the full 30 laps of the high-banked half-mile oval.

Point leader Lance Dewease finished third, with Greg Wilson and Don Droud, Jr. rounding out the top five.

The summary:

Fast time: Dale Blaney, 14.520 seconds (19 cars).
 First Heat: Mike Chadd, Brandon Martin, Dale Blaney, Don Droud, Jr., Tim Shaffer, Miranda Throckmorton.
 Second Heat: Brian Ellenberger, Lance Dewease, Danny Lasoski, Bob Schaffer, Lee Stark, Bruce White.
 Third Heat: Brad Greer, J.D. Johnson, Jeremy Campbell, Randy Hannagan, Greg Wilson, Chad Blonde, Ryan Meyers.
 Feature: Shaffer, Lasoski, Dewease, Wilson, Droud, Blaney, Ellenberger, Campbell, Hannagan, Chadd, Stark, Greer, Martin, Schaffer, Throckmorton, Meyers, Johnson, White, Blonde.

Friday

MAYETTA, Kan. — With temperatures approaching 100 degrees and heat indexes well above, Randy Hannagan brought home the \$5,000 winner's purse on the second night of the Thunder Through the Plains sprint car series for the O'Reilly All Star Circuit of Champions Friday night at Thunderhill Speedway.

Hannagan, driving the Penthouse/PocketShot.net No. 1x, drove a hard race, which found many drivers having mechanical difficulties caused by the high-speed racing surface. Danny Lasoski led early, but he dropped out with car problems. Brandon Martin inherited the lead, but hit the wall and finished eighth.

Once Hannagan took the lead, there was no looking back, as he jumped out to huge leads after a number of caution flags. It was Hannagan's third victory of the season.

Two-time series champion Greg Wilson finished second, with polesitter Brian Ellenberger, Dale Blaney and Jeremy Campbell rounding out the top five.

The summary:

Fast time: Greg Wilson (24 cars).
 First Heat: Kim Kennedy, Tim Shaffer, Greg Wilson, Lee Stark, Ryan Meyer, Randy Hannagan, Miranda Throckmorton, Zach Davis.
 Second Heat: Mike Chadd, Lance Dewease, Danny Lasoski, Dale Blaney, Stu Snyder, Brad Greer, Brad Greer, Randy Hibbs.
 Third Heat: Bob Schaffer, Chad Blonde, Bruce White, Brian Ellenberger, Jeremy Campbell, Brandon Martin, Chris Morgan, J.R. Topper.
 Feature: Hannagan, Wilson, Ellenberger, Blaney, Campbell, Meyers, Greer, Martin, Snyder, Schaffer, Stark,

Murray, White, Shaffer, Throckmorton, Kennedy, Dewease, Topper, Lasoski, Davis, Morgan, Hibbs, Blonde, Chadd.

Saturday

EAGLE, Neb. — Dale Blaney made a move toward the O'Reilly All Star Circuit of Champions sprint-car title Saturday night at Eagle Raceway.

Entering the third race of the Thunder Through the Plains series tied with Lance Dewease atop the standings, Blaney fought off a race-long challenge from Dewease to lead all 30 laps and nab the \$5,000 victory at the speedy third-mile dirt track.

Driving George Fisher's No. 2, Blaney got the jump on the start and despite four yellow flags, kept Dewease's No. 30c at bay the full distance.

Tim Shaffer, Randy Hannagan and Jeremy Campbell rounded out the top five.

Blaney was the fast qualifier for the 38-car field.

The summary:

Fast time: Dale Blaney, 11.535 seconds (38 cars).
 First Heat: Mike Boston, J.R. Topper, Mike Chadd, Jeremy Campbell, Dale Blaney, Jason Danley, Stu Snyder, Zach Davis, Bob Schaffer, Mark Schmidt.
 Second Heat: Randy Hannagan, Gene Ackland, Brian Ellenberger, Todd Holliman, Brandon Martin, Miranda Throckmorton, Jay Russell, Bobby Becker, Ken Klabunde, Jason Becker.
 Third Heat: Chad Blonde, Terry Holliman, Adam Gullion, Jeff Griffis, Lance Dewease, Ryan Meyers, Lee Stark, Gage Dorr, Nicholas Bryan.
 Fourth Heat: Brad Greer, Tim Shaffer, Trevor Grossenbacher, Greg Wilson, Bruce White, Tige Jensen, Ryan Bunton, Brad Wright, Kim Kennedy.
 B Main: Meyers, Throckmorton, Snyder, Kennedy, B. Becker, Danley, Schaffer, Dorr, Bunton, Klabunde, Wright, Russell, Bryan, J. Becker, Davis, Jensen, Stark.
 Feature: Blaney, Dewease, Shaffer, Hannagan, Campbell, Ellenberger, Wilson, Mayes, B. White, Te. Holliman, Kennedy, Boston, To. Holliman, Greer, Grossenbacher, Snyder, Ackland, Throckmorton, Gullion, Chadd, Blonde, Meyers, Topper, Griffis.

Sunday

BRANDON, S.D. — Tim Shaffer made a late-race move for the lead and won his second event of the four-race Thunder Through the Plains sanctioned by the O'Reilly All Star Circuit of Champions Sunday night at Huset's Speedway.

It was Shaffer's third All Star victory since taking over the Call Motorsports No. 83a in early July.

Lance Dewease finished second ahead of Dale Blaney, Brandon Martin and Mark Dobmeier.

The summary:

Fast time: Justin Henderson, 11.030 seconds (31 cars).
 First Heat: Chad Meyer, Brock Mayes, Brandon Martin, Brian Ellenberger, Lance Dewease, Justin Henderson, John Miller, Chuck McGillivray.
 Second Heat: Marlon Jones, John Lambert, Greg Bakker, Scott Winters, Jeremy Campbell, Mark Dobmeier, Lee Stark, Brad Greer.
 Third Heat: Greg Wilson, Gordy Vogelaar, Gary Dewall, Ryan Myers, Dale Blaney, Ryan Bickett, Jared Jansen, John Cressman.
 Fourth Heat: Wade Nygaard, Miranda Throckmorton, Tim Shaffer, Randy Hannagan, Jake Peters, Bruce White, Dusty Ballenger.
 B Main: Dobmeier, Ballenger, White, Stark, Jansen, Miller, Henderson, McGillivray, Bickett, Greer, Cressman.
 Feature: Shaffer, Dewease, Blaney, Martin, Dobmeier, Campbell, Bakker, Winters, Hannagan, Peters, Wilson, Mayes, Meyer, Ellenberger, Dewall, Lambert, Myers, Jones, Throckmorton, Vogelaar, White, Stark, Ballenger, Nygaard.



DAVID SINK PHOTO

FIRST TIMER: Jacob Wilson (07) works to the outside of Tracy Hines en route to victory Sunday at the Joe James/Pat O'Connor Memorial at Salem (Ind.) Speedway. It was Wilson's first USAC sprint-car triumph.

Youngster Wilson Scores O'Connor Breakthrough

SALEM, Ind. — Young Jacob Wilson posted a surprising and impressive victory in Sunday's 49th Indiana Stone Works Joe James/Pat O'Connor Memorial at Salem Speedway.

Marc Jessup led the first 29 laps of the

USAC SPRINTS

high-banked half-mile asphalt oval, but Wilson, who was the fast qualifier earlier in the day, moved to the lead on lap 30.

He paced the remainder of the 50-lap race for his first USAC National Sprint Car Series triumph. Tracy Hines came on strong at the end to finish second.

Mike Murgoitio, Eric Gordon and Jessup rounded out the top five.

The summary:

Qualifications: 1. Jacob Wilson, Wilson 07, 15.613; 2. Cole Whit, Kunz 67k, 15.616; 3. Chris Windom, Kunz 67, 15.683; 4. Tracy Hines, Stewart 21, 15.704; 5. Brian Gerster, Davis/Gerster 27, 15.760; 6. Marc Jessup, Jessup 14j, 15.830; 7. Levi Jones, Stewart 20, 15.841; 8. Mike Murgoitio, Murgoitio 80, 15.893; 9. Brad Sweet, Kahne 9, 15.925; 10. Eric Gordon, Bowman 51, 15.972; 11. Damion Gardner, Leffler 71, 15.990; 12. Jerry Coons, Jr., Dynamics 69, 16.013; 13. Dakota Armstrong, C & A 7a, 16.149; 14. Chad Boat, Boat 30, 16.164; 15. Brian Gingras, Ram 50m, 16.245; 16. Aaron Pierce, Pierce 26, 16.284; 17. Shane Cottle, Contos 4, 16.478; 18. Brady Short, Short 36, 16.517; 19. Bryan Clauson, Kahne 99, 16.638.
 First Heat (10 laps): Pierce, Gordon, Jones, Hines, Wilson, Armstrong, Clauson.
 Second Heat (10 laps): Murgoitio, Whitt, Gardner, Gerster, Cottle, Boat.
 Third Heat: Gingras, Sweet, Coons, Jessup, Windom, Short.
 Feature (50 laps): Wilson, Hines, Murgoitio, Gordon, Jessup, Coons, Whitt, Jones, Boat, Cottle, Pierce, Short, Gingras, Armstrong, Clauson, Gerster, Windom, Gardner, Sweet.

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the GF4A is a very compact and versatile transmission.

RACE REWIND

NASCAR SPRINT CUP

Race 21 of 36: Sunoco Red Cross Pennsylvania 500, Aug. 3
Pocono Raceway, Long Pond, Pa.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	15	99	Carl Edwards	Office Depot Ford	200	\$241,875	Running
2	20	20	Tony Stewart	Home Depot Toyota	200	196,536	Running
3	1	48	Jimmie Johnson	Lowe's Chevrolet	200	188,086	Running
4	21	29	Kevin Harvick	Shell/Pennzoil Chevrolet	200	153,936	Running
5	16	6	David Ragan	AAA INSURANCE Ford	200	111,725	Running
6	30	07	Clint Bowyer	Jack Daniel's Chevrolet	200	111,950	Running
7	7	9	Kasey Kahne	Budweiser Dodge	200	122,316	Running
8	2	8	Mark Martin	Steak-umm Burgers Chevrolet	200	126,933	Running
9	41	26	Jamie McMurray	Crown Royal Ford	200	93,675	Running
10	4	24	Jeff Gordon	DuPont Chevrolet	200	126,311	Running
11	5	17	Matt Kenseth	DEWALT Ford	200	120,591	Running
12	12	88	Dale Earnhardt, Jr.	National Guard Chevrolet	200	83,500	Running
13	9	16	Greg Biffle	Dish Network Turbo HD Ford	200	83,475	Running
14	6	12	Ryan Newman	AVIS Dodge	200	115,850	Running
15	17	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	200	103,308	Running
16	19	28	Travis Kvapil	HITACHI Power Tools Ford	200	99,589	Running
17	34	45	Chad McCumbee	Marathon American Spirit Dodge	200	89,133	Running
18	18	70	Tony Raines	Haas Automation Chevrolet	200	66,975	Running
19	31	84	A.J. Allmendinger	Red Bull Toyota	200	70,425	Running
20	37	21	Bill Elliott	Little Debbie Snacks Ford	200	86,645	Running
21	39	31	Jeff Burton	AT&T Mobility/Team USA Chevrolet	200	112,208	Running
22	33	5	Casey Mears	Cheez-It/CARQUEST Chevrolet	200	84,050	Running
23	14	11	Denny Hamlin	FedEx Express Toyota	200	105,341	Running
24	35	00	Michael McDowell	Champion Mortgage Toyota	200	86,833	Running
25	36	01	Regan Smith	DEI/Principal Financial Chevrolet	200	76,850	Running
26	26	77	Sam Hornish, Jr.	Mobil 1 Dodge	200	110,875	Running
27	29	19	Elliott Sadler	Best Buy Dodge	200	95,295	Running
28	8	83	Brian Vickers	Red Bull Toyota	200	76,200	Running
29	40	66	Scott Riggs	Haas Automation Chevrolet	199	82,108	Running
30	28	44	David Reutimann	UPS Toyota	199	68,200	Running
31	24	22	Dave Blaney	Caterpillar Toyota	199	79,208	Running
32	25	10	Terry Labonte	Charter Dodge	199	64,375	Running
33	11	43	Bobby Labonte	Cheerios Racing Dodge	199	103,611	Running
34	3	38	David Gilliland	FreeCreditReport.com Ford	199	74,472	Running
35	32	41	Reed Sorenson	Target Dodge	199	91,039	Running
36	27	18	Kyle Busch	M&M's Toyota	199	81,600	Running
37	38	7	Robby Gordon	Menards/Johns Manville Dodge	198	71,425	Running
38	10	2	Kurt Busch	Miller Lite Dodge	198	63,300	Running
39	43	96	J.J. Yeley	DLP HDTV Toyota	196	71,175	Out Of Fuel
40	13	42	Juan Pablo Montoya	Texaco/Havoline Dodge	146	90,933	Engine
41	23	78	Joe Nemechek	Furniture Row Racing Chevrolet	138	62,880	Accident
42	22	15	Paul Menard	Menards/Energizer Chevrolet	137	70,730	Accident
43	42	55	Michael Waltrip	NAPA Auto Parts Toyota	24	62,999	Engine

RACE STATISTICS

Race time: 3 hours, 49 minutes, 46 seconds
Average speed: 130.567 miles per hour
Victory margin: 3.858 seconds
Caution flags: Seven for 31 laps
Lead changes: 25 among 13 drivers
Lap leaders: Jimmie Johnson (Pole); Mark Martin 1-22; Michael Waltrip 23; Johnson 24-35; Martin 36-53; Carl Edwards 54; Martin 55-67; Scott Riggs 68; Edwards 69-89; Johnson 90-110; Edwards 111-118; Dale Earnhardt, Jr. 119; Matt Kenseth 120-121; Edwards 122-127; Kasey Kahne 128-154; Greg Biffle 155-156; Kurt Busch 157-161; Kenseth 162; Edwards 163-165; Johnson 166; David Ragan 167; Jamie McMurray 168-169; Bill Elliott 170; Kahne 171-184; Martin 185-186; Edwards 187-200.

TALK OF TIME TRIALS

Two-time defending series champ Jimmie Johnson earned his 16th-career NASCAR Sprint Cup pole and his second at Pocono Raceway, lapping the 2.5-mile superspeedway in 53.503 seconds at 168.215 miles per hour.

STANDINGS



Top 12

1. Kyle Busch	3,059	7. Kasey Kahne	2,592
2. Dale Earnhardt, Jr.	2,883	8. Greg Biffle	2,589
3. Carl Edwards	2,874	9. Tony Stewart	2,569
4. Jimmie Johnson	2,859	10. Denny Hamlin	2,547
5. Jeff Burton	2,833	11. Kevin Harvick	2,520
6. Jeff Gordon	2,678	12. Clint Bowyer	2,512



JIM MCISAAC/GETTY IMAGES PHOTO

WET RUBBER: Tires bear the brunt of the wet weather that washed out NASCAR Sprint Cup practice at Pocono Raceway Saturday. Days earlier, NASCAR apologized for the tire problems at the Allstate 400 in Indianapolis.

Goodyear: We Missed The Mark

LONG POND, Pa. — Goodyear General Manager of Global Race Tires Stu Grant addressed the fallout of the extensive tire wear race teams experienced during the Allstate 400 at the Brickyard and said the company is doing everything in its power to right the problem before next year's race at Indianapolis Motor Speedway.

Grant's comments came only a few days after NASCAR Vice President of Competition Robin Pemberton apologized on behalf of the sanctioning body for the event, which was highly criticized by fans and the media alike.

In a statement issued by Goodyear, Grant said the company's engineers "are working around the clock to completely understand the issues" that led to the right-side tires wearing out after just 10 laps on the 2.5-mile superspeedway.

"No one was more disappointed than we were with the events in Indianapolis," Grant said. "We are

the first to admit we missed the mark with the combination for this race. There are many reasons, but they are only important today from the perspective that we learn from those issues and move forward successfully.

"Our responsibility is to provide a tire that works with all of the variables and we take that responsibility very seriously."

Goodyear will schedule a tire test at Indianapolis this fall, which will see multiple teams participate, and it will schedule a second test at IMS in the spring to tweak its product.

Grant acknowledged it was possible that a taller tire could be used and said the company would consult with team owners, crew chiefs and track officials during the process.

Pemberton referred to a taller tire during a press conference earlier in the week.

"A tire that is a larger circumference allows it to have a larger volume of

air in there and helps its durability," Pemberton said. "If we come to a place that Goodyear needs to be to help the performance, help the tires and help the feel as far as the body goes, and the sheet metal, those type of things can be changed in a matter of days or weeks or months with proper planning."

Indianapolis Motor Speedway President Tony George told the *Indianapolis Star* no changes will be made to the race track.

"The problem is solely theirs, and by that I mean, it's theirs to figure out," George told the *Star* July 28.

Pemberton apologized the following day.

"I can't say how sorry we are. There's nothing wrong with the surface," Pemberton said. "Obviously, we didn't go there with the right car-and-tire combination. I wouldn't ask them to change that surface. It's up to us to do a better job when we get there next year."

GAS:

Edwards Has Enough Fuel To Get To Victory Lane

CONTINUED FROM PAGE 2

miles, or stay on the track and hope the rain settled in, ending the race.

The top three — Edwards, Johnson and Earnhardt — pitted, while fourth-place Kasey Kahne, the June winner at Pocono, stayed out to assume the lead. The race was red flagged after 131 circuits.

Indecision prevailed in the house of Roush Fenway Racing between Edwards and crew chief Bob Osborne, which later became a heated face-to-face discussion during the red flag.

"If I would have said, 'stay out,' that's what we would have done. But I think we were both about 51 percent on the 'come in' side," Edwards related. It was Johnson's commitment to pit that finally made up Edwards's mind at the last moment. "What got to

me was Jimmie. They'd committed to coming. I said, 'Well, we'll go ahead and come.'"

The field was almost equally divided on strategy, putting Edwards 22nd when green-flag conditions returned after a 41-minute delay.

The real story began after Edwards and Stewart, who came alive after the red flag and was running the same strategy, pitted for the final time on lap 166. Crew chief Osborne was in Edwards's ear urging him to conserve fuel. The winner's lap times backed off by a second and a half, but Stewart could not force the issue for fear of draining his own tank.

How close was it? "One lap cushion," said Osborne. "We were fine. I was just asking him to be a little conservative in case we needed green-white-checker laps. Just being overly cautious."

As always, winning made a believer of Edwards, despite his doubts in the heat of the battle. "I thought we'd made the wrong call, but I just can't thank my guys enough for hanging tough. Bob is the smartest guy in the

world and I hope we can be together for a long, long time."

The list of contenders who didn't make it began with point-leader Kyle Busch, dry with two laps to go and doomed to 36th after placing 43rd at Pocono in June. Earnhardt and Denny Hamlin lost places coasting to the checker, with Earnhardt scored 12th and Hamlin 23rd.

Johnson, who made his final stop one lap after Edwards and Stewart, ran out of gas at the checkered, but preserved third place, while Kevin Harvick recovered from a spin in the tunnel turn on the first lap to place fourth.

David Ragan finished fifth for the second time in four races. The gang who gambled by staying out at lap 127 made up the balance of the top 10 in the order Kahne, Martin, Jamie McMurray, Gordon and Kenseth.

Edwards averaged 130.587 miles per hour and won \$241,875. Kyle Busch maintained a 165-point lead in the Sprint Cup standings with five races to go before The Chase cuts the field to a dozen contenders.

KNOXVILLE NATIONALS PREVIEW

AUGUST 6, 2008

**Racing, Family Life
Jiving For Meyers**

Last September, Jason Meyers became a first-time father. It was also about that time Meyers started to really heat up on the World of Outlaws Sprint Car Series tour. Is there a correlation?
PAGE KX-2

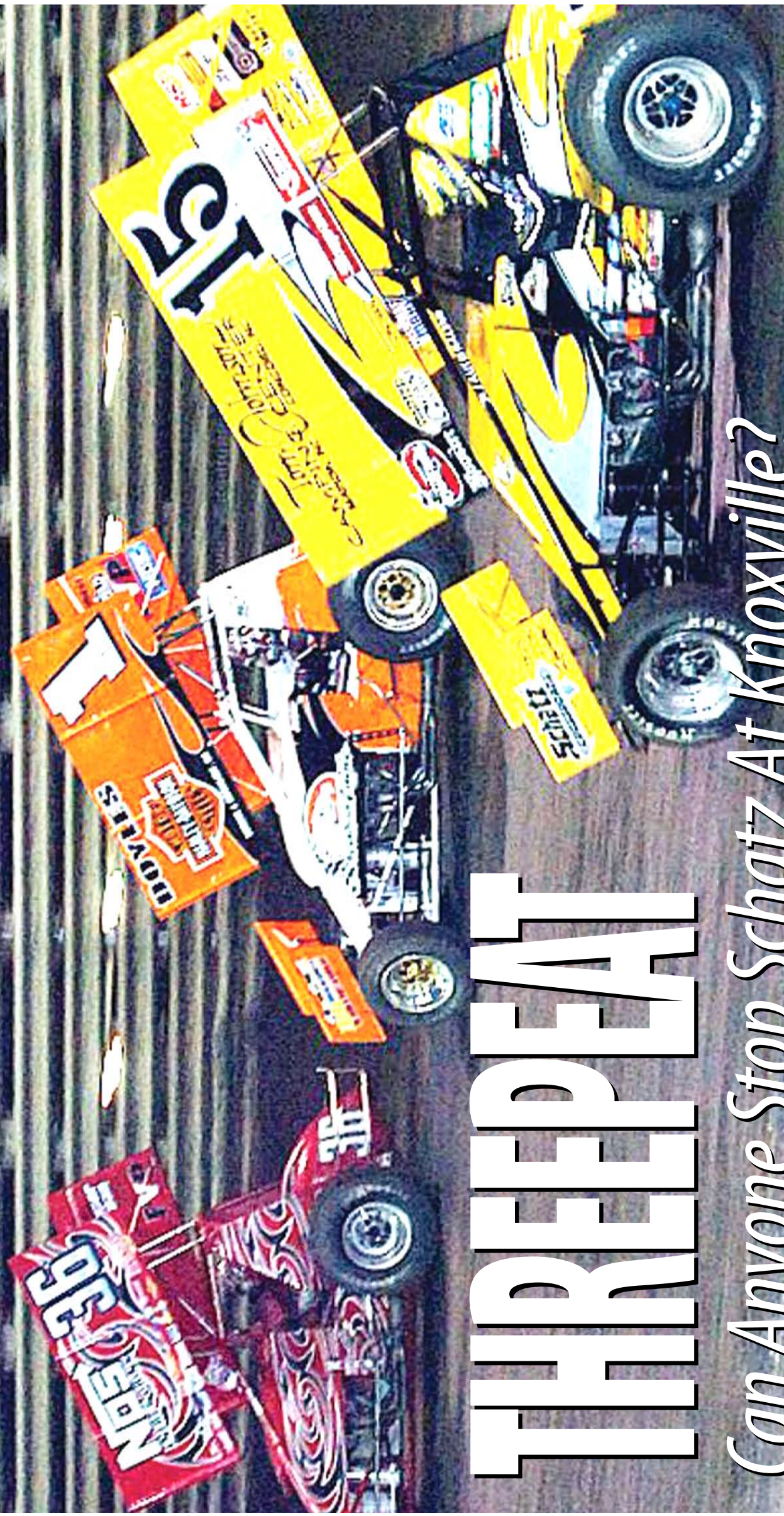


**Your Guide To The
Knoxville Nationals**

Get everything you need to know — from entry lists to stats to MSN's picks for who to watch — before the green flag waves on this year's Knoxville Nationals.
PAGES KX-4-5

**1978 Nationals
One To Remember**

Like a window into another world, the memory of the 1978 Knoxville Nationals lies fresh in Doug Wolfgang's mind: Adversity, turmoil, struggle, and finally, exhilarating victory in the August sprint-car classic.
PAGE KX-7



HEIN BROTHERS PHOTO

THREEPEAT

Can Anyone Stop Schatz At Knoxville?

Family Man

Everything Coming Together For Jason Meyers As Father, Racer

Last September, Jason Meyers became a first-time father.

It was also about that time Meyers started to really heat up on the World of Outlaws Sprint Car Series tour.

Is there a correlation?

"It certainly looks that way," Meyers said with a laugh.

Meyers ended the 2007 WoO season fifth in the standings. He finished the year with three straight top-five finishes, including a win at The Dirt Track @ Lowe's Motor Speedway.

That led to Meyers coming out strong to start the 2008 season. The driver from Clovis, Calif., won three of the first five races and had four wins by the end of May. That effort had Meyers in the points lead, though two-time defending WoO champion Donny Schatz later took over the lead.

By CRAIG MURPHY
NSSN CORRESPONDENT

When Robyn Meyers gave birth to Delaney Paige last Sept. 24, things changed for the Meyers household. While racing has always been intertwined, Meyers has worked to create some separation.

"When the time comes to work, I focus strictly on that work," said the 29-year-old co-owner of Elite Racing. "At the end of the work, you go to your family life. I'm working as hard as I ever did, but it's made family life better and the work life better. Now, I come to work and I have to get these things done and get it handled so I can go home at night. It's given me somewhat of a new drive."

Meyers said having a daughter "adds a new excitement in life," and the same can be said for what has been happening in the Elite Racing shop.

"We had some issues through early last year that impeded our progress a bit," Meyers said. "Once we got those issues worked out, we turned things around. Late last year, we started developing our own car. In late September, we got the first ones off the jig."

"It was just a thing where we had got to a point with some areas we had done all we could, and we needed to find an area to get better in. One area we felt we could get better with was in the chassis. We decided to take our chassis in-house."

Meyers said his team, led by crew chief D.J. Lindsey and co-owner Guy Stockbridge, went to the drawing board last June. The team contracted with noted California sprint-car driver Steve Kent, who agreed to build the cars.

"In early September, we got the first car off the jig," Meyers said. "We raced it a few times, then went back and made some changes. We spent the better part of September and the first part of October going back and forth to the jig table. In late October, we found what we wanted, and that's when we started having success."

Meyers said the combination of Charlie Garrett engines, the work from crew members like Lindsey and Brian Bloomfield, and the help from new team partner Chris Luck has been a blessing.

"All the pieces are there right now," Meyers said. "Having a great crew takes a load off of me. Everything is done to a 'T' and built to win. I have 100-percent confidence in them, and the same with our engine program with Charlie. Chris has taken a load off my shoulders. There are a lot of things these great people have taken off my shoulder, so I can concentrate on being a race-car driver."

The team didn't slow down once the 2007 season ended. If anything, the team accelerated, with the results seen clearly once 2008 began.

"We worked hard all winter to do that," Meyers noted. "We ended last season well, then went back to the shop and worked day and night until Florida. We knew that to be a contender we would have to start out strong. We did that. It was very gratifying. Now, we have to maintain

Jason Meyers

Hometown: Clovis, Calif.

Resides: Clovis, Calif.

Age: 29

Wife: Robyn

Children: Daughter Delaney Paige

Car: No. 14

Chassis: KPC

Car Owner: Elite Racing Team

2008 WoO Victories: Six

Career WoO Victories: 24

Web site: www.eliteracing.net



JULIA JOHNSON PHOTO

that."

Following a last-lap win at the Brad Doty Classic July 9, Meyers kicked off the Month of Money with a second at the Kings Royal. He feels that gives his team some big momentum heading to Knoxville.

"I think so, absolutely," he said. "We've changed some things around with the program and gotten even better. I'm excited about the car we're taking to the Nationals. I feel our engine program is second to none. Charlie Garrett has built our engines the last three years and has done a phenomenal job. We've always done well at Knoxville. Hopefully we can put ourselves into position to win."

In recent years, it has been Schatz and Joey Saldana putting themselves into position to win. Those two have been 1-2 each of the past two years and in those spots the three WoO races this year at Knoxville.

"You've just got to work hard," Meyers said. "I'm sure they have some confidence after what they've been able to do. You have to take it one step at a time. Donny Schatz and Joey Saldana have been strong at Knoxville. But on any given day, Steve Kinser and any of other 15 guys can be strong."

Regardless of what happens in Knoxville, Meyers hopes to maintain his consistency as he pushes to take the WoO crown away from Schatz.

"He's doing a great job right now," Meyers said. "But we've had two flat tires take us out of races, and once we got spun out while leading. Take those out, and we're right with him in the points. Donny hasn't fallen out of races this year. He's a doing a great job. We'll keep doing what we're doing. We're having a great season, too. The season is far from over."

All in all, things are going well for Meyers.

"Everything has been really, really good," he said. "I cannot complain. I'm very excited with the way things are going, both with my home life and with things on the track."



KENDALL NEWBERRY PHOTO

FAMILY WAY: Wife Robyn and daughter Delaney Paige greet Jason Meyers in victory lane July 9 at Ohio's Limaland Motorsports Park.

SATURDAY & SUNDAY, AUGUST 16TH & 17TH

ILLINOIS STATE FAIR  
MOTORSPORTS

... SATURDAY ...

Tony Bettenhausen 100
USAC Silver Crown Cars
plus ARCA Lincoln Welders Truck Series

Pits 6am | Grandstands 8:30am | Practice 9am
Last Chance Race 12:45pm

... SUNDAY ...

Allen Crowe Memorial
ARCA RE/MAX Car Series
Sportsman Nationals

Pits 6am | Grandstands 8:30am | Practice 9am
Last Chance Race 12:45pm

Sunday & Monday, Aug. 31 & Sept. 1 2008

DuQuoin State Fair   
MOTORSPORTS  

... SUNDAY 08/31 ...

USAC Silver Crown 100 Mile
plus UMP Modifieds

Practice 5pm | Time Trials 6:30pm
Race 8:30pm

... MONDAY 09/01 ...

ARCA Southern Illinois 100
plus UMP Modifieds

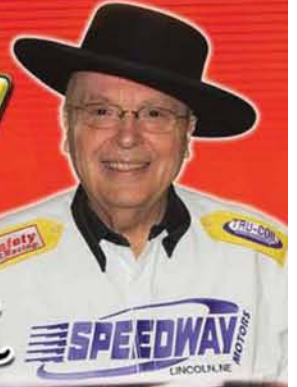
Practice 9am | Time Trials 11am
Race 12:30pm

... MORE UPCOMING EVENTS ...

- Aug. 15: National Midget and Mini-Sprints at Macon Speedway
- Aug. 19: Kevin Harvick Night at Macon Speedway
- Aug. 21: Tony Stewart Night at Paducah Raceway
- Aug. 24: ARCA Trucks and UMP Crate Late Models Duquoin Mile
- Sept. 3: Tony Stewart Night at Macon Speedway

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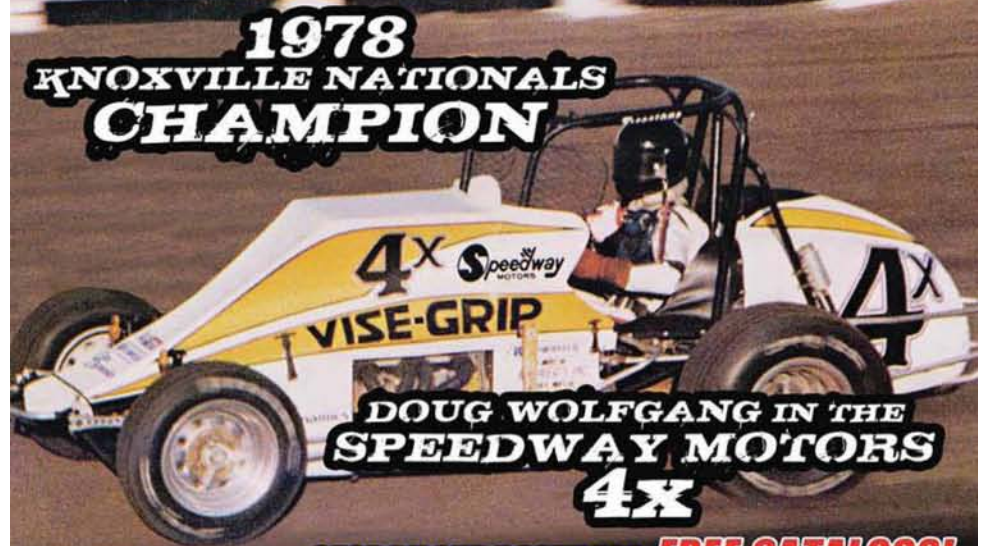
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▶ ENTRY LIST: 48TH KNOXVILLE NATIONALS

No.	Driver	Hometown	No.	Driver	Hometown
b4	Eric Baldaccini	Keller, Texas	17b	Billy Balog	Chippewa Falls, Wis.
d1	Justin Henderson	Sioux Falls, S.D.	17g	Dean Jacobs	Wooster, Ohio
r19	Jac Haudenschild	Wooster, Ohio	18	Danny Smith	Danville, Ind.
w20	Greg Wilson	Benton Ridge, Ohio	19k	Jason Johnson	Eunice, La.
0	Jeremy Campbell	Monroe, Mich.	19	Stevie Smith	Mechanicsburg, Pa.
0	Jonathan Allard	Chico, Calif.	19w	Bob Weuve	Newton, Iowa
1	Jeff Shepard	Finksburg, Md.	20	Kraig Kinser	Bloomington, Ind.
1d	Don Droud, Jr.	Lincoln, Neb.	20au	Troy Little	Vineyard, Australia
1m	Kim Mock	Pleasant Prairie, Wis.	20e	Brian Ellenberger	Butler, Pa.
1v	John VanDenBerg	Albia, Iowa	21	Daryn Pittman	Pittsboro, Ind.
1x	Randy Hannagan	Pittsboro, Ind.	21b	Brian Brown	Grain Valley, Mo.
2	Sheldon Leesekamp	Bethany, Okla.	21g	TBA	
2L	Ed Lynch, Jr.	Apollo, Pa.	22	Billy Alley	Lincoln, Neb.
2s	Skip Jackson	Sidney, Australia	22b	Ben Gregg	Phoenix, Ariz.
3k	Scott Uttech	New Berlin, Wash.	22c	Greg Hodnett	Memphis, Tenn.
4h	Chad Meyer	Sioux Falls, S.D.	23w	Scott Winters	Butterfield, Minn.
4L	Mark Amenda	Streator, Ill.	24	Terry McCarl	Altoona, Iowa
4w	Matt Wasmund	Jackson, Minn.	24g	Josh Higday	Des Moines, Iowa
4x	Toni Lutar	Surrey, British Columbia	24h	Rob Chaney	Millersburg, Ohio
5	TBA		24w	Tyler Walker	Encino, Calif.
5c	Chad Hillier	Burlington, Wash.	25	Chad Layton	Harrisburg, Pa.
5w	Lucas Wolfe	Mechanicsburg, Pa.	26	Travis Rutz	Langley, B.C.
5z	Dusty Zomer	Brandon, S.D.	28	Brian Paulus	Mechanicsburg, Pa.
6	Paul McMahan	Griembrier, Tenn.	29	Travis Rilat	Forney, Texas
6n	Greg Nikitenko	Minot, N.D.	30	Doug Esh	Lancaster, Pa.
6r	Bill Rose	Plainfield, Ind.	30c	Lance Dewease	Fayetteville, Pa.
6s	Sean Michael	Coplay, Pa.	33	Danny Lasoski	Dover, Mo.
7	J.J. Hickle	Quilcene, Wash.	39c	Jason Solwold	Burlington, Wash.
7k	Justin Zimmerman	Royse City, Texas	40	Clint Garner	Sioux Falls, S.D.
7n	Roger Crockett	Medford, Ore.	45nz	Corey Haigh	Auckland, N.Z.
7s	Jason Sides	Bartlett, Tenn.	46	Ty Bartz	Sheboygan Falls, Wis.
7tw	Brandon Wimmer	Fairmount, Ind.	47	TBA	
8k	Chad Kemenah	Findlay, Ohio	47au	Antony Jeffrey	Des Moines, Iowa
9	Rager Phillips	Knoxville, Iowa	49	Josh Schneiderman	W. Burlington, Iowa
9a	Steve Dyer	Vancouver, B.C.	51	Fred Rahmer	Salfordville, Pa.
9m	Marlon Jones	Harrisburg, S.D.	51g	Kaley Gharst	Decatur, Ill.
9r	Ricky Montgomery	Lakewood, Colo.	51s	Lee Sowell	Nesbit, Miss.
10	Ricky Logan	Knoxville, Iowa	53d	Jack Dover	Springfield, Neb.
10x	George White	Ft. Worth, Texas	55	Kerry Madsen	St. Mary's, Australia
11	Steve Kinser	Bloomington, Ind.	56	Davey Heskin	St. Michael, Minn.
11au	Brooke Tatnell	San Souci, Australia	57x	Jake Peters	Sioux Falls, S.D.
11b	Brock Mayes	Bucyrus, Ohio	59	Kenny Jacobs	Holmesville, Ohio
11d	Dion Hindi	Albuquerque, N.M.	69	Mike Moore	Des Moines, Iowa
11g	Gregg Bakker	Sioux Falls, S.D.	70	Calvin Landis	Knoxville, Iowa
11nz	TBA		71	Brian Leppo	New Oxford, Pa.
11t	T.J. Winegardner, Jr.	Pierson, Fla.	71b	Robert Bell	Colfax, Iowa
11x	Garry Lee Maier	Cimarron, Kan.	71r	Ryan Anderson	Charter Oak, Iowa
12	Lynton Jeffrey	Prairie City, Iowa	81	Randy Anderson	Clarion, Iowa
12g	Caleb Griffith	Sandusky, Ohio	83	Shane Stewart	Bixby, Okla.
12L	John Lambertz	Sioux Falls, S.D.	83a	Tim Shaffer	Alaquippa, Pa.
13	Mark Dobmeier	Grand Forks, N.D.	83jr	Tim Kaeding	San Jose, Calif.
13h	Jesse Hockett	Warsaw, Mo.	89	Cody Darrah	Red Lion, Pa.
13v	Seth Brahmaer	Wisner, Neb.	89s	Jacob Schell	Independence, Mo.
14	Jason Meyers	Fresno, Calif.	91	Derek Ingalls	Snohomish, Wash.
14aj	Wayne Johnson	Oklahoma City, Okla.	94s	Natalie Sather	Fargo, N.D.
14m	Randy Martin	California, Mo.	96	Bronson Maeschen	Knoxville, Iowa
15	Donny Schatz	Fargo, N.D.	96au	Bruce White	Arcadia, Ohio
15h	Sam Hafertepe, Jr.	Sunnyvale, Texas	97	Todd King	Sheboygan Falls, Wis.
16	Lee Stark	Brownsburg, Ind.	97z	Eric Ziegler	Bonne Terre, Mo.

ALL ABOUT KNOXVILLE

▶ STAT PACK

Most Knoxville Nationals A-Feature Starts

Steve Kinser	29
Sammy Swindell	26
Danny Lasoski	21
Mark Kinser	19
Jeff Swindell	17
Doug Wolfgang	15
Dave Blaney	15
Jac Haudenschild	15
Stevie Smith	15
Terry McCarl	14
Bobby Davis, Jr.	14

Knoxville Nationals Feature Lap Leaders

Steve Kinser	302
Doug Wolfgang	152
Danny Lasoski	103
Mark Kinser	97
Donny Schatz	79

Knoxville Nationals Top-10 Finishes

Steve Kinser	24
Sammy Swindell	19
Danny Lasoski	15
Mark Kinser	13
Doug Wolfgang	12

▶ PAST WINNERS

Year	Driver	Year	Driver
1961	Roy Robbins	1986	STEVE KINSER
1962	Jerry Richert, Sr.	1987	STEVE KINSER
1963	Greg Weld	1988	STEVE KINSER
1964	Kenny Weld	1989	Doug Wolfgang
1965	Kenny Weld	1990	Bobby Allen
1966	Jay Woodside	1991	STEVE KINSER
1967	Thad Doshier	1992	STEVE KINSER
1968	Ray Lee Goodwin	1993	STEVE KINSER
1969	Ken Gritz	1994	STEVE KINSER
1970	Joe Saldana	1995	STEVE KINSER
1971	Jan Opperman	1996	Mark Kinser
1972	Kenny Weld	1997	Dave Blaney
1973	Kenny Weld	1998	Danny Lasoski
1974	Dick Gaines	1999	Mark Kinser
1975	Eddie Leavitt	2000	Mark Kinser
1976	Eddie Leavitt	2001	Danny Lasoski
1977	Doug Wolfgang	2002	STEVE KINSER
1978	Doug Wolfgang	2003	Danny Lasoski
1979	Ron Shuman	2004	Danny Lasoski
1980	STEVE KINSER	2005	Kraig Kinser
1981	STEVE KINSER	2006	Donny Schatz
1982	STEVE KINSER	2007	Donny Schatz
1983	Sammy Swindell		
1984	Doug Wolfgang		
1985	Doug Wolfgang		

▶ THE PURSE

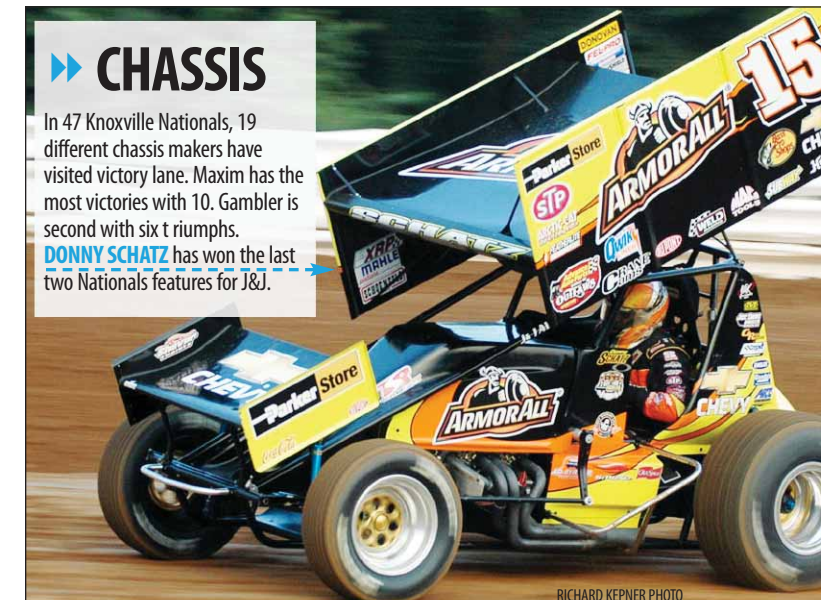
\$909,590 over four days

- Saturday night purse — \$582,800
- Saturday A-feature purse — \$473,000
- Saturday night winner — \$150,000
- Saturday runner-up — \$75,000
- To start Saturday A-feature — \$7,000
- Wednesday and Thursday night winners — \$12,000
- Friday night non-qualifier feature winner — \$5,000
- Knoxville World Challenge winner — \$10,000



▶ CHASSIS

In 47 Knoxville Nationals, 19 different chassis makers have visited victory lane. Maxim has the most victories with 10. Gambler is second with six triumphs. **DONNY SCHATZ** has won the last two Nationals features for J&J.



▶ STAT PACK II

37

Car number of first Knoxville Nationals winner Roy Robbins

12

Knoxville Nationals victories for Steve Kinser

10

Knoxville Nationals victories for Maxim chassis, more than any other manufacturer

29

Knoxville Nationals A-feature starts by Steve Kinser

92

Danny Lasoski's feature victories at Knoxville Raceway

158

Car count for the 1992 Knoxville Nationals, the highest ever

302

Laps led by Steve Kinser at Knoxville Nationals

▶ LAST TIME...

Feature

Driver	Money
1. Donny Schatz	\$150,000
2. Joey Saldana	\$75,000
3. Terry McCarl	\$37,500
4. Craig Dollansky	\$26,000
5. Paul McMahan	\$21,000
6. Steve Kinser	\$15,000
7. Brooke Tatnell	\$12,000
8. Tim Shaffer	\$10,000
9. Jason Solwold	\$9,500
10. Jeff Shepard	\$9,000



E Main: Chris Schmelzle
D Main: Ryan Farrell
C Main: Lance Dewease
B Main: Randy Hannagan
First Preliminary Feature: JEFF SHEPARD
Second Preliminary Feature: Danny Lasoski
Non Qualifiers Feature: Kerry Madsen
World Challenge: Dean Jacobs

▶ HANDICAPPING THE FIELD

NSSN breaks down the contenders, but can anyone stop Donny Schatz? A few drivers have a chance.

The Favorites

■ **Jason Meyers** — Meyers is enjoying his best season with six WoO triumphs. He's been a contender to win every night.
 ■ **Joey Saldana** — With 11 Nationals starts, Saldana, who finished second last year, is still chasing his first victory. He runs well at Knoxville.

■ **Craig Dollansky** — Another driver having his best World of Outlaws season, Dollansky has won six WoO features this season and has always been quick at Knoxville.

■ **DONNY SCHATZ** — The two-time defending Nationals champion has won two of the three WoO features at Knoxville this year and has won 14 sprint-car races this season.

■ **Steve Kinser** — It hasn't been the best of seasons for the 11-time Nationals winner, but he won the Don Martin Memorial at Lernerville Speedway in mid-July.

The Next Level

■ **Danny Lasoski** — The winningest driver in track history is racing full-time at the half-mile oval again this year.

■ **DARYN PITTMAN** — Pittman won the Kings Royal in mid-July and followed that up with a victory at Williams Grove.

■ **Terry McCarl** — The multi-time track champion came oh so close last year.

■ **Shane Stewart** — His only victory of the season came at Knoxville in June.

■ **Jason Johnson** — The Ragin' Cajun has won on preliminary night during the Nationals in the past and knows his way to victory lane.

■ **Fred Rahmer** — Another past preliminary night winner, Rahmer is in double digits in victories for the season.

■ **Jac Haudenschild** — He hasn't won all season, but never count out the Wild Child on a big, fast race track.

■ **Kerry Madsen** — Both driver and team have thousands of laps at Knoxville Raceway.

Best Of The Rest

■ **Kraig Kinser** — Kinser is having a miserable season, but won the Nationals in 2006.

■ **Chad Kemenah** — Kemenah's performance has improved of late and he is a past Nationals runner-up.

■ **Paul McMahan** — McMahan is a capable shoe and the Parsons No. 6 team knows how to win at Knoxville.

■ **Greg Hodnett** — Hodnett has plenty of past Knoxville experience to draw from.

■ **LANCE DEWEASE** — Dewease is capable of winning any race on any night.

■ **Jeff Shepard** — Racing a limited schedule, Shepard won a preliminary night feature last year.

■ **Randy Hannagan** — Hannagan is having a fine season racing regularly with the All Stars.

■ **Tim Kaeding** — He's won during the Nationals before and knows how to win. Period.

■ **Tyler Walker** — Walker is resurrecting his career in Golden State Challenge Series.

■ **Wayne Johnson** — Johnson is always a contender at Knoxville Raceway.

■ **Justin Henderson** — The former Outlaw is racing weekly at Knoxville.

Worth Watching

This group of drivers is capable of the speed to impress.

Kenny Jacobs	Brian Brown
Mark Dobmeier	CODY DARRAH
Sam Hafertepe, Jr.	Jason Sides
Lucas Wolfe	Brooke Tatnell
Ed Lynch, Jr.	Stevie Smith
Dale Blaney	Jason Solwold
Jonathan Allard	Brian Paulus



HEIN BROTHERS PHOTO

KEN SIMON PHOTO



HEIN BROTHERS PHOTO



HEIN BROTHERS PHOTO

KEN SIMON PHOTO

RICHARD KEPNER PHOTO

JULIA JOHNSON PHOTO

Johnson & Johnson

ASCS Stars Jason, Wayne Johnson Set Sights On Knoxville Nationals Glory

No, Jason and Wayne Johnson are not related. They're just two men who happen to share the same last name and the ability to expertly throw a sprint car around a turn. They also spend a lot of time racing against one another. Jason noted he gets asked whether or not he's related to Wayne.

"Quite a bit, actually," Jason said. "We both run the ASCS National Tour for points, so we do all the National Tour events. There are a lot of other events where we cross each other. We talk a little bit. I ain't going to say we're best friends, but we're not enemies, either."

Wayne noted the two don't interact too much off the track. "I grew up racing around the

Dallas area, and so did he," Wayne noted. "Jason's alright. He's a great racer. We've had some pretty heated battles. We're not buddies. I don't know why. He sticks to himself. I stick to myself. I think it's just a focus on what we're doing."

Wayne pointed out he doesn't get asked all that much if the two Johnsons are related for a reason.

"A little bit, but not as much as you'd think," Wayne said, breaking into a chuckle. "His accent gives him away. His Louisiana Cajun accent throws it off a little bit."

Both Johnsons are looking forward to this weekend's 48th Knoxville Nationals. Both have a history of running well at Knoxville Raceway.

Two years ago, Jason finished third at the Knoxville Nationals, one spot behind Kasey Kahne Racing pilot Joey Saldana. This year, the "Ragin' Cajun" or "The Cajun Sensation" comes to Knoxville as Saldana's KKR teammate.

"I returned from Australia at the end of January and went down to East Bay to start the 360 year with Shop Motorsports," said the driver from Eunice, La. "Joey was running another car. He walked up one night and said Kasey is starting a second deal. He said I should give Kasey a call."

Jason called Willie Kahne, who runs his cousin's sprint-car operations.

"Then Kasey himself called back," Jason said. "That was probably one of the best feelings of my life. There are a lot of qualified drivers out there. I'm looking forward to building

Wayne Johnson

Hometown: Oklahoma City, Okla.

Age: 37

Nationals Ride: FattFro Motorsports No. 14aj

Normal Ride: Mike Hammers's No. 94 ASCS Sprint Car

ASCS National Standings: Third

2008 Victories: Eight

Career Knoxville Victories: 13 (8, 360; 5, 410)



IVAN VELDHUIZEN PHOTO

a team into a future championship contender. I feel very honored."

Based on Saldana running second at the last two Knoxville Nationals with the team, it's hard for Jason not to be confident about his Remington-sponsored ride.

"It's definitely a confidence booster," Jason said. "The team knows how to run that week. Hopefully we can utilize a lot of their



KEN SIMON PHOTO

Wayne Johnson in 410-sprint-car action

experience, question Joey and get feedback from the other team. They definitely have had a lot of success there the last couple of years."

Jason's third-place run at the 2006 Knoxville Nationals opened some eyes on the national level.

"It definitely helped things out, I know that," he said. "That put everything on the map for us. We had a really good year that year, and it just carried on into the Nationals. We worked out a situation with Don Ott with our engine program.

of the first seven races, due primarily to the luck of the draw.

"The car is great," Wayne said. "We've won six races. We've been fast at every race, we've just had really horrible luck. This is the worst luck I've had, and it's my 20th season racing. We've been fast and should have won a lot more races. The car's been good enough; we've just started too far back to get there. If you start in the back, it's hard to get there."

With the 410, Wayne hasn't been able to run much at Knoxville this year, helped in no small part by bad weather. When he has run, he seems to be stuck in a rut of finishing 12th.

"We've just absolutely been horrible," he said. "We didn't switch anything for the 410 car from last year."

In light of the 360 running well and the 410 struggling, late last month Wayne switched the 410 to make it identical to the 360.

"Now we've switched everything over to be like the 360 car, because that car has been a rocket," Wayne said. "Last year with the 360 and 410 cars, every nut and bolt was the exact same. This year we switched the 360 car, and I'm not even comfortable getting in the 410 car."

Wayne believes he'll have the 410 figured out and up to speed for the Nationals.

"I'm not really concerned about switching the cars," he said. "I feel like we'll still be fine. I'm pretty confident we can get in the show and compete. We've done that the last five years. Luck has to go our way. I feel like we're there. We're a good enough car to be in the top 10. As far as winning, there are only a few teams financially that can win the race. The big buck teams are going to be tough to beat at Knoxville."

Jason Johnson

Hometown: Eunice, La.

Age: 32

Nationals Ride: Kasey Kahne Racing No. 19

Normal Ride: Lanny Row's No. 41 ASCS Sprint Car

ASCS National Standings: First

2008 Victories: 16

Career Knoxville Victories: 6 (4, 360; 2, 410)



JIM MORRISON PHOTO



HEIN BROTHERS PHOTO

CAJUN STYLE: Jason Johnson races the No. 19 Kasey Kahne Racing JEI at Williams Grove Speedway in May.

1978 The Year Of Speedy Bill & Wolfie

Like a window into another world, the memory of the 1978 Knoxville Nationals lies fresh in Doug Wolfgang's mind: Adversity, turmoil, struggle, and finally, exhilarating victory in the August sprint-car classic. For "Speedy" Bill Smith, the memories are equally clear, but the nuance is slightly different. For Wolfgang, it was a second-straight win; for Smith, it was sweet redemption after 17 years of trying to win the coveted Nationals. The '78 race truly was a classic, marked by a spectacular duel between Wolfgang — at the time cementing his stature as a crowd favorite at Knoxville — and a relative newcomer to the national spotlight, a 24-year-old from Bloomington, Ind., named Steve Kinser.

"I kind of compare the '77 and '78 races, and they couldn't be more different," says Wolfgang, now retired from driving and living in Sioux Falls, S.D. "In '77, in the days going into the Nationals, you couldn't have told me I wasn't going to win. We had a great year going and I was confident.

By DAVE ARGABRIGHT
NSSN CORRESPONDENT

"But in '78, the year was more of a struggle. I started driving the Speedway Motors car early that year, and we were just getting our bearings, you might say. I hadn't won as many races, and I was pretty grouchy. Plus, we had all kinds of last-minute difficulties, so going into the Nationals you couldn't have convinced me that I was going to win it. Big difference."

For Smith, who had fielded cars in every Knoxville Nationals since the inaugural race in 1961, he knew the odds were long — in any year.

"Knoxville was very hard to win at that time, and in fact it's still hard to win," he says from the Lincoln, Neb., office of Speedway Motors. "It wasn't because I didn't have good cars or good drivers, because I did have. But it was just very competitive, and you had to have things fall your way just a little bit. Well, in all those years, things had never fell my way."

The Speedway Motors team of 1978 had elevated the bar. To begin, Smith and Wolfgang landed corporate sponsorship from Vise-Grip, the most significant corporate involvement in sprint-car racing to date. They also built their own Winners chassis as well as using engines prepared locally in Lincoln.

Wolfgang was slated to race on the opening qualifying night on Wednesday, Aug. 9. That's when disaster struck, as the team's only remaining engine — "I had pretty much bent, broke or used up everything we had at that point," recalls Wolfgang — actually blew up while being warmed up in the alleyway behind the team's shop.

Wolfgang and Larry Danhauer pulled an all-night thrash to assemble another engine, and on Thursday, he hurried from Lincoln to Knoxville.

"In those days, things were more casual," says Wolfgang. "You might not get the car to the track until 6:30 or so, and you just unloaded and raced. It was no big deal to get there late in the afternoon.

"But when I got there, it was a hassle. Since I missed my qualifying night, the pit officials told me I couldn't run. Now, that's kind of tough, telling the defending champion he can't run. But (race director) Ralph Capitani came to my defense and straightened everything out."

Wolfgang finished second in his qualifying feature won by Sammy Swindell. Kinser won the Wednesday qualifier, and on Saturday night the 30-lap feature — in front of over 10,000, according to NSSN writer Bill Hill — quickly turned into a classic duel between Wolfgang and Kinser.

"I remember tearing off a brake line early on, which was a big deal for me," says Wolfgang. "I use a lot of brake to turn the car, and with no brakes, I was off-balance and I wasn't comfortable. Plus, you've got Steve Kinser all over you, and you know that ain't no fun."

As Smith looked on from the infield — "I didn't know he lost his brakes, but I knew Kinser was right there with him," says Smith — the laps wound down, and the race was about to come to a thrilling crescendo.

"Very late in the race, Steve got alongside me, and we got to traffic," says Wolfgang. "I went into turn one just as we caught a slower car and I squeezed past him on the outside. I was hammering that thing for all it was worth to stay off the fence. If anything would have happened—engine stumble, hiccup, anything — I would have flipped clear out onto the highway. But Larry's engine did all right, and I beat Steve to the checkered flag."

"It was a great race, the kind that keeps people coming back year after year," says Smith. "Side by side, wheel to wheel, it was exciting. Doug was a crowd favorite, and they were really noisy. It was a great atmosphere."

Wolfgang won \$5,000 in the winner's purse, plus \$1,500 in lap money. For Smith, a wave of jubilation and relief swept over him as he hurried toward the victory celebration.

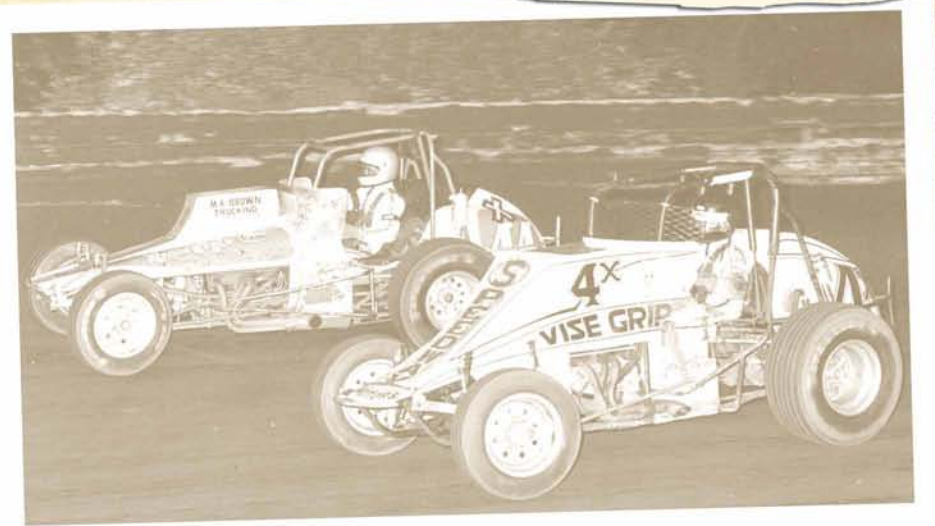
"It was just very sweet to win it," he recalls, smiling. "That's why you do this: To win. You try and try, and finally you get it done, and it's a good feeling. Of course, that feeling doesn't last long, because right away you're thinking of the next night, the next race, and you want to win that one, too. That's just the way it is.

"At the time, there were rumors that Doug was quitting me, and I told *Speed Sport* that I wouldn't trade Doug for A.J. Foyt. I meant that at the time, and I still mean it. Sometimes when you talk, you put your foot in your mouth, but on that one, I absolutely felt that way. He was at the top of his game at that point and was as good as anyone in America."

"It was nice to win it for Bill, because we were more than just owner and driver," says Wolfgang. "I knew he had been trying to win it for a long time, and I'm glad we did it together. It's the kind of thing that becomes more special over the years. It was great at that moment, but it's even better when you look at it now."



Wolfgang Again Knoxville Sprint Nationals Champion



TOP PHOTO: BOB MAYS PHOTO
NATIONAL SPRINT CAR HALL OF FAME & MUSEUM PHOTO
MOVING IN: Doug Wolfgang (4x) moves to the inside of Sammy Swindell during the 1978 Knoxville Nationals.

CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
Winner at Daytona



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



Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



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



Brad Coleman
2008 Baker/Curb Nationwide Series



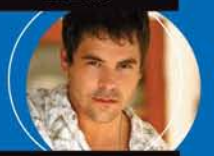
TIM MCGRAW



KIMBERLEY LOCKE



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE



COWBOY CRUSH



LEANN RIMES



HANK WILLIAMS JR.



NATALIE GRANT



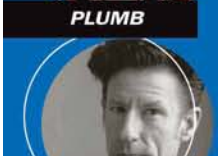
JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Kyle Busch	3,059
2. Dale Earnhardt, Jr.	2,883
3. Carl Edwards	2,874
4. Jimmie Johnson	2,859
5. Jeff Burton	2,833
6. Jeff Gordon	2,678
7. Kasey Kahne	2,592
8. Greg Biffle	2,589
9. Tony Stewart	2,569
10. Denny Hamlin	2,547
11. Kevin Harvick	2,520
12. Clint Bowyer	2,512
13. Matt Kenseth	2,501
14. David Ragan	2,466
15. Ryan Newman	2,339
16. Brian Vickers	2,309
17. Martin Truex, Jr.	2,264
18. Kurt Busch	2,135
19. Jamie McMurray	2,116
20. Bobby Labonte	2,084

Nationwide

1. Clint Bowyer	3,354
2. Carl Edwards	3,186
3. Brad Keselowski	3,170
4. David Reutimann	3,035
5. David Ragan	3,009
6. Mike Bliss	2,944
7. Kyle Busch	2,828
8. Mike Wallace	2,736
9. Jason Leffler	2,637
10. Jason Keller	2,628

Craftsman Truck

1. Johnny Benson	2,071
2. Ron Hornaday, Jr.	2,056
3. Matt Crafton	2,040
4. Rick Crawford	1,916
5. Mike Skinner	1,914
6. Todd Bodine	1,867
7. Erik Damell	1,846
8. Terry Cook	1,825
9. Jack Sprague	1,787
10. David Starr	1,749

IndyCar Series

1. Scott Dixon	505
2. Helio Castroneves	440
3. Dan Wheldon	390
4. Tony Kanaan	387
5. Ryan Briscoe	324
6. Danica Patrick	296
7. Hideki Mutoh	286
8. Oriol Servia	280
9. Ryan Hunter-Reay	276
9. Marco Andretti	276

Indy Lights

1. Richard Antinucci	376
2. Raphael Matos	375
3. Ana Beatriz	332
4. J.R. Hildebrand	325
5. Arie Luyendyk, Jr.	316
6. Dillon Battistini	299
7. Jeff Simmons	278
8. Pablo Donoso	259

9. Logan Gomez	251
10. Andrew Prendeville	247

Formula One

1. Lewis Hamilton	62
2. Kimi Raikkonen	57
3. Felipe Massa	54
4. Robert Kubica	49
5. Nick Heidfeld	41
6. Heikki Kovalainen	38
7. Jarno Trulli	22
8. Fernando Alonso	18
8. Mark Webber	18
9. Timo Glock	13
9. Nelson Piquet	13

WoO Sprints

1. Donny Schatz	5,629
2. Jason Meyers	5,498
3. Craig Dollansky	5,383
4. Joey Saldana	5,308
5. Steve Kinser	5,238
6. Jac Haudenschild	5,123
7. Kerry Madsen	4,992
8. Chad Kemenah	4,973
9. Daryn Pittman	4,859
10. Terry McCar	4,818

WoO Late Models

1. Darrell Lanigan	4,287
2. Josh Richards	4,141
2. Steve Francis	4,141
4. Chub Frank	4,081
5. Shane Clanton	4,069
6. Shannon Babb	4,067
7. Rick Eckert	4,031
8. Clint Smith	4,015
9. Tim Fuller	3,852
10. John Blankenship	3,698

NHRA Top Fuel

1. Tony Schumacher	1,414
2. Antron Brown	1,018
3. Larry Dixon	953
4. Rod Fuller	905
5. Cory McClenathan	891
6. Brandon Bernstein	890
7. Hillary Will	843
8. Doug Herbert	773
9. Dave Grubnic	651
10. Doug Kalitta	629

NHRA Funny Car

1. Tim Wilkerson	1,082
2. Robert Hight	933
3. Tony Pedregon	899
4. Ashley Force	830
5. Cruz Pedregon	828
6. Gary Densham	796
7. Ron Capps	757
8. John Force	740
9. Mike Neff	686
10. Jack Beckman	632

NHRA Pro Stock

1. Greg Anderson	1,106
2. Jason Line	1,000

3. Kurt Johnson	991
4. Jeg Coughlin	945
5. Allen Johnson	858
6. Mike Edwards	782
7. V. Gaines	779
8. Greg Stanfield	729
9. Ron Krisher	728
10. Dave Connolly	682

NHRA Motorcycle

1. Andrew Hines	762
2. Matt Smith	686
3. Chip Ellis	644
4. Chris Rivas	569
5. Matt Guidera	563
6. Eddie Krawiec	554
7. Angelle Sampay	478
8. Craig Treble	449
9. Steve Johnson	434
10. Hector Arana	408

ARCA RE/MAX

1. Ricky Stenhouse, Jr.	2,855
2. Scott Speed	2,800
3. Frank Kimmel	2,755
4. Matt Carter	2,740
5. Justin Allgaier	2,615
6. Tom Hessert III	2,480
7. John Wes Townley	2,450
8. Tayler Malsam	2,390
9. Dexter Bean	2,320
10. Patrick Sheltra	2,245

Badger Midget

1. Mike Hess	1,319
2. Brandon Waelti	1,165
3. Scott Hatton	1,122
4. Jerry Coons, Jr.	944
5. Bubba Altig	861
6. Aaron Fiscus	853
7. Joe Wipperfurth	797
8. David Gough	772
9. Davey Ray	752
10. Chad DeSelle	719

National Midget Driver Of The Year

1. Brad Loyet	893
2. Bobby East	825
3. Jerry Coons, Jr.	756
4. Dave Darland	741
5. Tracy Hines	626
6. Mike Hess	599
7. Brad Kuhn	579
8. Brad Sweet	576
9. Brady Bacon	488
10. Cole Whitt	487

USAC Silver Crown Series

1. Jerry Coons, Jr.	194
2. Levi Jones	171
3. Dave Darland	153
4. Brian Tyler	142
5. Tracy Hines	136
6. Shane Cottle	135

7. Mat Neely	124
8. Chet Phillip	117
9. Wayne Reutimann, Jr.	111
10. Shane Hollingsworth	102

NASCAR West

1. Eric Holmes	1,621
2. Jason Bowles	1,564
3. Mike David	1,511
4. Jeff Barkshire	1,502
5. Jim Inglebright	1,458
6. Austin Cameron	1,419
7. Moses Smith	1,390
8. Johnny Borneman	1,290
9. Jim Warn	1,270
10. David Mayhew	1,261

NeSmith Dirt LM

1. Chip Brindle	1,054
2. Larry Boutwell	962
2. Chris Tays	962
4. Scott Knowles	956
5. Derrick Rainey	928
6. Hunter Peacock	890
7. Eric Cooley	886
8. Jason Hiatt	860
9. Jeff Fields	848
10. Matthew Turner	774

USAC National Midget

1. Bobby East	622
2. Tracy Hines	573
3. Brad Sweet	527
4. Cole Whitt	512
5. Brady Bacon	474
6. Darren Hagen	468
7. Levi Jones	448
8. Kody Swanson	446
9. Dave Darland	414
9. Jerry Coons, Jr.	414

POWRi Midget

1. Brett Anderson	1,250
2. Brad Loyet	1,220
3. Mike Hess	1,180
4. Zach Daum	1,075
5. Derek King	1,055
6. Nick Knepper	860
7. Bubba Altig	805
8. Tyler Robbins	770
9. Tim Siner	700
10. Daniel Robinson	685

IRA Sprint Series

1. Bill Balog	1,641
2. Mike Reinke	1,603
3. Scotty Neitzel	1,598
4. Steve Meyer	1,539
5. John Haeni	1,461

Lucas Oil LM

1. Earl Pearson, Jr.	5,450
2. Bart Hartman	4,935
3. Steve Casebolt	4,925
4. Billy Drake	4,590
5. Justin Rattliff	4,395

6. Terry Casey	4,315
7. Dan Schlieper	4,305
8. Scott James	4,260
9. Freddy Smith	3,830
10. Wayne Chinn	3,585

Whelen Modified

1. Chuck Hossfeld	1,129
2. Ted Christopher	1,085
3. Todd Szegegy	1,014
4. Matt Hirschman	935
4. Mike Stefanik	935
6. Eric Beers	931
7. Ronnie Silk	921
8. Ed Flemke, Jr.	880
9. Rowan Pennink	863
10. Ryan Preece	847

USAC National Sprint Car

1. Levi Jones	989
2. Jerry Coons, Jr.	948
3. Tracy Hines	903
4. Cole Whitt	894
5. Shane Cottle	800
6. Dave Darland	794
7. Brady Bacon	746
8. Darren Hagen	745
9. Damien Gardner	682
10. Brad Sweet	676

O'Reilly ASCoT

1. Jason Johnson	3,259
2. Gary Wright	3,168
3. Wayne Johnson	3,119
4. Zach Chappell	3,089
5. Garry Lee Maier	2,878
6. Eric Baldaccini	2,685
7. Nick Smith	2,584
8. Kenneth Walker	2,373
9. Travis Rilat	2,275
10. Gary Taylor	2,152

Sprints On Dirt

1. Brett Mann	1,892
2. Ben Rutan	1,880
3. Dain Naida	1,848
4. Tim Norman	1,770
5. Ryan Grubaugh	1,765
6. Gregg Dalman	1,628
7. Gary Fast	1,515
8. Joe Bares	1,509
9. Louie Carufel	1,392
10. Dustin Daggett	1,374

ASCS Canyon

1. Jeremy Sherman	2,326
2. Charles Davis, Jr.	2,246
3. Nathan High	2,126
4. Mike Martin	2,124
5. R.J. Johnson	2,118
6. Josh Pelkey	2,090
7. Andrew Reinbold	2,037
8. Mike Leslie	2,032
9. Justin Fisher	2,013

10. Thomas Ogle	1,711
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USAC W. Sprint

1. Tanner Swanson	554
2. Nick Rescino, Jr.	493
3. Eric Humphries	489
4. Jo Jo Helberg	467
5. Porter Smith	439
6. Greg Anderson	273
7. Tony Hunt	273
8. Snake Livernash	270
9. Tim Skoglund	243
10. Chase Scott	230

Whelen Southern Modified

1. L.W. Miller	648
2. Brian Loftin	637
3. Tim Brown	583
4. Burt Myers	578
5. Frank Fleming	562
6. Andy Seuss	559
7. Jason Myers	542
8. Brian King	534
9. Bobby Hutchens	497
10. Brandon Hire	495

ASCS Sooner

1. Brian McClelland	1,721
2. Kolt Walker	1,672
3. Joe Wood, Jr.	1,640
4. Gary Taylor	1,630
5. Matt Covington	1,562
6. Michael Brown	

Tires Make It Through Pocono

By AL ROBINSON
NSSN CORRESPONDENT

LONG POND, Pa. — The issue that overwhelmed all others at Indianapolis was a non-issue at Pocono Raceway Sunday.

There were no signs of excessive tire wear during practice on Friday, nor problems on Sunday after Saturday's final practice sessions were washed out.

A competition caution was thrown after 20 laps, but the Goodyear Eagles were given a clean bill of health and the race then proceeded through a 41-lap green-flag run that included a complete cycle of green-flag stops. There was another green-flag round just before the shower that hit on lap 127 and the final cycle before the finish.

NASCAR NOTES

■ **Jimmie Johnson** won the pole in Friday's time trials at a non-record 168.215 miles per hour, knocking **Mark Martin** out of the top spot. **David Gilliland** continued his recent string of good runs by sharing the second row with **Jeff Gordon**, while **Matt Kenseth** and **Ryan Newman** made up the third rank. June Pocono winner **Kasey Kahne** was on row four with the best of the Toyotas, **Brian Vickers**.

Dale Earnhardt, Jr. timed 12th, eventual winner **Carl Edwards** 15th and **Tony Stewart** 20th.

There was little drama among the go-or-go home brigade as the 44 entries meant only one needed to be eliminated. Consistent with practice speeds, that turned out to be **Chad Chaffin** in the **Bob Jenkins** Chevrolet No. 34.

■ Among the special awards won at Pocono, **Carl Edwards** and his crew not surprisingly won the DOW Automotive Strategic Call of the Race, the EA Sports Move of the Race and the Sunoco Diamond Performance Award. **Michael McDowell** was the Raybestos Rookie of the Race; **Mark Martin** won the Goodyear Gatorback Fastest Lap Award (165.585 mph on lap six) and **Jamie McMurray** won the USG Improving the Finish Award, the equivalent of a short-track hard charger, for improving 32 places from start to finish.

Martin led the most laps and took the 10 bonus points, but **Kasey Kahne** pocketed the WIX Lap Leader bonus because **Martin** isn't registered for that program, i.e., doesn't display the fender decal.

■ A Busch Series follower of the 1990s felt right at home in the Red Bull Racing garage area, where team competition director **Elton Sawyer** and ace-spotter **Tim Fedewa** were prominent and familiar faces. **Fedewa's** dad, longtime Midwest open-wheel stalwart **Butch Fedewa**, was a guest as well.

■ A notable name in the ARCA field was **Chase Mattioli**, grandson of speedway owners **Dr. Joe** and **Dr. Rose**



AUTOSTOCK PHOTO

SPEAKING OUT: A spectator shows his opinion of NASCAR Sprint Cup racing at Pocono Raceway in Long Pond, Pa.

Mattioli. He qualified 20th, led a few laps under caution and finished 16th.

For those who might not know, Dr. Joe practiced dentistry and Dr. Rose podiatry, leading to the observation that the Mattiolis had the medical profession covered from top to bottom.

■ The attachment of Sunoco and the Red Cross to the event broke with the recent Pocono policy of avoiding sponsored race names, but it was an exercise in raising public awareness of the Red Cross mission rather than a commercial sponsorship in the usual sense. While the emphasis was on the Red Cross service to military families, it was noted that Red Cross assisted the victims of several thousand house fires in Philadelphia last year, and more than 300 fires in mainly rural Monroe County, where the track is located.

■ There still is a fight going on to make the 12-place cutoff for the Chase to the Sprint Cup, although the top six — **Kyle Busch**, **Dale Earnhardt, Jr.**, **Carl Edwards**, **Jimmie Johnson**, **Jeff Burton** and **Jeff Gordon** — are mainly concerned with preparing for the playoffs, to

use a favorite NFL term. **Edwards** gained two spots, from fifth to third, at Pocono, swapping places with **Burton**.

Meanwhile, seventh to 13th are separated by 91 points from **Kasey Kahne** through **Greg Biffle**, **Tony Stewart**, **Denny Hamlin**, **Kevin Harvick**, **Clint Bowyer** and **Matt Kenseth**. **Bowyer's** margin over **Kenseth** is only 11 points, with **David Ragan** lurking only 46 points out of 12th.

■ That other point race among the car owners to stay in the top 35 and avoid go-or-go-home status, has taken on less urgency with generally only one car going home since the Ganassi No. 40 team suspended operations.

For the record, the Haas Automation No. 66 currently driven by **Scott Riggs** is 35th, four points ahead of the **Michael Waltrip** Racing No. 00 of **Michael McDowell**, with the Red Bull Racing No. 84 of **A.J. Allmendinger** 38 points out of the guaranteed-starter ranks.

Showing how stable the Sprint Cup field is from week to week, the gap from the lowest-ranked current regular, the Wood Brothers No. 21, to the highest-occasional entry, the Bob Jenkins No. 34, is 467 points.

The Chase Is Still Changing Teams' Race Strategy

LONG POND, PA.

Only now, in the fifth year of the Chase to the Cup era, are we really beginning to grasp the implications of NASCAR's playoff system.

Immediately upon its implementation in 2004, we noticed a major change in the way the non-motor-sports media perceived the process of winning the richest and most prestigious seasonal title in the sport, which was the whole idea in a fall-sports market dominated by the NFL.

With the tweaking of the system in 2008 to seed the Chasers by wins rather than regular-season points, the race teams in contention for the title are changing their modus operandi.

There can be no doubt that The Chase concept has taken root and is now in full flower. Imitation is the sincerest form of flattery and NHRA's move to a version of the same thing, progressively reducing the number of teams eligible for the championship while keeping all the teams coming to all the races, clearly emulates NASCAR's approach.

Just as a refresher course, The Chase was invented after **Matt Kenseth** ran away with the last full-season Winston Cup title in 2003 while winning only one race, joining **Bill Rexford** (1950), **Ned Jarrett** (1961) and **Benny Parsons** (1973) as the least-winning champions in NASCAR's premier division.

No one blamed **Kenseth** or **Roush Racing**, who were just playing by the rules, but the fall races opposite the NFL regular season on NBC suffered in the ratings. The Chase offered the prospect of keeping the championship open to the last race while also giving incoming sponsor **Nextel** its own signature format after 33 years during which **Winston's** name was synonymous with the series.

The season finale at **Homestead-Miami Speedway** has yet to take on a Super Bowl aura, but otherwise it's been a resounding success.

In true NFL or NBA fashion, the

HERE AND THERE



AL ROBINSON

playoff field has been expanded, from 10 to 12 in 2007, and the media hype of the Race to the Chase has taken on a life of its own.

The dozen qualifiers will be credited with 5,000 points when The Chase begins at **New Hampshire Motor Speedway** in September. Within that field, however, the seeding will be done by victories, at the rate of 10 bonus points per triumph. Right now, **Kyle Busch** has 70 bonus points in the bank for seven wins and **Carl Edwards** 30 points for three unpenalized victories after losing his bonus points from the "batterygate" episode at **Las Vegas Motor Speedway**.

Once you're safely in The Chase field, nothing else counts except victories through **Richmond** on Sept. 6. As **Edwards** candidly observed at **Ponoco**, "If we can win the race, that's great. Anything other than winning, back to about 25th right now, isn't going to make a difference at the end of the season, as far as the results. We have to win right now."

But there's a caveat. "That all changes once The Chase starts. Then it's back to points racing, you know," **Edwards** said.

The same applies doubly or triply to **Busch**. If he can win an eighth or ninth race in the remaining five regular season events, he can add to his No. 1 seed. Anything else, including his 36th at **Pocono** this week and even his 43rd at the **Mattioli** family's triangular track in June, is irrelevant.

On a related note, it's good to report that the stands at **Pocono** were well filled. Not SRO, but well filled. Some pundits suggested empty seats seen at July events represented the ticket-buying public choosing not to spend its money on non-Chase events at a time when economic hardships abound for blue-collar Americans. The **Pocono** evidence should keep that bandwagon from growing.

UP NEXT

Watkins Glen Int'l
Watkins Glen, N.Y.

Sprint Cup Race
Centurion Boats at The Glen, 1 p.m. Sunday, ESPN

Circuit specs
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Number of laps: 90
Distance: 220.5 miles

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Web site: theglen.com



TERRY THOMSON/NASCAR PHOTO

WHEEL HOP: Todd Souza uses the inside curb at Miller Motorsports Park en route to victory Saturday afternoon in the NASCAR Camping World Series West event at the Utah road course.

Souza Gets First In Wild West Scramble

TOOELE, Utah — Todd Souza won a wild scramble to the finish on the road course at Miller Motorsports Park on Saturday to capture his first-career victory in the NASCAR Camping World Series West.

Souza took the lead on the final lap from Jim Inglebright, who suddenly ran out of fuel and slowed going around the back portion of the winding 3.06-mile course.

Inglebright stopped early for fuel, but his plan of making it to the finish came up short as a late-race caution led to the race distance being extended for a green-white-checked finish. Inglebright was not the only leader to suffer misfortune late in the race, however, as the first and second-place cars of Jason Bowles and David Mayhew both had to pit with flat tires just a few laps from the finish. The final lap also featured several cars spinning off track and a couple of drivers limping to the finish line with flat tires.

"With the green, white, checked there at the end, I had a couple of cars in front of me and a fast car behind me," Souza said. "It could have gone any way. That first turn was huge, getting in there and trying to get track position."

Souza crossed the finish line with a margin of victory of 1.460 second, at

an average speed of 71.364 mph, to net \$15,050 in prize money and posted awards. "This feels awesome," the 43-year-old driver from Aromas, Calif., said of his first win. "We've been waiting a long time. You start thinking it's never going to come. We've been working so hard the last year or so. I haven't raced a whole lot, but I've had a crew working on the cars to maintain them and get them ready to go."

Mike David was able to avoid trouble late in the race to take the runner-up spot, followed by Austin Cameron. Cameron's teammate, Moses Smith had a career-best fourth-place finish ahead of Daryl Harr in fifth.

The race featured 10 lead changes among five drivers — Inglebright, Mayhew, Bowles, Harr and Souza. The pace of the event was slowed by five cautions for 12 laps.

The finish:
Showing driver, car, laps completed and money won: 1. Todd Souza, Chevrolet, 44, \$10,050; 2. Mike David, Ford, 44, \$9,100; 3. Austin Cameron, Toyota, 44, \$8,500; 4. Moses Smith, Toyota, 44, \$6,500; 5. Daryl Harr, Chevrolet, 44, \$5,500; 6. Jeff Jefferson, Chevrolet, 44, \$5,000; 7. Jim Warn, Chevrolet, 44, \$4,815; 8. David Mayhew, Chevrolet, 44, \$3,500; 9. Tony Toste, Chevrolet, 44, \$2,900; 10. Jason Bowles, Ford, 44, \$4,800; 11. Jeff Barkshire, Dodge, 44, \$3,250; 12. Jason Patison, Chevrolet, 44, \$3,200; 13. Jim Inglebright, Chevrolet, 44, \$3,100; 14. Brian Wong, Chevrolet, 44, \$2,500; 15. Wes Banks, Dodge, 44, \$2,400; 16. Eric Holmes, Toyota, 44, \$2,800; 17. Johnny Borneman, Ford, 43, \$2,750; 18. Jamie Dick, Chevrolet, 43, \$2,700; 19. Jack Sellers, Chevrolet, 43, \$2,150; 20. Shane Hubbard, Ford, 41, \$2,100; 21. Brian Jackson, Chevrolet, 36, \$2,000; 22. Luis Martinez, Jr., Chevrolet, 30, \$1,950; 23. Jonathan Hale, Chevrolet, 25, \$1,925; 24. Kyle Kelley, Dodge, 19, \$1,900; 25. Garland Self, Ford, 4, \$1,850; 26. Paulie Hararka, Chevrolet, 2, \$1,925; 27. Mike Gallegos, Chevrolet, 0, \$2,300; 28. Travis Milburn, Ford, 0, \$1,750.

Leaty Gets Hometown Triumph

WILLIAMSON, N.Y. — Racing at his home track, Jan Leaty won the 100-lap Race of Champions Dart Asphalt Modified Tour event Friday night at Spencer Speedway.

Leaty came from his eighth-starting spot, pitted under yellow for a fresh right-rear tire and took the lead on lap 50 with a turn-four pass of Buck Catalano, who led 46 of the first 49 laps. From there, Leaty pulled away

for the \$3,500 victory.

Billy Putney finished second ahead of Mike Leaty, Jan's son, in third. RoC point-leader and defending champion Pete Brittain finished fourth after charging from his 20th-starting spot, and Matt Hirschman finished fifth after starting 14th.

The finish:
Jan Leaty, Billy Putney, Mike Leaty, Pete Brittain, Matt Hirschman, Jim Storace, Daren Scherer, Doug Reaume, Terry Cheatham, Rick Kluth, Buck Catalano, John Markovic, Dave Wollaber, Tj Potrzebowski, Karl Hehr, Kris Hilleger, Erick Rudolph, Tony Hanbury, Rusty Smith, Todd Smith, Tim McMullen, Mark Tychoniewicz, Chris Risdale, Jeff Polasko, Tom Weist, Matt Clemens.

Loftin Holds Off Myers At Bowman Gray

By JOHN CLAYTON
STAFF WRITER

WINSTON-SALEM, N.C. — With a car that became untouchable on long runs, Brian Loftin had to hold off defending Bowman Gray Stadium track-champion Burt Myers one final time during a green-white-checked sprint to the finish to win Saturday night's NASCAR Whelen Southern Modified Tour Advance Auto Parts 199 at the stadium.

Loftin led from the outset with Myers in his rear-view mirror through 11 restarts, including the final one that would deliver Loftin's eighth tour victory and his second of 2008.

"I hated to see that last caution," said Loftin, who beat Myers to the finish by .234 second. "It took us three or four laps to keep going, the car just wouldn't turn for us before that. We had to get heat in the right-front (tire) to do that. I had to keep heat in the tires on that last restart.

"But after three or four laps, I was on a rail. I don't think anybody was going to touch me."

Myers, who won Friday's pole award, but started fifth after the inversion draw, was never able to get the nose of his modified under Loftin,

despite ample opportunity with 11 cautions beginning with the first on the race's opening lap.

With Loftin starting on the pole inside of Brian King and ahead of third-starting L.W. Miller, the field dove into turn one. Miller and King ended up in the fence, making Miller's words during his pre-race introduction seem both ironic and prophetic after he found early troubles in last year's event as well.

"I told the boys if I can make it through the first lap, we'll be fine," he said.

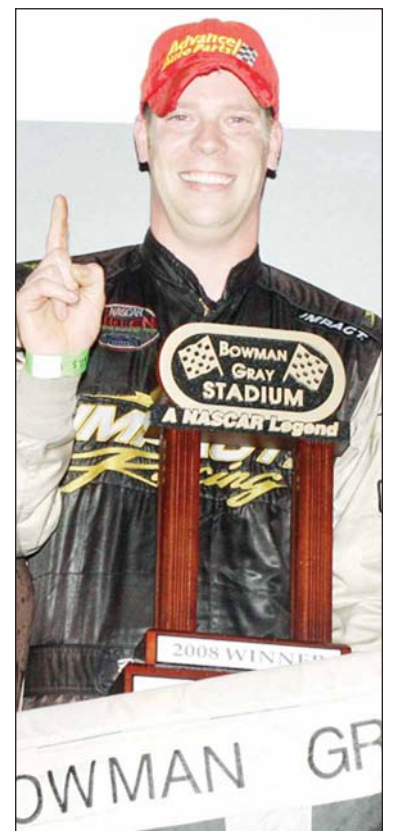
He couldn't. Miller, restarted at the back of the field and ended up eighth — enough to maintain his tour point lead by 11 points over Loftin.

The early accident moved Myers to second with Tim Brown, Jason Myers, Bobby Hutchens and Andy Seuss in pursuit for most of the race until Jason Myers, last year's winner of the 199, fell out with mechanical problems and finished 18th.

Loftin collected \$2,000 for the victory. Brown settled for third behind B. Myers, Hutchens took fourth and Seuss finished fifth.

The finish:

Brian Loftin, Burt Myers, Tim Brown, Bobby Hutchens, Andy Seuss, Zach Brewer, John Smith, L.W. Miller, Brandon Hire, Brent Elliott, Buddy Emory, Thomas Stinson, Al Hill, Frank Fleming, Junior Miller, Brian King, Rich Kulkarni, Jr., Jason Myers, Jay Mize, Johnathon Brown, Scott Rigney, Gene Pack, Randy Butner, Dean Ward, George Brunnhoelzl, Kevin Powell.



Brian Loftin

Third NASCAR Mods Triumph For Blewett

RIVERHEAD, N.Y. — Jimmy Blewett registered his third-career NASCAR Whelen Modified Tour victory Saturday night when he took the checkered flag in the Miller Lite 140 at Riverhead Raceway.

Blewett was strong throughout the evening as he led three times for 80 laps, including the final 46. After qualifying fourth-fastest, Blewett took the win in the second of two 25-lap heat races that preceded the 140-lap main. He was then able to parlay his qualifying success into a front-running position in the feature.

The finish:
Showing driver, car, laps completed and money won: 1. Jimmy Blewett, Chevrolet, 44, \$10,050; 2. Mike David, Ford, 44, \$9,100; 3. Austin Cameron, Toyota, 44, \$8,500; 4. Moses Smith, Toyota, 44, \$6,500; 5. Daryl Harr, Chevrolet, 44, \$5,500; 6. Jeff Jefferson, Chevrolet, 44, \$5,000; 7. Jim Warn, Chevrolet, 44, \$4,815; 8. David Mayhew, Chevrolet, 44, \$3,500; 9. Tony Toste, Chevrolet, 44, \$2,900; 10. Jason Bowles, Ford, 44, \$4,800; 11. Jeff Barkshire, Dodge, 44, \$3,250; 12. Jason Patison, Chevrolet, 44, \$3,200; 13. Jim Inglebright, Chevrolet, 44, \$3,100; 14. Brian Wong, Chevrolet, 44, \$2,500; 15. Wes Banks, Dodge, 44, \$2,400; 16. Eric Holmes, Toyota, 44, \$2,800; 17. Johnny Borneman, Ford, 43, \$2,750; 18. Jamie Dick, Chevrolet, 43, \$2,700; 19. Jack Sellers, Chevrolet, 43, \$2,150; 20. Shane Hubbard, Ford, 41, \$2,100; 21. Brian Jackson, Chevrolet, 36, \$2,000; 22. Luis Martinez, Jr., Chevrolet, 30, \$1,950; 23. Jonathan Hale, Chevrolet, 25, \$1,925; 24. Kyle Kelley, Dodge, 19, \$1,900; 25. Garland Self, Ford, 4, \$1,850; 26. Paulie Hararka, Chevrolet, 2, \$1,925; 27. Mike Gallegos, Chevrolet, 0, \$2,300; 28. Travis Milburn, Ford, 0, \$1,750.

Kelley Collects Funny Car Cash, Propels Team Forward

Massey & Hoover Also Score At Torco Nationals

MARTIN, Mich. — Andy Kelley was thinking about parking his car a little early this season. Heading into the Torco Northern Nationals at U.S. 131 Motorsports Park, Kelley knew

his race team was up against the wall financially. He also knew how quickly things could change.

Kelley defeated Paul Lee in the Torco Pro Nitro Funny Car final round to claim his first-career national-event victory, also getting the financial boost he needed to be able to compete at the Sooner Nationals later this month.

"We were broke and thinking about quitting," Kelley said. "Now we did something silly and won some money, so we pretty much can't quit. We have to keep on going."

Kelley qualified fifth and knocked off No. 1-qualifier Cory Lee in the first round. He then defeated John Lawson, who was driving the car Dale Creasy, Jr. drove to the world championship last year, in the semifinals to move into the final-round match-up with P. Lee. P. Lee hazed his tires in the final round, while Kelley made a clean pass right down the groove. He posted a 5.544 at 263.20 to grab the Ironman.

Spencer Massey took over the Top Fuel point lead in the semifinals when he was able to slip past leader Bruce Litton. He then knocked off McMillen, who shook his tires at mid-track. Massey clocked a 4.741 at 312.57 to take the win light.

Laurie Cannister's Alcohol Funny Car victory over Paul Noakes in the finals handed Cannister her fifth national-event victory in seven tries this season. She coasted to the finish line after Noakes lit the red light by .162 second.

Other winners included Jim Halsey

Modified Tour start of the year after he captured the series title a year ago, Donny Lia finished third and was followed in the top five by Ted Christopher and Ryan Preece. The fifth-place finish was the best of Preece's young career.

Chuck Hossfeld came home 18th in the race and suffered his first finish outside the top five this year, but retains a 44-point lead over Christopher in the standings.

The finish:
Jimmy Blewett, Ronnie Silk, Donny Lia, Ted Christopher, Ryan Preece, Ken Heagy, Mike Stefanik, Dan Jivanelli, Glen Tyler, Eric Beers, Tony Ferrante, Jr., Glen Reen, Kevin Goodale, Jamie Tomaino, Todd Szegedy, Bill Park, Matt Hirschman, Chuck Hossfeld, Joe Hartmann, Ed Flemke, Jr., Wade Dole, Rowan Pennink, Anthony Sesely, Wayne Anderson, Chuck Steuer, Mike Andrews, Bobby Grigas III, James Cwali.

over Mike Castellana in a matchup of top qualifiers in the Pro Modified division and Jeff Dobbins in Pro Stock after a red light from Pete Berner in the finals.

Ed Hoover won the biggest race of his career Saturday, pocketing \$50,000 for winning the IHRA's \$100,000 Torco Pro Modified Shootout on Saturday.

Hoover squared off with Mike Castellana in the final round. Castellana, among the steadiest drivers in the pro modified ranks, lit the red light by a razor-thin .002 second.

"I didn't see his red-light. I knew I had to be on my game and I didn't know what kind of light I had," Hoover said. "But for \$50,000 I'll take it. This was a great win for Trussell Motorsports and my entire crew. I got out of the car kicking myself in the head, then Jim Halsey came over and told me he red-lit. I just wanted to make sure he wasn't lying before I got too happy. I couldn't believe it."

Smith Is No. 1

By MARK KIELBLOCK

MINERSVILLE, Pa. — Ryan Smith started on the pole and led all 20 laps to earn his first American Racing Drivers Club midget victory Friday night at Big Diamond Raceway.

ARDC

At the outset, Smith began to pull away from the field, but it wasn't long before the yellow flag was out for a huge pileup in turn one involving nearly a third of the field.

Smith powered away on the restart, with Andy Martin chasing.

Smith was in control throughout, but a late restart gave Martin a final opportunity.

"It stuttered a little bit on the restart," Smith explained. That stutter allowed Martin to take a dive at Smith on the restart.

"I almost ran over him when he stumbled," Martin shared.

But Smith got it going and held on for the breakthrough triumph. Martin finished second ahead of Brett Arndt, Billy Pauch, Jr. and Frank Polimeda.

The finish:
Ryan Smith, Andy Martin, Brett Arndt, Billy Pauch, Jr., Frank Polimeda, Tracy Readinger, Drew Heistand, Stephanie Stevens, Randy Monroe, Jr., Eric Heydenreich, Greg Robinson, Zack Martini, Steve Lenig, Steve Craig, Carey Becker, Shane Penny, Scott Zipp, P.J. Gargiulo, Nick Wean, Paul Klime, Bruce Buckwalter, P.J. Pavlick, Donnie Hoffman, Dave Shirk, Donnie Trent, A.J. Ernesto.

Battle To Troy

SAMSULA, Fla. — Able to satisfy his need for speed, Tampa Bay Area Racing Ass'n point leader Troy DeCaire copped his second 30-lap feature in as many weeks Saturday night at New Smyrna Speedway.

TBARA

Young Blaze Martin zipped out to an early lead on the fast half-mile oval while DeCaire jumped from the 12 hole and immediately began to pick off his competitors. Martin began passing slower cars on the bottom side rather than around the outside and it slowed his progress as DeCaire kept the wick turned up on his George Rudolph-owned Hurricane and ran the youngster down in quick fashion.

Bo Hartley had a good run going and was trying to close the gap on DeCaire, but when DeCaire got by Martin for the lead on lap 19, it was game over. DeCaire crossed the stripe well in front of Hartley for his fourth victory this season with Shane Butler, Mark Gimmler and Dude Teate rounding out the top five.

The finish:
Troy DeCaire, Bo Hartley, Shane Butler, Mark Gimmler, Dude Teate, David Retzlaff, Brian Maddox, Todd Schmidt, Wendy Mathis, Tommy Nichols, Dakotah Stephens, Larry Brazil, Bobby Rose, D.J. Hoelzle, Steve Hiesler, Sonny Hartley, Blaze Martin, Ricky Burnett, Nick Manikis, Joey Aguilar, Brad Davis.



JEFF ARNS PHOTO

ON A MISSION: Mike Hess (4) trails David Gough during Badger Midget action Sunday at Angell Park Speedway.

Last-Lap Move Is Golden For Hess

By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Point-leader Mike Hess scored a dramatic last-lap victory in Sunday night's 30-lap Badger Midget Series feature at Angell Park Speedway.

BADGER

Davey Ray took the lead at the start. Brandon Waelti caught Ray on lap nine and made a pass for the lead. Five laps later, Hess took second, trailing Waelti by nearly two seconds.

Hess closed to Waelti's rear bumper with three laps remaining.

Hess got a great run off the cushion, coming for the white flag, and was the leader at the start-finish line by a few feet. Waelti regained the lead entering turn one, but Hess got a run off the cushion exiting turn four and won by a car length.

Trailing Hess and Waelti were Bubba Altig, Ray and Australian Matt Smith.

The finish:
Mike Hess, Brandon Waelti, Bubba Altig, Davey Ray, Matt Smith, Scott Hatton, Joe Whipperfurth, Adam Clarke, Tim Noble, Kurt Mayhew, David Budres, Jon LeLuene, Aaron Fiscus, David Gough, Chad DeSelle, Jim Fuerst, Jason Dull, Dick Kaiser, Robbie Ray.

Schultz Reigns In Lorain

SOUTH AMHERST, Ohio — Charlie Schultz is making his case as a contender for the PPG Vibrance Collection Midwest Supermodified Ass'n title after winning at Lorain County Speedway Saturday night.

MSA

The victory was Schultz's fourth of the season and it dramatically closed the season-long point chase, leaving Dave

Shullick, Sr. in the lead with 426 points, followed closely by Tim Jedrzejek (424) and Charlie Schultz (421).

Jedrzejek finished second, some nine car lengths behind Schultz. Denny Fisher was third ahead of Randy Burch in fourth and Moe Lilje in fifth.

The finish:
Charlie Schultz, Tim Jedrzejek, Denny Fisher, Randy Burch, Moe Lilje, Dave Shullick, Sr., Jim Paller, Matt Palmer, Don Johnson, Jack Smith, Brandon Fisher, Dave Mumaw, Jon Henes, Dave Shullick, Jr., Pat Shullick, Bob Dawson, Tim Ice, Rob Stasick, Danny Shirey.

Kaiser Is Outlaw Sprint King

SCHERERVILLE, Ind. — Fast-qualifier Geoff Kaiser fought from seventh-starting spot to take home the Hoosier Outlaw Sprint Series victory at Illiana Speedway Saturday night.

HOSS

Heat-race winner Tim Cox and Greg Wheeler led the field when the green flag

waved and Kaiser began working his way up through traffic, securing the lead by the halfway mark. Wheeler took the runner-up spot with Kris Leming, Jerry Caryer and Eddie Kelley completing the top five.

The finish:
Geoff Kaiser, Greg Wheeler, Kris Leming, Jerry Caryer, Eddie Kelley, Jim Payne, Jim Dolph, Ron Koehler, Frank Moser, Tim Cox, Tom Green, Tim Lute, Chris Jagger, Sam Davis.

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RACE REWIND

FORMULA ONE

Race 11 of 18: Hungarian Grand Prix, Sunday, Aug. 3
Hungaroring, Budapest, Hungary

FINAL RESULTS

FIRST



Heikki Kovalainen

SECOND



Timo Glock

THIRD



Kimi Raikkonen

Fin.	St.	Driver	Country	Team	Laps
1	2	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	70
2	5	Timo Glock	Germany	Panasonic Toyota Racing	70
3	6	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	70
4	7	Fernando Alonso	Spain	ING Renault F-1 Team	70
5	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	70
6	10	Nelson Piquet	Brazil	ING Renault F-1 Team	70
7	9	Jarno Trulli	Italy	Panasonic Toyota Racing	70
8	4	Robert Kubica	Poland	BMW Sauber F-1 Team	70
9	8	Mark Webber	Australia	Red Bull Racing	70
10	16	Nick Heidfeld	Germany	BMW Sauber F-1 Team	70
11	13	David Coulthard	Great Britain	Red Bull Racing	70
12	12	Jenson Button	Great Britain	Honda Racing F-1 Team	69
13	17	Kazuki Nakajima	Japan	AT&T Williams	69
14	15	Nico Rosberg	Germany	AT&T Williams	69
15	19	Giancarlo Fisichella	Italy	Force India F-1 Team	69
16	18	Rubens Barrichello	Brazil	Honda Racing F-1 Team	68
17	3	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	67
18	14	Sebastien Bourdais	France	Scuderia Toro Rosso	67
19	20	Adrian Sutil	Germany	Force India F-1 Team	62
20	11	Sebastian Vettel	Germany	Scuderia Toro Rosso	22



STEVE ETHERINGTON PHOTO

SPEED DEMON: Lewis Hamilton notched his 10th-career pole for Sunday's Hungarian Grand Prix.

RACE STATISTICS

Race time: 1 hour, 37 minutes, 27 seconds

Victory margin: 11.061 seconds

TALK OF TIME TRIALS

Lewis Hamilton won the pole while Heikki Kovalainen started second to make it the first all McLaren Mercedes front row since last year's Italian GP. It was Hamilton's fourth pole of the season and 10th of his career.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Kimi Raikkonen

THIRD



Felipe Massa

Top 10

1. Lewis Hamilton	62	6. Heikki Kovalainen	38
2. Kimi Raikkonen	57	7. Jarno Trulli	22
3. Felipe Massa	54	8. Fernando Alonso	18
4. Robert Kubica	49	8. Mark Webber	18
5. Nick Heidfeld	41	9. Timo Glock and Nelson Piquet	13

Heikki Breaks Through

By DAN KNUTSON
NSSN CORRESPONDENT

BUDAPEST, Hungary — “Welcome to the world of winning, the first of many,” McLaren chief Ron Dennis said to Heikki Kovalainen as he crossed the finish line in Hungary to win his first Grand Prix.

Kovalainen took over first place with just three laps to go as Felipe Massa, who had led most of the race in his Ferrari, stopped with engine failure. Earlier, Kovalainen moved up from third to second after his McLaren Mercedes teammate Lewis Hamilton had to pit with a flat left-front tire.

“It is fantastic,” Kovalainen said after winning in his 28th start.

“It has been a moment I have been targeting for many years now; since I eyed the possibility to be an F-1 driver I wanted to improve my fitness to try and achieve this goal. Hopefully, it is the first of many.”

Kovalainen became the 100th different driver to win an F-1 World Championship Grand Prix.

Hamilton won the pole with Massa second and Kovalainen third. Massa made a great getaway and then scrambled around the outside of Hamilton in turn one to take over first.

The leading duo steadily drew away from the third-placed Kovalainen. Massa had the race under control, and his lead widened when Hamilton had the flat tire on lap 41. Then, as he completed lap 67 of 70, Massa's engine broke.

Then Kimi Raikkonen, who was chasing hard after Timo Glock, slowed down because of a suspected suspension problem on his Ferrari.

Two weeks earlier, Glock left the German Grand Prix in an ambulance after hitting the wall hard. He qualified fifth in Hungary, passed Robert Kubica's BMW Sauber at the start and ran fourth for much of the race. When Hamilton and then Massa had their problems, Glock moved up to second.

“It is just unbelievable,” said Glock after the first podium finish of his F-1 career. “I could not believe it when I



STEVE ETHERINGTON PHOTO

FINN IS FIRST: Heikki Kovalainen celebrates his first career Formula One victory Sunday at the Hungaroring in Budapest, Hungary.

saw Felipe's engine go and I was P2. I was under pressure from Kimi with soft tires and I was struggling quite a lot. I had a really good car. It was perfect until last stint.”

After making a mistake in qualifying, Raikkonen lined up sixth. He spent much of the race stuck behind Fernando Alonso's fifth-placed Renault. Raikkonen only got by after the second round of pit stops and then he started to fly.

“I had a good car and I was able to catch Timo,” Raikkonen said after

eventually finishing third, “but I had to back off. We have the speed, but if we cannot get qualifying, then we will have the same problems. We have to sort it out.”

Alonso ended up fourth while Hamilton's fifth place allowed him to hang on to his championship lead. Nelson Piquet backed up his second place in the German Grand Prix with a solid sixth place. Jarno Trulli rounded out Toyota's happy day with a seventh place, and Kubica grabbed the final point by finishing eighth.

KERS Safety System Being Put To The Test

By DAN KNUTSON
NSSN CORRESPONDENT

BUDAPEST, Hungary — There will be more failures of the KERS systems, either accidentally or induced, as the teams push hard to develop the new technology that will be used in 2009.

At a recent test session, a BMW Sauber mechanic was thrown to the ground after suffering an electric shock when he touched the car fitted with the Kinetic Energy Recovery System BMW is still investigating the cause of that incident, but team boss Mario Theissen is confident a safe solution will be found.

“We have always been aware of the energy level that comes along with

KERS, which is way below what a full fuel tank carries in terms of energy,” he said. “We are still investigating the whole case and we have broadened the case. We are extending our FMEA [Failure, Mode and Effects Analysis] and we are following several alleys that are potential areas.”

“All the F1 teams are taking the safety aspect very, very seriously,” Ferrari's technical director Aldo Costa said when asked about dangers to the mechanics and track workers. “You have to remember that first the system has to be managed on the bench, in-house, in testing, so the safety aspect is the first priority. I don't think anyone would use a system in the race that they don't believe is safe.”

Toyota's chassis technical director Pascal Vasselon says failures are part of the process of improving the systems.

“Going through the possible failure modes of the KERS system is just what we have to do,” he explained. “We will all be trying to overheat or overcharge batteries. We will all be trying to crash flywheels for those who will use flywheels.”

“We just have to do that, in order to make sure that we keep these failures under control, so it will be all about making sure that we keep these failures under control on the test bench, and later on the track. So you will hear about battery fires and things like that, simply because we will have to gain experience in this direction.”



STEVE ETHERINGTON PHOTO

THROUGH THE TURNS: The Formula One field navigates the 16-turn Hungaroring in Budapest during Sunday's Hungarian Grand Prix.

Teams Form Unified Coalition

By **DAN KNUTSON**
NSSN CORRESPONDENT

BUDAPEST, Hungary — Ten teams have formed the Formula One Teams Ass'n, which will represent all of them and present a unified front in negotiations and communication with the FIA, plus the commercial side of F-1 consisting of Formula One Management and commercial rights owners CVC.

Team representatives met with **Bernie Ecclestone** and CVC's managing partner **Donald McKenzie** at Ferrari's Maranello base July 29 to discuss the future of the sport. A Ferrari statement said the meeting was "extremely constructive."

■ **Michael Schumacher** had a minor traffic accident while driving through a village in England. Resident **Martin Kingham** was closing his garage gates on a narrow road when Schumacher's van clipped the gate and knocked Kingham into a parked van. Kingham, who was unhurt, said Schumacher was "very irate."

■ F-1 heads into its annual August break with two weekends off before the next race. No testing is permitted until Aug. 27. Rumors persist that the provisional 2009 schedule will be changed because the teams are insisting the break be included in the calendar.

■ Stories that **Fernando Alonso** was house hunting in the Italian part of Switzerland, so as to be closer to Ferrari's Maranello headquarters, are not true.

"I was in Lugano just for a little holiday," he said. **Jarno [Trulli]** lives close to Lugano and he was always telling me it was a nice place with nice weather. It's true that I was finding

some accommodation, but it was a hotel, not a house. I have no plans to move there."

However, it was rumored that he might have met with a Ferrari lawyer in Lugano.

■ A huge contingent of Finnish fans has always attended the Hungarian Grand Prix. Now they have been joined by the Poles with over 40,000 Polish fans coming to cheer for **Robert Kubica** this year. Advance ticket sales were up 25 percent compared to 2007.

■ Race organizers and Bernie Ecclestone announced Sunday that the Hungarian GP contract has been extended from 2011 to 2016.

■ FIA President **Max Mosley** says someone "not unconnected" with F-1 probably set him up in the sex scandal published by *News of the World*.

"I think it is more likely than not, yes," he said when asked at a news conference in Monaco if he was set up. "I still don't know for sure who it was yet, and I am not going to blame anybody until I am certain."

■ The German company Formtech has bought up most of the assets, including the Leaffield Technical Center in England, of the now defunct Super Aguri F-1 team.

■ Officials docked **Sebastien Bourdais** five grid places for impeding **Nick Heidfeld's** qualifying run.

Honda brought a new rear suspension to Hungary that will be the base for the 2009 car as well. The team also introduced its final aero package, including a shark-fin engine cover, of the year.

■ Renault had **David Coulthard** use the same engine for three races rather than the two required by the

rules. "It means that David will not have to use the same engine in Spa and Monza, which are two of the toughest challenges on the calendar," Renault's **Fabrice Lom** said.

■ **Timo Glock's** accident in Germany was caused by a broken toe-link in the rear suspension. The part had been damaged during an off-track excursion in the previous Grand Prix, but slipped through Toyota's inspection procedure. That process has now been revised.

■ Max Mosley, 68, says that Bernie Ecclestone, 78 in October, might be getting too old to retain control of F-1's commercial empire much longer.

While CVC Capital Partners owns a majority of the shares of the commercial rights to F-1, Ecclestone remains closely involved and basically in charge.

"If a sovereign wealth fund came along with a huge amount of money, then CVC would be tempted," Mosley told *The Times*, "but I suspect it would be getting to the stage where Bernie is replaced. If someone wanted to buy it, the whole business depends on a man who is 78 years old."

Currently, the teams received 50 percent of F-1's commercial income. The FIA wants the teams to get 75 percent.

"Eventually, I think we will agree on a compromise while they [CVC] abandon a lot of control that they have over the sporting side and, in return, we [the FIA] will give them much greater freedom to sell the business to whomever they want," Mosley said.

A CVC statement said: "We have no plans to sell our stake in F-1. We see our investment as long term" and added that there are no plans to replace Ecclestone.

Hamilton, Alonso Having Happier Season This Year

BUDAPEST, HUNGARY

Little did anybody know one year ago that Lewis Hamilton disregarding a team order at the Hungarian Grand Prix would have such far reaching consequences. Hamilton disobeyed the instruction to let Fernando Alonso go out first in final qualifying, and the next day an irate Alonso revealed to McLaren boss Ron Dennis that he had confidential Ferrari data on his computer.

That eventually evolved into the Ferrari/McLaren spy scandal that cost McLaren a \$100 million fine as well as being stripped of all its constructors' points. And it led to Alonso leaving McLaren after only one of the three years in his contract.

One year later, the atmosphere in McLaren is far more harmonious with teammates Hamilton and Heikki Kovalainen.

"We are just having a much smoother year and it is a lot more relaxed," Hamilton said.

"There is a nice environment here, and things are how they should be.

"We are here to race and we are focusing on that. We have got no distractions, so it is a much better position to be in. It is one every team wants to be in. We are here to race, and that is important. We don't have any excess baggage on our team, and no stress like that.

"We have the excitement of working hard to improve the car and to score points. That is where everyone wants to be."

Alonso, too, said he was much more content now that he is back with Renault, even though it is not a winning team this year.

"I'm much happier this year," he said. "Last year, I had the possibility to fight for the championship. It's OK, but I knew that this year it was not possible anymore. If I was racing for McLaren now, in this moment, maybe I am in the same position as I am now, without the possibility to

ACROSS THE POND



DAN KNUTSON

win."

There is still resentment against McLaren and Dennis.

"It was not a problem at all with anything between Lewis and me," Alonso said. "We do what the team tells us and nothing more. If we don't do that, the team is not normally very happy with us, but that time [in Hungary] they seemed quite happy."

Asked if he has made up with Dennis, Alonso replied: "Nothing. Again, I think everyone makes his choices, and he was very clear on his philosophy and his way to run [the team] and to compete like that. As a professional, I'm not like that and we chose different ways. It's all OK with everybody. You just

"It was not a problem at all with anything between Lewis and me. We do what the team tells us and nothing more."

FERNANDO ALONSO

need to make choices. He made that choice, and I made that choice." Dennis denied that Alonso would not have had equal treatment at McLaren this year. "You could go back through the entire history of McLaren, you could talk to any driver that has driven for McLaren and you will not find anyone — save for one — who will not verify that this team always runs on the basis of equality and always will," Dennis said.

Here in Hungary, McLaren confirmed the obvious and that was that Kovalainen will remain with the team in 2009. He justified their loyalty by winning the race.

"As far as I am concerned, I have never been worried about my contractual situation," he said. "Since the beginning of my McLaren career, it has been the target to extend this relationship for many, many years. I think it is just to clarify the situation for everybody of where we are at the moment."

Lewis Hamilton has a confirmed contract through 2012.

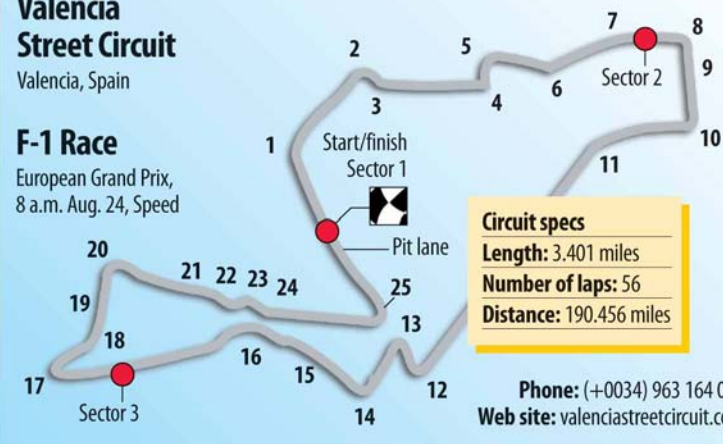
UP NEXT

Valencia Street Circuit

Valencia, Spain

F-1 Race

European Grand Prix, 8 a.m. Aug. 24, Speed



RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 36, 37, 38 and 39: July 28, July 30, Aug. 1 and Aug. 2

FINAL RESULTS

WINNER



Craig Dollansky

July 28

Paducah Int'l Raceway, Paducah, Ky.

Qualifications: 1. Donny Schatz, Stewart 15, 13.107; 2. Terry McCarl, McCarl 24, 13.114; 3. Jason Meyers, Stockbridge 14, 13.135; 4. Kerry Madsen, VerMeer 55, 13.217; 5. Steve Kinser, Kinser 11, 13.271; 6. Daryn Pittman, Titan 21, 13.311; 7. Jac Haudenschild, Carnahan r19, 13.329; 8. Paul McMahan, Parsons 6, 13.346; 9. Craig Dollansky, Woodward 2, 13.382; 10. Chad Hillier, Hillier 5c, 13.401; 11. Kody Kinser, Kinser 4k, 13.405; 12. Kraig Kinser, Stewart 20, 13.528; 13. Shane Stewart, Roth 83, 13.554; 14. Joey Moughan, Moughan 55b, 13.573; 15. Joey Saldana, Kahne 9, 13.577; 16. Chad Kemenah, Hard Eight 8k, 13.628; 17. Jason Sides, Sides 7s, 13.632; 18. Tony Bruce, Jr., Bruce 18, 13.657; 19. Chad Blonde, Blonde 5b, 13.732; 20. Sam Hafertepe, Jr., Hafertepe 15h, 13.938; 21. Brad Greer, Greer 3b, 14.359; 22. Tom Dickerman, Dickerman 57d, 14.411; 23. Alex Shanks, Shanks 39w, 14.879; 24. Tony Wilson, Wilson 10w, 15.787.

First Heat (8 laps): Hillier, Haudenschild, Kemenah, Madsen, Schatz, Stewart, Dickerman, Blonde.

Second Heat (8 laps): Sides, S. Kinser, McMahan, McCarl, Hafertepe, Ko. Kinser, Moughan, Shanks.

Third Heat (8 laps): Dollansky, Kr. Kinser, Meyers, Saldana, Pittman, Bruce, Greer, Wilson.

Crane Cams Dash (8 laps): Dollansky, S. Kinser, Hillier, Haudenschild, Kr. Kinser, Meyers, Sides, McCarl, Schatz, Madsen.

Feature (35 laps): 1. Dollansky, \$10,000; 2. Meyers, \$5,500; 3. S. Kinser, \$3,200; 4. Haudenschild, \$2,800; 5. Kemenah, \$2,500; 6. Sides, \$2,300; 7. Schatz, \$2,200; 8. McCarl, \$2,100; 9. Hillier, \$2,050; 10. Kr. Kinser, \$2,000; 11. Hafertepe, \$1,500; 12. Stewart, \$1,200; 13. Pittman, \$1,100; 14. McMahan, \$1,050; 15. Bruce, \$1,000; 16. Blonde, \$900; 17. Ko. Kinser, \$800; 18. Saldana, \$800; 19. Shanks, \$800; 20. Greer, \$800; 21. Madsen, \$800; 22. Moughan, \$800; 23. Dickerman, \$800; 24. Wilson, \$800.

WINNER



Tony Bruce, Jr.

July 30

34 Raceway, West Burlington, Iowa

Qualifications: 1. Steve Kinser, Kinser 11, 12.250; 2. Sam Hafertepe, Jr., Hafertepe 15h, 12.258; 3. Paul McMahan, Parsons 6, 12.260; 4. Jason Meyers, Stockbridge 14, 12.263; 5. Shane Stewart, Roth 83, 12.378; 6. Donny Schatz, Stewart 15, 12.436; 7. Terry McCarl, McCarl 24, 12.452; 8. Joey Saldana, Kahne 9, 12.452; 9. Josh Schneiderman, Schneiderman 49, 12.464; 10. Chad Hillier, Hillier 5c, 12.470; 11. Tony Bruce, Jr., Bruce 18, 12.493; 12. Jason Sides, Sides 7s, 12.509; 13. Kerry Madsen, VerMeer 55, 12.537; 14. Craig Dollansky, Woodward 2, 12.592; 15. Daryn Pittman, Titan 21, 12.627; 16. Jac Haudenschild, Carnahan r19, 12.657; 17. Kraig Kinser, Stewart 20, 12.752; 18. Chad Kemenah, Hard Eight 9k, 12.780; 19. Bronson Maeschen, Maeschen 96, 12.846; 20. Jesse Hockett, Hockett 75, 13.021; 21. Joey Moughan, Moughan 55b, 13.036; 22. Ryan Jamison, Jamison 51j, 13.223; 23. Bobby Mincer, Mincer 15x, 13.333.

First Heat (8 laps): Hillier, S. Kinser, Meyers, Haudenschild, Madsen, Jamison, Maeschen, McCarl.

Second Heat (8 laps): Saldana, Bruce, Hafertepe, Stewart, Dollansky, K. Kinser, Hockett, Mincer.

Third Heat (8 laps): Sides, Schneiderman, McMahan, Schatz, Pittman, Kemenah, Moughan.

Crane Cams Dash (6 laps): Bruce, Schneiderman, Hillier, S. Kinser, Saldana, Sides, Hafertepe, Stewart, Meyers, McMahan.

Feature (35 laps): 1. Bruce, \$10,000; 2. S. Kinser, \$5,500; 3. Schneiderman, \$3,200; 4. Sides, \$2,800; 5. Meyers, \$2,500; 6. Pittman, \$2,300; 7. Schatz, \$2,200; 8. Haudenschild, \$2,100; 9. Hillier, \$2,050; 10. Dollansky, \$2,000; 11. Madsen, \$1,500; 12. Hafertepe, \$1,200; 13. K. Kinser, \$1,100; 14. McCarl, \$1,050; 15. Kemenah, \$1,000; 16. Jamison, \$900; 17. Stewart, \$800; 18. Saldana, \$800; 19. Moughan, \$800; 20. Hockett, \$800; 21. McMahan, \$800; 22. Mincer, \$800; 23. Maeschen, \$800.

WINNER



Daryn Pittman

Friday

Aug. 1, Wilmot Speedway, Wilmot, Wis.

Qualifications: 1. Chad Kemenah, Hard Eight 8k, 13.345; 2. Paul McMahan, Parsons 6, 13.428; 3. Kraig Kinser, Stewart 20, 13.509; 4. Terry McCarl, McCarl 24, 13.538; 5. Craig Dollansky, Woodward 2, 13.565; 6. Jac Haudenschild, Carnahan r19, 13.587; 7. Joey Saldana, Kahne 9, 13.652; 8. Mike Kertscher, Kertscher 80k, 13.698; 9. Donny Schatz, Stewart 15, 13.835; 10. Jason Meyers, Stockbridge 14, 13.845; 11. Sam Hafertepe, Jr., Hafertepe 15h, 13.929; 12. Jason Sides, Sides 7s, 13.941; 13. Brian Kristan, Kristan 5, 13.961; 14. Scott Semmelmann, Semmelmann 3x, 14.003; 15. Darrell Dodd, Dodd 11d, 14.031; 16. Daryn Pittman, Titan 21, 14.058; 17. Todd Hepfner, Hepfner 13p, 14.069; 18. Kris Spitz, Spitz 4k, 14.075; 19. Kerry Madsen, VerMeer 55, 14.092; 20. Shane Stewart, Stewart 83, 14.098; 21. Chad Hillier, Hillier 5c, 14.113; 22. Steve Kinser, Kinser 11, 14.128; 23. Tim Vanderve, Vanderve 7v, 14.129; 24. Scott Uttech, Uttech 3k, 14.229; 25. Tony Bruce, Jr., Bruce 18, 14.270; 26. Todd Daun, Daun 36, 14.311; 27. Tommy Sexton, Sexton 83d, 14.408; 28. Jerome Schroeder, Schroeder 43, 14.464; 29. Kurt Winker, Winker 10w, 14.492; 30. Patrick Haynes, Haynes 5h, 14.553; 31. Jim Lukey, Lukey 07, 14.598; 32. Bill Wirth, Wirth 53w, 14.659; 33. Phillip Mock, Mock 1m, 14.714; 34. Larry Vanderve, Vanderve 14v, 15.047; 35. Michael Dubs, Dubs 79, 15.458; 36. Daniel Shepherd, Shepherd 18x, 15.541; 37. Rusty Egan, Egan 50, 15.603; 38. Kirk Fehrman, Fehrman 33, 15.870; 39. David Maynard, Maynard 72, 16.707.

First Heat (10 laps): Kemenah, Schatz, Dollansky, Hillier, Kristan, Bruce, Winker, Hepfner, Mock, Egan.

Second Heat (10 laps): Meyers, Haudenschild, McMahan, S. Kinser, Semmelmann, Haynes, Spitz, Daun, Vanderve, Fehrman.

Third Heat (10 laps): Saldana, K. Kinser, Hafertepe, Madsen, Vanderve, Sexton, Dodd, Dubs, Lukey, Maynard.

Fourth Heat (10 laps): Sides, Pittman, McCarl, Stewart, Kertscher, Uttech, Wirth, Schroeder, Shepherd.

Crane Cams Dash (8 laps): Pittman, Kemenah, K. Kinser, Saldana, Schatz, Haudenschild, Meyers, Sides, McCarl, McMahan.

C Main (8 laps): 1. Fehrman; 2. Dubs; 3. Vanderve, \$175; 4. Mock, \$175; 5. Shepherd, \$175; 6. Egan, \$150; 7. Maynard, \$150.

B Main (12 laps): 1. Bruce; 2. Hepfner; 3. Sexton; 4. Uttech; 5. Spitz, \$350; 6. Daun, \$330; 7. Schroeder, \$325; 8. Haynes, \$310; 9. Wirth, \$300; 10. Fehrman, \$300; 11. Dubs, \$300; 12. Lukey, \$300; 13. Winker, \$300; 14. Dodd, \$300.

Feature (40 laps): 1. Pittman, \$10,000; 2. Schatz, \$5,500; 3. Meyers, \$3,200; 4. Dollansky, \$2,800; 5. Saldana, \$2,500; 6. Kemenah, \$2,300; 7. Madsen, \$2,200; 8. Haudenschild, \$2,100; 9. Sides, \$2,050; 10. S. Kinser, \$2,000; 11. McMahan, \$1,500; 12. McCarl, \$1,200; 13. K. Kinser, \$1,100; 14. Hafertepe, \$1,050; 15. Bruce, \$1,000; 16. Stewart, \$900; 17. Kertscher, \$800; 18. Hillier, \$800; 19. Hepfner, \$800; 20. Sexton, \$800; 21. Uttech, \$800; 22. Kristan, \$800; 23. Semmelmann, \$800; 24. Vanderve, \$800.

WINNER



Steve Kinser

Saturday

Aug. 2, Charter Raceway Park, Beaver Dam, Wis.

Qualifications: 1. Steve Kinser, Kinser 11, 11.561; 2. Jac Haudenschild, Carnahan r19, 11.579; 3. Sam Hafertepe, Jr., Hafertepe 15h, 11.655; 4. Jason Meyers, Stockbridge 14, 11.659; 5. Paul McMahan, Parsons 6, 11.759; 6. Terry McCarl, McCarl 24, 11.793; 7. Jason Sides, Sides 7s, 11.828; 8. Shane Stewart, Roth 83, 11.829; 9. Donny Schatz, Stewart 15, 11.848; 10. Kraig Kinser, Stewart 20, 11.861; 11. Craig Dollansky, Woodward 2, 11.898; 12. Kerry Madsen, VerMeer 55, 11.898; 13. Scotty Neitzel, Neitzel 2w, 11.929; 14. Chad Hillier, Hillier 5c, 11.937; 15. Bill Balog, Balog 17b, 11.952; 16. Billy Hafemann, Hafeman 2b, 11.983; 17. Mike Kertscher, Kertscher 80k, 12.005; 18. Chad Kemenah, Hard Eight 8k, 12.038; 19. Daryn Pittman, Titan 21, 12.076; 20. Tony Bruce, Jr., Bruce 18, 12.081; 21. Joey Saldana, Kahne 9, 12.095; 22. Todd Hepfner, Hepfner 13p, 12.183; 23. Tim Vanderve, Vanderve 7v, 12.238; 24. Brian Kristan, Kristan 5, 12.265; 25. Andy Hunt, Hunt 12.317; 26. Rusty Egan, Egan 50, 12.404; 27. Phillip Mock, Mock 1m, 12.465; 28. Kris Spitz, Spitz 4k, 12.478; 29. John Fahl, Fahl 0, 12.576; 30. Russel Borland, Borland 23, 12.742; 31. Jerome Schroeder, Schroeder 43, 13.182; 32. Adam Miller, Miller 24m, 13.335; 33. Andy Klumb, Klumb 15a, 13.713.

First Heat (10 laps): Schatz, S. Kinser, McMahan, Neitzel, Saldana, Kertscher, Klumb, Fahl, Hunt.

Second Heat (10 laps): McCarl, Haudenschild, Hillier, K. Kinser, Kemenah, Hepfner, Borland, Egan.

Third Heat (10 laps): Dollansky, Hafertepe, Sides, Balog, Pittman, Vanderve, Mock, Schroeder.

Fourth Heat (10 laps): Madsen, Meyers, Stewart, Hafemann, Bruce, Spitz, Miller, Kristan.

Crane Cams Dash (8 laps): Meyers, Madsen, S. Kinser, McCarl, Dollansky, Sides, Hafertepe, McMahan, Haudenschild, Schatz.

B Main (12 laps): 1. Kertscher; 2. Kristan; 3. Vanderve; 4. Spitz; 5. Mock, \$350; 6. Fahl, \$330; 7. Schroeder, \$325; 8. Borland, \$310; 9. Miller, \$300; 10. Hepfner, \$300; 11. Egan, \$300; 12. Hunt, \$300; 13. Klumb, \$300.

Feature (40 laps): 1. S. Kinser, \$10,000; 2. Meyers, \$5,500; 3. Madsen, \$3,200; 4. Dollansky, \$2,800; 5. Schatz, \$2,500; 6. McCarl, \$2,300; 7. Saldana, \$2,200; 8. Pittman, \$2,100; 9. Sides, \$2,050; 10. Haudenschild, \$2,000; 11. Bruce, \$1,500; 12. Hafertepe, \$1,200; 13. Hillier, \$1,100; 14. Balog, \$1,050; 15. Kemenah, \$1,000; 16. Kertscher, \$900; 17. Kristan, \$800; 18. Vanderve, \$800; 19. Spitz, \$800; 20. Stewart, \$800; 21. K. Kinser, \$800; 22. Neitzel, \$800; 23. McMahan, \$800; 24. Hafemann, \$800.

Dollansky Holds On To Terminate Winless Streak

PADUCAH, Ky. — Craig Dollansky had gone nearly a month without an Advance Auto Parts World of Outlaws Sprint Car Series victory.

But he led all 35 laps July 28 at Paducah Int'l Raceway to post his seventh victory of the season and end a drought that extended back to July 3. He endured four cautions in the event, including one with just eight laps remaining, to pick up the \$10,000 triumph.

"I'm very happy for this Larry Woodward team," said Dollansky. "It's been a long month here in July with the heat, and these crew guys of mine Mike (Woodring), Rob (Beattie) and Lester (Groves) just keep working hard. It was a great team effort tonight, and I am very happy for everyone that is behind this team."

Dollansky, aboard the Snap-on Tools Maxim, started on the pole and led every lap of the three-eighths-mile oval, despite challenges from Steve Kinser early in the race and Jason Meyers during the latter stages of the event.

"I was running a pretty conservative race, unless someone showed me something," Dollansky explained. "I really felt good on top, so I felt like we had to push it a little harder up there and that's what we did. It feels good to get another win. We just have to keep working hard and going after wins."

As the halfway point of the 35-lap contest neared, Meyers made up a lot of ground, eventually snagging the runner-up spot from Kinser.

He quickly closed in on Dollansky on the 26th lap and took the lead on the 27th lap on the back straightaway as he dove under Dollansky, who battled back in turns three and four.

Before the lap was completed though, the caution flag waved for Jason Sides, who was penalized for advancing his position off of the intended racing surface, as he went underneath the track tires that were used to designate the racing surface.

By way of World of Outlaws rules, the restart line-up reverted to the last completed lap, with Dollansky retaining the lead.

"It was an unfair call by the officials," said Meyers. "I'm not sure why they called it. I have never seen a call like that before. We had the car to win the race tonight."

Dollansky used a strong restart to pull away in the waning laps to pick up his first career win at Paducah Int'l Raceway and the 28th of his World of Outlaws career.

"It's good to have some momentum going," he shared. "We have a strong race team here and have had a good month of July. We are going to a few race tracks that I enjoy, and look to run strong at them."

Meyers finished second, with Kinser, who was driving with an injured right elbow sustained in an accident July 26 at K-C Raceway in Ohio, third.

Jac Haudenschild and Chad Kemenah, who started 16th, rounded out the top five.

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

Top 10

1. Donny Schatz	5,629	6. Jac Haudenschild	5,123
2. Jason Meyers	5,498	7. Kerry Madsen	4,992
3. Craig Dollansky	5,383	8. Chad Kemenah	4,973
4. Joey Saldana	5,308	9. Daryn Pittman	4,859
5. Steve Kinser	5,238	10. Terry McCarl	4,818

UP NEXT

Aug. 12, Red River Valley Speedway, West Fargo, N.D.
 Aug. 14, Gillette Thunder Speedway, Gillette, Wyo.
 Aug. 16, Dacotah Speedway, Mandan, N.D.
 Aug. 17, Nodak Speedway, Minot, N.D.
 Aug. 19, Billings Motorsports Park, Billings, Mont.
 Aug. 22-23, Castrol Speedway,

Edmonton, Alberta
 Aug. 29-30, Skagit Speedway, Alger, Wash.
 Sept. 1, Grays Harbor Raceway, Elma, Wash.
 Sept. 2-3, Cottage Grove Speedway, Cottage Grove, Ore.
 Sept. 4-6, Silver Dollar Speedway, Chico, Calif.



AL GRAF PHOTO

TOUGH TITAN: Daryn Pittman (21) holds off Donny Schatz for the win Friday night at Wilmot (Wis.) Speedway.



AL GRAF PHOTO

CLASSIC KINSER: Steve Kinser earned his fifth victory of the season and the 548th of his career Saturday night at Charter Raceway Park, beating Jason Meyers to the checkered flag by .253 second.

Kinser Knows Lapped Traffic

BEAVER DAM, Wis. — Often called the master of lapped traffic, Steve Kinser used his experience to his advantage again to win Saturday night's Badger Classic Advance Auto Parts World of Outlaws Sprint Car Series event at Charter Raceway Park.

Kinser dove under Jason Meyers on the back straightaway on the 33rd lap to take the lead after chasing him for nearly half the race. One lap earlier, Kinser inched ahead of Meyers exiting the fourth turn, but Meyers charged down the front straightaway to officially lead at the line.

Kinser stayed right on Meyers in turns one and two, setting himself up to make the pass for the lead and ultimately the win on the following lap. On the final lap, Meyers gained ground on the back straightaway and tried everything he could exiting the

third and fourth turns, as the pair thundered down the front straightaway coming up just .253 second short at the line.

The \$10,000 triumph was his fifth of the season and the 548th of his WoO career.

"You had to have patience tonight," said Kinser. "You were not going to pass him on an open run. You had to wait until we got some lapped cars. He looked like he got a little bit loose at the end, and I got freed up enough to get up a little higher going into (turn) one and got off it a lot better. We got some good runs on him and when we got to the lapped car, I got a good run on the back stretch on him."

Several times over the course of the race, Kinser looked to the low side of the track aboard the Q Oil Maxim, as he looked to get a run on Meyers.

"We hung around and were there when we got to the lapped cars," explained the winner. "I made a couple of good moves and got a run on Jason (Meyers) and then just held on the last eight or so laps." Meyers led the first 32 circuits, but couldn't keep Kinser behind him in lapped traffic.

"We had a great race car tonight and there is only one word for it, and that's disappointing, to lead all of those laps and give it away," said Meyers. "We got a little tight in lapped traffic and just kind of gave it away to him. I had a great car and these guys did a great job tonight. I just feel bad that I gave it away tonight."

Kerry Madsen started second and finished third, with Craig Dollansky and point-leader Donny Schatz rounding out the top five.

Pittman Big Cheese With Wilmot Score

Schatz, Meyers No Match For Pole-Winning Pittman

WILMOT, Wis. — Daryn Pittman led 32 of the 40 laps en route to his third Advance Auto Parts World of Outlaws Sprint Car Series victory of the season Friday night at Wilmot Speedway.

Pittman pocketed \$10,000 for the 28th victory of his WoO career, holding off two-time defending series champion Donny Schatz and Jason Meyers for the victory. It was his fourth-career victory in the state of Wisconsin and first at Wilmot Speedway.

"Wins are tough to get and you hate to give them away and we gave that one away two years ago," said Pittman. "We were confident coming back in here that we could do it. This is a unique race track and probably one of the flattest places we go and generally makes for some good racing. You hate to lose them, so this is a special win."

The race began on Friday night with Pittman leading from the pole, with Chad Kemenah pressuring him on the high side of the track. For each of the first three laps, Kemenah looked high on Pittman exiting turn four as the pair charged down the front straightaway. Pittman maintained a couple of car length lead and had pulled away a little bit, when the first caution of the night flew on the fourth lap.

On the restart, Pittman led, while Kemenah had his hands full with Donny Schatz and Joey Saldana as the pair battled for third just behind him. Schatz took third on the fifth lap and quickly began to pressure Kemenah.

At the same time, Kemenah was able to close in on Pittman as he worked lapped traffic. The final caution of the night waved on the

10th lap, giving the leaders open race track.

On the restart, Kemenah kept pace with Pittman, again looking high off the fourth turn a couple of times for the lead. On the 13th lap, Kemenah used a strong run through turns one and two to power his way past Pittman on the back-straightaway and pull away.

A couple of laps later, the leaders were in traffic, allowing Pittman and Schatz to close in on Kemenah. At one point, Kemenah and Pittman were three-wide with a lapped car, with Kemenah retaining the lead.

On the 22nd lap, Pittman was able to get back around Kemenah in turns three and four for the lead.

"I think it was the key move that he (Kemenah) got around me and I am glad he did," Pittman explained. "I knew the bottom slowed up a bit, but when you are out front it's hard to move off the line that got you there. He basically proved to me that the top was fast and made me move up there and get up on the wheel and start driving harder. I felt like my car was better on top in (turns) one and two and the bottom in (turns) three and four. Sometimes its better to be running second and that was definitely the case tonight."

Schatz, the two-time defending series champion lined up fifth and finished second.

"We changed a few things and actually got ourselves in a good position," said Schatz. "It was very untypical of my race car to get slower as the race went on. It doesn't normally do that. We did a few things tonight and learned some things and that's a bonus."

Jason Meyers started seventh and finished third to earn his 30th top-five finish of the season. Craig Dollansky and Joey Saldana rounded out the top five.

Dreams Come True: Bruce Wires Field For First WoO Triumph

WEST BURLINGTON, Iowa — From the moment he climbed into a sprint car for the first time 12 years ago, Tony Bruce, Jr. dreamed of winning an Advance Auto Parts World of Outlaws Sprint Car Series event.

That dream became a reality in the series's inaugural visit to 34 Raceway July 30, as he led all 35 laps and picked up the win over 20-time series champion Steve Kinser.

Bruce started on the pole after winning the Crane Cams Dash, with local favorite Josh Schneiderman next to him, and quickly jumped out to an eight-car-length lead. He then endured three cautions and on each restart used a strong jump to stay ahead of Kinser to pick up the \$10,000 triumph.

"It's unbelievable to lead all 35 laps

Second-Year Driver Holds Off King Kinser At Iowa's 34 Raceway

and to hold off Steve Kinser to win my first World of Outlaws A-main," said an ecstatic Bruce. "I am so stoked. It will definitely take a few days to sink in. This is amazing. We have been working so hard and to win one means everything."

The race began with Bruce jumping to a quick lead over Kinser, who gained two spots on the opening lap. He opened about an eight-car-length lead, as he approached traffic on the fifth lap, when the first caution of the race waved.

On the ensuing restart, the second-year driver, who was piloting the Best Well Service Maxim, kept his focus and did not worry about who was

behind him, but rather on the open track ahead of him and running smooth, consistent laps.

"Of course you are going to be nervous, but I knew that I had to do my own thing," noted Bruce, who is a native of Liberal, Kan. "The only person that could have beat me was me at that moment. I just had to hit my marks. I actually got above the cushion on one of those restarts and packed the left rear with mud and it vibrated the last five laps. As long as that car stayed together when that white flag came out, we were going to win."

Several times Bruce lost ground as he tried to lap cars, allowing Kinser to

close back in on him.

"It was very hard to pass lapped cars when you got to them," said Bruce. "We were out front and I just had to hold on. We had a good starting spot up there and I just had to do my job and run a smooth race."

Bruce has been shorthanded recently and has been doing a majority of the work on his race car himself, along with driving the truck and trailer.

"We recently parted ways with our crew chief and there were no hard feelings or anything," he explained. "We just couldn't get going. I just have one kid who is 18 years old right now as my crew and whoever we can pick

out of the pits right now to help us change tires and put fuel in."

Kinser finished second.

"We're still plugging away and running in the top five," said Kinser, who began the night by setting a track record in time trials. "I think if we wouldn't have had so many yellows we would have been all right, but you never know. Tony (Bruce) ran a real good race and we ran second. The laps clicked away quicker than I thought they did, but I don't think I could have done anything to him. Maybe in traffic I would have had something for him."

Schneiderman finished third, with Jason Sides, who had veteran driver Terry Gray helping in his pits, and Jason Meyers rounding out the top five.

RACE REWIND

Race 23 of 35: NAPA Auto Parts 200, Saturday, Aug. 2
Circuit Gilles Villeneuve, Montreal, Quebec

FINAL RESULTS

FIRST	SECOND	THIRD
		
Ron Fellows	Patrick Carpentier	Marcos Ambrose

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	6	5	Ron Fellows	GoDaddy.com Chevrolet	48	\$109,963	Running
2	4	9	Patrick Carpentier	Subway Dodge	48	76,043	Running
3	3	59	Marcos Ambrose	STP Ford	48	68,043	Running
4	12	33	Ron Hornaday, Jr.	Camping World Chevrolet	48	51,443	Running
5	7	25	Boris Said	NoFear/Team Smithfield Ford	48	49,518	Running
6	18	60	Carl Edwards	CitiFinancial Ford	48	41,625	Running
7	14	38	Jason Leffler	Great Clips Toyota	48	43,818	Running
8	16	16	Greg Biffle	3M Ford	48	36,125	Running
9	29	2	Clint Bowyer	BB&T Chevrolet	48	35,825	Running
10	8	66	Steve Wallace	5-Hour Energy Chevrolet	48	42,693	Running
11	17	29	Scott Wimmer	Holiday Inn Chevrolet	48	40,743	Running
12	28	88	Brad Keselowski	U.S. NAVY Chevrolet	48	40,468	Running
13	30	6	David Ragan	Discount Tire Ford	48	34,600	Running
14	19	4	Landon Cassill	Micosaukee Resorts Chevrolet	48	41,793	Running
15	11	7	Mike Wallace	GEICO Toyota	48	40,668	Running
16	5	32	Jacques Villeneuve	L'Equipeur/Ganotec Toyota	48	39,793	Accident
17	10	20	Joey Logano	GameStop Toyota	47	39,668	Accident
18	32	99	David Reutimann	NAPA Auto Parts Toyota	47	33,050	Running
19	25	1	Mike Bliss	Micosaukee Resorts Chevrolet	47	39,693	Running
20	2	64	Max Papis	Atreus Homes Chevrolet	47	40,068	Running
21	9	27	Brad Coleman	Scott Towels/Wal Mart Ford	47	39,418	Running
22	1	40	Scott Pruett	Fastenal Dodge	47	42,168	Running
23	23	11	Jason Keller	America's Incredible Pizza Chevrolet	47	39,518	Running
24	26	47	Kelly Bires	Clorox Ford	47	41,043	Running
25	21	30	Stanton Barrett	NOS Energy Drink Chevrolet	47	32,700	Running
26	24	98	Alex Garcia	Divixen/OmniSource Chevrolet	47	32,480	Running
27	22	81	D.J. Kennington	Mahindra Tractor Dodge	47	38,893	Running
28	15	22	Andrew Ranger	Tide/Wal Mart/Supercuts Dodge	47	38,848	Running
29	37	52	Scott Gaylord	Un-sponsored Ford	46	32,345	Running
30	20	24	Brian Simo	Long John Silver's Chevrolet	44	39,028	Running
31	27	28	Kenny Wallace	Phantom EFX Chevrolet	42	38,718	Electrical
32	38	0	Wheeler Boys	sponsordavis.com Chevrolet	37	32,215	Brakes
33	13	10	Justin Marks	Future Electronics Toyota	19	32,180	Transmission
34	42	01	Trevor Boys	sponsordavis.com Chevrolet	13	38,613	Transmission
35	31	05	Burney Lamar	31W Insulation/Certaineed Ford	8	32,110	Ignition
36	35	31	Jeff Fuller	Grandstay.net Chevrolet	7	32,075	Vibration
37	43	89	Morgan Shepherd	Victory In Jesus Chevrolet	7	32,035	Handling
38	34	62	Brandon Whitt	Un-sponsored Ford	7	31,980	Brakes
39	41	61	Stan Barrett	Interush.net Chevrolet	7	38,413	Brakes
40	39	90	Don Thomson	MSRP Chevrolet	2	31,860	Ignition
41	36	91	Scott Steckly	MSRP Chevrolet	2	31,775	Transmission
42	40	84	Dale Quarterley	Mike Harmon Racing Chevrolet	2	31,715	Handling
43	33	49	Derrick Cope	Un-sponsored Chevrolet	1	31,541	Brakes

RACE STATISTICS

Race time: 2 hours, 51 minutes, 38 seconds
Average speed: 50.149 miles per hour
Victory margin: under the yellow/red flag
Caution flags: Four for 12 laps
Lead changes: Three among four drivers

Lap leaders: Scott Pruett 1-13; Marcos Ambrose 14-40; Jacques Villeneuve 41; Ron Fellows 42-48.

TALK OF TIME TRIALS

Scott Pruett won the Coors Light Pole Award for the NAPA Auto Parts 200, his third-career Nationwide Series pole, lapping the Circuit Gilles Villeneuve in 102.568 seconds at 95.082 miles per hour.

STANDINGS

FIRST	SECOND	THIRD
		
Clint Bowyer	Carl Edwards	Brad Keselowski

Top 10

1. Clint Bowyer	3,354	6. Mike Bliss	2,944
2. Carl Edwards	3,186	7. Kyle Busch	2,828
3. Brad Keselowski	3,170	8. Mike Wallace	2,736
4. David Reutimann	3,035	9. Jason Leffler	2,637
5. David Ragan	3,009	10. Jason Keller	2,628



ROBERT LABERGE/GETTY IMAGES PHOTO

OH CANADA: Canadian Ron Fellows leads Saturday's NAPA Auto Parts 200 at Circuit Gilles Villeneuve.

Rain No Problem For Fellows

MONTREAL — Ron Fellows won a NASCAR Nationwide Series race for the first time since 2001 in what was a second-consecutive major NASCAR event dominated by the talk of tires.

Saturday's NAPA Auto Parts 200 at the Circuit Gilles Villeneuve became the first NASCAR race ever run using rain tires, and the outcome was ugly.

Fellows, who won three consecutive events for the series at Watkins Glen (N.Y.) Int'l between 1999 and 2001, used his wet-weather road-racing experience to his advantage to post a victory at the track named for one of his driving heroes. It was his fourth career Nationwide Series triumph.

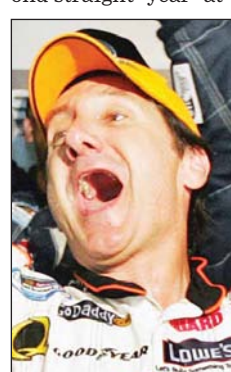
"That was difficult," Fellows said as he climbed from the No. 5 Chevrolet fielded by Dale Earnhardt, Jr.'s JR Motorsports. "We've had a little bit of that over in France with the Corvette at Le Mans.

"But this was good fun. Now I've got to make Dale, Jr. let me run next week (when the NASCAR Nationwide Series goes to Watkins Glen)."

The race, which was scheduled to go 74 laps, was mercifully stopped 25 laps short after competitors began spinning off course and crashing while circulating under the yellow flag.

The 48-year-old Fellows had pitted early on lap 22 and gradually worked his way to the front, taking the lead when Jacques Villeneuve, whose father is the namesake of the world famous road course, pitted on lap 42.

Patrick Carpentier, a native of Quebec, finished second for the second-straight year at the 2.709-mile road course.



Ron Fellows

Carpentier gained ground after the race on lap eight because of rain tires that featured a tread pattern designed to push water away.

"The rain tire — everybody had questions about it, but it worked," Carpentier said. "I don't know if I would have wanted to be out there

on dry tires that were 9 years old, but the (rain) tires held up very well."

Third-place finisher Marcos Ambrose led a race-high 27 laps, but a penalty for speeding on pit road deprived him of the chance to win.

"I'm bitterly disappointed," Ambrose said. "I feel like we really dominated today's race. I made an error down pit lane; I just couldn't see the pit exit and we sped. I went down and had a look at it and it's still hard to see. I'm just really disappointed. I feel like the race was our's today and I tripped over myself."

Ron Hornaday, Jr. ran fourth, followed by Boris Said, Carl Edwards, Jason Leffler, Greg Biffle, series point-leader Clint Bowyer and Scott Wimmer.

With the skies getting darker and visibility becoming a major problem, NASCAR called a halt to the proceedings after cars started wrecking under caution. Villeneuve was running sixth when he sustained severe damage to the front end of his Toyota, and minutes later, Joey Logano lost a fourth-place finish when he ran into the lapped car of Alex Garcia.

Ranger Gets It Done With White-Flag Move

MONTREAL — After narrowly missing the victory a season ago, Andrew Ranger sealed the deal this season in the NAPA 100 after passing J.R. Fitzpatrick on the white-flag lap for his first win of the 2008 season.

CANADIAN TIRE

Ranger got to Fitzpatrick's rear deck lid going into the turn eight and nine combination at Circuit Gilles Villeneuve in the NASCAR Canadian Tire Series event when Fitzpatrick left a small opening and Ranger was able to drive his Ford through it.

"He opened the door a little and I was able to stick my nose in there and get past," said Ranger.

After Ranger completed the pass, Fitzpatrick, in an effort to make up the lost ground, drove deep into the corner and was left spinning out of contention.

It was Ranger's second-career win in the Canadian Tire Series. The defending series champion had not gone to victory lane since June 2007, a span of 16 races.

After Fitzpatrick made contact with the wall heading into the turn 10 hairpin, point-leader Scott Steckly moved

into second place, but was not in position to apply any pressure to Ranger.

Last year's winner, Kerry Micks, finished third after starting the race on the pole. D.J. Kennington and Don Thomson, Jr. finished fourth and fifth, respectively.

The finish:

Andrew Ranger, Scott Steckly, Kerry Micks, D.J. Kennington, Don Thomson, Jr., Jeff Lapevich, Mark Dille, Robin Buck, Dave Whitlock, Brad Graham, Pierre Bourque, Peter Gibbons, Derek Lynch, Dave Connelly, Kent Nuhn, John Gaunt, Doug Brown, Joey McColm, John Fletcher, Jarrad Whissell, Ron Beauchamp, Jr., J.R. Fitzpatrick, David Thorndyke, Trevor Seibert, Peter Klutt, Jim Lapevich, Didier Schraenen, Jason Hathaway, Alex Tagliani, Bryan Cathcart, Jason White, Ashley Taws, Anthony Simone.

Rutz Knows The Skagit Way

Friday

ALGER, Wash. — Nick Engberg claimed the victory on the opening night of the Bob's Burgers and Brew 360 Nationals at Skagit Speedway.

SKAGIT 360S

Josh DeWitt took the early lead in the 30 lapper on the three-tenths-mile dirt track, but a yellow flag came after two laps. DeWitt controlled the restart and led until a yellow flag waved with 13 laps on the books.

After a restart, Enberg led the rest of the distance, while Danny Kirkpatrick charged to the front at the end to finish second. Travis Rutz, Willie Croft and Rick Fauver completed the top five.

The finish:

Nick Engberg, Danny Kirkpatrick, Travis Rutz, Willie Croft, Rick Fauver, Cory Chamberlain, Jayme Barnes, Seth Bergman, Steve Kilcup, Mike Sather, Mitch Olson, Josh DeWitt, Jeff Hodgson, Alan Munn, Danielle Huson, Jason Bloodgood, Robby Vaughn, Colton Heath, Derek Holmwood, Brian Kirkpatrick.

Saturday

ALGER, Wash. — Add the name of Travis Rutz to the list of repeat winners of the Bob's Burgers and Brew 360 Nationals at Skagit Speedway.

Rutz passed Cory Chamberlain coming out of turn four and into the lead across the line. Rutz led the remaining 34 laps for Saturday's \$10,000 victory. He also won the event in 2006.

Colton Heath charged from a 13th-place start to finish second. Mitch Olson rounded out the podium with the third-place finish. Willie Croft and Steve Kilcup completed the top five.

Rutz joins Steve Kent, Jason Solwold, Rick Fauver, Jay Smith and Mark Huson as multiple winners of the 19-year-old event.

The finish:

Travis Rutz, Colton Heath, Mitch Olson, Willie Croft, Steve Kilcup, Robby Vaughn, Cory Chamberlain, Rick Fauver, Michael Harris, Jason Cocking, Danielle Huson, Jason Bloodgood, Nick Engberg, Jeff Hodgson, Danny Kirkpatrick, Brian Kirkpatrick, Jayme Barnes, Josh DeWitt, Seth Bergman, Mike Sather, Andy Gregg, Alan Munn.

Bergeron Hurries Back To Victory Lane

GRANBY, Quebec — Alain Bergeron, who ended nearly a three-year winless drought in

ESS

early June, made sure he wouldn't have to wait nearly as long to get back to victory lane.


Friday night at Autodrome Granby, Bergeron dominated the Fondations 4 Saisons-sponsored 25-lap A-main for his second Lucas Oil 25th anniversary Empire Super Sprint series victory of the season. It also

helped him close in on Steve Poirier in the SMAC Magazine Canadian Invasion series point standings.


When the night was over, Bergeron pocketed \$2,175 for picking up his 10th-career series win. Justin Barger finished second ahead of Poirier. Brian McDonald and Lance Yonge completed the top five.

The finish:

Alain Bergeron, Justin Barger, Steve Poirier, Brian McDonald, Lance Yonge, Tommy Wickham, Michael Parent, Anthony Cain, Justin Harris, Chris Jones, Daniel Lampron, Lee Ladouceur, Doug Emery, Bubby Kerrick, Jeff Cook, Normand Beaudreault, Cory Sparks, Tim Kelly.



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2. 350		2. 5000	7-10 350
3. 250		3. 2000	11-15 200
4. 175		4. 1800	11-22 150
5. 125		5. 1100	C Main
6. 100		6. 700	1-4 1z
7-10 50		7. 650	7-10 100
11-22 10		8. 550	11-22 75
B Main		9. 500	D-F Main
1-4 1z		10. 500	1-4 1z
7-10 50	11. 500	7-10 50	
11-22 35	12. 400	11-22 25	
C Main	13. 300	Test & Tune	
1-4 1z	14. 300	Wed. Aug. 27	
7-10 35	15. 200		
11-22 30	16. 200		
D-F Main	17. 200		
1-4 1z	18. 200		
7-10 30	19. 200		
11-22 25	20. 200		
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	22. 200		
	23. 200		
	24. 200		

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- Fri., Aug. 8 Late Model Gold Cup 50, Sportsman, Factory Stocks, Racer's Reunion
- Fri., Aug. 15 Sportsman, Figure 8's, Factory Stocks
- Fri., Aug. 22 Sportsman Season Championship, Factory Stock, 4 Cyl., Legends Cars
- Sun. Aug. 31 Season Championship, Late Model 100, Factory Stock, Figure 8's, Wives/Mechanics Races



Every Saturday Night

- Sat., Aug. 2 Street Stock 100, Figure 8's, F8 Train Race
- Sun., Aug. 3 Enduro 250, 4 Cyl.
- Sat., Aug. 16 Late Models, Figure 8's, Street Stocks, Racer's Reunion
- Sat., Aug. 23 Late Models, Figure 8's, Street Stocks, Go-Karts
- Fri., Aug. 29 Enduro 250, 4 Cyl.
- Sat., Aug. 30 Figure 8 Season Championship, Late Models, Street Stocks



Truck Racing

- Fri., Aug. 1 Delaware Speedway, Ontario
- Sat., Aug. 9 Sandusky Speedway, OH
- Sat., Aug. 16 Illinois State Fairgrounds, IL
- Sun., Aug. 24 DuQuoin State Fairgrounds, IL



Stock Car Racing

- Sat., Aug. 2 Pocono Raceway, PA
- Sat., Aug. 9 Nashville Superspeedway, TN
- Sat., Aug. 17 Illinois State Fairgrounds, IL



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CRAFTY CAJUN: Jason Johnson (center) celebrates his victory in Sunday's Brodix Tournament of Champions with his crew at Knoxville (Iowa) Raceway.

Jason Tops Tourney

By **BOB WILSON**

KNOXVILLE, Iowa — Jason Johnson completed what might be called the Johnson & Johnson weekend as he led nearly all the way to claim the 10th annual Brodix Tournament of Champions at Knoxville Raceway Sunday night.

J. Johnson won the Thursday night 360 Nationals preliminary, while Wayne Johnson won Friday and Saturday nights.

Second-row starter Gary Taylor looked excellent in the beginning stages of the 30-lap event, leading the first four laps, but he coasted to a stop on lap five. Several yellow flags waved before racing resumed with J. Johnson on the point.

J. Johnson stayed ahead throughout the event, but lapped traffic came into play during the closing circuits. J. Johnson easily

worked his way through the traffic, pulling away from Billy Alley for the \$5,000 triumph.

Alley finished second, with Brian Brown, W. Johnson and Don Drou, Jr. filling the top five.

The summary:

Fast time: Travis Rilal, 16.577 seconds (55 cars).
 First Heat: Don Drou, Jr., Matt Moro, Gary Taylor, Lee Sowell, Travis Rilal, Eric Baldaccini, Matt Covington, Eric Lutz, Nate Mosher, Andy Huston.
 Second Heat: Troy Little, Nick Smith, Randy Martin, Jonathan Cornell, Joe Wood, Jr., Bobby Mincer, Lee Grosz, Jared Ridge, John Schulz.
 Third Heat: Ryan Roberts, Jack Dover, Jason Johnson, J.D. Johnson, Wayne Johnson, Ben Gregg, Josh Schneiderman, Samantha Taylor, Gary Wright.
 Fourth Heat: Dustin Daggett, Josh Higday, Billy Alley, Kenny Adams, Don Young, Matt Tiffany, Brock Lemley, Joe Beaver, Matt Harms.
 Fifth Heat: Brian Brown, Zach Chappell, Garry Lee Maier, Dustin Selva, Brett Mather, Jesse Giannetto, Jerrod Hull, Curtis Evans, Joe Ramaker.
 Sixth Heat: Natalie Sather, Tim Crawley, Dave Hall, Roger Crockett, Jason Solwold, Ryan Jamison, Bryn Gohn, Kathryn Minter, Jared Peterson.
 First B Main: W. Johnson, Ridge, Rilal, Baldaccini, Cornell, Wood, Sowell, Grosz, Schneiderman, Covington, Mincer, Gregg, Lutz, Mosher, Taylor, Huston, J.D. Johnson, Schultz.
 Second B Main: Adams, Giannetto, Selva, Solwold, Mather, Young, Lemley, Beaver, Crockett, Hull, Tiffany, Gohn, Peterson, Minter, Evans, Harms, Jamison.
 Feature: J. Johnson, Alley, Brown, W. Johnson, Drou, Martin, Daggett, Rilal, Hall, Higday, Little, Chappell, Moro, Roberts, Solwold, Adams, Smith, Ridge, Grosz, Selva, Maier, Gregg, Young, Ramaker, Sather, Crawley, Dover, Schulz, Taylor.

JOHNSON: Johnson & Johnson Duel At Knoxville

CONTINUED FROM PAGE 3

field outside the second row, with J. Johnson and Gary Wright on the front row. The trio then offered up a high-speed version of the three-wide salute as they charged in formation off of turn two on the opening round in a scramble for the lead.

J. Johnson won the drag race into turn three, but it was Wright sliding in front off the exit of turn four to lead the opening round in front of J. Johnson.

J. Johnson finally edged ahead of Wright for the lead on the fifth circuit and took the top side of the track away, with W. Johnson taking third back

away from Alley by the time the caution waved after six laps for Scott Winters, who encountered turn two trouble.

The complexion of the race changed dramatically under the caution period when Wright retired to the pit area with a broken wing mount on the frame, handing the second position over to W. Johnson.

W. Johnson wasted little time disposing of the unrelated J. Johnson for the lead on the restart, motoring into the lead in less than a lap and gradually checking out on the rest of the field. Not even a lap nine bobble after hitting a hole in the turn two cushion allowed any challengers to close the gap.

Johnson rode the rim the rest of the way to take his third ASCS National Tour win of the season and 26th of his career.

"It means the world to me to

win this race," he said.

Brian Brown romped from 19th to finish second, while Billy Alley, Brooke Tatnell and Tyler Walker rounded out the top five.

The finish:

E Main: Natalie Sather, Cody Petersen, Jason Eckard, R.J. Johnson, Kevin Ingle, Jack Potter, Josh Padelford, Kyle McCutcheon, Justin Carver, Butch Hanssen, Samantha Taylor, Kenneth Walker, Bryn Gohn, Alan Zoutte, Jared Peterson, Curtis Evans, D.J. Brink, Travis Porter, Brian Parker.
 D Main: Trey Robb, Joe Ramaker, J.D. Johnson, Don Young, Sather, Eric Baldaccini, Nate Mosher, Tim Sernett, Jack Potter, Kenneth Walker, Scott Lehman, Danny Heskin, Kyle McCutcheon, Eric Lutz, R.J. Johnson, Justin Carver, Kevin Ingle, Eckard, Taylor, Hanssen, Padelford, Peterson.
 C Main: Lee Jacobs, Matt Tiffany, Justin Henderson, Jon Agan, Dustin Daggett, Ryan Roberts, Matt Covington, Ron Blair, Danny Martin, Jr., Dave Hall, Robb, Pete Crall, Brock Lemley, Joe Wood, Jr., Baldaccini, Ramaker, J.D. Johnson, George White, Young, Sather, Chad Meyer, A.J. Selenke.
 B Main: Brian Brown, Garry Lee Maier, Matt Moro, Scott Winters, Jason Solwold, Russ Hall, Randy Martin, Tim Crawley, Jake Peters, Don Drou, Jr., Nick Smith, Joe Beaver, Jacobs, Ricky Montgomery, Lee Grosz, J.J. Hickie, Dustin Selva, Glenn Borden, Lee Sowell, Tiffany, Brad Bowden.
 Feature: Wayne Johnson, Brown, Billy Alley, Brooke Tatnell, Tyler Walker, Travis Rilal, Jesse Hockett, Bronson Maeschen, Jesse Giannetto, Jonathan Allard, Skip Jackson, Jason Johnson, Zach Chappell, Clint Garner, Maier, Roger Crockett, Moro, Winters, Jonathan Cornell, Gary Taylor, Gregg Bakker, Jack Dover, Kenny Adams, Gary Wright.

Johnson KOs Opening Night

Series Leader Goes Wire To Wire For Another Knoxville Score

KNOXVILLE, Iowa — Jason Johnson opened the 18th annual ASCS 360 Knoxville Nationals in familiar fashion by racing to victory lane in Thursday night's 20-lap preliminary feature at Knoxville Raceway.

Starting outside the second row, the O'Reilly American Sprint Cars on Tour point leader muscled into the lead on the opening circuit and paced the field throughout en route to his 10th series victory this season. Billy Alley, Travis Rilal, Tyler Walker and Zach Chappell rounded out the top five.

"We were standing right here about a month ago," Johnson explained in reference to his

June 20 triumph at Knoxville.

While 20-year-old Missouri shoe Jonathan Cornell and two-time ASCS Knoxville Nationals champion Alley led the 24-car field to the green flag, Johnson made it three wide and grabbed the lead on the opening lap wheeling Lanny Row's Wesmar-powered No. 41 Eagle.

Johnson stretched out a half straightaway advantage over the initial handful of laps and maintained his advantage as lapped traffic came into play at the midway point.

"The main thing I was concerned about was making sure I didn't get my left-rear tire too hot and blister it," Johnson explained.

The fast-paced affair was interrupted just once, with the caution flying three laps shy of the checkered flag when Bronson Maeschen stopped on the frontstretch minus a right-rear tire.

Johnson broke away from the field on the final restart, charging to the checkered flag with a 1.707-second advantage.

"My crew is doing such a great job right now; they're making my job awful easy," Johnson said.

The summary:

Fast time: Bronson Maeschen, 16.320 seconds (50 cars).
 First Heat: Bronson Maeschen, Billy Alley, Dustin Selva, Randy Martin, Gary Taylor, Brock Lemley, Derek Ingalls, Danny Heskin, Mallory Armfield.
 Second Heat: Jonathan Cornell, Jake Peters, Tyler Walker, Glenn Borden, Scott Winters, Joe Ramaker, Ricky Montgomery, Scott Lehman.
 Third Heat: Lee Sowell, Joe Beaver, J.J. Hickie, Jonathan Allard, Jon Agan, Jeff Mitrisin, Nate Mosher, Larry Neighbors, Jerry Bell, Steve Dyer.
 Fourth Heat: Travis Rilal, Zach Chappell, Russ Hall, Gordy Vogelaar, George White, Jason Solwold, Tim Sernett, Jason Eckard, Kevin Ingle, Cody Petersen.
 Fifth Heat: Jason Johnson, Lee Grosz, Terry McCarl, Matt Tiffany, Jon Corbin, Larry Pinegar, Danny Martin, Jr., Don Young, Justin Carver, Kyle McCutcheon.
 C Main: Petersen, Ingle, Bell, Carver, McCutcheon, Dyer, Armfield, Brink.
 B Main: Taylor, Solwold, Montgomery, Winters, Neighbors, Martin, Agan, Lemley, Mitrisin, Young, Corbin, Pinegar, Ingalls, Ramaker, Heskin, Mosher, Sernett, Lehman, Eckard, Ingle, Petersen, White.
 Feature: Johnson, Alley, Rilal, Walker, Chappell, McCarl, Cornell, Allard, Winters, Peters, Solwold, Martin, Taylor, Hickie, Hall, Tiffany, Grosz, Selva, Vogelaar, Borden, Montgomery, Sowell, Beaver, Maeschen.

Wayne Takes Low Road To Win

KNOXVILLE, Iowa — Night two of the 18th annual ASCS Knoxville Nationals preliminary action found another Johnson in victory lane, as past O'Reilly American Sprint Cars on Tour National champion Wayne Johnson raced to victory lane in Friday night's 20-lap feature

at Knoxville Raceway.

Johnson emerged from a three-car battle for the lead at the midway point, taking the lead from Jesse Giannetto on the 12th round before scampering away to the checkered flag with a 3.865-second advantage over Gary Wright, with Giannetto, Brooke Tatnell and Jesse Hockett rounding out the top five.

While Jack Dover and Roger Crockett led the 24-car feature field to the green flag, it was second-row starters Giannetto and Johnson quickly taking over the top two positions.

Giannetto charged past the front-row starters exiting turn two on the opening circuit

with Johnson hot on his heels. And with Giannetto and Johnson pacing the early rounds, Wright was on the move from eighth-starting position after besting the 61-car field in qualifying with a 16.656-second lap of the half-mile oval.

As the leaders approached the tail of the field, Johnson moved in to challenge Giannetto for the point entering turn three on the ninth lap. Giannetto fought off the bid, with Wright moving in to take second from Johnson a lap later.

Johnson battled right back, reclaiming second from Wright and sliding past Giannetto for the lead.

"I saw ole GW (Gary Wright) there on the bottom and knew he'd found something; he's always the first to find the fastest part of the track," Johnson explained. "He went back to the top after he got around me. I knew I had to get to the bottom and stay there."

Which is exactly what the 2000 ASCS National champion

did after splitting a pair of lapped cars to establish some breathing room.

Johnson raced through traffic over the final rounds to secure his second ASCoT triumph of the season aboard Mike and Tim Hammers's Fisher-powered H&H Enterprises No. 94 Maxim.

The summary:

Fast time: Gary Wright, 16.656 seconds (61 cars).
 First Heat: Wayne Johnson, Ron Blair, Gary Wright, Don Drou, Jr., Brad Bowden, Dave Hall, Eric Lutz, J.D. Johnson, Chad Corken, Luke Hall.
 Second Heat: Tim Crawley, Brooke Tatnell, Jesse Giannetto, Garry Lee Maier, Nate Van Haften, Ryan Anderson, Trey Robb, Chad Meyer, Samantha Taylor, Rod Richards.
 Third Heat: Jared Ridge, Matt Moro, Roger Crockett, Gregg Bakker, Nick Smith, Justin Henderson, Brett Mather, Stephen Lines, Jack Potter, Josh Padelford.
 Fourth Heat: Matt Covington, Kenny Adams, Jack Dover, Dustin Daggett, Lee Jacobs, Josh Higday, Joe Wood, Jr., A.J. Selenke, R.J. Johnson, Butch Hanssen.
 Fifth Heat: Brian Brown, Clint Garner, Pete Crall, Jesse Hockett, Ryan Newman, Ben Gregg, Eric Baldaccini, Natalie Sather, Darren Long, Shawn Van Wyhe.
 C Main: Corken, Van Wyhe, R.J. Johnson, Padelford, L. Hall, Glennon, Hanssen, Taylor, Thompson, Potter, Evans, Zoutte, Richards, Gohn, Parker, Porter, Minter, Walker, Dollansky, Long.
 B Main: Smith, Henderson, Meyer, Bowden, Wood, Baldaccini, Robb, Mather, Sather, Selenke, Lutz, J.D. Johnson, Roberts, D. Hall, Van Wyhe, Jacobs, Anderson, Lines, Higday, Corken, Van Haften.
 Feature: W. Johnson, Wright, Giannetto, Tatnell, Hockett, Crockett, Adams, Bakker, Brown, Garner, Crawley, Maier, Drou, Dover, Henderson, Moro, Smith, Daggett, Ridge, Crall, Meyer, Covington, Blair, Bowden.

Tatnell Visits Knoxville Victory Lane Again

By **BOB WILSON**

KNOXVILLE, Iowa — Brooke Tatnell captured the 20-lap 410 sprint-car feature at Knoxville Raceway

Saturday night during the finals of the 360 Arnold Motor Supply 360 Knoxville Nationals. The victory was Tatnell's third-career 410 win at the central Iowa race facility as the 410

sprint cars ran a companion program to the evening's 360 main.

Tatnell passed pole-sitter Dusty Zomer for the early lead on lap eight as Zomer was hampered by lapped traffic. Two laps later,



Brooke Tatnell

Tatnell had built a substantial lead that he easily held to the checkers.

Zomer hung on for second over Danny Lasoski in third. Tyler Walker was fourth and Justin Henderson completed the top five.

The finish:

Brooke Tatnell, Dusty Zomer, Danny Lasoski, Tyler Walker, Justin Henderson, Davey Heskin, Billy Alley, Wayne Johnson, Kaley Gharst, Tim Kaeding, Mark Doemeier, Bronson Maeschen, Brian Paulus, Jake Peters, Brian Brown, Justin Zimmerman, Brock Mayes, Don Drou, Jr., John VanDenBerg, Josh Schneiderman, Ricky Logan, Calvin Landis, Rager Phillips, Dean Jacobs.



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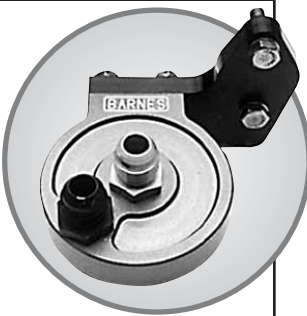
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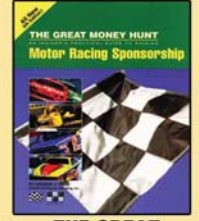
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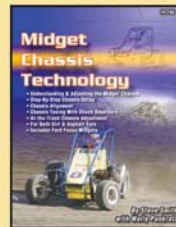
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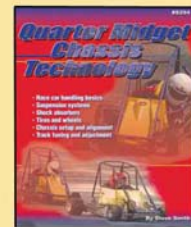
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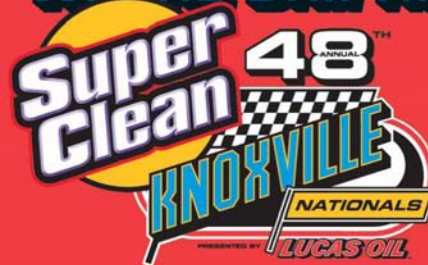
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	\$4,000 To Win	405-948-6796
Thurs., Aug. 14th	Creek County Speedway	Sapulpa, OK
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A weekly report of action from across America



Ace Speedway

Altamaha, N.C.
Aug. 2, 2008
Late Model
1. Jason York
2. Richard Boswell II
3. B.J. Mackey
Modified
1. Brad Allen
2. Gary Young, Jr.
3. Josh Nichols
Limited Sportsman
1. Ziggy Zimmerman
3. Joey Throckmorton
Mini Stock
1. Michael Tucker
2. Chad Sykes
3. Archie Sanders
X-treme Car
1. Keith Spake
2. Keith Brame, Jr.
3. Jerry Kernodle

Lowe's Motor Speedway

Concord, N.C.
July 29, 2008
Legends Pro
1. Jordan Anderson
2. Andrew Smith
3. Chris Buescher
Thunder Car
1. Michael Van Wingerden
2. Thomas Van Wingerden
3. Taylor Hull
Legends Master
1. Clay Hair
2. John Sossoman
3. Hoyt Demis
Legends Semi-Pro
1. Austin Hill
2. Jordan Penninger
3. Chad Hackenbricht
Legends Young Lion
Feature No. 1
1. Dylan Presnell
2. Justin Grimes
3. Scott Hensley
Feature No. 2
1. Evan Swilling
2. Bryce Walker
3. Devin Jones
Bandolero Bandit
1. Mason Massey
2. Kason Plott
3. Dillon Bassett
Bandolero Young Gun
1. Blake Jones
2. Justin Thomas
3. Matthew Linker
Bandolero Outlaw
Feature No. 1
1. Kendall Sellers
2. Bailey Daniels
3. Benny Mingo
Feature No. 2
1. Kendall Sellers
2. Chris Morgan
3. Kenny Brown

East Bay Raceway Park

Gibson, Fla.
Aug. 2, 2008

Outlaw 4

1. Jim Course
2. Shane Burrows
3. Micky Wright
Limited Late Model
1. Daniel Woody
2. Forrest Gough
3. Tim Dowling
Limited Sprint Car
1. Gene Lasker
2. Tim George
3. Paulie Milum
Bomber
1. Frank Miller
2. Kyle Kruse
3. Jeff Porter
Street Stock
1. Donnie Reed
2. Matthew Collins
3. Danny Hill
Powder Puff
1. Kelli Hill
2. Tamra Calabrese
3. Lori Miller

Bowman Gray Stadium

Winston-Salem, N.C.
Aug. 1, 2008
Modified
1. Tim Brown
2. Lee Jeffreys
3. Burt Myers
Bandolero Bandit
1. John Moore
2. Sean Hoover
3. Tanner Rumberg
Bandolero Young Gun
1. Tyler Lester
2. Chad Sykes
3. Robert Poole
Legends Pro/Master
1. Daniel Hemric
2. Hoyt Demis
3. Chris Buescher
Flathead Ford
1. Mike Rogers
2. Rick Newsome

Bowman Gray Stadium

Winston-Salem, N.C.
Aug. 2, 2008
Sportsman
1. Mitch Gales
2. Gary Ledbetter
3. Kenny Bost
Street Stock
1. Joseph Brown
2. Donnie Martin
3. Ryan Nelson
Stock Car
1. Dale Barneycastle
2. Matt Hill
3. Wayne Hill

East Lincoln Speedway

Stanley, N.C.
Aug. 2, 2008
Stock Car
1. Johnny Walker
2. Andy McGinnis
3. Mickey Anderson
Late Model
1. Jeff Mundwiler
2. Bryan Robinson
3. Jonathan Jennings
Micro Sprint Car
1. Terry Peters
2. Ben Murphy
3. Jonathan Hager
Open Wheel
1. Jamie Kuntz
2. Brandon White
3. Matt Emmerling
Rookie Four
1. Joshua Cook
2. Jack Anderson
3. Silas Reynolds
Star of Tomorrow
1. Brett Myers
2. Shanay Major
3. Brian Toler

Stock Four

1. Tony Paladino
2. Swain Morris
3. Jamie Major

New Smyrna Speedway

New Smyrna Beach, Fla.
Aug. 2, 2008
Late Model
1. David Gibbs
2. Chad Akins
3. Gregory Skyta
Mini Stock
1. Todd Haught
2. Ryan Veraghen
3. Rex Christensen
Modified
1. James Tucker
2. Jeff Colburn
3. Gary Fountain, Jr.
Sportsman
1. Donald Williams
2. Timothy Todd, Jr.
3. Justin Reynolds
Strictly Stock
1. Richard Goodrich
2. Brent Bruner
3. Harry Armstrong
Super Stock
1. Edward Barber
2. Bobby Holley
3. Mark Tracey

Volunteer Speedway

Bull's Gap, Tenn.
Aug. 2, 2008
Super Late Model
1. Jeff Maupin

2. Shanon Buckingham
3. Austin Dillon
Crate Late Model
1. Ryan Gifford
2. Dale Ball
3. Ty Dillon
Hobby Stock
1. Jamie Whitt
2. Eddie Morris
3. Dustin Shaver
Mini Stock
1. Kevin Atwell
2. Shawn Henry
3. Randy Lane
Modified
1. Stanley Donahoo
2. Wayne James
3. Jerry Broyles

Orlando Speedway

Orlando, Fla.
Aug. 1, 2008
Legends
1. Gerald White, Jr.
2. Tony Sansom
3. Jimmy Rodriguez
Modified
1. Mark Emberson
2. Jon Compagnone
3. Shane Held
Mini Stock
1. Dylan Curtis
2. Ray Mullis
3. Rex Hollinger
Super Stock
1. Matt Jarrett
2. Jason Pick
3. Austin Carr
Sportsman
1. Jeff Wright
2. Andy Nicholls
3. Ron DiCandio
Bandolero
1. Donovan Ponder
2. Coty Bibeau
Strictly Stock
1. William Hindman
2. Glenn Rhodes
3. Rob Reynolds

Concord Motorsport Park

Concord, N.C.
Aug. 2, 2008
Late Model
1. Chuck Crump
2. Kevin Love
3. Bob Saville

Limited Late Model
1. Mike Terry
2. Jeff Melton
3. Jay Payne
Pure Stock
1. Charles Hutto
2. Cooper Faassen
3. Clinton Baker
Fast & Furious Four
1. Wayne Harrington
2. Chad Johnson
3. Tracy Mullis
Bootlegger Brigade
1. Rusty Drye
2. Kirby Allen
3. Matt Drye

USA Intl Speedway

Lakeland Fla.
Aug. 2, 2008
Pro Truck
1. Keith Lilley
2. Logan Bordeaux
3. Mark Evans

Harris Speedway

Rutherfordton, N.C.
Aug. 2, 2008
GM Performance
1. Travis Blackwell
2. Jon Thornburg
3. David Lindsey
Limited
1. Lamar Jordan
2. Mitch Sil
3. Clyde Scott
Stock 8
1. David Ayers
2. Kenneth Bowers
3. Dale Chapman
Renegade
1. Lloyd Dean Burgess
2. Josh Ayers
3. Ricky Hines
Pure Stock
1. Josh Ayers
2. Wayne Clayton
3. Travis Campbell
Super Stock 4
1. Jamie Barbrey
2. Tim Smith
3. Stacy Brock
Street Stock 4
1. Kevin Cooper
2. Kyle Westmoreland
3. Blake Bentley
Young Gun
1. Hunter Eubanks
2. Ethan Gregory



RICK SHERER PHOTO

PERFECT TENS: Dave Harrison goes to the outside of Roger Shammo en route to a 410 sprint-car feature victory Friday night at Attica (Ohio) Raceway Park.

3. Matt Spencer



Colorado
Idaho
Iowa
Kansas
Montana
Nebraska
North Dakota
Oklahoma
South Dakota
Utah
Wyoming

Junction Motor Speedway

McCool Junction, Neb.
July 29, 2008
Midget
1. Kevin Swindell
2. Dave Darland
3. Chad Boat
Modified
1. Matt Richards
2. Dave Hardesty
3. Andy Wilkinson

Junction Motor Speedway

McCool Junction, Neb.
July 30, 2008
Midget
1. Kevin Swindell
2. Chad Boat
3. Davey Ray
Modified
1. Jason Friesen
2. Dave Hardesty
3. Matt Richards

Junction Motor Speedway

McCool Junction, Neb.
Aug. 1, 2008
Late Model
1. John Anderson
2. Kelly Boen
3. Terry Phillips
Two-Person Cruiser
1. Greg Ekeler/John Miller
2. Pat Hersh/Mike Whitten
3. Chris Graczyk/Josh Graczyk
Four Cylinder
1. Troy Hoffman
2. Ryan Pedersen
3. Gale Warda

Rush County Speedway

LaCrosse, Kan.
Aug. 2, 2008
Sprint Car
1. C.J. Johnson
2. Smokey Fairbank
3. Kirby Hagans

Miller Speedway

Miller, S.D.
Aug. 1, 2008
Super Stock
1. Kip Myers
2. Jeremy North
3. Lorin Johnson
Midwest Modified
1. Lorin Johnson
2. Cody Stotz
3. Chad Koth
Street Stock
1. Doug Songer
2. Blayne Baloun
3. Brandon Myers
U-Car
1. Alan Jensen
2. Jim Danburg
3. Caleb Yost

Outlaw Motor Speedway

Oktaha, Okla.
Aug. 1, 2008
Modified
1. Chad Davis
2. Tate Cole
3. Dena Wilson
Super Modified
1. Patrick Goodnight
2. Jake Kelley
Pure Stock
1. Bobby Potts
2. James Gillean
3. Jason Ward
Hobby Stock
1. Justin Green
2. Randy Moses II
3. Dale Richardson
Late Model
1. Ken Essary

Lakeside Speedway

Kansas City, Kansas
Aug. 1, 2008
Modified
1. Mark Schaffman
2. Chad Lyle
3. Joe Walker
Grand National
1. Tim Shields
2. Don Marrs
3. Paul Lanfermann II
Factory Stock
1. Darrin Christy
2. Buz Kaster
3. Jason Ryan

Tri-State Speedway

Pocola, Okla.
Aug. 1, 2008
Mini Stock

1. Randy Norris
2. Daniel Nicholson
3. Kyle Ledford
Front-Wheel Drive
1. Raymond Bieker
2. Cory Clark
3. Brandon Morris
Super Stock
1. Gean Davlin, Jr.
2. Jimmy Douglas, Jr.
3. Mark Bourney

Adams County Speedway

Coming, Iowa
Aug. 1, 2008
Hobby Stock
1. Matt Hudson
2. Kevin Yearington
3. Josh True
Pro Street
1. Matt Hudson
2. Greg Miller
3. Joe Zadina
Modified
1. J.C. Wyman
2. Alison Quick
3. Jeremy Tibben
Late Model
1. Trent Jackson
2. Chris Spieker
3. Paul Glendenning

Magic Valley Speedway

Twin Falls, Idaho
Aug. 2, 2008
Premier
1. Norm Hatke
2. Kris McKean
3. Shelby Stroebel
Thunderstock
1. Steve Edens
2. Spencer Meyer
3. Shiela Harms
Hornet
1. Justin Slocum
2. Gerod Bosh
3. Larry Goff
Sprint
1. Tanner Swanson
2. Eric Humphries
3. Nick Rescino

Stateline Speedway

Post Falls, Idaho
Aug. 3, 2008
Late Model
1. Gary Lewis
2. Erick Hargraves
3. Craig Bell

Mid-Nebraska Speedway

Doriphan, Neb.
Aug. 2, 2008
Junior Hornet
1. Ben Hobbs
2. Matthew Ford
3. Michael Wiese
Hornet
1. Dana Pospisil
2. Jason Ummel
3. Darick Lamberson

Hobby Stock
1. Andy Gregg
2. Kyle Bond
3. Jim Buss
Modified
1. Chad Dolan
2. Jacob Anson
3. Tyler Smith
Grand National
1. Josh Leonard
2. Kevin Safranek
3. Jase Kaser

Jetmore Motorplex

Jetmore, Kan.
Aug. 1, 2008
Sprint Car
1. C.J. Johnson
2. Ritchie Dewell
3. Ty Williams



Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Mount Lawn Speedway

New Castle, Ind.
July 30, 2008
USAC Regional Midget
1. Travis Young
2. James Robertson
3. Kyle Hamilton
Kenyon Midget
1. Caleb Armstrong
2. Grant Galloway
3. Drew Charlson
Ford Focus
1. Andy Nock
2. Kyle Hamilton
3. Eric Fehrman

Rockford Speedway

Loves Park, Ill.
July 30, 2008
Hornet
1. Alan Bekielwski
2. Solomon Barker
3. Roger Schultz
Figure-8
1. Tom Schneider

2. Chris Gantz

3. David Russell
Winged Women on Wheels
1. Laura Starkiewicz
2. Olivia Chance
3. Robin Ulre
Allison Legacy
1. Dave Cooter, Jr.
2. Dwight Dunlap
3. John Beilich
Bandolero
1. Cory Cootware
2. Dwight Dunlap
3. Nick Carnes
Legends
1. Hermann Greinig
2. Matt Booker
3. Rachel Pinkerman
Roadrunner
1. Richard Nielsen
2. Charles Frisch
3. Gene Maroco

Superior Speedway

Superior, Wis.
July 30, 2008
Late Model
1. Jimmy Mars
2. Wendell Wallace
3. Darren Miller
Modified
1. Duane Dale
2. Al Uotinen
3. Ryan Aho
Pure Stock
1. Dustin Follett
2. Tim Carlson
3. Austin Blom
Midwest Modified
1. Steve Stuart
2. Chris Chesley
3. Jeff Pohjonen

Illiana Motor Speedway

Schererville, Ind.
Aug. 2, 2008
Sprint Car
1. Geoff Kaiser
2. Greg Wheeler
3. Kris Leming
Limited Late Model
1. Eddie Hoffman
2. Bobby Gash
3. John Senerchia
Turbo Stox
1. Pat O'Rourke
2. Eddie Ligue
3. Bill Serviss
Pure Stock
1. Pat O'Rourke
2. Eddie Ligue
3. Bill Serviss

Deer Creek Speedway

Spring Valley, Minn.
Aug. 2, 2008
Modified
1. Brad Waits
2. Bob Timm
3. Layne Meyer
Late Model
1. Mike Prochnow
2. Nick Herrick
3. Joe Ludemann

Midwest Modified

1. Dan Wheeler
 2. Albert Wytaske
 3. Jimmie Arnold
- Street Stock**
1. Jesse Stahl
 2. Allen Gessell, Jr.
 3. Troy Voth
- Super Stock**
1. Tim Johnson
 2. Chris Groth
 3. Dustin Nelson

Grundy County Speedway

- Morris, Ill.
Aug. 1, 2008
- Late Model**
1. Tom Knippenberg
 2. Tom Smith
 3. Pat Kelly
- Mid American Sportsman**
1. Jason Kolbe
 2. Eric Pierce
 3. Jeff Olson
- Street Stock**
1. Rick Dawson
 2. Randy Weese
 3. Chad Bayuk
- 4-Cylinder**
1. Eric Bourdeau
 2. Jim Beasley
 3. Jimmy Ellison

Central Missouri Speedway

- Warrensburg, Mo.
July 31, 2008
- Modified**
1. Dean Wille
- Street Stock**
1. Scott Dukes
- Late Model**
1. Brett Rollert

Wisconsin Int'l Raceway

- Kaukauna, Wis.
July 31, 2008
- Late Model**
1. Gregg Haese
 2. Tom Gee, Jr.
 3. Mike Gardner
- Limited Late Model**
1. Rebecca Kasten
 2. Jim Duchow
 3. Kris Kelly
- Super Stock**
1. George Schwalbach
 2. Allen Trudell
 3. Mike Meyerhofer, Jr.
- Sport Truck**
1. Dan Vixner
 2. Brandon Kucksdorf
 3. Ron Magdanz
- Sizzling 4**
1. Tim Ritcher
 2. Andy Wiese
 3. Tom Schweitzer
- Figure-8**
1. Jeff Beschta
 2. Jared Baughman

Kil-Kare Speedway

- Xenia, Ohio
Aug. 1, 2008
- Late Model**
1. John Vallo
 2. Tim Allensworth
 3. Mike Stacy
- Modified**
1. Chad Poole
 2. Shane Shirk
 3. Bill Burba
- Sport Stock**
1. Mike South, Jr.
 2. Tom Williams
 3. Roger Gillespie
- Compact**
1. Bo Hoelschr
 2. Tim Haerr
 3. Chris Boggs

Ponderosa Speedway

- Junction City, Ky.
Aug. 1, 2008
- Super Late Model**
1. Robbie Blair
 2. Victor Lee
 3. Don O'Neal
- Modified**
1. Benji Lee
 2. Kelly Warren
 3. Elliott Despain
- Pro Late Model**
1. Michael Chilton
 2. Peydon Pelphey
 3. Rick Aukland
- Sportsman**
1. Gerald Haynes, Jr.
 2. Rick King
 3. Bartley Grant

Madison Int'l Speedway

- Oregon, Wis.
Aug. 1, 2008
- Late Model**
- Feature No. 1
1. Nathan Haseleu
 2. Andrew Morrissey
 3. Dave Feiler
- Feature No. 2
1. Nick Neville
 2. Steve Rubeck
 3. Nathan Haseleu
- Sportsman**
1. Bret Schmidt
 2. Jay Kalbus
 3. Steve Dickson
- Bandit**
1. Chester Ace
 2. Kyle Padfield
 3. Cory Skolaski
- Legends**
1. Max McNamara
 2. Jeremie Johnson
 3. Alex Arelano
- Hobby Stock**
1. Jimmy Robinson
 2. Kyle Stark
 3. Nick Newton
- Bandolero**
1. Caylie Duncanson
 2. Kyle Vergata
 3. Nick Carnes

Langlade County Speedway

- Antigo, Wis.
Aug. 1, 2008
- Street**
1. Gary Kasperck
 2. Mark Schuenemann
 3. Jeremy Wolfe
- Truck**
1. J.P. Remington
 2. Forrest Crandall
 3. Jeff Becker
- Sport Mod**
1. Dave Stoffer
 2. Chad Jaje
 3. Eric Arneson
- Modified**
1. Nick Holtger
 2. Tom Schaal
 3. Zach Drews
- Late Model**
1. Troy Sprinborn
 2. Terry Anvelink
 3. Todd Flannery
- Stock Car**
1. Rod Snellenberger
 2. Allen Trudell
 3. Dan Michonski

Indianapolis Speedrome

- Indianapolis, Ind.
Aug. 2, 2008
- Legends**
1. Adam Roberts
 2. James Edsall, III
 3. Travis Braden
- Bandolero**
1. Tyler Poe
 2. Ty Rose
 3. Angela Donahue
- Hornet**
1. Jonathan Morgan
 2. Don Klein
 3. Jon Elkins, Jr.
- Junior Faskart**
1. David Plummer, Jr.
 2. J.D. Blankenship
 3. Daniel Pierce

Indianapolis Speedrome

- Indianapolis, Ind.
Aug. 3, 2008
- Late Model**
1. Eddie VanMeter
 2. Bruce Tunny
 3. Jesse Tunny
- Stock**
1. Speedy Teepe
 2. Victor Rybolt
 3. Larry Hahn
- Roadrunner**
1. Rick Howard
 2. Ron Crabtree, Jr.
 3. Jeff Johnson
- Hornet**
1. Nathan Arthur
 2. Jon Elkins, Jr.
 3. Roger Hendrickson

Toledo Speedway

- Toledo, Ohio
Aug. 1, 2008
- Late Model**
1. John VanDoorn
 2. J.R. Roahrig
 3. Scott Hantz
- Factory Stock**

1. Dave Arnold, Jr.
 2. Eric Huston
 3. Cory McCaughey
- 4-Cylinder**
1. Matt Brazeau
 2. Michael Marlow
 3. Brad Turner

Attica Raceway Park

- Attica, Ohio
Aug. 1, 2008
- 410 Sprint Car**
1. David Harrison
 2. Byron Reed
 3. Mike Dussel
- 305 Sprint Car**
1. Stuart Brubaker
 2. Bryan Sebetto
 3. Todd Heuerman
- Late Model**
1. Wayne Maffett, Jr.
 2. Curtis Deisenroth
 3. Mike Bores
- Dirt Truck**
1. Alex Wiechman
 2. Brian Arnold
 3. Bob Dible

Malden Speedway

- Malden, Mo.
Aug. 1, 2008
- Late Model**
- Feature No. 1
1. Todd Hall
 2. Billy James
 3. Josh Tomlin
- Feature No. 2
1. Kyle Berry
 2. Dalton Alexander
 3. Josh Tomlin
- Modified**
1. Ronnie Vernon
 2. Larry Hull
 3. Paul Reeder
- Hobby Stock**
1. Claudie Cook
 2. Greg Sparks
 3. Kyle Berry, Sr.
- Pure Street Stock**
1. Jared Wagster
 2. Daniel Haley
 3. Mason Oberkramer
- E-Mod**
1. Justin McBroom
 2. Chuck Tilley
 3. Adam Hemby
- Mini Stock**
1. Gene Windham, Jr.
 2. Jimmy Null
 3. Jimmy Newsome

Paducah Intl Raceway

- Paducah, Ky.
Aug. 1, 2008
- Modified**
1. Randle Sweeney
 2. Todd Miller
 3. Phillip Hill
- Late Model**
1. Tait Davenport
 2. Adam Ray
 3. Tanner English
- Street Stock**
1. Keith Mayo
 2. Pancho Eldr
 3. Steve Maisel
- Warrior**
1. Matt Hartman
 2. Jeffrey Bailey
 3. Keaton Downing

Red Cedar Speedway

- Menomonee, Wis.
Aug. 1, 2008
- Late Model**
1. Kerry Hanson
 2. Shawn Mahder
 3. Chris Oertel
- Modified**
1. Brent Prochnow
 2. Craig Thatcher
 3. Rich Lofthus
- Super Stock**
1. Curt Myers
 2. Jason Forehand
 3. Mike Keller
- Midwest Modified**
1. Shane Halopka
 2. Mark Gerth
 3. Dan Svee
- Pure Stock**
1. Todd Keen
 2. Mike Knudtson
 3. Ashley Husby

Calumet County Speedway

- Chilton, Wis.
Aug. 1, 2008
- Grand National**
1. Steve Schneider

Modified

1. Ryan Thomas
 2. Marty O'Neal
 3. Scotty Kincaid
- Pure Stock**
1. Willie McRoberts
 3. Bill Moore

Rockford Speedway

- Loves Park, Ill.
Aug. 2, 2008

- Sportsman**
1. Randy Samples
 2. Jake Cholke
 3. Chris Gantz
- Short Tracker**
1. Nick Cina, Jr.
 2. Steve Erickson, Jr.
 3. Boyce Sparkman
- Late Model**
1. Noel Ramge
 2. Jon Reynolds, Jr.
 3. Jerry Gille
- Road Runner**
1. Robert Roush
 2. Joshua Lundy
 3. Christopher Jones

Galesburg Speedway

- Galesburg, Mich.
Aug. 2, 2008
- Late Model**
1. Rod Brown
 2. Jeff Bozell
 3. Scott Rugg
- Sportsman**
1. Rich Mersereau
 2. Jim Woodin
 3. Matt Frazier
- Mini Stock**
1. Justin Stephens
 2. Jeremy Collins
 3. Shane Clark
- Street Stock**
1. Bob Metheny
 2. Chris Garrett
 3. Scott Eley
- Burg Stock**
1. Aaron Rheinsburg
 2. Dave Miller
 3. Mike Rose

Bluegrass Speedway

- Bardstown, Ken.
Aug. 2, 2008
- Street Stock**
1. Terry Greenwell
 2. Mike Cozzin, Jr.
 3. Joe David Humphrey
- Modified**
1. Jason Wheatley
 2. Benji Lee
 3. J.T. Ayers

Central Missouri Speedway

- Warrensburg, Mo.
Aug. 2, 2008
- Street Stock**
1. John Miller
 2. Nic Bennett
 3. Brian Johnson
- Late Model**
1. Mike Ryun
 2. Randy Ainsworth
 3. Brett Wood
- Modified**
1. Aaron Marrant
 2. Don Cmkovich
 3. Josh Stephens
- B-Mod**
1. Bobby Raybourn
 2. Brad Smith
 3. Jeremy Lile

LaCrosse Fairgrounds Speedway

- West Salem, Wis.
Aug. 2, 2008
- Late Model**
1. Kevin Nuttleman
 2. Steve Carlson
 3. Shawn Pfatt
- Sportsman**
1. Nick Clements
 2. Rob Mason
 3. Jimmy Gilster
- Thunderstox**
1. Wayne Smith
 2. Brad Warthan
 3. Jason Bolster

Fremont Speedway

- Fremont, Ohio
Aug. 2, 2008
- 410 Sprint Car**
1. Steve Schneider

1. David Harrison
 2. Mike Dussel
 3. Cole Duncan
- 305 Sprint**
1. Dustin Dinan
 2. Duane Zablocki
 3. Todd Heuerman
- Dirt Truck**
1. Brad Ruh
 2. Kevin Ruh
 3. Jason Behnke
- CCRA 4**
1. Mark Kuhfuss
 2. Tim Simon
 3. Tom Schneider

Berlin Raceway

- Marne, Mich.
Aug. 2, 2008
- Truck Pro Stock**
1. Scott Root
 2. Weston Jewett
 3. Ken Smith
- VROA**
1. Larry Mollohan
 2. Samantha Jansen
 3. Mike Becker
- Sportsman**
1. Terry Bockheim
 2. Maurice Davis
 3. Brian VanZalen
- Late Model**
1. Joe Bush
 2. Ross Meeuwesen
 3. Terry VanHaitisma
- Pro Super Stock**
1. Brian Wiersma
 2. Bob Bliss
 3. Bob Spencer

Flat Rock Speedway

- Flat Rock, Mich.
Aug. 2, 2008
- Street Stock**
1. Randy DeMaggio
- Figure-8**
1. Jeremy Miller
 2. Greg Studt
 3. Jerry Lee

Anderson Speedway

- Anderson, Ind.
Aug. 1, 2008
- Midget**
1. Terry Goff
 2. Tate Martz
 3. Kenny Byrge
- Thundercar**
1. Alice Riall
 2. Tom Tackett
 3. Sam Folsom
- Front-Wheel Drive Amateur**
1. Jeff Saxton
 2. Jeff Williams
 3. Kevin Harmon
- Front-Wheel Drive Figure-8**
1. Nick Warner
 2. Andy Keller
 3. Travis Burge

Thunderhill Raceway

- Sturgeon Bay, Wis.
Aug. 2, 2008
- Modified**
1. Tim Czarneski
 2. Shawn Kilgore
 3. Julie McDermid

Stock Car

1. Dave Bouche
 2. Von Eytcheson
 3. Charlie Kroll
- Hobby Stock**
1. Frank Paul
 2. Dave DeGrave
 3. Brandon Peterson
- Sport Mod**
1. Travis Cain
 2. Bernie Reinhardt
 3. Brad Lautenbach
- Street Stock**
1. Todd Everard
 2. Jeremy Wiitala
 3. John Sternard
- 4-Cylinder**
1. Jason Cornelius
 2. Tony Everard
 3. Tyler DeBauche

U.S. 24 Speedway

- Logansport, Ind.
Aug. 2, 2008
- JR**
1. Craig Ronk
 2. Ben Perez
 3. Grant Brettbacher
- Restrictor**
1. Megan Ferns
 2. Aaron Farney
 3. Dustin Denmark
- Wing**
1. Todd Kirkman
 2. Blane Culp
 3. Herb Johnson
- Non-Wing**
1. Nate Lauderbaugh
 2. Todd Kirkman
 3. Matt Mitchell

Macon Speedway

- Macon, Ill.
Aug. 2, 2008
- Amateur Hornet**
1. Beau Hankins
 2. Heidi Hames
 3. Matt Pundt
- Hornet**
1. Fred Reed
 2. Jeff Dodd
 3. Bruce Dulgar

Rice Lake Speedway

- Rice Lake, Wis.
Aug. 2, 2008
- Late Model**
1. Shawn Mahder
 2. Duane Mahder
 3. Paul Brust
- Modified**
1. Kevin Adams
 2. Mike Anderson
 3. Luke Schilling
- Super Stock**
1. Curt Myers
 2. Jason Forehand
 3. Paul Erikson
- Midwest Modified**
1. Mark Gerth
 2. Mike Truscott
 3. Ronnie Rihh
- Street Stock**
1. Jimmy Randall

2. Jeff Heintz
 3. Scott Clark
- Pure Stock**
1. Zach Manley
 2. Doug Wojcik
 3. Darwin Brown

Jackson Speedway

- Jackson, Minn.
Aug. 2, 2008
- 360 Sprint**
1. Wade Nygaard
 2. Jesse Drost
 3. John Sternard
- Double Barrel Sprint**
1. Mark Hodgins
 2. Nate Eakin
 3. Bruce Anderson
- Stock Car**
1. Jake Maters
 2. Trent Schroeder
 3. Jason Mickelson
- B-Modified**
1. Ken Odegaard
 2. Kyle Steuber
 3. Justin Schuder
- Hobby Stock**
1. Dan Strandberg
 2. Dan Thate
 3. Chad Carlson

I-94 Raceway

- Sauk Centre, Minn.
Aug. 2, 2008
- Super Late Model**
1. Tim Olson
 2. Rich Snyder
 3. Jon Olson
- Modified**
1. Cody Lee
 2. Tony Robertson
 3. Joey Johnson
- Legends**
1. Matt Hendrickson
 2. Jake Varnum
 3. Joe Kostreba
- Thunder Car**
1. Dustin Karl
 2. Kyle Kirberger
 3. Doug Olmscheid
- Pro-4 Truck**
1. Dean Peterson
 2. Anneke Jenkins
 3. Matt Peterson
- 4-Tracker**
1. Josh Christy
 2. Matt Hendrickson
 3. Andy Heying
- Just 4 Fun**
1. Dan Krousey
 2. Aaron Mills
 3. Michael Lofquist

Sharon Speedway

- Hartford, Ohio
Aug. 2, 2008
- Sprint**
1. Scott Bonnell
 2. Jack Sodeman, Jr.
 3. Dan Shetter
- Big Block Modified**
1. Rob Kristyak
 2. Del Rougeux, Jr.
 3. Rob Curtis
- Pure Stock**
1. Blake Orr
 2. Mark Evans
 3. Tony Taylor

1. Gary Robinson
 2. Brandon Spithaler
 3. Rob Felix
- E-Mod**
1. Alan Dellinger
 2. Dwayne Clay

Wilmot Speedway

- Wilmot, Wis.
Aug. 2, 2008
- Modified**
1. Scott Kuxhouse
 2. Mike Sullivan
 3. Craig Prieue
- B Mod**
1. Mike Conn
- Street Stock**
1. Ed Duvall
 2. Tom Hollman
 3. Jim Vandervere
- Mini Sprint**
1. Ken Odegaard
 2. Will Archdale
 3. Austin Archdale
- Fearless 4**
1. Mike Tippett
 2. Tim Jendrycki
 3. Chris Green
- Ladies Modified**
1. Tammy Morrison
 2. Nickie Sullivan
 3. Vicki Stanchina

Corbin Speedway

- Corbin, Ken.
Aug. 2, 2008
- Late Model**
1. Russell Smith
 2. Mike Bargo
 3. Tim Howard
- Sportsman / Super Truck**
1. Matt Hendrickson
 2. Jake Varnum
 3. Joe Kostreba
- Thunder Car**
1. Dustin Karl
 2. Kyle Kirberger
 3. Doug Olmscheid
- Pure Stock**
1. Ed Murray
 2. Tony Lambert
 3. Kyle Parker
- Chevette**
1. Greg Alsip
 2. Anthony Wagers
 3. Danny Richards
- Hornet**
1. Rocky Kempe
 2. Bob Anderson
 3. Jerry Zebro
- Hornet**
- Make-Up Date
1. Brittany Olson
 2. Travis Anderson
 3. Bob Anderson

Butler Motor Speedway

- Butler, Mo.
Aug. 3, 2008
- Factory Stock**
1. Keith Simmons
 2. Mark Selsor
 3. Scott Friend

- 750 Sprint**
1. Chris Carrier
 2. Mike Taylor
 3. Michael Watters
- Street Stock**
1. Joe Pryor
 2. Devin Irvin
 3. Robert Brown
- Modified**
1. Tim Setzer
 2. Johnny Fennelwald
 3. Darren Roberts
- Late Model**
1. Johnny Fennelwald
 2. Rick Simmons
 3. Keith Simmons

Plymouth Speedway

- Plymouth, Ind.
Aug. 3, 2008
- Sportsman**
1. Justin Alsip
 2. Rick Rinehart
 3. John Marshall

Eagle Valley Speedway

- Jim Falls, Wis.
Aug. 3, 2008
- Midwest Modified**
1. Mark Gerth
 2. Matt Leer
 3. Michael Truscott
- Super Stock**
1. Mike Keller
 2. Rich Hallquist
 3. Eric Olson
- Modified**
- Feature No. 1
1. Keith Tourville
 2. Robby Bunkleman
 3. Craig Thatcher

- Dennis Redersdorf
- Robbie Johnson
- Terry Bogusz

Lead Sled

- Chris Steams
- Jimmy Stratton
- Nick Johnston

Hornet

- Jeremy Snellenberger
 - Jake Thompson
 - Dan Crawford
- Thunder Truck**
- Steve Stultz
 - Brian Cogswell
 - Rod Marsh

Toledo Speedway

Toledo, Ohio

Aug. 2, 2008

4-Cylinder

- Mike Bershback
- Brad Turner
- David Price

Enduro

- Tristan Dupuis
- Jeff Maran
- Michael Dailey

Farmer City Raceway

Farmer City, Ill.

Aug. 1, 2008

Street Stock

- Josh Griffith
- Jim Quinn
- Terry Miller

Sportsman

- Gary Turpin
 - Joel Funk
 - Jason Unzicker
- Modified**
- Jeff Leka
 - Denny Schwartz
 - Jay Ledford

KidModz

- Bobby Pierce
- David Reed
- Shawn Garrison

Hornet

- Eric Wilson
- Late Model**
- Eric Smith
 - Steve Sheppard, Jr.
 - Donny Walden

Cedar Lake Speedway

New Richmond, Wis.

July 31, 2008

Super Stock

- Mike Weber
- Steve Thomas
- Rich Bishop

Late Model

- Rick Hanestad
- Pat Doar
- Brent Larson

Kokomo Speedway

Kokomo, Ind.

Aug. 3, 2008

Sprint

- Hunter Schuenerberg
- Corey Smith
- Blake Fitzpatrick

Thundercar

- Tony Bowman
- Allen David
- Gerald Armfield

Street Stock

- David Hurst
- Glen Gambelin
- Arnie Prater

Skyline Speedway

Stewart, Ohio

Aug. 1, 2008

Late Model

- Jason Montgomery
- Dan Morrison
- Tony Roush

Sprint

- Jeremy Blake
- Louie Krushansky
- Ryan Mayle

Pure Stock

- Shawn Jett
- Danny Talbott
- Danny Thomas

4-Cylinder

- Tom Adkins
- Tim Christopher
- Jeff Rankin

Mini Wedges

- Ron Pickens
- Kyle Bond
- Zach Fox

Anderson Speedway

Anderson, Ind.

Aug. 2, 2008

Thundercar Enduro

- Johnny Magee
- Eddie Wolf
- Benny Blevins, Jr.

Street Stock

- Jake Owens
- Rob Allman
- Rich Boyer

Legend

- David Moyes III
- Adam Roberts
- Jeremy Johnson

Front Wheel Drive

- Nick Warner
- Donnie Ellis, Jr.
- Gary Bragg, Sr.

Lebanon I-44 Speedway

Lebanon, Mo.

Aug. 2, 2008

Modified

- Jimmy Willis
- Corey Simpson
- Danny Atkinson

Bomber

- Landon Johnson
- Tim Jones
- Rich Reynolds

B-Mod

- Josh Woody
- Mickey Burrell
- Brandon Pister

Legends

- Gary Bauer
- Jason Rayle
- Justin Comer

Factory Stock

- Lonnie Henderson
- Tyson Troutman
- Tim Riffle

Rookies

- Dave Meldrum
- Michael Stafford
- Jeff Brown

Waynesfield Motorsports Park

Waynesfield, Ohio

Aug. 2, 2008

600cc Mini Sprint

- Jared Horstman
- Sam Ashworth
- Gary Loney

360 Sprint Car

- Mark Allison
- Brad Johnson
- John Thomason

Super Stock

- Michael Deschanenes
- Robert Isabell
- Steven Littrell

Super Stock

- Mark Spillman
- Brad Johnson
- John Thomason

Dash

- Michael Deschanenes
- Robert Isabell
- Steven Littrell

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

Open

- K.C. Hughes
- Travis Ray
- Chris Smith

Stock

- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

Open

- K.C. Hughes
- Travis Ray
- Chris Smith

Stock

- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

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- K.C. Hughes
- Travis Ray
- Chris Smith

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- Ben Taylor
- Sam Kimmel
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- Jordan Lambert
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- Stuart Hanft

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- Kolt Kinsler
- Jerod Glasford
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- Braxton Hanft
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- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

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- Braxton Hanft
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- Kros Knox

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- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

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- Bayli Fearnow

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- Braxton Hanft
- Garrett Miller
- Zach Lacy

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- K.C. Hughes
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- Chris Smith

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- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

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- K.C. Hughes
- Travis Ray
- Chris Smith

Stock

- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

Open

- K.C. Hughes
- Travis Ray
- Chris Smith

Feature No. 1

- Joe B. Miller
- Andy Malpocdur
- Glenn Miller

Feature No. 2

- Joe B. Miller
- Ryan Kempin
- Sam Miller

Mount Lawn Speedway

New Castle, Ind.

Aug. 2, 2008

Late Model

- Kevin Claborn
- Brandon Mefford
- Jeff Marcum

Thunder Car

- Kevin Claborn
- Bill Clark
- Kyle Evans

Hornet

- Chris Jennings
- Keith Morris
- Joyce Dyer

Mini Cup

- Courtney Hannah
- Tate Martz
- Terry Goff

Midget

- Jimmy Willis
- Corey Simpson
- Danny Atkinson

Bomber

- Landon Johnson
- Tim Jones
- Rich Reynolds

B-Mod

- Josh Woody
- Mickey Burrell
- Brandon Pister

Legends

- Gary Bauer
- Jason Rayle
- Justin Comer

Factory Stock

- Lonnie Henderson
- Tyson Troutman
- Tim Riffle

Rookies

- Dave Meldrum
- Michael Stafford
- Jeff Brown

Waynesfield Motorsports Park

Waynesfield, Ohio

Aug. 2, 2008

600cc Mini Sprint

- Jared Horstman
- Sam Ashworth
- Gary Loney

360 Sprint Car

- Mark Allison
- Brad Johnson
- John Thomason

Super Stock

- Michael Deschanenes
- Robert Isabell
- Steven Littrell

Super Stock

- Mark Spillman
- Brad Johnson
- John Thomason

Dash

- Michael Deschanenes
- Robert Isabell
- Steven Littrell

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

Open

- K.C. Hughes
- Travis Ray
- Chris Smith

Stock

- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller
- Zach Lacy

Open

- K.C. Hughes
- Travis Ray
- Chris Smith

Stock

- Ben Taylor
- Sam Kimmel
- Kros Knox

Non-Wing

- Jordan Lambert
- Sam Kimmel
- Stuart Hanft

Junior

- Kolt Kinsler
- Jerod Glasford
- Bayli Fearnow

Restrictor

- Braxton Hanft
- Garrett Miller

3. Leroy Reeves
Modified
 1. Eric Giguere
 2. Kevin Ridley
 3. Dan Wiesner
Big-Block Modified
 1. Matt Sheppard
 2. Vinnie Vitale
 3. Todd Burley

Genesee Speedway

- Batavia, N.Y.
 Aug. 2, 2008
Pro Stock
 1. Pete Stefanski
 2. Mike Martin
 3. Steve Lewis

Waterford Speedbowl

- Waterford, Conn.
 July 30, 2008
X-Car
 1. John Bowes
 2. Steve Violette
 3. Daniel Madore
X-Modified
 1. David Flammia, Jr.
 2. Kevin Shea
 3. Dean Christensen
Legends
 1. Ryan Morgan
 2. Mark Bakaj
 3. Jason Palmer
Super X
 1. Greg Moran, Sr.
 2. Jon Porter
 3. Michael Maskell II

Waterford Speedbowl

- Waterford, Conn.
 Aug. 2, 2008
Modified
 1. Keith Rocco
 2. Rob Janovic, Jr.
 3. Jeff Pearl
Late Model
 1. Joe Curioso III
 2. Rich Staskowski
 3. Bruce Thomas, Jr.
Sportsman
 1. Walt Hovey, Jr.
 2. Brandon Plemmons
 3. Ronnie Oldham, Jr.
Mini Stock
 1. Phil Evans
 2. Lou Bellisle
 3. Ben Bargnesi
Midget
 1. Greg Stoehr
 2. Erica Santos
 3. Nokie Fornoro

Ohsweken Speedway

- Ohsweken, Ontario
 Aug. 1, 2008
Modified
 1. James Michael Friesen
 2. Mike Bowman
 3. Chad Chevalier
Mini Stock
 1. Mitchell Brown
 2. Rick Robinson
 3. Abel Castelein
Thunder Stock
 1. Cody McPherson
 2. Billy Bleich
 3. Jason Fontaine
Stock
 1. Karl Sault
 2. Lee Hills
 3. Mike Taylor



- Delaware
 Maryland
 New Jersey
 Pennsylvania
 Virginia
 West Virginia

Mercer Raceway Park

- Mercer, Pa.
 Aug. 2, 2008
Sprint Car
 Feature No. 1

1. Gale Ruth, Jr.
 2. Rod George
 3. Dan Kuriger
 Feature No. 2
 1. Arnie Kent
 2. Andy McKisson
 3. Jeremy Cook
358 Modified
 1. Garrett Krummert
 2. Gary Smoker
 3. Jimmy Holden
Late Model
 1. Max Blair
 2. Bobby Powell
 3. Butch Lambert
Mod Lite
 1. Rod Jones
 2. Bud Watson
 3. Kenny Meadows
Mini Stock
 1. Curtis Brown
 2. Dillon Kinston
 3. Tyler Powell

Eastside Speedway

- Waynesboro, Va.
 Aug. 2, 2008
Late Model
 1. Greg Roberson
 2. Tommy Hoy
 3. Chris Barger
Sprint
 1. Tony Harris
 2. Anthony Linkenhoker
Street Stock
 1. Chad Click
Sportsman
 1. Jeremy Coffey
 2. Chad Click
 3. Lee Jamerson
U-Car
 1. Stephen Andes
 2. Eddie Lawhorne
 3. P.J. Breeden
Mini Modified
 1. Daniel Stickley
 2. Ernie Alder
 3. Kevin Campbell
Grocery Getter
 1. Tony Lam
 2. Daniel Bowden
 3. R.W. Armstrong

Hesston Speedway

- Hesston, Pa.
 Aug. 2, 2008
Limited Late Model
 1. Derek Byler
 2. Rick Singleton
 3. Brad Kling
305 Sprint
 1. Andy Haus
 2. Jim Kennedy
 3. Rodney Peters
Street Stock
 1. Jarrett Walker
 2. Jesse Snyder
 3. Tim Brindle
Hobby Stock
 1. Lou Wannyn
 2. Chad Gambol
 3. Gary Morder

Mountain Speedway

- St. Johns, Pa.
 Aug. 2, 2008
Modified
 1. Rusty Smith
 2. Kyle Ebersole
 3. Andy Walko
Street Stock
 1. Rich Dimarco
 2. Scott Meckes
 3. Steve Clark
4-Cylinder
 1. Bill Vervys
 2. Jeff Biegley
 3. Eric Banashetski

Franklin County Speedway

- Callaway, Va.
 Aug. 2, 2008
Late Model
 Feature No. 1
 1. Buster Carroll
 2. Rick Sigmon
 3. Jimmy Mullins
 Feature No. 2
 1. Rodney Cook
 2. Jimmy Mullins
 3. Travis Hurt
Mod4
 1. Michael McGuire
 2. Joseph Overstreet
 3. Jamey Hartman
Street Stock
 1. Tommy Adams, Jr.
 2. Brian Sutphin
 3. Wayne Wilson
U-Car
 1. Randy Argabright
 2. Charles Seagraves

3. Josh Reeves
Vintage Modified
 1. Jay Foley
Sportsman
 1. Frankie Kelley

Tri-City Speedway

- Franklin, Pa.
 Aug. 3, 2008
Modified
 1. Jeremiah Shingledecker
 2. Kevin Bolland
 3. Les Myers
Late Model
 1. Max Blair
 2. Bobby Powell
 3. Steve Hollabaugh
E-Mod
 1. Justin Carlson
 2. Carl McKinney
 3. Brent Rhebergen
Pro Stock
 1. Jackson Humanic
 2. Dave Ferringier
 3. Jason Johns
Thundercar
 1. Curtis Bish
 2. Joe Blake
 3. Charlie McMillen

Mercer Raceway Park

- Mercer, Pa.
 Aug. 2, 2008
Late Model
 1. Steve Baker
 2. John Flinger
 3. Jared Miley
Crate Late Model
 1. Josh Holtgraver
 2. Tommy Schirnhofner
 3. Mike Pegher, Jr.
E-Modified
 1. Kevin Miller
 2. Daryl Charlier
 3. Chuck Kennedy
Pure Stock
 Feature No. 1
 1. Bob Schwartzmiller
 2. Wayne Carbo
 3. Jake Simmons
 Feature No. 2
 1. Bill Robertson
 2. Craig Kamicker
 3. Nick Kocuba
Amateur Stock
 1. Ron O'Patchen
 2. Brian Huchko
 3. J.J. O'Patchen
Young Gun
 1. Justin Pons
 2. Todd Janus
 3. Tyler Fox

New Egypt Speedway

- New Egypt, N.J.
 Aug. 2, 2008
Modified
 1. Tom Carberry
 2. Chad Drayton
 3. Rick Laubach
Sportsman
 1. Clay Butler
 2. Steve Schmidt
 3. John McClelland
Super Stock
 1. Rob Ormsbee
 2. Bill Liedtka
 3. Mick Search
Crate Sportsman
 1. Richie Cass, Sr.
 2. Ron Barnstead
 3. Bryan Papiez
Outlaw Stock
 1. Vern McLaughlin
 2. Spider Ensinger, Jr.
 3. Ed Tinsman

Winchester Speedway

- Winchester, Va.
 Aug. 1, 2008
Late Model
 1. Earl Pearson, Jr.
 2. Jimmy Owens
 3. Steve Francis
Pure Stock
 1. Bryan Kerns
 2. Donnie Kenny
 3. Eddie McClellan

Old Dominion Speedway

- Manassas, Va.
 Aug. 2, 2008
Late Model
 Feature No. 1
 1. Willard Lawrence
 2. Mike Southard
 3. Adam Brenner
 Feature No. 2
 1. Willard Lawrence
 2. Mike Southard
 3. Adam Brenner

- Mini Modified**
 1. Scotty Gore
 2. Bobby Able
 3. Mike Carte
Legends
 1. Sean Dawson
 2. John Jansen, Jr.
 3. George Cushman
U-Car
 1. Bryan Fox

Penn Cann Speedway

- Susquehanna, Pa.
 July 29, 2008
Modified
 1. Pat Ward
 2. Stewart Friesen
 3. Dan Vauter
Sportsman
 1. Joey Colsten
 2. Mike Nagel, Jr.
 3. Nick Rochinski
Pure Stock
 1. Butch Green
 2. Jon Carpenter
 3. Tom Garren

Penn Can Speedway

- Susquehanna, Pa.
 Aug. 1, 2008
Modified
 1. Craig Terrell
 2. Jeff Rudalavage
 3. Al Rudalavage
Late Model
 1. Jeremy Randall
 2. Tracy Gregory
 3. James Cornell
Sportsman
 1. Nick Petrlik
 2. Grant Hillfiger
 3. Rick Brown
Pure Stock
 1. Steve Deinhardt
 2. Jon Carpenter
 3. Rich Green
4-Cylinder
 1. Dan Wood
 2. John Hoover
 3. Chris Taylor

Kutztown Speedway

- Kutztown, Pa.
 July 31, 2008
600cc Micro-Sprint Car
 Feature No. 1
 1. Brent Marks
 2. Mike Freed
 3. Doug Manmiller
 Feature No. 2
 1. Ryan Smith
 2. Brian Carber
 3. Alex Bright
270cc Micro-Sprint Car
 Feature No. 1
 1. Ryan Smith
 2. Ross Perchak
 3. Terry Schaeffer
Slingshot
 1. Brett Bieber
 2. Rob Marino
 3. Travis Bieber

Lernerville Speedway

- Sarver, Pa.
 Aug. 1, 2008
Sprint Car
 1. Ed Lynch, Jr.
 2. Bob Felmele
 3. Kevin Schaeffer
Super Late Model
 1. Jared Miley
 2. Sam Stile
 3. Greg Satterlee
Modified
 1. Kevin Bolland
 2. Del Rougeux, Jr.
 3. Brian Swartzlander
Street Stock
 1. Chris Snyder
 2. Bob Lipinski
 3. Bryan Shaffer

Trail-Way Speedway

- Hanover, Pa.
 Aug. 1, 2008
358 Sprint Car
 1. Danny Dietrich
 2. Billy Dietrich
 3. Jeff Rohrbaugh
Thundercar
 1. Will Walls
 2. Brian Walls
 3. Todd Miller
Limited Stock
 1. Joseph Flanary
 2. Terry Hartlaub
 3. Mark Reece

Williams Grove Speedway

- Mechanicsburg, Pa.
 Aug. 1, 2008
Sprint Car
 1. Todd Shaffer
 2. Fred Rahmer
 3. Steve Buckwalter
Limited Sprint Car
 1. John Westbrook
 2. Frankie Herr
 3. Cory Haas

Williams Grove Speedway

- Mechanicsburg, Pa.
 Aug. 2, 2008
Super Sportsman
 1. Frankie Herr
 2. Rich Eichelberger
 3. John Stoner
358 Late Model
 1. Bobby Beard
 2. Randy Croop
 3. Derrick Zirkle
4-Cylinder
 1. Mark Digges
 2. Kevin Thomas
 3. Dave Leidy
Enduro
 1. Chris Heller
 2. Sam Rial
 3. Craig Imes

Path Valley Speedway Park

- Spring Run, Pa.
 Aug. 1, 2008
270 Sprint Car
 1. Steve Whary
 2. Sean McAndrews
 3. Ryan McAndrews
Thunder Car
 1. Lyle Barnes
 2. Jeremy Ott
 3. Terry Smith
Legends
 1. Randy Kissinger
 2. Jason Rochelle
 3. Geremey Sheaffer
Late Model
 1. Tim Smith
 2. Tim Fedder
 3. Jerry Bard
600 Sprint Car
 1. Jim Brookens
 2. Kevin Steele
 3. Keith McIntyre
Mini Stock
 1. Ricky Harper
 2. Gary Dehart
 3. Tim Burkholder

Langley Speedway

- Hampton, Va.
 Aug. 2, 2008
Modified
 1. Joe Scarbrough
 2. Chris Johnson
 3. Shawn Balluzzo
Super Street
 1. Ryan Nester
 2. Jonathan Mullett
 3. Dale Parro
Legends
 1. Ryan Crites
 2. Brad Hancock
 3. Don McLaughlin
UCAR
 1. Robert Rusinyak
 2. Matt Hockaday
 3. Allen Dail
Champ Kart
 1. Dannie Wyatt
 2. David Phelps
 3. Spencer Saunders

Mahoning Valley Speedway

- Lehigh, Pa.
 Aug. 2, 2008
Modified
 1. Chip Santee
 2. Don Wagner
 3. John Bennett
Late Model
 1. Todd Stehle
 2. Geno Steigerwalt
 3. Mike VanFossen
Street Stock
 1. T.J. Gursky
 2. Patrick Kelly
 3. Bill Pittaway
Sportmod
 1. Bill Pittaway
 2. Chip Godfredson
 3. Johnny Torres
Super Stock
 1. Jed Rollins
 2. Gary Hunter
 3. Richard Bartosh
Street Stock
 1. A.J. Wernette
 2. Craig Crawley
 3. Gene Boswers
Super Mod
 1. Kevin Ritchie

2. Mike Crispo
 3. Mike RENN

Selingsgrove Speedway

- Selingsgrove, Pa.
 Aug. 2, 2008
358 Sprint Car
 1. Blane Heimbach
 2. Brian Normhold
 3. Pat Cannon
Late Model
 1. Eric Hons
 2. Jeff Smith
 3. Steve Campbell
Pro Stock
 1. Chad Davis
 2. A.J. Hoffman
 3. Jason Smith
Roadrunner
 1. Doug Minium, Sr.
 2. Nathan Engle
 3. Mike Kiehl

Grandview Speedway

- Bechtelsville, Pa.
 Aug. 2, 2008
Late Model
 1. Chuck Schutz
 2. Randy Stoudt
 3. Danny Snyder

Allegany County Speedway

- Cumberland, Md.
 Aug. 1, 2008
Limited Late Model
 1. D.J. Troutman
 2. Allen Brannon
 3. Dan Zachman
Street Stock
 1. John Whitfield
 2. Daryl Whetstone
 3. Brian Duffy
4-Cylinder
 1. Ryan Peer
 2. Nathan Carpenter
 3. Brandon Powell
8-Cylinder
 1. Wade Peer
 2. Jimmy Moreland
 3. Alan Lowery II
Classic
 1. Bill Brown, Sr.
 2. Brian Diehl
 3. Roland Brown

Hagerstown Speedway

- Hagerstown, Md.
 Aug. 2, 2008
Late Model
 1. Bart Hartman
 2. Jimmy Owens
 3. Josh Richards
Late Model Sportsman
 1. Andy Fries
 2. Jerry Bard
 3. Pete Weaver



- Alabama
 Arkansas
 Louisiana
 Mississippi
 Texas

I-37 Raceway

- Pleasanton, Texas
 Aug. 1, 2008
Modified
 1. Greg Dinsmore
 2. Patrick Kelly
 3. Bill Pittaway
Sportmod
 1. Shawn Pinkerton
 2. Roy Long
 3. Victor Pinkerton

East Alabama Motor Speedway

- Phenix City, Ala.
 Aug. 2, 2008
Late Model
 1. Jordy Nipper
 2. Mark Whitener
 3. Russell Brown, Jr.
Limited Sportsman
 1. Paul Walters
 2. Rodgrich Dykes
 3. Josh Marchman
Bomber
 1. Trevor Elliott
 2. John Dozier
 3. Justin Masters
Pony Stock
 1. Bryan Price
 2. Adam Rodriguez
 3. Brandi Gatlin



MARV KELLER PHOTO

KING IS QUEEN: Lindsey King celebrates with her crew Saturday night after becoming the first female driver to win a late-model main event at Irwindale, Calif.'s Toyota Speedway.

3. Sean Terry

Heart O'Texas Speedway

- Elm Mott, Texas
 Aug. 1, 2008
Modified
 1. Benji Kirkpatrick
 2. Kenny Stone
 3. Mike Hathcock
Sportmod
 1. Keith White
 2. Eric Tomlinson
 3. Robert Black
Hobby Stock
 1. Chris Cogburn
 2. Shannon Dulock
 3. Ricky Rodriguez
Street Stock
 1. Jason Honey
 2. John Heffelfinger
 3. Doug Andrews
Pure Stock
 1. David Andrews
 2. Jeff Shepperd
 3. Jack Jenkins
Junior Mini Stock
 1. Garret Rawls
 2. Jacob Winingier
 3. Alex Norris
Mini Sprint
 1. Ralph Wren
 2. Jeromy Heffler
 3. Troy Wren

Crawford County Speedway

- Van Buren, Ark.
 Aug. 2, 2008
Front Wheel Drive
 1. Jerry Ellison
 2. Jack Bieker
 3. Gary Clark
Grand National
 1. Austin Sangster
 2. Stephen Smith
 3. Johnny Mitchell
Young Gun
 1. Brody Young
 2. Dalton McKenzie
 3. Ben Hatley
Mini Stock
 1. Kyle Ledford
 2. Scott Glover
 3. Alvin Moran
Pure Stock
 1. Myles Newman
 2. Remington Watson
 3. Tyler Watkins
Modified
 1. Josh Halliburton
 2. Patrick Powers
 3. Brian Leeswood-Jones

Grayson County Speedway

- Savoy, Texas
 Aug. 2, 2008
Hot Stock
 1. Dennis Rogers
 2. Tad DeFrang
 3. Josh Purser
Modified
 1. Jeff Emerson
 2. Scott Raney
 3. Robert Daniels
SportMod
 1. Jeff Emerson
 2. Cary Stephens
 3. Anthony O'Hanlon
Mini Stock
 1. Chance Whirworth
 2. Brad Dudley
 3. Brook Cooper
Novice
 1. Josh Halliburton
 2. Patrick Powers
 3. Brian Leeswood-Jones

Grand Prairie Speedway

- Grand Prairie, Texas
 Aug. 1, 2008
Modified
 1. Darrell Dawson
 2. Clyde Dunn, Jr.
 3. Justin McCoy
Sport Mod
 1. Tommy Davis, Jr.
 2. Tommy Davis, Sr.
 3. Jacob Pirkle
Street Stock
 1. Jake Upchurch
 2. Michael Grubbs
 3. Bill McGee
Bomber
 1. Jeremy Emmons
 2. Johnny Dunn, Jr.
 3. Richard McGibbony
Street Stock
 1. Marcus Baxter

Cowtown Speedway

- Fort Worth, Texas
 Aug. 2, 2008
Sprint
 1. Kevin Ramey
 2. Marvin Lough
 3. J.P. Bailey
600 Wing Mini Sprint
 1. Kyle Jones
 2. Sosa Sessum
 3. Tyler Russell
Limited Modified
 1. Trevor Lane
 2. Brandon McElroy
 3. Brett Young
Street Stock
 1. David Bonham
 2. Kevin Smith
 3. Jake Upchurch
Bomber
 1. Frank Lackey
 2. Gary Smitherman
 3. Chad Pearce
Junior Bomber
 1. Trey Smitherman
 2. Chance Morris
 3. Hunter Birmingham
Street Stock
 1. Bryan Wells
 2. Mark Kimpel
 3. Frank Ray, Jr.
Modified
 1. Gene Lenderman
 2. Sebie Davis
 3. Richard Brooker

Thunderbird Speedway

- Crandell, Texas
 Aug. 3, 2008
Mini Stock
 1. Will Garrison
 2. Bobby Ortega
 3. Jon White, Jr.
Limited Modified
 1. Tommy Sigman
 2. Chris Davis
 3. Tommy Davis
Junior Mini Stock
 1. Dustin Mooney
 2. Dakota Raines
 3. Kylar Smith
Street Stock
 1. Tommy Davis, Jr.
 2. J.C. Howell
 3. Bubba Davis
Bomber
 1. Glen Pace
 2. James Riddle
 3. Henry Harrison
Southern Modified
 1. Ronny Sigman
 2. Michael Price
 3. Jack Sartain

Devil's Bowl Speedway

- Dallas, Texas
 Aug. 3, 2008
Super Sprint
 1. Rick Summers
 2. Russell Shoulters
 3. David Gailey
Late Model
 1. Darren Ellis
 2. Jack Amben, Jr.
 3. Michael Sterling
Outlaw Modified
 1. Randy Kirkland
 2. Johnny Dunn, Jr.
 3. Richard McGibbony
Street Stock
 1. Marcus Baxter

San Angelo Speedway

- San Angelo, Texas
 Aug. 2, 2008
Modified
 1. Shane Priddy
 2. Wayne Pruitt
 3. Jim Thorpe
SportMod
 1. Shane Priddy
 2. Terry Wojtek
 3. Joe Collier
Hot Stock
 1. Jim Thorp
 2. Jason Adcock
 3. Mike Lang
Street Stock
 1. David Hudec
 2. Buddy Clayton
 3. Josh Lovelace
Mini Mod/ Mini Stock
 1. Steven Emmons
 2. Debra Miller
 3. James Sherman
Powder Puff
 1. Amber Lang
 2. Elizabeth Cobb

Red River Speedway

- Wichita Falls, Texas
 Aug. 2, 2008
Late Model
 1. Robert Barker
 2. Dillon Spreen
 3. Jesse Salazar

Monticello Speedway

- Monticello, Ark.
 Aug. 2, 2008
Cruiser
 1. Tracey Forrest
 2. Bill Jones
 3. Tillman Lowe
Hobby Stock
 1. Matt Stacy
 2. Dustin Harris
 3. Chad Thompson
Sport Modified
 1. Andy Jones
 2. Heath Wilson
 3. Kent Hollingsworth
Junior Limited
 1. Zane Ferrell
 2. Jacob Stockstill
 3. Joey Simmons
Modified
 1. Jody Davidson
 2. Brian Craighead
 3. Jeff Marks
Street Stock
 1. Mike Kongenske
 2. Wesley Crutchfield
 3. Chip Swindle

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Swanson Magical In Win

TWIN FALLS, Idaho — Point-leader Tanner Swanson dominated Saturday night's USAC WEST SPRINTS Series feature at Magic Valley Speedway. Swanson was the fast qualifier and took the lead from Nick

Rescino, Jr. on lap 26 of the third-mile asphalt oval. From there, he led the remaining distance for the victory. Eric Humphries finished second ahead of Rescino, Jim Waters and JoJo Helberg. The finish: Tanner Swanson, Eric Humphries, Nick Rescino, Jr., Jim Waters, JoJo Helberg, Porter Smith, Shauna Hogg, Ryan Burdett, Snake Livernash, Tim Skoglund, Branson Burdett, Paul Zimmerman, Jeff Bergener, Rick Pardee, Eric Barlow, Tony Hunt, Jimmy Riddell.

Becker Pulls Away Late

PLACERVILLE, Calif. — Sean Becker extended his point lead in the Hoosier Racing Tires Civil War Sprint Car Series with a victory Saturday night at Placerville Speedway.

Becker assumed second spot on a restart and began to stalk then leader David Robinson, Jr. Throughout the final 10 laps of the event, Robinson and Becker traded the lead several times until Becker pulled away on the final lap.

Robinson finished second while Kyle Larson was third. With the win, Becker was able to grow what had been a four-point lead over Larson.

The finish: Sean Becker, David Robinson, Jr., Kyle Larson, Colby Wiesz, Jimmy Trulli, Andy Forsberg, Richard Bailey, Kyle Hirst, Camron Mendes, Mike Henry, Herman Klein, Scott Kinney, James Sweeney, Dennis Harvey, Mason Moore, Steve Osborne, Pat Harvey, Jr., Bradley Terrell, Marc Mackay, Justin Johnson, Christian Stover, Peter Breshears.

Stoehr Stars

WATERFORD, Conn. — Coming from the fourth-starting position, Greg Stoehr had the lead half way down the front straightaway and went on to score a 25-lap Northeastern Midget Ass'n victory Saturday night at Waterford Speedbowl.

Stoehr built a large lead over the first 15 laps, but the race's second and final caution closed the field with Erica Santos behind Stoehr. Stoehr was able to beat Santos to the finish line by .8 second.

Nokie Fornoro finished third. Adam Cantor was fourth and Joey Payne, Jr. took fifth.

The finish: Greg Stoehr, Erica Santos, Nokie Fornoro, Adam Cantor, Joey Payne, Jr., William Wall, Mike Keeler, Randy Gabral, John Zych, Jr., Aaron Wall, How Bumpus, Andy Shlatz, Barry Kittredge, Doug Cleveland, Lee Bundy, Kevin Park, Bobby Santos III, Paul Luggelle, Brian Cleveland, Lou Ciccone, Jr., Jim Peruto, Jeremy Frankoski, Mike Luggelle, Abby Martino.

Harris Has Tools

WAYNESBORO, Va. — Tony Harris, a truck mechanic during the week, showed that he knows how to haul the freight in Virginia Sprint Series competition Saturday night at Eastside Speedway.

Harris passed both Chris Ware and then leader P.J. White on lap six and held off Anthony Linkenhoker for the victory. Linkenhoker finished second ahead of Donnie Rodeffer. Pete Kingrea and Ware rounded out the top five.

The finish: Tony Harris, Anthony Linkenhoker, Donnie Rodeffer, Pete Kingrea, Chris Ware, Satch Worley, Glenn Worrell, French Grimes, Jerald Harris, Billy Norfleet, Bill Rice, Scott Vashinder, P.J. White, Carl Simmonds, Ron Moyers.

Hoosier Nationals Belongs To Short

Friday

PADUCAH, Ky. — Robert Ballou won the feature for the Hoosier Tire Midwest Sprint Car Series Friday night on the three-eighths-mile Paducah Int'l Raceway.

Ballou led every lap of the 20-lap feature and built a comfortable lead when the checkers waved. Rookie Ricky Williams turned in his best performance of the season with a runner-up finish. The youngster managed to get back past Kyle Cummins on lap seven and hold him off until the finish. Cummins finished third, earning enough points to propel him into the points lead for the

series.

Hud Cone started at the tail after a heat-race accident and charged to fourth, while Blake Fitzpatrick earned his first top-five finish in fifth.

The second heat race was red-flagged after an accident involving Kenny Biro, who ended up taking a series of hard flips. He was taken to the local hospital in Paducah and then transferred to Vanderbilt University Medical Center in Nashville, Tenn., for further treatment.

The finish: Robert Ballou, Ricky Williams, Kyle Cummins, Hud Cone, Blake Fitzpatrick, Kevin Thomas, Jr., Alex Shanks, Craig Budde, Jack Gilbert, John Irvin, John Memmer, Thomas Meseraul, Randy Bateman.

Saturday

HAUBSTADT, Ind. — Brady

Short captured the fourth-annual Hoosier Sprint Nationals title Saturday night at Tri-State Speedway, becoming the fourth different winner of the race in as many events.

The 50-lap feature victory paid Short \$10,000.

Short survived late charges from Kyle Cummins, who finished second after starting 15th, and Robert Ballou, who finished third despite losing a tire while in the lead and being forced to pit for a replacement. Thomas Meseraul finished fourth, and Kyle Briscoe was fifth.

The finish: Brady Short, Kyle Cummins, Robert Ballou, Thomas Meseraul, Kevin Briscoe, Hud Cone, Blake Fitzpatrick, John Memmer, Jeff Bland, Jr., Kevin Thomas, Jr., Lance Grimes, Jerry Ruble, Alex Shanks, Henry Clarke, Mitch Wissmiller, Chase Stockton, Cory Kruseman, Daron Clayton, Ricky Williams, Hunter Schuereberg, Shane Cottle.

Daumination: Daum Controls Kornhusker Klassic

RISING SUN, Neb. — Zach Daum dominated the final night of fifth annual Kornhusker Midget Klassic July 28 at Butler County Motorplex.

Brad Loyet led the first lap,

but Daum grabbed the point on lap two. However, a red flag from Bobb Harr's flip brought a restart. Daum passed Loyet a second time and was in control the remainder of the 30-lap event.

Brad Kuhn made his way to the front during the second

half of the race and finished second. Loyet, Davey Ray and Josh Ford completed the top five.

The finish: Zach Daum, Brad Kuhn, Brad Loyet, Davey Ray, Josh Ford, Jonathon Beason, Evan Pardo, Chad McDaniel, Matt Johnson, Jace Pennetta, Ken Brown, Jerry Goodwin, Donnie Ray Crawford, Jerry Coons, Jr., Austin Brown, Gary Taylor, Joe Boyles, Keith Rauch, Bob Harr, Ryan Cole.

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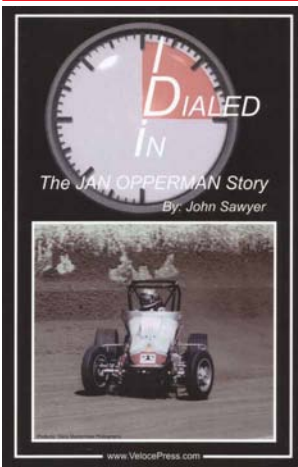
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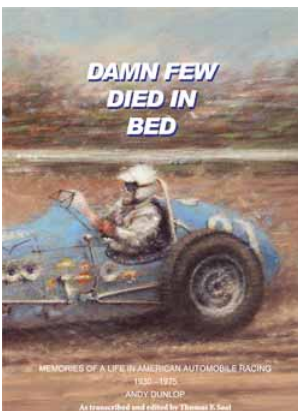
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Mizzou Go Ends In Dead Heat

July 29

CRESCO, Iowa — Defending O'Reilly USMTS National Champion Jason Krohn notched his fourth main-event victory of the season July 29 with an impressive wire-to-wire run at Cresco Speedway.

Krohn drew the pole for the 40-lap Holley A main, and when the green flag dropped, that was just about as close as anybody got to the flying farmer from Slayton, Minn.

Zack VanderBeek won the battle for second ahead of Tim Donlinger in third, Michael Long in fourth and Ron Konkel in fifth.

The finish: Jason Krohn, Zack VanderBeek, Tim Donlinger, Michael Long, Ron Konkel, Kelly Shryock, Jon Tesch, Steve Wetzstein, Scott Green, Jason Hughes, Mark Noble, Ryan York, Jeff Schluetter, Dean Mahlstedt, Alan Mondus, Mike Sorensen, Jake Neal, Kenny Wallace, Mike Wedelstadt, Dan Bohr, Al Hejna, Bob Timm, Julie McDermid, Darrin Walch.

July 30

OSKALOOSA, Iowa — Brad Pinkerton charged through the field from 16th-starting spot to win the July 30 O'Reilly USMTS National Tour feature at Southern Iowa Speedway.

Pinkerton passed Kelly Shryock for the lead with eight laps to go and cruised to the \$2,000 victory.

Dean Mahlstedt and Jason Krohn were also able to pass Shryock to finish second and third, respectively. Shryock and Mark Noble completed the

top five.

The finish:

Brad Pinkerton, Dean Mahlstedt, Jason Krohn, Kelly Shryock, Mark Noble, Zack VanderBeek, Jake Neal, Jon Tesch, Dereck Ramirez, Steve Kosiski, Ron VerBeek, Donovan Lodge, Ryan Gustin, Tony Fraise, Scott Green, Colt Mather, Brandon Kenny, Steven Blattler, Scott Dickey, Kenny Wallace, Gale Sponser, Michael Long, Richie Gustin, Jr., Ken Schrader, Josh Truman.

Thursday

KNOXVILLE, Ill. — Jason Krohn grabbed his fifth O'Reilly USMTS National Tour victory of the season Thursday night at the Knox County Fairgrounds.

Krohn started third and chased polesitter Michael Long for the first 21 of 30 laps on the big half-mile oval. Krohn was able to wrestle the lead away on lap 22 and sailed the final eight laps to claim the \$2,000 top prize.

Dean Mahlstedt settled for second while Jon Tesch, Bob Dominacki and Zack VanderBeek followed.

The finish:

Jason Krohn, Dean Mahlstedt, Jon Tesch, Bob Dominacki, Zack VanderBeek, Michael Long, Brandon Kenny, Scott Green, Dereck Ramirez, Al Hejna, Ryan Gustin, Bryan Rowland, Donovan Lodge, Bruce Hanford, Mark Noble, Darin Thee, Kevin Peters, Colt Mather, Steve Kosiski, Troy Emerick, Charles Baker, Tony Dunker, Kelly Shryock, Ron VerBeek.

Friday

BLOOMFIELD, Iowa — Anybody who was thinking that Kelly Shryock may be losing his touch was given a loud wake-up call Friday night as the eight-time O'Reilly USMTS National Champion dominated the first night of the third annual Iowa-Missouri Border War at Bloomfield Speedway.

Blair, Marlar Rule Bluegrass Weekend

Friday

JUNCTION CITY, Ky. — Robbie Blair banked \$5,000 for winning Friday night's John Bradshaw Memorial dirt-late-model event at Ponderosa Speedway.

The event was co-sanctioned by the O'Reilly Battle of the Bluegrass DirtCar Series and the Independent Racing Series.

It was Blair's first victory in the series and made him the seventh different winner of 2008 and the 52nd different winner in the history of the

series.

Blair led all 50 laps, with point-leader Victor Lee finishing second. Don O'Neal, Michael England and Dustin Linville rounded out the top five.

The finish:

Robbie Blair, Victor Lee, Don O'Neal, Michael England, Dustin Linville, Jerry Rice, Jason Feger, Jason Keltner, Shon Flanery, Tyrel Todd, Aaron Hatton, Johnny Wheeler, Brad Neat, Chris Combs, David Webb, Buzz Williams, Eric Wells, Zach Carney, Tim Tungate, Rick Aukland, Mike Marlar, Jordan Bland, Mike Jewell, Ricky Arms, Michael Chilton.

Saturday

BARDSTOWN, Ky. — Mike Marlar led all 50 laps on his way to winning Saturday night's Battle of the Bluegrass DIRTcar Series sixth-annual

Shryock started on the pole and led all 35 laps en route to his 10th USMTS victory of the season after suffering three DNFs in the previous six races.

Jon Tesch recorded his fifth top-five finish in the last seven races with a runner-up effort. Ron VerBeek was third ahead of Brandon Kenny, who started fourth, and Dereck Ramirez.

The finish:

Kelly Shryock, Jon Tesch, Ron VerBeek, Brandon Kenny, Dereck Ramirez, Ryan Gustin, Dean Mahlstedt, Scott Green, Michael Long, Al Hejna, Mark Noble, Richie Gustin, Jr., Zack VanderBeek, Brad Pinkerton, David Holder, Scott Dickey, Tony Dunker, Tony Fraise, Donovan Lodge, Bryan Rowland, Jason Murray, Kevin Peters, Brandon Banks.

Saturday

MOBERLY, Mo. — Believe it or not, Saturday night's O'Reilly USMTS National Tour modified event ended in a tie.

Jon Tesch and Zack VanderBeek waged a thrilling battle for the lead during the closing laps of the 35-lap race, and raced to the checkered flag side by side.

Officials, the flagman and scorekeepers could not determine which driver crossed the finish line first, thus the race was declared a tie, the first in the 10-year history of the series.

David Holder, Bryan Rowland and Kelly Shryock rounded out the top five.

The finish:

Zack VanderBeek and Jon Tesch, David Holder, Bryan Rowland, Kelly Shryock, Brandon Lennox, Brandon Kenny, Dean Mahlstedt, Michael Long, Donovan Lodge, Scott Green, Ron VerBeek, Steve Picou, Craig Spegal, Tim Dotson, Bill Baker, Virgil Jeffery, Dereck Ramirez, Bob Woodrow, Kelly Smith, Justin Boney, Darrell Jones, Kenny Mudd, Al Hejna, Darryl Turner.

My Old Kentucky Home Shootout at Bluegrass Speedway.

Marlar pocketed \$5,000 for his series-high 13th-career victory, which was co-sanctioned by the Independent Racing Series.

Don O'Neal won the battle for second place ahead of Brad Neat. Robbie Blair finished fourth and Kevin Claycomb was fifth.

The finish:

Mike Marlar, Don O'Neal, Brad Neat, Robbie Blair, Kevin Claycomb, Victor Lee, Michael England, Aaron Hatton, Dustin Neat, Tyrel Todd, Jordan Bland, Terry English, Jason Keltner, Tim Tungate, Johnny Wheeler, Eric Wells, Zach Carney, Ed Behn, Duane Chamberlain, Rick Aukland, Mike Jewell, Dustin Linville, Larry Gray, David Webb, Bryant Woodcock.

Pat Ward Scores A Penn Can Repeat

By AL ROBINSON
NSSN CORRESPONDENT

SUSQUEHANNA, Pa. — Pat Ward enjoyed another profitable trip to the

Northwest corner of Pennsylvania as the defending Dart Race of Champions Dirt

Series modified champion and point leader won the July 29 75-lap Hot Summer Night feature at Penn Can Speedway.

Starting fourth, Ward stalked Stewart Friesen until blowing past on a lap-20 restart. From there, it was a matter of negotiating traffic on the way to his second win in a row at Penn Can's annual weeknight spe-

cial.

Dan Vauter, track point-leader Jeff Rudalavage, and Joey Grammes completed the top five.

The finish:

Pat Ward, Stewart Friesen, Dan Vauter, Jeff Rudalavage, Joey Grammes, Kevin Bates, Jeff Strunk, Mike Colsten, Alan Rudalavage, Brian Weaver, Gary Tomkins, Billy Van Pelt, Mike Gular, Don Hart, Jr., Butch Tittle, Dan Pompey, Danny Creeden, Jackie Brown, Jr., Rick Laubach, Darwin R. Greene, Bobby Trapper, Joel Batzel, Wade Decker, Jim Mahaney.



YOUTH MOVEMENT: (Above) Bobby East (left) talks to father Bob prior to winning Friday night's USAC Midget race at the Belleville (Kan.) High Banks. (Right) The Levi, Ray & Shoup crew watches as Dan Wilkerson, son of NHRA Funny Car point leader Tim Wilkerson, heads down track at Ohio's Summit Motorsports Park Sunday to defeat Ashley Force, becoming the 2008 Night Under Fire Funny Car Champion.

OWEN & LYNNE RICHARDS PHOTO

TED ROSSINO, JR. PHOTO



DEBBIE OYLER PHOTO

GOING FOR IT: Russ King (56) and Jared Miley battle for a transfer position into the World of Outlaws Late Model Series Firecracker 100 July 29 at Lernerville Speedway in Sarver, Pa.



HHP/ERIK PEREL PHOTO

WATCHFUL EYE: NASCAR Nationwide Series point-leader Clint Bowyer watches qualifying Saturday at Circuit Gilles Villeneuve in Montreal.



HARRY CELLA PHOTO

IN IT TO WIN: Brett Hearn powers off turn three during Advance Auto Parts Super DIRTcar Series action Thursday at Orange County Fair Speedway in Middletown, N.Y.

ECONOMAKI: What's The Future Hold For Pikes Peak Hill Climb?

CONTINUED FROM PAGE 4

Club in Sullivan County, N.Y. Both claim to be the road course closest to New York City, some 90-odd miles distant. Though Connecticut's Lime Rock Park road course does have a country club facet, its primary purpose is running professional races and a driving school. Monticello, on the other hand, is destined for member use only with no spectator races planned.

Like costly cars? If so, then visit your local Alfa-Romeo dealership. The noted Italian automaker has announced it will build only 100 examples of its new 8C Competizioni Supercar to mark the 100th anniversary of the founding of the company in Milan. You will have to wait until June 24, 2010, however, to see it. Only then will the GTA 8C (for Grand Turismo Allegresso (lightweight)) be available, priced at 162,500 euros! Shortly thereafter a Spider version will be available for 213,000 Euros. Last time I looked, a euro cost \$1.58. You do the math.

All are awaiting what NASCAR will do about the tire problems its now-standard Car of Tomorrow experienced during the Allstate 400 at Indianapolis Motor Speedway. Fans had to sit through 12 yellow flags, many "competition yellows" called by NASCAR to check tire wear. The longest green-flag stretch lasted only 12 laps. The sad part is that it did not come as a surprise, as a late April tire test revealed five laps were all that could be expected from the CoT at Indy on this rubber! One fan says the IMS should not run another NASCAR race until the problem is eliminated.

Despite the apparent success of the

FLETCHER: A Joyful Visit To The USA Nationals

CONTINUED FROM PAGE 4

late-model hotbeds of the Ohio Valley and the Southeast. Gas prices are high and there are more options now for drivers than at any point in history.

Track management recognized the fuel costs and offered extra tow money to the first 30 entrants. Good for them. What else could they do?

In a weekend conversation with fellow racing journalist and historian Todd Turner, he reminded me that the race has undergone several changes in sanctioning over the years. That could be an issue. Or maybe not.

The USA Nationals doesn't need any more cars to make it a successful event. It already is. And it only takes 24 to make a race.

I'm a strong supporter of local and regional racing. It's the backbone of the sport. But it's bothersome to me to attend a marquee event that has as

86th running of the Pikes Peak Auto Hill Climb, the ability of this country's second-oldest auto race to continue is in doubt, say event officials in Colorado Springs. TCI Tire Centers and Hankook Tire became event sponsors, rescuing this year's non-profit motor contest. The \$35,000 annual track rental charged event organizers by the City of Colorado Springs and other costs have been difficult to pay. The event organizing committee, with an annual budget of close to \$600,000, has only one paid employee. Contributions from minor sponsors total between \$150,000 and \$225,000 annually says event official **Dan Cronin**. He indicates the balance of event financing comes from competitor entry fees, ticket and merchandise sales. Insurance cost runs \$70,000 per event, and there is a \$12,000 annual tab for the Friday Fan Fest, which annually attracts some 20,000 visitors to downtown Colorado Springs, much to the delight of hotel and restaurant owners. But, there is the promised \$25,000 bonus for the first driver to crack the 10-minute mark for the 12.42-mile climb. In other local news, Pikes Peak Int'l Raceway, the modern one-mile oval in the Springs suburb of Fountain, closed these last three years, has been sold and new owner National Auto Sport Ass'n, says racing will resume over Labor Day weekend for "both the accomplished and aspiring racer." Aside from needing extensive weeding and cleaning up, the long-idle track is said to be in fine condition.

Are you ready for this? Chevy officials say fuel economy will be the thrust of its advertising for its new 304 horsepower 2010 V-6 and 422 horsepower 2010 V8 Chevrolet Camaros! These new rear-drive units will be built — starting in February — at a Canadian GM plant in Oshawa, Ontario V-6 efficiency will be touted as 26 mpg with the V-8 to deliver 23 mpg. Under consideration is a turbocharged four-cylinder engine for the car.

much of a regional feel as it does a national feel.

Of the 50 registered drivers, there were only 11 that could be considered national touring competitors. But the field also included some of the region's biggest names and even a legend or two.

So, what can track management do to help the situation? Or is there even a situation to help? I'm not sure there is.

For now, the race is unsanctioned and tightly governed under Cedar Lake rules, which are different than most (or all) major events. I like it. Stick to it. Build on it.

With consistency and a scheduling change or two in other parts of the country, who knows, the USA Nationals might just return to its glory days and the high car counts of the early and mid-1990s.

Or maybe it's just fine the way it is. It's not likely too many people who were part of this year's large, enthusiastic crowd left the track unhappy with what they'd seen.

I know I didn't.

I'm still sitting here wondering why I've stayed away.

FORUM: More Fallout From The Allstate 400

CONTINUED FROM PAGE 4

fans who attended the event and the racing fans in general. NASCAR should have sent the boss out and not one of the hired hands to make the post-race statements.

I was there in 1969 when Richard Petty led the drivers, who wanted to race and not make a show out of Talladega. The tires lasted about 10 laps on that day and Bill France, Sr. was quoted that he wanted them to put on a show and not race too hard. Is that racing and what the fans pay for?

Goodyear must make some serious decisions to make a safe tire and get their act together or get out of racing altogether. Remember Atlanta?

Derek Daly of Channel 8 in Indianapolis put it best in his post-race show, "This was an exhibition."

I could not believe on Speed that Kenny Wallace and Jimmy Spencer said it was a very good race and the finish was exciting. Brad Daugherty of ESPN said it was not a race but nothing more than Saturday night heat races. These guys at Speed should be replaced. They are just broken-down former race-car drivers.

The fans deserve more than what NASCAR and Goodyear brought to the track. Put NASCAR's Mike Helton and (Brian) France on the stand in front of reporters Jim Pedley, David Poole and Monte Dutton and grill them.

We don't need any more yellow-flag races this year.

*Jim Schmitt
Liberty, Mo.*

Embarrassment For All

My wife and I were in attendance at the Allstate 400 at the Brickyard, and it was an embarrassment not only to the race sponsor and race-team sponsors, but also to Indianapolis Motor Speedway and, most importantly, to all the race fans who spent the money (\$75-\$150 or more per ticket plus travel and hotel and time) to attend.

NASCAR's mandated and poorly conceived CoT for all teams appears to be a continuing problem for the teams to figure out as well as Goodyear. This CoT race car, which reportedly overloads right-side tires more than ever) also no longer represents any production-style cars currently marketed by manufacturers in the U.S. and now no longer offers any justifiable reasons for cash-strapped auto manufacturers to continue involvement in NASCAR.

The only differences among all the CoT race cars are the decals on each car, the engines and the drivers.

Tire issues had already surfaced in previous events this year with the CoT. However, NASCAR's penchant to micromanage all aspects of not only the races, the CoT, Goodyear's tire selection and the decision not to hold an open test at Indy where these tire issues could have been uncovered, appears to have caught up with them.

Fortune 500 companies may now even need to revisit their involvement with NASCAR given these recent events. And what about the race fan? Will NASCAR offer free tickets to them for next year's event as Michelin did for Indy F-1 fans following the tire fiasco in 2005? Will NASCAR apologize to these fans for a situation that was preventable with proper management and planning that any major company would be expected to exhibit?

These issues and comments were also discussed at length on Indianapolis TV stations fol-

lowing the race. Time will tell how NASCAR handles this situation.

*Paul Anton
Dearborn Heights, Mich.*

CoT Among Problems

NASCAR's CoT and NHRA Funny Cars have two things in common — they're both ugly and neither one will turn.

Now that GM, Ford and Dodge are cutting back and Sprint is in financial trouble, it looks like NASCAR will have to dig into its own pocket.

Since NASCAR has become the No. 4 auto maker with the CoT, it can just turn out clone cars, call it IROC and pay Jay for the use of the name.

Brian France is in that river in Egypt (denial): There are NO problems. Take a look at the empty grandstands. He blames it on high gasoline prices. Wrong. A serious fan will find a way. Put the blame where it belongs — the CoT and the worst racing in NASCAR history.

*G.C. Hickerson
Cedars, Okla.*

Hmiel Deserves Break

After reading Vickie Kibble's diatribe against Shane Hmiel, I felt compelled to write. I for one feel that maybe this man deserves a chance to redeem himself. There are many millions of people that have been demonized by addiction and have overcome it. Give the guy a break.

As for more deserving drivers being out there and Mr. Hmiel being offered rides through nepotism? So what? Do you actually think that racing dynasties pick their offspring as drivers because they are the best available?

People are human. They make mistakes. Unless you have walked a mile in this man's shoes, I suggest you keep you keep it to yourself.

*Wes Hutchinson
Casper, Wyo.*

Appeal For Crown Car

This is an appeal to USAC's Kevin Miller and car designer Bruce Ashmore, who are in charge of building the dirt champ cars into the new Gold Crown Series. I assume the design of the cars has already been decided upon, but just in case, please remember we want to see the drivers, not down-tube bars.

More importantly, please read Dave Argabright's biography of Chris Economaki, page 207:

"There has never been a rear-engine car built that approached the roadster in terms of beauty. Roadsters were a piece of art, they looked beautiful sitting still."

That applies to what last year's terrible Silver Crown cars looked like. Even if it's a non-functional decal that resembles the rounded grills of the old dirt champ cars, it brings back some of the old glory.

You won't get new fans if our old timers don't show up with our kids and grandkids. That's how we became lovers of the front-engine champ cars. With the aerodynamic hoods of modern sprints and midgets, I almost don't have the appeal for them I've had for 50 years. If a rounded nose is made mandatory, no one will have an advantage.

I don't go to Perris, Ventura, Springfield and DuQuoin to see speed records set in qualifying. I want to see side-by-side racing and passes, even if it's three seconds a lap slower.

*Gary Brody
Palmdale, Calif.*

Tony's Trouble

I see that Tony Stewart's at it again, yanking the headset off an official and then shoving another official when he tried to leave the scene

and was blocked. This time it was a USAC event, which will lead, most likely, to him not attending any more USAC events. But rather than accept the media's take on this, examine why it happened.

It seems that last-second repairs to one of his cars were deemed too late for re-entrance into the event. I do not know the reality of that finding. If it were possible for the car to enter the track without endangering other competitors, why not? If that was the case, it seems another case of random officiating, which NASCAR has been lately known for and over which the CART series was formed (remember the 1981 Indy 500 fiasco?).

But I guess what you have to ask yourself is: WWFD? Indeed, what would A.J. Foyt have done in his heyday? I would say that official is lucky it is 2008 instead of 1968.

*Larry De Cicco
Evergreen, Colo.*

Danica Right This Time

With regard to the Danica-Milka confrontation, all I can say is that Danica was completely correct in her assessment — Milka Duno is a threat to everyone on the track.

During the recent IRL race at Nashville, I monitored the communications between Milka and her crew during every practice period and qualifying and can flatly state that Milka has absolutely no business being on a race track. She has no understanding of race-car dynamics and is unable to understand and communicate what the car is doing on track.

During the practice sessions, her crew was literally pleading with her to tell them what the car was doing, and she could not. Part of the problem may be her inability to communicate technical terms in English, but her major problem is that she hasn't got a clue.

The IRL would be doing everyone a favor if they just sent her back down to Indy Lights and leave her there.

*George Bristol
Cookeville, Tenn.*

About The Anthem

Over the years, I have heard many bad and a few good renditions of our national anthem. The best national-anthem performance I have ever enjoyed was from the trumpeter Jesse McGuire at Phoenix Int'l Raceway. His music makes the hair stand up on the back of my neck and makes me proud to be an American.

Fortunately at Eagle Raceway in Nebraska, we have a very good singer. Stan Cisar, Jr. is also the track announcer. His good performances week after week deserve to be acknowledged. We appreciate his fine work.

*Doug Rasmussen
Omaha, Neb.*

How To Slow Down

If the NHRA wants to slow down its fuel cars, I have a suggestion — restrictor plates.

An engine is just an air pump. The more air it pumps through it, the more power it makes. Restrict the air, and you reduce the power. Why do engines make less power at altitude? No air.

They have mandated gear ratios, fuel percentages and rev-limiters with limited success. A simple plate between the injector and the blower would eliminate the need for any other restrictions. When the crew chiefs start overcoming the plate's restriction with turning and by reducing aerodynamic down force and drag (and they will), the NHRA can just issue smaller plates for the next race.

Plate size could be adjusted to keep the speeds around 300 miles per hour. Less power would also save a significant amount of money by reducing the strain on everything from engines and clutches to tires and chassis and by using less fuel.

*Richard Hansen
Kanab, Utah*

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