

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

SINCE 1934



NATIONAL SPEED SPORT NEWS

Clanton Hassles Way To World 100 Victory

WORLD 100

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Wild Child Rules Gold Cup Go



WOO SPRINTS

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SEPTEMBER 10, 2008

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\$3



OH, SO CLOSE!

Castroneves Inches By To Claim Chicagoland Finale As Dixon Gets Second IRL Crown

IRL INDYCAR

PAGES 3, 30-31

CHRIS JONES/IRL INDYCAR PHOTO

BY INCHES: Helio Castroneves (3) edges Scott Dixon (9) to win Sunday's IRL IndyCar season finale at Chicagoland Speedway by .0033 second. Dixon claimed his second series title.

Chase Is On: Johnson Takes Richmond

SPRINT CUP

PAGES 2, 26-28



Johnson Tops Battle Of Home Improvement Teams



HHP/RUSTY BURROUGHS PHOTO

SHOWERED: Jimmie Johnson captured his second-straight victory Sunday at Richmond Int'l Raceway.

Two-Time Defending Champ Holds Off Stewart For Fourth Triumph Of 2008

By **RON LEMASTERS JR.**
NSSN CORRESPONDENT

RICHMOND, Va. — While the race for 13th was fairly anti-climactic, the race for the victory in the rain-delayed Chevy Rock and Roll 400 made up for it.

Jimmie Johnson held off a charging Tony Stewart over the final 25 laps to earn his fourth victory of the season, gaining 10 bonus points for The Chase in the process. It was also his second-straight victory and signaled the rest of the field that The Chase is a three-car race...at least.

SPRINT CUP

"I'm very happy with the performance today, and momentum is something we're trying to carry," Johnson said. "We just never gave up. We got behind some cars during the pit cycle and the guys got me out ahead. We worked hard to get to this point and we'll see what these next 10 races do for us."

Johnson didn't lead a lap until he passed Martin Truex, Jr. to lead lap 367. Other than Stewart hitting the line ahead of him on two occasions within the final 10 laps, he led the rest of the way.

"Earlier in the race, we (he and Stewart)

NASCAR Acquires Grand Am Series

DAYTONA BEACH, Fla. — NASCAR is officially in the road-racing business.

After several years as a partner in the Grand American Road Racing Ass'n, NASCAR Holdings has acquired full control of the sports-car racing series.

INDUSTRY

NASCAR Holdings is the legal operating entity that includes the National Ass'n for Stock Car Auto Racing and many of its subsidiaries. While working together on many projects, Grand Am and NASCAR will continue to operate independently.

Grand Am and NASCAR will combine marketing and communications efforts to include brand management, research, marketing and public relations.

Grand Am consists of six racing series, including the Grand Am Rolex Sports Car Series and the Grand Am KONI Challenge Series, which has millions of loyal fans.

"This combination of resources will benefit Grand Am and NASCAR, their competitors and fans, as the two companies work together to enhance the two sports," said Jim France, NASCAR vice chairman and Grand Am founder.

The two racing brands will continue to independently sanction and officiate race events for their own series and there will be no change in management. Roger Edmondson will continue to serve as president of Grand Am.

The Grand American Road Racing Ass'n was established in 1999 and is based in Daytona Beach, Fla.

raced really hard for the lead and it was fun," Johnson said. "I'm sure Tony was focused on a victory. I had a blast all day long. It was nice to race for once without worrying about the points. That's the way I want to win a race, against the best in the business, and I'm glad I cleared him there with two or three to go. I drove my butt off, and luckily he didn't get to me."

Stewart, who was beaten out of the pits by Johnson and Truex on the final pit stop on lap 359, couldn't get past Johnson as the race drew to a close. With 10 laps to go,

Stewart got underneath Johnson heading into turn one, but Johnson beat him down the backstretch.

The two raced side-by-side for the next four laps until Johnson was able to clear Stewart off turn two. Stewart tried to come back, but couldn't get to Johnson's bumper in the remaining laps.

"We just couldn't get by him," a disappointed Stewart said after the race. "We did everything we could — we raced him clean,

JOHNSON: CONTINUED ON PAGE 26

MOTOVATION

Bikes Return To Indy For First MotoGP

In a few days, Indianapolis Motor Speedway will again be inundated with the spectacle of speed. These particular speed sensations will be decidedly different from those experienced at the Brickyard in some 10 decades. Yet, they are echoes from the distant past that resonate to the very origin of the most celebrated racing facility in the world.

By **BOB GATES**
NSSN CORRESPONDENT

INSIDE LOOK

Motorcycles, in the form of MotoGP,

will race at Indy this weekend. This is aptly appropriate because it was motorcycles that first competed on the 2.5-mile oval, on Saturday, Aug. 14, 1909. For the most part, the names of those participants from that day have been lost to the ravages of time, with the possible exception of Erwin G. Baker, later to be lionized as "Cannonball."

The riders who will compete in the 2008 version, however, are very much at the forefront of motorsports. They

MOTOGP CONTINUED ON PAGE 39



SHAWN PAYNE/IMS PHOTO

TWO WHEELIN': Ben Spies (left) follows William Costes July 3 during Red Bull AMA U.S. Rookies Cup testing at Indianapolis Motor Speedway.

NSSN RACING LINE

The Week In Motorsports For September 10, 2008

Blaney's Title Hopes Get Boost From Fremont Win

FREMONT, Ohio — Dale Blaney took a giant step toward his third O'Reilly All Star Circuit of Champions title Saturday at Fremont Speedway.

The Hartford, Ohio, driver took the lead on lap 44 and went on to score his 67th career All Star sprint-car victory at the third-mile oval.

ALL STARS
PAGE 14

Hamilton Denied, Massa Tabbed Victor After Belgian Controversy

FRANCORCHAMPS, Belgium — Lewis Hamilton won a wild, wet and crazy Belgian Grand Prix that ended with him battling wheel to wheel on and off the track with Kimi Raikkonen when rain in the final laps threw the race into frenzied chaos.

Afterwards, however, officials penalized Hamilton 25 seconds because he "cut the chicane and gained an advantage."

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STEVE ETHERINGTON PHOTO

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PEAK PERFORMANCE

Season Finale Comes Down To Photo Finish Between Title Contenders

By **BRUCE MARTIN**
NSSN CORRESPONDENT

JOLIET, Ill. — In one of the most dramatic photo finishes in IndyCar Series history, Helio Castroneves had the look of a winner while Scott Dixon had the look of a champion.

The incredible finish of Sunday's PEAK Antifreeze and Motor Oil Indy 300 at Chicagoland Speedway was the perfect way to finish IndyCar's season of unification.

IRL INDYCAR

Dixon was originally credited with winning the race by .0010 second, which would have made it the closest finish in IndyCar history. Dixon, who needed to finish eighth or better to clinch the season championship, wheeled his car into victory lane and was ready to celebrate both a race victory and title.

Not so fast.

IndyCar Series officials used a camera placed at the start/finish line for any finish of .0066 second or less, and when they looked at the photo, Castroneves was ahead by 12-1/8th of an inch, a .0033-second margin of victory and his second win in the final three races of the season.

It was the second-closest finish in IndyCar history, falling just short of the .0024-second margin of victory when Sam Hornish, Jr. defeated Al Unser, Jr. at Chicagoland Speedway in 2002.

Castroneves, who had to start last in the 28-car field after IndyCar President of Competition



DAVID E. HEITHAUS PHOTO

NECK AND NECK: Scott Dixon (9) and Helio Castroneves race wheel to wheel in the closing moments of Sunday's IndyCar race at Chicagoland Speedway.

Brian Barnhart docked him following his qualification run on Saturday for "consistently running under the white line of the race track," was able to go from last to first to win the race.

But it was not enough to beat Dixon for the title, falling 17 points short.

So, while Dixon was ready to celebrate the race win, his car was wheeled out of victory lane and Castroneves's Team Penske ride was rolled in.

"We didn't win it?" Dixon laughed later. "I pointed up to the scoring pylon and said we won. What are we talking about?"

"That definitely would have topped off the day with a seventh win, and a record-breaking seven wins in one season like that would have been fantastic. It was the craziest victory circle I've been involved in where you see your car get rolled in position, you get out like you won the race, and they roll it out and say you haven't won. That was tough to deal with."

But Dixon knew he had accomplished an even greater prize than what would have been a sea-

PEAK: CONTINUED ON PAGE 30

Second Title Means More

By **BRUCE MARTIN**
NSSN CORRESPONDENT

JOLIET, Ill. — Scott Dixon will be the first to admit he is a far different individual than when he won his first IndyCar Series title in 2003.

That year, he was new to the series, didn't like racing on ovals and was a reluctant competitor

IRL INDYCAR

to the series after he moved over from CART with Target Chip Ganassi Racing. After clinching the championship in '03, he said the cars drove like "crap" and didn't seem to be a strong advocate of the series. Five years later, Dixon has changed

his opinion.

He is probably the most loyal driver in IndyCar and staunchest defender of the series. In past years, when its best drivers, such as three-time series champion Sam Hornish, Jr. and last year's title winner Dario Franchitti left for NASCAR, Dixon expressed no interest in trading Indy cars for stock cars or going to Formula One.

The IndyCar Series has become Dixon's racing home, and the driver from Auckland, New Zealand, had his greatest season in 2008, winning a record-tying six races, including the Indianapolis 500.

TITLE: CONTINUED ON PAGE 30



GINNY HEITHAUS PHOTO

CROWNED: Scott Dixon celebrates his second IndyCar title Sunday at Chicagoland Speedway.



PAUL TREVINO PHOTO

SILVER AND GOLD: Jac Haudenschild celebrates victory in Saturday's Gold Cup Race of Champions at Silver Dollar Speedway.

Golden Child

Haudenschild Holds Off Meyers, Dollansky To Bank \$50,000 For Third Gold Cup Score

CHICO, Calif. — Jac Haudenschild certainly knows how to put on a show in the Gold Cup Race of Champions at Silver Dollar Speedway.

Just one night after a runner-up finish in which he used every inch of the race track as he battled Jason Meyers for the win, he put on

another show Saturday night, first tracking down Meyers and then holding off a furious charge by Craig Dollansky to earn his third victory in the famed event, which again paid \$50,000 to win this season.

Haudenschild started third and patiently shadowed Dollansky early in the race before getting around him on the 16th lap to take the runner-up spot. On the 26th lap, Meyers had nowhere to go when a lapped machine got into him, causing him to spin and giving the lead to Haudenschild.

The veteran driver led the remaining 15 laps and held off Dollansky on the last lap to pick up his seventh career win at Silver Dollar Speedway. It was his second Advance Auto Parts World of Outlaws Sprint Car Series feature win of the season and the 48th of his career.

"The car felt really good," said Haudenschild after climbing from his Owens-Corning Fiberglass Maxim. "We were fast yesterday in

GOLDEN: CONTINUED ON PAGE 34

OPINIONS

ECONOMAKI: Despite shorter distance, NHRA purse goes up. **PAGE 4**
OURSLEER: What's really going on between NASCAR, Grand Am? **PAGE 5**
MARTIN: Dixon family experiences another range of emotions. **PAGE 31**

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EXCLUSIVE

SMI Incorporated Nicest of Nice Into Newest Racing Facility

When Speedway Motorsports, Inc. Chairman and CEO Q. Bruton Smith first unveiled his plans to build "the Bellagio of drag strips" on the Lowe's Motor Speedway property outside of Charlotte, it had an effect on Funny Car veteran Ron Capps.

DRAGWAY ANATOMY PAGES 24-25

"I got shivers when Bruton talked about the track being the Bellagio," Capps said. "I just want to run up and hug the guy."

WINNER'S LIST

Series	Winner	Where	Page
Nationwide	Carl Edwards	Richmond, Va.	8
Indy Lights	Arie Luyendyk, Jr.	Joliet, Ill.	10
ARCA RE/MAX	Scott Lagasse, Jr.	Joliet, Ill.	11
IMCA	Kevin Stoa	Boone, Iowa	18
Super DIRTcar	Andy Bachetti	West Lebanon, N.Y.	20
USAC W. Midgets	Nic Faas	Bakersfield, Calif.	21
Craftsman Truck	Ron Hornaday, Jr.	Madison, Ill.	22
ASCS Canyon	Jeremy Sherman	Phoenix	29

THE FINISH

"This is the longest talking guy for only racing four seconds."

HHP/HAROLD HINSON PHOTO

NASCAR DRIVER **KYLE BUSCH** ON NHRA'S TONY SCHUMACHER (RIGHT)





► PUBLIC FORUM

Let your voice be heard

It's Just His Style

I'm certainly tired of reading and hearing about the "bump" that Carl Edwards gave Kyle Busch at Bristol for the win. It seems like it was just a few short years ago when Dale Earnhardt, Sr. did the same thing nearly every race, and it was "just his racing style."

All the cry babies complaining about Carl's driving style have soon forgotten how that was Dale, Sr.'s "style" all the time.

Jack DeClerk
Decatur, Ill.

So Long, Phil

I was saddened by the news of the death of Phil Hill. When he got to the other side, I hope his racing friends were waiting for him and they had a big party.

Imagine a reunion of Phil, Ferrari, Hawthorne, Collins, Behra, Gregory, Von Trips, Musso, Baghetti, Clark, Casner, Fraser, Fangio, Bonnier, Ginther, Gendebien, Trintignan, Portago, Hill, De Beaufort, Mairesse, Lewis Evans, Ginther, Spence, Castellotti, Schell, the Rodriguez brothers, Schlesser, Blanchard, Fairman, Ireland, Bueh, Daigh, Allison, Barth and Bonetto.

I would like to meet all these guys myself. Rest in peace, Phil.

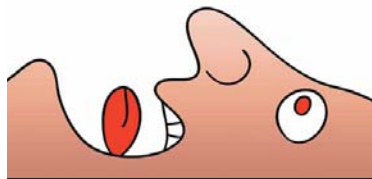
Wayne Wachtell
Cleveland, Ohio

Disappointed In Columns

I have subscribed to *NSSN* for more than 20 years, and my father subscribed for many before me. As a source for accurate racing information, I am surprised that you would allow two of your columnists to dedicate their weekly column to Greg Weld without mentioning his youngest brother, Rick.

The *Kansas City Star* referred to Rick as a brother. He was always known as a brother. He turned many laps in a sprint car — many more than Greg, Kenny or Jerry — and he is, to the best of my knowledge, still

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.



More Money For Fewer Miles

Drag Racing Cuts Distance, Elevates Prize Money At Biggest Race

MIDLAND PARK, N.J.

The National Hot Rod Ass'n recently completed its biggest event, the six-day 54th-annual running of the U.S. Nationals at O'Reilly's Raceway Park, long known as Indianapolis Raceway Park, in nearby Clermont. While the prize money, \$2.5 million, was the highest in NHRA history, the "mileage" contested was the shortest in history as, for the first time at the U.S. Nationals, the Funny Car and Top Fuel class drivers traveled only 1,000 feet instead of the traditional 1,329 foot (quarter mile) distance. This week the series heads to North Carolina for the debut race at zMAX Dragway.

Will wonders never cease? Auto mags are reporting Cadillac is now gearing up to produce a new four-cylinder model! This, from the only car company in this country that at one time proudly sold a deluxe offering with a 16-cylinder engine.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

With major changes coming in Mazda's engines and power-train systems, one wonders if those involved in the Star

Mazda Racing Series will have to go to the new direct-injection engine Mazda is now touting. The company, now closely allied with Ford, never mentions rotary engines, a design it hyped heavily a decade ago, but is now long forgotten.

It will be interesting to watch the newly announced team of **Scott Dixon** and **Gil de Ferran**, Indy 500 winners both, in the 10-hour Petit Le Mans race at Road Atlanta on Oct. 4. Neither are considered "long-distance" drivers.

The victory by Penske man **Helio Castroneves** at Sonoma just days after a highway fire destroyed the team's primary cars marked the second time the Penske team won a race days after a devastating incident damaged its cars. The first episode came in 2006 when the team headquarters in Reading, Pa., was flooded and its cars seriously damaged. The team rallied and won next time out at Kansas Speedway.

Jeff Gordon came in for some unexpected publicity when he was mentioned on TV newscasts as spectating at the U.S. Open tennis tournament in New York. Are you a player, Jeff?

An event new to Atlanta Motor Speedway, the ACDelco Street Drag Nationals, is scheduled Sept. 19-20. It replaces the NOPI



HHP/HAROLD HINSON PHOTO

TOP DOGS: NASCAR Sprint Cup point-leader Kyle Busch (left) and NHRA Top Fuel point-leader Tony Schumacher take part in a press event at the new zMAX Dragway in Concord, N.C., last week.

Nationals Motorsports Supershow, which was canceled last month. The Atlanta track's dragstrip gets busier and busier every year. The ACDelco affair includes hot rods, tuners and drag cars and will include a Show-N-Shine competition each day.

Harking back to my recent visit to the debut weekend of New Jersey Motorsports Park is the excellent handiwork of *Atlantic City Press* reporter **Jayson Mazda**. His copy was appropriately tailored to the newcomer, as the weekend events were the first motorsport activity in the area since the huge banked board Atlantic City Speedway up the road in Hammonton in the 1920s. One of Mazda's pieces dealt with the difficulty of getting in and out of cars quickly during the two-driver headline event. He revealed, to the inch, the dimensions of the cars' doors, width of seat and headroom for drivers, including driver quotes explaining often getting banged up effecting the quick in-and-out changes with their co-pilots during such events.

Party time in Indy? For the 100th anniversary of the first race at Indianapolis Speedway — a motorcycle race — big plans are

ECONOMAKI: CONTINUED ON PAGE 47

Finally, Drag Racing's Bellagio Is Ready To Roll

CONCORD, N.C.

And on the eighth day, Bruton created "the Bellagio of drag strips." At first, there had been opposition from area residents when the Speedway Motorsports, Inc. chairman wanted to build a drag strip in the shadows of Lowe's Motor Speedway. Concord city officials said no. Bruton challenged, threatened. The city backedpedaled, made concessions. For nearly two months, the saga of O. Bruton Smith and his motorsports facilities created more buzz in Concord than Must See TV: Would he decide to stay at the decades-old facility that pumps more than \$169 million into the area economy each year, or would he demolish the 1.5-mile speedway and the adjacent Dirt Track and move to a friendlier locale?

Finally, on the eve of Thanksgiving, Smith decided to stay and added his multi-million dollar "Bellagio" to the LMS fold.

Now seven months after officials broke ground for the zMAX Dragway, there is another buzz surging through Concord and the greater Charlotte metro area, one that has nothing to do with the threat of noise pollution or the possibility of losing a 48-year-old motorsports icon, and everything to do with an inaugural event featuring a form of racing somewhat unfamiliar to a NASCAR-inundated community at a highly touted

IN THE GROOVE



SHEENA BAKER

venue that rose from the Carolina clay seemingly overnight.

The zMAX facility is the fourth drag strip in the SMI family, and speedway officials say the best of those other tracks have been replicated in every detail of the Concord dragway. NHRA competitors who have visited the facility ahead of this weekend's Carolinas Nationals have praised every aspect of the all-concrete, four-lane strip, the only one of its kind in the United States.

"This is absolutely the best facility I have ever raced at in my career," Pro Stock driver Kurt Johnson said after testing at the track last week. "This is a huge addition to our sport, and I can't wait to come back next weekend and race."

"Without a doubt, this is a wave of the future and what he (Smith) wants everyone else to try to become like," three-time Pro Stock champ Greg Anderson said. "We're in heaven here as racers and we can't wait to get out here. It's going to be the biggest and best drag race we've ever had, I can guarantee that."

The anticipation of that drag race and the completion of the facility drew thousands to an Aug. 23 open house that fea-

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Getting Back In The Groove

BELMONT, MICH.

FIFTH TURN

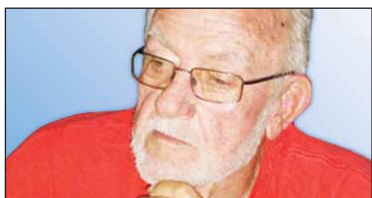
Hey! Who's that? Yes, it's me and my goofy pen. Dick Beebe didn't die. He was just laid to rest for a month or so.

Thanks to Corinne Economaki's good will and understanding, *MARC Times Racing News* subscribers will receive 10 free issues of *National Speed Sport News*, a class move by the Granddaddy of all trade papers. It is quite an honor in what is currently a very difficult market.

We flat went broke due to some very inconsiderate debtors. They didn't seem to understand that the *MARC Times Racing News* carried their news and photos for nearly 50 years until hard times hit our printer and they couldn't carry us forever. We just couldn't catch up on what we owed. And not only that, but the last three years of my life have been spent in and out of the hospital and doctor's offices at an astronomical cost.

What can you do? It would have been a lot easier to give up and die, but I'm not letting you guys off that easy. I think I'll hang around for a few more years.

■ Some sad news is that a local gentleman named Keith King died about three weeks ago. King used to drive sprint-car driver Bill Tyler's racing rig. I finally have a way to pay tribute to such a friend to racing. I don't know how old he was, but he was younger than me, but then again, who isn't? He was a neat guy to know and would do anything to help. He even hauled in the barriers for the big Gerry Olson fiasco at DeVos Hall a couple years back. I don't know if he ever got paid. A lot of us didn't. And to think, Olson got by with two of those, and trusting old me, I never condemned him. Live and let live. Anyway, Keith will be missed by a lot more people than he would be aware of — "God love him."



DICK BEEBE

■ Some good news. Jeff Bloom crashed his sprinter pretty hard at Winchester (Ind.) Speedway. That's not the good news. He rebuilt it and tested it at Wisconsin Dells to make sure nothing would collapse. He was the third-fastest qualifier and took the lead on lap 13 on the way to winning the Hoosier Outlaw Sprint

Series event over a very fast Tim Cox. In case you didn't know it, Jeff is my son-in-law, having married my daughter Linda, who actually is the car owner and driving force behind their team.

■ My wife Kathie and I, plus our new beagle puppy Brandy, went to the All Star sprint-car event at the Butler (Mich.) Battlegrounds and saw quite a race. The race was won by Lance Dewease and there were only one or two yellow flags. Karl Fredericks and Bobby Garrett and their families are doing one heck of a job getting folks in there after the track was abused by the previous owners. They have a bunch of golf carts and pick up their fans from the parking lot and deliver them to the ticket office. Smart and polite.

■ We hope to take in the Sprints on Dirt races at Winston and Crystal, plus the big year-ender at Kinross in the Upper Peninsula. Other than that, like all the rest of the season, it's up in the air and controlled by fuel prices.

■ Not sure how often they will let me fill these pages, but I'm grateful for any space I get. Young Darci Fuzi is now writing a column in *NSSN* and is really happy as she learned how to read from the *MARC Times*. She's home taught and smarter than anyone knows. I can be reached at (269) 207-7751 or 4839 Pettis Ave., N.E., Belmont, Mich. 49306.

Editor's Note: *NSSN* welcomes former *MARC Times* Publisher Dick Beebe to these pages.

Grand Am Sale Spurs Speculation

MIAMI

RAMBLING ROAD

At first glance, the sale of the Grand American Road Racing Ass'n to NASCAR Holdings might appear to be of little interest to anyone but the lawyers. After all, NASCAR, in all its forms, is a France family enterprise, the family group numbering among its more prominent members Grand Am Founder Jim France.

While the Frances have always been silent about their business dealings, most in the road-racing community have long assumed that Jim France is in ultimate command of the sanctioning body's fate. So, is the buyout of the other investors who joined France nearly 10 years ago in establishing the Grand Am any more than re-enforcing that presumed control over the organization, or is it more?

In a well-worded press release on the buyout, the Grand Am notes the advantages to be gained in terms of sharing marketing, public relations and other behind-the-scenes resources between NASCAR and the Grand Am, the latter recently having expanded its horizons to motorcycle racing and the AMA.

As sensible and mundane as this appears, the conspiracy theorists among us, with our tendency to read more, sometimes way too much, into the seemingly simple changes of everyday life, can't resist looking for more complex, hidden agendas.

With that said, one has to wonder whether or not the Frances are taking care of the details as part of a much larger move to control the majority of motorsports in North America. Audacious, perhaps; doable, maybe.

In the 1950s, there was a popular film, called "The Invasion of the Body Snatchers," in which aliens try to gain control of earth by taking over its people, one invaded body at a time. Make a small transition to racing, and in a way one can see the faint outlines of a plan

that doesn't look that dissimilar.

Talk to Grand Am insiders, and they will tell you Jim France wants to make the Grand Am's Rolex Sports Car Series the premier road-course championship on this continent. Whether or not that is achievable is open to debate given the Grand Am's present philosophy of

severely restricting technology in an arena that traditionally has prospered by promoting the highest and most advanced forms of technology possible. Still, one can't argue the solidity of the Grand Am's business plan, which has kept it in the game and made profits for its investors.

Given the leverage the Frances already have, one could see that in the future they could control road racing, not to mention the motorcycle arena. Add those pieces of the motorsport pie to the blockbuster that is NASCAR's stock-car racing cash cow, and the possibility that faint outline for taking over racing becomes a bit clearer.

That noted, there remains the question of the single-seater universe and the drag-strip world. NASCAR, in the form of the International Hot Rod Ass'n in the late 1960s, has already dabbled there and most likely could go back if it wanted. As for the IRL, no matter what people may say, it is still struggling, and might be of interest to NASCAR Holdings if, by some chance, Indianapolis Motor Speedway were to figure in the deal.

All this is speculation to be sure, but if you are a person who dreams about the "what ifs," the step from speculation to possibility is not that large a one at all. The devil, as they say, is in the details, and one of the details could well be the total ownership of the Grand Am by NASCAR and the Frances.

Far fetched, but something to think about anyway.



BILL OURSLER

There Are No Cry Babies At The IMCA Super Nationals

BOONE, IOWA

The big sign at the pit gate says it all: "No Cry Babies Allowed." That's the theme of the IMCA Speedway Motors Boone Super Nationals; perhaps the most amazing, epic, impossible event in all motorsports.

Six nights of racing on a third-mile dirt track, featuring 825 cars across six divisions, including qualifying nights that featured 480 cars each night and 72 races.

Trust me on this one: Until you've seen it, you can't really believe it.

But it works, playing out before a grandstand packed with hard-core, fun-loving and enthusiastic fans. People wedge themselves into every available square foot of Boone Speedway to watch and cheer as action leads to Saturday night's 40-lap Super Nationals finale, the most coveted and prestigious race in IMCA-modified racing.

Most of all, this race dispels many myths about modern dirt racing. No matter what anyone argues, no mat-

ter what they claim, dirt racing does not have to be a dirty, dusty, slick, dull, rubber-down parade.

Everybody knows that race cars wear out a dirt track. But what can you do about it? Here at Boone, they don't just wring their hands and shrug their shoulders; they do something about it.

A typical qualifying night calls for 40 heat races — that's not a typo, it really is 40 — which are a critical part of the qualifying process. After 10 races, a dozen John Deere tractors rush onto the Speedway to "farm" the surface, quickly digging up, watering and packing the track.

In about 10 minutes, the track is ready for more racing, with a fresh, racy surface awaiting the next 10 heats.

It goes to prove that old adage: If you haven't solved a problem, maybe you haven't been trying hard enough. As dirt tracks turn slick and dusty before our eyes, maybe we should all come to Boone and watch a group of people who have solved the problem.

AMERICAN SCENE



DAVE ARGABRIGHT

Aside from phenomenal track prep, the truly amazing element of this event is the racing itself. On a typical night at a short track race, it's common to see at least one caution flag in every heat race. Yet here at Boone, you can see five, 10, maybe 20 heats go without a caution.

Why is that? Because if you cause a yellow here, you are done. One spin, and you're out. Racers will howl in protest at such a draconian rule, but guess what? It works. The racing here is tough, hard-nosed and amaz-

ingly clean.

Watching this event made me realize how much time I've spent this summer watching cars rumble slowly around the track under caution. Cautions are a slow, boring interlude to what should be an exciting experience. It isn't a reach today to note that with more cars and more support divisions, cautions are draining the excitement out of too many racing programs.

Think about that the next time somebody gets a bad start or slides over the bank, and pulls to a stop to bring out a caution, giving them a do-over.

Again, it doesn't have to be that way. If you don't believe me, come to Boone and see for yourself.

Saturday's 40-lap Super Nationals finale was action packed and filled with drama. There was not one moment where cars were not side by side all over the race track, fighting for position. Eric Daily started 30th and was going for the lead on lap 37, but a brush with the backstretch

wall dashed his hopes. The race winner, Kevin Stoa, was as animated and excited as this year's winners at Daytona and Indianapolis.

The final myth this race dispels is that racing today is all about the money. This race—remember, it attracted 306 modifieds for the headline event — paid \$2,000, and the top four have to sell their engines to the track for \$550 each.

In a tough economy, with diesel fuel still over four bucks, 306 racers traveled hundreds—or even thousands—of miles to race for a \$2,000 top prize. Why? Pride. If you win the Super Nationals, it validates your career as a modified racer.

The Super Nationals is unlike any event I've ever witnessed. In many ways, it's the most encouraging thing I've seen in many years. Dirt-track racing, when done right, can be spectacularly successful and entertaining.

Don't believe me? Come to Boone, and see for yourself.

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Third Time A Charm For Clanton

By PAUL FLETCHER

ROSSBURG, Ohio — Shane Clanton just wouldn't go away.

Over the first half of Saturday's World 100, the Locust Grove, Ga., driver intently chased leader Jimmy Owens around the high banks of Eldora Speedway, using the middle portion of the track to attempt several passes on the defending race winner.

But every time Clanton tried to take the lead, Owens had a trick or two left up his sleeve.

The race was somewhat reminiscent of this year's Dream, when Clanton led the first 22 laps of the feature. Using lessons learned during that race, a different tire strategy and the persistence of a Georgia bulldog, Clanton never lost sight of the globe trophy and the \$41,000 winner's check.

He finally wrestled the lead away from Owens on lap 57, and after a red flag on lap 82, pulled away and won by a straightaway in his third World 100 start.

Owens, Jeep VanWormer, Matt Miller and Tim McCreadie rounded out the top five.

Clanton, 33, said a more-than-usual conservative driving style was part of the plan that led to the biggest win of his career.

"I was just bidding my time, riding behind Jimmy and seeing where he was making his mistakes, making him set the pace," Clanton said. "I was trying not to spin the tires, not overheat the right-rear tire. We got to lapped traffic there, and he couldn't maneuver as good as I could, so I took advantage of it."

"We made a good tire choice tonight."

Clanton was driving the same Rocket chassis that was built especially for the Dream, and also was used in the July 25 World of Outlaws race at Eldora. In three starts at the Ohio track, the car has two third-place finishes and one victory.

"It's been good here," Clanton said. Minutes before the race began, pole-



JIM MORRISON PHOTOS

ON THE BOTTOM: Shane Clanton (25) dives under race leader Jimmy Owens en route to Clanton's first victory in the annual World 100 at Ohio's Eldora Speedway. (Left) Shane Clanton holds the World 100 trophy above his head to celebrate the \$41,000 victory.

sitter Owens said it would be crucial to take care of his equipment, and after the race, felt like he did so. "I'm not real sure (what happened)," Owens said. "We had a good car. We were being conservative as all get out. Maybe they had their tires cut up a little bit different. That might've paid off in the end for those guys. It's hard to say right now."

"Hats off to Shane. He ran a good race; he was really tough. I thought I was gonna get back around him, but I believe he just had the better car tonight."

Owens said the lap-82 red flag was his downfall.

"It killed us," he said. "I guess our tires sealed up, and it just wouldn't (take) back off."

Third-finishing VanWormer had a similar tire problem. Almost immediately after the checkered flag, the crew had removed the right rear and VanWormer was examining it closely.

"Them going out there and putting water on (the track) doesn't help me a

darn bit, ever," VanWormer said. "You gotta go out there, and you gotta run hard, but if there's a little bit of water, for me it seals (the tires) up. You can go over there and look at it; it's got a glaze on it."

"I've been fighting it all summer long."

Clanton dedicated his win to his car owner Ronnie Dobbins, who has "been trying for about 29 years to win this race," Clanton said.

The summary:

Fast Time: Earl Pearson, Jr. 15.350 seconds.

First Non-Qualifiers Race: Dusty Moore, Rick Corbin, Jimmy Dean, Wayne Maffit, Jr., Shannon Thornsberry, Anthony Ferguson, Dean Anderson, Larry Kingsseed, Adam Thrush, Kevin Mack, Jill George, Dennis Potridge, Doug Zarter, Nick Marloft, Scott Koskovich.

Second Non-Qualifiers Race: Tim Isenberg, Kevin Reeve, Steve Lance, Jr., Justin Shaw, David Hilliker, Mark Thrasher, Brian Claudnic, John Mayes, Jr., Randy Woodling, Justin McNeill, Michael Stiltner, Gary Schalm, Chuck Roelle, Larry Allen, Chris Dick.

Third Non-Qualifiers Race: Justin Ratliff, Dona Marcoulier, Jeff Wolfenbarger, Bill Williams, Scott Schmitt, Jeff Beyers, Scott Daly, Joseph Pomeroy, Brandon Thirby, Donald Beyers, Jeff Schackelford, Fred Perry, Don Gordon, Brandon Perkins, Tony Izzo, Jr.

First Heat: Jeep VanWormer, Brian Birkhofer, Earl Pearson, Jr., Shannon Buckingham, April Farmer, Eric Wells, Greg Johnson, Eric Smith, Scott Orr, Brady Smith, Rick DeLong, Shon Flanary, Jason Keltner, Bobby Wolter, Jr., Josh McGuire, Derek Chandler, Kevin Claycomb, Jackie Boggs, Rusty Schlenk, Wayne Chinn.

Second Heat: Scott James, Brian Shirley, Brad Neat, Jimmy Mars, Ben

Adkins, Mike Marlar, Doug Drown, Brian Ruhlman, Tommy Kerr, Matt Lux, Steve Barnett, Casey Noonan, Chris Combs, Rod Conley, Ky Harper, Justin McRee, Tim McCreadie, Dustin Neat, Eddie Carrier, Jr., Jon Henry.

Third Heat: Billy Moyer, Kevin Weaver, Donnie Moran, Shannon Babb, Scott Bloomquist, Jason Feger, Dan Schleiper, John Blankenship, Ronny Hollingsworth, Chris Madden, Steve Casebolt, John Mason, Andrew Reaume, Jay Johnson, Freddy Smith, Johnny Wheeler, Rusty Suever, Jerry Rice, Dusty Moore, Ryan Vanderveen.

Fourth Heat: Shane Clanton, Matt Miller, Darrell Lanigan, Randy Korte, Josh Richards, Jordan Bland, Audie McWilliams, Aaron Scott, Curt Spalding, Jesse James Lay, Chris Ross, Jared Hawkins, Jeff Watson, Mark Douglas, Michael England, Justin Labonte, Steve Kempt, Davey Johnson, Jeff Maupin, Michael Walker.

Fifth Heat: Don O'Neal, Ray Cook, Dale McDowell, Darren Miller, Vic Hill, Terry Casey, Rick Eckert, Chad Ruhlman, Jerry Bowersock, Wes Steidinger, Tim Manville, Steve Smith, Tony Knowles, Ryan Dauber, Kris Patterson, Mike Collins, D.J. Wells, Josh Williams, Michael Chilton, Ivedent Lloyd.

Sixth Heat: Jimmy Owens, Steve Francis, John Gill, Dennis Erb, R.J. Conley, Steve Sheppard, Tim Dohm, Rodney Melvin, David Webb, Brandon Kinzer, Victor Lee, Jason Fitzgerald, Terrance Nowell, Brett Wyatt, Justin Paxton, Lee DeVasier, Curtis Roberts, Clint Smith, Chub Frank, Shawn Toczek.

First B Main: Mars, Babb, Adkins, Feger, Madden, Marlar, Buckingham, Schleiper, Blankenship, Hollingsworth, E. Smith, Wells, Drown, B. Ruhlman, Lux, Kerr, DeLong, Mason, Barnett, Farmer, G. Johnson, Orr.

Second B Main: Korte, D. Miller, Eckert, Bland, Conley, Hill, Scott, McWilliams, Sheppard, Lay, Webb, Steidinger, Dohm, Erb, Melvin, Kinzer, C. Ruhlman, Bowersock, Ross, Spalding, Casey, Lee.

Feature: Clanton, Owens, VanWormer, M. Miller, McCreadie, Shirley, Birkhofer, McDowell, Pearson, Babb, James, D. Miller, Eckert, Francis, Moran, Weaver, Neat, Feger, Bland, O'Neal, Moyer, Gill, Adkins, Cook, Korte, Mars, Lanigan, Bloomquist.



Pearson & Bloomquist Struggle; Heat-Race Inversion Criticized

By PAUL FLETCHER

ROSSBURG, Ohio — Earl Pearson, Jr. out-qualified 174 other cars to set a World 100 record of 15.350 seconds on the half-mile Eldora Speedway. Pearson finished third in the first heat race to earn the 13th starting spot in the feature.

The 2006 World 100 winner steadily drove through the field and stole second away from Jimmy Owens on lap 72 and appeared to be gaining on eventual winner Shane Clanton. A cut tire and a brush with the turn-one wall 10 laps later ended Pearson's chance for another globe trophy.

Three-time winner Scott Bloomquist was also making headway from his 20th-starting spot when serious mechanical issues sidelined him for

the night.

■ During Saturday's media luncheon and press conference, defending World 100 winner Jimmy Owens and fast qualifiers Earl Pearson, Jr. and Tim McCreadie all were critical of Eldora's heat-race inversion.

As fast-timer, Pearson drew for the invert number and pulled a six. Drivers agreed the inversion penalized them for being fast.

Although this year's six-car inversion put Owens on the front row of the sixth heat, he still criticized the format.

"I'm glad Earl drew what he did," Owens said, "but I still hate the invert."

■ After the decision by NASCAR officials to postpone the Richmond, Va., Sprint Cup race until Sunday afternoon because of Tropical Storm

Hanna, Eldora Speedway owner Tony Stewart left Virginia and headed west to Ohio to attend the World 100.

It was the first World 100 Stewart had been to in more than 15 years, he said. He arrived at about 11 p.m. Friday.

Stewart said after the NASCAR postponement was announced, his only concern was getting to Eldora. The two-time Sprint Cup champion participated in post-race ceremonies on Eldora's victory stage.

■ Kris Patterson failed to make the 28-car starting field in what likely will be his last World 100 appearance. The popular veteran is a multi-time Eldora Speedway track champion and Sunoco ALMS champion. He has won almost 600 races in a career that goes back more than three decades.

Patterson has alluded to retirement all summer, but there are those who

question his seriousness.

Perhaps Patterson's father, Bob, put it best. "I don't know," said the elder Patterson. "It's easy to quit in the fall."

■ Kevin Claycomb, back behind the wheel after a four-year retirement to devote more time to his family, was on his way to possibly making his first World 100 since 2001.

Claycomb quickly drove inside the top 10 from his 15th-starting spot in the first heat race before being clipped by another car and sent hard into the turn two wall.

The four-time World 100 starter has been driving all year for Evansville, Ind., car owner Scott Clippinger.

■ New clay added to the Eldora track surface last month appears to be providing a smooth, fast, racy surface. Pearson's fast time of 15.350 nears

Eldora's overall late-model record of 15.212 set in 2004 by Rick Eckert. Laps in the 15-second range were still being turned late in Friday's second round of time trials.

Although the high side appeared to be the preferred line during the heat races, there were several racing grooves available during the feature.

Track officials were preparing for a record World 100 crowd on Saturday based on ticket sales and what likely was one of the largest Friday night crowds in the history of the event. Bleachers and hillsides surrounding the track were overflowing with fans on Saturday night, and the pit area seemed extremely crowded all weekend.

■ Dusty Moore, Tim Isenberg and Justin Ratliff won Friday's non-qualifier races for drivers who missed the 120-car heat-race cutoff.

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NEXT RACE: Chicagoland Speedway, 
Airing September 7 at 3:30 p.m. ET on



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RACE REWIND

NASCAR NATIONWIDE SERIES

Race 28 of 35: Emerson Radio 250, Sunday, Sept. 7
Richmond Int'l Raceway, Richmond, Va.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Carl Edwards	Scott Wimmer	Clint Bowyer

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	5	60	Carl Edwards	Scotts Ford	250	\$45,770	Running
2	4	29	Scott Wimmer	Holiday Inn Chevrolet	250	37,943	Running
3	2	2	Clint Bowyer	BB&T Chevrolet	250	26,300	Running
4	27	18	Denny Hamlin	Farm Bureau Insurance Toyota	250	21,800	Running
5	8	6	David Ragan	Discount Tire Ford	250	20,075	Running
6	23	16	Greg Biffle	CitiFinancial Ford	250	18,125	Running
7	1	20	Joey Logano	GameStop/Rock Band 2 Toyota	250	24,153	Running
8	7	33	Kevin Harvick	Camping World Chevrolet	250	17,095	Running
9	9	64	David Stremme	Penske Truck Rental Chevrolet	250	27,743	Running
10	15	32	Kyle Busch	Dollar General Stores Toyota	250	18,500	Running
11	10	1	Mike Bliss	Micosukee Resorts Chevrolet	250	23,093	Running
12	11	5	Landon Cassill	National Guard Chevrolet	250	24,018	Running
13	16	59	Marcos Ambrose	Kingsford with Hickory Ford	250	23,368	Running
14	18	25	Bobby Hamilton, Jr.	Peanut Shop of Williamsburg Ford	250	22,918	Running
15	12	7	Mike Wallace	Geico Toyota	250	23,618	Running
16	17	11	Jason Keller	America's Incredible Pizza Chevrolet	250	23,093	Running
17	20	66	Steve Wallace	5-Hour Energy Drink Chevrolet	250	22,718	Running
18	25	28	Kenny Wallace	U.S. Border Patrol Chevrolet	250	22,668	Running
19	14	9	Elliott Sadler	Wisk Dodge	250	16,150	Running
20	21	47	Kelly Bires	Un-sponsored Ford	250	23,568	Running
21	3	88	Brad Keselowski	U.S. Navy Chevrolet	250	24,518	Running
22	39	70	Mark Green	ForeTravel/Biomet Chevrolet	250	15,950	Running
23	24	27	Casey Atwood	Scott Tissue Ford	249	22,733	Running
24	42	56	Danny O'Quinn, Jr.	Barr-Nunn Transportation Chevrolet	249	15,750	Running
25	38	30	Stanton Barrett	DAP Chevrolet	249	22,343	Running
26	31	21	Austin Dillon	Childress Institute Chevrolet	248	15,600	Running
27	26	81	D.J. Kennington	Vector Security Dodge	247	22,018	Running
28	29	61	Brandon Whitt	Ford	247	21,893	Running
29	28	24	Eric McClure	Hefty Odorblock Chevrolet	247	21,843	Running
30	13	38	Jason Leffler	Great Clips/Comcast Toyota	247	21,993	Running
31	30	4	Derrick Cope	JVC Chevrolet	246	21,688	Running
32	33	52	Brad Teague	Long John Silver's Chevrolet	240	21,603	Running
33	22	22	Andrew Ranger	Supercuts/Tide/Wal Mart Dodge	235	21,543	Running
34	6	99	David Reutimann	Aaron's Dream Machine Toyota	234	15,040	Running
35	43	00	Josh Wise	NAPA Auto Parts Toyota	202	14,990	Accident
36	34	89	Morgan Shepherd	Victory In Jesus Dodge	133	21,398	Handling
37	32	01	Danny Efland	sponsordavis.com Chevrolet	95	21,338	Brakes
38	19	40	Bryan Clauson	Fastenal Dodge	94	21,258	Engine
39	35	05	Burney Lamar	31-W Insulation/CertainTeed Ford	55	14,735	Electrical
40	40	31	Kenny Hendrick	Interush.net Chevrolet	32	14,700	Ignition
41	37	91	Justin Hobgood	MSRP Motorsports Chevrolet	22	14,665	Brakes
42	41	49	Kertus Davis	Kenneth Campbell Chevrolet	11	14,625	Brakes
43	36	90	Johnny Chapman	MSRP Motorsports Chevrolet	1	14,579	Electrical

RACE STATISTICS

Race time: 2 hours, 3 minutes, 55 seconds
Average speed: 90.787 miles per hour
Victory margin: 1.552 seconds
Caution flags: Nine for 50 laps
Lead changes: Seven among five drivers

Lap leaders: Joey Logano 1-7; Clint Bowyer 8-31;
Burney Lamar 32-33; Carl Edwards 34-39; Bowyer 40-
206; David Stremme 207-218; Bowyer 219-222; Edwards
223-250.

TALK OF TIME TRIALS

Tropical Storm Hanna washed out qualifying for the Emerson Radio 250, and the field lined up by owner's points. Rookie Joey Logano in the No. 20 GameStop/Rock Band 2 Toyota started on pole alongside series point leader Clint Bowyer.

STANDINGS

FIRST	SECOND	THIRD
		
Clint Bowyer	Carl Edwards	Brad Keselowski

Top 10

1. Clint Bowyer	4,088	6. David Reutimann	3,564
2. Carl Edwards	3,881	7. Kyle Busch	3,478
3. Brad Keselowski	3,809	8. Mike Wallace	3,254
4. Mike Bliss	3,604	9. Marcos Ambrose	3,206
5. David Ragan	3,583	10. Jason Leffler	3,202



AUTOSTOCK PHOTO

GOING GREEN: Carl Edwards (60) leads Clint Bowyer in the closing laps of the NASCAR Nationwide Series event Sunday evening at Richmond (Va.) Int'l Raceway.

Edwards All Smiles At Richmond

BY RON LEMASTERS, JR.
NSSN CORRESPONDENT

RICHMOND, Va. — The disappointment that Carl Edwards endured several hours before at Richmond Int'l Raceway turned 180 degrees to elation following his victory Sunday evening in the rain-delayed Emerson Radio 250 for NASCAR Nationwide Series cars.

To make that happen, however, he had to bird-dog point-leader Clint Bowyer for more than 195 laps, finally making the winning pass with 27 laps to go.

Edwards passed Bowyer for the top spot in turns one and two on that lap, taking advantage of a loose condition on Bowyer's part, and he held on through a trio of restarts over the final distance to earn the victory.

It was his fourth Nationwide Series victory of the season and the 17th of his career.

"Clint was doing such a good job, but he was just a little free," said Edwards. "He wiggled that one time and that was all I needed."

Edwards passed Brad Keselowski for second place in the points behind Bowyer, who still leads by a healthy 207 points with eight races left in the season.

"Just got a little loose," Bowyer said on pit road. "We had a good day. That was a bummer, but what can you do?" Once past Bowyer, Edwards motored away to a comfortable lead. Bowyer's car continued to loosen up, and he lost second place to Richard Childress Racing teammate Scott Wimmer two laps later.

Wimmer was unable to catch up to



Carl Edwards

Edwards's fast Ford, and he crossed the finish line 1.552 seconds in arrears. It was his ninth top-10 in 12 races at the three-quarter-mile track. Bowyer was able to stem the bleeding and held on for third ahead of Toyota's Denny Hamlin and the Ford of David Ragan at the finish.

It was the second-straight race that Bowyer had trouble in the closing laps after dominating the event. At Bristol, Bowyer led much of the race before being passed late by Keselowski.

Keselowski had to deal with an ill-handling car much of the race and finished 21st. That dropped him 72 points behind Edwards, 279 behind Bowyer.

The race was scheduled to run Friday night, but rain forced postponement to Sunday night, after the

Chevy Rock and Roll 400 for the Sprint Cup cars. Tropical Storm Hanna and its aftereffects blew through Virginia on Friday night and Saturday.

Several of the drivers had competed in the Sprint Cup race earlier in the day, including Edwards, Busch, Hamlin, Ragan and others. That meant they raced 650 competitive laps at RIR on Sunday.

"I feel all right," said Hamlin. "I feel like I just ran a Cup race, really. I feel a lot better than what I figured I would. It's a lot. I'm glad the fans got to see at least two full races instead of a washout like it would have been."

Joey Logano started from the pole after the field was set through owner points and eventually finished seventh. It was his ninth top-10 finish in 12 NNS starts this season as he prepares to take over the No. 20 Home Depot Toyota next season.

His crew chief next year, Greg Zipadelli, was on the pit box for the race.

"It was hard because we lost radios somewhere around 100 laps into it — I couldn't hear a word he was saying," Zipadelli said. "We fought loose all night getting in the corner and had a really bad brake vibration. We weren't going to be able to fix that so we just tightened the car up and got it to where it was halfway decent."

Austin Dillon, grandson of team owner Richard Childress and son of former driver Mike Dillon, competed in his first Nationwide Series event and finished 26th, two laps down.

The race took place before a fairly sparse crowd, given the postponement to Sunday.

Brown Gets First Modified Victory In 2008

ASHEBORO, N.C. — Tim Brown earned his first victory in nearly a year, leading the final 26 laps to win Saturday night's Whelen Southern Modified Tour event at Caraway

Speedway. Brian Loftin finished second and

increased his point lead while his closest challenger, L.W. Miller, finished 18th. Loftin leads Miller by 79 points.

Miller qualified third, redrew the top spot, and led the first 66 laps before being slowed by a flat tire and penalty. Brandon Ward took over the lead on lap 67 and led until Brown passed him.

It was Brown's fourth-career win and first since Sept. 15, 2007. Following Loftin, Andy Seuss, Frank Fleming and Brian King rounded out the top five.

The finish: Tim Brown, Brian Loftin, Andy Seuss, Frank Fleming, Brian King, Burt Myers, Jason Myers, Brandon Hire, Jay Foley, Brandon Ward, Zach Brewer, Bobby Hutchens, George Brunnhoelzl, Buddy Emory, John Smith, Rich Kuiken, Jr., Jay Mize, L.W. Miller, Dean Ward, Sam Beam, Scott Rigney.

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



HHP/HAROLD HINSON PHOTO

STRAIGHT LINE? NASCAR Sprint Cup point-leader Kyle Busch gets a close look at five-time NHRA Top Fuel champ Tony Schumacher's dragster Sept. 2 at the zMAX Dragway @ Concord (N.C.).

▶ STREAK TO REMEMBER — 1982

Up-and-coming NASCAR driver, then a regular in the NASCAR Modified Series, Greg Sacks enjoyed a September to remember in 1982.

Sacks started off with a \$12,000 triumph in the 14th annual Budweiser Modified 200 before a crowd of more than 20,000 at Oswego (N.Y.) Speedway.

Driving the Ernie Wilsberg-owned No. 5, Sacks came right back the following week to win the Winston 300 at Thompson (Conn.) Int'l Speedway. The victory was worth \$10,000.

But Sacks, whose September streak came in the middle of a red hot season, wasn't quite finished.

The following week, he won the Race of Champions, which was held on the three-quarter-mile oval at Pocono Raceway in Pennsylvania. It was his 25th victory in 37 starts and earned his team another \$10,555.

▶ BOOK OF THE WEEK

Night Of Thunder: A Bob Lee Swagger Novel

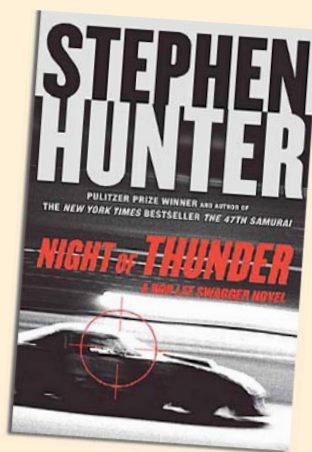
By Stephen Hunter

Bestselling author Stephen Hunter's best known character, Bob Lee Swagger, is back and this time he finds himself in the middle of an investigation in the small town of Bristol, Tenn.

The big wrench in the works is the presence of the NASCAR racing community adding intrigue to Swagger's exploits.

This fictional story is the 14th novel written by Hunter, but the first that involves auto racing.

\$26. Published by Simon & Schuster. Available from www.simonsays.com.



NHRA PHOTO

▶ BY THE NUMBERS

24

straight round wins for
Tony Schumacher this season

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"Joey Logano, the 18-year-old rookie sensation, is said to be the best thing since sliced bread. If that's the case, is there a potential Wonder Bread sponsorship in his future?"

— Sheena Baker, September 4 blog

■ Race-car builder Ed Justice, who joined his brothers to start the Justice Brothers, Inc. car-care products company after World War II, died at the age of 87.

■ Dave Argabright reflects on how the number 20 links Tony Stewart and Glen Niebel — and now Joey Logano.



DAVID E. HEITHAUS PHOTO

TOP GUNS: Raphael Matos (27) and Andretti Green AFS Racing teammate Arie Luyendyk, Jr. run nose to tail Sunday at Chicagoland Speedway. Luyendyk won the race, while Matos clinched the series title.

Arie, Jr., Matos Get To Celebrate

By **BRUCE MARTIN**
NSSN CORRESPONDENT

JOLIET, Ill. — Arie Luyendyk, Jr. can finally celebrate his first victory in the Firestone Indy Lights Series, while teammate Raphael Matos was able to celebrate the 2008 championship with a third-place finish in Sunday's SunRichGourmet.com 100 at Chicagoland Speedway.

Matos led 66 of 67 laps after starting from the pole before Luyendyk, the son of two-time Indianapolis 500 winner Arie Luyendyk, blew past him on a restart on lap 66 to score his first win.

"It was perfect," Luyendyk said. "This is a dream scenario — me winning the race and Rapha (Matos) winning the championship. It's more than words can describe. Green-white-checkered (finishes) is always nerve-racking. We got a good restart, thank God, and Rafa and I worked beautifully today."

"The car was so consistent from lap one to the end. I made a lot of adjustments in the car. It was just a beautiful weekend."

Luyendyk defeated Ana Beatriz by just .0817 second for the fifth-closest finish of an Indy Lights Series race at Chicagoland Speedway. All seven races have finished with a margin of victory of less than .6100 second.

"Ana (Beatriz) was definitely a tough competitor. She was the one I was worried about. My tires held up beautifully. It was amazing."

Richard Antinucci, who entered the race only three points behind Matos, finished 21st after crashing with Sean Guthrie while the cars were running



Raphael Matos

three-wide in the second turn on lap 26. That virtually sealed the championship for Matos.

"I told them not to drink the champagne before we finished the race," Matos said after he was told of Antinucci's crash. "It was the best third-place finish of my life. We had a plan today for me to win the championship and Arie (Luyendyk, Jr.) to win the race. He really deserved to win a race this year, and it worked perfectly for us. I'm very happy for him, and I'm really happy for the AFS Racing/Andretti Green Racing team. They deserve this championship as much as I do."

Antinucci's crash ended a fine championship run by the driver who is the nephew of former Formula One and IndyCar driver Eddie Cheever.

"It's a bitter pill to swallow, losing it at the last round," Antinucci said. "But ifs and buts don't take you any-

where. So, there's no point. I believe we could have potentially been 120 points down the road, but that's not important today. We managed to finish second. I had a great year, overall.

"We had a chance. We led most of the year, but not when it counted, unfortunately."

After Antinucci's crash, Matos and Luyendyk ran in formation for the remainder of the race with Luyendyk behind the champion in waiting.

When the yellow flag waved on lap 63 after Tom Dyer spun, it set up a green-and-white-flag lap to finish the race.

That allowed Luyendyk to time his restart and drive to the victory for the first time in 62 career starts. He won the race with an average speed of 130.623 miles per hour.

"We tested here last weekend and spent the whole day working on race strategy and race setup," Luyendyk said. "Rapha was a true competitor today and worked with me positioning his car where I could fend off other drivers. In years past, you've seen a lot of impatience here and side-by-side racing for the lead. I'm sorry it wasn't a better show, but it benefited me the most. That last restart I knew I needed to get it done."

"I poked my nose in there, and he wasn't able to close the door in time. It's a great feeling to finally get that win."

The finish:

Showing driver, laps completed, money won: 1. Arie Luyendyk, Jr., 67, \$32,500; 2. Ana Beatriz, 67, \$26,000; 3. Raphael Matos, 67, \$26,000; 4. Bobby Wilson, 67, \$17,000; 5. James Davison, 67, \$17,000; 6. Jonathan Klein, 67, \$15,500; 7. Robbie Pecorari, 67, \$15,500; 8. Logan Gomez, 67, \$14,500; 9. Mike Potekhen, 67, \$14,000; 10. Daniel Herrington, 67, \$13,500; 11. Jonny Reid, 67, \$12,500; 12. Micky Gilbert, 67, \$11,500; 13. Pablo Donoso, 67, \$10,500; 14. Cyndie Allemann, 67, \$10,000; 15. Brandon Wagner, 67, \$9,500; 16. Christina Orr, 66, \$9,000; 17. Sean Guthrie, 66, \$9,000; 18. Tom Wieringa, 66, \$10,500; 19. Brent Sherman, 66, \$6,000; 20. Tom Dyer, 63, \$4,500; 21. Richard Antinucci, 25, \$3,500; 22. J.R. Hildebrand, 7, \$3,000; 23. Dillon Battistini, 0, \$3,500; 24. Wade Cunningham, 0, \$1,000.

No Disappointment For Norfleet This Time

By **JOHN CLAYTON**
STAFF WRITER

BASSETT, Va. — The Racesaver Series 305 Nationals is no longer the one that got away from Billy Norfleet.

After leading 30 of 40 laps in last year's 305 Nationals, a flat tire ended Norfleet's bid for the 2007 title. This time

around, Norfleet took command late, holding off the field and last year's bad luck to win Saturday night's 50-lap championship feature at Fork

Mountain Raceway.

"This means everything in the world to me," Norfleet said. "To be able to race with such a great group of guys is really special. It's a brotherhood. We race each other hard, but we race each other clean. And that's what we did tonight."

Norfleet took the lead two laps after the third and final caution of the night gave the leaders an open track. He had worked his No. 95 Eubanks Trucking-BG sprint car steadily to the front of the field, finally arriving in second place behind Bill Rice, who had led from the initial green flag.

Rice worked masterfully through lapped traffic as he held off challenges from Satch Worley, Jerald Harris and Norfleet.

But the open track was exactly what Norfleet needed. He took the lead on lap 43 and pulled away over the course of the final seven laps as Rice fell to third at the finish after leading for 42 laps.

Worley followed Norfleet to the finish ahead of Jerald Harris in fourth and Tony Harris in fifth.

The finish:

Billy Norfleet, Satch Worley, Bill Rice, Jerald Harris, Tony Harris, Pete Kingrea, Anthony Linkenhoker, Brian Lawson, Scott Vasbinder, Chris Ware, Tyler Shipp, P.J. White, Mike Schmidt, Ron Moyers, Donnie Rodeffer.



ARCA PHOTO

LAST-LAP DASH: Scott Lagasse, Jr. (25) races Ricky Stenhouse, Jr. to the checkered flag Saturday at Chicagoland Speedway in Joliet, Ill.

Lasting Lagasse

Lagasse Holds Off Stenhouse, Speed In Late-Race Shootout

JOLIET, Ill. — Scott Lagasse, Jr., in the No. 25 Venturini Motorsports-prepared Nicholson Group-Hamptons Luxury Homes Chevrolet, held off ARCA RE/MAX Series champion Ricky Stenhouse, Jr. and Scott Speed in a two-lap shootout to win the Chicagoland ARCA 200 Saturday night at Chicagoland Speedway.

"I knew we had one shot," said Lagasse when asked about leading Stenhouse to the line on the final restart. "I knew that if he broke free I would have to catch him and run him down. I was a little concerned because I didn't want to give up the track position. For four days of work on the Venturini's part, I am very impressed. It's neat for me to come here and win; and for them, it's special because it's their hometown."

Lagasse's crew chief Billy Venturini earned the Cometic

Crew Chief of the Race Award, especially gratifying for the entire Venturini family, who are natives of the Chicago area.

Despite dominating much of the race, leading 67 of 136 laps, Stenhouse settled for second in the No. 99 Aflac Ford, one car length away.

"Our cars tend to be really good on long runs, and I just bobbled there on the restarts and let him get by me a little bit," said Stenhouse. "We were a little bit tight on that last run and I just couldn't recover. I spun the tires and that was about it. I thought we were going to get him there on that last restart. He was trying to protect his line and we just didn't get it."

Speed, after a side-by-side battle with Justin Allgaier on the last lap, finished third in the Red Bull Toyota.

"It was a tough race," said Speed. "The car was OK for five laps and then would get really unstable, so we did the best we could with what we had today. We have four races left and we just need to focus on bringing the best cars to the track."

Allgaier settled for fourth,

with Jesse Smith fifth.

Stenhouse, who earned the SIM Factory Pole with a new one-lap track record of 180.030 miles per hour, swapped the lead five times with Speed throughout the race while Lagasse, who started second, fell back with an ill-handling car. But after several pit stops, the first of which was unscheduled, the Venturini crew breathed new life in the car, which positioned Lagasse among the leaders just in time to challenge for the win late in the race.

The finish:

Showing driver, car and laps completed: 1. Scott Lagasse, Jr., Chevrolet, 136; 2. Ricky Stenhouse, Jr., Ford, 136; 3. Scott Speed, Toyota, 136; 4. Justin Allgaier, Chevrolet, 136; 5. Jesse Smith, Dodge, 136; 6. Bryan Silas, Chevrolet, 136; 7. Ben Stancill, Chevrolet, 135; 8. Justin Lofton, Dodge, 135; 9. Jeremy Clements, Chevrolet, 135; 10. Ken Butler III, Toyota, 135; 11. Frank Kimmel, Ford, 135; 12. Matt Carter, Ford, 135; 13. Bobby Gerhart, Chevrolet, 135; 14. Billy Leslie, Ford, 134; 15. Alli Owens, Chevrolet, 134; 16. Bryan Reffner, Chevrolet, 133; 17. Gabi DiCarlo, Toyota, 133; 18. Todd Hansen, Chevrolet, 133; 19. Jennifer Jo Cobb, Dodge, 132; 20. Dominick Casola, Dodge, 132; 21. Donny Kelley, Chevrolet, 130; 22. Clay Rogers, Chevrolet, 129; 23. Brad Smith, Ford, 129; 24. Lance Fenton, Dodge, 129; 25. Norm Benning, Chevrolet, 127; 26. Bill Conger, Chevrolet, 120; 27. Dexter Bean, Chevrolet, 112; 28. Michael Phelps, Dodge, 112; 29. Amber Cope, Dodge, 107; 30. Tom Hessert III, Ford, 105; 31. Patrick Sheltra, Dodge, 78; 32. A.J. Henriksen, Toyota, 59; 33. Mike Harmon, Chevrolet, 45; 34. Tim Mitchell, Chevrolet, 39; 35. Jason Basham, Chevrolet, 28; 36. James Buescher, Dodge, 26; 37. Brett Hudson, Dodge, 20; 38. James Hylton, Dodge, 18; 39. Tayler Malsam, Dodge, 6; 40. John Wes Townley, Ford, 1; 41. Darrell Basham, Chevrolet, 0.

Patrick Laperle Is Showdown Star

VALLEE-JONCTION, Quebec — Patrick Laperle earned a \$5,000 payday at the Coors Light 200 Showdown at

ACT LM

Autodrome Chaudiere Saturday night after winning the non-points, all-star invitational stock-car event for the U.S.-based American-Canadian Tour Late Model Championship Series and the Quebec/Ontario-based

Serie ACT Castrol.

Laperle started 11th on the 22-car grid and survived a scrape with Donald Theetge on the 142nd lap, then cruised to the win over Alexandre Gingras.

As regulars of the ACT Late Model Tour, Laperle and Theetge both represented the 11-car U.S. team and were dicing for the lead when Theetge cut down on Laperle entering turn one. Theetge spun while

Laperle maintained control.

Laperle led the rest of the way, beating Gingras to the checkered flag.

Brent Dragon, Scott Payea and Karl Allard filled the top five.


The finish:

Patrick Laperle, Alexandre Gingras, Brent Dragon, Scott Payea, Karl Allard, Randy Potter, John Donahue, Donald Theetge, Claude Lederc, Patrick Hamel, Jean-Paul Cyr, Scott Dragon, Jonathan Desbiens, Yvon Bedard, Spencer MacPherson, Martin Lacombe, Pete Potvin III, Nick Sweet, Joey Polewarczyk, Jr., Jean-Francois Dery, Dany Ouellet, Stephane Durand.

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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's record-breaking season continues as the NHRA's Countdown To One playoff system begins with this weekend's inaugural Carolinas Nationals at Concord, N.C. Schumacher is coming off a seventh U.S. Nationals title and could break Joe Amato's record of 52 Top Fuel victories this weekend.

NO. 1



HARRY CELLA PHOTO

REST OF THE BEST

2. Kyle Busch

No. 18/32 Toyotas, NASCAR Sprint Cup/Nationwide Series

Busch turned in a pair of 10th-place finishes at Richmond in NASCAR's top two series. He leads as The Chase begins.

3. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series

Dixon's exciting second-place finish at Chicagoland was more than enough to earn him his second IndyCar Series title.

4. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series

Edwards won for the fourth time this season and moved into second place in the Nationwide Series standings. He finished 13th in Cup.

5. Jimmie Johnson

No. 48 Chevrolet, NASCAR Sprint Cup Series

The two-time defending Sprint Cup champion is on a roll with two-straight victories as The Chase begins.

6. Johnny Benson

No. 23 Toyota, NASCAR Craftsman Truck Series

Benson has won four times in his last seven races, finishing a stong third this past weekend at Gateway Int'l Raceway.

7. Donny Schatz

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

Schatz earned a victory at Cottage Grove, Ore., but also finished out of the top 10 for the first time this season, placing 15th and 21st.

8. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws

Meyers was a winner during the second night of Gold Cup competition, but the week also included finishes of sixth, 20th and 22nd.

9. Helio Castroneves

No. 3 Team Penske Dallara-Honda, IndyCar Series

Castroneves couldn't catch Scott Dixon for the IndyCar Series crown, but he edged Dixon for his second victory during the final three races.

10. Lewis Hamilton

No. 22 Vodaphone McLaren Mercedes, Formula One

A steward's call stripped Hamilton of a victory in the Belgian Grand Prix, but the Brit maintains his World Driving Championship lead.

Honorable Mention

Felipe Massa was second on the track, but was handed a second-straight F-1 victory at Spa... Shane Clanton continued his recent hot streak with a victory in the World 100 late-model race.

Last Week

Scott Dixon moves from fifth to third with a stirring run for the IRL title and a near victory at Chicago... Jimmie Johnson charges into the rankings at No. 5 after two-straight Sprint Cup victories.

Harraka Wins Monumental Title

1st NASCAR Drive For Diversity Racer To Take Championship

ROSEVILLE, Calif. — Paulie Harraka became the first competitor from NASCAR's Drive for Diversity program to deliver a track title when he won the late-model championship Saturday at All American Speedway.

Harraka, 18, clinched the title with his 10th and 11th victories of the season.

"I'm really proud to bring it home for Bill McAnally Racing and Drive For Diversity," Harraka said. "NASCAR has a fantastic ladder program, and this is definitely a boost to get to the NASCAR Camping World Series and hopefully eventually to the Craftsman Truck, Nationwide Series or Sprint Cup Series."



WILLIAM OGAS/NASCAR PHOTO

HEY, HEY, PAULIE: Paulie Harraka celebrates winning the late-model championship at California's All American Speedway Saturday night.

ASCS Sprint Car Dirt Series presented by K&N Filters announced the breakdown of the \$250,000 point fund for 2009.

Enhancing the existing ASCS National Tour, the new series will boast a standard one-night purse of \$6,000 to win and \$500 to start, while the series champion will collect a winner's share of \$60,000 at season's end. Additionally, the top-10 drivers in points will collect a minimum of \$10,000 and the 11th-15th will receive a minimum of \$5,000.

Hillenburg To Host Drivers' Webinar

HARRISBURG, N.C. — Andy Hillenburg is hosting a 60-minute, free-access Web cast of his driver training and development program seminar, Future Stars, Sept. 22 at 7 p.m.

By covering topics from using the media to your advantage, team branding, having a mentor and five things Hillenburg looks for in a race car driver, the information aims at providing drivers with the necessary skills to determining a path to achieve their goals.

"We are offering this Webinar to demonstrate how important it is to your success to have every available tool at your disposal in your development both inside and outside the race car," said Rolfe Schnur, president of Andy Hillenburg's Future Stars Academy. For details and registration, e-mail sponsorland@aol.com.

NASCAR Orders Spacers In Trucks

DAYTONA BEACH, Fla. — NASCAR has

made a change to its Craftsman Truck Series rulebook, requiring some trucks to run with a carburetor spacer at all tracks.

The rule change, which went into effect Sept. 3, is similar to the one that forced Toyotas in the Nationwide Series to run spacers in an effort to reduce horsepower ratings by 10-15 horsepower.

According to the rule, all engines with a cylinder-bore spacing of less than 4.470 inches must compete using a tapered spacer with four 1.125-inch diameter holes, and all engines with a cylinder-bore spacing of 4.470 inches or more must compete using a tapered spacer with 1.100-inch diameter holes.

"This is a continuance of the ongoing engine evaluation we've had in the NASCAR Craftsman Truck Series over the course of this season and is a step we've taken to help further maintain a level playing field among our competitors," said NASCAR Director of Competition Robin Pemberton.

Last Of Justice Brothers Dies In California at 87

ARCADIA, Calif. — Race-car builder Ed Justice, who with his brothers started the Justice Brothers, Inc. car-care products company after World War II, died Aug. 30 at the age of 87.

Justice, the last surviving brother, died in Arcadia, Calif., of complications from kidney failure, said his son, Ed Justice, Jr. Ed Justice and his brothers, Zeke and Gus, founded their business after World War II with \$2,500 they earned from selling a midget race car they built in their garage.

The brothers brewed fuel and oil additives in their backyard. An early success was a stop-leak additive for transmissions. The company's reputation was enhanced by sponsoring the winning car driven by Johnnie Parsons at the 1950 Indianapolis 500. Justice Brothers, now based in Duarte, Calif., went on to sponsor winning cars in nearly every form of racing.

NUTS AND BOLTS

Ryan Newman will drive the Bertrand Motorsports No. 39 Drinan in Northeast Midget Ass'n competition at New Hampshire's Lee USA Speedway Sept. 12. The No. 39 was the number of Newman's last midget car and is slated to be the number of his 2009 Sprint Cup ride with Stewart Haas Racing... IMSA announced the postponement of its **43rd annual All-Star Classic** at All-Star Speedway in Epping, N.H., due to inclement weather predicted from the hurricanes. The race, originally scheduled Sept. 6, has been moved back one week to Sept. 12... **Tommy Dupree**, the former IHRA director of contingency and special programs, has been promoted to National Sales Manager for Norwalk properties. He will oversee the Live Nation Motor Sports Nitro Jam, O'Reilly Thunder Jam and Street Warriorz series...

Robert Cortum has assumed the public relations responsibilities for both the Midwest All Star Series and the All Star Circuit of Champions Series... The **Indianapolis Speedrome** will sell the 32nd annual World Figure-8 Championship on DVD for \$20 plus \$4 shipping and handling. To order, log onto www.speedrome.com... Ohio's **Limaland Motorsports Park** will hold its 11th annual awards banquet at the University of Northwestern Ohio Event Center Oct. 18. Banquet tickets are available for \$30 before Oct. 1 at the university or online at www.limaland.com... **Michigan Int'l Speedway** is offering lower-priced ticket options for NASCAR Sprint Cup Series events in 2009, starting at the \$40 general admission ticket. For more pricing, visit www.misspeedway.com... **Kyle Busch** and **David Stremme** are officially the first two entries in the 37th annual Winchester 400 for late models at Winchester (Ind.) Speedway Oct. 12... **Berlin City Auto Group** signed on to sponsor Gillett Evernham Motorsports' No. 10 Dodge driven by Patrick Carpentier at the NASCAR Sprint Cup Race at New Hampshire Motor Speedway Sept. 14.

Grand Am Commits To Kansas Road Course

KANSAS CITY, Kan. — Kansas Speedway announced Aug. 25 that if the casino management contract submitted to the Kansas Racing and Gaming Commission for the building of the Hard Rock Hotel & Casino was awarded, it would build a permanent infield road course.

The Grand American Road Racing Ass'n committed to bringing its Rolex Sports Car Series to the track, no later than 2011.

Daytona Int'l Begins Grandstand Renovation

DAYTONA BEACH, Fla. — Daytona Int'l Speedway has begun work on a renovation of the frontstretch grandstands and is hoping to be completed by the end of the year.

The track is replacing the lower grandstand seating with chair seats with armrests in the DePalma and Oldfield grandstands in turn four and the Seagrave, Keech and Lockhart grandstands in turn one.

Also, all risers and walkways will be replaced with new aluminum and new stairs and handicap ramps will be added. Underneath the new grandstands will be increased areas for concessions and souvenir kiosks as well.

Fusion Energy To Support Outlaws

CONCORD, N.C. — World Racing Group and Bond Laboratories, Inc. announced that Fusion Energy Products is partnering with the World of Outlaws through 2009 as the "Official Energy Boost of the World of Outlaws."

Fusion Energy Products will also be the primary sponsor of the cars of Sam Hafertepe, Jr. in the Advance Auto Parts World of Outlaws Sprint Car Series and point-leader Darrell Lanigan in the World of Outlaws Late Model Series.

ASCS Breaks Down 2009 Point Fund

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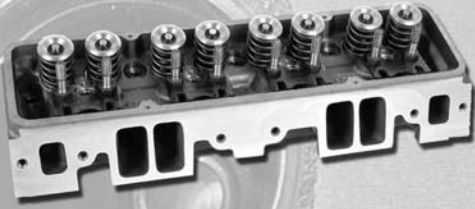
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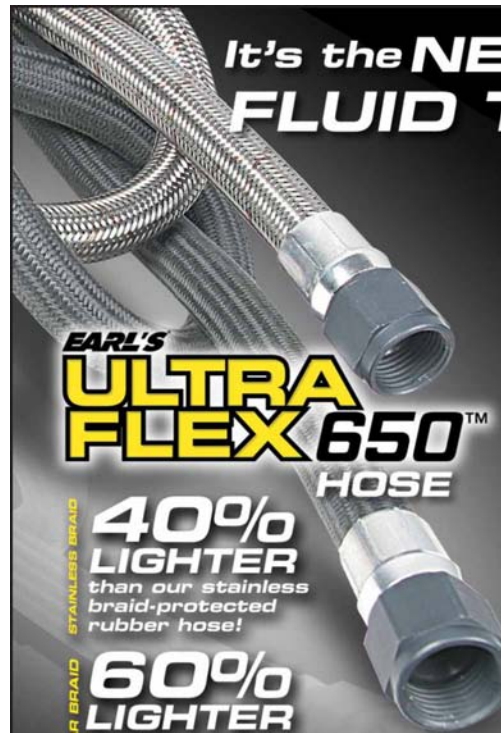


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Poirier Wins 9th Of Year On Empire Sprint Tour

WEST LEBANON, N.Y. — Steve Poirier celebrated the Lucas Oil Empire Super Sprint Series' first visit to Lebanon Valley Speedway since 1987 with his ninth victory of the season Saturday night.

Poirier started his AMB Moteurs powered J&J on the outside front row after the inversion, and once the green flag waved, quickly jumped to the lead on the high side of turn one. After the red flag waved on lap two, Poirier jumped to the point on the restart, managing to amass a full-straightaway lead before the caution flew again.

Poirier kept a strong lead on two subsequent restarts over second-running Justin Barger to take home the \$2,000 purse.

Barger managed to pull into the runner-up position by the halfway mark, but couldn't get a good enough run on Poirier to make the pass and settled for second. Jessica Zemken finished third while pole-sitter Jared Fink had his best finish of the season in fourth. Brian McDonald filled the top five.

The finish:
Steve Poirier, Justin Barger, Jessica Zemken, Jared Fink, Brian McDonald, Doug Emery, Alain Bergeron, Jason Barney, Tommy Wickham, Warren Alexson, Cory Sparks, Russ Bennett, Jeff Cook, Michael Parent, Anthony Cain, Mike Stelter, Normand Beaudreault, Geoff Quackenbush, Lee Ladouceur, Adam Gordon, Jami Russell, Josh Weller, Lance Yonge.

Tatnell Claims Richert Crown In Memorial

BY GREG PARENT

NEW RICHMOND, Wis. — Brooke Tatnell wanted to win the Jerry Richert Memorial as much or more than any of the 34 outlaw 410 sprint car drivers on hand at the Cedar Lake Speedway Saturday.

Tatnell drove the Forbrook No. 5 sprint car to victory in the eighth-annual edition of the IRA versus Knoxville Challenge event. Tatnell put on a dominating performance, leading all 25 laps of the feature event and ending Mike Reinke's bid for a third-straight Richert Memorial victory. Reinke's night ended when he ran into the turn-one wall and flipped while running eighth.

Scotty Neitzel followed Tatnell to the finish with Travis Whitney in third. Bill Balog charged from his 16th-starting spot to finish fourth and win the race's hard-charger award. Scott Winters completed the top five.

The finish:
Brooke Tatnell, Scotty Neitzel, Travis Whitney, Bill Balog, Scott Winters, Dusty Zomer, Justin Zimmerman, Bronson Maeschen, Jerry Richert, Jr., Gary Dewall, Scott Bietzer, Kaley Gharst, John Sennett, Donny Goeden, Brad Barickman, Scott Uttech, Ryan Irwin, Troy Manteuffel, Davey Heskin, Mike Reinke, Billy Hafemann, Joe Symoens.



RICK SHERER PHOTO

2 MUCH: Dale Blaney cruises around Fremont (Ohio) Speedway en route to his 67th-career All Star Circuit of Champions victory Saturday.

Blaney Builds Lead

Veteran Notches 67th All Star Victory

FREMONT, Ohio — Dale Blaney took a giant step toward his third O'Reilly All Star Circuit of Champions title Saturday at Fremont Speedway.

The Hartford, Ohio, driver took the lead on lap 44 and went on to score his 67th-career All Star sprint-car victory at the third-mile oval.

Blaney, who came into the race with a slight championship lead over Lance Dewease, shadowed leader Craig Mintz most of the distance before finding the hole he needed.

"Craig (Mintz) was good on the high side and I could get to him and show him my nose, but I couldn't get by him. I had to search around the track the entire race before I finally found a groove late in the race and was able to slip under him," Blaney explained. "I thought Craig would move down...that's the advantage to running second, you can move around and the leader has to pretty much stay in his groove."

Blaney Takes Millstream Bucks

By JIM MORRISON

FINDLAY, Ohio — Dale Blaney pulled his George Fisher Racing sprint car into victory lane at Millstream Speedway Sunday night after passing Chad Blonde about one-third of the way into the 30-lap, \$4,000-to-win main event.

It was the second victory at Millstream this season for Blaney, who chased down Blonde from his ninth-starting spot. After getting to

the front, Blaney grabbed his ninth-career Fremont victory, Lee Jacobs came on strong at the end to finish second.

"Second again. That's the third-straight runner-up finish. I just can't be disappointed with that," Jacobs said. "I knew I'd have a good car late. That's what Andy Potter sets it up to do and no one does it better."

Mintz finished third, ahead of Randy Hannagan and Tim Shaffer. Dewease battled back from an early spin to finish eighth.

The summary:
Fast time: Dale Blaney, 12.349 seconds.
First Heat: Tim Shaffer, Ed Neumeister, Dale Blaney, Brian Smith, Byron Reed, Brandon Wimmer, Dean Jacobs, Butch Schroeder, Cap Henry, Danny Holtgraver, Roger Shammo, Cody White, Phil Gressman.

Second Heat: Lance Dewease, Caleb Griffith, Craig Mintz, Brandon Martin, Cole Duncan, Dave Harrison, Bryan Sebetto, Scott Euler, Aaron Middaugh, Josh Harrison, Chad Blonde, Lee Stark.

Third Heat: Brock Mayes, Mike Dussell, Brian Ellenberger, Lee Jacobs, Mike Linder, Jody Keegan, Matt Linder, Mike Burkin, A.J. Sleaf, Travis Philo, Blake Feese, Ryan Myers.

Fourth Heat: Greg Wilson, Chris Andrews, Jack Sodemann, Jr., Rob Chaney, John Ivy, Mark Keegan, Todd Heller, Randy Hannagan, Troy Vaccaro, Willie Keegan, Caleb Helms, Mike Lutz.

C Main: Schroeder, Vaccaro, Henry, Stark, Myers, Sleaf, Burkin, Middaugh, W. Keegan, J. Harrison, Helms, R. Shammo.

B Main: Hannagan, J. Keegan, D. Jacobs, Sebetto, Blonde, Feese, Wimmer, D. Harrison, Vaccaro, Euler, Gressman, Schroeder, Lutz, Holtgraver, Philo, M. Keegan, Heller, Ma. Linder.

Feature: Blaney, L. Jacobs, Mintz, Hannagan, Shaffer, Chaney, Reed, Dewease, Smith, Wilson, Andrews, Martin, Dussell, Sebetto, Duncan, Mayes, Ivy, Griffith, Ellenberger, J. Keegan, D. Jacobs, Mi. Linder, Neumeister, Sodemann.

the front, Blaney went to the top groove and drove to his ninth victory of the season.

Randy Hannagan passed Blonde for the runner-up spot on the penultimate lap of the race. Brandon Martin followed Blonde to the stripe in fourth and Danny Smith completed the top five.

The finish:
Dale Blaney, Randy Hannagan, Chad Blonde, Brandon Martin, Danny Smith, Brandon Wimmer, Phil Gressman, Brock Mayes, Mike Dussell, Caleb Griffith, Jody Keegan, Butch Schroeder, Brian Lay, Kory Crabtree, Bruce Robenauff, Tim Hunter, Lee Stark, Dean Jacobs, Greg Wilson, Bryon Reed, Tom Bush, Rob Chaney, Matt Linder, Scott Euler.

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A look back at the formative years of racing



JOHN HYLAND PHOTO

IN THE SEAT: Andy Linden prepares to push off at Indiana's Winchester Speedway in the early 1950s.

Linden Dominated 1957's Tangerine Tournament

By MARTY LITTLE

To kick off the 1957 USAC midget schedule, the Indiana-based sanctioning body decided an 11-race mini tour over 30 days at eight different tracks would keep competitors busy and give Florida fans the opportunity to see the cars and stars of the Midwest. This open-wheel invasion was dubbed the Tangerine Tournament.

Things kicked off Feb. 17 at Pensacola Motor Speedway with Jimmy Knight taking the 30-lap headliner on the quarter-mile paved oval. Six days later, the tour stopped at Ft. Pierce Speedway with Texan Sonny McDaniel victorious. The next night saw Andy Linden drive Lee Elkins's car to victory at Orlando Speedway.

One night later, the group moved west to Plant Field in Tampa for the first of two races on dirt ovals. The famed half-mile at the Florida State Fairgrounds was a longtime IMCA stronghold, but was no problem for Linden, who won again.

After a few days off, the tour reconvened at Hialeah Speedway on March 1. Local driver Al Keller drove to the victory on the flat third-mile oval. The next night Linden won again on the quarter-mile at Orlando.

Following another six-day break, the group towed to Lakeland Speedway, with little known Al Alpern claiming the victory. The tour returned to Orlando the following night and Linden collected his fourth victory in eight races.

Hometown driver Keller didn't disappoint the faithful as he won the next stop on the schedule at Palm Beach Speedway where he had hundreds of laps of experience.

Following another five-day break, it was back to Ft. Pierce Speedway on March 16 and Leroy Warriner, aboard Bob Higman's mount, claimed victory. The 11-race tour concluded one night later at Speedway Park in Jacksonville. This wide half-mile dirt oval offered plenty of room to race and Len Duncan topped the 20-lap event.

Linden was one of only three drivers who competed in all 11 races and was declared the tour champion. Don Branson, who missed a single race, was second. Thirty-eight drivers from all parts of the country competed. Linden's winnings totaled \$1,676 as a result of four victories, two seconds and one fastest-qualifier score.

For Linden, the championship was the springboard to the best season of his career: Elkins, Linden's faithful patron, provided not only a midget for the hard-nosed driver; but also a sprint car and a championship car. Linden won only one other USAC midget race in his career; at Detroit in July of '57. In USAC's 1957 Midwest Sprint Car standings he competed in all 11 races, had three victories and was second in points to champion Elmer George. On the champ-car side, he posted four top-five finishes in 11 starts.

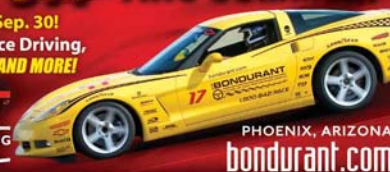
However, it was Linden's last season, too. He was seriously injured in a crash at California's Clovis Speedway on Nov. 3. While he never raced again, he recovered and lived a full life, dying in 1987 at age 64.

The name Tangerine Tournament went into mothballs for 49 years until it was used again in the winter of 2006 for a seven-race series featuring Ford Focus midgets.

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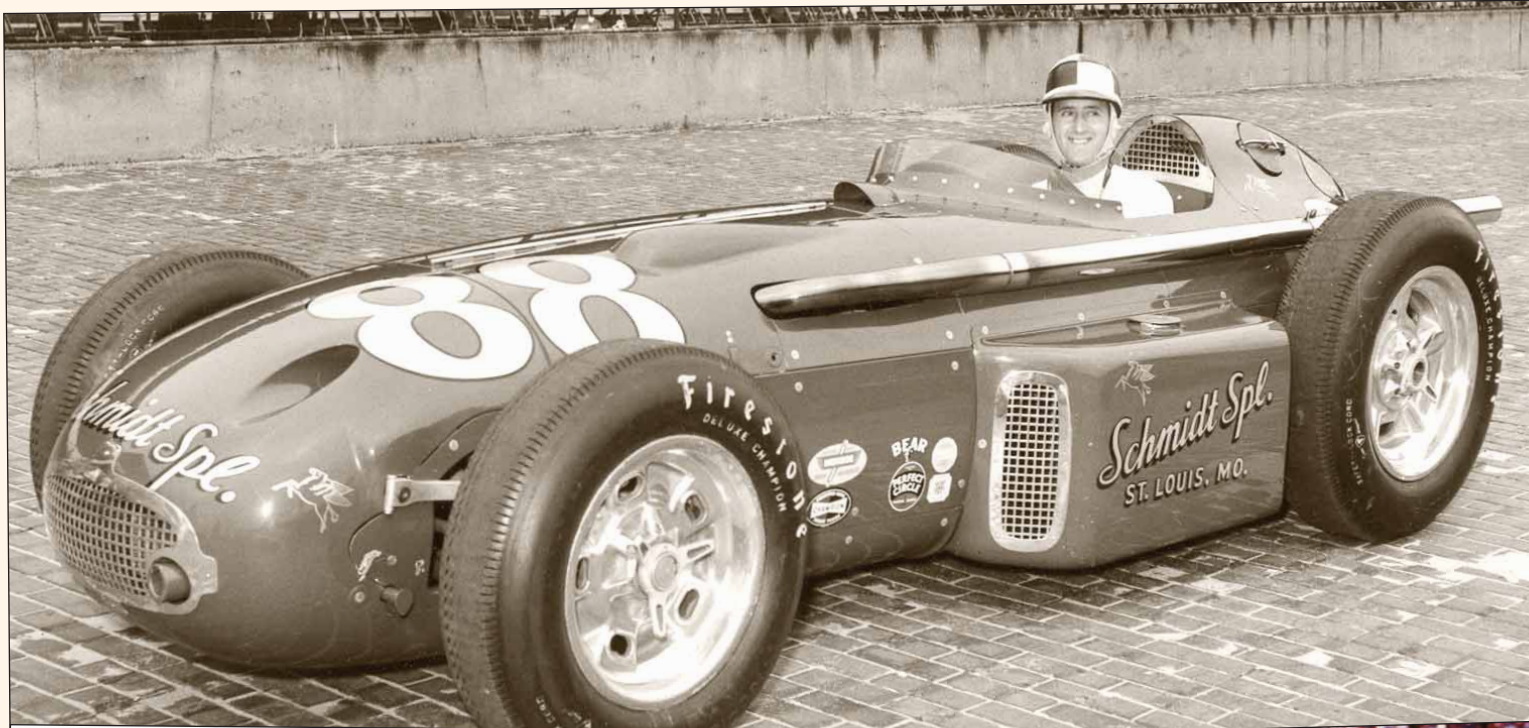
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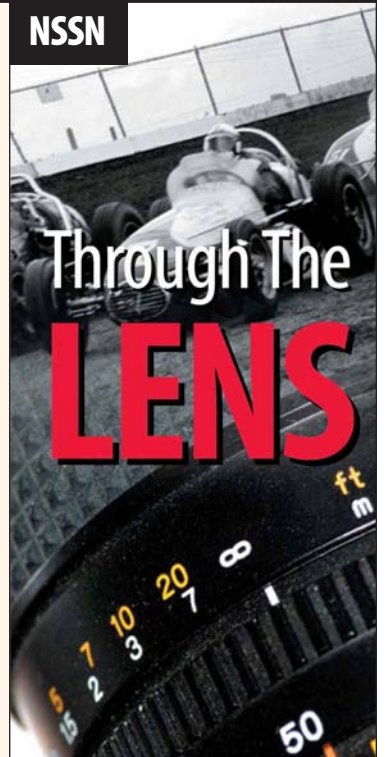


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Through The LENS

A visual tour through the history of motorsports

EDDIE SACHS

▶ Pennsylvania race-car driver Eddie Sachs was one of the mainstays of the early 1960s Indy-car circuit when he was killed during a fiery crash on the second lap of the 1964 Indianapolis 500. He was 37 years old.

Sachs, who was often known as "The Clown Prince" of auto racing, earned eight championship car victories and 25 top-five finishes in 65 career starts.

The 1958 USAC Midwest Sprint Car Series champion twice won the pole for the Indianapolis 500 and finished second in the Memorial Day classic in 1961. Sachs made eight career Indianapolis starts.

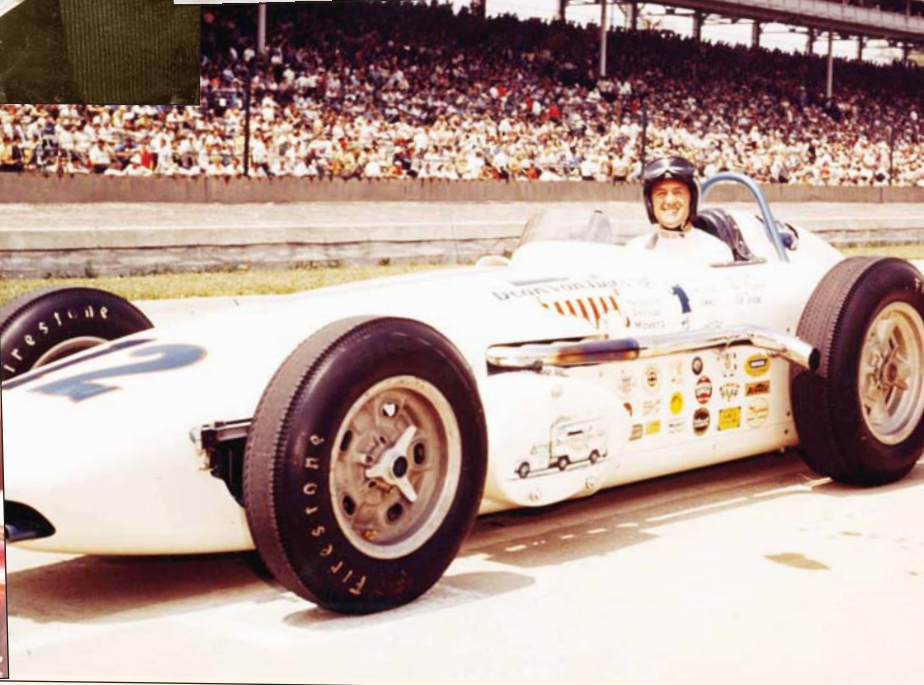
He was inducted into the National Sprint Car Hall of Fame in 1999.

Featured here (clockwise from top left): Sitting in the No. 88 Schmidt Special at the famous Brickyard in May 1957, his first start in the Memorial Day classic; At the speedway again in 1964, shortly before his fatal accident on the second lap; The pole winner in 1961, the year he notched his career-best finish of second; Behind the wheel of the No. 44 Schmidt Special at the Speedway in 1959; Celebrating a AAA big car race at Langhorne (Pa.) Speedway.

— NSSN Archives



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For The FANS

Presented By

Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: Sept. 11-14.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- GPT Championship from Belgium (taped), 3 a.m., Speed
- NASCAR Sprint Cup Chevy Rock & Roll 400 (taped), 12 p.m., Speed
- Classic NASCAR: 1999 Daytona 500, 1 p.m., ESPN Classic
- "NASCAR Sprint Cup Chase Preview," 4 p.m., ESPN2
- "NASCAR Now," 5 p.m., ESPN2

Friday

- "NASCAR Now," 12 a.m., ESPN2
- F-1 Italian Grand Prix, 8 a.m., Speed
- SCCA Speed GT Championship from Belle Isle, Mich. (taped), 12 p.m., Speed
- NASCAR Sprint Cup Sylvania 300 practice, 12 p.m., ESPN2
- NASCAR Camping World Series East from Mansfield, Ohio (taped), 1 p.m., Speed
- "NASCAR Sprint Cup Chase Preview," 1:30 p.m., ESPN2
- "Go or Go Home," 2:30 p.m., Speed
- NASCAR Sprint Cup Sylvania 300 qualifying, 3 p.m., ESPN2
- "NASCAR Now," 5 p.m., ESPN2
- "Trackside," 7 p.m., Speed
- "NASCAR Confidential," 8 p.m., Speed
- Prelude to the Dream (taped), 9 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "Inside Grand Prix," 1 a.m., Speed
- Italian Grand Prix practice, 1:30 a.m., Speed
- "NASCAR Now," 2 a.m., ESPN2
- NASCAR Craftsman Truck Series Camping World RV Rental 200 qualifying, 10 a.m., Speed
- "NCTS Setup," 2:30 p.m., Speed
- "Dale, Jr. — Shifting Gears," 2:30 p.m., ESPN Classic
- NASCAR Craftsman Truck Series

TUNE IN TO ...

The Formula One Italian Grand Prix from the historic course at Monza at 7:30 a.m. Sunday on Speed.

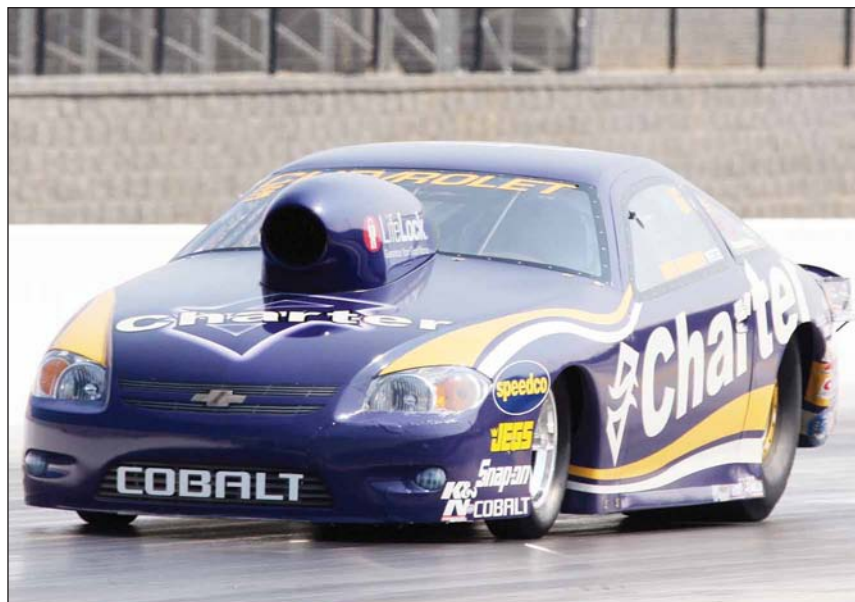
- Camping World RV Rental 200, 3 p.m., Speed
- NHRA Carolinas Nationals qualifying, 4 p.m., ESPN2
- "Dale, Jr. — Shifting Gears," 5 p.m., ESPN Classic
- NASCAR Sprint Cup Sylvania 300 practice, 6 p.m., ESPN2
- "NASCAR Performance," 7:30 p.m., Speed
- "Tradin' Paint," 8 p.m., Speed

Sunday

- GP2 Championship from Monza, Italy, 6 a.m., Speed
- F-1 Italian Grand Prix, 7:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10 a.m., Speed
- "NASCAR in a Hurry," 10:30 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- NASCAR RaceDay," 11 a.m., Speed
- "NASCAR Countdown," 1 p.m., ABC
- Championship Off Road Racing from Pomona, Calif. (taped), 1:30 p.m., NBC
- NASCAR Sprint Cup Sylvania 300, 2 p.m., ABC
- "Inside Grand Prix," 3 p.m., Speed
- F-1 Italian Grand Prix (taped), 3:30 p.m., Speed
- "Motorsport Hour," 6 p.m., Versus
- "Speed Report," 7 p.m., Speed
- NHRA Carolinas Nationals, 7 p.m., ESPN2
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- "NASCAR Now," 10 p.m., ESPN2 — all times Eastern

MOTORSPORTS CALENDAR

- Sept. 10 Advance Auto Parts World of Outlaws
Clay County Fair Speedway, Spencer, Iowa, Sprint Cars
- Sept. 11-14 National Hot Rod Ass'n
zMAX Dragway @ Concord, Concord, N.C., Dragsters
- Sept. 12 Advance Auto Parts World of Outlaws
U.S. 36 Speedway, Osborn, Mo., Sprint Cars
- Sept. 12 NASCAR Camping World East Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 12 USAC Mopar Midget National Championship
O'Reilly Raceway Park, Clermont, Ind., Midget Cars
- Sept. 12 O'Reilly POWRi National Midget Series
Morgan County Speedway, Jacksonville, Ill., Midget Cars
- Sept. 12-13 ASCS Sprints on Dirt, Empire Super Sprints
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- Sept. 12-13 All Star Circuit of Champions
Lawrenceburg Speedway, Lawrenceburg, Ind., Sprint Cars
- Sept. 12-13 O'Reilly United Sprint Car Series
Malden Speedway, Malden, Mo., Sprint Cars
- Sept. 13 NASCAR Craftsman Truck Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 13 Advance Auto Parts World of Outlaws
Heartland Park Topeka, Topeka, Kan., Sprint Cars
- Sept. 13 World of Outlaws Late Model Series
I-55 Raceway, Pevely, Mo., Late Models
- Sept. 13 USAC Mopar Midget National Championship
Anderson Speedway, Anderson, Ind., Midget Cars
- Sept. 13 USAC Western Sprint Car Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- Sept. 13 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Sept. 13 ARCA RE/MAX Series
Salem Speedway, Salem, Ind., Stock Cars
- Sept. 13 NASCAR Camping World West Series
Altamont Motorsports Park, Tracy, Calif., Stock Cars
- Sept. 13 NASCAR Whelen Modified Tour
New Hampshire Motor Speedway, Loudon, N.H., Modifieds
- Sept. 13 ARCA Lincoln Welders Truck Series
Salem Speedway, Salem, Ind., Stock Cars
- Sept. 13 ASCS Canyon Region
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- Sept. 13 ASCS Gulf South, Coastal Regions
Fast Trax Speedway, Chatham, La., Sprint Cars
- Sept. 13 ASCS Sooner Region
Cowtown Speedway, Kennedale, Texas, Sprint Cars
- Sept. 13 American-Canadian Tour
Oxford Plains Speedway, Oxford, Maine, Late Models
- Sept. 13 Northeastern Midget Ass'n
Lee USA Speedway, Epping, N.H., Midgets
- Sept. 13 O'Reilly POWRi National Midget Series
Spoon River Speedway, Canton, Ill., Midget Cars
- Sept. 13 United Racing Company
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- Sept. 13 Interstate Racing Ass'n
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Sprint Cars
- Sept. 13 Bay Cities Area Racing Ass'n
Shasta Raceway Park, Anderson, Calif., Midget Cars
- Sept. 13 NASCAR Whelen Southern Modified Tour
Southern National Raceway Park, Kenly, N.C., Modifieds
- Sept. 14 NASCAR Sprint Cup Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 14 Formula One World Championship
Autodromo Nazionale Monza, Monza, Italy, Formula Cars
- Sept. 14 Atlantic Championship
New Jersey Motorsports Park, Millville, N.J., Atlantic Cars
- Sept. 14 Advance Auto Parts World of Outlaws
Lucas Oil Speedway, Wheatland, Mo., Sprint Cars
- Sept. 14 World of Outlaws Late Model Series
La Salle Speedway, La Salle, Ill., Late Models
- Sept. 18-21 National Hot Rod Ass'n
Texas Motorplex, Ennis, Texas, Dragsters



HHP/HAROLD HINSON PHOTO

CHARTING A NEW COURSE: The Cagnazzi Racing team of Dave Connolly (above) and Jeg Coughlin is based near the zMAX Dragway in Concord, N.C.

MARK IT DOWN!

Sept. 11-14, NHRA Carolinas Nationals

zMAX Dragway @ Concord, Concord, N.C., Dragsters

The NHRA POWERade Drag Racing Series launches into its six-race run to the finish line with the series' inaugural visit to O. Bruton Smith's "Bellagio of drag strips," the zMAX Dragway @ Concord, for the NHRA Carolinas Nationals. The race marks the first time since 1998 that the NHRA will compete in North Carolina.

- Sept. 19 Advance Auto Parts World of Outlaws
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- Sept. 19 NASCAR Camping World East Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 19 O'Reilly American Sprint Cars on Tour
Tri-City Speedway, Granite City, Ill., Sprint Cars
- Sept. 19 Empire Super Sprints
Autodrome Edelweiss Speedway, Cantley, Quebec, Sprint Cars
- Sept. 19-20 Lucas Oil Late Model Series
Brownstown Speedway, Brownstown, Ind., Late Models
- Sept. 19-20 ASCS Northwest Region
Grays Harbor Raceway, Elma, Wash., Sprint Cars
- Sept. 19-20 ASCS Rocky Mountain Region
Aztec Speedway, Aztec, N.M., Sprint Cars
- Sept. 19-20 O'Reilly United Sprint Car Series
Dillon Motor Speedway, Dillon, S.C., Sprint Cars
- Sept. 19-21 International Hot Rod Ass'n
Toronto Motorsports Park, Toronto, Ontario, Dragsters
- Sept. 20 NASCAR Nationwide Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 20 NASCAR Craftsman Truck Series
Las Vegas Motor Speedway, Las Vegas, Nev., Stock Cars
- Sept. 20 Advance Auto Parts World of Outlaws
Sharon Speedway, Hartford, Ohio, Sprint Cars
- Sept. 20 Grand Am Rolex Series
Miller Motorsports Park, Tooele, Utah, Sports Cars
- Sept. 20 USAC Sprint Car, Midget, Silver Crown Series
Eldora Speedway, Rossburg, Ohio, Sprint, Midget, Silver Crown Cars
- Sept. 20 USAC Western Midget Series
Altamont Raceway Park, Tracy, Calif., Midget Cars
- Sept. 20 USAC-CRA Sprint Car Series
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Sept. 20 Hooters Pro Cup Series
Iowa Speedway, Newton, Iowa, Stock Cars
- Sept. 20 NASCAR Whelen Modified Tour
Martinsville Speedway, Martinsville, Va., Modifieds
- Sept. 20 Advance Auto Parts Super DIRTcar Series
Canandaigua Speedway, Canandaigua, N.Y., Modifieds
- Sept. 20 O'Reilly American Sprint Cars on Tour
West Plains Motor Speedway, West Plains, Mo., Sprint Cars
- Sept. 20 ASCS Sooner Region
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- Sept. 20 ASCS Coastal, Rebel Regions
Deep South Speedway, Loxley, Ala., Sprint Cars
- Sept. 20 United Racing Company
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Sept. 20 Empire Super Sprints
Mohawk Int'l Raceway, Hogsburg, N.Y., Sprint Cars
- Sept. 20 Interstate Racing Ass'n
Oshkosh Speedzone, Oshkosh, Wis., Sprint Cars
- Sept. 20 Bay Cities Area Racing Ass'n
Madera Speedway, Madera, Calif., Midget Cars
- Sept. 20-21 Northeastern Midget Ass'n
Beech Ridge Speedway, Scarborough, Maine, Midgets
- Sept. 21 NASCAR Sprint Cup Series
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 21 Advance Auto Parts World of Outlaws
Lebanon Valley Speedway, West Lebanon, N.Y., Sprint Cars
- Sept. 21 Atlantic Championship
Miller Motorsports Park, Tooele, Utah, Atlantic Cars
- Sept. 21 Grand Am Koni Challenge Series
Miller Motorsports Park, Tooele, Utah, Sports 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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JEFF BYLSMA PHOTO

STANDING ROOM ONLY: Saturday night's modified feature passes the standing-room-only crowd on the backstretch of Boone (Iowa) Speedway during the IMCA Super Nationals.

Stoa Headlines Super Nationals Finale

*Irvine Takes Stock Car Victory;
Boeckman Tops Hobby Stocks*

By JIM CONAWAY

BOONE, Iowa — Being in the right place at the right time paid off for Kevin Stoa on the final night of the Speedway Motors IMCA Super Nationals Saturday at Boone Speedway.

Stoa, who has raced sparingly this season after moving from Minnesota to North Carolina where he now works for Chip Ganassi Racing, started 12th in the 40-lap modified finale, but wrestled the lead away from five-time Super Nationals champion John Logue and claimed his second victory in the prestigious event.

Stoa had a one-car-length advantage over Logue when the two cleared the turn four and flagman Bill Olsen waved the checkered flag.

"I don't know how we did it," said Stoa, the 2000 event winner, who was paid \$2,008 for his recent triumph.

"All I know is that John is a great driver and Mark Noble (who finished third) was right behind us. I knew I had to hit my marks and my line to hold them off. If I did that and they could pass, then they deserved to win it.

"Since I've become associated with Chip Ganassi Racing, I've been doing the physical workouts for drivers. I think it has made me sharper mentally and helps me drive with a stronger focus. Then we kept making our race car better as the week progressed."

Polesitter Mark Elliott led the first nine laps until a flurry of sparks from his engine forced him to leave the race on lap six.

Jake Durkin took over and set the pace when Logue slipped past. After Stoa wrestled the lead away from Logue, Logue tried to make a final bid to regain the front-running spot after a race restart with three laps left.

"I just couldn't get it bite," Logue said. "We had a good run, but the car had too much banged up sheet metal."

Earlier in the night, Johnathan Thimmesch held off Noble to win the



Kevin Stoa

Harris Auto Racing Ron Efkamp Modified Race of Champions.

In the stock-car ranks, Brian Irvine led all 30 laps.

"We thought after Wednesday that

we had a car to win it," said the 24-year-old Irvine, who is in his seventh season of racing and whose No. 28 car is a 1997 Chevrolet Monte Carlo. "We kept our basic setup and it worked."

Kevin Opheim, who finished fourth in the feature, won the division's Race of Champions.

Harvey Vande Weerd didn't gain the lead in the Northern SportMods feature until the final lap when race leaders Kevin Sather and Luke Wanninger tangled.

"A lot of what was going on out there was pretty scary and we managed to stay out of it," said the 33-year-old Vande Weerd, who recorded his sixth feature win in his seventh season of racing. "We didn't expect to get this one and this is easily the best win of my career."

In the hobby stocks, Andy Boeckman nosed his way underneath Doug Smith before the two cleared the flagstand to start the 10th of 25 laps and proceeded to claim his fourth Super Nationals title.

"It was good racing," said the 28-year-old Boeckman, whose No. 62b is

a 1984 Oldsmobile Cutlass with a 355-cubic-inch engine. "I build engines for a lot of different guys, so I had limited seat time going in. We had only raced about 12 times."

The finishes:

Modifieds
Kevin Stoa, John Logue, Mark Noble, Jay Goosman, Mike Mullen, Mike Hansen, Brad Pounds, Ronnie Wallace, Randy Havlik, Kelly Lyons, Clay Daly, Troy Taylor, Jay Schmidt, Mike Molle, Benji LaCrosse, Jonathan Snyder, Eric Dailey, Rich Lewerke, Brad Williams, Jake Durbin, Jeremy Mills, Troy Cordes, T.J. Stalker, Scotty Brown, Scott Baker, Shawn Kilgore, Matt Bonine, Johnny Saathoff, Mark Elliott, Sean Jerovetz, J.J. Wise, Jay Noteboom, Todd Shute.

Stock Cars
Brian Irvine, Damon Murty, Larry Portis, Kevin Opheim, Chad Estes, Justin Temeyer, Mike Nichols, Larry Silbaugh, Bryan Trogdon, Mike VanGendener, Travis Shipman, Donovan Smith, Jeremy Christians, David Smith, Jay Schmidt, Charley Brown, Trent Murphy, Daniel Parker, Rick Mees, Dustin Smith, Ryan Lundy, John Heinz, Mitch Dowhunter, Colton Osborn, Mike Scharn, Rodney Snellenberger, Jamie Colwell, Jason Ward, Travis VanStraten, Shane Manson.

Northern SportMods
Harvey Vande Weerd, Troy Jerovetz, Brett Meyer, Scott Davis, Joe Docekal, Tracy Wassenberg, Austin Lucas, Josh Sherbon, Jeremiah Asher, Geoff Olson, Austin Kaplan, Brock Hess, Kevin Sather, Luke Wanninger, Brian Miller, Fred Leytham, Brian Besaw, Jeff Albright, Max Harder, Matthew Meinecke, Nathan Chodur, Shay Woods, Michael King, Jeremy Embrey, Rick Ringgenberg, Joel Bushore, Kent Croskey.

Hobby Stocks
Andy Boeckman, Doug Smith, Beau Kaplan, Chris Jensen, Rusty Montagne, Chris Luloff, Kyle Timmerman, Robby Marsh, Josh Irvine, Randall Macku, Alan Van Gorp, Travis Prochaska, Randy Hadacek, Randy Roberts, Kyle Robinson, Brandon Pruitt, Justin Hopkins, Rod Manthey, Terry Shaffar, Justin Maschke, Doug McCollough, Shannon Anderson, Kenneth Hansen, Pat Mather, Tim Wilcox, Kenny Loftus, Nyle Godwin, Tim Rupp.

Bad Economy & Gas Prices Didn't Hurt Record Car Count

By JIM CONAWAY

BOONE, Iowa — Despite tougher economic times and higher gas prices, IMCA Super Nationals officials remain baffled that the six-day event resulted in a record car count at Boone Speedway.

A whopping 825 cars in six divisions registered. The old mark was 789 cars in the 2006 meet.

"Car count numbers are a clear example of how successful this event has become and how much drivers, sponsors and fans want to be a part of it, despite the admittedly tough economic times," said **Brett Root**, IMCA vice president of operations. "The Super Nationals started from very humble beginnings, with 44 cars in one division in 1983 to more than 800 cars in six divisions this year. That growth is proof that racing can be economical and successful when combined with a fair set of rules at the

local track level."

Three hundred and five modifieds took part in the Sept. 3 qualifying program.

Other car counts included 176 stock cars, 139 hobby stocks, 47 late models and 19 sprint cars.

The Northern SportMods were added to the Super Nationals program in 2005 and featured 54 entrants. There were 72 in 2006 and 104 in 2007.

A record 139 turned out Thursday afternoon.

■ School busses have been added as pack vehicles as part of the Boone Speedway track preparation crew.

"At one time, we gave small children rides in drivers' race vehicles to add another entertainment element to our weekly program, and I got to thinking that we can give more children rides with a school bus than race car," track promoter **Robert Lawton** said. "As it turns out, the children like riding the busses better, plus it can pack the cushion."

Randy Danielson of Boone, who is one of bus drivers, loves his position.

"The busses have been a big hit and the fans love 'em," Danielson said. "I love getting a chance to help out at the track and it's great to see the smiles on the faces of those children."

■ Speedway Motors, the chief sponsors of the Super Nationals, gained additional exposure at this year's meet by wrapping their logo around all trash cans on the speedway grounds and having drivers drape Speedway Motors towels over their shoulders during the "Hat Dance" time at victory lane celebrations and photo sessions.

■ IMCA officials utilized a double-car restart for a first time instead of the traditional single-car restart during the qualifying features and championship features.

"I think it made things more interesting," head flagman **Bill Olsen** said. "That way, the lead car couldn't do

something like block the lowside of the track. He had to concentrate on being fast to keep two cars from having a chance of passing him."

■ Five-time Super Nationals modified champion **John Logue** drew a hearty chorus of boos from the crowd when he challenged the legality of race winner **Kevin Stoa's** No. 98 mount in a post-race interview session with track announcers **Toby Kruse** and **Blake Anderson**.

■ Blake Anderson, a 19-year-old freshman at nearby Des Moines Area Community College, was the newest voice behind the microphone at this year's Super Nationals event.

The colorful and popular announcing crew of Toby Kruse and **Denny Grabenbauer** was left with a vacancy when Grabenbauer retired from his Boone Speedway announcing duties after last season.

Anderson started filling in for Kruse four seasons ago when Kruse took on the duties of promoting the Friday

night weekly program at nearby Marshalltown Speedway.

Kruse and Grabenbauer, together, groomed Anderson for his current position.

"I couldn't have asked for two better guys to learn from," said Anderson, who plans to pursue a career in broadcasting. "I learn something from them every night."

■ New Mexico driver **Zane DeVilbiss's** No. 42 modified was a big hit with Boone Speedway fans. It carries the Pink Panther cartoon character motif. The same is true of his father Nick's No. 42, which is an IMCA Southern SportsMod powerplant.

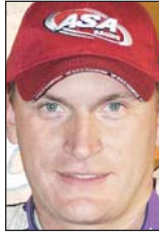
■ Fifteen-year-old **Nate Caruth** attempted to become the youngest Super Nationals main-event qualifier. "It was pretty cool," said Caruth of his Super Nationals debut. "I love racing a modified. It gets my adrenaline pumping. It's one of the most fun cars to race on dirt."

Schendel Is Kwik

MARSHFIELD, Wis. — Tim Schendel made his second visit to Marshfield Super Speedway pay off Sunday, winning the American Speed Ass'n Kwik Trip Midwest Tour Kim Parsons Memorial 100. Schendel started 13th and took over the lead with 35 laps to go, passing defending ASAMT champion Nathan Haseleu for his second series

victory this season.

"That was a lot of tough cars, a lot of tough passing," a smiling Schendel said in victory lane. "I knew we had a good car all week-end and we were just bidding



Tim Schendel

our time." Haseleu settled for second ahead of Steve Holzhausen in third and Mark Eswein in fourth. Donny Reuvers made a final-lap pass of early race leader Andrew Morrissey for fifth place.

The finish:

Tim Schendel, Nathan Haseleu, Steve Holzhausen, Mark Eswein, Donny Reuvers, Andrew Morrissey, Dan Fredrickson, Jamie Iverson, Paul Paine, Blake Horstman, Steve Carlson, Jonathan Eilen, Nick Neville, Kyle Galmes, Chris Wimmer, Bryan Roach, Tim Hintz, Jeff Storm, Nick Murgic, Derek Neville, Russ Blakely, Travis Sauter, Mark Kraus, Clint Sillars, Eugene Gregorich, Jr.

Faas Fastest

BAKERSFIELD, Calif. — Nic Faas extended his lead in the USAC Western Midget Car Series with a victory Saturday night at Bakersfield Speedway.

Faas led all 30 laps of the third-mile dirt track, keeping fast-qualifier Brad Kuhn behind him the entire distance.

Kuhn finished second, ahead of Scott Pierovich, Robby Josett and Shannon McQueen.

The finish: Nic Faas, Brad Kuhn, Scott Pierovich, Robby Josett, Shannon McQueen, Wes Gutierrez, David Prickett, Steve Davis, Randi Pankratz, Ernie Bartley III, Thomas Gray, Bobby Boone, C.J. Sarna, Doug Shupe.

Derby On Tap At Wall

WALL TOWNSHIP, N.J. — There will be a Turkey Derby XXXV at Wall Township Speedway Nov. 28-29.

WTS's general partners have made an agreement with its Operations Manager Jim Morton to reopen

TURKEY DERBY

the 57-year-old banked paved one-third-mile oval for as many as six dates in November. The first three dates are for practice sessions leading up to the post-Thanksgiving Day classic.

"I got the agreement call from general partner Tim Shinn 7:30 p.m., Saturday," said Morton Aug. 31. "The practice

dates are set for Saturdays Nov. 15, Nov. 22 and also the Tuesday before Thanksgiving, Nov. 24."

Morton said that Turkey Derby XXXV format, racing divisions and other details were to be posted on www.wall-speedway.com Sunday.

The agreement allows the modified stock car racing tradition that Thomas and Jeannie Nicol started in 1974 to continue. Some of the best modified stock-car drivers in the country have since competed against the local NASCAR Whelen All-American Series stars on the track which is located near the Atlantic Ocean.

Turner Wires First Winchester Win

WINCHESTER, Ind. — Rick Turner secured his first win at Winchester Speedway Sept. 1, leading the entire McGunegill Engine Performance 100 for the CRA Super Series.

Turner qualified fourth, but took the outside pole for the feature after the invert. Once

the green flag waved, Turner jumped to the lead and led the entire way, followed by a fast approaching Jeff Fultz. Fultz recovered from a flat tire on lap 77, managing to edge past Jason Shively on the last lap, but ran out of time to challenge Turner.

Shively took third while Mitch Cobb finished fourth in his first event at the speedway.

Boris Jurkovic rounded out the top five. CRA Series points-leader Scott Hantz managed to complete the event in 10th after getting caught up in a lap-77 crash.

The finish:

Rick Turner, Jeff Fultz, Jason Shively, Mitch Cobb, Boris Jurkovic, Terry Fisher, Jr. Aaron Pierce, Tommy St. John, J.R. Roahrig, Scott Hantz, Robert Maynor, Jason Dietsch, Brandon Fagin, Sean Matthias, Adam Purdy, John Van Doorn, Zach Taylor, Brian Rivley, Don Young, Brent Jack, Jeff Lane, Al Longtin, Tommy Cook, Nick Lay, Bull Baker, Kenny Tweedy, Stanley Smith, Rich Segvich.

Breaking News!

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Driving Penske's #12 AITel Dodge in 2009

&

David Stremme

2008 NASCAR Sprint Cup Points Leader!

Kyle & David at Last Year's Winchester 400

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RACE REWIND

Race 17 of 25: Camping World 200, Saturday, Sept. 6
Gateway Int'l Raceway, Madison, Ill.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Ron Hornaday, Jr.	Dennis Setzer	Johnny Benson

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	33	Ron Hornaday, Jr.	Camping World/RV's.com Chevrolet	160	\$64,650	Running
2	1	18	Dennis Setzer	Royal Gate/Chrysler Jeep Dodge	160	44,775	Running
3	14	23	Johnny Benson	Toyota Certified Used Vehicles Toyota	160	33,245	Running
4	5	30	Todd Bodine	Lumber Liquidators Toyota	160	23,985	Running
5	10	2	Jack Sprague	Amer. Commercial Lines Chevrolet	160	20,235	Running
6	18	99	Erik Darnell	Northern Tool & Equipment Ford	160	17,485	Running
7	8	5	Mike Skinner	Toyota Tundra Toyota	160	15,210	Running
8	7	14	Rick Crawford	Powerstroke Diesel by Int'l Ford	160	14,810	Running
9	4	6	Colin Braun	Con-Way Freight Ford	160	14,810	Running
10	19	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	160	14,810	Running
11	20	8	Chad McCumbee	Malcolmson Construction Chevrolet	160	12,760	Running
12	25	88	Matt Crafton	Menards/Ideal Door Chevrolet	160	12,585	Running
13	11	51	Shane Sieg	Micosukee Resorts/NOS Toyota	160	12,510	Running
14	3	16	Brian Scott	Albertsons Chevrolet	160	12,460	Running
15	16	21	Keven Wood	Air Force Ford	160	13,360	Running
16	12	81	Marc Davis	Howard University Chevrolet	160	12,510	Running
17	23	60	Terry Cook	Wylor.com Toyota	160	12,060	Running
18	27	40	Jeff Green	Westerman Companies Chevrolet	160	11,885	Running
19	29	03	Chrissy Wallace	Germain Toyota Toyota	160	9,535	Running
20	24	71	Andy Lally	BryanMark Financial Chevrolet	160	11,010	Running
21	30	10	Brendan Gaughan	Int'l MaxxForce Diesel Ford	160	10,685	Running
22	32	63	Jack Smith	Dave Porter Truck Sales Ford	159	9,460	Running
23	17	13	Shelby Howard	FarmPaint.com Chevrolet	158	9,435	Running
24	9	22	Michael Annett	Pilot Travel Centers Toyota	157	9,410	Running
25	6	09	Bobby East	Zaxby's Ford	157	9,385	Running
26	15	15	Marc Mitchell	Hyprene-Ergon Toyota	146	9,360	Brakes
27	22	9	Justin Marks	Construct Corps/crocs Toyota	144	9,335	Accident
28	21	11	David Starr	Red Horse Racing Toyota	132	9,310	Accident
29	13	7	T.J. Bell, Jr.	Home4theHoliday.org Chevrolet	122	9,285	Transmission
30	31	08	Jason White	GunBroker.com Dodge	119	9,265	Accident
31	34	54	Bradley Riethmeyer	Calico Coatings Chevrolet	111	9,255	Radiator
32	26	19	Robb Brent	Brad Keselowski Racing Chevrolet	110	9,245	Accident
33	35	36	J.C. Stout	Mittler Brothers Machine & Tool Ford	15	9,210	Vibration
34	28	07	Chris Jones	Days Inn Chevrolet	13	9,185	Brakes
35	33	0	Butch Miller	ASI Limited Chevrolet	3	9,170	Ignition

RACE STATISTICS

Race time: 2 hours, 7 minutes, 51 seconds
Average speed: 93.860 miles per hour
Victory margin: .646 second
Caution flags: Eight for 38 laps
Lead changes: Eight among five drivers

Lap leaders: Dennis Setzer (Pole); Ron Hornaday, Jr. 1-21; Mike Skinner 22-39; Hornaday 40-61; Jack Sprague 62-64; Hornaday 65-104; Johnny Benson 105-110; Setzer 111-130; Hornaday 131-160.

TALK OF TIME TRIALS

Dennis Setzer (18) earned the first pole for Dodge in more than two years, lapping the 1.25-mile oval in 33.927 seconds at 132.638 miles per hour. It was Setzer's first pole of the season and the fourth of his career. Ron Hornaday, Jr. posted his 15th top-10 starting spot of 2008 and joined Setzer on the front row.



DON FIGLER PHOTO

STANDINGS

FIRST	SECOND	THIRD
		
Johnny Benson	Ron Hornaday, Jr.	Matt Crafton

Top 10

1. Johnny Benson	2,596	6. Rick Crawford	2,307
2. Ron Hornaday, Jr.	2,502	7. Erik Darnell	2,289
3. Matt Crafton	2,397	8. Jack Sprague	2,233
4. Todd Bodine	2,347	9. Dennis Setzer	2,165
5. Mike Skinner	2,323	10. Terry Cook	2,158



RONDA GREER/NASCAR PHOTO

RON'S WORLD: Ron Hornaday, Jr. (33) leads Kevin Harvick, Inc. teammate Jack Sprague around Erik Darnell (99) Saturday at Gateway Int'l Raceway in Madison, Ill.

Here Comes Hornaday

Hornaday Dominates Gateway, Closes In On Benson

MADISON, Ill. — Ron Hornaday, Jr. was the class of the field Saturday in the Camping World 200 at Gateway Int'l Raceway, winning his fourth NASCAR Craftsman Truck Series race of the season and 37th of his career.

Hornaday led 113 of 160 laps on the 1.25-mile track and finished .646 second ahead of runner-up Dennis Setzer. Johnny Benson was third and saw his point lead over Hornaday cut to 94. Todd Bodine and Jack Sprague rounded out the top five.

It was Hornaday's first victory at Gateway in six starts. He started second and immediately showed his strength, leading the opening 21 laps.

"Finally, here," Hornaday said. "It's cool. I drove my guts out. It's not what we wanted on Johnny; we needed a little more. I had a lot of fun, and this is what the championship is all about."

Hornaday was the leader when a caution came out before the final pit stops for the lead-lap trucks on lap 104. Crew chief Rick Ren decided to take four tires, and Hornaday restarted sixth. The trucks in front of Hornaday either took two or no tires.



Ron Hornaday, Jr.

Benson restarted with the lead, followed by Setzer. Both drivers took right-side tires.

Hornaday made it look easy driving back to the front, leading the final 30 laps. He pulled away from Setzer on the final restart with 11 to go and was never threatened.

"It was a great call by Rick putting

on four tires," Hornaday said.

The two-tire strategy worked for Setzer and Benson.

Setzer had started on the pole, his first in the series in seven years, but had dropped to eighth before his final pit stop.

"Two tires was the only way for us to get out in front," Setzer said. "Our truck was pretty good on two tires, but we were a little tight between turns one and two, and Ron got around us."

Benson started 14th and was up to ninth in the opening 10 laps. But progress from there was difficult, and he didn't crack the top five until his two-tire stop put him in the lead.

"The pit strategy got us up there," Benson said. "We had to do something, and two tires got us in the lead."

Benson wasn't pleased with the new engine specifications, identical to those imposed in the NASCAR Nationwide Series in July, which were aimed at bringing the Toyotas back to the competition, handed down by NASCAR this week affecting only the Toyota engines, dropping them 10 to 15 horsepower.

"It hurt us a bunch," said Benson, who drives a Toyota for Bill Davis Racing. "Toyota has been penalized for doing a good job."

Steckly Sticks It To 'Em In Barrie Triumph

BARRIE, Ontario — Scott Steckly won Saturday's NASCAR Canadian Tire Series stock-car event at Barrie Speedway.

CANADIAN TIRE

Steckly took the lead from Don Thomson, Jr. on a lap-247 restart and led the final 54 laps to earn his fourth victory of the sea-

son.

Steckly, driving a Chevrolet, pulled away during the final laps, beating Kerry Micks by .372 second.

"We came here looking for the win," said Steckly. "After a couple of tough finishes, we did not want to take an even smaller points lead into the last two races."

Thomson came home third, ahead of

John Gaunt and Mark Dille.

The race was slowed 14 times for cautions covering 101 laps. There were 17 lead changes among six drivers.

The finish:

Scott Steckly, Kerry Micks, Don Thomson, Jr., John Gaunt, Mark Dille, J.R. Fitzpatrick, D.J. Kennington, Pete Shepherd III, Brad Graham, Derek Lynch, Peter Gibbons, Andrew Ranger, Jeff Lapcevic, Ron Beauchamp, Jr., Doug Brown, Jason Hathaway, Joey McColm, Anthony Simone, Dave Whitlock, Kent Nuhn.

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BRUTON'S BELLAGIO

Best of SMI's Facilities Rolled Into New Dragway

CONCORD, N.C. — When Speedway Motorsports, Inc. Chairman and CEO O. Bruton Smith first unveiled his plans to build “the Bellagio of drag strips” on the Lowe’s Motor Speedway property outside of Charlotte, it had an effect on Funny Car veteran Ron Capps.

“I got shivers when Bruton talked about the track being the Bellagio,” Capps said. “I just want to run up and hug the guy.”

By SHEENA E. BAKER Pro Production Editor
Stock champ Greg Anderson was “blown away” on his initial visit to the strip last month.

“This is absolutely, without a doubt, in every way you look at it, the nicest place I’ve ever seen,” Anderson said at the time. “It’s going to be a dream to race here.”

“That dream comes true as the National Hot Rod Ass’n kicks off its six-race Countdown in its first visit to the zMAX Dragway @ Concord for this weekend’s inaugural NHRA Carolinas Nationals.

For competitors, the drag strip, built in the shadows of Smith’s crown jewel NASCAR superspeedway and adjacent to the four-tenths mile Dirt Track, is unique compared to the other 21 venues the tour visits for, if nothing else, being the only all-concrete, four-lane drag strip in the United States. The four-lane concept, says Christian Byrd, executive director and general manager of the zMAX facility, was Smith’s.

“One of the things that Bruton saw when he went to his first drag race event is there is down time in between rounds and in between classes. The most logical way to speed that up is to create more lanes,” Byrd says.

Though NHRA will only use the two lanes nearest the John Force Grandstand this year, Byrd notes all four lanes can be used in a weekly racing schedule speedway officials are working on for next season.

From a spectator standpoint, everything about the zMAX Dragway, says Byrd, was designed to accommodate fans.

“We built this thing not only with the competitor in mind, but really with the fan in mind,” Byrd says. “Not only have we built these things before at some of our sister tracks, but we’ve built this one with pedestrian ramps and easy access to the Pro pits and great parking lots adjacent to the facility so people don’t have to walk very far.

“We tried to get the fans — with the platforms at the bottom of the grandstands — as close to the racing action as you possibly can... People want to stand there against the fence, and why not give them that space? The great thing about Mr. Smith is he designs things as a fan would want them designed and built. There’s a lot to be said about that in this day and age. It’s not about the possibility; it’s more about the experience for the fans.”

Anderson and many of his competitors agree that the SMI facilities — Infineon Raceway in Sonoma, Calif., The Strip @ Las Vegas Motor Speedway and Bristol (Tenn.) Dragway — are “class acts,” and Byrd admits the best of the Smith-owned tracks have been replicated in the new, multi-million dollar facility built in the heart of NASCAR’s home turf. But just what makes the zMAX Dragway “the Bellagio of drag strips?”

“Bruton’s spared no expense in building this. We’ve put the nicest of nice in from the restrooms to the concession stands to ramps and elevators to make it easy for the fans to get around the facility, to park,” Byrd says. “When you look at four lanes or whether you look at all the seats we have, a lot of people will tell you it doesn’t make sense. I think it makes a whole lot of sense. If you’re going to build it this nice, people are going to come out and check it out. You probably can ask any track promoter out there and I think all of the competitors will tell you no one’s taken it to this level yet. I think that Charlotte deserves a track and Concord deserves a track of this magnitude. I think that’s what makes it the Bellagio.”



STARTING-LINE TOWER

The most recognizable aspect of the zMAX Dragway, the 34,000-square-foot, three-story starting line tower, features two 75-foot screens rising above the main entrance. Sixteen luxury suites make up the top two floors, while the first floor houses what Byrd calls “the brains of the facility” — a control area for race officials, a broadcast booth for the ESPN crew and a press box for media members. The tower also offers 4,000 square feet of roof access for guests.

“We’ve learned something after the initial build out of Bristol, and then looking in Sonoma and Vegas is people really like to hear and see and smell the sport,” Byrd says. “The indoor/outdoor suites work great. It allows people to get first-hand experience of the cars and horsepower and then go inside and enjoy some air conditioning and a nice, cool beverage.”



GRANDSTANDS

Two grandstands flank the zMAX Dragway. The main or west grandstand (above), named the John Force Grandstand in honor of the 14-time Funny Car champion, stands 74 feet tall and has seating for 16,000, including 4,350 flip-down stadium seats along the top 10 rows and 20-inch wide bench seats with backs in the remaining rows. The lower portion of the grandstand originally made up backstretch seating at Rockingham (N.C.) Speedway. In addition to the 16 suites in the starting line tower, there are 24 luxury suites with hospitality accommodations above the John Force Grandstand.

The secondary or east grandstand seats 14,000, bringing the grandstand seating capacity at the drag strip to 30,000 with room on site to expand to 60,000, putting the zMAX strip among the top three in seating capacity in the NHRA.

LANES

While the starting-line tower is the most prominent aspect of the zMAX Dragway, the facility’s racing surface makes it unique. Unlike most strips that have concrete for the first 660 feet or less, the Concord facility is the only all-concrete, four-lane drag strip in the United States. Only two other venues on the NHRA schedule — Texas Motorplex in Ennis, Texas, and Bandimere Speedway in Morrison, Colo. — feature an entire quarter-mile of concrete. The average width of each lane at drag strips is 30 feet, and each pair of lanes at the zMAX strip measures 60 feet wide.

Though all four lanes will be fully functional, NHRA will only utilize the left pair nearest the main grandstand during this weekend’s Carolinas Nationals. However, that does not eliminate the possibility of their use in future events.

Says Graham Light, NHRA’s senior vice president of racing operations, “There’s a number of different options that could be used in the future for four lanes — everything from running four cars at once or running certain categories in one pair of lanes and running other categories in the other pair. Each of them bring some challenges: . . . structuring the eliminations ladder system . . . [and] photographers, camera locations and the switch-over time. There are many things that need to be thought out before we venture down that road, or those four roads.

“We’re open to discussing anything,” Light says. “It’s a very unique opportunity we have to go to the next level in drag racing. It’s very innovative. It needs to be well thought out and we need to know how to orchestrate it.”



RUN-OFF AREA

With the on-track fatalities of Scott Kalitta in June at New Jersey’s Old Bridge Township Raceway Park and Eric Medlen last March at Gainesville (Fla.) Raceway, safety is on the minds of everyone in and around drag racing. Much of the criticism following Kalitta’s death centered on the need for improved track conditions and longer shutdown areas to accommodate cars that can run more than 330 miles per hour in just shy of four-and-a-half seconds.

While the Top Fuel and Funny Car teams will continue to race to the 1,000-foot mark here and for the rest of the 2008 campaign, Byrd knows that the zMAX Dragway has “state-of-the-art safety measures” and more than enough run-off area to contain the nitro cars when they return to quarter-mile racing. Nearly a half mile of asphalt extends past the quarter-mile, bringing the distance of the strip from the starting line to the end of the asphalt to 3,835 feet — almost three-quarters of a mile — and giving the dragway the distinction of having the longest run-off area in the SMI fold and placing it among the top three on the NHRA tour. Beyond the asphalt is a 200-foot gravel pit — twice the size of those at most tracks — with three high-impact safety nets.



SOUNDPROOFING

Perhaps the biggest hurdle Smith and SMI officials faced over the proposed drag strip on the Lowe’s facility stemmed from neighbors’ concerns about noise pollution. As part of the compromise between SMI and city officials, sound proofing and noise reduction features were built into the zMAX Dragway, giving the facility more soundproofing than any other dragway on the NHRA tour. According to Adrian Parker, director of communications for the strip, the John Force Grandstand, built between the quarter-mile and the nearest housing development, will act as the greatest sound barrier by its location alone. Within the main grandstand, walls will keep noise from carrying from the strip and through the mezzanine and outside the dragway. A 24-foot tall, 540-foot long wall extending from the grandstand toward the finish line as well as shrubs planted in a 12-foot high landscaping berm stretching from the wall to the end of the shut-down area are also in place to help eliminate noise pollution. The greatest soundproofing measure, says Parker, is in the design of the facility itself. The placement of the grandstands, the starting-line tower and “wing walls” between the grandstands and the tower create a bowl shape designed to funnel sound upward instead of outward toward area homes and businesses.



SCOREBOARDS

Two scoreboards, each measuring 24 feet wide, are mounted on 55-foot tall, uniquely shaped red, gray and blue columns above the finish line and display 5-foot-tall green LED numbers. Speedway officials say they are the largest scoreboards on the NHRA tour.

ZMAX DRAGWAY FAST FACTS

- The zMAX Dragway occupies 125 acres on the Lowe’s Motor Speedway property. The track, pit areas and midway cover 46.5 acres or two million square feet.
- Speedway officials say construction of the facility required 636,000 man hours over a six-month period. An average of 300 workers were on site per day with each man or woman averaging a 11.78-hour workday.
- Throughout the process, 1,876 workers representing 57 companies were involved in the construction of the dragway.
- Fifty-man crews worked eight 10-hour days — 4,000 man hours — to complete the concrete quarter-mile.
- More than 3,000 cubic yards of concrete were poured to complete the concrete quarter-mile racing grooves.
- The strip’s entrance sign along Bruton Smith Boulevard stands at 75 feet.
- The zMAX facility includes 19 restrooms and concession stands and two pedestrian tunnels, giving fans easy access between the grandstands and the Pro and Sportsman pit areas.
- The NHRA Carolinas Nationals marks the first time since 1998 that the NHRA will compete in North Carolina.
- The zMAX Dragway is the fourth NHRA-sanctioned dragway owned by SMI, joining Bristol (Tenn.) Dragway, The Strip @ Las Vegas Motor Speedway and Infineon Raceway in Fontana, Calif.

PHOTO COURTESY LOWE’S MOTOR SPEEDWAY

HHP/HAROLD HINSON PHOTOS

SHEENA E. BAKER PHOTO

RACE REWIND

Race 26 of 36: Chevy Rock & Roll 400, Sunday, Sept. 7
Richmond Int'l Raceway, Richmond, Va.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	3	48	Jimmie Johnson	Lowe's Chevrolet	400	\$256,836	Running
2	8	20	Tony Stewart	Home Depot Toyota	400	205,461	Running
3	11	11	Denny Hamlin	FedEx Express Toyota	400	165,366	Running
4	4	88	Dale Earnhardt, Jr.	AMP/National Guard Chevrolet	400	119,800	Running
5	17	8	Mark Martin	U.S. ARMY Chevrolet	400	137,533	Running
6	5	31	Jeff Burton	AT&T Mobility Chevrolet	400	137,808	Running
7	7	29	Kevin Harvick	Shell/Pennzoil Chevrolet	400	130,011	Running
8	10	24	Jeff Gordon	DuPont/Nicorette Chevrolet	400	127,461	Running
9	27	44	David Reutimann	UPS Toyota	400	102,200	Running
10	20	2	Kurt Busch	Miller Lite Dodge	400	82,550	Running
11	25	5	Casey Mears	Kellogg's/CARQUEST Chevrolet	400	95,650	Running
12	12	07	Clint Bowyer	Jack Daniel's Chevrolet	400	90,925	Running
13	2	99	Carl Edwards	Office Depot Ford	400	121,325	Running
14	6	16	Greg Biffle	3M Ford	400	83,700	Running
15	1	18	Kyle Busch	M&M's Toyota	400	94,425	Running
16	18	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	400	104,558	Running
17	24	28	Travis Kvapil	Hitachi Power Tools Ford	400	100,939	Running
18	26	38	David Gilliland	CitiFinancial Ford	400	91,383	Running
19	14	9	Kasey Kahne	Budweiser Dodge	400	102,641	Running
20	38	00	Michael McDowell	Champion Mortgage Toyota	400	91,883	Running
21	23	43	Bobby Labonte	Cheerios Racing/B.C. Dodge	400	109,661	Running
22	32	22	Dave Blaney	Caterpillar Toyota	400	86,083	Running
23	29	01	Regan Smith	DEI/Principal Financial Chevrolet	400	80,600	Running
24	41	45	Kyle Petty	Marathon American Spirit Oil Dodge	400	83,058	Running
25	39	10	Patrick Carpentier	Valvoline Dodge	400	71,650	Running
26	30	41	Reed Sorenson	Target Dodge	400	98,114	Running
27	40	96	Ken Schrader	DLP HDTV Toyota	400	79,075	Running
28	34	55	Michael Waltrip	NAPA Toyota	400	79,697	Running
29	19	26	Jamie McMurray	Crown Royal Ford	400	75,525	Running
30	22	42	Juan Pablo Montoya	Juicy Fruit Slim Pack Dodge	400	95,808	Running
31	33	66	Scott Riggs	State Water Heaters Chevrolet	400	67,275	Running
32	13	6	David Ragan	AAA Insurance Ford	400	75,125	Running
33	16	12	Ryan Newman	alltel Dodge	399	109,075	Running
34	28	15	Paul Menard	Menards/Energizer Chevrolet	399	75,825	Running
35	37	21	Bill Elliott	Air Force Ford	399	85,070	Running
36	15	83	Brian Vickers	Red Bull Toyota	398	74,575	Running
37	21	19	Elliott Sadler	Best Buy Dodge	398	92,795	Running
38	36	77	Sam Hornish, Jr.	Mobil 1 Dodge	398	111,900	Running
39	9	17	Matt Kenseth	DeWalt Ford	398	113,841	Running
40	42	78	Joe Nemechek	Furniture Row Racing Chevrolet	398	66,075	Running
41	43	70	Johnny Sauter	Hunt Brothers Pizza Chevrolet	397	65,930	Running
42	35	7	Robby Gordon	Jim Beam/Op. Homefront Dodge	392	73,810	Running
43	31	84	A.J. Allmendinger	Red Bull Toyota	335	65,669	Running

RACE STATISTICS

Race time: 3 hours, 14 minutes, 13 seconds
Average speed: 92.680 miles per hour
Victory margin: .365 second
Caution flags: 14 for 71 laps
Lead changes: 22 among ten drivers
Lap leaders: Kyle Busch 1-28; Kevin Harvick 29-37; Jeff Gordon 38-43; Harvick 44-76; Denny Hamlin 77-80; Dale Earnhardt, Jr. 81-133; Harvick 134-158; Earnhardt 159-165; Matt Kenseth 166-167; Earnhardt 168-172; Harvick 173-185; Earnhardt 186; Busch 187-211; Earnhardt 212-235; Tony Stewart 236-243; David Reutimann 244-297; Stewart 298; Reutimann 299-348; Stewart 349-360; Martin Truex, Jr. 361-366; Jimmie Johnson 367-389; Stewart 390-391; Johnson 392-400.

TALK OF TIME TRIALS

The field for Sunday's rain-delayed Chevy Rock & Roll 400 lined up according to owner's points — courtesy of Tropical Storm Hanna. Series point leader Kyle Busch and Carl Edwards shared the front row.

STANDINGS



Top 12	
1. Kyle Busch	5,080
2. Carl Edwards	3,050
3. Jimmie Johnson	3,040
4. Dale Earnhardt, Jr.	3,010
4. Clint Bowyer	3,010
4. Denny Hamlin	3,010
4. Jeff Burton	5,010
8. Tony Stewart	5,000
8. Greg Biffle	5,000
8. Jeff Gordon	5,000
8. Kevin Harvick	5,000
8. Matt Kenseth	5,000

Logano Debut Delayed

Tropical Storm Hanna Washes Away Rookie's Chance To Make Cup Race

By RON LEMASTERS JR.
NSSN CORRESPONDENT

RICHMOND, Va. — The Joey Logano era in NASCAR Sprint Cup will have to wait a while.

Logano, the 18-year-old phenom who inherits Tony Stewart's No. 20 Home Depot Toyota next season for a run at the Raybestos Rookie of the Year crown, was washed out of his much-anticipated NASCAR Sprint Cup Series debut on Friday, courtesy of Tropical Storm



Joey Logano

Hanna. "I really hope it doesn't rain," Logano said Friday. "That would suck a lot. I can't change the weather, so I'll just go with it. I've heard a lot about it (the weather), and I haven't heard too much good, so I really don't want to hear a whole bunch."

Well, there wasn't too much good that came out of Friday, other than the fact that Logano quit practice 15 minutes early, having posted the fourth-quickest lap of the two-hour session to that point.

"I think our race run was really good," Logano said. "I went out there for our first run and I think we were third at the time. I figured we were 15th or 20th probably, and Wally Brown says, 'We're third.' I thought that was cool. That was a big confidence booster."

Logano, despite his tender age, is not bothered by the hordes of cameras that seemed to follow him everywhere

JOHNSON: Ragan, Kahne Shut Out Of 2008 Chase

CONTINUED FROM PAGE 2

we raced him the way he would have raced us. I wanted to race him with respect the way he would me and we just came up short," Stewart said after the race. "We had a great car today, and that's something we haven't had enough of this year."

"I was able to get a run on him (Johnson), and we came up short. That's probably the greatest race I've ever had here at Richmond, racing with Jimmie like that those last 15 laps."

Denny Hamlin, who entered the race 11th in the points, overcame a loose race car in the middle of the event to finish third. He'll start The Chase next week tied for fourth place.

"Three thirds in a row after that problem in Michigan...you can't ask for much more for a Chase run," Hamlin said. "We have momentum, and it's a way to hopefully start off



AUTOSTOCK PHOTO

ON HOLD: Joey Logano sits in the Joe Gibbs Racing No. 02 Home Depot Toyota Friday at Richmond Int'l Raceway.

this weekend.

"There sure are a lot of them," he said with a chuckle. "I don't know if it really makes a difference to me. If everyone is watching me or not — it's cool either way."

His No. 02 Home Depot Toyota, painted in contrast to Stewart's orange-and-black machine, missed the race because the lineup was set on owner points, and the No. 02 car didn't have any.

Despite his success in the Nationwide Series — one victory and top-10 finishes in all but a few of his starts — there are the inevitable speeches from NASCAR officials and other drivers, Logano said.

"I don't know if it really makes a difference to me. If everyone is watching me or not — it's cool either way."

JOEY LOGANO

"I've gotten a few 'Godfather' speeches this weekend, that's for sure," he said. "I got one from John Darby before Cup practice."

I've gotten a few, and a few before here. Mostly from Joe (team owner Gibbs) and J.D., and you know what they're going to say: 'Go out there and do the best you can and be smart, gain as much respect as you can.' "That's the plan when we go out there; to do the best we can with what we've got and just gain a lot of respect out there for next year."

Logano will drive the Hall of Fame Racing No. 96 at New Hampshire Motor Speedway this weekend.

The Chase on a good foot."

Dale Earnhardt, Jr., as has been his habit all season, was fast early in the race only to fall short at the end. As it was, he finished fourth after leading 90 of the first 300 laps. Earnhardt drew perhaps the largest ovation of the day on lap 213 when he got into Kyle Busch and spun the point leader out.

"The reaction to that was pretty impressive," Earnhardt said. Busch and Earnhardt came together with two laps remaining in the May race here, and Earnhardt lost a chance to break his winless streak.

As it happened, Clint Bowyer held off both drivers to win that race, and he'll carry 10 bonus points into The Chase as a result.

Bowyer struggled early, but rebounded to finish 12th, locking down the last Chase spot by 69 points over Kasey Kahne. Kahne struggled mightily all day, finally finishing 19th and missing The Chase.

The other driver with a chance to make it in, David Ragan, was eliminated from Chase contention on lap 123, when he and Roush Fenway teammate Matt Kenseth spun in the

middle of turns one and two. Ragan had damage on three of the four corners of his car and struggled to finish 32nd.

One of the big surprises of the day was David Reutimann, who led a race-best 104 laps on his way to a ninth-place finish.

"I wish we could have held them off there at the end," Reutimann said. "We had really good pit stops all day. That was one of our new-generation cars, which is the same thing we had last week [at California]. We just came up a little short and got too tight to move forward like we needed to."

"I'm sure a lot of people were thinking that once some of the heroes got up there, they'd just drive right by me. That wasn't the case because I was able to hold them off for a while. Anytime you can come out of here with a top 10 and be upset about it, I guess it's not a bad day."

"It was awesome to lead. I need to do that more often."

Mark Martin drove to a solid fifth-place finish, while Jeff Burton, Kevin Harvick, Jeff Gordon, Reutimann and Kurt Busch rounded out the top 10.

NASCAR SPRINT CUP RACE REWIND



AUTOSTOCK PHOTO

THREE'S COMPANY: Richard Childress Racing teammates Kevin Harvick (left), Clint Bowyer (middle) and Jeff Burton lounge around Richmond Int'l Raceway Sunday during a post-race ceremony for Chase drivers.

Junior Reverses RIR Spin Cycle

By **RON LEMASTERS, JR.**
NSSN CORRESPONDENT

RICHMOND, Va. — It was a little bit of déjà vu in the Virginia sunshine.

On lap 213, **Dale Earnhardt, Jr.** got into the rear of **Kyle Busch's** car and turned him around.

"I got turned around and spun," a matter-of-fact Busch said after the race. "We got torn up a little bit there, but nothing we could help with that. It was hard to drive that last 200 laps or so, but we were able to prevail with a top-15 finish. It was just unfortunate."

NASCAR NOTES

For the crowd on hand, it was a cathartic experience. Nearly to a man, they rose up out of their seats and screamed — mostly in pleasure.

Earnhardt said the contact was not intentional.

"He (Busch) was up front leading and I felt like I was a little quicker and was gaining on him a little bit in each corner. I was on the bottom real tight and that wasn't going to get by him, so I moved up to get next to him and race him hard."

"I got down into turn one too hard and got into the quarter-panel and spun him out. It was an accident that it happened."

However, if Earnhardt did have revenge as a motive, it would have been more emphatic, he said.

"If I wreck somebody, I ain't going to leave him in good enough shape to come back and get me in the same race, so that wasn't really my intention," he said. "I really haven't ever wrecked anyone on purpose. I can remember a couple of times, but if I wanted to do it, I would do it really, really good."

■ That nudge might have cost Earnhardt a shot at the victory. "I tried to stop the left front," he

said. "We slid the left front for 15-20 yards and that thing vibrated the whole rest of that run and we sort of faded from there on out."

■ **Carl Edwards** had to overcome not only a flat tire, but **Nick Lachey's** chest on Sunday.

Lachey, once married to pop star **Jessica Simpson** and a close friend of **Jimmie Johnson's**, apparently flashed Edwards and the rest of the field prior to the race.

"That was the only bare chest I saw here this weekend," Edwards quipped during post-race interviews. "It had me distracted, and I didn't need that before the race. That's Jimmie's strategy and it worked. Jimmie's working magic from all angles."

"I was like, 'Oh, look, there's Nick Lachey...ohhh.' They're pretty funny guys."

■ On Friday during his weekly media time, **Tony Stewart** announced that he had hired **Darian Grubb** to be his crew chief next season at Stewart Haas Racing.

Grubb, who is the engineering director for Hendrick Motorsports right now, has some experience atop the pit box, leading Jimmie Johnson to a pair of victories in 2006 — while regular crew chief **Chad Knaus** was serving a suspension — and **Casey Mears** to his first-career victory last year.

It's a win-win for both, as Grubb will be working with HMS on a regular basis. HMS will supply engines, chassis and technical expertise to the team again next season.

"I've never wanted to step outside the Hendrick Motorsports operation until this opportunity came up," Grubb said. "I'm just extremely excited about being able to continue my Hendrick knowledge and being able to use those chassis and engines and everything else going forward and just keep building this organiza-

tion's strength outside of Hendrick Motorsports."

For Stewart, Grubb is a low-key replacement for **Greg Zipadelli**, the only NASCAR crew chief he's ever had.

■ Stewart still has not yet named a sponsor or crew chief for teammate **Ryan Newman**.

■ **Mark Martin** is largely credited with showing the world that **Joey Logano** had the talent to compete at the top level of NASCAR. "Nope," said Martin on Friday. "I didn't do it, he did, and his dad. His dad deserves maybe more than 50 percent. His dad molded the man that he is and helped him realize his dreams."

■ For a rained-out race that took place on Sunday afternoon rather than the planned Saturday night, the stands were pretty full. Estimates from the press box put the crowd at 80-85 percent of capacity when the race got started.

■ Getting in a jab during a press conference is a lost art, but Jimmie Johnson got Kyle Busch good on Friday. Asked if this race was the crescendo for the season, Johnson — who was up with Busch and Carl Edwards — grinned and said, "Kyle's still trying to figure out what crescendo means."

■ The action didn't stop at Richmond on Sunday.

A two-day test of the new Nationwide Series Car of Tomorrow was held Monday and Tuesday, with each manufacturer bringing two of the new cars to the test. Among the drivers participating were Kyle Busch and **David Reutimann** (Toyota), **Morgan Shepherd**, **Scott Wimmer** and **Kevin Harvick** (Chevrolet), **David Stremme** (Dodge), and **David Ragan**, **Carl Edwards**, **Eric Darnell** and **Colin Braun** (Ford).

Enough Is Enough! Let's Get This Chase Going

RICHMOND, VA.

The 26-race march to The Chase for the NASCAR Sprint Cup is over, and all I can say is, "Thank God."

Not to be too surly about it, but I'm about Chase-d out. All the permutations, suppositions and flat wild guessing, all the "if The Chase were to start right now" posturing on TV, all the attention paid to the 12 or 15 drivers with a shot at the ball and whether or not the glass slipper will fit...that's all over.

Now we get down to the nitty-gritty. You have to feel sorry for David Ragan and Kasey Kahne for missing, but hey, somebody has to. Ragan had a good shot, losing it when he was sent crashing on lap

120. Kahne had to fight with Team Roush and an ever-shrinking pit box and never got untracked.

Bringing up the specter of team

orders added a little spice to the proceedings, but that's supposition, too. It sounds like something that might have a hint of truth to it, but there's no way to prove it, so I won't even try.

Over the next 10 weeks, there will be as much speculation, rumor-mongering and hype as there was the previous 10, but it will have a post-season spin to it, and that's OK. It's just the incessant, mind-numbing games of "what if" that get to you.

Now that the field is set, we can get on about the business of handicapping. I'll make it simple: it's a three-car race. Kyle Busch, Carl Edwards and Jimmie Johnson are the three, and there might be a sleeper in there somewhere — Tony Stewart comes to mind, if he can get his mind right and throw caution to the wind.

Stewart has been strong in the past at New Hampshire and has finished second 800 times at Talladega. He isn't too shabby at the other Chase tracks, either.

Of course, Johnson is his usual automatic self this time of year, and Busch might just surprise with consistency rather than sheer speed. Edwards is on enough of a roll to get

WIDE OPEN



RON LEMASTERS, JR.

it done, and he's tough on 1.5-mile tracks.

Sunday's race was sort of a downer. There wasn't much suspense after Ragan crashed, and if it hadn't been for the last 15 laps, it would have sent The Chase off with a whimper instead of a bang.

Some observations:

■ **Matt Kenseth** is in trouble. He hasn't hit his weight the past six weeks or so, and he's going to The Chase on a downward spiral. If consistency is a factor, then Kenseth will be, too, but if it's speed, the 17 doesn't have it.

■ **Denny Hamlin** needs to throw his team under the bus more often. Since he bus-chucked his team at Michigan after blowing up, he's finished third three times.

■ **Kevin Harvick** will win a race in The Chase. He's been too fast too often not to. So will **Greg Biffle**, who is oh-for-the last two seasons.

■ Let's hope the Nationwide Series CoT is easier to deal with than the Cup Series CoT is. I, for one, am tired of this knife-edge, let's-try-and-see-if-this-thing-HAS-a-sweet-spot setup, discussions of yaw and such, and all the other things that this new piece has brought to our door.

Whatever happened to just racing and not trying to legislate every little thing? Let me present you with this: the CoT was brought in as a way to make the drivers safer, and it has done that. It was also sold as a way to level the playing field, which it most assuredly hasn't.

More than half the races leading to The Chase have been won by two teams: Joe Gibbs Racing and Hendrick Motorsports. Throw in Roush Fenway and you have 19 of 26 races won by three teams.

Perhaps my memory is foggy, but wasn't that the case last year as well?

Whatever. The Chase is here. Let's get it on.

Whatever happened to just racing and not trying to legislate every little thing?

UP NEXT

New Hampshire Motor Speedway

Loudon, N.H.

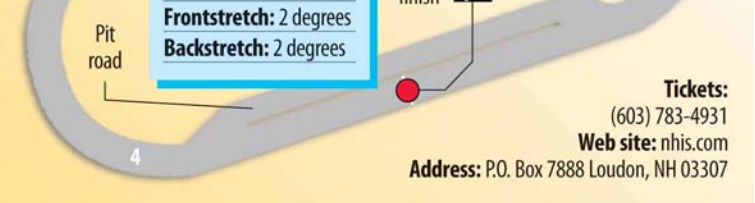
Track specs

Length: 1.058 miles
Frontstretch: 1,500 feet
Backstretch: 1,500 feet
Banking
Turns 1-4: 12 degrees
Frontstretch: 2 degrees
Backstretch: 2 degrees

Sprint Cup Race

Sylvania 300,
1 p.m. Sunday, ABC

Start/
finish



Tickets:

(603) 783-4931

Web site: nhis.com

Address: P.O. Box 7888 Loudon, NH 03307

Ragan, Kahne Odd Men Out Of Chase

By **RON LEMASTERS, JR.**
NSSN CORRESPONDENT

RICHMOND, Va. — When the Chevy Rock and Roll 400 started, there were three drivers battling for one spot in The Chase for the NASCAR Sprint Cup.

By the time lap 125 rolled around, there was really only one.

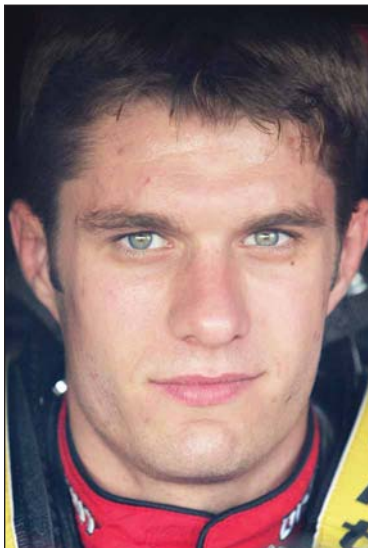
David Ragan tangled with teammate Matt Kenseth on lap 120, damaging his car to the point where any hope of beating Clint Bowyer and making it into The Chase became a distant memory.

Bowyer, who won the spring race here, but was nursing a 17-point lead when the race started, overcame a loss of track position and finished 12th, good enough to make The Chase by 69 points over Kasey Kahne and 77 over Ragan.

"We knew it was going to be a rollercoaster all day," Bowyer said. "The car was good early and we had track position, but we got behind. Everybody stayed out and then we had a bad pit stop and got way behind and the car was tight back there in traffic and about got a lap down."

"You see your Chase hopes going by the wayside there, and luckily a caution flag came out at the right time and things worked out."

Bowyer was out of the top 12 for a while early in the race, but when Ragan and Kahne had their troubles, he was able to drive back by.



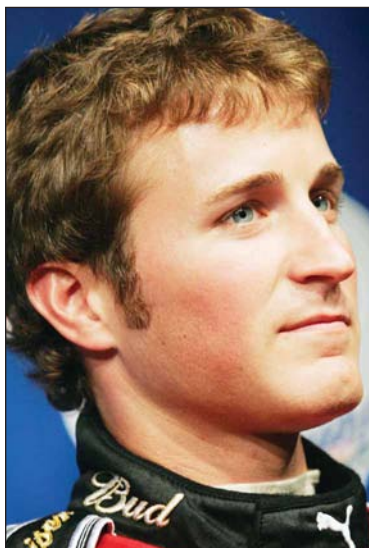
David Ragan

Bowyer actually triggered the accident that got Ragan.

"I was underneath the 01 (Regan Smith) and he elected to just drive across the hood of my car," Bowyer said. "Obviously, you don't want to do anything to harm the 6 car. You want to be able to earn your way into this thing. It was just an unfortunate situation."

Smith got into Ragan, sending him into the wall.

Kahne started 14th and never ran better, finishing 19th after a long, lonely day on the track.



Kasey Kahne

"If you run 32nd, you don't deserve to be in The Chase," a somber Ragan said after the race. "I felt like we started off pretty good and sometime after that third pit stop we just seemed to lose it. I got up too high and slapped the wall, kind of a freak accident."

Ragan said he thought he had a right rear tire going down when the crash occurred, and he still had hopes of getting into The Chase.

"After five or 10 laps on a run, we just went downhill," Ragan said. "The car was wicked loose and barely able to drive without wrecking. You couldn't

pass and just couldn't go anywhere."

Kahne was slightly more upbeat, but not much.

"I feel like I drove everything I could all day," he said. "I tried to take chances, I tried to be smart at the same time to get what we could get. We couldn't get four tires on the track. We would push getting in and slide the back coming off. We would slide in and slide off. It was kind of all over."

During the first pit stop, Kahne was blocked in his pits by David Gilliland's car. There was some question if it was intentional or not.

"I don't know if it was, and it doesn't really matter if it was or not," Kahne said. "It's hard to say. They (the Roush teams) picked (pit stalls) around us for a reason, I know that much."

On that first stop, which came at lap 37 as the result of a competition caution to check tire wear, Kahne said he stopped short in the box and was pointed out.

"David stopped as far out of his box as he could," Kahne said. "The first time was blatant, and from there it was just hard to get track position. They made it tough on me regardless. If anything, I would say it was the 38 who was having problems trying to figure how to get in and out of his pit stall rather than trying to block us."

With his problems in the pits, Kahne was unable to mount a challenge to Bowyer.

"That [his pit troubles] didn't help, but either way we weren't going to beat Clint," Kahne said. "I was trapped. I came out about last every single time, it felt like. At least we came out after those cars all the time."

The rest of The Chase field was set by then. Greg Biffle and Kevin Harvick clinched their spots simply by taking the green flag. Tony Stewart, eighth coming in, finished second to clinch his spot, and Denny Hamlin ran third to nail down his.

Jeff Gordon entered 10th and clinched his spot by finishing eighth on Sunday, and Matt Kenseth finished 39th, but stayed in the top 12 by 85 points over Kahne.

"I'm glad we're in," Kenseth said. "It was a disappointing day. I was pretty much in everyone's way all day, pretty much a rolling chicane after David spun in front of me. As soon as he spun, I spun and didn't have any place to go."

"It was weird; his car turned sideways and spun out and after that, mine did it, and after that, I got a black flag for sheet metal hanging off or something. I lost a couple of laps and everything snowballed from there."

"I'm glad we're in, but if we operate like this, we won't do anything in it."

Kyle Busch starts The Chase with a 30-point lead over Edwards, who was docked 10 Chase points for a rules infraction earlier in the year.

CHASE REWIND



FIRST

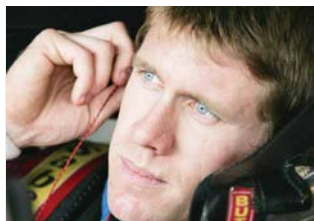
Kyle Busch

Car: No. 18 M&M's Toyota

POINTS **Sunday's finish:**
5,080 15th
Points: +0

This Season

Starts	Poles	Wins	Top 5	Top 10
26	2	8	15	17



SECOND

Carl Edwards

Car: No. 99 Office Depot Ford

POINTS **Sunday's finish:**
-30 13th
Points: +0

This Season

Starts	Poles	Wins	Top 5	Top 10
26	1	6	11	19



THIRD

Jimmie Johnson

Car: No. 48 Lowe's Chevrolet

POINTS **Sunday's finish:**
-40 First
Points: +0

This Season

Starts	Poles	Wins	Top 5	Top 10
26	4	4	9	14



FOURTH

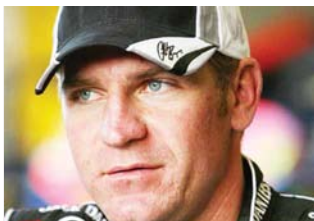
Dale Earnhardt, Jr.

Car: No. 88 AMP Energy Chevy

POINTS **Sunday's finish:**
-70 Fourth
Points: +0

This Season

Starts	Poles	Wins	Top 5	Top 10
26	1	1	8	13



FOURTH

Clint Bowyer

Car: No. 07 Jack Daniel's Chevy

POINTS **Sunday's finish:**
-70 12th
Points: +8

This Season

Starts	Poles	Wins	Top 5	Top 10
26	0	1	4	12



FOURTH

Denny Hamlin

Car: No. 11 FedEx Toyota

POINTS **Sunday's finish:**
-70 Third
Points: +7

This Season

Starts	Poles	Wins	Top 5	Top 10
26	1	1	9	14



FOURTH

Jeff Burton

Car: No. 31 AT&T Chevrolet

POINTS **Sunday's finish:**
-70 Sixth
Points: +1

This Season

Starts	Poles	Wins	Top 5	Top 10
26	0	1	4	12



EIGHTH

Tony Stewart

Car: No. 20 Home Depot Toyota

POINTS **Sunday's finish:**
-80 Second
Points: +0

This Season

Starts	Poles	Wins	Top 5	Top 10
26	0	0	9	13



EIGHTH

Greg Biffle

Car: No. 16 3M Ford

POINTS **Sunday's finish:**
-80 14th
Points: -2

This Season

Starts	Poles	Wins	Top 5	Top 10
26	2	0	8	11



EIGHTH

Jeff Gordon

Car: No. 24 DuPont Chevrolet

POINTS **Sunday's finish:**
-80 Eighth
Points: +2

This Season

Starts	Poles	Wins	Top 5	Top 10
26	2	0	9	12



EIGHTH

Kevin Harvick

Car: No. 29 Shell/Pennzoil Chevy

POINTS **Sunday's finish:**
-80 Seventh
Points: -1

This Season

Starts	Poles	Wins	Top 5	Top 10
26	0	0	6	12



EIGHTH

Matt Kenseth

Car: No. 17 DeWalt Tools Ford

POINTS **Sunday's finish:**
-80 39th
Points: +1

This Season

Starts	Poles	Wins	Top 5	Top 10
26	0	0	6	15

Shermanator

Sherman Earns 10th Victory, Canyon Dominance Continues

PHOENIX — Reigning American Sprint Car Series Canyon Region champion Jeremy Sherman reeled off his 10th victory of the season by topping Manzanita Speedway's Fan Appreciation Night feature Saturday. Sherman moved forward from the fourth starting position to post his third consecutive win aboard Fred Bryan's

Wesmar-powered F&E Development No. 77 and seventh victory in the series last eight events.

Sherman took the checkered flag in front of Charles Davis, Jr., who charged forward from 19th, with Shon Deskins, Mike Martin and Jeremy Reagles rounding out the top five.

The finish: Jeremy Sherman, Charles Davis, Jr., Shon Deskins, Mike Martin, Jeremy Reagles, R.J. Johnson, Bob Ream, Jr., Mike Leslie, Josh Pelkey, Bobby Taylor, Nick Aiuto, Jody Wirth, Brendan Higgins, Bryan Swinehart, Andrew Reinbold, Chris Bonneau, Bernie Smith, Seann Hendricsen, Zach Sawyers, Steve Tellas, Robert King, Jr., Nathan High, Jesse Dunham, Stevie Sussex.

Erdley Pockets \$10K At Port Royal's Annual Tuscarora Go

PORT ROYAL, Pa. — Mike Erdley took the lead from Brian Leppo on lap 21 and held off Greg Hodnett to win the 41st-annual Tuscarora 50 at Port Royal Speedway Sunday night. Erdley, 33, started second, but followed Leppo for the early stages of the race. The only caution flag of the event flew on lap 12. Erdley fell as far back as third, but was running good along the inside of the speedway and took second back from Brian Montieth and made the winning pass under Leppo coming off the second

turn. The red flag was displayed on lap 25 to refuel. Hodnett lined up sixth on the restart and dared to try the outside on the restart. He made it work passing three cars. Hodnett then passed Montieth and Leppo, who slipped off the bottom in turn one. Hodnett got to Erdley's bumper, but couldn't make the pass. Erdley went on to score the \$10,000 win. Hodnett finished second, ahead of Leppo, Montieth and Keith Kauffman. Todd Shaffer won the Labor Day Classic at Port Royal and the preliminary feature for the Tuscarora 50 on Friday night.



DENHAMER RACING PHOTOS PHOTO

MANN-SIZED JOB: Brett Mann (79) battles with Joe Bares Friday night at Hartford (Mich.) Speedway.

Mann, Daggett Finish Well

Friday
HARTFORD, Mich. — Brett Mann continued his strong finish to the season on Friday night by winning the Engine Pro ASCS Sprints on Dirt King of Michigan feature at Hartford Motor Speedway. Mann inherited the lead when Steve Irwin went pit side under caution with a flat right-rear tire and pulled away during several restarts to capture the victory and extend his point lead.

"This is a race I've wanted to win for a long time, and we finally got it," exclaimed Mann. "I have to thank my car owners Bill Rowlee and Herb Frochlich and my brother-in-law for busting his butt on this race car." Joe Bares finished second, ahead of Ron Blair, Tim Norman and Irwin.

The finish: Brett Mann, Joe Bares, Ron Blair, Tim Norman, Steve Irwin, Ben Rutan, Sean Robinson, Dain Naida, Gary Fast, Aaron Shaffer, Louie Carufel, Jim Lingar, Mark Grabill, Andy Teunessen, Dustin Daggett, Tim Allison, Ryan Grubaugh.

Saturday
LAKE ODESSA, Mich. — Dustin Daggett dominated Saturday's Engine Pro ASCS Sprints on Dirt season finale at I-96 Speedway. Daggett started outside of the front row and led every lap in route to his eighth ASCS SOD victory of the season in the Mott Motorsports Gaerte powered Maxim chassis.

"We wrecked a car last night at Hartford, but I really like this other car," Daggett said. "The car felt perfect and I could drive it anywhere on the track." Brett Mann parlayed a sixth-place finish into the ASCS SOD championship. Its Mann's first Sprints on Dirt championship and also the first for his car owners Bill Rowlee and Herb Frochlich. Ryan Grubaugh finished second in the race, followed by Gregg Dalman, Ben Rutan and Dain Naida.

The finish: Dustin Daggett, Ryan Grubaugh, Gregg Dalman, Ben Rutan, Dain Naida, Brett Mann, Gary Fast, Tim Norman, Steve Irwin, Darren Long, Ron Blair, Louie Carufel, Glenn Styres, Joe Bares, Aaron Shaffer, Andy Teunessen, Keith Dempster, Jim Goetzeluck, Jim Lingar, Ernie Kuehneman.

Teen Dover Takes Title

EAGLE, Neb. — Jack Dover put the finishing touches on the American Sprint Car Series Midwest Region championship by charging to victory in Eagle Raceway's 25-lap Nebraska Cup finale for the second year in a row. The 18-year-old climbed from

the 10th-starting position to take his fourth ASCS Midwest triumph of the season. Mike Boston crossed the stripe in the runner-up slot, with Billy Alley third. Mark Pace and Dusty Zomer filled the top five. **The finish:** Jack Dover, Mike Boston, Billy Alley, Mark Pace, Dusty Zomer, Don Drou, Jr., Jeff Lowery, Jason Danley, Gene Ackland, Eric Lutz, Natalie Sather, Roger Sluka, Josh Riggins, Mike Gabelhouse, Trevor Grossenbacher, Tige Jensen, Mike Chadd, Chad Humston, Adam Gullion.

Ziehl Zooms To Victory And Points Lead

TUCSON, Ariz. — Rick Ziehl captured his first American Sprint Car Series Southwest Region triumph of the season Saturday night at USA Race Park. Ziehl took the checkered flag in front of Billy Chester III, with Shawn Sander, Brian O'Donnell and Perry McMillin rounding out the top five.

Ziehl moved atop the championship points race by two markers over Sander after previous points leader Ben Gregg was disqualified for failing post-race technical inspection. **The finish:** Rick Ziehl, Billy Chester III, Shawn Sander, Brian O'Donnell, Perry McMillin, Kyle McCutcheon, Joshua Williams, Cody Cambensy, Ronnie Clark, John Van Horn, John Gaston, Kody McGullam, Alex Pettas, Bobby Collister, Davey Johnson, T.K. Lindahl, Steve Stone, Mike Rux, Jr., Chuck Buckman, Ben Gregg.

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INDY RACING LEAGUE RACE REWIND



GINNY HEITHAUS PHOTO

HARD IMPACT: Vitor Meira's last ride with Panther Racing ended with a hard crash into the outside retaining wall during Sunday's event at Chicagoland Speedway in Joliet, Ill.

Meira Left Searching For Ride

By **BRUCE MARTIN**
NSSN CORRESPONDENT

JOLIET, Ill. — **Vitor Meira** may be out of a ride at Panther Racing, but don't expect to see the popular Brazilian driver on the sidelines for long.

Meira has been in contact with many teams in the IndyCar Series including Luczo-Dragon Racing, according to team co-owner **Jay Penske**. Meira has also had conversations with **Dennis Reinbold**, the team owner of Dreyer & Reinbold Racing, who confirmed that neither **Buddy Rice** or **Milka Duno** are signed for next season.

"Now that Vitor is available, I think you would have to take a serious look at him," Reinbold said. "He is a tremendous driver who could help elevate any team."

Although Meira is winless in his IndyCar career, he is one of the most competitive drivers in the series who, with a few breaks, could have as many as five or six wins by now.

But when **Dan Wheldon** became available after deciding to leave Target **Chip Ganassi** Racing, Panther team owner **John Barnes** signed the driver that ran the first two IndyCar races of his career with Panther in 2002.

An e-mail from Panther Racing was sent to Meira last week notifying him that Sunday's race would be his last with the team.

"I feel like it's important for the fans to know what I think about everything that has happened this last week," Meira said. "I didn't want to leave Panther and the No. 4 car because I know how good this team is going to be next year. I feel like I'm a big part of the foundation of this team in the new generation of the IndyCar Series. I'm sad to leave, and I don't agree with all the decisions that have been made, but that doesn't change the way I feel about Panther Racing, and I'll always have a lot of respect for them. I feel like I'm personal friends with every member of this team. That will never change."

Penske said he is very interested in talking to Meira about 2009 when Luczo Dragon Racing will field a one-car team for the entire season.

Tomas Scheckter drove a limited six-race schedule for the team this year and was expected to be the driver next season.

At one point, Penske considered a two-car team for the entire series in 2009, but decided he wants to focus on one car next season with the possibility of a second car in the Indianapolis 500.

■ **Hideki Mutoh** won the Bombardier Learjet Rookie of the Year honors by six points over **Justin Wilson** despite finishing 22nd.

"I wish we were able to finish the 2008 season with a good finish, but I am very thankful to all the Formula Dream team for working so hard and getting No. 27 car back out on the track today," Mutoh said. "I won the Bombardier Rookie of the Year, but it hasn't hit me yet. I am happy, but it's really hard to celebrate it after such a disappointing race."

■ The winner of Sunday's race was determined by a photo finish. The IndyCar Series Timing & Scoring photo system takes a picture every ten-thousandth of a second and the picture clearly shows **Helio Castroneves** was just about one-foot ahead of **Scott Dixon** at the line.

In distance, IndyCar officials said the margin was 12-and-1/8th inches.

■ **Helio Castroneves** turned in one of the most consistent seasons in IndyCar Series history, recording a record-tying 15 top-five finishes, including a record-setting eight second-place finishes.

Castroneves led all drivers with 15 top-five finishes and 17 races running at the finish. He held first place in the standings for three weeks before relinquishing the position to **Scott Dixon** at the Indianapolis 500 in May. After that, Castroneves held second place the final 13 weeks of the season. Castroneves averaged 37.0 points per race, better than the 35 points awarded for third place.

■ After getting off to a shaky start to the season, **Ryan Briscoe** finished strong with a third-place finish to close the season fifth in the points.

"It was awesome," Briscoe said. "It was some really great racing there, going three-wide for a while with

(Dan) Wheldon and **Helio Castroneves**. It was just a really good day and a good way to end the season. We've had a lot of progress this year, so this was an accomplishment going into 2009. I did my best to help **Helio Castroneves**. I thought he might have had it. I was under that rear wing as close as I could get, so hopefully that helped him out."

■ **Dan Wheldon** finished sixth in his final race for Target Chip Ganassi Racing.

"How about Dan Wheldon taking that thing three-wide for six laps in the middle of the race? My heart was in my throat," team owner **Chip Ganassi** said. "He's a great competitor. We're going to miss him. He's been a great asset to this team over the years. I want to publicly thank him for being a part of this. He brought a lot to this team. I want to thank him for just being a great competitor, sticking it right in there today when he needed to, helping his teammate, being a great competitor that he is."

■ **Tony Kanaan's** fourth-place finish solidified his third-place finish in the standings.

"Today was an exciting one for the fans, and they saw a great race," Kanaan said. "It was a difficult weekend for me personally, but this was a good result for the Team 7-Eleven crew. Our goal coming into the weekend was to finish third in the championship, and we were able to do that."

■ **Will Power** came to the IndyCar Series as a driver who frankly didn't like the 1.5-mile ovals. On Sunday, he had his best big-track finish of the season when he finished fifth.

"I have never had so much fun in a race," Power said. "The Aussie Vineyards-Team Australia car was good, and the crew did a great job in the pits. We picked up positions on every stop. We had good restarts. Everything was good. This has been a challenging season. The whole team has worked very hard, and I am just so happy to be able to have a good finish, especially on a mile-and-half oval. It really shows the progress the whole KVRT (KV Racing Technologies) team has made this year."

Dixon Family Overjoyed With Championship

JOLIET, ILL.

Ron and Glynnis Dixon mortgaged their future — and their assets — to help their son, **Scott Dixon**, become a race driver when he was growing up in Auckland, New Zealand.

It proved to be a wise investment as the proud parents watched their son win his second IndyCar Series title with a second-place finish in Sunday's PEAK Antifreeze and Motor Oil Indy 300 at Chicagoland Speedway.

Ron is a true racer himself. The friendly, bespectacled Kiwi with the gray beard began the season as a spotter for Roth Racing, working with both Jay Howard and later John Andretti, despite the fact those two drivers were racing against his son. "I have to earn a paycheck, mate," the elder Dixon said earlier this year about his unusual role.

But make no mistake about it, Ton always had a keen eye on his son's progress on the race track, and he only had to look at the front of the field to find **Scott Dixon** in the No. 9 Target car.

Since midseason, when Roth Racing trimmed back to one car, Ron Dixon was able to climb out of the spotters' stand and return to the Target Chip Ganassi Racing pit area where he could devote all of his attention to his son.

And shortly after Dixon clinched the championship, his father was beaming with pride as he ran toward victory lane for the championship celebration.

"It's an unbelievable feeling, especially when we were so far behind at one part of it," Ron said. "That was scary. We were trying to save fuel, but he kept getting shuffled back. But this is just great. The yellow before the last one, he came over the radio to the team and told the guys, 'This is the most fun I've had ever.' "But I was nervous right from the green flag. I was very nervous. I was way more nervous than at the Indianapolis 500."

Just one year ago at this very same track, Ron watched his son lose the title when he ran out of fuel in the last turn of the last lap and was

LAST WORD



BRUCE MARTIN

passed by **Dario Franchitti** for both the race win and the season championship.

Scott had a bit of a cushion on Sunday when he had to finish eighth or better to win the championship over Team Penske's **Helio Castroneves**.

When both those drivers were running 1-2 in the closing laps of the race, it was evident that barring a crash, Scott would clinch the championship.

"The contrast last year was we knew we had to save fuel and go to the end, and we thought we were going to do it," Ron said. "This year we all knew we all had to come in for a pit stop, so it was a better feeling there. But when he dropped to 12th place, we didn't feel good at all, and I was wondering what the heck was going on."

Dixon's mother, Glynnis, also had a smile on her face after watching her son's accomplishment.

"I'm extremely proud," she said. "That side-by-side racing was so close, I was holding my breath. It was scary. I was numb last year when we lost it, and now it's hard to believe this has happened."

"I think Scott appreciates this championship a lot more than when he won the title in 2003 for a lot of different reasons."

And the latest addition to the Dixon family is Scott's lovely wife, Emma, who is always there with a cheerful smile and is one of the most upbeat individuals in the IndyCar paddock.

Last year, she ran down pit lane with tears streaming down her face after watching her then-fiancé run out of fuel and lose the championship. On Sunday, Emma had tears of joy.

What a difference a year makes.

"Oh my God, yeah, a huge difference," Emma said. "I don't know what to say. It is the icing on the cake, really. This feels the same as winning the Indianapolis 500. It's two brilliant wins. It feels exactly the same."

"I can't even speak."

UP NEXT

Surfers Paradise Street Circuit

Surfers Paradise, Queensland, Australia



RACE REWIND

FORMULA ONE

Race 13 of 18: Belgian Grand Prix, Sunday, Sept. 7
Circuit de Spa-Francorchamps, Francorchamps, Belgium

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Nick Heidfeld

THIRD



Lewis Hamilton

Fin.	St.	Driver	Country	Team	Laps
1	2	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	44
2	5	Nick Heidfeld	Germany	BMW Sauber F-1 Team/Vodafone	44
3	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	44
4	6	Fernando Alonso	Italy	ING Renault F-1 Team	44
5	10	Sebastian Vettel	Germany	Scuderia Toro Rosso Ferrari	44
6	8	Robert Kubica	Poland	BMW Sauber F-1 Team	44
7	9	Sebastien Bourdais	France	Scuderia Toro Rosso Ferrari	44
8	13	Timo Glock	Germany	Panasonic Toyota Racing	44
9	7	Mark Webber	Australia	Red Bull Racing Renault	44
10	3	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	43
11	14	David Coulthard	Great Britain	Red Bull Racing Renault	43
12	15	Nico Rosberg	Germany	AT&T Williams Toyota	43
13	18	Adrian Sutil	Germany	Force India F-1 Team Ferrari	43
14	19	Kazuki Nakajima	Japan	AT&T Williams Toyota	43
15	17	Jenson Button	Great Britain	Honda Racing F-1 Team	43
16	11	Jarno Trulli	Italy	Panasonic Toyota Racing	43
17	20	Giancarlo Fisichella	Italy	Force India F-1 Team Ferrari	43
18	4	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	42
19	16	Rubens Barrichello	Brazil	Honda Racing F-1 Team	19
20	12	Nelson Piquet	Brazil	ING Renault F-1 Team	13



STEVE ETHERINGTON PHOTO

POLE STARTER: Lewis Hamilton captured his fifth pole of 2008 on Saturday.

RACE STATISTICS

Race time: 1 hour, 22 minutes, 44 seconds
Average speed: 223.363 kilometers per hour

Victory margin: 14.461 seconds

TALK OF TIME TRIALS

Lewis Hamilton won the pole and shared the front row with Felipe Massa. It was Hamilton's fifth pole of the season and his third in the last four races.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Robert Kubica

Top 10

1. Lewis Hamilton	76	6. Heikki Kovalainen	43
2. Felipe Massa	74	7. Jarno Trulli	26
3. Robert Kubica	58	8. Fernando Alonso	23
4. Kimi Raikkonen	57	9. Mark Webber	18
5. Nick Heidfeld	49	10. Timo Glock	16



STEVE ETHERINGTON PHOTO

CLOSE QUARTERS: Kimi Raikkonen (1) battles Lewis Hamilton for the lead late in Sunday's Belgian Grand Prix.

Rainy-Day Chaos

Massa Comes Home Unlikely Winner In Belgian GP

By DAN KNUTSON
NSSN CORRESPONDENT

FRANCORCHAMPS, Belgium — Lewis Hamilton won a wild, wet and crazy Belgian Grand Prix that ended with him battling wheel to wheel on and off the track with Kimi Raikkonen when rain in the final laps threw the race into frenzied chaos.

Afterwards, however, officials penalized Hamilton 25 seconds because he "cut the chicane and gained an advantage."

Thus, Ferrari driver Felipe Massa was declared the winner: McLaren has filed an appeal for Hamilton that will be heard by the FIA at a later date.

On lap 42, the order of the top eight was: Raikkonen, Hamilton, Massa, Fernando Alonso, Sebastien Bourdais, Sebastian Vettel, Nick Heidfeld and Robert Kubica.

Then it started to rain. At the end of the race two laps later the order was: Hamilton, Massa, Heidfeld, Alonso, Vettel, Kubica, Bourdais and Timo Glock.

After officials penalized Hamilton and Glock (25 seconds for passing in a yellow flag zone), the final order was: Massa, Heidfeld, Hamilton, Alonso, Vettel, Kubica, Bourdais and Mark Webber.

The track was still damp in places after a morning rain as Hamilton, starting from pole in his McLaren Mercedes, led the first lap. He made a mistake entering the La Source Hairpin and spun at the beginning of lap two, and that allowed Raikkonen to take the lead in his Ferrari.

Had the race stayed dry, Raikkonen would have won his fourth-consecutive Belgian Grand Prix. But when it began to rain with more than two laps

to go, the entire complexion of the race changed.

Hamilton reeled in Raikkonen and they went side by side into the chicane just before the pit straight. Hamilton went off the track, passed Raikkonen, let the Ferrari driver ahead on the pit straight and repassed him going into the first turn.

"I had no room," Hamilton said, "so he basically pushed me where I would be on curb and crash or use the exit route. I understood I had to let him past, so I let him past.

"He was ducking and diving and I did the same and got inside (in turn one). He hit me at the apex of the corner, but I was gone from there."

Hamilton led as the rain increased on lap 43 and Raikkonen stuffed his car into the barriers.

"I was prepared to win or lose," Raikkonen said. "I only wanted to win. I slid wide on the fast left hander; tried to come back on the circuit, but I spun."

When it began to rain, seven drivers pitted for rain tires even though only two laps remained. The gamble really only paid off for Heidfeld who was seventh in his BMW Sauber and ended up third, which became second, and Alonso, who was fourth and remained fourth in his Renault.

Ferrari, while upset, did not file a protest. The fact that the FIA officials penalized Hamilton, making his lead in the championship is only two points rather than eight, did nothing to dispel the widespread suspicion that once again, the FIA is favoring Ferrari.

Dennis Recalls 'Embarrassing' '68

By MIKE DOODSON

all-nighter.

FRANCORCHAMPS, Belgium — Crashes, engine blow-ups and temperamental drivers are common enough hazards in modern F-1 racing. To lose a car altogether, though, is rather less common. But back at Spa-Francorchamps in 1968, that is exactly what happened to the Brabham team.

The story was told last week by McLaren boss Ron Dennis, then working as a mechanic on Jack Brabham's own. After a practice blow-up, which forced Jack to fly the cylinder heads of his unique Repco V8 back to England overnight for repairs, Dennis and the other boys were faced with an

In those days, because there were no garages at the circuit, teams were obliged to set up in local service stations, and it was on arriving at the circuit on Sunday morning that the weary Brabham crew discovered they were one car short.

"It had come loose, nudged the truck's back door open and gone missing," recounted Dennis. "We discovered it about two miles down the road, completely undamaged and surrounded by a curious crowd of locals. By the time Jack's little plane flew in with the repaired cylinder heads, he never knew his car had been dropped off the back of the transporter. Very embarrassing, though..."

FORMULA ONE RACE REWIND



STEVE ETHERINGTON PHOTO

CLUSTER: Lewis Hamilton leads the Formula One field at the start of Sunday's Belgian Grand Prix at Circuit de Spa-Francorchamps.

Theissen: We Need U.S. Race

By **DAN KNUTSON**
NSSN CORRESPONDENT

FRANCORCHAMPS, Belgium — One of the main topics discussed during a meeting of the team bosses and **Bernie Ecclestone** at Spa was that it is crucial for F-1 to return to the USA.

"It is important," BMW Motorsports Director **Mario Theissen** said. "For BMW, as a manufacturer, but also for our sponsors, the U.S. is still the biggest market for BMW, and we should be there."

"We see F-1 as a World Championship...and to me, the U.S. should be on our map."

F-1 NOTES While Ecclestone is looking at several areas to stage a United States Grand Prix, Indianapolis Motor Speedway, which hosted the race from 2000 through 2007, remains the only facility in the country with everything in place to stage the event.

Officials at IMS are optimistic that F-1 will return to Indy in 2010.

■ At Spa, McLaren celebrated the 40th anniversary of its first ever Grand Prix win. **Bruce McLaren** won the 1968 Belgian Grand Prix (held in June) driving a car bearing his own name.

■ Rising tensions between technical director **Mike Gascoyne** and team principal **Colin Kolles** over the operation of Force India could result in one of them soon leaving the team.

■ Toro Rosso will test ex-Honda/Super Aguri driver **Takuma Sato**, 31, at Jerez later this month as the team searches for a replacement of **Sebastian Vettel**, who heads to Red Bull in 2009. Swiss GP2 driver **Sebastien Buemi**, 19, will also test. The team has yet to confirm if **Sebastien Bourdais** will return next season. Vettel will test the Red Bull RB4 at

Jerez on Sept. 17-18.

■ The artificial lake in front of McLaren Technology Centre in England was the site of a children's cancer charity function when **Ron Dennis** and other team members pledged to pay for each fish 13-year-old cancer sufferer **Liam Fairhurst** caught. He reeled in 25 carp.

■ More crime stories are emerging from the Valencia Grand Prix. Thieves targeted 20 race and hospitality transporters at the track or leaving it. They fed sleeping gas into the trucks and stole computers, passports and other valuables while the drivers were knocked out. F-1's paddock newspaper, *The Red Bulletin*, dubbed Valencia as F-1's crime capital.

■ Having accepted the fact that Renault can't challenge for wins or the championship this year, **Fernando Alonso** has a new target for Renault: beat Toyota out of fourth place in the Constructors' Championship.

"It doesn't matter if we are fifth or sixth, or 11th or 12th, we need to finish in front of them and hopefully in the points," he said.

"That is the new motivation — you arrive to Monza, Spa, China, wherever, all weekend you are very, very focused because you want to reach your target."

■ The Spa circuit unveiled a monument honoring Belgian race driver/journalist **Paul Frere**, who passed away in February. He competed in a number of sports car races in the 1950s and 60s as well as 11 grands prix. Spa's turn 15, formerly Stavelot, was renamed Curve Paul Frere.

■ Fernando Alonso, **Robert Kubica**, **Timo Glock**, **Nelson Piquet**, **Jenson Button** and **Tonio Liuzzi** were selected at random to take the FIA anti-doping drug test on Saturday.

■ Sept. 5 marked the anniversary of the death of **Jochen Rindt** whose Lotus crashed during practice for the 1970 Italian Grand Prix. Rindt had earned enough points that he is the only driver ever to become World Champion posthumously.

■ The newly formed Formula One Teams' Ass'n will hold its first meeting at the Italian Grand Prix. Contrary to earlier rumors, Ferrari has not pulled out of FOTA.

■ According to a study by Formula Money, the total of the fees tracks pay to host a Grand Prix — \$403.5 million — will, for the first time ever (by a margin of \$23 million), outstrip the money F-1 earns from TV broadcasting rights. The high prices the new tracks at Valencia and Singapore paid out this year tipped the balance. Formula Money said that the total turnover of revenue from all F-1 businesses will be a record \$4.7 billion in 2008.

■ BMW Sauber expected to announce its 2009 drivers at the end of August, but delayed the decision because of concerns over **Nick Heidfeld's** qualifying pace. Now that that has improved, Heidfeld says he's "pretty confident" he'll be back with BMW next season.

■ It was at the Belgian GP a year ago that the FIA announced it would fine McLaren \$100 million and strip the team of its 2007 constructors' points for its involvement in the Ferrari/McLaren spy scandal.

■ **Richard Cregan**, who has worked for Toyota Motorsport for 24 years in the rally and Le Mans programs and most recently as team manager of the F-1 team, has decided to move on to new pastures. **Jens Marquart** will become the new team manager in November.

Raikkonen Strong At Spa; Alonso's Next Stop Unknown

FRANCORCHAMPS, BELGIUM

Don't expect, as has been drummed, Ferrari to make a driver line-up announcement at the upcoming Italian Grand Prix. The Scuderia has used the Monza venue before to reveal its plans. Most recently, in 2006, Michael Schumacher announced his retirement and Ferrari said it had signed Kimi Raikkonen through 2009 and extended Felipe Massa's contract.

Ferrari president Luca di Montezemolo has said that the team fully backed Raikkonen despite his recent slump.

The fact remains, however, that the Finn has not won a race since late April, and more than one seasoned observer believes that Kimi has been a little bit asleep in recent races and perhaps lacks motivation. Not true, said Ferrari team principal Stefano

Domenicali when I asked him about Kimi.

"I think that Kimi's motivation is very high because, for sure, he is the one that doesn't like it (his situation) at this moment," he said.

"In terms of motivation, I am pretty sure he has a lot inside and what we are doing as a team is to support him and trying to work very hard with him. I am looking forward to seeing once again what all of us are expecting."

Lewis Hamilton commented: "Kimi is a phenomenal driver; so I'm sure he will pull through."

And Raikkonen did just that at Spa, leading most of the way, and he would have won the race had it not rained with just a few laps to go.

Raikkonen spun and hit the wall, and that allowed Hamilton to take the checkered flag. F-1's rumor mill

ACROSS THE POND



DAN KNUTSON

had Ferrari announcing at Monza that Raikkonen would retire one year early and that Fernando Alonso would join the team in 2009. Paddock insiders are sure that Alonso has a pre-contract in place with Ferrari.

At Spa, reporters asked Alonso the usual staple of questions about his future. He said no announcement would be made at Monza.

"Soon I will decide what I do next year," Alonso said, "but there is not a fixed day."

The double world champ acknowledged that he'd spoken with di Montezemolo at the recent Monza test, but not about contracts. "I was in my helmet and going into the car so we spoke for five seconds," Alonso explained.

Asked if there had been any progress with talks about Alonso joining Honda, team principal Ross Brawn said that there was nothing to report. So when does Honda expect progress?

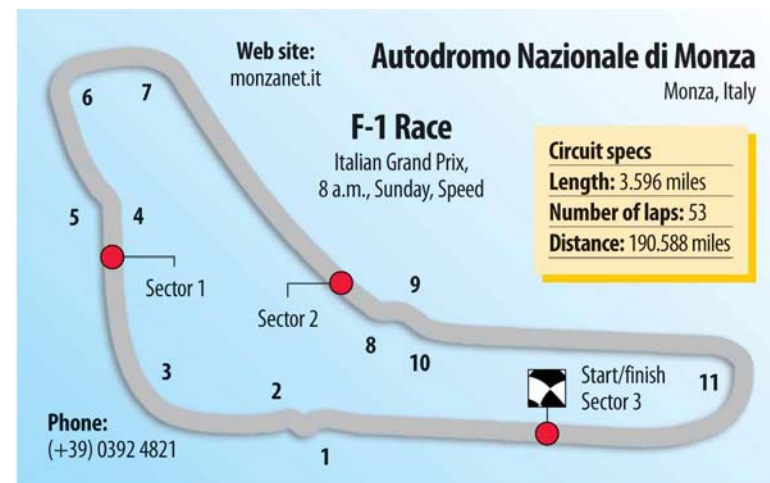
"I think when Fernando decides where he wants to go," Brawn replied. "My view is that he's the best driver in F-1 at the moment and we're happy to wait and hope that he makes a positive decision for us."

And so the teams and the driver market wait for Alonso. But is Raikkonen considering retirement? If so, he will have no shortage of places to hang out. He's ordered a 108-foot Sunseeker Predator yacht to compliment his 72-foot Sunseeker Predator. He also has homes in Finland, Switzerland, Dubai and Thailand.



Fernando Alonso

UP NEXT



Meyers Schools Field

CHICO, Calif. — Looking to get a leg up on the competition for the 55th Annual Gold Cup Race of Champions at Silver Dollar Speedway, Jason Meyers and his team competed in the Mini Gold Cup at the high-banked quarter-mile in March.

He won that event and learned a number of things that paid off on Friday night as he was victorious on the second preliminary night of the Gold Cup and earned a front row starting spot for the 40-lap, \$50,000-to-win finale on Saturday.

Meyers lined up second Friday night and shot to the lead on the high side of the track on both the initial start and the second start that resulted from an opening lap caution. He led all 30 laps.

"It was a great night tonight," said Meyers. "I am in the best position I have ever been in to win my first Gold Cup. Not only am I starting in a great position, but I have a great race car and a great team behind me. I'm really looking forward to tomorrow night. We have to put 40 good ones in, and hopefully we'll be standing here again on the front chute."

The caution flag waved six times on Friday night along with one red flag, which gave Jac Haudenschild, Brent Kaeding and Kraig Kinser a number of chances on restarts to make a move on Meyers.

"You just had to get good starts on the restarts and get off of turn four good, so that they couldn't take a



PAUL TREVINO PHOTO

MIGHTY MEYERS: Jason Meyers celebrates his victory in Friday night's Gold Cup preliminary race at Silver Dollar Speedway.

crack at me in turns one and two," shared the winner. "I knew once I got rolling, that I had a good race car. I was anxious each time to get going off of turn four."

The final caution of the night came with five laps remaining just as the leaders were about to enter lapped traffic. Meyers quickly pulled away on the ensuing restart.

"I welcomed that yellow at the end," noted the California native. "It gave me a little breathing room and let me relax a little bit on the last five laps. We had a little rubber down there at the end and you certainly don't want to see traffic when there is rubber

down, because it makes the car tight and hard to pass."

Haudenschild did everything he could to track down Meyers, using both the high and low side of the track.

"The car felt really good tonight and has been running strong all season," said Haudenschild. "Leonard Lee has the car going pretty good. We are locked into a good spot for tomorrow night and we feel good."

Brent Kaeding, who has won more than 80 times in his career at Silver Dollar Speedway, finished third. Kraig Kinser and Paul McMahan rounded out the top five.

Dollansky Wires Gold Cup Opening Night

CHICO, Calif. — Craig Dollansky has been close to winning the Gold Cup Race of Champions in three of the last four seasons, earning third-place finishes, as well as winning preliminary features in two of those seasons.

He put himself in a very good position to claim his first Gold Cup by dominating Thursday's first night of qualifying for the 55th annual edition of the famed event for the Advance Auto Parts World of Outlaws Sprint Car Series at Silver Dollar Speedway.

Dollansky began the night by setting fast time aboard the Snap-on Tools Maxim, with a very strong 52-car field in attendance. He followed that up with a runner-up finish in the first heat to earn a spot in the Crane Cams Dash, which he won.

Starting on the pole of the 30-lap feature, he led all 30 laps.

"It was a great team effort tonight," said Dollansky. "I am very happy for this entire Larry Woodward team. It definitely puts us in a good spot for Saturday night and I am looking forward to that. We should have a good starting spot with the points that we earned tonight."

After a caution flag for a seven-car accident prior to a complete lap going in the books, the field realigned, two by two, with Dollansky again using the high side of the track to power his way into turns one and two and open a quick lead on the first lap.

"I felt like that was the faster line, as long as you could keep it on the race track," Dollansky said. "It was a very treacherous top cushion to run. The cushion wanted to bite you. I was running it hard and a couple of times it got us off the race track a little bit, so I had to pull it back a little bit unless someone was challenging us. It was definitely a hard 30 laps."

By the 10th lap, Dollansky had nearly a quarter of a track lead, with Danny Lasoski slipping past Daryn Pittman for second.

Dollansky continued to lead as the laps wound down, with Donny Schatz, who moved up to second, battling his way through lapped traffic. On the 24th circuit, a lapped



Craig Dollansky

machine spun right in front of Schatz, leaving the two-time defending Advance Auto Parts World of Outlaws Sprint Car Series champion with nowhere to go while running second. Lasoski, who was running third, and Pittman, who was running fourth, were also collected in the accident.

Dollansky pulled away on the final restart, beating Jonathan Allard to the checkered flag.

"We are really happy with it," said Allard. "We have a home crowd advantage and we run this place every week and it's good to give my crew something to cheer about. We have been running pretty strong on the West Coast swing. I'm happy to be here. I love to run up front with the Outlaws. They are the best drivers in the business and as long as we can compete with them, that makes me happy."

Chad Kemenah finished third ahead of Steve Kinser and Sammy Swindell.

Schatz Repeats At Cottage Grove

COTTAGE GROVE, Ore. — Donny Schatz won his first Advance Auto Parts World of Outlaws Sprint Car Series feature at Cottage Grove Speedway in 1998. His 82nd victory with the series came Sept. 2 at the quarter-mile oval.

The two-time defending series champion took the lead from Jason Meyers on the 28th lap and held off Craig Dollansky to earn his 13th WoO triumph of the season.

"It was a good night," said Schatz. "We went out in the middle of qualifying and were able to get a good lap. We got rolling in the heat race. We had to play a little bit of catch-up because we didn't know what the track was going to do. They worked on it a few times and they did a great job."

Meyers and Lucas Wolfe shared the front row, with Meyers taking the lead. By just the fourth lap, the leaders were in traffic, with Schatz looking for a way around Meyers. The next lap Meyers cleared some of the lapped cars to pull away, before a red flag on the fifth lap halted the field.

Meyers held the lead through a series of restarts, but on lap 18 Schatz really put the pressure on.

"I was actually running a little bit lower from the start of the race," Schatz noted. "I thought we would be

in a good position to be leading a little bit earlier. We got to lapped traffic and he (Meyers) just didn't keep coming down enough and we got down there before he did. That's where we were able to get underneath him off (turns) three and four and get a run on him."

Schatz dived under Meyers exiting the fourth turn on the 28th lap to take the lead. As he fought back, Meyers slipped out of the low groove and up the track, getting into the wall, which ended his night.

Schatz led Craig Dollansky on the restart, and led to the checkered flag.

"It was hard to get off that bottom," said the winner. "I kept trying to squeeze out a little bit when I was behind a lapped car and I couldn't do it, so I got back in line. The guys behind me were all over me and I was all over the guys ahead of me, but we couldn't really pass, but that's the way it goes."

Dollansky finished second.

"It was a good run on a track like this that was tough to pass on," said Dollansky. "You could make a few passes early on, and once the rubber came in that made it more difficult. To start where we did and to finish second was a good performance for this Larry Woodward team."

Local driver Jared Ridge came home third, with Roger Crockett and Danny

Kinser Gets Breakthrough Victory

ELMA, Wash. — Kraig Kinser has had his fair share of ups and downs this season as he returned to full-time competition with the Advance Auto Parts World of Outlaws Sprint Car Series.

But his luck may have changed Sept. 1 at Grays Harbor Raceway as the third-generation driver picked up his first victory of the season.

Kinser took the lead from Washington native Jayme Barnes on the 24th lap and used a strong restart with two laps to go to pull away and claim the \$10,000 victory, which was the eighth of his WoO career.

"This is awesome," said Kinser. "I am tickled to death. I have to thank Tony (Stewart) for giving me the opportunity in this deal. I'm happy to get the 20 car rolling again. Hopefully, we can keep this momentum going through the end of the year."

The 2004 Kevin Gobrecht Rookie of the Year began the night by turning in the fourth quickest lap in time trials. He lined up fourth in the fourth heat race and powered his way to a runner-up finish to earn a spot in the Crane Cams Dash where he ran second to earn a front-row starting spot in the 30-lap feature.

The race began with Barnes, who started on the pole, dashing to the lead with Kinser chasing him down. By the fourth lap, Barnes had opened a large lead, though one lap later he was in lapped traffic, which allowed Kinser to close back in on him. Barnes pulled away again, but traffic helped keep Kinser within striking distance.

With nine laps to go, Barnes did a wheelstand coming off the fourth turn, giving Kinser a chance to close.

"I knew that whoever got through

traffic better would have the lead," explained Kinser. "You really couldn't get underneath them. Jayme (Barnes) kept pushing the lapped cars pretty hard and he slipped up just a little and that gave me a chance to get under him. I was just kind of sitting there waiting. At the beginning of the race he slipped up a couple of times, but he was so far out there, that there was no way I was going to get him. I finally got close enough to him that I was able to take advantage of the little mistake he made."

Kinser made the pass for the lead and ultimately the win on the 24th lap, as Barnes drifted a little high in turns three and four as he was negotiating lapped traffic. Kinser swept under him and charged down the front straightaway.

Despite the final yellow flag, Kinser held on and Barnes finished second.

"I'm happy, but disappointed at the same time," said Barnes. "How often is a local guy that close to winning one of these, especially on the West Coast? I'm happy though. Usually, I am the lapped car in the way and usually I move for them. This time I didn't get a break and I made a mistake and it cost us. It's my own mistake and we'll take second, we are happy with that a lot."

Steve Kinser wound up third in the Q Oil Maxim, as he tried to track down his son and Barnes. Danny Lasoski and Chad Kemenah completed the top five.

Two streaks ended as Jason Meyers finished sixth, ending his streak of 20-consecutive top-five finishes. Meanwhile, point-leader Donny Schatz finished 15th, snapping his streak of having finished in the top 10 every race this season.

2. Bill Hostetler
3. Bob Bayse

Columbus Motor Speedway

Columbus, Ohio
Sept. 6, 2008
Late Model
1. John Vallo
2. Matthew Parsons
3. Donnie Renner
Modified
1. Barrett Tamasovich
2. George Lindsay
3. Jeremy Dennis
Sport Stock
1. Phil Gussler, Jr.
2. Steve Karnes
3. James Harding
Legends
1. Bryan Nuckles
2. Tyler Nuckles
3. Dustin Swor

Lincoln Park Speedway

Putnamville, Ind.
Sept. 7, 2008
Modified
1. Paul Bumgardner
2. Clint DeMoss
3. Matt Rex
Super Stock
1. Ben Williams
2. C.J. Bryan
3. Ryan Freeland

Auto City Speedway

Flint, Mich.
Sept. 6, 2008
Chain Gang
1. Josh DeLong / Tim Rose
Push Car
1. Josh DeLong / Tim Rose
Figure 8
1. Duane Damon
2. Andrew Burton
3. Chad Lamson
Figure 8 Trailer
1. Josh DeLong
School Bus Figure 8
1. Mark Coolatte
Short Track Truck
1. Justin Claucherty

2. Darren Lane
3. Paul Scaffier
Led Sled
1. Chad Lamson
2. Chris Stearns

Slinger Super Speedway

Slinger, Wis.
Sept. 7, 2008
Late Model
1. Jeremy Lepal
2. David Prunty
3. Lowell Bennett
Late Model Race of Champions
1. Collin Bamke
2. Jeremy Lepak
3. Brad Mueller
Limited Late Model
1. Scott Ascher
2. Jon Reynolds, Jr.
3. Brad Keith
Sportsman
1. James Swan
2. Jeff Holtz
3. Dave Thomas
Thunderstock
1. Aaron Cain
2. John Daley
3. Al Stippich
Slinger Bees
1. D.J. Schroeder
2. Joe Lang
3. Erica Knutson
Guest
1. Jeff Schwitz
Figure 8
1. Willie Van Camp

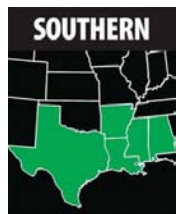
I-94 Raceway

Sauk Centre, Minn.
Sept. 6, 2008
Super Late Model
Feature No. 1
1. John Gottwald
2. Tim Olson
3. Nick Panitzke
Feature No. 2
1. Jon Olson
2. Tyler Sjoman
3. Tim Olson
Modified
1. Joey Johnson
2. Cody Lee
3. Jonathan Olmscheid
Legends
1. Casey Traxler
2. Matt Hendrickson

3. Dirk Henry
Thunder Car
1. Kyle Kirberger
2. Dustin Karl
3. Adam Fuchs
Pro-4 Truck
1. Dean Peterson
2. Matt Peterson
3. Jim Eblen
4-Trucker
1. C.J. Karl
2. Joe Albritton
3. Barrett Woیدا
Just 4 Fun
1. Tom Gjerstad
2. Michael Lofquist
3. Dan Krousey

Sharon Speedway

Hartford, Ohio
Sept. 6, 2008
E-Mod
1. Alan Dellinger
2. Joel Watson
3. Timothy Deutsch
Pure Stock
1. Alan Dellinger
2. Russ Byler
3. Bruce Redman
Limited Sprint Car
1. Andy Paden
2. Jason Scoville
3. Guy Griffin



Alabama
Arkansas
Louisiana
Mississippi
Texas

Grayson County Speedway

Waco, Texas
Sept. 6, 2008
SportsMod
1. Cary Stephens
2. Johnny Torres
3. Robert Black

Heart O'Texas Speedway

Waco, Texas
Sept. 5, 2008
SportsMod
1. Keith White
2. Benji Kirkpatrick
3. Chris Cogburn

Heart O'Texas Speedway

Waco, Texas
Sept. 6, 2008
SportsMod
1. Jeff Emerson
2. Jacob Pirkle
3. T.J. Green

Fort Payne Motor Speedway

Fort Payne, Ala.
Sept. 6, 2008
Super Late Model
1. Gar Dickson
2. Kyle May
3. Robert Gant
Late Model
1. Jason Hiatt
2. Blake Stewart
3. Kasey Hall
Hobby Stock
Feature No. 1
1. Matthew Coffman
2. Greg Thompson
3. Crawford Watkins
Feature No. 2
1. Davey Arnold
2. Jeff Walker
3. Darrell Wright
Pony Stock
1. Marty Gass
2. Jeff Phillips
3. Brandon Wilbanks

Monticello Speedway

Monticello, Ark.
Sept. 6, 2008
4-Cylinder
1. Nick Frost
2. Billy Woodfin
3. Chris Lawson
Cruiser
1. Doug Davis
2. Clint Horn
3. Todd Reep
Hobby Stock
1. Matt Stacy
2. Dustin Harris
3. Roger Hayden
Sport Modified
1. Heath Wilson
2. Andy Jones
3. Jacob Stockstill
Mod Lite
1. Charles Chapmond
2. Glenn Turner
3. Texas Myers
Modified
1. Jody Davidson
2. Duke Palasini
3. Brian Craighead
Street Stock
1. Wesley Crutchfield
2. Robert Kirkpatrick
3. Larry Hale

Devil's Bowl Speedway

Mesquite, Texas
Sept. 6, 2008
Sprint Car
1. Kurt Summers
2. Matt Clevenger
3. Martin Edwards
Late Model
1. Max Eddie Thomas
2. Darren Ellis
3. Jason Trevathan
Outlaw Modified
1. Johnny Dunn, Jr.
2. Randy Kirkland
3. Steve McMackin
Street Stock
1. Tim McManus
2. Bubba Meeks
3. Wally Beatty
Limited Modified
1. Tom Earl
2. Richard Strain
3. Robert Vetter

UMP MODIFIED DIRT NATIONALS
3 Big Days | 3 Full Purses
UMP National Points Awarded Each Day
Sept 18th, 19th & 20th



UMP MODIFIED MANIA DIRT NATIONALS

THURS, FRI & SAT
SEPT. 18, 19 & 20
TRI-CITY SPEEDWAY
GRANITE CITY, IL

THURSDAY, SEPT 18th
"UMP MODIFIED DIRT NATIONALS"
\$1500 TO WIN
\$500 - UMP CRATE LM
\$300 - UMP STREET STOCKS
ALSO RACING
UMP LIMITED PRO MODIFIEDS
(B-MODIFIEDS) \$400 TO WIN

FRIDAY, SEPT 19th
"UMP MODIFIED DIRT NATIONALS"
\$2000 TO WIN
PLUS POWRI MIDGETS
& POWRI MICROS

SATURDAY, SEPT 20th
"UMP MODIFIED DIRT NATIONALS"
\$3000 TO WIN
PLUS UMP LATE MODELS
\$500 - UMP SPORTSMAN
\$500 - UMP CRATE PRO LATE MODELS

FULL PURSE & PROGRAM EACH DAY • UMP NATIONAL POINTS ISSUED EACH DAY
Money Bonus (Modifieds) • \$200 Fast Time Award • \$500 to Win "King of the Hill Dash" Top four from Thursday "A" Main and four from Friday "A" Main
One on One Single Elimination Winner Takes All • Lap Leader Bonus - 40 Lap Feature, \$20 to Lead Each Lap - \$50 for Half Way (\$850 possible)

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Saturday, Sept 27th
\$2500 to Win | \$200 to Start - 24 Cars



UMP PRO CRATE LATE MODEL CHAMPIONSHIP

SAT., SEPT., 27th
TRI-CITY SPEEDWAY
GRANITE CITY, IL

\$2500 TO WIN (\$200 TO START)
ALSO RACING UMP Modifieds & UMP Sportsmans

PIT GATES OPEN
4:00 PM
HOT LAPS 6:00 PM
LM QUALIFYING
6:30 PM
RACING 7:30 PM
GENERAL ADMISSION
GATES OPEN 5 PM

\$1,000 to Win
Factory Stocks
4 Cylinder Dirt Track Championship
Lap Leader \$10 per lap (lap leader bonus - \$10 extra money for every lap lead) • Bonus top five in points from Tri-City & Mt Vernon with points added together will receive
• Bonus top five in points from both Tri-City Speedway and Mt Vernon • (\$200 - \$100 - \$75 - \$50)

TICKETS
GENERAL ADMISSION
\$15.00
KIDS 12 & UNDER
FREE

Money Bonus (Crate Pro Late Models) • \$100 Fast Time • \$500 to Win "King of the Hill Dash" • Top 12 from "A" Main Feature Line Up • One on One Single Elimination Winner Take All • Dash finish has nothing to do with "A" Main Line Up • Lap Leader Bonus (40 Lap Feature) • \$20 to lead each lap and \$50 for half way (\$850 possible)

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- Oct. 9-11 NASCAR Sprint Cup • Lowe's Motor Speedway • Concord, NC
- Oct. 12 Winchester 400 • Winchester Speedway • Winchester, IN*
- Oct. 17-19 IHRA • Rockingham Dragway • Rockingham, NC
- Oct. 30-Nov. 1 Outlaw World Finals
The Dirt Track @ Lowe's Motor Speedway • Concord, NC
- Nov. 1 Adam Petty Memorial All America CRA 400
Music City Motorplex • Nashville, TN
- Dec. 26-27 Rumble in Ft. Wayne
Allen County Memorial Expo Center • Ft. Wayne, IN

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MOTOGP: Motorcycles Were First To Race At Brickyard

CONTINUED FROM PAGE 2

have an international following, and are some of the better known sports figures in the world. MotoGP is not a mainstream sport, even a mainstream motorsport in the U.S., but it's a big show on the world sport's stage. In 2007, it drew nearly 2,500,000 spectators at 18 tracks in 15 countries.

MotoGP was established as a recognized world championship in 1949, making it the world's oldest motorsports championship. It has been known as the 500cc Championship, but that was changed to MotoGP in 2002. New rules were established that gave four-stroke engines a maximum capacity of 990cc. That was done to take away the horsepower advantage of the two-stroke engine — and phase it out — in order to make the series more relevant to the consumer. It had been 15 years since any manufacturer had produced a 500cc or larger two-stroke motorcycle. Then, in 2007 the maximum displacement was reduced to 800ccs to slow the ever-increasing speeds.

Although there's already a MotoGP event in this country, the Red Bull U.S. Grand Prix at Laguna Seca, the legendary status of Indianapolis will certainly attract major attention from all corners of the motorsports world. There are high expectations on both the part of the Speedway — and MotoGP — that the interest generated by the event will be immense.

Indianapolis officials are anxiously anticipating a large, enthusiastic fan turnout. And the motorcycling industry is so excited about the prospects that the magazine *Motorcyclist* has named Speedway CEO Tony George, a rider himself, *Motorcyclist* of the Year for his decision to stage the race, saying, "...George has the power to showcase the excitement of MotoGP racing before another universe of fans."

It's a unique opportunity for a historic, world-class racing series to perform on the world's best-known motor-racing stage.

The Weekend

A typical MotoGP weekend consists of competition in the premier MotoGP class, as well as two support classes, 125cc and 250cc. Indianapolis will also include the Red Bull Riders Cup race, with the top-10 rookies from the AMA competing against the top-10 rookies from MotoGP.

There will be 20-30 riders in each 125cc and 250cc class, and another 20 in MotoGP. With that many bikes, the weekend will be packed with action. They'll practice on Friday, practice and qualify on Saturday and all four classes will race Sunday.

As it does with other events at the Speedway, the city of Indianapolis is enthusiastically behind this latest venture and will provide numerous auxiliary events to turn the weekend into a festival. Also for the fans, the Speedway will have Q&A sessions with the riders, a pit walk on Sept. 11 and let motorcyclists lap the MotoGP course on Sept. 13. Prices for that range from \$100-425, with the higher priced packages including tickets and passes for the entire weekend. The



DANA GARRETT/IMS PHOTO

TWO-WHEEL POWER: MotoGP riders line up on the famous yard of bricks at Indianapolis Motor Speedway during a test session in July. Motorcycle racing returns to the Speedway in this weekend's MotoGP.

money generated will go to the Pediatric Brain Tumor Foundation. There's also an AMA flat-track race scheduled for the Indiana State Fairgrounds' dirt mile.

The Machines

MotoGP bikes are purpose-built, prototype-racing machines. There are five manufacturers currently constructing them and providing factory support to teams: Ducati, Honda, Suzuki, Kawasaki and Yamaha. With engines that produce in excess of 200 horsepower at 18,000 rpm, they will touch 200 mph down Indy's long frontstretch.

The sound generated is a goose-bump raising, audio sensation — not the high-pitched scream of the old two-strokes, but a ground-thumping, throaty roar. Watching and hearing 20 of the 300-pound rockets battling counter-clockwise around the modified, 16-turn, 2.621-mile Formula One course will be sensational.

The Riders

For racing fans who have taken even a cursory glimpse at MotoGP, it's difficult to imagine anyone in all of motorsports braver or crazier than the riders: 200 mph on two wheels, counteracting centrifugal force in tight turns by leaning the bike nearly horizontal, their knees dragging the track, and their bodies hanging so far off the side that they don't even touch the seat. They are highly skilled, extremely talented and at one with their machines.

Perhaps the most recognizable of these is seven-time world champion Valentino Rossi. Arguably the best to ever straddle a motorcycle at that level, Rossi is currently in a heated battle for another world championship crown and will be a heavy favorite at Indianapolis, as will the rider Rossi is closely battling in this year's championship, reigning world champion, 22-year-old Australian sensation, Casey Stoner. Others that figure to be prominent at Indy include, Marco Melandri, Dani Pedrosa, Loris Capirossi, Jorge Lorenzo and Andrea Dovizioso. All are former world titlists.

America is well represented in this predominantly European series. The premier American rider, without question, is the flamboyant 2006 MotoGP champion Nicky Hayden. From nearby Owensboro, Ky., Hayden has participated in many promotional activities for the Indy Grand Prix, including riding "Cannonball" Baker's 1909 Indian around the new course to celebrate

its completion.

John Hopkins is another American to watch, as is the likeable Texan Colin Edwards. It's possible that yet a fourth American could mix it up at Indy as well — AMA Superbike champion Ben Spies.

Want to see an American win at Indy? It just could happen during the MotoGP weekend.



BRET KELLEY/IMS PHOTO

DOWN LOW: Niccolo Canepa gets a close look at the road course at Indianapolis Motor Speedway during a MotoGP test in July.

Gas City Track Up For Sale

Longtime Promoter Thomason Stepping Down After 12 Years

By **BRETT BOWMAN**

GAS CITY, Ind. — Stating that the time was "just right," longtime track promoter Jiggs Thomason announced his retirement Friday night at Gas City I-69 Speedway.

With the retirement announcement, Thomason, as well as track owner Jack Himelick, also noted that the popular bullring was indeed for sale or lease, but that if the right person came along, they would be willing to simply fill Thomason's role as promoter.

"We have a few ideas of what we would like to happen," said Thomason a day after his announcement. "If someone wanted to purchase the track for the right price, then that would be OK. Also, if someone wanted to lease it

for no less than three years and up to five years, then that is another option. Another thing we are looking at is simply to get some new blood to take my place and get out and promote and pretty much just do what I've done the last 12 years."

The 2006 National Sprint Car Hall of Fame Promoter of the Year noted that he just felt it was time to move on so he could spend more time with his grandchildren and great-grandchildren, something he has been unable to do with the rigors that go hand in hand with promoting a race track.

"I will turn 69 years old in February," said Thomason. "I spent 30 years at General Motors and the last 12 running things at Gas City. I have been going out to the track on race day, going through all that needs to be done. Then the day after the races, I head back out and re-work the track itself and pick things up around the track, that sort of thing."

Thomason noted the support staff he's been blessed with as a key to the track's success over the years and how he will miss interacting with them on a weekly basis.

"When I made the announcement the other (Friday) night to my staff, there were 61 staff members overall there," he said. "Of those folks, only myself and my wife are for sure not going to be coming back next year. Should someone else take over, I feel like it will be a pretty smooth transition for whoever it might be. Sure, some others may leave, but the core group should still be intact."

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CHICO, Calif. — Former Silver Dollar Speedway rookie of the year Kyle Hirst drove his way to victory in the \$3,000-to-win Hoosier Racing Tires

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event Sept. 3 at Silver Dollar Speedway.

Hirst started on the pole position and led from the drop of the initial green flag as the quarter-mile quickly became a single-lane track,

preventing most drivers from passing.

Brad Furr finished second and Jimmy Trulli was third. Mason Moore and Greg DeCaires completed the top five.

Hirst shared the spotlight with Billy Wallace, who posted the victory in the Wingless Invitational event.

The finish:

Kyle Hirst, Brad Furr, Jimmy Trulli, Mason Moore, Greg DeCaires, Kyle Larson, Sean Becker, Mike Benson, Alissa Geving, Andy Gregg, Andy Forsberg, Scott Kinney, Myles Bishop, Ricky Wright, Jr., Bradley Terrell, Willie Croft, David Robinson, Jr., Chad Compton, Jeff Parady, Christian Stover.

Merchant Cashes In

BAYTOWN, Texas — Series point leader Kenny Merchant rallied from 11th-starting spot Saturday at Houston Raceway

SUPR LM
Park to take the lead before the race's mid-

point, and held off a late challenge from hometown driver Kevin Sitton for his fourth O'Reilly Southern United Professional Racing late-model victory of the season.

Merchant, who has three victories in his last five SUPR starts, earned \$2,500.

Sitton settled for second with Ronny Adams in third. Rob Litton came home fourth with Chris Wall completing the top five.

The finish:

Kenny Merchant, Kevin Sitton, Ronny Adams, Rob Litton, Chris Wall, Howard Willis, Ray Moore, David Ashley, Doug Begnaud, Robbie Starnes, Lee Davis, Kyle Cummings, Patrik Daniel, Devane Hillman, Jayson England, Michael Coleman, William Kenney, Robbie Stuart, Tom Lorenz, Kevin Migura, Allen Tippen, Doug Ivey, William Butler, Brock Williams.

New Track Is Pride Of The Garden State

VALLEY STREAM, N.Y.

The once race-rich state of New Jersey has been taking it on the chin lately. When this season started, only five race tracks were active in the Garden State, with two of those being dirt ovals — New Egypt Speedway and Bridgeport Speedway — and the other three being drag strips — Atco Raceway, Island Dragway and Old Bridge Township Raceway Park.

The opening of New Jersey Motorsports Park is a big boom for Jerseyites. Chris Economaki told us all about the place in his column last week. I hear it is the most creature-comfort facility in racing. I am happy to hear a three-quarter-mile oval is on the way. NJMP hosts the ARCA RE/MAX Series Sept. 28.

I understand two of the owners are vintage racers. This region sorely needs a huge vintage event, drawing every type of race car. NJMP is centrally located. The August event there that featured the Sports Car Vintage Racing Ass'n was a good start in that direction, and a vintage auto show is coming up Sept. 20-21.

It is great to hear that Wall Stadium is being leased and the Turkey Derby will be run as usual on Thanksgiving weekend. I urge fans and competitors to support this show. Hopefully, someone will open the gates every week. Wall

RACING JOURNAL



GARY LONDON

was built in 1950 and hosted racing every Saturday until this year when the owners went broke.

I have never seen two poorer excuses for racing at one track than what was run Labor Day weekend at Fontana, Calif. ESPN did its best to hide all the empty seats. Last year track management said the place looked deserted because "the fans were shopping." Well, with the uninspiring racing, maybe shopping is the way to go.

Marty Himes's open house was a success. It was fun rerunning old races with boyhood heroes George Peters and George Cousin. Eddie Brunnhoelzl was not on hand, but Bill Stellwagen did a great job "portraying" him. Then I got caught up on all the gossip with Dottie Mann and Jeannie Reimuller. It was great to see Dottie (Mrs. Bob) Lee, too.

One of short-track racing's classics, the Freedom 76, is set for Grandview Speedway Saturday (Sept. 13). It pays \$20,000 to win the 25-mile race. Doug Hoffman will be back behind the wheel for the very formidable Chad Simon team.

Lew Boyd, who writes the best books on racing for his Coastal 181.com firm, is working on Riverside Park Speedway in Agawam, Mass., as his latest project. That track has more than 50 years of history.

Jack Roush is not famous for his patience, but he is being rewarded for hanging in there with David Ragan, who is easily the most improved Cup driver. I think next year David Stremme will be a pleasant surprise in the Penske No. 12.

My sympathy to my friends at Area Auto Racing News on the passing of their long-time staffer Joe Pratt. Joe was only 48. It was sad to lose Greg Weld. Greg was a neat guy and a tremendous sprint-car driver.

The Ladies Pro Golf Ass'n has mandated a rule that all members must speak English. Imagine if the IRL did that. Also, the PGA men's tour has started a "Chase-like" format, which almost everyone dislikes.

No instant replay here, at 25 Emerson Place Valley Stream, N.Y. 11580. E-mail to racewri771@AOL.com.

Concentration Pays Off For Hoffman

Cozzolino Nabs Title When
Goede Has Problem

MADISON, Ill. — Eddie Hoffman took the victory in his home state and Peter Cozzolino walked away from Gateway

ASA LM

Int'l Raceway with the ASA Late Model Series Challenge Division title.

Jacob Goede entered the Gateway 100 with a 14-point advantage over Cozzolino, but dropped from competition in the late going, handing the championship to Cozzolino.

Sean Murphy led early in the 80-lap event on the 1.25-mile oval, but lost a thrilling battle with Hoffman during the middle stages of the race. Despite a yellow with eight laps remaining, Hoffman held off Robbie Pyle for the victory.

Murphy, Cozzolino and Travis Dassow completed the

top five.

"I had to concentrate," Hoffman said. "It wasn't just one guy, it was two other guys. I had to let Robbie (Pyle) work on (Murphy) and take advantage of those two guys. Once they got side by side, it slowed them down enough and I could get a run on them. I was as surprised as anybody that I could pass them both right away."

Cozzolino was grateful to win the title.

"It's been consistency. It's been near all top fives," Cozzolino said. "We've been good week in and week out. We were probably good enough to get into the top three, but when I saw where we were and what we needed to do, I mean, we'll take a championship any day."

The finish:

Eddie Hoffman, Robbie Pyle, Sean Murphy, Peter Cozzolino, Travis Dassow, Jimmy Lang, Jack Smith, Brent Downey, Chris Sevey, Brett Moffitt, Drew Brannon, Billy Crane, Bear Lynch, David Wood, Logan Ruffin, Josh Cave, Brian Campbell, Jeff Choquette, Mike Vannoy, Jacob Goede, Chad Finley, Kris Stump, Jimmy Weller, Patrick Lawson, Kyle Sirizzotti, Bob Varney, Austin Siebert, Michael Bilderback, Michael Pickens, Brent Seeley, Rebecca Kasten.



Eddie Hoffman

Jones Holds Off Cone To Snag Homecoming Score

By ELDON BUTCHER

FLORA, Ill. — Levi Jones won the Hoosier Tire Midwest Sprint Car Series feature race Saturday night at Clay County Speedway, making it a successful homecoming for the former Olney, Ill., resident.

The 25-lap event became a continuous dual between Hud Cone and Jones. Cone used the top of the track along the cushion to build momentum through the turns while Jones worked an inside line down against the tires marking the infield.

After trading the point, Jones took the lead for good on lap 17 and held on from

there with Cone crossing the stripe in second, thwarting the late charge of Kyle Cummins. Darren Hagen and Brady Short completed the top five.

The finish:

Levi Jones, Hud Cone, Kyle Cummins, Darren Hagen, Brady Short, Jesse Cramer, Mitch Wissmiller, Thomas Meseraull, Terry Babb, Alex Shanks, Blake Fitzpatrick, John Memmer, Kevin Thomas, Ricky Williams, Chad Branson, Jack Gilbert, Shawn Krockenberger, Kurt Gross, Bret Triplett, Tommy Rockwell.

CLASSIFIEDS

RACING MARKETPLACE

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Indy Cars 1



COMPLETE THREE CAR IPS team for sale: Includes three cars, all pit and set-up equipment, Pete/Featherlite transporter and many spares. **BE READY TO RACE TOMORROW!** Will consider part out. All is first rate. Please call for info and photos. (623) 582-9975. jmmaresco@earthlink.net.

Sprint Cars 3



#1 J&J ROLLER new with \$3,000 in spares; \$18,000. #29 J&J roller, 27 features; \$5,000. Honda 4-wheeler; \$2,500. 48' Haulmark edge with living quarters. Shower, heat, air, 9,000 miles, generator, power, gear, compressor, 9,000 lb. axles; \$38,000. Terry Pletch (765) 412-1864.

Sprint Cars 3

NICHOLAS MOTORSPORTS sell-out. (1) Beast roller. Mopar motor. Numerous misc. spare parts. Call Kyle @ (317) 862-0250.

FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED:** Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.

Midgets 5

NEW '07 Ellis dirt midget roller complete w/Esslinger motor mounts & lines. Includes spare bead lock wheels and set of nerfs & bumpers. \$9,500 o.b.o. Call Jim Rieder @ (317) 508-6263.

NICHOLAS MOTORSPORTS sell-out. (2) Beast midget rollers. Numerous misc. spare parts/wheels. Mopar motor. Call Kyle @ (317) 862-0250.

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For more information:
sarab@nationalspeedsportnews.com

Midgets 5



FOR SALE: (2) 2006 Esslinger/Stealth midgets. Car 1: Eight races 2006, six races '07, zero races '08, Esslinger XT (new 5/06) never touched, 2006 Stealth wide body never bent. Lightweight rear, lightweight steering gear, lightweight hoses, Advance cockpit adjustable shocks. Cable driven fuel pump, stainless 4-2-1 headers. \$30,000 o.b.o. Car 2: Zero races 2006, six races '07, zero races '08, Esslinger purchased used - rebuilt 10/2007 (not fired since rebuilt), 2006 wide body never bent, lightweight rear, lightweight steering gear, Advance shocks, Dirt headers. \$25,000 o.b.o. Spare parts: Lightweight rear complete, new rear axle, complete front axle, radiator, 10 extra wheels, eight new tires, shocks, torsion bars, radius rods, gears, hoses, kickoffs, nerfs, air filters, headers, oil tank, hot head water heater. \$8,000 o.b.o. Entire package \$55,000 o.b.o. (303) 598-2838, stoneycreekconcrete@earthlink.net.

Vintage/Classics 14

BILL HITE SUPER. Z-WD, built early '70s, roller, some extra parts. Email scaddenwts@earthlink.net or call (860) 729-9055.

Parts/Engines 15

LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

SILVER CROWN pavement motor used by Dave Steele. Less than 60 laps since freshened. Best of everything. \$19,500 o.b.o. Call Phil Durst (402) 432-6555.

WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

YOUR AD HERE!
For placement info contact
Sara at 704-455-8042

Tools 16

WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our Web site for information and special prices. (305) 215-2202.

Trucks/Haulers 17



2004 SHOW hauler, Freightliner Columbia, 450 Mercedes auto trans., super slide, CAT generator, 2500 inverter, oak cabinets, satellite, full leather, large bathroom with full shower, full bedroom in rear, 200 gal. fresh water, like new inside and out, only 56,000 miles. 2004 United stacker, full cabinets, winch. \$165,000. Health forces sale. (419) 564-9552 or (419) 565-2084.

Trucks/Haulers 17



2006 UNITED Expressline toter, 16ft. with slide-out, with 2006 United Expressline 44ft. trailer, 2nd level fold down door. \$125,000. Matt (517) 414-0175.



2007 GOLDRUSH TRAILER / FORD 650. New race rig - never used. Complete ... Too many options to list! Great for motorcycles or cars. Located on west coast. (949) 230-4920.

NATIONAL SPEED SPORT NEWS – CLASSIFIED AD MARKETPLACE

ATTENTION ADVERTISERS: Thousands of readers turn to our classifieds each week. Sell your racing goods and services fast with a classified ad in *National Speed Sport News!* As an added bonus, we will place your ad on-line at www.nationalspeedsportnews.com absolutely FREE. Placing your ad on-line helps sell your goods and services even faster by reaching readers 24 hours a day, 7 days a week. In addition, our exclusive classified ad email-notification feature has produced stunning results in record time. What are you waiting for?

DEADLINE: THURSDAY – 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.

Ads not received in time will run in the following issue.

To place a classified ad, follow these 5 simple steps:

STEP 1 – CIRCLE THE CATEGORY

 that best describes your item.

If you do not choose a category, your ad will be classified "miscellaneous."

- | | | | | |
|-----------------------|--------------------------|----------------------|-------------------------|----------------------------|
| 1. Indy Cars | 8. Stock Cars | 15. Parts/Engines | 22. Apparel | 29. Services |
| 2. Champ Cars | 9. Formula Cars | 16. Tools | 23. Videos/Photos | 30. Trade Shows |
| 3. Sprint Cars | 10. Sports Cars | 17. Trucks/Haulers | 24. Tickets | 31. Auctions |
| 4. Mini/Micro Sprints | 11. Dragsters | 18. RVs/Campers | 25. Positions Available | 32. Real Estate |
| 5. Midgets | 12. Go-Karts | 19. Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
| 7. Modifieds | 14. Vintage/Classic Cars | 21. Books/Magazines | 28. Rides Wanted | 35. Miscellaneous |

STEP 2 – WRITE

 your ad below. **ADD** the number of words. TYPE OR PRINT CLEARLY.

NSSN is not responsible for errors caused by illegible copy or uncategorized items.

Use additional paper if needed ...

TOTAL NUMBER OF WORDS: _____

SPECIAL CLASSIFIED OFFER!

Place a classified ad for at least one week and get one week FREE! *Call for details.*

STEP 3 – MAKE YOUR AD STAND OUT.

 (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

PHOTOS*		SYMBOLS – to be placed above first line of ad.	
Black & white photo	\$10 per week <input type="checkbox"/>	Row of Flags	\$5 per week <input type="checkbox"/>
Color photo	\$15 per week <input type="checkbox"/>	Row of Stars	\$5 per week <input type="checkbox"/>
*\$180 maximum photo fee for consecutive ad run.		Row of Check Marks	\$5 per week <input type="checkbox"/>
BORDERS – to be placed around the ad.		No Ad Enhancements	<input type="checkbox"/>
Shadow Box - <input type="checkbox"/>	\$7 per week <input type="checkbox"/>	Ad Enhancements total:	\$ _____
Plain Box - <input type="checkbox"/>	\$6 per week <input type="checkbox"/>		

STEP 4 – TOTAL YOUR COST HERE.

Total words _____ x \$.70 \$ _____

Total cost for ad enhancements + \$ _____

Price for one week = \$ _____

Multiply by number of weeks to run* x _____

TOTAL AD COST \$ _____

*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

70¢ per word
\$10 minimum
per week!

STEP 5 – PAYMENT. MUST ACCOMPANY ORDER!

NO REFUNDS.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____

Card No. _____

Exp. Date _____ Signature _____

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FAX AD TO: 704-455-3147
PHONE: 704-455-8042

EMAIL:
classifieds@nationalspeedsportnews.com

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Visa Mastercard Discover AmEx
Security Code*

*Last 3 digits on back of Visa, MC, Discover + 4 digits on front of AmEx

PLACE YOUR CLASSIFIED AD ONLINE!
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NSSN RACING MARKETPLACE CLASSIFIEDS

RVs/Campers 18



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For Reservations Visit CampingWorld.com/RVRentals

Collectibles 20

BUYING COLLECTIBLES

Any Automotive/Racing Collectibles or Memorabilia Wanted!

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Call 1-877-301-5685 or visit www.GoMotorBids.com



WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also, seriously seeking Cox, Thimble, Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

www.racediecast.com: Old & new diecast. All types of race cars. Over 7,000 cars in stock to choose from. Email: keith@racediecast.com. Visa/MC. Keith Johnson, (337) 457-4498, Circle Track Racing, Inc., 251 Ella Street, Eunice, LA 70535.

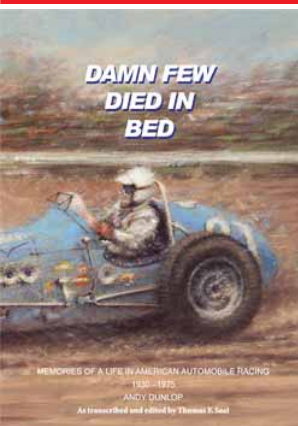
Books/Magazines 21

Great Racing Stories

SmokeyYunick Fireball Roberts Don Oldfield

SmokeyYunick.com

Books/Magazines 21



FROM RACEMAKER PRESS. www.racemaker.com. Damn Few Died in Bed. \$39.95 (+\$6 S&H), full color, heavily illus. The remarkable story of Andy Dunlop, a master mechanic and crew chief who spent almost fifty years in American automotive competition. In a book that captures the essence of American dirt track racing, Tom Saal's skillful interviews with Dunlop bring out the highs and lows of the amazing life on the championship trail in the Fifties and Sixties. This volume is a true testament to Andy and many others who lived and sometimes died on the edge, preparing cars and driving them to their limit. orders@racemaker.com. 127 South Street, Boston, MA 02111. (617) 723-6533.

Apparel 22



GET THE HOTTEST racing shirts on the planet Earth. Check out www.edgepsychotic.com. jschreckler@edgepsychotic.com.

Tickets 24

TWO MOTO GP TICKETS: Stand B, Penthouse, Row G. \$150 each. Call (714) 366-1245.

Positions Available 25

EXPERIENCED MECHANIC needed for race car dealer/collector. Must have experience with Indy, WSC, F5K, or others. Excellent salary & benefits package. Please send resume to Can Am Cars, Ltd. info@can-am-cars.com. (636) 227-3959.

GROWING INTERNATIONAL manufacturer of race car components is expanding our professional sales staff. Candidates must have in-depth technical knowledge and experience in racing markets to include stock, drag and open-wheel. Prior team and/or crew members encouraged to apply. Please email resume to Dustoff16y@aol.com or fax to (704) 662-9094.

Rides Available 27

KAPLAN/GENNUSO RACING sprint cars for rent. See advertisement in Performance Edge Marketplace.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

Real Estate 32



BROWNSBURG HOUSE w/ shop for sale. Sitting on almost one acre. Two to three miles from race shops in Brownsburg. Great neighborhood, three bedroom, fireplace, will sell furnished or unfurnished. Very nice and clean. 30x40 steel frame shop, heat, air 330 amp power, easy access for hauler. \$154,900, possible finance. Call Gary (360) 929-7410, Duncan (360) 675-6604.

BUILD YOUR dream home on 6.74 acres of prime land in popular Lewisville/Clemmons, NC area. Property is conveniently located to I-40 off Harper Rd. \$155,000. (336) 817-5321.

FOR LEASE or sale: Beautiful race park SE Missouri. 3/8-mile dirt track, 1/8-mile concrete drag strip, concession stands, bathrooms, 15 acre lighted parking. Total of 97 acres. (314) 351-2302 or (636) 942-3086.

INDIANAPOLIS 4,500 square foot BRICK Ranch w/4+ car attached garage & full finished basement, RV 100 amp water & sewer hook ups, less than five miles from IMS & IRP. MLS #2816042. Mary Lou Gordon, Century 21 Gordon. (317) 243-3666.

LOOKING TO purchase a dirt or asphalt oval operating track in the Southeast. (413) 246-8452 or spdway1@aol.com.

RACE TRACK for sale. 3/8-mile dirt track 70 miles from Lowe's Motor Speedway in Ruby, S.C. 3,700 sq. ft. shop, 1,000 sq. ft. home with 1/2-acre pond. \$195,000. (843) 634-6178.

Business Opportunities 33

REQUEST FOR QUALIFICATIONS (RFQ) NUMBER: P6120, Spokane County Motorsports Park Long Term Operator. THE SERVICES: Spokane County is requesting submittals from firms / persons to enter into a long term agreement for the operation of the Spokane County Motorsports Park Facility. The scope of services to be provided by the successful operator under this RFQ will consist of: (1) Managing the day to day operations of the Motorsports Park Facility (oval track, drag strip, and Grand Prix road course and other types of motorsports events) including, but not limited to, scheduling, conducting, and overseeing all aspects of racing events and the promotion, marketing and operations of all other events at the Motorsports Park Facility, as well as the creation and selling of premium seating programs, race sponsorships, promotional agreements and other miscellaneous related items; and (2) Other events and services to be scheduled at the Motorsports Park Facility such as, but not limited to, concerts, sporting events, swap meets, etc.; and (3) Coordination of the facility by Spokane County Sheriff's Department / Local / Regional Law-enforcement for Training Purposes; and (4) The completion of required improvements at the Motorsports Park Facility as described in the RFQ. PRE-SUBMITTAL CONFERENCE: An informational meeting ("Pre-submittal Conference") will be held on September 10, 2008, at 1:30 P.M. in the Conference Room 2B in the Public Works Building, 1026 W. Broadway Ave., Spokane WA, 99260. The purpose of this informational meeting is to discuss the specifics of Spokane County RFQ No. P6120 and answer any other questions submitter's may have regarding the RFQ process for this project. This meeting is NOT mandatory but firms planning to submit responses are strongly encouraged to be represented at the Pre-submittal Conference. Spokane County is requesting feedback up until Friday, September 12, 2008, from potential submitters with regards to questions or comments about the content the RFQ. FINAL RFQ SUBMITTALS will be received by Spokane County Purchasing Department, 901 N. Monroe, Suite 350B, Spokane, WA 99201 until 5:00 P.M., Friday, October 3, 2008. THE SPOKANE COUNTY BOARD OF COUNTY COMMISSIONERS hereby notifies all respondents that no person or organization shall be discriminated against on the basis of race, religion, color, age, sex, sexual orientation or national origin in consideration for an award issued pursuant to this advertisement. Additionally minority business enterprises are encouraged to submit responses to this invitation. COPIES of the request for qualifications document are available by email or hard copy and can be obtained from the offices of the Spokane County Purchasing Department, 901 N. Monroe, Ste 350B, Spokane, WA 99201. For more information, and to obtain a RFQ document, please reference Project No. P6120 when contacting the Spokane County Purchasing Department at (509) 477-2301. SUBMITTALS should follow the format outlined in the request for qualifications document.

Real Estate 32

SPEEDWEEKS 2009: Beautiful ocean-front condo. Two bed/two bath, fourth floor, new decor, very large balcony. In Ormond Beach only a few miles from track. From 02/07/09 - 02/21/09. \$2,000. Call (702) 254-0219.

Business Opportunities 33

ONE OF FLORIDA'S finest asphalt short tracks. Turn key starting at \$1.2M - terms possible. National Racetrack Clearing House, a division of Posey & Co. Realtors. www.race-tracks.net.

BECOME A FASTWAX DEALER.

Ground floor opportunity. Proven product, great margins. Find out more. www.fastwax.net. (866) 483-7033.

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, sell "America's Weekly Motorsports Authority" at racing events in your area, and earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@nationalspeedsportnews.com.

WORK FROM home in the wellness industry with a fast growing company. Find out how at www.racersdrink.com.

Miscellaneous 35



PUT YOUR next event in the Winner's Circle with miniature NASCAR racing! For rent: Portable, mini-NASCAR track with radio controlled replicas. WWW.RACEPARTIES.COM or call Dan at (317) 695-6497.

Norman, Roeseler Victorious at Primm

PRIMM, Nev. — Roger Norman drove the last lap to victory after teammate Larry Roeseler

SCORE

had spotted him a 10-minute lead driving the first three of four laps in the No. 8 Norman Motorsports Ford F-150 race truck, capturing the overall and SCORE Trophy-Truck victory Saturday at the 13th annual SCORE Terrible's Primm 300 desert race.

With Norman earning his first career SCORE Trophy-Truck race win and Roeseler his second, the duo covered the rugged 288-mile race in four hours, 50 minutes and 20 seconds, averaging a ground-pounding 59.52 miles per hour while covering the four laps over the rugged 72-mile desert race course.

Roeseler started seventh in the star-studded field of 20 starters in SCORE Trophy-Truck elapsed-time race, was second after the first lap, moved ahead on lap two and extended it to more than 10 minutes on lap three before turning the wheel over to Norman.

Brian Collins not only closed the gap during the final lap, but actually took the lead by nearly a minute on corrected time before two flats in the final 10 miles put him back into second place at the checkered flag.

Keeping SCORE Trophy-Trucks from sweeping the podium was the All German Motorsports unlimited Class 1 BMW-powered Jimco open-wheel desert race car driven by Armin Schwarz and Martin Christensen. With Schwarz starting and driving the first half of the race and Christensen bringing their car

across the finish line in 4:58:54, averaging 57.81mph.

It was the second Class 1 win of the year for Schwarz and Christensen.

For the seventh-consecutive year, the race was split into two groups with the slower classes running in the morning. The faster classes, including the featured SCORE Trophy-Truck division along with the unlimited Class 1 open-wheel class, raced in the afternoon.

Bekki Wik and her husband Adam Wik's Honda-powered Bunderson were the fastest during the morning section of the race, winning Class 10 in 5:18:15.

Winning the Primm race for the sixth time in seven years, including five straight, were brothers Donald Moss and Ken Moss in their sturdy Ford Bronco. The victory was also the 30th class win of their desert-racing career; and they remained undefeated this season with their fourth victory of the season.

Aaron Hawley and Bryan Freeman split the driving and defeated a 14-car field in a Seagrove-VW in Class 1-2/1600.

In the 14-car SCORE Lite class, Perry McNeal won in a Lothringer-VW. John Holmes won Class 7SX in a Ford Ranger for the second time in this race. Kevin Carr drove his VW Baja Bug to the Class 5 win for the second straight year.

Other class winners included Marcos Nunez (Class 5/1600, VW Baja Bug), Chris Taylor and Josh Quintero (Class 7, Ford Ranger), Kent Kroeker (Stock Full, Dodge 2500), Gavin Skilton (Stock Mini, Honda Ridgeline) and Ramon Fernandez (Class 11, VW Sedan).

Boen Takes Over NCRA Point Lead

PARK CITY, Kan. — After taking the O'Reilly NCRA Late Model points lead with his

NCRA LM

runner-up performance the night before at Belleville, three-time defending series champion Kelly Boen added to that lead by winning the Sept. 1 feature at 81 Speedway.

The victory was Boen's second triumph of the holiday weekend and his fifth of the season.

By virtue of redraw, Boen started on the pole for the 30-lap feature, but it was Bryant Goldsmith jumping out into the lead from his outside front-row starting position

Goldsmith opened a five car-length lead by lap two over Boen with Delbert Smith, David Brack and Jimmy

Segraves all giving chase.

The front two runners began pulling away from the field, however, as Boen began making his move on Goldsmith for the lead.

Boen overtook Goldsmith for good on lap 14, building a 10 car-length advantage before a caution nullified it on lap 22. Even so, Boen stayed in front as Al Purkey, Goldsmith and Kyle Berck battling behind him.

Purkey passed Goldsmith for the runner-up spot before Berck moved past them both for a second-place finish. Purkey settled for third and Goldsmith was fourth. Delbert Smith completed the top five.

The finish: Kelly Boen, Kyle Berck, Al Purkey, Bryant Goldsmith, Delbert Smith, Ryan McAninch, Jason Friesen, Mike Wiarda, David Brack, Jimmy Segraves, Shawn Hawker, Ted Martin, Kelly Dunn, Ronnie Warman, Bill Koons, Brady Fortney, Earl Kinderknecht, Gale Gottschalk.



HHP/RUSTY BURROUGHS PHOTO
THINKIN' THING: NASCAR Nationwide Series regular Brad Keselowski is deep in thought while sitting on the lift gate of the team's hauler.



STEVE ETHERINGTON PHOTO
STRAIGHT AHEAD: Nelson Piquet laps the Circuit de Spa-Francorchamps during practice for Sunday's Formula One Belgian Grand Prix.



JOHN MEIRHOFER PHOTO
OUT OF SHAPE: Donny Schatz (15) takes the lead in the Sept. 2 Advance Auto Parts World of Outlaws feature at Cottage Grove (Ore.) Speedway as Jason Meyers crashes into the wall. (Below) Emma Dixon hugs a Target Chip Ganassi crew member while watching husband Scott battle Helio Castroneves for the win in Sunday's IRL IndyCar race.



DANA GARRETT/IRL INDYCAR PHOTO

Hanna Can't Stop Fork Mountain Action

BASSETT, VA.

Tropical Storm Hanna made the infield at French Grimes's Fork Mountain Raceway look as if Grimes had installed a fishing pond. But racing went on as the three-eighths-mile clay oval hosted the Racesaver Series 305 Nationals a few short miles from Martinsville Speedway.

All of it is Grimes's creation — the Raceway, the Racesaver Series, the Virginia Sprint Series.

Basett, Va., is famous for furniture, but it surely seems like the town's two manufacturers don't make nearly as many chairs in the Virginia hills as they used to.

So, Grimes has set about the business of making speed, through downgraded hurricanes and darkest night and all that other stuff.

"French has done such a great job with this place," said Billy Norfleet, winner of Saturday's Racesaver Series 305 Nationals.

But Grimes, who still drives with the Virginia Sprint Series when not running events at Fork Mountain, is hoping for more than this.

The storm that sloshed through Virginia and the rest of the mid-

ALL THE MARBLES



JOHN CLAYTON

Atlantic region Friday and Saturday, hampered turnout for Saturday's event. The field of sprint cars was about half of what Grimes wanted and anticipated.

What can you do about acts of God and such?

"God didn't tell them not to make the haul," said Grimes.

The fact that there could be racing at all at the track is a testament to the acts of French, whose friend and fellow VSS competitor Satch Worley helped re-grade Fork Mountain Raceway, which is still a work in progress nestled off of Highway 220 on the way to Roanoke and accessible by a winding, pitching road that would make one hell of a sports-car

course if Grimes and the state of Virginia were in such a mood as to make it one.

"The track was really out of shape when French bought it," Worley said. "We're in the grading business, so French called me up and we went to work on it."

Together, they have worked the track into shape good enough to survive Friday's torrential rains and still be able provide a fine racing surface for Saturday.

And while Worley was working on the track, Grimes talked Worley out of a semi-retirement from racing brought on by a family illness.

So, Worley, driving Grimes's second car, is back in the game, just like Fork Mountain has come back to life for a few Saturday nights this year.

And next year, a few more. Like many small tracks of its ilk around the country, the car counts and the crowds need to increase for the place to flourish.

Not every track is Eldora or Knoxville, even if that's what they aspire to be.

But not every weekend brings with it a tropical storm either.

FORUM:

Readers Still Looking For Ways To Improve NASCAR

CONTINUED FROM PAGE 4

alive. He participated in the Masters Classic at Knoxville recently.

It was rumored that he may have been adopted. I do not know for sure, and it does not really matter. I have three brothers that are not biological, two of which carry the same surname as I, and I would challenge anybody to deny me claiming them as a brother.

It was absolutely uncalled for of Dave Argabright to mention Kenny's downfall as a part of a tribute column to Greg, along with the fact that my memory tells me Kenny spent most, if not all, of his time in a minimum-security facility somewhere in the Dakotas as opposed to Leavenworth. Poor journalism at its very best, and I'm losing faith in the publication as a whole.

Merrill Jacob
Meriden, Kan.

NASCAR Notions

It is such a shame that NASCAR only recognized three drivers — Jimmie Johnson, Jeff Gordon and Dale Earnhardt, Jr.

I will predict that one of these three will be the champion at the end of the season, and it will most likely be Johnson as they want a three-time winner. With all the tools NASCAR has to regulate the race, this shouldn't be hard to do.

I would also like to see the lucky dog done away with as it only helps the top dogs anyway. If they get a lap down, let them make it up the old-fashioned way — by racing harder and making it up on their own.

I also would wish that they might put a cone or something in front of the first pit so that the driver would have to turn right like all the other drivers, so that they don't get a two- or three-car advantage. This is no fair.

Chris Shelvik
Tigard, Ore.

Wrong Choice By IRL

Where did the IRL find this "Versus" network? No matter how bad the IRL coverage is on ESPN, at least we can get it.

When John Clayton said in his column that "Versus reaches 70 million homes," I laughed. That number had to be made up by a network big wig.

Our cable system offers Versus on its premium tier with more than 20 other obscure channels. Do I really want to pay at least \$25 per month to get one channel we want? In this economy? I don't think so.

Hazel Cotton
Texarkana, Texas

Come Back, J.J.

A superb talent in open-wheel racing, namely wingless sprint cars, J.J. Yeley eventually defected to the NASCrap scene. For whatever reason, things just didn't work out for him there.

J.J., bring your exciting dirt-tracking style back to the short tracks. Come back to real racing.

Gary Grim
Fleetwood, Pa.

Same Old Tune

It's Aug. 29, and they just played the national anthem at Auto Club Speedway before qualifying. The young lady — 18-22ish California blondish — added words, changed the tune, went flat and sharp randomly and reached her

pinnacle when the jet-fighter formation blessedly drowned her out.

Who picks and/or auditions these people? How much money must pass hands to embarrass the fans and the anthem with these travesties week-in and week-out? NASCAR, please, embarrass yourself with the bent-dog suspension "Car of Tsimilarity," but class up the front of the act at least.

F. William Parker
Lake Balboa, Calif.

Respectful Anthem

NASCAR kids finally gave a good, respectful national anthem. They need to do it every week. I normally mute it out it's so bad and disrespectful.

Jim Porter
Columbus, Ind.

On The Anthem

I wrote a letter Feb. 4 called, "Anthem Woes." Through the years, it has been followed up on numerous times. I am so very proud that so many agree with me. Undoubtedly, the proudest moment was having Ye Ed include it in his column. Thank you, Chris.

Frank Nation
Manco, Colo.

Memory Lane

I just read Dave Argabright's article from the July 9 issue of *National Speed Sport News* about Anderson and Mt. Lawn Speedways in Indiana. When he mentioned the names of Bobby Fields, Herb Rose, L.J. Lines, Dick Hinshaw and Don Gregory, it brought back many fond memories of exciting figure-8 racing at Anderson, and the odd D-shaped oval at Mt. Lawn.

My mom and dad took me to these ovals and to Winchester Speedway in the 1960s and early 1970s when we lived in Kokomo, Ind. I also remember the hard-fought duels between Bobby Fields and Bob Lemmons through the figure-8 intersection at Anderson.

Thanks, Dave, for bringing back to me those wonderful early racing memories. I have always enjoyed your articles in this newspaper, in other publications and in your books. Keep up the good work.

Barry Brummit
Enid, Okla.

Improving NASCAR

I hear all kinds of ways for NASCAR to improve itself. Here are some ideas:

Divide the field into two groups, say 23 and 24 if 47 cars enter and have two qualifying heat races. They would be seven laps at Talladega and Daytona; nine laps at Michigan and California; 11 laps at 1.5-mile tracks; 13 laps at mile tracks and 25 laps apiece at Bristol and Martinsville.

The top-43 race, period.

All 500-mile races reduced to 350 miles. All 300-lap races reduced to 250 laps with the exceptions being the Daytona 500 and the Southern 500. The Coca-Cola 600 would be reduced to 500 miles.

Make the All-Star race a 50-lap shootout with two mandatory pit stops with the pit crew that is the fastest getting a trophy and \$10,000 apiece. Caution laps do not count.

At the All-Star race and the three series races, kids from Victory Junction give the command to start engines.

The drivers' cars sport the names of charities as well as title sponsors, chosen by the drivers.

Widen the cars by three inches and the tires by one inch.

Those are my ideas.

George Arndt
Mauston, Wis.

David Steele Still The Man On Pavement

INVERNESS, Fla. — Former TBARA champion David Steele debuted a brand new car in fine style Saturday night at Citrus

County Speedway, coming from dead last in the 22-car field to claim victory in the 30-lap series headliner.

TBARA

BAKER:

Carolina Drag Strip Is Worth All The Buzz

CONTINUED FROM PAGE 4

tured street-legal drags, autograph sessions with Anderson and Top Fuel driver Doug Herbert, numerous activities for children and a sneak-peek at every feature of Bruton's Bellagio. Speedway officials tried to give visitors a look into the world of drag racing, a very different type of motorsport compared to what the NASCAR crowd is used to.

"You'll actually feel these cars. They actually shake the ground — they move the earth — when they leave the starting line," Anderson said, explaining what spectators will experience during their first drag race at the zMAX track. "You'll actually smell it — the nitromethane burning. It's just a sensory difference you'll see from being here and watching it on TV. It just doesn't do it justice. You have to be there to smell it and feel it.

"It's a very exciting sport and you never know what's going to happen. Every pair is something new, and something crazy could happen. You never take your eyes off it. That's the neat thing about it; you only need to

Veteran Tommy Nichols got the jump on the initial green flag, but a multi-car tangle on the first lap saw several cars dash for the pits for repairs with Bo Hartley and Dude Teate finished for the evening.

Steele ran down leader Joey Aguilar as Aguilar suffered mechanical problems on lap 19. From there, Steele cruised to his fourth victory of the

season with Shane Butler following the stripe. Blaze Martin was third with Nichols and Troy DeCaire completing the top five.

The finish: David Steele, Shane Butler, Blaze Martin, Tommy Nichols, Troy DeCaire, Larry Brazil, Ben Fritz, Mark Gimmler, Dakotah Stephens, Mickey Kempgens, Sonny Hartley, David Shotsberger, David Retzlaff, Steve Heisler, Brian Gingras, Bill Pettijohn, Joey Aguilar, Bobby Rose, Ricky Burnett, Curtis Sutton, Bo Hartley, Dude Teate, D.J. Hoezel.

ECONOMAKI:

Bugs Stevens Hospitalized In Massachusetts

CONTINUED FROM PAGE 4

being made for a Feb. 27, 2009 birthday party at Indy's Convention Center. Tickets at \$300 a person are now being sold for the event, which includes a cocktail party in the 500 Ballroom, dinner and entertainment in the Sagamore Ballroom. Proceeds will benefit the Hall of Fame Museum on 16th Street. The 500-mile race's 100th birthday does not come until 2011.

We received news that legendary modified racer **Bugs Stevens** is on the mend. Sadly, Bugs has Lyme Disease, which somehow triggered Guillain Barre Syndrome. According to his wife **Doris**, he is improving, but remains hospitalized at South East Rehabilitation Center in Fall River, Mass.

Former *MARC Times* Publisher **Dick Beebe** makes his *National Speed Sport News* this week (page 5). We welcome him and his loyal readers, who will begin receiving *NSSN* this week. Welcome aboard.

have a four-, five- or six-second attention span to watch these races; you don't have to keep concentration through 500 laps."

Christian Byrd, executive director and general manager of the zMAX facility, believes the area's mostly stock-car fan base will be drawn in by the accessibility to drivers and teams, an element missing from NASCAR and most forms of motorsports these days.

"The one thing that the stock-car fans, the NASCAR fans, even the short-track fans around this area will really appreciate is it really is a throwback," Byrd said. "When you look at the access to the stars of the sport and that every ticket really is a pit pass and that the drivers aren't hidden behind closed doors, that they're out there on the rope signing autographs, talking to the fans, engaged and impassioned about the sport — it's a lot fun. That never gets stale. It never gets old to see Tony Schumacher, John Force, to see Greg Anderson out there mingling with the crowd throughout the day. There's a lot to be said for that in this day and age with access to professional athletes."

That access begins this weekend, and no matter what happens on the track, one thing is certain: Bruton's zMAX Dragway is certainly buzz worthy.



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