

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



# NATIONAL SPEED SPORT NEWS

Winless Hines  
Tops Midget Week

USAC MIDGETS

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NATIONWIDE

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## Ambrose Tames The Glen

RHINO GRAPHICS PHOTO

AUGUST 13, 2008

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Vol. LXXVI, No. 32

\$3

# HAT TRICK

*Late-Race Move  
Gets Schatz Third  
Knoxville Title*



RONSKINNERPHOTOS.COM PHOTO

KNOXVILLE  
NATIONALS

PAGES 3, 36-38

ALL OR NOTHING: Donny Schatz celebrates his third-consecutive Knoxville Nationals triumph at Knoxville (Iowa) Raceway Saturday night.

# Schumacher's Army Rolls On To No. 50

NHRA

PAGES 34-35





DOUG DAY PHOTO

**ANOTHER ONE:** Scott Dixon rolled to his record-tying sixth IndyCar Series victory of the season Saturday at Kentucky Speedway.

# This Time, It's Dixon Coming Out Of Four

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

SPARTA, Ky. — Although the stakes weren't nearly as high, Scott Dixon could relate to the situation.

When Dixon pulled out of the fourth turn and saw Helio Castroneves's car sputtering after it ran out of fuel on the final lap of Saturday night's Meijer Indy 300, it was a role reversal to what happened to Dixon in last year's IndyCar championship finale at Chicagoland Speedway.

In that race, the battle for the victory and the series championship was being settled between Dixon and Dario Franchitti. Dixon's team attempted to make it the distance with fuel mileage and the driver was in the lead when he ran out of fuel in the final turn of the final lap of the final race of the season. Franchitti passed Dixon's car, won the race and won the championship.

On Saturday night, it was once again the two drivers at the top of the standings that were involved in a similar scenario, only this time Dixon was on the winning side when Castroneves' ran out of fuel heading toward the checkered flag.

"It definitely was, and I spoke with Dario in victory lane on the phone and I said, 'That view is pretty sweet,

**DIXON:** CONTINUED ON PAGE 32

# IndyCar Says So Long To ESPN

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

SPARTA, Ky. — After being treated like "a stepchild" by ESPN, the IndyCar Series decided it was a gamble worth taking to switch its cable television partner to Versus beginning in 2009.

The television package has left several team owners scratching their heads, but after meeting with IndyCar officials Saturday afternoon to get more information on the TV deal, most of them supported the decision to leave ESPN.

After being granted a small window of opportunity to put its television contract up for bid, IndyCar found a willing taker to the cable channel that was previously known as the Outdoor Life Network. Versus adds the IndyCar Series to its list of sports properties that include the National Hockey League, the NHL Stanley Cup playoffs, college football, the

**ESPN:** CONTINUED ON PAGE 32

# 'THE PERFECT VENUE'

## Bowman Gray Still Training Ground For Saturday Night Heroes

WINSTON-SALEM, N.C. — With a single click of her computer's mouse, Johnnie Hawkins Pinilis can bring back the once black-and-white world of Bowman Gray Stadium.

Flattops and flatheads, coupes and mods, farmers and factory men — roaring to life from across the years on Bowman Gray's state-of-the-art scoreboard screen.

Bowman Gray is winding down its 60th season of racing as NASCAR's first and oldest sanctioned venue. Its tight, flat quarter-mile asphalt track has hosted some of the best racing has had to offer in front of a passionate local following that has shown up in support of the track and the drivers each weekend for the better part of three generations.

"From the start, we wanted to make Saturday-night heroes," said Pinilis, whose father, Alvin Hawkins, helped start racing at Bowman Gray along with Bill France, Sr. "And that's what we've done."

From the time that Al Hill first saw a race at Bowman Gray, he decided that he wanted to be one of those heroes, a hard-driving lot that has included among its luminaries the likes of Junior Johnson, Richard Childress, Fonty Flock, Curtis Turner and Glen Wood.

A little while later, Hill showed up with a 1937 Ford Coupe with that famed flathead engine. That was 1957 — and he's been driving ever since in one division and then another before moving into the top-tier modified

**BOWMAN:** CONTINUED ON PAGE 24



GRANT HALVERSON/NASCAR PHOTOS

**TO THE LEFT:** Bobby Hutchens leads Thomas Stinson during NASCAR Whelen Southern Modified Tour action Aug. 2 at Bowman Gray Stadium.



# NSSN RACING LINE

The Week In Motorsports  
For August 13, 2008

## Miller Holds Off Bloomquist For \$50K North/South Payday

UNION, Ky. — Using a textbook slide job on Scott Bloomquist, Darren Miller took the lead on the 77th lap and then held off the Hall of Famer over the last 23 circuits to capture the biggest victory of his career in Lucas Oil Late

LUCAS OIL LMS  
PAGE 8

Model Dirt Series action Saturday night at Florence Speedway.

## Rowdy Busch Completes Road Course Sweep At Glen

WATKINS GLEN, N.Y. — After being sidetracked the last couple of weeks, the freight train that is Kyle Busch's NASCAR season got back on the fast track Sunday at Watkins Glen Int'l.

SPRINT CUP  
PAGE 30

The eighth Cup Series victory of the campaign for the M&M's Toyota clinched Busch the top seed for the upcoming Chase to the Sprint Cup.



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# FLYING UNDER THE RADAR

## Late-Race Caution Sets Schatz Up For Another Knoxville Nationals Crown

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — One Schatz. Two Schatz. Three Schatz.

Aided by a yellow flag after 23 green-flag laps, Donny Schatz made a late pass of Jason Meyers to win the 48th annual SuperClean Knoxville Nationals at Knoxville Raceway for the third consecutive year.

### KNOXVILLE NATIONALS

Schatz's \$150,000 triumph came aboard Tony Stewart's Armor All No. 15 J&J prepared

by Ricky Warner.

"To win this is the best thing you could do in sprint-car racing and to win this race multiple times is just gravy," said Schatz, who led a podium sweep by the top three drivers in the World of Outlaws standings in sprint-car racing's most prestigious event.

Meyers started outside the front row and took the lead from the start of the 30-lap event on the historic Marion County Fairgrounds half-mile oval. Meanwhile, Schatz started fourth and took second from Danny Lasoski on the fourth lap.

Schatz pulled even with Meyers on lap 10, but using lapped traffic to his advantage, Meyers pulled away. Meanwhile, Schatz rode in second with the battle for third among Lasoski, Steve Kinser and Craig Dollansky far behind.

When Tyler Walker lost his brakes and couldn't make it to the pits after he blew an engine after 23

**RADAR:** CONTINUED ON PAGE 36



MARK FUNDERBURK PHOTO

**HOT SCHATZ:** Donny Schatz powers his Tony Stewart Racing No. 15 Armor All J&J around Knoxville Raceway en route to picking up his third-straight Knoxville Nationals triumph.

## Schatz Can Sympathize With Disappointed Bridesmaid Meyers

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — Donny Schatz knew what Jason Meyers was feeling and he wasn't afraid to tell him.

The two fierce rivals who are locked in a battle for the Advance Auto Parts World of Outlaws Sprint Car Series championship raced to the wire for the victory in the 48th annual SuperClean Knoxville Nationals, with Schatz stealing the victory from Meyers, who led the first 24 laps.

It was Schatz's third-consecutive victory in sprint-car racing's biggest event, and it was Meyers's best finish in the race.

"Jason set a great pace. I think he said it well,

when you get to the last five laps of this race, it is a whole different race because you do not want to make a mistake," Schatz said. "He (Meyers) didn't make a big mistake, I just think we had the upper hand from having won it before. It is a lot of fun to race with those guys."

Schatz, Meyers and Craig Dollansky, the top three in the World of Outlaws standings, were the top finishers at Knoxville Raceway Saturday night. But the rivals on a nightly basis shook hands and congratulated each other numerous times following the Nationals. And Schatz made it clear he sympathized with Meyers.

"At this race, it is a relief off your shoulders when this race is over. Even though they are second and third, and not where they want to be, everything from here is downhill," Schatz said.

"This race is what the whole year is about. You come here and lose this race and maybe it doesn't feel so bad because it pays good. I don't like losing it. I like being on the upper end of it. I definitely am tonight. I know what Jason is feeling. I have done that four times. I told him I think you have to run second before you can win it."

Meyers appreciated the gesture, and while he put up a good front, clearly he was disappointed.

"I'm disappointed I gave it up, but that's a heck of a guy to run second to," said Meyers. "You are never ecstatic to run second when you are leading the thing, but it was unfortunate. The yellow flag didn't fall our way tonight. It is the first podium for our team at the Nationals. They say you have to run second before you can win it, and I guess we can be happy that we have that out of our way."

## ASCS Partners With Lucas Oil, K&N In 2009

Arrangement Brings 360 Sprint Series To Television, Increases Purses

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — The American Sprint Car Series entered a new chapter at the same place it was born 16 years earlier.

ASCS owner and founder Emmett Hahn announced he's entered into an agreement with Lucas Oil to market the 360 sprint-car organization's traveling national series under the name Lucas Oil ASCS Sprint Car Dirt Series presented by K&N Filters beginning

### ASCS

ning next year.

Hahn made the announcement during the Friday press conference at the Knoxville Nationals. The arrangement will bring the series to television, mostly likely on Speed, and will see the series upgrade the facilities it runs at with increased purses of between \$40,000 and \$42,000 per night with \$6,000 paid to the winner.

"This is where it started. We've been very fortunate with the growth of our series," Hahn said. "We are very fortunate to be a part of Lucas Oil and to get Lucas Oil involved with our series. We have 12 regions and our National Series. Our National Series, we are going to pick up the pace a little bit. There is a void.

"We're not here to hurt 410 racing," Hahn emphasized. "I saw some of the best 410 racing the last two nights I've seen in a long time. I think there is a niche out there for promoters that can't afford to have a 410 race.

"With our purse structure and our tow money, we will have some increased interest in what we are doing. Now we need to get out there and talk to some drivers and promoters."

Lucas Oil has been involved in short-track racing for years and continues to put the ante.

"Lucas Oil got into dirt racing a long time ago," said Lucas Oil Executive Vice President Bob Patison. "When Emmett

**ASCS:** CONTINUED ON PAGE 24

**EMMETT HAHN**, ASCS  
OWNER, FOUNDER

"With our purse structure and our tow money, we will have some increased interest in what we are doing."

### OPINIONS

**ECONOMAKI:** Rain-tire talk a moot point in America. **PAGE 4**  
**WADE:** With Countdown near, it's do or die for Funny Car teams. **PAGE 35**  
**KERCHNER:** ASCS partnership could be a good thing. **PAGE 37**

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### EXCLUSIVE

## White Hot Speed World Has Come To Stock-Car Racing

The sun is shining on Rockingham (N.C.) Speedway and Scott Speed is found

under a cap, cocked a little sideways — not full-on hip-hop style or anything — but tilted a bit and conspicuously absent of logos and such.



RUSTY JARRETT/GETTY IMAGES

**SPEED RACER**  
**PAGE 28-29**

### WINNER'S LIST

Series	Winner	Where	Page
ALMS	Werner/Luhr	Elkhart Lake, Wis.	6
Grand Am	Frisselle/Wilkins	Watkins Glen, N.Y.	6
Hooters Pro Cup	Benny Gordon	South Boston, Va.	10
ASCS Canyon	Jeremy Sherman	Phoenix	24
USAC Midgets	Bryan Clauson	Kokomo, Ind.	26
NASCAR Mods	Chuck Hossfeld	Stafford Springs, Conn.	42
Craftsman Trucks	Johnny Benson	Lebanon, Tenn.	42
ISMA	Chris Perely	Mansfield, Ohio	55

### THE FINISH

"I gassed it up and I was either going to get the spot or it was going to be expensive."

**CHAD KEMENAH** ON EARNING A TRANSFER SPOT INTO SATURDAY'S KNOXVILLE NATIONALS



## ▶ PUBLIC FORUM

Let your voice be heard

### ORP Disappointment

I have gone to ORP since it was IRP. I've seen Silver Crown and midget races dating back to the 1980s and have gone to the track five to six times a year, but no more.

I was locked out of practices for the Craftsman Trucks and the Nationwide Series until 3 p.m. — after years of watching practice as part of the experience.

ORP officials said it was NASCAR's decision. When I asked a NASCAR official, he said it was ORP's decision.

Well, I've made my decision not to return and spend my money there. I will attend Indiana Sprint Week next year (if I'm not deployed again) and spend money on a series that values its fans with accessibility to all racing on the track.

Tickets to ORP: \$76. 1,200 miles round-trip gas: \$285. Accommodations: \$300. Treated like a bother by ORP and NASCAR: Priceless.

Tsgt. A.J. Brookmyer  
Alpena (Mich.) Combat Readiness  
Training Center

### Another 'Big One'

About this time last year, I wrote about a really "big one" here in Nebraska. What I was referring to was the family-fun night at Eagle Raceway at which 262 new bikes were given away to the winners that night in a bike draw.

This year's family-fun night saw one of the largest fan turnouts in the track's 45-year history. The giveaway this year was 350 new bikes. This incredible total was again thanks to the hard work of Rhonda Bryan and the Bryan Race Team. Roger Hadan, who is the promoter at Eagle Raceway, told drivers, owners and teams that he would buy one bike this year for every two they got.

A big hand goes out to everyone who contributed to this project. This makes over 600 new bikes given to children in just these last two years.

Also, the fans got more than enough

FORUM: CONTINUED ON PAGE 55



## Share Your Opinion

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



# Much Ado About Nothing

## Back & Forth NASCAR Rain-Tire Talk Is Meaningless

MIDLAND PARK, N.J.

Racing TV shows the past 14 days have been full of interesting discussions on whether the use of rain tires should be accepted on the leading NASCAR circuits. The fact that the recent Nationwide Series road race in Montreal saw rain tires fitted on competing cars following a spell of dry-weather racing on the municipal road course prompted some of these talks. Auto races in the rain are held everywhere in the world except in the United States. The reason being the race organizer — promoter if you will — is responsible for the payment of the event prize money, which in great part, comes from race ticket sales. The American motorsports fan flatly refuses to sit — or stand — in the rain to witness a sporting event — period. Unless some entity other than the race promoter is responsible for payment of race-related expenses and prize money, there will never be an auto race green flagged in this country while it is raining. Believe me. Now, if a major well-attended road race gets rain shortly before the halfway mark (when it becomes "legal") who knows?

### EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

The Goodyear tire debacle that evolved in the recent Allstate 400 at Indianapolis Speedway led to rival tire company Hoosier being asked if it was interested in becoming a competing tire supplier to Goodyear on the Sprint Cup circuit. In the late 1980s Hoosier did take on Goodyear on the NASCAR circuit, winning the 1989 Daytona 500 before opting out. But Dennis Sherman, Hoosier's VP of Marketing, offered no reason for the company's negative answer to returning.

Harking back to the most recent Pocono racing weekend, the press area had a far larger African-American population than ever noted before. Inquiries revealed Washington, D.C., radio station WHUR (96.3 on the dial), a black station owned by Howard University, which had entered into a partnership with NASCAR and Joe Gibbs Racing to further the sanctioning body's Diversity Program, played a large part. The station sponsored Car No. 18 in Saturday's ARCA race and brought three dozen African-Americans to the track to cheer on Marc Davis, the black 18-year-old Joe Gibbs development driver of the No. 18 Toyota, who finished eighth. WHUR plans to sponsor the car in three additional races this year, the next being Sept. 19th at Dover; Del. Pocono is the second track to which WHUR has taken fans, South Boston Speedway in Virginia being the first.



PHIL CAVALI PHOTO

**IN THE WET:** Eventual winner Ron Fellows (5) shows the way during NASCAR's first wet-weather race Aug. 2 at Circuit Gilles Villeneuve in Montreal.

Kroger, the big Midwestern grocery chain which sponsored the 17th annual Kroger 200 Nationwide race in Indianapolis last month, boldly advertises that it is the longest-running continuous sponsor in NASCAR history.

It appears Iowa's Hawkeye Downs fairground speedway was not washed away in the recent floods that devastated Cedar Rapids, as plans are going forward for the Aug. 23 "Wall of Fame" induction ceremony there which will see several individuals involved with Hawkeye Downs over the years honored. Included are dirt-track driving aces Steve Kosiski of Omaha; Mike Schulte of Norway, Iowa; local aces Larry Kelley, Johnny Beauchamp, Dale Gegner, Leo Pfeiffer, Lou Holland, Cliff Blundy, Grumpy Gramblin; and this writer, who was the track announcer at the "Downs" the day after my 1946 Des Moines marriage. The induction activity will precede the track's weekly Friday night racing program.

Getting older. Aren't we all? A bulletin from Ken Sands at Orange County Fair Speedway in Middletown, N.Y., tells of the track's 90th anniversary of speed celebration ceremony in con-

ECONOMAKI: CONTINUED ON PAGE 55

## America's Prolific Hype Machine

HARRISBURG, N.C.

Ultimately, it is our capitalistic bent that is the mother of America's ever-churning hype machine.

It — whatever it may be — is always bigger, better or new and improved. It is just what you need, just when you need it most.

Unfortunately, very few things live up to the hype. Today, we call it marketing, probably because marketer sounds much a little less carnival-inspired than hyper. A hyper is a carney with rows of the greatest prizes there for the taking.

A marketer wears a tie.

That brings me to Saturday-night racing at Bowman Gray Stadium, where no one wears a tie, but the racing lives up to the hype that proclaims Bowman Gray a NASCAR-sanctioned legend.

I have been lucky enough over the years to travel a vast portion of the U.S., quite often to cover sporting events, and I enjoy seeing more than stadiums and arenas, so I've ventured out to see some of America's iconic treasures. My best friend and I drove Route 66 from Chicago to Santa Monica in a Ford Thunderbird several years ago.

### ALL THE MARBLES



JOHN CLAYTON

Some things lived up to the hype.

For instance, the Smithsonian Institute in Washington, D.C. I could spend days there. The Grand Canyon surpasses any hype any marketer could possibly come up with. Wings at the Anchor Bar in Buffalo are as good as the chili dogs from The Varsity in Atlanta. The start of the Kentucky Derby is nearly as cool as the start of the Indy 500. Everybody should hear the Texas Girls Choir sing "Deep in the Heart of Texas" at least once.

Then, there are other creations of the American hype machine that don't quite live up to the billing.

When I went to see the Liberty Bell while covering an NBA playoff series in Philadelphia, I arrived at Freedom Hall, expecting to see it there. Turns out, the bell is housed in a small glass building just off the square that looks like what I imagine Frank Lloyd Wright's garage to be.

The park ranger giving the tour then proceeds to lay it out — this is a bell, but not necessarily THE bell. Maybe it is. Maybe it isn't. Either way, the abolitionists in the early 1800s were look-

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The  
Audit  
Bureau

## Future Safety Measures Built Into 'Bellagio'

CONCORD, N.C.

"He would've steered the car over toward the wall like this, which is what you're supposed to do." Greg Anderson guided the 15-passenger van toward the wall dividing the quarter mile of the nearly completed zMax Dragway @ Concord. He did so with a gentle motion, hardly similar to the violence witnessed in Scott Kalitta's fatal Funny Car crash at Old Bridge Township Raceway Park in June.

In his well-spoken, thorough and matter-of-fact way, Anderson described the details of the crash as would a panel expert called to testify before a federal grand jury. He showed none of the emotion that he and his fellow competitors had displayed that summer evening less than two months ago when one of their own never made it back to the pits.

None of us taking the sneak peak tour of the "Bellagio of drag strips" had asked Anderson about the crash. Whether it

was something the former Pro Stock champ thought we'd like to know or if it was something he felt compelled to share, who knows. Either way, it was an unexpected addition to the inside look to Bruton Smith's newest toy.

Sitting there behind Anderson, a chilling, almost sickening feel-

### IN THE GROOVE



SHEENA BAKER

ing overwhelmed me, and yet ignoring the scene or detailed narration was not an option. In one way, it was almost a privilege to hear and see for myself from a driver's perspective what would have happened on that fatal run. But for a moment, images of the crash and what Kalitta would have been thinking and feeling in those last seconds before his DHL Funny Car turned into a fireball crossed my mind. It's not something one forgets, and looking down the track — any track — toward the far end without seeing Kalitta's crash in my mind will be difficult.

While none of this will ever bring back Kalitta, it's still important to understand the details for safer drag racing in the future, and that future is now as the NHRA's newest facility is mere weeks from its inaugural event.

"When you don't have a wreck for a period of time, you kind of put that on the back burner and you just feel that you're invincible," Anderson said. "We got a little nonchalant there and we didn't pay attention to the facilities we had and what could happen. That's the sad thing about accidents. We always seem to wait until one happens, then we make a move. Why can't we make that move before hand?"

"That's what's happening here. We're making all kinds of moves here to make these cars safer if there is an incident to kind of get ahead of the game. We don't want to wait until we lose the next guy...It's going to happen once in a while, but you don't have to increase your odds," Anderson said. "Decrease your odds. That's what they've done here. They've spared no cost. They've made everything that us as racers could come up with in ideas to make the cars avoid catastrophe or to survive that wreck or to minimize that wreck."

Christian Byrd, named last week as executive director and general manager of the facility, admitted that forward thinking on the safety side of things was also part of the no-expense-spared design of the new dragway.

"We built this track for the future, and yes, we have worked hand in hand with NHRA, and we've had their input on every aspect of the facility," Byrd said. "When we built it, we wanted to build it for five years from now."

"It's going to be a very comforting feeling when we come to race here," Anderson said, "and it's going to make all of the other tracks pay attention and step up to the plate."

Perhaps that is all that can be asked in the hopes that another on-track fatality can be prevented.

## 'Prodigy' Smith Has Eyes Fixed On Crown Jewels

GAYLORD, MICH.

Good, bad or indifferent, one thing is certain in the world of auto racing: any competitor worth noticing is going to get labeled with a nickname. It may be one that they carry with pride, or try for years to live down.

Not far into his racing career, a young Brady Smith was labeled as "The Prodigy."

Since his days tearing up the Wisconsin dirt tracks until now, the man behind the wheel of the Amsoil No. 2 dirt late model has lived up to his reputation.

This 31-year-old father of three considers Solon Springs, Wis., his hometown; however, for Brady and his wife, Jenni, home is an ever-changing dot on the map. The Smiths have been racing on the road full time since 2005.

Smith said it was only natural for him to gravitate toward racing. "My uncles Rick, Dewey and Bob used to race, so it's kind of been in the family for generations. I got into it when I was 18 years old and have enjoyed doing it since."

For Smith, the No. 2 was an easy choice of number. "My uncle Rick and I were the

### PIT SIDE



DARCIE FUZY

ones that built my first car and I really didn't have preference when it came to a number and the No. 2 was his old number, so it seemed fitting to use that." That first car was a street stock that Brady ran at his home tracks of Superior Speedway and ABC Speedway.

After a successful start, Smith moved into the super stock division for a few seasons and then progressed into late models. He quickly and easily earned his nickname, "The Prodigy," by dominating the local tracks, winning a multitude of races and championships.

In 2004, the Smith team took it up a notch, competing regionally with the World Dirt Racing League. That year, Brady took home not only rookie-of-the-year honors, he also captured the series championship.

After a stellar 2004 season, Brady was left with a very large life decision. "It was getting hard working full time and wanting to race as much as I did," he explained. "I was at a point where I either had to cut back on my racing or race full time. I had my wife's support, so I quit my job at the dealership selling cars and went racing full time."

That is a decision that for the past three seasons Smith has not regretted. He has steadily become a top competitor and one of the nation's best, a point he easily proved at the 2007 Knoxville Late Model Nationals in Knoxville, Iowa. That night, Smith smoothly drove the Amsoil No. 2 into victory lane. He put on a clinic to say the least; the car was hooked-up and hauling and Smith never faltered.

As he said with a grin, "Our biggest accomplishment to date was winning at Knoxville. That was definitely a good night for our team and the car was awesome. It is the most memorable and my personal favorite [of all my wins]. There ended up being a caution with three laps to go and Billy Moyer ended up being on my back bumper for all of those last three laps, so it was really good winning a show of that magnitude with someone of that caliber right back there."

The Knoxville Nationals propelled this laidback driver into the spotlight, and it doesn't appear he will be stepping back into the shadows. Smith hopes to continue his momentum.

"I just want to be able to keep racing for a living and I really want to win more of the marquee events. Those crown jewels of dirt-late-model racing, that is my main goal."

## It's All About The Bottom Line To NASCAR

VALLEY STREAM, N.Y.

After receiving a few lectures about the negativity of this column, I'm now faced with my thoughts on the Allstate 400 at the Brickyard.

It was a lovely day and Daniel Rodriguez sang a stirring rendition of our national anthem. After that, everything sucked. First of all, let's throw away the stupid comments that it was the track's fault. How come Firestone can produce a safe and fast tire for the Indy 500? Do you know there has not been a tire problem in the 500 since Jim Clark's Dunlop tires failed in 1964?

Goodyear furnishes tires for all three of NASCAR's main divisions. That's around 100 races a year. Certainly a lot of \$1,800 sets of tires.

NASCAR, in its over-the-top way, suspends crew chiefs, docks points and issues fines for "conduct detrimental to racing."

Yet, Goodyear's tire fiasco, which certainly was detrimental to everybody in racing, saw no action at all. Goodyear will continue to sell scores of its dubious tires. Remember, Indy wasn't the first bad tire race this year.

What angered me even more NASCAR/Goodyear was the "spin" some people tried to put on it. Rusty Wallace said on TV that he praised the competitors for not complaining. Rusty has a short memory. Just a few weeks ago, they were told by NASCAR President Mike Helton to "shut up and drive."

I think it's time to toss this NASCAR regime out. They are ruining what was both the most successful and competitive race series ever. Since 2001, it's been deteriorating. When Dale Earnhardt died in a crash, NASCAR blamed safety expert Bill Simpson. The sanctioning body hesitated to install SAFER barriers until Tony George, without fanfare, erected them at Indianapolis Motor Speedway. It let Nextel talk it into the Chase format, which has been a failure. NASCAR forces the TV announcers to overhype The Chase and the only year it was close was because of a phony yellow flag at Homestead-Miami Speedway.

NASCAR took the traditional Southern 500 away from Darlington (S.C.) Raceway and replaced it with a California Speedway race that has more empty seats than sold. NASCAR began Gestapo tactics of fining, suspending and terrifying its competitors for mundane rule violations. Then of course there's the CoT, a car which can neither race side by side or follow. Virtually, all Nationwide and Truck series owners are losing money. Let's not forget NASCAR letting Toyota have the run of the place.

This is not the NASCAR which Bill France, Sr. started. I wish they'd go back to racing and not homogenized TV shows. They need new people running NASCAR and I mean today. Humpy Wheeler knows racing, is a showman and is a gentleman who would treat the competitors like people, not cheap labor. I was told by someone who has been at every Brickyard that this was the first time there were empty seats. I feel for Tony George. He was screwed by Michelin in the F-1 race and now by Goodyear. The Brickyard was a total PR failure. All week, sportscasters who hardly cover racing had an opinion, usually unfavorable, about racing. NASCAR is dragging down all segments of our sport.

Meanwhile, race fans are paying big bucks to see very ordinary racing. Don't expect things to change. If you want to send them a message, stay home. Only the bottom line matters to them.

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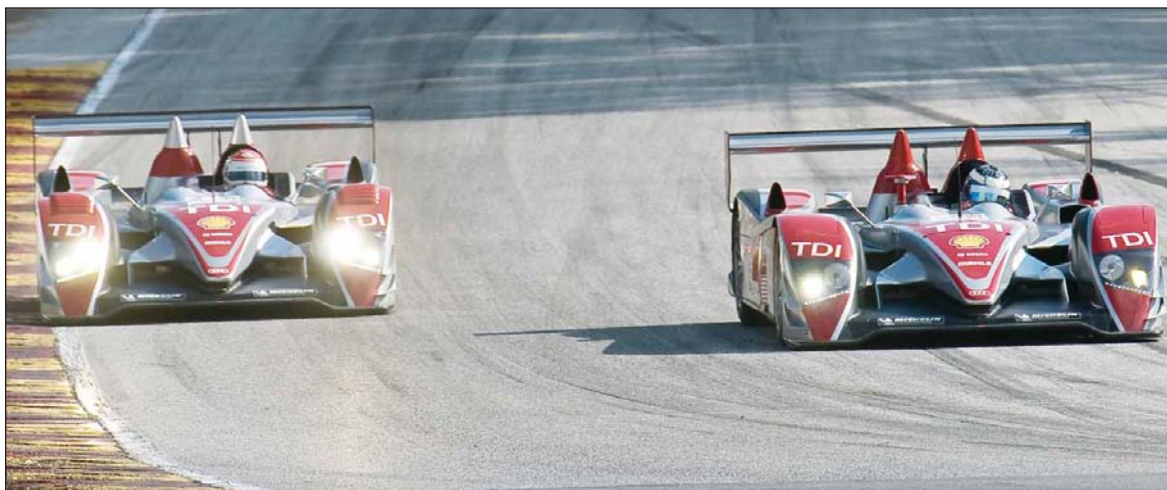
### RACING JOURNAL



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KEITH D. RIZZO PHOTO

**ALL ABOUT AUDI:** Audi captured the top two spots in Saturday's Generac 500 at Road America.

## Luhr, Pirro Drive Audi To 1-2 Finish

ELKHART LAKE, Wis. — Saturday's four-hour Generac 500 may well have been the third-longest event on the 2008 American Le Mans Series' calendar, however, in the end its outcome was largely decided in its final moments.

### ALMS

For the resurgent Audi R10 Turbo Diesel team, life appeared difficult once again and as the race came down to its final half-hour, the two silver LMP1 sports racers trailed the Patron Highcroft Racing LMP2 Acura ARX-01B of David Brabham and Scott Sharp.

Then in a dramatic moment, the memories of 2007 when the Audis were beaten by the LMP2 Penske DHL Porsche RS Spyders faded as Marco Werner, in the R10 he shared with Lucas Luhr, used his diesel's vast low-down torque to catch and pass Brabham for the lead, easily holding on to the spot until the finish and further cementing the German's, and Audi's championship aspirations for 2008.

Adding to the sweetness of the day was the second-place performance of their teammates, Emanuele Pirro and newcomer Marcel Fassler, who also got by Brabham in the waning moments of the affair: Werner, whose path to victory was helped by a late-race caution, one of many during the day for errant drivers wanting to explore Wisconsin's beautiful countryside, made clear that climbing the top step of the podium wasn't all that easy.

As he put it, "It was an exciting race, but not one that was as easy as it might have looked. It is difficult to pass here, but traffic and the full-course caution helped me get closer to the Acura, while the TDI power of the Audi allowed me to overtake him. After that it was a really nice race for

us." Sharing Werner's sentiments was Luhr, who said, "Sebring might have been unlucky for us. But, otherwise the season so far has been really good." And luck did play a key role in shaping Saturday's finish that saw Brabham hold on for third overall and first in LMP2 at the checkered flag.

That luck came in the form of the sudden exit of the Andretti Green Acura ARX-01B of Franck Montagny and James Rossiter which found itself in a gravel trap with a broken suspension after Montagny tangled with the slower GT2 category Aston Martin Vantage being shared by Terry Borcheller and Chapman Ducote, which likewise ended its day in the gravel. Until then Montagny had been a serious threat for the LMP2 to triumph, as Montagny got by his Acura rival before encountering the Aston Martin driver, who apparently didn't see the low slung prototype in his mirrors.

For Brabham and Sharp, on the other hand, 2008 has been a truly wonderful trip with multiple first-place finishes, including an overall first-place performance as the pair has moved ever closer to unseating the reigning LMP2 Penske Porsches. Brabham later credited Highcroft's strategy of using the final full-course yellows to top off his fuel as a major factor in the team's more than successful outing at Road America. "The team put me in a position to lead. But it was really hard keeping in front of the Audis, and I had to let them and Franck by. At that point my main concern was keeping the Porsches behind us, especially after Franck's incident, which brought out that last caution that ended our hopes of a one-two Acura finish. But we did pick up the pieces and keep in front of them, so it was good."

That last full course yellow also helped determine the finishing order

in the GT2 production-car category where Mika Salo had been leading in the Risi Ferrari 430GT he shared with Jaime Melo. On the restart, Dirk Werner, driving with Bryce Miller and Richard Westbrook in the Franbacher-Loles Porsche 911 GT3RSR, was able to pull up on Salo's tail. At the beginning the final lap, Werner was able to shove his way past his rival in traffic. Even so, Salo didn't give up, making an attempt to re-pass the Porsche in a late braking maneuver that saw him spin out into the gravel, leaving the Risi entry fifth at the finish. "It was a gamble," said Salo. "But one I had to take if I wanted to win."

Perhaps more important for the season-end points honors, Jorg Bergmeister and Wolf Henzler furthered the GT2 title hopes by taking second in the class with their Flying Lizard Porsche over their rivals Dominik Farnbacher and Dirk Mueller in the Tafel Racing Ferrari 430, the GT3RSR duo likewise passing the Ferrari on the final lap of the race. Third in GT2 went to the Flying Lizard 911 of Johannes van Overbeek and Patrick Pilet, making the event a memorable one for the hard-working Lizard team.

Finally, in GT1, where only the Corvettes compete, Johnny O'Connell and Jan Magnussen were again the winners. However, it was not necessarily the kind of victory they might have wanted. Down a lap to their teammates Oliver Gavin and Olivier Beretta, after pitting with steering problems, near the midway point, they seemed destined to take second. However, with slightly less than an hour left, Beretta and Gavin were off course and into a barrier, and more importantly out of the race. About the only good thing for the disappointed twosome was that there were no serious injuries involved in the mishap.

## Overdue Dempsey Takes Road America Victory

ELKHART LAKE, Wis. — Peter Dempsey scored a long overdue first victory in the 2008 Star Mazda Championship in round six Saturday at Road America.

### STAR MAZDA

Driving the No. 21 Andersen Racing Mazda, Dempsey qualified on the front row, fought a race-long battle with polesitter John Edwards and made the pass for the

lead on the penultimate lap.

Edwards started from the pole and finished second. Charles Hall finished third. Alex Ardoin and Tom Gladdis rounded out the top five.

"After how things went for us in Portland, and earlier this weekend, I'm just over the moon about finally winning my first race," said Dempsey. "There I was with almost a two-second lead in the closing laps

and another full-course yellow comes out...they didn't make it easy for me. But I got a good restart and almost threw it away going too wide in turn eight on the last lap, but the Andersen team gave me a great car for the race, and I was able to hold on to it."

Chuck Hulse was the top-finishing Master Series drivers in the class for drivers 45 years old and older.

## Frisselle, Wilkins Crowned Again At Watkins Glen Int'l

WATKINS GLEN, N.Y. — As Brian Frisselle put it last Friday evening, "Things get easier after the first one. What Frisselle was talking about was victories, specifically the triumph he and Mark Wilkins had just scored with their AIM Motorsport Ford-powered Riley in the Grand American's Crown Royal 200-mile, Daytona Prototype only return to Watkins Glen last Friday evening.

### GRAND AM

"It was good," said Frisselle in a post-race interview, "really good." A week earlier, in Montreal he and Wilkins had scored the team's first-ever triumph when he passed an out-of-gas Darren Law 20 feet from the finish line as the gamble Law and David Donohue had made to keep their Brumos Porsche Riley out of the pits and hope they had enough fuel to go the distance, failed. Here at the historic Glen circuit Friday, there was simply no question about either gambling, or, more importantly, who was best.

Starting from the pole position he earned, Frisselle easily led during his stint in the car before turning it over to Wilkins, who, with the exception of a pit-stop exchange, likewise had little trouble keeping the rest of the Rolex DP field in his mirrors. In all, the two led no less than 78 of the event's 82 laps, a performance that came in a car which is the oldest Riley in existence. Even so, it was no runaway for the AIM entry, with Alex Gurney and Jon Fogarty, desperately seeking to improve their hopes as repeat DP champions, finishing just 1.986 second behind.

Although they didn't have quite enough to truly challenge Frisselle and Wilkins, Gurney and Fogarty did come away with what they wanted, as the Chip Ganassi Telmex twosome of Scott Pruett and Memo Rojas were never in the hunt at the Glen with their Lexus-Riley, finishing 13th, two laps off the pace of the winners, who ironically were driving the same car that Pruett and Max Papis had driven to the Rolex DP points title in 2004. Even so, with only three

rounds left, Gurney and Fogarty remain 49 markers behind Pruett and Rojas, a margin seemingly difficult to overcome.

Taking third at the Glen were Law and Donohue, the former much happier about their finishing position in upstate New York than they were in Canada, where they salvaged a third place as they coasted across the line. There Law said, "That was the worst podium I ever stood on." At the Glen Friday, he told an interviewer, "This one was much better, I feel reasonably good about what we've accomplished." Indeed, with a consistent string of top-five finishes, the Brumos squad, which hasn't won in a number of years, seems poised to return to the top of the Rolex mountain, and clearly is ready to challenge for the series' crown in 2009.

Backing up the resurgence of Porsche power on the Grand Am tour were Joey Hand and Bill Auberlen, who brought their German-engined Alex Job Ruby Tuesday Riley home in fourth, similarly erasing the disappointment of Montreal where they, like Law and Donohue, ran their fuel tank dry on the final lap while fighting for the lead. An interesting side-light to the newly found performance of the Job camp is the fact that the Central Floridian is only leasing the Riley after he parked his Crawford chassis earlier this year. Whether or not Job will eventually purchase the car, or return to the Crawford, remains unknown.

Completing the top five in the Krohn Racing Pontiac Lola were Nic Jonsson and Ricardo Zonta, the two salvaging what had been a bad day for the team after Eric van de Poele crashed the Krohn Lola he was sharing with team principal Tracy Krohn out of the race in the left hander opposite the pit entrance on a restart. While the car came out of the incident with suspension damage, it could have been much worse as the veteran van de Poele, for reasons unexplained, slammed head on into the tire barrier, putting the car high into the air, and nearly, but not quite, flipping.



TED ROSSINO, JR. PHOTO

**GOLD STANDARD:** The Daytona Prototype of Brian Frisselle and Mark Wilkins leads Friday's Crown Royal 200 at Watkins Glen Int'l.

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# Decker Does The Double

CANANDAIGUA, N.Y. — Billy Decker continued to ride the wave of success in the 2008 Advance Auto Parts Super DIRTcar Series, capturing both ends of the Ferris Mowers Twin 50s Saturday at Canandaigua

**DIRT**

Speedway.

The Unadilla, N.Y., veteran surpassed his own single-season Advance Series win mark by scoring a division-high seventh tour victory in the nightcap, giving him 46 and fifth place on the all-time list. Decker's only other Advance Series win at Canandaigua was registered in 1998 — the same year he claimed the track title as well as his first and only overall Hoosier Tire Mr. DIRTcar Big-Block Modified Championship.

"Right now, things are really going good," said Decker, 43, following his 15th-career triumph at Canandaigua, the first at the historic Ontario County Fairgrounds oval since June of 2003. Decker now stands behind only Brett Hearn (10 wins, 2002) and Bob McCreadie (nine in 1994) and is on pace to establish a new standard before DIRTcar's 33rd successive season of operation comes to a conclusion.

"We were a little leery coming in

here to be honest, the last couple series races we weren't like we were a month and a half ago and it was starting to worry us. But Scott (Jeffery, crew chief) and the boys put their nose to the grindstone and this car was just awesome tonight. This is the best we've been at Canandaigua since '98."

Dale Planck was just as consistent as Decker, securing runner-up honors in each segment while Canandaigua regulars Steve Paine (5th, 3rd) and Matt Sheppard (4th, 4th) also placed among the front-five on both occasions. Vic Coffey finished third in the opener and Justin Haers filed into fifth in the 50-lap finale, with both drivers earning preferred starter status in the prestigious Rite Aid 200 Championship race on Oct. 12 of Super DIRT Week XXXVII at the New York State Fairgrounds in Syracuse.

**The finish:**

Twin 50 No. 1: Billy Decker, Dale Planck, Vic Coffey, Matt Sheppard, Steve Paine, Frankie Caprara, Alan Johnson, Ryan Phelps, Brett Hearn, Justin Haers, Billy Dunn, Gary Tomkins, Derrick Podsiadlo, Kevin Bates, Jimmy Phelps, Vince Vitale, Charlie Donk, Larry Wight, Pat O'Brien, Pete Taylor, Chuck Bower, Dave Rauscher, Chris Higgins, Eric Fisher, Jeff Brownell, Jr., Brian Murphy, Chad Homan, Eldon Payne, Jr., Mike Ward, Todd Burley, Danny Johnson.

Twin 50 No. 2: Billy Decker, Dale Planck, Steve Paine, Matt Sheppard, Justin Haers, Alan Johnson, Jimmy Phelps, Ryan Phelps, Gary Tomkins, Brett Hearn, Vince Vitale, Billy Dunn, Frankie Caprara, Pat O'Brien, Derrick Podsiadlo, Charlie Donk, Chuck Bower, Jeff Brownell, Jr., Larry Wight, Pete Taylor, Dave Rauscher, Chris Higgins, Eric Fisher, Chad Homan, Todd Burley, Brian Murphy, Vic Coffey, Kevin Bates, Mike Ward, Danny Johnson, Eldon Payne, Jr.

# Phelps Has Golden Go

THOROLD, Ontario — Central New Yorker Jimmy Phelps has been knocking on the door to victory lane all season.

When the opening finally came Aug. 4 at Merrittville Speedway, the 'B'Ville Blizzard' stormed through untouched and scored his first Advance Auto Parts Super DIRTcar Series victory of the season in the 16th annual Trevor Wilkens Memorial 100 presented by Toolneeds.

Polesitter Phelps swapped the lead twice with front-row partner Justin Haers before moving out front for good on lap six. From there, he held off Danny Johnson for a two-second victory in the Canadian Civic Holiday special event.

"It was good on top tonight, but there was a real fine line. The right-rear (tire) would catch the brown and shove a little bit," noted Phelps. "But I'd rather be tight on a slick track than loose."

Steve Paine, point leader Billy Decker and Dale Planck rounded out the top five.

**The finish:**

Jimmy Phelps, Danny Johnson, Steve Paine, Billy Decker, Dale Planck, Brett Hearn, Gary Tomkins, Chad Brachmann, Matt Sheppard, Scott Wood, Ryan Phelps, Tim Jones, Ken Cosgrove, Pete Bicknell, Chris Steele, Frankie Caprara, Travis Braun, Billy Dunn, Larry Lampman, Jr., Justin Haers, Pat O'Brien, Rick Richner, Larry Wight, Bill Bleich, Boyd MacTavish, Derek Lemyre, Dan Miller, Brian Stevens, George Bosse, Tommy Flannigan.



**Jimmy Phelps**



ERIC THOMPSON PHOTO

**DRIVEN:** Darren Miller (7) dives to the inside of Eddie Carrier, Jr. during the Lucas Oil Late Model Series North/South 100 Saturday night at Florence Speedway in Union, Ky.

# Miller Schools Bloomer

**Holds Off Veteran For \$12,000 Payday In North/South 100**

UNION, Ky. — Using a textbook slide job on Scott Bloomquist, Darren Miller took the lead on the 77th lap and then held off the Hall of Famer over the last 23 circuits to capture the biggest victory of his career in Lucas Oil Late Model Dirt Series action Saturday night at Florence Speedway. Miller's margin of victory was a little more than half a car-length as the 31-year-old driver earned \$50,000 by winning the 26th-annual Sunoco Race

**LUCAS OIL LM**

**By AL ROBINSON**  
NSSN CORRESPONDENT

KIRKWOOD, N.Y. — Stewart Friesen showed maturity beyond his years Aug. 6 at Five Mile Point Speedway, patiently working his way forward from sixth in the starting lineup to take the lead with 22 laps remaining in the 75-lap Dart

**ROC MODS**

**MACS**

sanctioned by Championship Series and the

Fuels North/South 100.

Matt Miller finished third, passing Eddie Carrier, Jr. on the final lap for the show position. Bart Hartman finished fourth, and Brian Birkhofer was fifth.

"I don't even know what to say. I've never won a big event like this. No doubt it's the biggest win of my career and I can sure use the \$50,000," said Miller, who became the 21st different winner this season on



**Darren Miller**

the Lucas Oil Late Model Dirt Series tour.

"I thought I could get into the corner better than him and I felt pretty good when I passed him. I don't know if he had to check up or anything, but we're running for \$50,000 to win and I was going for it. We pulled away there at the end and I had to contend with the two cars in front of me, but I was glad to keep (Bloomquist) behind me, and when I crossed the finish line, it was a great feeling to beat someone like him."

**The finish:**

Darren Miller, Scott Bloomquist, Eddie Carrier, Jr., Bart Hartman, Brian Birkhofer, Tim McCreadie, Clint Smith, Jimmy Mars, Darrell Lanigan, Terry Phillips, Billy Moyer, Jeremy Payne, Shannon Babb, Jerry Rice, Jesse Lay, Earl Pearson, Jr., Eric Jacobsen, Skip Arp, Steve Casebolt, Jimmy Owens, Steve Francis, Freddy Smith, Brady Smith, Jack Sullivan.

# Friesen's Patience Freezes Five Mile Field

Race of Champions Dirt Series modified feature. He edged closer to race runner-up and defending series champion Pat Ward in the RoC point standings.

Rick Laubach passed J.R. Crouse for the lead on the sixth circuit and dominated the long green-flag run from lap 15 to 47, but his right-rear tire suffered and let go shortly after losing the lead to Friesen. Jeff Rudalavage was on the move in the

closing laps and grabbed third from Crouse, who held off Brett Hearn for fourth. Kevin Bates, Mike Colsten, Dustin Delaney, Brent Wilcox and consolation-winner Wade Decker completed the top 10.

Justin Holland edged Shaun Walker in the wreck-filled Dart Race of Champions Sportsman Series race. Matt Janczuk was third and tied seventh-place Brad Alger for the regular season point title.

# Jamaica Man: Madden Smokes 'Em In USA 100

JAMAICA, Va. — Chris "Smokey" Madden had a night to remember during the 29th annual USA 100 dirt-late-model race Friday night that was co-sanctioned by the Mid-Atlantic Series and the

Carolina Clash series.

Madden was the fast qualifier, won the first of two 25-lap qualifiers and led all 50 laps of the main event, claiming \$12,000 for the evening.

Madden took the lead at the start and held off Rick Eckert throughout to claim the victory.

While Eckert finished second, Jamie Lathroum, Tim Fuller and Doug Horton filled the top five.

**The finish:**

Chris Madden, Rick Eckert, Jamie Lathroum, Tim Fuller, Doug Horton, Jason Covert, David Williams, Chuck Harper, Jim Bernheisel, Booper Bare, Daryl Hills, Nick Dickson, Doug Sanders, Walker Arthur, Jack Pencil, Steve Blackburn, Dennis Franklin, Greg Fetters, D.J. Myers, Kenny Pettyjohn, Russell King, Scott Neighbors, Ricky Elliott, Coleby Frye, Jeremy Miller.



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## ▶ THIS AND THAT

### ▶▶ PHOTO OF THE WEEK



TED ROSSINO, JR. PHOTO

**CRUNCH TIME:** Brad Keselowski gets into the back of Denny Hamlin (32) during Saturday's NASCAR Nationwide Series race at Watkins Glen (N.Y.) Int'l.

### ▶▶ TRIUMPHANT RETURN

NASCAR stock-car racing returned to Watkins Glen, N.Y., for the first time since 1965 in August 1985. The Aug. 13, 1986 issue of *National Speed Sport News* recapped the occasion and according to the report, a crowd estimated as the largest paid road racing crowd in the United States at that time — announced as 88,060 — was on hand.

Driving for team-owner Rick Hendrick and legendary crew chief Harry Hyde, Tim Richmond won the pole and the race on the legendary road circuit. "I love New York," exclaimed Richmond, an Ohio native, upon climbing from his winning Chevrolet.

Darrell Waltrip finished second, with Dale Earnhardt, Bill Elliott and Neil Bonnett completing the top five.

### ▶▶ BOOK OF THE WEEK

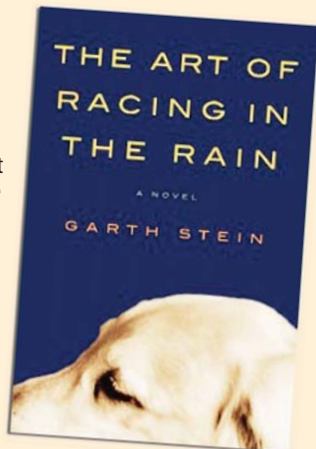
#### The Art Of Racing In The Rain

By Garth Stein

"The Art of Racing in the Rain" is a clever novel that tells the story of a family dog, Enzo, who puts his life into words.

Enzo relates the story of his life with his F-1 race car driver owner Denny and his wife, Eve. The 321-page tome tells a fictional racer's life story through the eyes of his dog. Not surprisingly, Enzo is the hero of the story.

\$23.95. Published by Harper. Available from [artofracingintherain.com](http://artofracingintherain.com) and [amazon.com](http://amazon.com).



STEVE ETHERINGTON PHOTO

Heikki Kovalainen in Hungary

### ▶▶ BY THE NUMBERS

# 100

different winners in Formula One competition

### ▶▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"Drag racing moves way too fast to learn on the fly, and there's no time to zone out mid-event like you can when covering a 500-mile stock-car race... You could lean over to ask the person next to you the difference between a reaction time and an elapsed time and miss an entire Countdown-changing run."

— Sheena Baker, August 7 blog

■ NSSN correspondent Bruce Martin reports on what the future holds for open-wheel standout Paul Tracy.



ARCA PHOTO

**NASHVILLE STAR:** Scott Speed (2) races under Sean Caisse for the lead Saturday at Nashville Superspeedway.

## Guitar Hero: Patience Pays For Speed

NASHVILLE, Tenn. — Scott Speed, in Eddie Sharp's Red Bull Toyota, capitalized on an on-track argument

between Sean Caisse and Justin Allgaier and drove away from Jeremy Clements during a

### ARCA RE/MAX

last-lap shootout to win Saturday afternoon's ARCA RE/MAX Series event at Nashville Superspeedway.

"Honestly, the 01 (Caisse) and the 16 (Allgaier) were battling so hard that I was willing to settle for third," said Speed. "But when the opportunity presented itself, I took it. I just played out the race and waited to lead until the end. Those are the only laps you need to lead anyways."

Caisse and Allgaier battled much of the way, bumping and grinding on one another under green and caution periods, while Speed watched and waited in third. Inside of 10 laps to go, Allgaier finally raced under Caisse to lead the 97th lap of the scheduled 113-lap race and began pulling away.

But the caution flag waved when Bryan Silas made contact with the wall, setting up the restart during

which Caisse made contact with Allgaier, sending Allgaier spinning.

Caisse held off Speed for two laps before the eventual winner passed Caisse three laps from the finish. Caisse continued to fall back while Speed pulled away. The yellow flag waved just after Speed took the white flag, which lengthened the race four additional laps to accommodate the ARCA-mandated green-flag finish.

Speed pulled away to win by five car-lengths in the one-lap dash to the finish. It was Speed's fourth victory of the season.

"I am in this for the experience," continued Speed. "The points would be nice, but at the end of the day I honestly don't think that winning the ARCA championship will make or break my career. No one but the Old Man (Frank Kimmel, nine-time ARCA RE/MAX Series Champion) has won in years."

Clements, who started 14th, finished second.

"We lost this race in the pits," said Clements. "I honestly don't know what was happening. Why we put

stuffed tires on is beyond me. It's disappointing. I don't know what my future is for the rest of the year in ARCA. We are a family-owned team and just trying to find enough money to race."

Brian Scott, who ran both the ARCA RE/MAX Series and the NASCAR Craftsman Truck Series events at Nashville this weekend, finished third.

Matt Hawkins finished fourth and Justin Loftin was fifth. Polesitter Ken Butler III was sixth. Caisse, who led 94 laps, finished 16th.

The finish:

Showing driver, car and laps completed: 1. Scott Speed, Toyota, 117; 2. Jeremy Clements, Chevrolet, 117; 3. Brian Scott, Chevrolet, 117; 4. Matt Hawkins, Dodge, 117; 5. Justin Lofton, Dodge, 117; 6. Ken Butler III, Toyota, 117; 7. Ricky Stenhouse, Jr., Ford, 117; 8. Justin Allgaier, Chevrolet, 117; 9. Matt Carter, Ford, 117; 10. Patrick Sheltra, Dodge, 117; 11. Tom Hessert III, Ford, 117; 12. Brandon Knapp, Ford, 117; 13. Taylor Malsam, Dodge, 117; 14. Billy Leslie, Ford, 117; 15. Billy Wease, Dodge, 117; 16. Sean Caisse, Toyota, 117; 17. James Buescher, Dodge, 117; 18. Dexter Bean, Chevrolet, 117; 19. Frank Kimmel, Ford, 116; 20. Michael Phelps, Dodge, 116; 21. Chad Blount, Dodge, 115; 22. Bobby Gerhart, Chevrolet, 114; 23. Norm Benning, Chevrolet, 112; 24. Tim Mitchell, Ford, 111; 25. Frank Kapfhammer, Chevrolet, 111; 26. Brad Smith, Ford, 110; 27. Darrell Basham, Chevrolet, 109; 28. Bryan Silas, Chevrolet, 106; 29. Ali Owens, Chevrolet, 75; 30. Donny Kelley, Chevrolet, 73; 31. Tim George, Jr., Chevrolet, 69; 32. Chris Cockrum, Chevrolet, 67; 33. John Wes Townley, Ford, 51; 34. Clay Rogers, Ford, 33; 35. James Hylton, Dodge, 19; 36. Mike Harmon, Chevrolet, 17; 37. Ben Stancill, Dodge, 13; 38. Jason Basham, Chevrolet, 11; 39. Greg SeEVERS, Chevrolet, 2; 40. Gabi DiCarlo, Toyota, 2; 41. Wayne Peterson, Chevrolet, 1.

## Gordon Continues Northern Division Dominance

SOUTH BOSTON, Va. — All Benny Gordon needed to do was beat Gary St. Amant to claim his fourth Hooters

### HOOTERS

Pro Cup Sears Auto Center Northern Division title.

Gordon did that and more Saturday night at South Boston Speedway.

Gordon, driver of the No. 66n Samuel Metals Ford, led a season-high 222 laps en route to his victory in the Miller Lite 250.

With Gordon's fourth triumph of the season, he clinched his fourth Northern Division title in the last five years. "I'm just proud of the effort my team put in tonight and, actually, all year long," said Gordon, who picked up \$20,000 and a 25-point bonus heading into the Championship Series. "Obviously, you want the money, but we really wanted the bonus points because the big money comes in the

Championship Series."

After late-race pit stop, Gordon lined up fifth for a restart with 50 to go. Gordon needed just 11 laps to make his way back to the top spot. But as the laps clicked off, Gordon's lead — and fuel — was dwindling.

Jeff Agnew caught Gordon with 20 laps to go and looked high and low for a way around.

On two occasions, Agnew was able to get a nose under Gordon for the lead.

"I know he was driving like crazy to catch me, but I was driving like a mad man to stay ahead of him," said Gordon. "He's always good at South Boston, but we were a little better tonight."

After Gordon staved off Agnew's lead bid, the only question was if Gordon, who never pitted for fuel, could make it all the way. But Gordon not only made it the scheduled distance, he made it to lap 253 after a late-

race caution set up a green-white-checkered finish.

"We work on fuel mileage all the time," said Gordon, who took home \$12,200.

"We made a fuel run in practice, and we knew we weren't going to stop for fuel tonight. This team is spot-on right now."

Agnew finished second, with Jason Sarvis, Mark McFarland and St. Amant rounding out the top five.

The finish:

Showing driver, car, laps completed and money won: 1. Benny Gordon, Ford, 253, \$12,200; 2. Jeff Agnew, Ford, 253, \$6,500; 3. Jason Sarvis, Chevrolet, 253, \$5,400; 4. Mark McFarland, Chevrolet, 253, \$5,000; 5. Gary St. Amant, Chevrolet, 253, \$4,500; 6. Derek Kale, Chevrolet, 253, \$3,200; 7. Jay Fogelman, Ford, 253, \$4,000; 8. Allen Purkhisser, Ford, 252, \$2,400; 9. Mikey Kile, Chevrolet, 252, \$4,100; 10. Jonathan Cash, Ford, 251, \$2,200; 11. Sam Fullone, Chevrolet, 251, \$2,500; 12. Dave Quackenbush, Chevrolet, 250, \$2,166; 13. Tyler Young, Chevrolet, 249, \$2,300; 14. Ronnie Souders, Chevrolet, 247, \$1,966; 15. Larry Barrett, Chevrolet, 242, \$1,700; 16. Joe Hoarison, Jr., Chevrolet, 233, \$1,766; 17. Matt Merrell, Chevrolet, 221, \$1,600; 18. Ray Love, Jr., Chevrolet, 199, \$1,600; 19. Tim Baine, Jr., Ford, 84, \$1,600; 20. Tim Kerr, Ford, 77, \$1,600; 21. Michael Kidd, Chevrolet, 62, \$1,400; 22. Derrick Kelley, Ford, 61, \$1,400; 23. Danny Abold, Chevrolet, 51, \$1,400; 24. Brett Butler, Ford, 18, \$1,400; 25. Mart Nesbitt, Ford, 18, \$1,400; 26. A.J. Frank, Chevrolet, 2, \$1,200.



MARK WEBER PHOTO

**ON TARGET:** Tommy Archer leads the GT class en route to his SCCA Pro Racing Speed World Challenge victory Sunday at Road America.

## Solid Clay Redeems Himself; Hot Archer Aces Elkhart Lake

### Touring

ELKHART LAKE, Wis. — Road America might have owed James Clay one. After twice being upside down in the turn-one gravel in 2004 and missing the race altogether in 2006, Clay got his redemption Sunday, scoring his first SCCA Pro Racing Speed World Challenge Touring Car victory at Road America.

### SCCA PRO

Polesitter Pierre Kleinubing and Jason Saini completed the top three.

Starting fourth in his No. 36 BimmerWorld BMW 325i, Clay fell to sixth early, but worked back up to fifth by the time a lap six full-course caution came out. On the subsequent lap-seven restart, he moved to third and then to second one lap later. Clay passed Kleinubing's No. 43 Acura TSX on lap 12, and held on for his first series victory.

Clay beat Kleinubing to the flag by 1.525 second, averaging 93.577 miles per hour over the course of the 17-lap, 68.815-mile race.

"I think this will sink in at some point," Clay said. "Racing with Pierre [Kleinubing] is always fun and interesting. The first time I got in front of him was maybe five years ago and he pecked at my bumper, pecked at my bumper and it bothered me. After that race, I realized, 'this is not that big of a deal' and I got over it. "I was able to go by, stretch out the lead and keep it."

**The finish:** Showing driver, car and laps completed: 1. James Clay, BMW 325i, 17; 2. Pierre Kleinubing, Acura TSX, 17; 3. Jason Saini, MAZDA6, 17; 4. Chip Herr, MAZDA6, 17; 5. Peter Cunningham, Acura TSX, 17; 6. Eric Curran, Acura RSX, 17; 7. Seth Thomas, BMW 325i, 17; 8. James Sofronas, BMW 325i, 17; 9. Nick Esajian, BMW 325i, 17; 10. Kuno Wittmer, Acura TSX, 17; 11. Charles Espenlaub, MAZDA6, 17; 12. Patrick Lindsey, MAZDA6, 17; 13. Charlie Putman, MAZDA6, 17; 14. Jim Daniels, MAZDA6, 17; 15. Brandon Peterson, Acura TSX, 17; 16. Michael Galati, MAZDA6, 16; 17. Jim Osborn, Volkswagen Jetta TDI, 13; 18. Dino Crescentini, Acura TSX, 8; 19. Robb Holland, Dodge SRT-4, 1.

### GT

ELKHART LAKE, Wis. — Tommy Archer took his second-straight SCCA Pro Racing Speed World Challenge GT win, his third of the season, at Road America Sunday.

Eric Curran and Randy Pobst completed the top three.

Archer did not even expect to be behind the wheel of the No. 13 Foametix/Woodhouse Performance Dodge Viper this weekend, but when team owner Bob Woodhouse called last week to tell him the regularly-scheduled driver, Claudio Burtin, would not be available, Archer obliged to drive the car that carried him to wins at Miller Motorsports Park and Mid-Ohio Sports Car Course.

Archer started from the pole and got out to an early lead over Andy Pilgrim's No. 8 Remington Shaving and Grooming Cadillac CTS-V. However, Pilgrim left the race with a dramatic blown engine on lap 16.

"I looked in my mirror and saw this ball of flame," Archer said. "I didn't know who it was at first. I saw Jason [Daskalos'] car go through my mirror. I looked back and said 'not so good.'"

From there, Archer held off Curran's Corvette for the victory, with Pobst third in a Porsche. James Sofronas in a Porsche and Brian Kubinski in a Corvette rounded out the top five.

**The finish:**

Showing driver, car and laps completed: 1. Tommy Archer, Dodge Viper, 18; 2. Eric Curran, Chevrolet Corvette, 18; 3. Randy Pobst, Porsche 911 GT3, 18; 4. James Sofronas, Porsche 911 GT3, 18; 5. Brian Kubinski, Chevrolet Corvette, 18; 6. Michael McCann, Cadillac CTS-V, 18; 7. Robert Foster, Dodge Viper, 18; 8. Jeff Courtney, Dodge Viper, 18; 9. Cindi Lux, Dodge Viper, 18; 10. Stu Frederick, Dodge Viper, 18; 11. Tony Gaples, Chevrolet Corvette, 18; 12. Tommy Milner, Aston Martin DB9, 18; 13. Jason Daskalos, Dodge Viper, 18; 14. John Bourassa, Porsche 911 Turbo, 18; 15. Michael Galati, Porsche 911 GT3, 18; 16. Tim McKenzie, Porsche 911 GT3, 18; 17. Eric Olberz, Porsche 911 GT3, 18; 18. Gunter Schaldach, Dodge Viper, 18; 19. Joey Sciallo, Pontiac GTO, 20; Jeff Altenburg, Lexus IS, 18; 21. Sean Allen, Porsche 911 GT3, 17; 22. Andy Pilgrim, Cadillac CTS-V, 15; 23. Brandon Davis, Ford Mustang Cobra, 14; 24. Dino Crescentini, Porsche 911 GT3, 6; 25. Mike Davis, Ford Mustang Cobra, 6; 26. Sonny Whelen, Chevrolet Corvette, 5.

# First-Timers Rule The Day In KONI Challenge

### GS

NEWTON, Iowa — Andy Lally withstood several challenges from Craig Stanton late in the Casey's General Stores KONI Challenge race's Grand Sport division Sunday to earn the

### KONI

victory of the season for himself and co-driver/polesitter Scott Schroeder.

Lally led three times for 61 laps, including the final 11 and held off a hard-charging Craig Stanton. Stanton led for three laps in the final half-hour of the race before Lally returned to the point for good on lap 147.

Stanton tried to get by several times at

the end, but was starving for fuel during the last handful of laps and instead cruised to second, 3.063 seconds behind. It was the best finish for Stanton since his victory in the Fresh From Florida 200 at Daytona Int'l Speedway. It was a career-best finish for co-driver Jon Miller.

Bill Auberlen was also part of the lead mix, and ended up taking third in the race with Matthew Alhadeff.

Rounding out the top five were defending series co-champions and current point co-leaders Jeff Segal and Jep Thornton.

### ST

In their first race together, Jamie Holtom

and Lawson Aschenbach took the No. 01 Georgian Bay Motorsports Chevrolet Cobalt SS to the ST victory, as they held a lap advantage over second-place finishers Matthew Bell and V.J. Mirzayan.

Holtom led the final 42 laps after taking the point from polesitter Steven Ott. With enough fuel to go to the end, Holtom put a one lap between himself and the rest of the ST field for his third ST victory of the season. The victory was the first for Aschenbach, who was substituting for Eric Curran, in Grand Am competition, and the first time he had ever competed in a front-wheel-drive car.

Jeremy Willard and Ken Wilden completed the podium.

# Dragon Claw

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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 historic trek through the NHRA schedule continued this past weekend with a fourth-straight victory, giving him nine Top Fuel victories in 16 events this season. He has also won six of his last seven and appears untouchable as the NHRA's Countdown nears.

# NO. 1



NHRA PHOTO

## REST OF THE BEST

### 2. Donny Schatz

*No. 15 J&J Sprint Car, World of Outlaws*  
Schatz's third-straight Knoxville Nationals title broke Schatz out of a mini slump and gives the defending WoO champ momentum.

### 3. Kyle Busch

*No. 18 Toyotas, NASCAR Sprint Cup/Nationwide Series*  
Just when it seemed as if Busch was slipping, he won in Sprint Cup and took a Nationwide Series second at Watkins Glen Int'l.

### 4. Scott Dixon

*No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series*  
All Dixon did to slip two spots was win his sixth IndyCar Series race of the season — his third victory in four races.

### 5. Johnny Benson

*No. 23 Toyota, NASCAR Craftsman Truck Series*  
The red-hot Benson has now won three NCTS races in a row and four in his last five starts.

### 6. Lewis Hamilton

*No. 22 Vodaphone McLaren Mercedes, Formula One*  
Hamilton has the World Driving Championship lead as Formula One prepares for the European Grand Prix.

### 7. Scott Pruett/Memo Rojas

*No. 01 Telmex Ganassi Lexus Riley, Grand Am*  
The Ganassi duo still leads the Daytona Prototype standings despite a disappointing 13th-place showing at Watkins Glen Int'l.

### 8. Carl Edwards

*Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series*  
Edwards managed a top 10 at Watkins Glen, but will be happy to be back on an oval as Sprint Cup heads back to Michigan.

### 9. Scott Speed

*No. 2 Toyota, ARCA RE/MAX Series*  
Speed is making the most of his developmental time with Team Red Bull, reeling off three victories and a second in his last four races.

### 10. No. 20 Nationwide Series Team

*No. 20 Joe Gibbs Racing Toyota, NASCAR Nationwide Series*  
With Joey Logano behind the wheel, the No. 20 has remained in the top 10, but hasn't made a 10th trip to victory lane.

## Honorable Mention

Marcos Ambrose earned his first Nationwide Series victory and had a career-best third in Sprint Cup at Watkins Glen...Benny Gordon clinched his fourth USAR Hooters Pro Cup Northern Division title.

## Last Week

Tony Schumacher remained at the top of the Power Rankings, while Donny Schatz jumped two spots with a victory in the Knoxville Nationals, sprint-car racing's biggest event.

# Motorsports Hall To Induct Seven

*Andretti, Baker, Force Help  
Compose Class Of 2008*

NOVI, Mich. — The Motorsports Hall of Fame of America will expand its honor roll by seven at its 20th-annual Induction Ceremony today at the Fillmore Detroit.

The class of 2008 includes open-wheel racing champion Michael Andretti (presenter, Mario Andretti), NASCAR great Buddy Baker (presenter, Humpy Wheeler), drag racing king John Force (presenter, Tom Compton), sports car champion Richie Ginther (presenter, E. Forbes-Robinson), motorcycle hero Wayne Rainey (accepting for Mr. Rainey: Roger Edmondson), aerobatic pilot Betty Skelton (presenter, Patty Wagstaff), and one of America's most versatile competitors, Paul Goldsmith (presenter, Donald Davidson).

Legendary IndyCar team owner Carl Haas will also be recognized as the ninth recipient of the Bob Russo Heritage Award for his significant contribution to American motorsports.

## SEMA Council Launches Motorsports Campaign

DIAMOND BAR, Calif. — The Motorsports Parts Manufacturers Council, a council of the Specialty Equipment Market Ass'n (SEMA), is launching a new campaign to increase attendance at motorsports events and public awareness of the industry.

The program is titled "Take a Friend to a Race" and includes a series of ads and promotional pieces that urge enthusiasts to invite and introduce friends, relatives and neighbors who have never attended a motorsports event to do so.

A key component of the campaign is the designation of August as Motorsports Awareness Month.

## Hesston Speedway Driver Killed

HUNTINGDON, Pa. — Hesston Speedway hobby-stock division driver Chris Chaney was killed early Saturday morning in a one-vehicle crash when the pickup truck he was riding in went out of control.

Chaney, 35, was pronounced dead at the scene. The driver, Shawn Waite, who is also a hobby-stock driver at Hesston and friend of Chaney, is hospitalized with serious injuries.

## NHRA Museum Hires Valadez

POMONA, Calif. — Monique Valadez has been hired to the position of manager of education and public relations for the Wally Parks NHRA Motorsports Museum.

Valadez joins the organization from the City of Pomona, where she worked as the public information officer for five years. As the city's only public information officer, she performed a wide range



DANA GARRETT/IRL INDYCAR PHOTO

**FAMILY BIZ:** Michael Andretti (right) will be one of seven inducted into the Motorsports Hall of Fame of America. He will be presented by his father, fellow hall-of-famer Mario Andretti (left).

of communications, marketing, event management and public relations activities.

In her new post, Valadez will develop education and public relations programs designed to increase awareness of the Parks Museum and careers in the automotive/motorsports industry.

"This is a new and exciting opportunity to produce meaningful and lasting activities, that work to increase public outreach and access to the museum and Wally Parks's vision," said Valadez. "The NHRA staff and enthusiasts are so passionate about drag racing and motorsports, and that is one of the reasons why I am so excited about joining the team at the Parks Museum."

## NASCAR Stars Head To Williams Grove

MECHANICSBURG, Pa. — NASCAR stars Kasey Kahne, Tony Stewart and Dave Blaney will headline the Ollie's Bargain Outlet 360 Challenge, a three-

race series to benefit the Kasey Kahne Foundation that will conclude Aug. 19 at Williams Grove Speedway.

The series began at Blaney's Sharon Speedway in Hartford, Ohio, June 17, with a race won by Donny Schatz. Jason Johnson won round two at Stewart's Eldora Speedway in Rossburg, Ohio, July 8.

Ollie's has posted a \$50,000 bonus to any driver who can win two of the three races in the series, for which Schatz and Johnson are now eligible.

## Annual Racers Reunion Set For Labor Day

MORRIS, Ill. — The annual Mazon Speed Bowl & Grundy Co. Hall of Fame Induction Ceremony and Racers Reunion will be held over Labor Day weekend, Aug. 29-31, at the Grundy County Fairgrounds.

This year, the Hall of Fame's display of pictures and memorabilia will be available for viewing starting at noon Aug.

29 before the last regular night of weekly stock car racing. The display will open again Aug. 30 at noon before the Bob Lockard Memorial midget race and again Aug. 31 at noon until the start of the annual Night of Features Sunday. Racing continues at noon Aug. 30 before the Bob Lockard Memorial Midget Race that night, and concluding Aug. 31 from noon til the start of the annual Night of Features Sunday evening.

The group's annual hall-of-fame induction ceremony will take place at 3 p.m. Aug. 30.

Art Fehrman's Illinois Vintage Racing Ass'n will be on hand with a display of restored race cars on Saturday and Sunday afternoons. IVRA members will race Sunday night during the annual Night of Features.

## BRAKES Partners With GoMotorBids.com

LINCOLNTON, N.C. — BRAKES, the charity organization founded by NHRA Top Fuel drag racer Doug Herbert, recently announced a partnership with GoMotorBids.com, an online auction site specializing in motorsports and automotive memorabilia.

In order to raise funds and awareness for its safe-driving education program, the foundation selected GoMotorBids.com as its official online-auction house. The Web site will feature unique collector items from the NHRA and NASCAR, as well as rare, once-in-a-lifetime fan experiences. The net proceeds will directly benefit BRAKES.

"It's really cool to see BRAKES having its first fundraiser with GoMotorBids' online auction," said Herbert.

BRAKES, which stands for "Be Responsible and Keep Everyone Safe," was established earlier this year following the tragic loss of Herbert's two sons in a car accident. His mission to educate teenage drivers on safe driving in order to save lives prompted the need to establish the foundation.

## NUTS AND BOLTS

▶▶ **Jack Roush** and Valvoline have partnered to create ROUSH Motor Oil, a line of six new motor oils for performance vehicles. . . ESPN recently announced its acquisition of **Racing-Live.com**, which covers Formula One, Moto GP and Superbike, rally, off-road rallies, endurance sports cars and kart racing. . . **Robbie Pecorari** will race the final four Indy Lights races of 2008 as the driver of the fifth car in the Guthrie Racing Stable, beginning this past weekend at Kentucky. . . **Speedtv.com** will provide streaming audio and video coverage of qualifying sessions from a pair of upcoming sports-car events, the American Le Mans Series' visit to the Grand Prix of Mosport Aug. 23 at 2:35 p.m., and the Rolex Grand Am Series' Aug. 30 visit to Thunderbolt Raceway at New Jersey Motorsports Park at 1:45 p.m. . . JR Motorsports Nationwide Series driver **Brad Keselowski** will return home to Toledo Speedway for an Aug. 15 autograph session. . . Five-time NASCAR Whelen Modified Tour titlist **Tony Hirschman** will be honored at the New England Dodge Dealers 150 Aug. 14 at Thompson (Conn.) Int'l Speedway. . . ARCA RE/MAX driver **Dominick Casola** and WinTron Racing have parted ways after 31 races. . . NSSN editor/publisher **Chris Economaki** will be among the special guests as New York's Orange County Fair Speedway celebrates its 90th year of racing with a special event Aug. 16. . . Ohio's **Hilltop Speedway** is closed until further notice, according to the track's Web site. . . **Camping World** will sponsor the Sept. 6 NASCAR Craftsman Truck race at Gateway Int'l Speedway.

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DOUG DAY PHOTO

**EARLY MOVER:** Dillon Battistini (15) goes to the inside of Raphael Matos (27) and Ana Beatriz on the second lap Saturday night at Kentucky Speedway. Battistini went on to an Indy Lights victory.

## Battistini Earns Fourth Triumph

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

SPARTA, Ky. — It didn't take Dillon Battistini long to race to the front in Saturday night's Firestone Indy Lights Series race. He moved from fourth starting spot to take the lead from Raphael Matos on the second lap and won his fourth race this season Saturday night at Kentucky Speedway. However, it was his first victory since Iowa in June.

"I knew it was going to be hard to pass on this track," Battistini said. "I have to admit, (Raphael) Matos has been really strong in qualifying and practice throughout the weekend. I knew there was a chance at getting him at the start, and luckily, I pulled that off and was able to hang on. I don't know why he wasn't behind me. Maybe something happened, but I don't know the

story yet. I still had to fight off some really strong competition.

"Luckily, we were strong enough to hang on to the lead."

Battistini defeated James Davison, the series' most recent winner at Mid-Ohio last month.

"I think we definitely deserved to be up there," Davison said. "We've been strong on ovals lately. A strong oval finish has been important to me, and that hasn't been something I've been able to do so far this season, for one reason or the other. I just want to thank Sam Schmidt Motorsports, Lifelock, and my fellow Australian engineer I've been working with this weekend, Tim Neff. I could have maybe taken a bit of a chance by jumping Dillon (Battistini) on the restart, but I didn't want to end up losing a position, so we held on to a safe second."

During Battistini's recent winless stretch, he had fallen from first to

sixth in points, but with the win moved to third.

Arie Luyendyk, Jr. finished third, his fourth podium finish of the year.

"It was a great race," Luyendyk said. "All of our cars are strong in the front. I think it just came down to track position. Dillon (Battistini) got a great start. He snuck up on me on the inside. I didn't expect him to be there, and he got the lead and it was hard to get around him after that. It's the third podium in a row on ovals for me, so I feel pretty good. We just need to get the first place. Hopefully, that comes at Infineon or Chicago."

Point-leader Richard Antinucci finished fourth. Brent Sherman was fifth.

**The finish:**

Dillon Battistini, James Davison, Arie Luyendyk, Jr., Richard Antinucci, Brent Sherman, Raphael Matos, Sean Guthrie, Jonathan Klein, Bobby Wilson, Robbie Pecorari, Daniel Herrington, Logan Gomez, Cyndie Allemann, Franck Perera, Micky Gilbert, Ana Beatriz, Mike Potekhen, J.R. Hildebrand, P.J. Abbott, C.R. Crews, Christina Orr, Pablo Donoso, Jeff Simmons, Travis Gregg.

## Bomarito, Summerton Rule Atlantic Weekend

### Saturday

ELKHART LAKE, Wis. — In the first race of a Cooper Tires presents the Atlantic Championship powered by Mazda doubleheader at the Road Race Showcase, American racer Jonathan Bomarito became the first two-time winner of the season at Road America.

Driving the No. 26 Del Taco/Stone Brewing/Discount Tire/RLM Investments machine for Mathiasen Motorsports, Bomarito took the lead in the race's standing start and led all but one lap en route to a .411 second victory over polesitter Dane Cameron.

It was Bomarito's fourth-career Atlantic victory and his second at Road America, where he claimed his first victory in the series in 2006.

"It feels amazing," Bomarito said. "I love this track. There's so much histo-

ry and the racing always is amazing here. It feels great to be back up here. To be the first guy to win two races this year feels amazing. Hopefully, it's not my last. Hopefully, we'll keep this momentum going."

Cameron was the only other driver to lead a lap and finished second. Tonis Kasemets charged from eighth on the grid to finish third.

Carl Skerlong and James Hinchcliffe rounded out the top five.

### Sunday

ELKHART LAKE, Wis. — Jonathan Summerton picked up the victory in Sunday's second round of the doubleheader for the Cooper Tires presents The Atlantic Championship powered by Mazda at Road America.

Summerton charged from ninth on the starting grid to take the lead from Saturday winner Jonathan Bomarito with two laps remaining and held off his countryman by 1.084 seconds to

get the victory in the No. 36 Newman Wachs Racing machine. It was Summerton's second-career Atlantic victory and his fifth top-six performance in seven races.

"We came from the back, coming from ninth spot," Summerton said. "We had a great start, but we were hit after the first corner, which dropped us down a few places. Then, of course, the yellows came out and I think that helped us a bit for the restarts. We gained a couple positions on each restart. Of course, at the end there, it was a very hard battle with Jonathan. We were only closing very slightly and when I got very close, I'd lose all my downforce. It was a very hard run there at the end."

Bomarito's victory Saturday and his second-place finish Sunday gave him a three-point lead over James Hinchcliffe in the standings.

Tonis Kasemets finished third, while Kevin Lacroix and Carl Skerlong rounded out the top five.

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A look back at the formative years of racing



BOB GATES COLLECTION PHOTO

**BACK IN THE DAY:** Cooper (No. 8) started on the pole for this 400-mile race in San Francisco in 1915.

## Racing Pioneer Earl Cooper Was Quick On All Types Of Tracks

By **BOB GATES**

Racing Hall of Famer Earl Cooper was one of the most formidable racers of his era. Displaying unparalleled versatility, he competed on dirt ovals, superspeedways, road courses and board tracks to win AAA national championships in 1913, 1915 and 1917.

Naturally talented, he blended that with meticulous preparation, cool-headed and an intense focus on only major events to compile his amazing championship runs. For instance, in 1913, he entered eight major road races, won seven, and finished second in the other.

There's no better example of this than at Corona, Calif., in 1913.

The city of Corona had built a three-mile, circular track, intended for horse racing. However, before the horses competed there, they converted it to a paved boulevard. Celebrating the grand thoroughfare's opening, a 300-mile auto race was staged on it, attracting racing's biggest names.

Cooper started preparing a month early. He camped nearby, testing tire and speed combinations daily. Though capable of running quicker, he determined that a 79-mile-per-hour pace would suffice. Any faster and tire wear would jeopardize victory.

So, as Barney Oldfield and Felix Magone battled at better than 90 mph, Cooper let his strategy play out, maintaining his predetermined speed. Multiple pit stops forced others out of contention, and he won easily. His average speed — 78 mph.

Cooper's first race was in 1908 in San Francisco. He planned on driving a Maxwell belonging to a lady customer of the dealership he worked for. Instead, his boss took the Maxwell. Cooper got another ride, and soundly beat his employer. Fired for that insubordinate act, he went racing.

By 1910, Cooper was so dominant that the magazine *Horseless Age* claimed he was ruining racing by winning too often. Automotive manufacturer Harry Stutz latched onto the young talent, and Cooper drove the white No. 8 Stutz factory team car from 1912 until Stutz pulled out of racing in 1916. Cooper continued racing, and winning, with other teams, until he semi-retired at the outbreak of WWI. Unhappy in retirement, he returned to race full time in 1922.

Cooper ran Indianapolis seven times, and was always in contention there. He captured the pole for his last 500 in 1926, but never won. He came disappointingly close in 1924.

Yet, afterwards while his mechanic apologized profusely for the blown tires that cost the race, Cooper seemed unperturbed. Interrupting, he said, "Never mind that. Did you see that redhead in the stands where the tires blew? That's the most beautiful woman I've ever seen! I'm not going to rest until I know her name."

He learned it, and married her.

Perhaps that was American racing hero Earl Cooper's finest display of coolness in the heat of racing.

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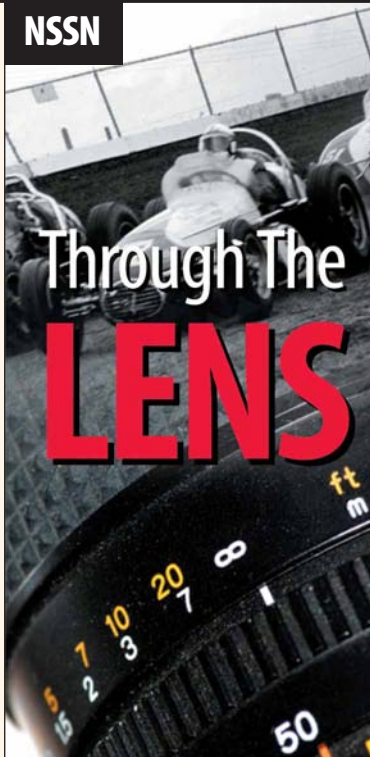
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# Through The LENS

*A visual tour through the history of motorsports*

## GILLES VILLENEUVE

▶ Canadian Formula One driver Gilles Villeneuve was killed in a high-speed accident during qualifying for the 1992 Grand Prix of Belgium. Villeneuve was 32 at the time.

Today, Canada's most prominent racing circuit, Montreal's Circuit Gilles Villeneuve, is named for the driver, and

his son, Jacques, is one of the country's most popular racing drivers.

High-quality, frammable copies of Through The Lens are available for \$20. To order, send a check or money order to: Through The Lens, c/o National Speed Sport News, P.O. Box 1210, Harrisburg, NC 28075. For a list of available Through The Lens, call (704) 455-2531.

The elder Villeneuve made 67 starts during his Formula One career and picked up six victories and 13 podium finishes.

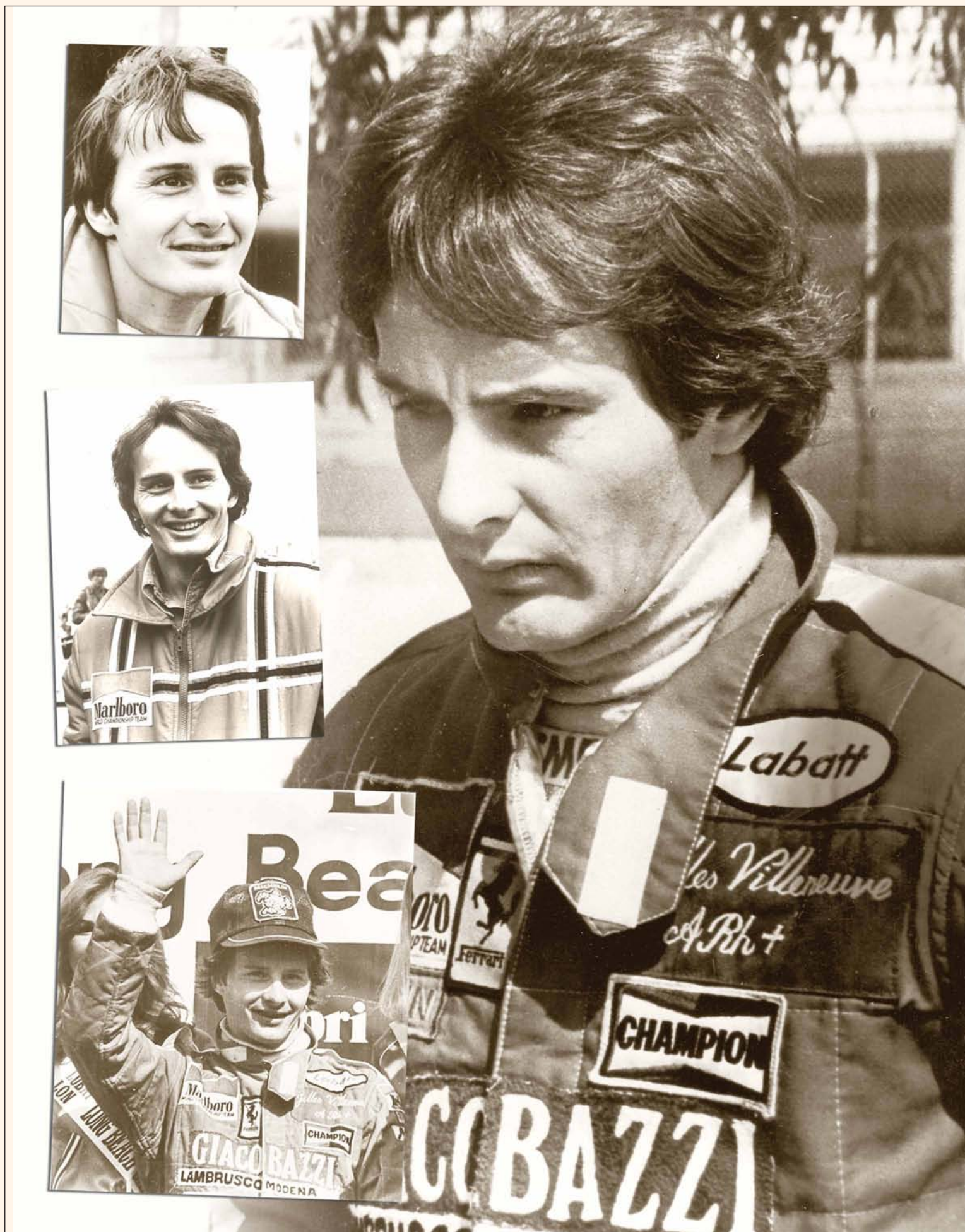
His first F-1 victory came in the 1978 Canadian Grand Prix.

Villeneuve won the U.S. and Canadian Formula Atlantic titles in 1976 before landing a Formula One ride with McLaren.

Villeneuve was also a successful and avid snowmobile racer.

Featured here (clockwise from top left): In 1978, the year of his first Formula One victory, which came in his native Canada; At the track in 1979; Again in 1978, sharing a smile; Waving to the crowd at the fifth annual Long Beach (Calif.) Grand Prix in April 1979, a race Villeneuve claimed in his Ferrari 312 T4.

— NSSF Archives



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Your guide to upcoming events

## ON THE AIR

A quick look at what's on television this week: Aug. 14-Aug. 17.

### Thursday

- "NASCAR Now," 12 a.m., ESPN2
- IHRA Mid-Atlantic Nationals (taped), 3 a.m., Speed
- IHRA Rocky Mountain Nationals (taped), 4 a.m., Speed
- Classic Drag Racing: 2003 NHRA Mile High Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup Centurion Boats at the Glen (taped), 12 p.m., Speed
- Classic NASCAR: 1990 Champion Sparkplug 400, 2 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2
- "Motorsport Hour," 5 p.m., Vs.

### Friday

- "NASCAR Now," 1 a.m., ESPN2
- Classic Drag Racing: 2003 NHRA Nationals, 11 a.m., ESPN Classic
- NASCAR Sprint Cup 3M Performance 400 practice, 12 p.m., Speed
- NASCAR Nationwide Series Carfax 250 practice, 1:30 p.m., Speed
- NASCAR Sprint Cup 3M Performance 400 qualifying, 3:30 p.m., Speed
- NASCAR Nationwide Series Carfax 250 practice, 5 p.m., Speed
- "Trackside," 7 p.m., Speed
- NASCAR Sprint Cup 3M Performance 400 practice (taped), 8 p.m., Speed
- NASCAR Sprint Cup 3M Performance 400 qualifying (taped), 9:30 p.m., Speed
- "Trackside," 11 p.m., Speed

### Saturday

- "NASCAR Now," 12 a.m., ESPN2
- Knoxville Nationals (taped), 2 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- NASCAR Nationwide Series Carfax 250 qualifying, 10:30 a.m., Speed
- "NASCAR Live," 12 p.m., Speed
- NASCAR Sprint Cup 3M Performance 400 practice, 12:30 p.m.,

### TUNE IN TO ...

The NASCAR Sprint Cup 3M Performance 400 from Michigan Int'l Speedway at 2 p.m. Sunday on ESPN.

#### Speed

- NASCAR Sprint Cup 3M Performance 400 practice, 1:30 p.m., Speed
- "NASCAR Countdown," 3 p.m., ESPN2
- IHRA Rocky Mountain Nationals (taped), 3 p.m., Speed
- NASCAR Nationwide Series Carfax 250, 3:30 p.m., ESPN2
- World of Outlaws Late Model Series from Spring Valley, Minn. (taped), 4 p.m., Speed
- Championship Off Road Racing (CORR) from Pomona, Calif. (taped), 5 p.m., Speed
- NHRA Toyo Tires Nationals qualifying, 6 p.m., ESPN2
- "Motorsport Hour," 6 p.m., Vs.
- "NASCAR Performance," 7 p.m., Speed
- "Tradin' Paint," 7:30 p.m., Speed

### Sunday

- Championship Off Road Racing (CORR) from Pomona, Calif. (taped), 3 a.m., Speed
- NASCAR Nationwide Series Carfax 250 (taped), 4 a.m., ESPN2
- "Tradin' Paint," 9:30 a.m., Speed
- "NASCAR RaceDay," 11 a.m., Speed
- "NHRA Race Day," 11 a.m., ESPN2
- NHRA Sportsman Series from Brainerd, Mich. (taped), 11:30 a.m., ESPN2
- "NASCAR Countdown," 1 p.m., ESPN
- NASCAR Sprint Cup 3M Performance 400, 2 p.m., ESPN
- "Inside Drag Racing," 5 p.m., Ion
- "Speed Report," 7 p.m., Speed
- NHRA Toyo Tires Nationals, 10 p.m., ESPN2

## MOTORSPORTS CALENDAR

- Aug. 13 O'Reilly Sprint Bandits  
State Fair Speedway, Oklahoma City, Okla., Sprint Cars
- Aug. 13 ASCS Northern Plains Region  
I-90 Speedway, Hartford, S.D., Sprint Cars
- Aug. 13 All Star Circuit of Champions  
Waynesfield Motor Sports Park, Waynesfield, Ohio, Sprint Cars
- Aug. 14 Advance Auto Parts World of Outlaws  
Gillette Thunder Speedway, Gillette, Wyo., Sprint Cars
- Aug. 14 NASCAR Whelen Modified Tour  
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Aug. 14 O'Reilly Sprint Bandits  
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- Aug. 14-17 National Hot Rod Ass'n  
Maple Grove Raceway, Reading, Pa., Dragsters
- Aug. 15 World of Outlaws Late Model Series  
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- Aug. 15 USAC Mopar Midget National Championship  
Macon Speedway, Macon, Ill., Midget Cars
- Aug. 15 ASCS Gulf South Region  
Motorama Speedway, Beaumont, Texas, Sprint Cars
- Aug. 15 All Star Circuit of Champions  
Benton Motor Speedway, Benton, Mo., Sprint Cars
- Aug. 15 O'Reilly POWRI National Midget Series  
Macon Speedway, Macon, Ill., Midget Cars
- Aug. 15 International SuperModified Ass'n  
Lee USA Speedway, Lee, N.H., Modifieds
- Aug. 15 Empire Super Sprints  
Autodrome Edelweiss Speedway, Cantley, Quebec, Sprint Cars
- Aug. 15 Interstate Racing Ass'n  
Wilmot Speedway, Wilmot, Iowa, Sprint Cars
- Aug. 15-16 Lucas Oil Late Model Series  
Batesville Speedway, Batesville, Ark., Late Models
- Aug. 15-16 O'Reilly Sprint Bandits  
Lakeside Speedway, Kansas City, Kan., Sprint Cars
- Aug. 15-16 ASCS Rocky Mountain Region  
Hollywood Hills Speedway, San Felipe Pueblo, N.M., Sprint Cars
- Aug. 16 NASCAR Nationwide Series  
Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
- Aug. 16 Advance Auto Parts World of Outlaws  
Dacotah Speedway, Mandan, N.D., Sprint Cars
- Aug. 16 World of Outlaws Late Model Series  
Screven Motor Speedway, Sylvania, Ga., Late Models
- Aug. 16 USAC K&N Silver Crown Series  
Illinois State Fairgrounds, Springfield, Ill., Silver Crown Cars
- Aug. 16 USAC-CRA Sprint Car Series  
Santa Maria Speedway, Santa Maria, Calif., Sprint Cars
- Aug. 16 NASCAR Camping World East Series  
Lime Rock Park, Lakeville, Conn., Stock Cars
- Aug. 16 ARCA Lincoln Welders Truck Series  
Illinois State Fairgrounds, Springfield, Ill., Stock Cars
- Aug. 16 Advance Auto Parts Super DIRTcar Series  
Can-Am Motorsports Park, LaFargeville, N.Y., Modifieds
- Aug. 16 ASCS Gulf South Region  
Houston Raceway Park, Baytown, Texas, Sprint Cars
- Aug. 16 All Star Circuit of Champions  
Riverside Int'l Speedway, West Memphis, Ark., Sprint Cars
- Aug. 16 ASCS Sprints on Dirt  
Merritt Speedway, Merritt, Mich., Sprint Cars
- Aug. 16 International SuperModified Ass'n  
Waterford Speedbowl, Waterford, Conn., Modifieds
- Aug. 16 United Racing Company  
Lincoln Speedway, New Oxford, Pa., Sprint Cars
- Aug. 16 Empire Super Sprints  
Brockville Ontario Speedway, Brockville, Ontario, Sprint Cars
- Aug. 16 Interstate Racing Ass'n  
Langlade County Speedway, Antigo, Wis., Sprint Cars
- Aug. 16 O'Reilly United Sprint Car Series  
Watermelon Capitol Speedway, Cordele, Ga., Sprint Cars
- Aug. 16 Bay Cities Area Racing Ass'n  
Petaluma Speedway, Petaluma, Calif., Midget Cars



MARK FUNDERBURK PHOTO

**DIRTY DEEDS:** The ARCA RE/MAX Series powers around the one-mile clay oval at the Illinois State Fairgrounds last season.

## MARK IT DOWN!

### Aug. 17, ARCA RE/MAX Series Allen Crowe 100

#### Illinois State Fairgrounds, Springfield, Ill., Stock Cars

The ARCA RE/MAX Series takes to the Illinois State Fairgrounds for the first of two dirt-track events in Sunday's 46th Allen Crowe 100. Last season, nine-time series champion Frank Kimmel proved once again just how good he is by winning his 70th-career event and his sixth in the last eight visits to the track.

- Aug. 16-17 Grand Am Koni Challenge  
Circuit Trois-Rivieres, Trois-Rivieres, Quebec, Sports Cars
- Aug. 17 NASCAR Sprint Cup Series  
Michigan Int'l Speedway, Brooklyn, Mich., Stock Cars
- Aug. 17 Advance Auto Parts World of Outlaws  
Nodak Speedway, Minot, N.D., Sprint Cars
- Aug. 17 World of Outlaws Late Model Series  
Golden Isles Speedway, Waynesville, Ga., Late Models
- Aug. 17 Atlantic Championship  
Grand Prix de Trois-Rivieres, Trois-Rivieres, Quebec, Atlantic Cars
- Aug. 17 ARCA RE/MAX Series  
Illinois State Fairgrounds, Springfield, Ill., Stock Cars
- Aug. 17 Badger Midget Series  
Angell Park Speedway, Sun Prairie, Wis., Midget Cars
- Aug. 17 Empire Super Sprints  
Cornwall Motor Speedway, Cornwall, Ontario, Sprint Cars
- Aug. 19 Advance Auto Parts World of Outlaws  
Billings Motorsports Complex, Billings, Mont., Sprint Cars
- Aug. 20 NASCAR Craftsman Truck Series  
Bristol Motor Speedway, Bristol, Tenn., Stock Cars
- Aug. 20 Hooters Pro Cup Series  
Bristol Motor Speedway, Bristol, Tenn., Stock Cars
- Aug. 20-21 World of Outlaws Late Model Series  
Volunteer Speedway, Bulls Gap, Tenn., Late Models
- Aug. 21-24 Speed World Challenge Series  
Mosport Int'l Raceway, Bowmanville, Ontario, Sports Cars
- Aug. 22 NASCAR Nationwide Series  
Bristol Motor Speedway, Bristol, Tenn., Stock Cars
- Aug. 22 Lucas Oil Late Model Series  
Lawrenceburg Speedway, Lawrenceburg, Ind., Late Models
- Aug. 22 ASCS Gulf South, Sooner Regions  
Heart O' Texas Speedway, Waco, Texas, Sprint Cars
- Aug. 22 ASCS Rocky Mountain Region  
Casper Speedway, Casper, Wyo., Sprint Cars
- Aug. 22 NASCAR Whelen Southern Modified Tour  
Caraway Speedway, Asheboro, N.C., Modifieds
- Aug. 22 United Racing Company  
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- Aug. 22 Interstate Racing Ass'n  
Red Cedar Speedway, Menomonie, Wis., Sprint Cars
- Aug. 22-23 Advance Auto Parts World of Outlaws  
Castrol Raceway, Edmonton, Alberta, Sprint Cars
- Aug. 22-24 International Hot Rod Ass'n  
Tulsa Raceway Park, Tulsa, Okla., Dragsters
- Aug. 23 NASCAR Sprint Cup Series  
Bristol Motor Speedway, Bristol, Tenn., Stock Cars
- Aug. 23 World of Outlaws Late Model Series  
K-C Raceway, Alma, Ohio, Late Models
- Aug. 23 Grand Am Rolex Series  
Infinion Raceway, Sonoma, Calif., Sports Cars
- Aug. 23 USAC-CRA Sprint Car Series  
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Aug. 23 NASCAR Camping World East Series  
Mansfield Motorsports Park, Mansfield, Ohio, Stock Cars
- Aug. 23 NASCAR Whelen Modified Tour  
Mansfield Motorsports Park, Mansfield, Ohio, Modifieds
- Aug. 23 ARCA Lincoln Welders Truck Series  
DuQuoin State Fairgrounds, DuQuoin, Ill., Stock Cars
- Aug. 23 Lucas Oil Late Model Series  
Bluegrass Speedway, Bardstown, Ky., Late Models
- Aug. 23 ASCS Canyon Region  
Manzanita Speedway, Phoenix, Ariz., Sprint Cars

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





# CURB RECORDS COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac  
Winner at Daytona



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

Dale Earnhardt with his Curb Records  
Winston Cup Championship Car



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



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



Brad Coleman  
2008 Baker/Curb Nationwide Series



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NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



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## Sprint Cup

1. Kyle Busch	3,254
2. Carl Edwards	3,012
3. Jimmie Johnson	3,010
4. Dale Earnhardt, Jr.	2,985
5. Jeff Burton	2,945
6. Jeff Gordon	2,754
7. Tony Stewart	2,744
8. Kasey Kahne	2,713
9. Denny Hamlin	2,689
10. Greg Biffle	2,689
11. Kevin Harvick	2,670
12. Matt Kenseth	2,628
13. Clint Bowyer	2,606
14. David Ragan	2,539
15. Ryan Newman	2,424
16. Martin Truex, Jr.	2,419
17. Brian Vickers	2,418
18. Kurt Busch	2,269
19. Jamie McMurray	2,231
20. Elliott Sadler	2,159

## Nationwide

1. Clint Bowyer	3,448
2. Brad Keselowski	3,320
3. Carl Edwards	3,274
4. David Reutimann	3,158
5. David Ragan	3,147
6. Mike Bliss	3,068
7. Kyle Busch	3,003
8. Mike Wallace	2,845
9. Jason Leffler	2,784
10. Marcos Ambrose	2,776

## Craftsman Truck

1. Johnny Benson	2,261
2. Ron Hornaday, Jr.	2,216
3. Matt Crafton	2,170
4. Todd Bodine	2,042
5. Mike Skinner	2,026
6. Erik Darnell	2,021
7. Rick Crawford	2,010
8. Jack Sprague	1,952
9. Terry Cook	1,952
10. David Starr	1,887

## IndyCar Series

1. Scott Dixon	558
2. Helio Castroneves	480
3. Dan Wheldon	420
4. Tony Kanaan	411
5. Ryan Briscoe	350
6. Danica Patrick	315
7. Marco Andretti	311
8. Ryan Hunter-Reay	298
8. Oriol Servia	298
8. Hideki Mutoh	298

## Indy Lights

1. Richard Antinucci	408
2. Raphael Matos	404
3. Dillon Battistini	351
3. Arie Luyendyk, Jr.	351
5. Ana Beatriz	346
6. J.R. Hildebrand	337
7. Jeff Simmons	285
8. James Davison	270

## Formula One

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

## WoO Sprints

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

## WoO Late Models

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

## NHRA Top Fuel

1. Tony Schumacher	1,532
2. Antron Brown	1,051
3. Larry Dixon	988
4. Cory McClenathan	987
5. Rod Fuller	958
6. Brandon Bernstein	922
7. Hillary Will	874
8. Doug Herbert	807
9. Doug Kalitta	701
10. Dave Grubnic	672

## NHRA Funny Car

1. Tim Wilkerson	1,154
2. Tony Pedregon	1,013
3. Robert Hight	969
4. Cruz Pedregon	880
5. Ashley Force	868
6. Gary Densham	828
7. John Force	817
8. Ron Capps	808
9. Jack Beckman	725
10. Mike Neff	720

## NHRA Pro Stock

1. Greg Anderson	1,164
2. Kurt Johnson	1,108

## NASCAR West

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

## NHRA Motorcycle

1. Andrew Hines	816
2. Matt Smith	804
3. Chip Ellis	717
4. Chris Rivas	606
5. Matt Guidera	595
6. Eddie Krawiec	588
7. Angelle Sampedo	574
8. Craig Treble	501
9. Steve Johnson	467
10. Hector Arana	443

## ARCA RE/MAX

1. Scott Speed	3,275
2. Matt Carter	3,135
3. Ricky Stenhouse, Jr.	3,130
4. Justin Allgaier	3,050
5. Frank Kimmel	2,960
6. Tom Hessert III	2,705
7. John Wes Townley	2,700
8. Tayler Malsam	2,675
9. Ken Butler III	2,620
10. Patrick Sheltra	2,595

## Badger Midget

1. Mike Hess	1,377
2. Scott Hutton	1,227
3. Brandon Waelti	1,225
4. Bubba Altig	965
5. Jerry Coons, Jr.	944
6. Aaron Fiscus	901
7. Joe Whipperfurth	843
8. David Gough	827
9. Chad DeSelle	797
10. Davey Ray	752

## National Midget Driver Of The Year

1. Brad Loyet	997
2. Bobby East	922
3. Jerry Coons, Jr.	863
4. Tracy Hines	830
5. Dave Darland	829
6. Brad Kuhn	773
7. Brad Sweet	727
8. Cole Whitt	669
9. Mike Hess	650
10. Davey Ray	609

## USAC Silver Crown Series

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

## Whelen Modified

1. Chuck Hossfeld	1,250
2. Ted Christopher	1,164
3. Todd Szegegy	1,132
4. Matt Hirschman	1,098
5. Eric Beers	1,086
6. Mike Stefanik	1,081
7. Ed Flemke, Jr.	1,053
8. Jimmy Blewett	1,011
9. Ronnie Silk	1,003
10. Ryan Preece	956

## NeSmith Dirt LM

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

## USAC National Midget Car

1. Tracy Hines	802
2. Bobby East	769
3. Cole Whitt	728
4. Brad Sweet	704
5. Brady Bacon	651
6. Levi Jones	649
7. Darren Hagen	598
8. Jerry Coons, Jr.	560
9. Dave Darland	556
10. Brad Loyet	521

## POWRi Midget

1. Brett Anderson	1,890
2. Zach Daum	1,565
3. Brad Loyet	1,550
4. Bubba Altig	1,325
5. Mike Hess	1,320
6. Derek King	1,245
7. Nick Knepfer	1,190
8. Daniel Robinson	985
9. Davey Ray	960
10. Austin Brown	950

## IRA Sprint Series

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

## Lucas Oil LM

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

## USAC Silver Crown Series

1. Jerry Coons, Jr.	248
2. Dave Darland	195
3. Levi Jones	190
4. Tracy Hines	187
5. Brian Tyler	155
6. A.J. Fike	150
6. Shane Cottle	150
8. Shane Hollingsworth	131
9. Chet Phillip	130
10. Cameron Dodson	128

## O'Reilly ASCoT

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

## Sprints On Dirt

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

## ASCS Sooner

1. Brian McClelland	1,721
2. Kolt Walker	1,672
3. Joe Wood, Jr.	1,640
4. Gary Taylor	1,630
5. Matt Covington	1,562
6. Michael Brown	1,475
7. Justin Melton	1,424
8. Sherman Davis	1,169
9. Eric Baldaccini	975
10. Johnny Miller	833

## ASCS Canyon

1. Jeremy Sherman	2,476
2. Charles Davis, Jr.	2,380
3. Mike Martin	2,270
4. Nathan High	2,264
5. R.J. Johnson	2,260
6. Josh Pelkey	2,196
7. Andrew Reinbold	2,177
8. Mike Leslie	2,164
9. Justin Fisher	2,129

## USAC W. Sprint

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

## Whelen Southern Modified

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

## BoB Super LM

1. Victor Lee	3,129
2. Tyrel Todd	2,555
3. Tim Tungate	2,432
4. David Webb	2,418
5. Eric Wells	2,275
6. Zach Carney	2,198
7. Larry Gray	2,139
8. Mike Jewell	1,840
9. Arnie Fields	1,799
10. Chris Combs	1,782

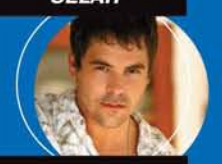
## ASCS Patriot

1. Bryan Howland	1,632
2. Jared Zimbardi	1,568
3. Chris Muhleisen	1,492
4. Bubba Broderick	1,404
5. Scott Kreutter	1,279
6. Don Adamczyk	1,246
7. Chuck Hebing	1,222
8. Mike Stelter	1,170
9. Bobby Breen	1,168
10. Kyle Moffit	1,150

## SELAH



SELAH



STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE





DOUG HORNICKEL PHOTO

**SWEET 6:** Steve Carlson poses with his sixth SCAG Power Equipment Dixieland 150 trophy Aug. 5 at Wisconsin Int'l Raceway.

## Carlson Wins WIR Event For 6th Time

By KEVIN RAMSELL

KAUKAUNA, Wis. — Steve Carlson followed up his ASAMT win at Hawkeye Downs by collecting his sixth SCAG Power Equipment Dixieland 150 Aug. 5 at Wisconsin Int'l Raceway.

ASA MW

Carlson won by 2.616 seconds over Kyle Calmes in front of more than 5,100 fans.

Carlson took the lead from Jonathan Eilen on lap 79 but Carlson didn't have an easy drive as he held Calmes, who was competing on his home

track. With 25 laps to go, Carlson would begin to pull away from Calmes and take home the win.

Tim Schendel earned his second-straight podium finish by finishing third after passing current ASAMT point leader Dan Fredrickson in the closing laps. Chris Wimmer also passed Fredrickson for fourth as Fredrickson fell to fifth place at the line.

The finish:

Steve Carlson, Kyle Calmes, Tim Schendel, Chris Wimmer, Dan Fredrickson, Tim Rothe, Steve Holzhausen, Andrew Morrissey, Jonathan Eilen, Nathan Haseleu, Jeff Storm, Travis Sauter, Jamie Iverson, Nick Neville, John Meidam, Rich Loch, Andy Monday, Eugene Gregorich, Jr., Brett Moffit, Brandon Hill, Blake Horstman, Jeff VanOudenhouven, Mike Gardner, Kyle Busch, Rich Bickle, Donny Reuvers.

## Middleton Leads All 100 Laps Of ASA Regional Race

ANDERSON, S.C. — Jay Middleton dominated Saturday night's ASA Southeast Asphalt Tour late-model feature at Anderson Motor Speedway.

ASA SE

Middleton started his run to the checkered flag in qualifying, where he turned in the second fastest time to Chris Fontaine, but he started on the pole after the top-five redraw. From the drop of the green flag, Middleton took control of the event and led 100 laps.

"I have led a lot of laps this year," said Middleton. "You have to go out and run your own pace. This place is a lot like Pensacola (Five Flags Speedway in Florida). I have had a lot of races around there. You just have to go out there and run a pace you can run the whole race because if you go too fast at the beginning, you will not

have anything left for the end. I focused on that. If they were on me, then so be it."

Rookie Casey Roderick finished second.

"I just want to thank Bill Elliott for believing in me and taking a chance on me," added Roderick. "I think we are going to have a lot of momentum after this race. I also want to thank Ricky Turner and all of these guys that worked on the car this weekend. We will gain on this a bit and see if we can get a win soon. That was probably the most fun race I have been in throughout my whole racing career." Jay Senter, Randy Porter and Ralph Carnes rounded out the top five.

The finish:

Jay Middleton, Casey Roderick, Joey Senter, Randy Porter, Ralph Carnes, David Elliott, Tyler Millwood, John Bolen, Josh Lane, Stephen McCurley, Gene Kirila, Scotty Ellis, Jess Mattox, Chris Fontaine, Keith Carter, Cody Brake, Jerrod Foley, Clay Alexander, Taylor Satterfield, Jeremy Rice, Gary Greenwood, Dennis Wilder, Eric Wallace, Kevin Stephens, Rob Dubnecy.

## Hantz Winner In Rain

ANDERSON, Ind. — Scott Hantz patiently worked his way through the field to win the *Great Deals Magazine* 400 late-model event sanctioned by the CRA Super Series Saturday night at Anderson Speedway.

Starting sixth, Hantz took the lead on lap 138, 12 laps before the mandatory pit stop. Rain moved in during the break and the remainder of the 300-lap test on the quarter-mile asphalt oval was washed out, with Hantz the winner.

Josh Bauer finished second, ahead of Jeff Lane, who set a track record in qualifying. Brian Rievley and Jason Dietsch rounded out the top five.

"We were sort of saving the car for the second half, I was thinking about not using up the tires and maybe not changing all of them at the break, but seeing how some of the other cars were sliding around, we decided to get to the front," Hantz said. "I credit my car owner's mother-in-law with bringing us good luck this week and I am dedicating this win to Dorothy."

Jason Thompson won the companion 100-lap street stock race.

The finish:

Scott Hantz, Josh Bauer, Jeff Lane, Brian Rievley, Jason Dietsch, J.R. Roehrig, John VanDoom, Kenny Tweedy, Rick Turner, Aaron Pierce, Boris Jurkovic, Terry Fisher, Jr., Robert Maynor, Jason Shively, Nick Lay, Zach Taylor, Donald Karr, Jr., Tommy Cook, Sean Mattheus, Rich Segvich, Adam Purdy, Bull Baker.

## Jones Has To Sweep At Senoia

SENOIA, Ga. — Joey Jones swept the twin 60-lap races for the International Sport Compact Auto Racing Series DASH Touring series Saturday at New Senoia Raceway.

The Virginia native won the first race over Gary Young, Jr. by a car length after a late-race caution set up a green-white-checker finish. In the second race, Jones passed Young with only 14 laps remaining to pull off the sweep.

By advancing the most positions in both races, Joey Jones also won the GoFastBeSafe.com Hard Charger of the race award.

Brad Queen finished second, with Chelsea Schillig, Kevin Calkins and Danny Bagwell rounding out the top five in the opener.

The finale saw Young, Bagwell, Schillig, Queen and Calkins fill the top five.



CHUCK GONZALEZ PHOTO

**METAL MEN:** ASA Late Model Series drivers head to the green flag Saturday at Bristol Motor Speedway for the Thompson Metal 200.

## The Honeymooner Campbell Endures Bristol For ASA Victory

BRISTOL, Tenn. — Newlywed Brian Campbell moved the post-wedding celebration to victory lane Saturday at Bristol Motor Speedway.

ASA LM

Campbell, who was married five days earlier to new bride, Lisa, passed Jacob Goede for the lead after a lap-143 restart and began to pull away for a victory in the ASA Late Model Series Thompson Metal 200.

Goede settled for second place, while Travis Dassow came home third.

Brent Downey and Pete Cozzolino finished fourth and fifth, respectively.

The ASA's visit to Bristol took a toll on equipment with 17 of the 31 entries out of the race — 12 of those due to accidents — when the checkers waved.

The finish:

Brian Campbell, Jacob Goede, Travis Dassow, Brent Downey, Pete Cozzolino, Wes Burton, Sean Murphy, Jimmy Lang, Brett Moffitt, Drew Brannon, Austin Siebert, Kris Stump, Kevin Willis, Brian Green, Logan Ruffin, Richard Johns, Kyle Sirizzotti, Jimmy Weller, David Odell, Alec Carl, Chad Finley, Phil Bozell, Chris Severy, Jordan Kahle, Kurt Jett, Bob Varney, Jeff Choquette, Robbie Johnson, Billy Crane, Brandon Johnson, Justin Larson.

## Dixieland 38 Belongs To Miller

KAUKAUNA, Wis. — Big 8 Series point-leader Jeremy Miller powered through the field to defend his Dixieland 38 title Aug. 5 at Wisconsin Int'l

BIG 8

Speedway.

Miller, who started 12th, inherited the lead with 12 laps to go when series rookie Kyle Shear spun in turn four after slipping in fluid on the track.

Another series rookie, 15-year-old

Ross Kenseth challenged Miller, but was unable to grab the lead despite several laps of side-by-side racing. Kenseth settled for second ahead of Ryan Carlson in third. Ryan Miles's fourth-place finish was the best of his career. Michael Bilderback was fifth.

The finish:

Jeremy Miller, Ross Kenseth, Ryan Carlson, Ryan Miles, Michael Bilderback, Bob Wilberg, Andrew Kulka, Skylar Hozhausen, Ty Reedy, Jim Duchow, Kyle Shear, Nathan Opplinger, James Swan, Jimmy Ganski, Ed Szelagowski, Brady Liddle, Jimmy Dragich, Wes Coon, Steve Dobbratz, Becca Kasten, Barnaby Tomazevic, Tyler Baukrecht, Kris Kelly.

## Lacombe Survives Capital City

OTTAWA, Ontario — Martin Lacombe won the caution-plagued ACT Castrol Series Toromont CAT 100 Saturday night at Capital City

ACT CASTROL

Speedway.

After a two-hour rain delay, the race was marred by 22 caution periods, taking another two hours, 17 minutes to complete.

Lacombe, who started fifth on the 28-car grid, recovered from a scrape with leader Jean-Francois Dery during a

lap 82 restart, then stretched his lead to five car-lengths at the finish line over Brent Dragon, who also led 77 laps in his first series start.

Alexandre Gingras finished third over teenager Brandon Watson. Veteran Claude Leclerc finished fifth.

The finish:

Martin Lacombe, Brent Dragon, Alexandre Gingras, Brandon Watson, Claude Leclerc, Dave Baldwin, Sean Kennedy, Jean-Francois Dery, Karl Allard, Rick Rump, Stephanie Durand, Ken Baird, Spencer MacPherson, Jonathan Desbiens, Tim Kirby Kevin Roberge, Jacques Poulin, Dany Ouellet, Patrick Hamel, Daniel Descoite, Tim Dorrning, Justin Holtom, Larry Jackson, Bob Hudon, Steve Munro, Stephane Descoite, Eric St-Gelais.

# Hughes Wires Field For No. 7; Weder Notches Second-Straight Victory

Aug. 5

PARK CITY, Kan. — In front of a jam-packed grandstand, Jason Hughes parlayed his pole position into his seventh O'Reilly USMTS National Tour victory of the season as drivers from the USMTS National Tour took on the O'Reilly NCRA Modified Series Aug. 5 at 81 Speedway.

Although he led every lap of the 35-lapper, Hughes was shadowed throughout the event by Zack VanderBeek, then by five-time NCRA titlist Brian Franz, then again by VanderBeek in the closing laps.

By lap 25, VanderBeek found his groove and moved in front of Franz to take the runner-up spot, while Real Racing Wheels B-main transfers Jon Tesch, Jason Krohn, Kelly Shryock and Tommy Weder, Jr. battled it out behind them. A caution with five laps to go bunched the field and gave VanderBeek one last shot at Hughes.

VaderBeek settled for second for the second-straight night. Tesch came from 18th to take third and Krohn came from 21st to fourth. John Allen completed the top five.

**The finish:**  
Jason Hughes, Zack VanderBeek, Jon Tesch, Jason Krohn, John Allen, Brandon Kenny, Tommy Weder, Jr., Kelly

Shryock, Ken Schrader, Marc Hurd, Dereck Ramirez, Scott Green, Marlin Farr, Dan Daniels, Jamie Burford, Ross Shipman, Don Renfro, Rodney Dodds, Brian Franz, Jim Johnson, Jason Bodenhamer, Kenny Wallace, Bobby Bills, Bryan Rowland, Rodney Sanders, Brian Powers.

Thursday

NEVADA, Mo. — On the eve of the opening event of the Casey's General Stores Hunt for the O'Reilly USMTS

National Championship, Tommy Weder, Jr. positioned himself as the hottest driver entering the title chase as he scored his second victory in as many nights with another late-race charge to the checkers.

One night after Weder ran down eight-time O'Reilly USMTS National Champion

Kelly Shryock for his career-first O'Reilly National Tour victory, the 23-year-old Weder ducked underneath Scott Green with 13 laps to go and went on to win Thursday's Mo-Kan Region Championship at Nevada Speedway.

While Weder pocketed the \$2,000 top prize, Justin Boney also got by Green to take the

runner-up paycheck. Jason Hughes was fourth and Bryan Rowland rounded out the top-five finishers.

With his 11th top-10 finish in 12 starts, Shryock secured the Mo-Kan Region title. With their top-10 finish in the final Mo-Kan Region rankings, three drivers — John Allen, Justin Boney and Johnny

Boney, Jr. — secured a berth in the Casey's General Stores Hunt for the O'Reilly USMTS National Championship.

**The finish:**  
Tommy Weder, Jr., Justin Boney, Scott Green, Jason Hughes, Bryan Rowland, Kelly Shryock, Brian Bolin, Jamie Burford, Jason Teague, Dereck Ramirez, Jon Tesch, Ryan Whitworth, Brandon Kenny, Dustin Hyde, John Allen, Tony Jackson, Jr., Gary Clark, Mike Paillou, Don Crnkovich, Darren Roberts, Terry Beckham II, Jack Simmons, Zack VanderBeek, Jason Krohn.

USMTS

## Jason Statler Defends Turf

By Bill Sullivan

CALISTOGA, Calif. — Former Calistoga Speedway track champion Jason Statler defended his home turf Saturday by winning the Hoosier Racing Tires Civil War Sprint Car Series NAPA Valley Challenge at the famed half-mile.

"Every time we race here it's special," said Statler, who won the NAPA Valley Challenge for the second time of his career. "I've been coming to Calistoga since I was a kid and saw many of my heroes take checkered flags here. I've been hit and miss all year. Tonight, I think we got our act together."

Statler moved to the point on lap 11, taking it from Jeff Parady. A caution gathered the field for a restart with three laps to go, and Statler was able to hold the lead as Parady fell behind Brent Kaeding and Ronnie Day, who followed Statler across the line. Parady, who was the highest-finishing Civil War regular, took fourth and Sean Becker was fifth.

**The finish:**  
Jason Statler, Brent Kaeding, Ronnie Day, Jeff Paraday, Sean Becker, Mike Benson, Andy Forsberg, Bud Kaeding, Kyle Hirst, Christian Stover, Jim Richardson, Ken Fredenburg, Alissa Geving, Myles Bishop, Matt Petty, Shawn Arriaga, Bill Cornwell, Camron Mendes, Kyle Larson, Bradley Terrell, Peter Breshears, Kirk Simpson.

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**TUESDAY, AUG 19**

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AUG 16-HERALD & REVIEW 100 FEATURING LM, MOD & SS	AUG 17-ARCA REMAX CAR SERIES & SPORTSMAN IL STATE FAIRGROUNDS	AUG 22-USA WORLD 50 FEATURING LATE MODELS, MODIFIEDS CRATE LATE MODELS & SS
AUG 19-NIGHT OF NASCAR STARS FEATURING KEVIN HARVICK, NALMS, MODIFIEDS & SS	AUG 24-ARCA TRUCKS & CRATE LATE MODELS DUQUOIN STATE FAIRGROUNDS	SEPT 5-SILVERADO SUNSET GIVEAWAY PLUS DRIVER APPRECIATION NIGHT
AUG 23-LITE BEER TWIN 50'S FEATURING 2 50 LAP FEATURES	AUG 31-USAC SILVER CROWN SERIES DUQUOIN STATE FAIRGROUNDS	SEPT 12- UMP LM SPECIAL FEATURING \$5,000 TO WIN UMP LATE MODEL SPECIAL
SEPT 3- NIGHT OF NASCAR STARS FEATURING TONY STEWART NALMS, MODIFIEDS & SS	SEPT 1-ARCA CAR SERIES & UMP MODIFIED S	
SEPT 6-IL STATE STREET STOCK CHAMP FEATURING TONY'S TAHOE GIVEAWAY	SEPT 14- ILLINOIS FALL NATIONALS LASALLE SPEEDWAY, LASALLE, IL FEATURING WORLD OF OUTLAW LATE MODELS & UMP MODIFIED	
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Jan. 18-20	Motorsports Race Car Show 2008 • Atlantic City Convention Center • Atlantic City, NJ
Feb. 23	Arena Racing • Cricket Arena • Charlotte, NC
Feb. 29-Mar. 2	Speedway Expo • The Big E • Springfield, MA
March 15-16	Food City 500 • Bristol Motor Speedway • Bristol, TN
April 13	Kentuckiana Ford Dealers ARCA 200 • Salem Speedway • Salem Indiana
April 18	Colossal 100 • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
April 20	Rich Vogler Classic • Winchester Speedway • Winchester, IN*
May 4	ARCA/RE-MAX Series • Rockingham Speedway • Rockingham, NC
May 9-10	SUPER CLEAN Diamond Nationals • Lucas Oil Speedway • Wheatland, MO
May 16	NHRA O'Reilly Thunder Valley Nationals • Bristol Dragway • Bristol, TN
May 17	NASCAR Sprint All-Star Challenge • Lowe's Motor Speedway • Concord, NC
May 17	ARCA Lincoln Welders Truck Series • Toledo Speedway • Toledo, OH
May 17-18	4th Annual ARCA Fan Festival • Toledo Speedway • Toledo, OH
May 18	ARCA RE/MAX Series • Toledo Speedway • Toledo, OH
May 23	World of Outlaws • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
May 24-25	NASCAR • Lowe's Motor Speedway • Concord, NC
May 26	United Sprint Car Series Speedweek • Clay Hill Motorports Park • Atwood, TN
May 27	United Sprint Car Series Speedweek • Clarksville Speedway • Clarksville, TN
May 29	United Sprint Car Series Speedweek • Camden Speedway • Camden, TN
May 30	United Sprint Car Series Speedweek • North Alabama Speedway • Tusculumbia, AL
May 30	Sue Thiel Memorial Classic • Dodge County Fairgrounds • Beaver Dam, WI*
June 4	Prelude to the Dream • Eldora Speedway • New Weston, OH
June 6-7	14th Annual Late Model Dream • Eldora Speedway • New Weston, OH
June 20	USAC Midgets • Knoxville Raceway • Knoxville, IA
June 22	Iowa Corn Indy 250 • Iowa Speedway • Newton, IA
June 24	All Star Circuit of Champions • Hilltop Speedway • Millersburg, OH
June 25	All Star Circuit of Champions • Skyline Speedway • Stewart, OH
June 26	All Star Circuit of Champions • Fremont Speedway • Fremont, OH
June 28	PA Speedweeks • Lincoln Speedway • Lincoln, PA
June 29	PA Speedweeks • Bedford Speedway • Bedford, PA
July 1	PA Speedweeks • Grandview Speedway • Bechtelsville, PA
July 2	PA Speedweeks • Hagerstown Speedway • Hagerstown, PA
July 3	PA Speedweeks • Port Royal Speedway • Port Royal, PA
July 4	PA Speedweeks • Williams Grove Speedway • Mechanicsburg, PA
July 5	UARA 150 Saturday Spectacular • Bristol Motor Speedway • Bristol, TN
July 9	Brad Doty Classic • Limaland Motorsports Park • Lima, OH
July 11	Knight Before the Kings Royal • Eldora Speedway • New Weston, OH
July 12	Kings Royal • Eldora Speedway • New Weston, OH
July 18	Lucas Oil Late Models • Tri-City Speedway • Pontoon Beach, IL
July 19	NNS Missouri - Illinois Dodge Dealers 250 • Gateway International Raceway • Madison, IL
July 19	NASCAR Camping World Series 150 • Music City Motorplex • Nashville, TN*
July 24-26	Kroger Speedfest • O'Reilly Raceway Park • Indianapolis, IN
Aug. 3	Brodix 360 Tournament of Champions • Knoxville Raceway, Knoxville, IA
Aug. 4	Musco Lighting Front Row Challenge • Southern Iowa Speedway • Oskaloosa, IA
Aug. 5	Ultimate Challenge • Southern Iowa Speedway • Oskaloosa, IA
Aug. 6-9	Knoxville Nationals • Knoxville Raceway • Knoxville, IA
Aug. 15-16	Ron Shuman Classic* • Lakeside • Kansas City, KS
Aug. 20	Craftsman Truck • Bristol Motor Speedway • Bristol, TN
Aug. 21	WoO Late Model Fifth Annual Scorcher • Volunteer Speedway, Bulls Gap, TN
Aug. 22-23	NASCAR • Bristol Motor Speedway • Bristol, TN
Aug. 29-30	WoO • Skagit Speedway • Alger, WA
Oct. 8	Southern Showdown • The Dirt Track @ Lowe's Motor Speedway • Concord, NC
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
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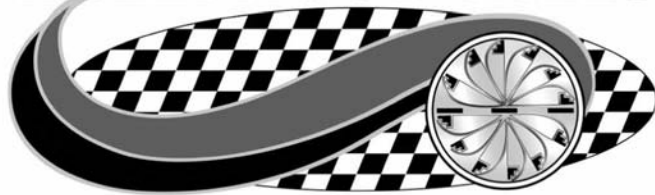
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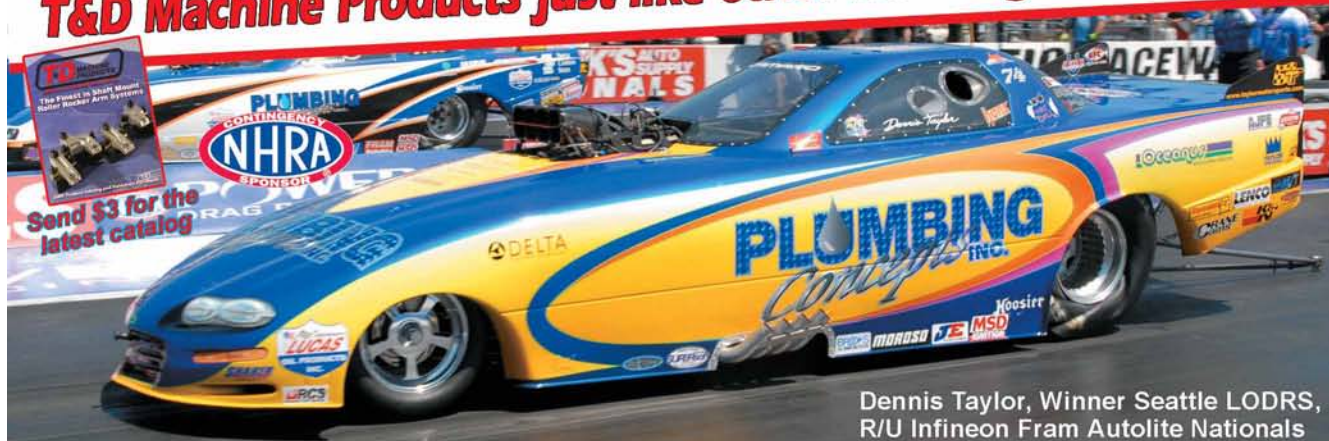


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JOHN DADALT PHOTO

**SOMETHING BORROWED:** Randy Cabral (47) was helped to a Boston Louie victory Saturday at Seekonk Speedway.

## Borrowed Horsepower Delivers Cabral In 'Boston Louie'

SEEKONK, Mass. — Randy Cabral had a lot of help in winning the Boston Louie Seymour Memorial for the NEMA Midgets — a glove from fallen friend Shane Hammond and a borrowed engine from Bobby Santos III helped carry Cabral to victory lane.

Cabral started eighth in the 27-car field and quickly used the outside lane to work his way into the lead by lap three. He took the lead from Paul Scalley, who started on the pole.

Jeff Abold started 14th on the grid and used the inside and outside lanes to work himself into the top five, but he wasn't done there. By lap 10, he overtook Santos for third and was in the runner-up position by the next circuit. Cabral and Abold started to pull away from the rest of the

field as Mike Keeler fell back, and Santos found himself trying to hunt down the leaders. Cabral, who at one time had a three-second lead, had Abold closing quickly on his tail. By lap 18, the leaders were working heavy lapped traffic. Lou Cicconi moved into the top five by lap 15, and by lap 18, he moved by Keeler into fourth. At lap 20, Jeremy Frankoski was running fifth.

With seven laps remaining, Abold was working the Bertrand Motorsports mount high and low, trying to get by as he and Cabral darted in and out of heavy traffic. Lap 25 was the end for Cicconi, as he spun off of turn four, but was able to limp his machine into the infield. As the laps wore down, the lead duo continued to fight for the point.

Abold made one final charge off of turn four, but was unable to get by the now four time NEMA winner. Abold was .158 second behind, while Santos was third, Frankoski fourth and Joey Payne rounded out the top five.

Cabral gave credit to his crew members, who switched engines prior to the event.

"I can't say enough for this crew," Cabral said. "We had engine problems this afternoon, and I had given up."

The NEMA Lites were part of their first Boston Louie Memorial, and Shaun Gosselin earned his first Seekonk Speedway victory.

**The finish:**  
Randy Cabral, Jeff Abold, Bobby Santos III, Jeremy Frankoski, Joey Payne, William Wall, Adam Cantor, Mike Keeler, Mike Horn, Mike Lugelle, Nokie Fornoro, Paul Scalley, Johns Zych, Aaron Wall, Doug Cleveland, Barry Kitteredge, Abby Martino, Jim Peruto, Brian Cleveland, Lou Cicconi, Lee Bundy, Erica Santos, Greg Stohr, Paul Lugelle, B.J. MacDonald, Howie Bumpus.

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DOUG DAY PHOTO

**STAYING:** Tony Kanaan (11) races alongside Team Penske's Helio Castroneves Saturday at Kentucky Speedway. Kanaan spurned other offers to stay with Andretti Green Racing.

## Kanaan Sticking With AGR

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

SPARTA, Ky. — Despite an impressive offer by rival team owner Chip Ganassi, in the end Tony Kanaan decided to honor a handshake he made with the team owners at Andretti Green Racing in Milwaukee back at the beginning of June to remain with the team for five more years.

Kanaan and AGR announced the deal at Kentucky Speedway on Friday, but the deal did not come to completion easily. Target Chip Ganassi Racing presented Kanaan an offer that led the driver to contemplate a career change. That put the pressure on AGR to finalize the deal and after some long, hard negotiations on Wednesday and Thursday, it was completed.

## Honda Interested In Signing Alonso

By **DAN KNUTSON**  
NSSN CORRESPONDENT

BLOOMINGTON, Minn.— Honda is interested in signing **Fernando Alonso**.

“Fernando is one of the top drivers in F-1,” Honda team principal **Ross Brawn** said. “And I think every team apart from one in pit lane would welcome him. We are no different, but whether it happens, who knows?”

What about Alonso reportedly wanting a one-year deal?

“I think any team would want

“Our number has been agreed upon since Milwaukee and it was literally lawyer-to-lawyer stuff that was going on, and then with all the speculation going on with Chip Ganassi, it was time to put an end to it and get the signature done,” team co-owner Michael Andretti said. “Chip and I talked about it on Thursday and he was very upset that all this stuff was out there because it made him look bad.”

“In a lot of ways, it was Chip being Chip. He probably enjoyed the last week of trying to disrupt things.”

Kanaan has been with Andretti Green since its inception at the start of the 2003 season, and in that time, he has been to victory lane 13 times in 94 starts including last season's Meijer Indy 300 at Kentucky Speedway.

Kanaan owns a series-record 63 top-five finishes and has led 62 races for a total of 2,487 laps

over the past six seasons. His races led and laps led rank third and fourth all-time, respectively, in IndyCar Series competition.

“It has been an eventful week with a lot of rumors and a lot of things that people come up with, and I have no idea where it is coming from,” Kanaan said. “This defines where we are at and I am really excited about the opportunity that these guys gave me six years ago. What can I say but I am very proud of this team for sure. I am very excited about it and it obviously means a lot to me. It means that what they have done in the past and what I have done in the past can happen again and make my dreams come true.”

“I have one more thing to do for this team and that is to win the Indianapolis 500 and now I have five more tries, so hopefully it can happen one of these years.”

to have a longer term deal,” Brawn said. “Any driver for one year is difficult. But if you have one year and do well, then it becomes two years and three years. It depends how well you do. I am sure the McLaren deal was more than a one-year deal and that didn't last beyond a year.”

■ While yet to be officially confirmed, Toyota plans to retain **Timo Glock** in 2009.

■ A connecting-rod failure robbed **Felipe Massa** of victory in Hungary. “We have to be as competitive as at Budapest, but we need to raise our reliability,”

he said of the rest of the season. “We can't repeat certain mistakes: We don't have any more excuses.”

■ As in past years, **Mark Webber's** road car isn't leaving the garage as he remains at home in England to relax during F-1's August break. Before he went to the Hungarian Grand Prix, he told his dogs that he'd come back and hang out with them.

“They thought: ‘Wow, he hasn't done this hardly ever!’” Webber said. “It is good to relax and just to chill out and get away from airports and all that.”

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GRANT HALVERSON/NASCAR PHOTOS

**TO THE FLAG:** The NASCAR Whelen Southern Modified Tour takes the green flag on a restart Aug. 2 at Bowman Gray Stadium in Winston-Salem, N.C. (Below) Brian Loftin leads the line of cars around a turn.

## BOWMAN: Historic Bowman Gray Wrapping Up Its 60th Season

CONTINUED FROM PAGE 2

division, where he has raced alongside his son, Phillip, and his daughter, Susan. One weekend, Hill was in the stands, a little later he was “rubbing wheels” with his hero, Turner. “I said to myself, ‘I can do that,’” Hill remembered. “But they proved me wrong. It was a lot harder than ‘just do it.’”

Though the quarter-mile track is flat and appears straightforward, it is the place Johnson says taught him to set up race cars for short tracks.

“It’s flat and it takes a lot of finesse to get around it,” said Hill. “Plus, you still run as fast as you can, but you don’t tear up as much equipment as you do at a half-mile track.”

Given the track’s close quarters, finesse doesn’t always work and patience is often tried beyond the limits of drivers.

“Pee Wee Jones (six-time track champion in the 1950s) tells great stories,” said Richard Miller, who has been the track’s official scorer for the past 30 years. “He said, ‘We used to race a while, then we’d get out and fight awhile. And the next week, we’d come back best buddies and do it all over again.’”

According to Miller, Childress has said that if drivers want to learn to drive short tracks, they should start with Bowman Gray, which was also a stop on NASCAR’s Grand National (now Cup) division from 1958-71.

A combination of constant close-quarter racing and the occasional short fuses gave Bowman Gray an unusual entertainment value.

“From a fan’s standpoint, anywhere you sit, you can see the whole track,” said Hill.

Pinilis said her family, which has promoted the venue since its beginnings as a NASCAR affiliate, still



tries to give fans the best value for their dollar, noting the \$10-for-adults admission price and the \$1 tickets for children ages 6-11. Parking is free.

While most Southeast tracks have turned to late-model racing as their premier division, Bowman Gray has stuck to its modified roots, which also makes it an anomaly in the region.

Bowman Gray has graduated drivers to NASCAR’s highest levels, but Pinilis said the track is a proving ground for others as well.

“We have had a lot of officials and owners go on and do well,” she said.

In an era that has seen race tracks and promoters come and go all too quickly, Bowman Gray and the Hawkins-Pinilis family have managed to keep the track thriving for six decades.

Without releasing official attendance figures, Pinilis said Bowman Gray averages about 10,000 fans or more each week — not bad for a facility that was not intended to be a race track.

As the name suggests, Bowman Gray was built as a football stadium. At first, it hosted high school and college football games.

The horseshoe-shaped stadium, which was built with Public Works funds in the 1930s and has hosted Wake Forest University football, Washington Redskins exhibition

football games and is still home to Winston-Salem State University, holds 17,000 at capacity.

Every year, Bowman Gray’s racing schedule is truncated by Southern standards to end before football season and just before the students of Winston-Salem State, which recently added a motorsports-degree program to its curriculum, return to campus.

“This is really the perfect venue for a small, short track because it’s a challenge — you have to know how to set up a race car to race here,” said Miller. “You have to be able to drive here before you can drive other places.”

Junior Miller, a former track champion, hasn’t romanticized Bowman Gray and its 60 years of fender-bending racing.

“It’s just a flat quarter-mile track — it’s nothing special to me,” said Miller, a former track champion. “But these fans think it’s special. There’s a lot of close racing and beat-in’ and bangin’ and turning each other around — and I guess that’s what they like because they keep coming back every week.

“And then, it’s \$10 — and where can you go to do anything any more for \$10?...They’ve got a good thing going.” Still.

# Manzanita Falls To Jeremy Sherman

PHOENIX — Reigning series champion Jeremy Sherman extended his Discount Tire Co.

## ASCS CANYON

American Sprint Car Series Canyon Region points lead by winning Saturday night’s 30-lap feature atop Manzanita Speedway’s third-mile clay oval.

Working his way forward from the 12th-starting position, Sherman took the lead away from polesitter R.J. Johnson in the final half of the race en route to his eighth series victory

of the year aboard Fred Bryan’s Wesmar-powered F&E Development No. 77.

Sherman took the checkered flag in front of Mike Martin with Shon Deskins earning hard-charger honors by racing from 22nd to claim the third position.

Johnson was fourth with Andrew Reinbold advancing a dozen positions to round out the top five.

### The finish:

Jeremy Sherman, Mike Martin, Shon Deskins, R.J. Johnson, Andrew Reinbold, Nathan High, Chris Bonneau, Charles Davis, Jr., Mike Leslie, Bernie Smith, Stevie Sussex, Zach Sawyers, Jody Wirth, Ronnie Clark, Jeremy Reagles, Steve Tellas, Justin Fisher, Brendan Higgins, Nick Aiuto, Leland Michael, Bob Ream, Jr., Josh Pelkey.

# Daggett Claims ‘Crazy’ Race

LAKE ODESSA, Mich. — Dustin Daggett won the Engine Pro ASCS Sprints on Dirt feature Saturday at I-96 Speedway, passing Ryan Grubbaugh for the lead

## ASCS SOD

midway through the race.

Daggett started ninth and battled with Brett Mann and Grubbaugh for the non-stop, 25-lap feature victory.

“That race was crazy,” said Daggett.

“It was great to race with (Grubbaugh and Mann) for the lead, everyone raced clean out there. It seems like our team just keeps getting better and better.”

Grubbaugh settled for second ahead of Mann. Steve Irwin and Dain Naida completed the top five.

### The finish:

Dustin Daggett, Ryan Grubbaugh, Brett Mann, Steve Irwin, Dain Naida, Sean Robinson, Gregg Dalman, Gary Fast, Tim Champlin, Joe Bares, Mike Daggett, Louie Carufel, Mark Grabill, Jim Gotegeuck, Davey Brown, Nathan Bevard, Aaron Shaffer, Tim Norman, John Gall.

## ASCS:

### 360 Series Seeking Races, Name Drivers For 2009

CONTINUED FROM PAGE 3

came to me with this idea for sprint cars. I thought, ‘this makes sense, this is the direction Lucas Oil wants to go and this is the man we want to do it with.’”

Patison said Lucas Oil Studios will produce the television coverage that will feature between 10 and 13 one-hour telecasts.

“As soon as we have the distribution deals worked out, we will release that information,” Patison said. “We are going to try to give this sport the credibility it deserves. Why are teams, why are drivers, why are fans so passionate about his sport? Hopefully, we can come through and do this sport justice.”

Hahn knows his biggest challenges are to sign up race dates, which his goal is 50 for next year, and attract a few more name drivers to race full time with the series.

“We have already signed up eight or nine promoters who have just heard about it, so that is a good sign there,” Hahn said. “We’re going to have to get a lot of new tracks because we’ll lose about a third of our current tracks because this purse will be too much for them to handle.”

But the former racer and veteran promoter acknowledged that landing a few “name” drivers will be important to the series’ success. While Hahn said he is not targeting anyone in par-

ticular, clearly he would like to add a couple of drivers that currently fill the fields with other national driving tours as well as veteran racers who have made names for themselves through years of racing on traveling tours.

“We need to entice some more guys to run with our series. I have some guys that are looking hard at us and we don’t want to get them in trouble and they aren’t going to say anything until they see how we do with booking shows, but that is what we are looking at.”

Hahn says drivers on the tour, which will pay a \$250,000 point fund, will be allowed to race in other series when the schedule permits. “These guys need to be racing,” he said. “They need to be out there making money.”

Jason Johnson, the current ASCoT point leader, looks forward to increased exposure for the series.

“This is a great opportunity for us to get television exposure,” Johnson said. “We don’t get that many chances to perform in front of corporations and this will be very important for our team and for other teams. It shows how good the competition in ASCS is.”

Hahn says he doesn’t expect the revamped ASCS national tour to open at East Bay Raceway in Florida in February, and that he would like to see the series hold its 2009 season opener at Devil’s Bowl Speedway in March.

Ironically, the first World of Outlaws sprint-car race was held at Devil’s Bowl in March of 1978.





JEFF ARNS PHOTO

**RIGHT ONE:** Scott Hatton races around Angell Park Speedway Sunday toward his third victory of the season.

# Hatton Gets Boost From Midget Win

By **BRYAN GAPINSKI**

SUN PRAIRIE, Wis. — Three-time series champion Scott Hatton captured the 30-lap Badger Midget Series feature Sunday night at Angell Park Speedway. The victory was the third for Hatton this season and moved him into second place in series championship standings.

As the field was about to complete the first lap, series point leader Mike Hess flipped, ending his quest for a third-straight feature victory.

After Tim Noble took the early lead on the ensuing restart, Hatton moved into sec-

ond and stayed there until taking the lead entering turn three on the 10th lap. But Noble fought back, retaking the lead on lap 16 before surrendering it back to Hatton two laps later. Gary "Bubba" Altig passed Noble for second on lap 22 and challenged Hatton as the two weaved through lapped traffic.

Hatton finished 1.03 second ahead of Altig. Australian Adam Clarke, who started in the last row, finished third with Noble and trophy-dash winner Chad DeSelle completing the top five.

**The finish:**  
Scott Hatton, Bubba Altig, Adam Clarke, Tim Noble, Chad DeSelle, Robbie Ray, Aaron Fiscus, David Gough, Steve Irwin, Kurt Mayhew, Buddy Luebke, Jon Lejuene, Joe Wipperfurth, Byron Walters, David Budres, Brandon Waelti, Mike Hess.

# Crawley Takes Another

*But Can't Fight Off Skinner For Clayhill Score*

**Friday**

TUSCUMBIA, Ala. — O'Reilly United Sprint Car Series Mid-South Thunder regional series point-leader Tim Crawley won for the second-straight USCS outing, taking the 30-lap feature before a capacity crowd at North Alabama Speedway Friday night.

Crawley, who previously won the USCS Mid-South Thunder event during the O'Reilly USCS Triple Crown Challenge July 10 at Riverside Int'l Speedway, took command after passing Marshall Skinner for the lead on the third lap and easily held on for the victory.

Skinner finished second ahead of Jerrod Hull in third. USCS Rookie of the Year point-leader Anthony Nicholson finished fourth and Buster Dickerson completed the top five.

**The finish:**  
Tim Crawley, Marshall Skinner, Jerrod Hull, Anthony Nicholson, Buster Dickerson, Terry Gray, Justin Carver, Chris

Williams, Cline Weiss, Doug Day, Ronny Howard, Ray Bugg, Greg Merritt, Henry Gustavus, Marion Jacobs, Donny Howard.

**Saturday**

ATWOOD, Tenn. — Former O'Reilly United Sprint Car Series Champion Marshall Skinner passed series point leader Tim Crawley on lap nine for the lead and then battled wheel-to-wheel with Crawley for the next 11 laps to grab the victory and \$2,000 first-place paycheck in Saturday's 30-lap O'Reilly USCS main event at Clayhill Motorsports.

Skinner finished with a half straightaway lead over runner-up Crawley after starting fifth in the main event and masterfully racing around the bottom of the well groomed third-mile red clay oval before the a capacity crowd.

Ernie Ainsworth bested defending National Champion Terry Gray for third place, while Jerrod Hull rounded out the top five.

**The finish:**  
Marshall Skinner, Tim Crawley, Ernie Ainsworth, Terry Gray, Jerrod Hull, Justin Carver, Chris Williams, Henry Gustavus, Phillip Faulkner, Anthony Nicholson, Clint Weiss, Tony Wilson, Jon Stinson, Greg Merritt, Ronny Howard, Doug Day, Kenny Coke, Ray Bugg.



KEVIN HORCHER PHOTO

**GOING TO THE FRONT:** Brett Anderson (11) moves around Justin Allgaier during the Aug. 6 Arnie Knepper Memorial.

# Knepper Goes To Anderson

BELLEVILLE, Ill. — Hometown driver Brett Anderson won the 35-lap O'Reilly POWRI Arnie

**POWRI**

Memorial midget race Aug. 6 during the St. Clair County Fair driving the family-owned Spike/Fontana powered No. 11. Anderson moved into second, passing Steve Knepper and

Adam Clark on lap 21, and then set his sights on early leader Justin Allgaier.

On lap 26, Anderson slid by Allgaier after cutting an eight car-length advantage. From there, Anderson held on for the victory.

Allgaier settled for second ahead of Clark in third and Nick Knepper in fourth. Zach Daum rounded out the top five.

# Streeter Streaks On To Victory

By **ROBERT HAUGH**

PLACERVILLE, Calif. — After overtaking three-time BCRA champion Glenn Carson on lap 14, 1999 BCRA champion Matt

Streeter raced to the 30-lap Bay Cities Racing Ass'n midget feature victory Saturday night at

Placerville Speedway.

Carson followed Streeter to the checkers ahead of polesitter and early leader David Prickett. John Sarale and Floyd Alvis rounded out the top five.

**The finish:**  
Matt Streeter, Glenn Carson, David Prickett, John Sarale, Floyd Alvis, Jimmy Christian, Pete Davis, Doug Hunting, Scott Nail, Steve Roza, Shannon McQueen, Steve Dickenson, Justin Grant, Nick Foster, Jr., Johnny Cofer, Dave Stoltz, Cole Peard.

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TEXANA RACEWAY PARK

Saturday Night - August 30, 2008 • 7:30 pm (Edna, TX)

Track Location: US 59 exit Loop 521 to SH 111 South (Right) 2 miles Left on Co. Rd. 412 Monty Chamberlin (361) 781-0411

\$2,000 to Win! \$400 to Start • \$100 to non-qualifiers

105 SPEEDWAY

Sunday Night - August 31, 2008 • 7:00 pm (Cleveland, TX)

Track Location: Take 105 from Cleveland towards Conroe. Turn right on Fostoria Rd. Cross over railroad tracks about 1/2-mile on the right Promoter: Basil Karalis cell 713-962-6627

\$2,000 to Win! \$300 to Start • \$100 to non-qualifiers

DRIVERS EXPECTED: Brandon Berryman #31, Jason Johnson #11, Gary Watson #3, Travis Rilat #29, Greg Rilat #35, Kathryn Minter #13, Chris Sweeney #93, Kevin Ramey #7m, Tommy Bryant #21t, Travis Knighton #61, Terry Monroe, #20, Jimmy Brooks #51, Jerry Bell #85, Travis Elliott #15t, Bean Elliott #30x, Aaron Reutzel #87, Steve Hubbard #12s, Channin Tankersley #71, Brandon Corn #74, Michael McNeil #80, Scottie McDonald #88, Skip Wilson #65, Bruce Crockett #8, Kent Lewis Jr. #1



ALLEN HORCHER PHOTO

**CLAWING HIS WAY:** Bryan Clauson (47) races Levi Jones for track position during the Indiana Midget Week finale Sunday.

## Clauson Sets Pace; Hines Takes Title

KOKOMO, Ind. — Part-time NASCAR driver Bryan Clauson picked up his first USAC Mopar National Midget Championship victory of the season in the finale of the Indiana Midget Week Sunday night at Kokomo Speedway.

While Clauson claimed the victory, Tracy Hines, who went through the four-race series without a victory, took the title and regained the point lead in the national championship.

Clauson led the first lap, but gave way to Brad Sweet on the second tour of the quarter-mile dirt track. Clauson wasn't finished, though, as he battled back past Sweet on lap six.

Clauson set the pace the remainder of the distance, beating Hines under the checkered flag.

Two-time series champion Jerry Coons, Jr. was third ahead of Cole Whitt and Levi Jones.

The summary:

Qualifications: 1. Brady Bacon, Kahne 99, 13.363; 2. Cole Whitt, Kunz

71, 13.427; 3. Brad Sweet, Kahne 49, 13.536; 4. Chad Boat, Boat 30, 13.562; 5. Levi Jones, Stewart 20, 13.608; 6. Bryan Clauson, Clauson 47, 13.612; 7. Darren Hagen, RFMS 69, 13.658; 8. Tracy Hines, Stewart 21, 13.715; 9. Danny Stratton, Simmons 5f, 13.719; 10. Dave Darland, Nine Racing 9, 13.758; 11. Davey Ray, RFMS 32, 13.786; 12. Chris Windom, Windom 17, 13.790; 13. Brad Loyet, Loyet 05s, 13.807; 14. Bobby East, Klatt 4, 13.821; 15. Zach Daum, Daum 5d, 13.849; 16. Josh Ford, Ford 73, 13.854; 17. Steve Buckwalter, Buckwalter 0, 13.863; 18. Robert Ballou, Felker 37, 13.865; 19. Kody Swanson, Nine Racing 19, 13.885; 20. Alfred Galegrige, Jr., Galegrige 26, 13.894; 21. Brad Kuhn, B & T 07, 13.903; 22. Shane Cottle, Saucier 1st, 13.939; 23. Jerry Coons, Jr., Wilke-Pak 11, 13.944; 24. Garrett Hansen, Hansen 70, 13.945; 25. Joe Liguori, Owen 28, 13.976; 26. Cole Carter, Carter 7, 13.997; 27. Troy Jordan, Kunz 97k, 14.006; 28. Ricky Ehrgott, Rev 1 8, 14.016; 29. Matt Westfall, Bordner 14, 14.127; 30. Dustin Morgan, Kunz 67, 14.160; 31. Kent Schmidt, Schmidt 5k, 14.165; 42. Chet Gehrike, Gurney 151, 14.185; 43. Todd Wanless, Rush 2b, 14.279; 44. Kellen Conover, Conover 76, 14.322; 45. Joe Boyles, Boyles 7b, 14.403; 46. Rex Norris III, Norris 63, 14.484; 47. Dakota Armstrong, C & A 7a, 14.617.

First Heat (8 laps): Bacon, Buckwalter, Loyet, Jones, Kuhn, Westfall, Wanless, Liguori, Stratton, Armstrong.

Second Heat (8 laps): Cottle, Morgan, Clauson, Whitt, Darland, Carter, Ballou, East, Conover.

Third Heat (8 laps): Coons, Sweet, Hagen, Daum, Ray, Swanson, Boyles, Jordan.

Fourth Heat (8 laps): Ford, Hines, Ehrgott, Hansen, Windom, A. Galegrige, Boat, Gehrike, Norris.

Semi (12 laps): Boat, Ray, Windom, East, Stratton, Ballou, Kuhn, Carter, Westfall, Gehrike, Wanless, Jordan, Boyles, Liguori, Conover, Norris, Swanson, A. Galegrige, Darland, Armstrong.

Feature (30 laps): Clauson, Hines, Coons, Whitt, Jones, East, Loyet, Buckwalter, Hagen, Windom, Kuhn, Stratton, Ford, Cottle, Hansen, Ehrgott, Bacon, Morgan, Sweet, Boat, Ray, Ballou, Daum, Darland.

## Kuhn Tops Opening Night At I-69

GAS CITY, Ind. — Brad Kuhn led the final four laps of the Aug. 6 Indiana Midget Week opener at Gas City I-69 Speedway after passing Cole Whitt on lap 27 of the 30-lap feature.

Trailing Kuhn's Fontana Automotive/All Trades Services Spike were Whitt, Davey Ray, Jerry Coons, Jr. and Levi Jones.

Josh Ford led the first two laps and Whitt led the next 24.

The summary:

Qualifications: 1. Brady Bacon, Kahne 99, 12.899; 2. A.J. Fike, RFMS 69, 12.968; 3. Shane Cottle, Saucier 1st, 13.051; 4. Brad Kuhn, B & T 07, 13.080; 5. Cole Whitt, Kunz 71, 13.119; 6. Matt Westfall, Bordner 14, 13.121; 7. Josh Ford, Ford 73, 13.128; 8. Levi Jones, Stewart 20, 13.138; 9. Steve Buckwalter, Buckwalter 0, 13.178; 10. Davey Ray, RFMS 32, 13.187; 11. Cole Carter, Carter 7, 13.193; 12. Dave Darland, Nine Racing 9, 13.194; 13. Bobby East, Klatt 4, 13.209; 14. Chris Windom, Windom 17, 13.215; 15. Brad Loyet, Loyet 05s, 13.220; 16. Bradley Galegrige, Galegrige 29, 13.255; 17. Tracy Hines, Stewart 21, 13.259; 18. Bryan Clauson, Clauson 47, 13.276; 19. Jerry Coons, Jr., Wilke-Pak 11, 13.283; 20. Chad Boat, Boat 30, 13.299; 21. Ricky Ehrgott, Rev 1 8, 13.305; 22. Ryan Kaplan, Tucker 39, 13.312; 23. Jason Holt, LOK 8j, 13.314; 24. Todd Wanless, Rush 2b, 13.321; 25. Ryan Smith, Burke 54, 13.352; 26. Dustin Morgan, Kunz 67, 13.392; 27. Dakota Armstrong, C & A 7a, 13.405; 28. Darren Hagen, Triple Crown 1h, 13.413; 29. Danny Stratton, Simmons 5f, 13.419; 30. Garrett Hansen, Hansen 70, 13.449; 31. Jeff Bland, Jr., Gardner 35, 13.454; 32. Kody Swanson, Nine Racing 19, 13.490; 33. Thomas Meseraull, Rush 2, 13.513; 34. Jonathan Hendrick, Hendrick 68, 13.536; 35. Tracy Readinger, Readinger 2t, 13.552; 36. Troy Jordan, Kunz 97k, 13.569; 37. Robert Ballou, Felker 37, 13.696; 38. Alfred Galegrige, Jr., Galegrige 26, 13.698; 39. Hunter Schuenerberg, Sandy 16, 13.770; 40. Kent Schmidt, Schmidt 5k, 13.798; 41. Russ Harper, Harper 09, 13.866; 42. Kellen Conover, K & D 76, 13.871; 43. Joe Boyles, Boyles 7b, 13.883; 44. Rex Norris III, Norris 63, 14.010; 45. James Sweeney, Meents 4m, 14.267; 46. Casey Shuman, Ellis 73x, no time; 47. Brad Sweet, Kahne 49,



Brad Kuhn

no time.

First Heat (8 laps): Coons, East, Bacon, Ford, Bland, Ballou, Smith, Boyles.

Second Heat (8 laps): Boat, Windom, Jones, A. Galegrige, Swanson, Fike, Morgan, Norris.

Third Heat (8 laps): Cottle, Loyet, Buckwalter, Schuenerberg, Meseraull, Armstrong, Ehrgott, Sweeney.

Fourth Heat (8 laps): Hagen, Shuman, Ray, Kaplan, Hendrick, Kuhn, Schmidt, B. Galegrige.

Fifth Heat (8 laps): Stratton, Sweet, Hines, Carter, Holt, Readinger, Whitt, Harper.

Sixth Heat (8 laps): Clauson, Westfall, Darland, Hansen, Wanless, Conover, Jordan.

First Semi (12 laps): Whitt, Ehrgott, Fike, Carter, Schuenerberg, Armstrong, Harper, Holt, Smith, Sweeney, Readinger, Boyles, Ballou, Bland, Meseraull.

Second Semi (12 laps): Kuhn, Ford, Hansen, Swanson, Morgan, Hendrick, Conover, Jordan, B. Galegrige, Kaplan, Wanless, A. Galegrige.

Feature (30 laps): Kuhn, Whitt, Ray, Coons, Jones, Darland, Hines, Ford, Loyet, Bacon, Morgan, East, Shuman, Ehrgott, Swanson, Stratton, Clauson, Buckwalter, Westfall, Hagen, Boat, Cottle, Windom, Sweet,

# Brad Sweet 'Loves' Midgets

By MIKE O'LEARY  
NSSN CORRESPONDENT

LAWRENCEBURG, Ind. — "I love these dirt midgets!" Brad Sweet exclaimed minutes after capturing the Indiana Midget Week event at Lawrenceburg Speedway Saturday, his second big USAC Mopar National Midget Championship victory in eight nights.

Sweet won by half a straightaway over Darren Hagen, Tracy Hines, Brad Kuhn and Levi Jones.

It was fitting at a track located within sight of a big casino, that the Kasey Kahne Racing team gambled and came up big. "We made some guesses after watching the B main," Sweet admitted. "We hit it just right, it seemed like, and the car was rockin' anywhere I wanted to take it. Clean air always helps because you can run wide open and the car likes to be run like that"

Two-time USAC midget champion Jerry Coons, Jr. grabbed the lead from the pole, with Sweet taking second on lap two. Coons slowed with a blown engine on lap five, handing the lead to Sweet.

Sweet's Mopar-powered Spike was leading comfortably, while Cole

*"We hit it just right, it seemed like, and the car was rockin' anywhere I wanted to take it. Clean air always helps because you can run wide open and the car likes to be ran like that."*

BRAD SWEET

Whitt, Bobby East and Brady Bacon scrapped behind him.

Whitt challenged Sweet on restarts, and the two raced wheel to wheel, dicing back and forth, before Sweet ultimately pulled away. Battling with Bacon on lap 22, Whitt hit the Kahne machine going into turn three, rode up on it's left rear and somersaulted violently into the safety fencing above the wall before tumbling back down the banking and into the side of Bacon's car.

"I don't know what he was thinking going down the back straightaway. He just turned left and tried to chop block me getting into three and I couldn't whoa up, and ran over his

## There's A Ray Of Light At Bloomington

By MIKE O'LEARY  
NSSN CORRESPONDENT

BLOOMINGTON, Ind. — Davey Ray outgunned Brad Sweet to claim the second victory of Indiana Midget Week for the USAC Mopar National Midget Championship Friday night at Bloomington Speedway.

Ray led all but the first four circuits and led by 15 car lengths at the finish. Sweet, Cole Whitt, Tracy Hines and Gary Altig filled the top five.

Driving the RFMS Liberty Village/McGladrey & Pullen Esslinger/Spike, Ray said he used his sprint-car experience to earn the victory at the picturesque quarter-mile dirt track.

"I knew that if I could get around the bottom and just protect my line, try to pull away but not open the door to anybody, I thought the bottom was going to hold up," Ray said. "I've driven a lot of sprint cars here for some pretty good car owners, so I got to learn that pretty quick in the sprint cars."

Sweet edged Dave Darland for the lead on the first lap and built a three-quarter of a straightaway margin. But on the fifth circuit, the driver of the Kasey Kahne Motorsports/Mopar Spike slipped over the turn-two cushion and lost three spots before getting back on track. Ray took over the point, running with Darland's Steve Lewis Toyota, which nosed ahead several times. But Darland was fighting a loose machine and Ray reclaimed the lead in each instance.

At the halfway mark, Sweet caught Ray and they raced side by side, with Ray showing his nose ahead at the flagstand each time. "I could see him get a good run on me," Ray said. "And I was beating him off the corner a little bit. But if he made a mistake I wouldn't see him for two or three laps,



DAVID E. HEITHAUS PHOTO

**BOTTOM FEEDER:** Davey Ray (32) takes the bottom lane to pass Brad Sweet Friday night at Indiana's Bloomington Speedway.

so I knew that he'd have to make perfect laps to get close."

After flipping hard during qualifying, Sweet's crew had stripped the car to the frame and rebuilt it, causing him to miss his heat race.

Admitting second place was bitter-sweet, "It was very treacherous," Sweet said. "If I had known I had such a big lead, I definitely would have run the bottom and made it easy on myself. I didn't know. I just stayed up there and that's what ended up costing me the race."

The summary:

Qualifications: 1. Chad Boat, Boat 30, 11.811; 2. Bryan Clauson, Clauson 47, 11.816; 3. Chris Windom, Windom 17, 11.874; 4. Adam Clarke, Smith 13, 11.914; 5. Davey Ray, RFMS 32, 11.918; 6. Ryan Kaplan, Tucker 39, 11.956; 7. Brad Sweet, Kahne 49, 11.961; 8. Garrett Hansen, Hansen 70, 11.963; 9. Brad Loyet, Loyet 05s, 11.988; 10. Dave Darland, Nine Racing 9, 11.989; 11. Alfred Galegrige, Jr., Galegrige 26, 11.996; 12. 027; 14. Gary Altig, Mecum 67m, 12.029; 15. Cole Whitt, Kunz 71, 12.033; 16. Tracy Hines, Stewart 21, 12.047; 17. Steve Buckwalter, Buckwalter 0, 12.072; 18. Josh Ford, Ford 73, 12.104; 19. Zach Daum, Daum 5d, 12.108; 20. Dustin Morgan, Kunz 67, 12.108; 21. Chuck Gurney, Gurney 151, 12.113; 22. Brad Kuhn, B & T 07, 12.117; 23. Brady Bacon,

left rear," Whitt explained.

Running above the cushion, Sweet reassumed control after the red flag, leading comfortably as Hagen kept Hines behind him.

The summary:

Qualifications: 1. Bobby East, Klatt 4, 13.660; 2. Brad Sweet, Kahne 49, 13.673; 3. Darren Hagen, RFMS 69, 13.882; 4. Jerry Coons, Jr., Wilke-Pak 11, 13.887; 5. Garrett Hansen, Hansen 70, 13.920; 6. Chad Boat, Boat 30, 13.938; 7. Brady Bacon, Kahne 99, 13.954; 8. Tracy Hines, Stewart 21, 13.962; 9. Bradley Galegrige, Galegrige 29, 13.964; 10. Cole Whitt, Kunz 71, 13.991; 11. Danny Stratton, Simmons 5f, 14.003; 12. Steve Buckwalter, Buckwalter 0, 14.022; 13. Brad Loyet, Loyet 05s, 14.068; 14. Adam Clarke, Smith 13, 14.083; 15. Ricky Ehrgott, Rev 1 8, 14.115; 16. Levi Jones, Stewart 20, 14.125; 17. Kody Swanson, Nine Racing 19, 14.140; 18. Chris Windom, Windom 17, 14.165; 19. Alfred Galegrige, Jr., Galegrige 26, 14.188; 20. Josh Ford, Ford 73, 14.188; 21. Brad Kuhn, B & T 07, 14.197; 22. Dustin Morgan, Kunz 67, 14.220; 23. Todd Wanless, Rush 2b, 14.224; 24. Davey Ray, RFMS 32, 14.238; 25. Thomas Meseraull, Rush 2, 14.282; 26. Chase Barber, Barber 90, 14.291; 27. Joe Boyles, Boyles 7b, 14.219; 28. Dakota Armstrong, C & A 7a, 14.357; 29. Zach Daum, Daum 5d, 14.370; 30. Dave Darland, Nine Racing 9, 14.378; 31. Jonathan Hendrick, Hendrick 68, 14.380; 32. Gary Altig, Mecum 67m, 14.381; 33. Shane Cottle, Saucier 1st, 14.461; 34. Tracy Readinger, Readinger 2t, 14.476; 35. Kent Schmidt, Schmidt 5k, 14.492; 36. Troy Jordan, Kunz 97k, 14.530; 37. Ryan Smith, Burke 54, 14.571; 38. Kellen Conover, K & D 76, 14.572; 39. Robert Ballou, Felker 37, 14.623; 40. Joe Liguori, Owen 28, 14.648; 41. Bryan Clauson, Clauson 47, 16.460.

First Heat (8 laps): Stratton, Meseraull, Kuhn, East, Daum, Clarke, Hansen, B. Galegrige, Cottle, Clauson.

Second Heat (8 laps): Darland, Windom, Whitt, Sweet, Boat, Ehrgott, Readinger, Barber, Morgan, Conover.

Third Heat (8 laps): Buckwalter, A. Galegrige, Hagen, Bacon, Boyles, Hendrick, Jones, Wanless, Ballou, Schmidt.

Fourth Heat (8 laps): Altig, Ray, Swanson, Hines, Coons, Ford, Loyet, Liguori, Jordan, Armstrong.

Semi (12 laps): Coons, Boat, Hansen, Loyet, Clarke, Jones, Ford, Daum, Clauson, Wanless, Hendrick, Readinger, Boyles, Liguori, Armstrong, Jordan, Conover, B. Galegrige, Schmidt, Ehrgott, Barber, Ballou.

Feature (30 laps): Sweet, Hagen, Hines, Kuhn, Jones, Bacon, Loyet, Swanson, Altig, A. Galegrige, East, Stratton, Ray, Whitt, Darland, Buckwalter, Hansen, Clarke, Meseraull, Windom, Coons, Boat.

# Dominant Dodson Takes Iowa Silver

NEWTON, Iowa — Cameron Dodson won Sunday's Casey's General Stores 100 USAC K&N Silver Crown race at Iowa Speedway.

**SILVER CROWN** leading 74 of the 100 laps around the seven-eighths-mile paved oval, including the last 38.

Dodson held off repeated challenges from Tracy Hines, who slipped to fourth in the closing laps, while A.J. Fike finished second and series point leader Jerry Coons, Jr. took third.

Fast-qualifier and polesitter Shane Hmiel was one of several drivers involved in race incidents and failed to finish.

Dodson's run in his Ford/Red Line Oil Beats/Yates Ford owned by NASCAR driver Carl

Edwards, earned his team \$10,500 from the total purse of \$66,150.

The series now gears up for the Aug. 16 Tony Bettenhausen 100 at the Illinois State Fairgrounds in Springfield.

**The summary:**  
Qualifications: 1. Shane Hmiel, RW 17, 22.096; 2. Tracy Hines, Stewart 22, 22.113; 3. Jerry Coons Jr., RW 27, 22.164; 4. A.J. Fike, RFMS 32, 22.249; 5. Brian Tyler, Team Six-R 21, 22.325; 6. Cameron Dodson, Edwards/RE 199, 22.367; 7. Dave Darland, DDK 92, 22.440; 8. Marc Jessup, Boca/Bowman 11, 22.465; 9. Mike Murgotio, Team Six-R 19, 22.497; 10. Eric Gordon, Boca/Bowman 2, 22.554; 11. Michael Annett, TMC 121, 22.568; 12. Chet Fillip, Advanced Racing 177, 22.570; 13. Levi Jones, Stewart 10, 22.612; 14. Shane Hollingsworth, Nolen 20, 22.628; 15. Brad Armstrong, Armstrong 08, 22.707; 16. Jacob Wilson, Wilson 07, 22.732; 17. Shane Cottle, Contos 4, 22.838; 18. Mario Marietta, Beach 15, 22.907; 19. Jeff Mitrisin, Mitrisin 46, 23.350; 20. Steve Arpin, Edwards/RE 35, 23.544; 21. David Mirk, Mirk 43, 24.671; 22. Kody Swanson, DDK 192, no time; 23. Bill Rose, Team Six-R 7, no time.

**Feature (100 laps):** Dodson, Fike, Coons, Hines, Gordon, Annett, Darland, Armstrong, Arpin, Mitrisin, Marietta, Hollingsworth, Mirk, Murgotio, Hmiel, Wilson, Jones, Jessup, Cottle, Tyler, Fillip, Swanson.



MARK FUNDERBURK PHOTO

**ON THE HIGH SIDE:** Cameron Dodson (199) holds off Tracy Hines during Sunday's USAC K&N Silver Crown race at Iowa Speedway in Newton, Iowa. Dodson led 74 of the race's 100 laps to score the victory.

# No Controversy In Buckwalter's Triumph

LIBERTY, Ind. — Steve Buckwalter was the big winner in a controversy plagued midget event Thursday night at Union County Speedway.

Scheduled to be part of USAC Midget Week, the sanctioning body, which scheduled the event months ago, pulled its sanction of the event on the night of the show, citing safety concerns.

"We are postponing today's race at Union County amid numerous safety concerns raised by both our officials and teams," stated Kevin Miller, CEO of USAC Racing. "We offer our sincerest apologies to our fans and our associates at Union County Speedway. I am confident in the final decision made by USAC officials, as our first

priority is to ensure the safety of our competitors and fans."

Promoter Tony Barhorst went ahead and ran the program for the 14 midget teams which stuck around after the majority of the USAC teams hit the road.

Buckwalter led every lap of the race, while Robert Ballou, Mike Hess and Matt Westfall battled for position behind him. Hess finished second, while Ballou, Westfall and Kent Christian, who started 12th, rounded out the top five.

Christian passed Hess on the 20th lap to claim victory in the sprint-car portion of the program, with Hess finishing second and Jeff Bland, Jr. third.

**The finish:**  
Steve Buckwalter, Mike Hess, Robert Ballou, Matt Westfall, Kent Christian, Dakota Armstrong, Kent Schmidt, Rex Norris III, James Sweeney, Dustin Morgan, Casey Shuman, Thomas Meseraull, Kellen Conover.



Steve Buckwalter

# Being Bold Pays Off For Grewohl

TRACY, Calif. — Bobby Grewohl picked up a surprise USAC Western State midget victory Saturday night at Altamont Motorsports Park.

Grewohl took the lead after going toe to toe with Michael Faccinto, taking the lead with a bold move on lap 26.

Grewohl had made his way to second by passing both Paul Zimmerly and Dan Bedford in turn three five laps earlier. Zimmerly made it to the runner-up spot at the finish ahead of Nic Faas in third. Bedford and Steve Mathews rounded out the top five.

**The finish:**  
Bobby Grewohl, Paul Zimmerly, Nic Faas, Dan Bedford, Steve Mathews, Viktor Sinzig, Marco DeGeorge, Michael Faccinto, Scott Pierovich, C.J. Sama, Robby Josett.



DENNIS MATTISH PHOTO

**PACKED IN:** Brian McLish (4), Porter Smith and Tanner Swanson run nose to tail Saturday night at Altamont Motorsports Park during USAC Western States sprint-car action.

# McLish Has Strong Showing In Sprint Win

TRACY, Calif. — Brian McLish tamed a strong USAC Western States sprint-car field for his second victory of 2008 Saturday at Altamont Motorsports Park.

McLish took the lead on lap 12 of the 50-lap feature, using the high groove to get to the front. Midway through the race, Tanner Swanson and rookie

Porter Smith made their way to the front to challenge McLish. Swanson made a strong outside charge that was thwarted by lapped traffic.

Smith worked his way to second and was followed to the line by Swanson, Eric Humphries and Scott Pierovich.

**The finish:**  
Brian McLish, Porter Smith, Tanner Swanson, Eric Humphries, Scott Pierovich, Jolo Helberg, Tony Hunt, Tim Skolund, Paul Zimmerly, Snake Livernash, John Sarale, Brian Geiszler, Robert Beck, Shauna Hogg, Nick Rescino, Jr.

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# Speed

Scott Speed Quickly Getting Knack Of Stock-Car Racing

# World



**NO BULL:** Scott Speed celebrates his first NASCAR Craftsman Truck Series victory June 4 at Dover Int'l Speedway.

**T**he sun is shining on Rockingham (N.C.) Speedway and Scott Speed is found under a cap, cocked a little sideways — not full-on hip-hop style or anything — but tilted a bit and conspicuously absent of logos and such.

What is that exactly? An argyle pattern? Made up of pink? Or is that purple? Or both? Purple caps in the ARCA RE/MAX Series usually have something with Hoosier Racing Tires attached to them, but this is Speed, the guy with eyes hidden behind white-rimmed sunglasses too big for anybody's face this side of a Muppet.

By **JOHN CLAYTON**  
STAFF WRITER

Welcome to Speed World — or at least the ARCA/U.S. annex of it — where stock-car racing and Speed are getting acquainted, where Speed is embarking on the fulfillment of a destiny he neither sought nor wanted. Nothing here — the throaty rumble of the engine, the actual interaction with actual fans, the actual fenders on the actual race car — was part of the plan.

But, hey, if you can't be flexible in Speed World, where can you be? Three months later, Speed World is white hot on the race track, and it's all about the love, man.

"I love the environment," said Speed. "I love being back in America. I do — I love being back here. I've got a huge support group with my family, with new friends and acquaintances and this race team. It's really been a fun time in my life."

Speed is coming off three victories and a second in his last four ARCA RE/MAX Series races. He has also won once in the NASCAR Craftsman Truck Series, doing so in just his sixth series start and

just a few months after he described his first Truck Series experience at Martinsville as "being taken advantage of out there."

And at the end of the day, Speed, 25, is exactly where any young driver looking for a developmental deal on the way to NASCAR Sprint Cup fortune and fame wants to be. He is driving for Team Red Bull and appears to be first in line for one of the team's Sprint Cup seats.

So what if he was never supposed to be there? So what if relative amounts of fame and fortune had already found him? That's just part of Speed World, which some people are getting used to.

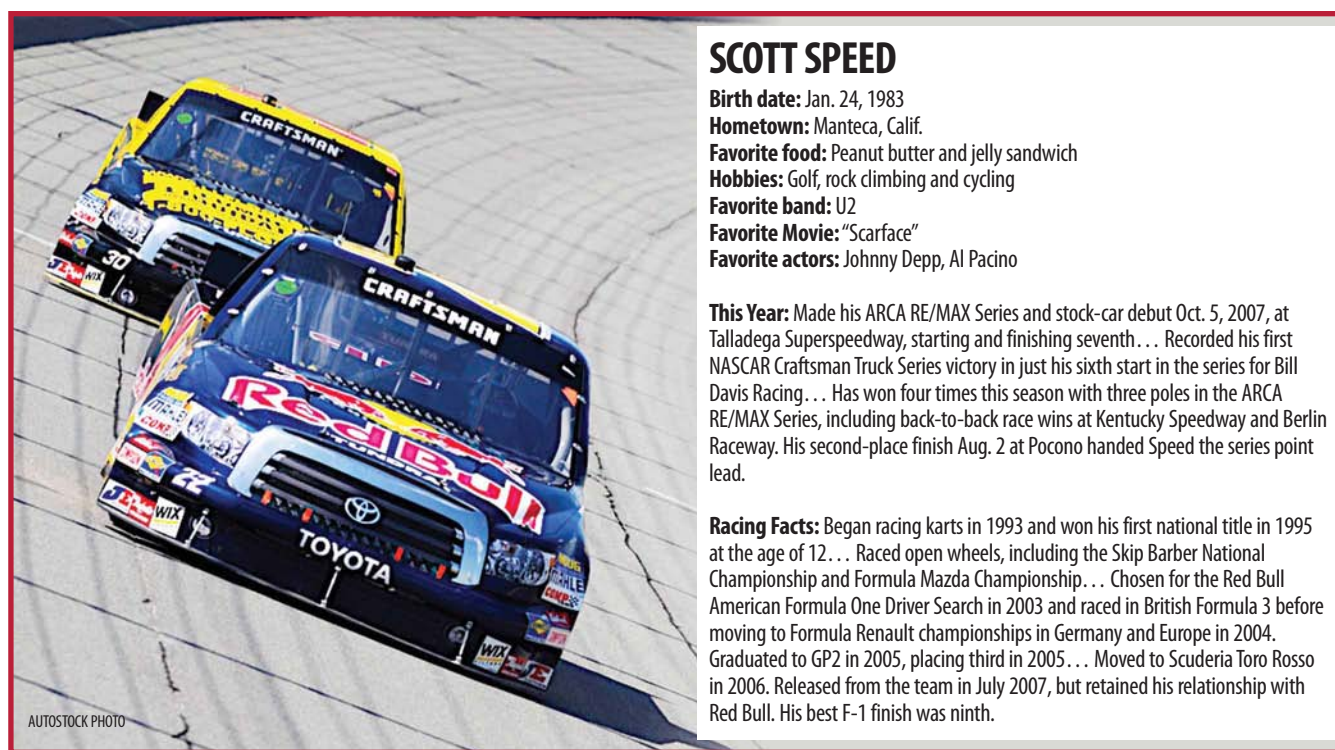
Take ARCA veteran Frank Kimmel, a nine-time series champion, who has struck up a friendship with Speed and who Speed calls "my hero."

The back-to-back ARCA triumphs are impressive, but Speed's win at Dover in NASCAR's truck series, which is filled with veteran drivers such as Ron Hornaday, Jr., Mike Skinner and Johnny Benson as well as youngsters, did a lot to dissuade Speed's detractors.

"Scott has a lot of confidence in himself, but he's learning this sport every single time out," Kimmel said. "Winning against those guys (in NCTS), that was something. He's doing a good job."

At Rockingham, it was Speed chatting up Kimmel during the pre-race exercises. Kimmel could have shrugged off Speed as a Euro eight ball with a weird wardrobe to match his haircut, but he is glad he didn't.

"I guess some people go with first impressions whether they're deserved or not, but I try not to do that," said Kimmel. "You see a brash young kid come in and he dresses different and acts different — at least different than we're used to in the stock-car community — and you don't think much of it."



## SCOTT SPEED

**Birth date:** Jan. 24, 1983  
**Hometown:** Manteca, Calif.  
**Favorite food:** Peanut butter and jelly sandwich  
**Hobbies:** Golf, rock climbing and cycling  
**Favorite band:** U2  
**Favorite Movie:** "Scarface"  
**Favorite actors:** Johnny Depp, Al Pacino

**This Year:** Made his ARCA RE/MAX Series and stock-car debut Oct. 5, 2007, at Talladega Superspeedway, starting and finishing seventh... Recorded his first NASCAR Craftsman Truck Series victory in just his sixth start in the series for Bill Davis Racing... Has won four times this season with three poles in the ARCA RE/MAX Series, including back-to-back race wins at Kentucky Speedway and Berlin Raceway. His second-place finish Aug. 2 at Pocono handed Speed the series point lead.

**Racing Facts:** Began racing karts in 1993 and won his first national title in 1995 at the age of 12... Raced open wheels, including the Skip Barber National Championship and Formula Mazda Championship... Chosen for the Red Bull American Formula One Driver Search in 2003 and raced in British Formula 3 before moving to Formula Renault championships in Germany and Europe in 2004. Graduated to GP2 in 2005, placing third in 2005... Moved to Scuderia Toro Rosso in 2006. Released from the team in July 2007, but retained his relationship with Red Bull. His best F-1 finish was ninth.

"But I've found out the kid's very well grounded, and he's very enjoyable to talk to."

More importantly, Kimmel said Speed has never acted like a guy who thought his F-1 credentials made him too good to be there.

"He enjoys what he's doing," Kimmel said. "He doesn't treat ARCA racing like it's a lesser series."

It's another ride in Speed World, just like the others.

Kimmel helps with that perspective as Speed picks his brain along with those of other veteran drivers, learning as he goes.

"I try to gain mutual respect, and I think that's gotten me in some good relationships," said Speed, who added the relationships in the garage, which are virtually non-existent in Formula One due to its emphasis on technology and the secretive nature that creates, are something he is enjoying.

"It's like a soap opera," he laughed.

While Kimmel might offer perspective, Speed comes up with some advice of his own.

"He gets on me about what I wear," Kimmel said. "He did say he liked the new uniform, but said I needed to get different colored shoes."

As a teenager, Speed answered a call-out from Red Bull as the company sought the next American Formula One driver: Red Bull funded the winner of the nationwide search, setting the driver up in Europe's tough developmental ladder and then graduating him or her to Formula One.

Speed won and worked his way into a ride with Toro Rosso, an F-1 bottom-feeder, but far from immune to the politics of the series.

But that honeymoon ended quickly following a stormy weekend at Nurburgring in July 2007. After a confrontation with Toro Rosso Team Manager Franz Tost, Speed was replaced by Sebastian Vettel

without scoring a championship point in 2007.

While Toro Rosso bridges burned, Red Bull stuck with Speed, the California-born son of former kart driver Mike Speed.

So, Speed World, with its Cali-coast meets Euro-centric style wardrobe and attitude, relocated to North Carolina for Phase Two, a career in stock-car racing with Red Bull's fledgling Sprint Cup team.

Speed just happened to bring with it the clothes and an attitude just flamboyant enough to talk about his blue-painted toenails that he believes helped him to victory at Dover.

"He's always been out there a little bit, but spending five years in Europe kind of, I think, expedited that process," said A.J. Allmendinger, who grew up racing karts with Speed in California and is considered by pundits to be the driver Speed may ultimately replace on Red Bull's Sprint Cup team.

Speed tested a Sprint Cup car for the first time two weeks ago at Nashville, but said he doesn't have a timetable for a debut at NASCAR's highest level.

"(Red Bull) has been really patient while I learn this NASCAR sport," Speed said. "It's a great opportunity and I'm having a ton of fun learning it...I'm not in any rush to get up there. I want to move up those steps when I'm ready and put myself in a good situation to be competitive."

Given his recent run of success, Speed said he wouldn't be surprised if the team put him in a Cup race before the end of this year. But it also wouldn't come as a surprise if the team waited for him to gain experience in the Nationwide Series in 2009.

Now or then. Sooner or later. "Out there" and "grounded." Welcome to Speed World.

## RACE REWIND

Race 22 of 36: Centurion Boats at The Glen, Sunday, Aug. 10  
Watkins Glen Int'l, Watkins Glen, N.Y.

### FINAL RESULTS

FIRST	SECOND	THIRD
		
<b>Kyle Busch</b>	<b>Tony Stewart</b>	<b>Marcos Ambrose</b>

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	18	Kyle Busch	M&M'S Toyota	90	\$227,000	Running
2	9	20	Tony Stewart	Home Depot Toyota	90	192,036	Running
3	43	21	Marcos Ambrose	Little Debbie Ford	90	141,095	Running
4	25	42	Juan Pablo Montoya	Big Red Slim Pack Dodge	90	137,983	Running
5	18	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	90	133,783	Running
6	11	29	Kevin Harvick	Shell/Pennzoil Chevrolet	90	134,661	Running
7	4	48	Jimmie Johnson	Lowe's Chevrolet	90	132,236	Running
8	10	11	Denny Hamlin	FedEx Ground Toyota	90	113,866	Running
9	3	99	Carl Edwards	Office Depot Ford	90	121,425	Running
10	19	2	Kurt Busch	Miller Lite Dodge	90	81,225	Running
11	37	84	A.J. Allmendinger	Red Bull Toyota	90	74,075	Running
12	13	17	Matt Kenseth	DeWalt Ford	90	120,241	Running
13	32	01	Ron Fellows	Bass Pro Shops/Red Head Chevrolet	90	80,475	Running
14	7	9	Kasey Kahne	Budweiser Dodge	90	100,141	Running
15	22	19	Elliott Sadler	Best Buy Dodge	90	96,520	Running
16	20	26	Jamie McMurray	Crown Royal Ford	90	76,800	Running
17	5	31	Jeff Burton	AT&T Mobility Chevrolet	90	109,833	Running
18	17	83	Brian Vickers	Red Bull Toyota	90	75,925	Running
19	24	5	Casey Mears	Kellogg's/CARQUEST Chevrolet	90	81,950	Running
20	39	10	Patrick Carpentier	Charter Dodge	90	67,600	Running
21	8	16	Greg Biffle	3M Ford	90	75,400	Running
22	2	88	Dale Earnhardt, Jr.	National Guard/AMP Chevrolet	90	74,800	Running
23	12	07	Clint Bowyer	DIRECTV Chevrolet	90	82,025	Running
24	40	45	Boris Said	Marathon American Spirit Dodge	90	\$84,458	Running
25	36	00	Michael McDowell	Champion Mortgage Toyota	90	82,733	Running
26	16	12	Ryan Newman	Kodak Dodge	90	104,700	Running
27	31	7	Robby Gordon	Jim Beam Dodge	90	87,758	Running
28	27	15	Paul Menard	Menards/Quaker State Chevrolet	90	73,350	Running
29	6	24	Jeff Gordon	DuPont Chevrolet	90	111,011	Running
30	14	6	David Ragan	AAA Insurance Ford	90	73,425	Running
31	30	41	Reed Sorenson	Target Dodge	90	91,989	Running
32	34	77	Sam Hornish, Jr.	Mobil 1 Dodge	90	107,125	Running
33	28	44	David Reutimann	UPS Toyota	89	64,850	Running
34	35	66	Scott Riggs	State Water Heaters Chevrolet	89	72,933	Running
35	15	8	Aric Almirola	U.S. ARMY Chevrolet	89	95,283	Running
36	23	28	Travis Kvapil	Hitachi Power Tools Ford	89	88,164	Running
37	38	96	P.J. Jones	DLP HDTV Toyota	89	68,825	Running
38	41	78	Joe Nemechek	Furniture Row Racing Chevrolet	86	60,650	Accident
39	33	55	Michael Waltrip	NAPA Toyota	83	70,072	Running
40	26	38	David Gilliland	Dish Network Turbo HD Ford	81	60,390	Accident
41	29	22	Dave Blaney	Caterpillar Toyota	81	60,230	Accident
42	21	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	81	97,046	Accident
43	42	70	Max Papis	Haas Automation Chevrolet	81	60,373	Accident

### RACE STATISTICS

Race time: 2 hours, 16 minutes, 11 seconds  
Average speed: 97.148 miles per hour  
Victory margin: 2.275 seconds  
Caution flags: Four for nine laps  
Lead changes: Eight among nine drivers

Lap leaders: Kyle Busch 1; Dale Earnhardt, Jr. 2-29;  
Busch 30-53; Tony Stewart 54; Busch 55; Juan Pablo  
Montoya 56-57; Jimmie Johnson 58-59; Earnhardt 60-  
64; Busch 65-90.

### TALK OF TIME TRIALS

Mother Nature won the pole position Friday, as qualifying for Sunday's Centurion Boats at The Glen was rained out. The field lined up by owner's points, putting Kyle Busch and Dale Earnhardt, Jr. on the front row.

### STANDINGS

FIRST	SECOND	THIRD
		
<b>Kyle Busch</b>	<b>Carl Edwards</b>	<b>Jimmie Johnson</b>

### Top 12

1. Kyle Busch	3,254	7. Tony Stewart	2,744
2. Carl Edwards	3,012	8. Kasey Kahne	2,713
3. Jimmie Johnson	3,010	9. Denny Hamlin	2,689
4. Dale Earnhardt, Jr.	2,985	10. Greg Biffle	2,689
5. Jeff Burton	2,945	11. Kevin Harvick	2,670
6. Jeff Gordon	2,754	12. Matt Kenseth	2,628

# Busch's Clean Sweep

By AL ROBINSON  
NASN CORRESPONDENT

WATKINS GLEN, N.Y. — After being sidetracked the last couple of weeks, the freight train that is Kyle Busch's NASCAR season got back on the fast track Sunday at Watkins Glen Int'l.

The eighth Cup Series victory of the campaign for the M&M's Toyota clinched Busch the top seed for the upcoming Chase to the Sprint Cup. He even found time to assist Joe Gibbs Racing teammate Tony Stewart's bid to make The Chase by handing him the lead for one lap.

Busch joined Stewart, Jeff Gordon and Robby Gordon as the only drivers to sweep the Cup Series road races at Watkins Glen and Infineon Raceway in California's wine country during the same year. It was his third road-course victory of 2008, including the Nationwide Series race in Mexico, and his 16th overall in NASCAR's three national series, both records. And, with seeding for The Chase determined strictly by wins in 2008, he shut out any remaining chance for Carl Edwards to equal his tally.

After Dale Earnhardt, Jr. streaked away to an early lead, polesitter Busch took command after the first round of pit stops. For the day, he led 52 of 90 laps, including 51 of the last 62. One of those he didn't pace was a gift to Stewart to allow the two-time champion five bonus points for leading, and the rest were during the final green-flag pit-stop sequence. Busch beat Stewart to the checkered flag by 2.2 seconds.

Marcos Ambrose completed a remarkable weekend by driving the Wood Brothers Ford from 43rd on the grid to third, while Juan Pablo Montoya took a step toward rescuing Chip Ganassi Racing's dismal season with a fourth-place run. Martin Truex, Jr. was fifth. Kevin Harvick, Jimmie Johnson, Denny Hamlin, Carl Edwards and Kurt Busch completed the top 10.

In the all-important struggle to make the top 12 in points and qualify for The Chase, Matt Kenseth's 12th-place finish put him in for the moment and Clint Bowyer's 23rd dropped him out by a margin of 22 points. Stewart picked up two spots in seventh. Earnhardt, safely in The Chase, but needing wins for seeding purposes, gambled on a fuel strategy, but when a yellow flag on lap 65 wiped out his lead, he ended up 22nd, which dropped him to fourth in the standings behind Edwards and Johnson. Busch leads Edwards by 242 points.

After the mid-race lead swapping pleasantries, Busch and Stewart got down to hard-nosed racing, pitting together as the final pit-stop window opened at lap 55.

"We came in together and we left together. The win right there was being able to beat him off pit road," Busch related, adding, "Once we did that, I got up through the esses (turns 2-3-4) a little better and we pulled away."

There was one more chance for



TED ROSSINO, JR. PHOTO

**CANDYMAN CAN:** Kyle Busch salutes the fans after winning his eighth race of the year Sunday at Watkins Glen Int'l.

Stewart to reverse the outcome, on the final restart with five laps to go after a 45-minute red-flag delay because of a wild multi-car crash.

"I knew into turn one I had to get down there far enough that he wasn't going to get a run on me," the winner continued. "He didn't expect me to go that soon and when I did I got a good launch and just concentrated on my exit from turn one. I didn't get in there too hard and I didn't wheel hop it or nothing."

For Stewart, whose Sprint Cup winless streak reached one full year, it was a rare day he could accept being second best.

"The thing that hurt us at the end was just the red flag. That cooled the tires down and dropped the air pressures, and it seemed that when the pressures were really low, it made the front end hook to the right," he explained. "But even if we got that fixed, I'm not sure we were going to be fast enough to get by Kyle. He never made a mistake, and he was real fast in all the spots he needed to be fast in. You now, I think he ran a perfect race today."

The red flag came to remove race

cars and repair the sand barrels that protect the end of the outer pit wall after a violent crash at the end of lap 83. The mid-pack was tightly bunched completing the take-off lap from a restart when Michael McDowell appeared to crowd David Gilliland into the tire barrier at the outside of the final turn.

Gilliland rebounded into traffic and was hit by Bobby Labonte, spinning both cars around. In the mayhem that followed, Gilliland was hit hard several more times, Max Papis and Dave Blaney were eliminated on the spot and Sam Hornish, Jr. hit the pit barrier broadside, sending sand and plastic spewing into the air. Joe Nemechek and Michael Waltrip were also involved.

Despite the apocalyptic appearance of the crash site, both the course barriers and the on-board safety equipment performed flawlessly and all drivers exited under their own power. All were examined and released at the track medical center except Bobby Labonte, who was transported to a local hospital for evaluation and released later in the evening.

## NASCAR SPRINT CUP RACE REWIND



HHP/HAROLD HINSON PHOTO

**A-OK:** A.J. Allmendinger's 11th-place finish in Sunday's Centurion Boats at The Glen moved the second-year driver and former Champ Car winner into the top 35 in owner's points.

## Truex Staying At DEI In 2009

By **AL ROBINSON**  
NSSN CORRESPONDENT

WATKINS GLEN, N.Y. — After a full season of speculation, **Martin Truex, Jr.** officially resigned to remain driving for **Dale Earnhardt, Inc.** next season.

"I'm a big part of what goes on at (DEI). When we have a bad day or bad week or go down the wrong road, I take responsibility for that, too," Truex told the *Charlotte Observer*. "I know we need to get better. I know what we did last year and

### NASCAR NOTES

I know what we're capable of."

■ **J.J. Yeley** was released from the Hall of Fame Racing ride prior to this weekend's event at Watkins Glen. He was replaced for the road course by **P.J. Jones**, but rookie driver **Brad Coleman**, who has a driver-development contract with the team, will replace Yeley in the No. 96 for the remainder of the season.

■ **Tony Stewart** and **Mark Martin** were honored as Legends of the Glen as part of the track's 60th anniversary celebration. Stewart, the Cup Series winner in 2002-04-05-07, was named driver of the decade for 1998-2007, with Martin, who ran off three straight in 1993-94-95, the choice for the 1988-1997 period.

Inducted at earlier events this season were **Jackie Stewart** (1968-77) and **Al Holbert** (1978-87).

■ After two years, there is still no qualifying record for the Car of Tomorrow at Watkins Glen. As in 2007, single-car qualifying on Friday was rained out, as was the opening practice session. The only track time for the Sprint Cup teams came in two sessions on Saturday. **Jimmie Johnson** was fastest in the so-called

"happy hour" at 121.815 miles per hour, followed by **Robby Gordon** and **Marcos Ambrose**.

The lineup was set by owner points, putting **Kyle Busch** and **Dale Earnhardt, Jr.** on the front row. Ambrose and the Wood Brothers Ford No. 21, the lowest ranked of the regular teams, squeaked into the final spot while the part-time entries assigned to road racers **Boris Said** and **Brian Simo** were left on the outside looking in.

■ For the second year in a row, Boris Said was selected to drive a different car than the **Mark Simo**-owned No. 60 Ford in which he had been entered after that car failed to make the cut on points. This time it was **Kyle Petty's** Marathon American Spirit Dodge, which was offered to the curly-haired crowd favorite. Ironically, last year Said stepped into the Wood Brothers Ford for **Bill Elliott** under identical circumstances.

"It's just a real honor to race for the Pettys. I never thought I would be able to drive for The King, so I jumped at the opportunity," Said commented. "I had to check with Ford because they have been so good to me this year. They gave me their blessing, so now I get to race."

He started at the back of the field and drove to 24th.

■ **Juan Pablo Montoya** spent much of the late race period in close company with **Kevin Harvick**, but there was no repeat of the turn-one tangle of 2007, which produced the oft-replayed shoving match broken up by **Jeff Burton**.

"It's a fun track to race. You can carry a lot of speed around this place and there never is a dull moment in the car," Montoya said, perhaps with tongue in cheek.

Montoya was fourth at the finish, Harvick sixth, and erstwhile referee Burton 17th.

■ Sunday's runner-up finish for Tony Stewart completed a weekend that began Friday night when he drove his Old Spice-liveried 360 sprint car to seventh in the ASCS Patriot series event at Black Rock Speedway in Dundee, N.Y. When on-track winner **Chuck Hebing** was disqualified at technical inspection, Smoke moved up to sixth.

■ Also in action at Black Rock were **Michael Waltrip** Racing teammates **David Reutimann** and **Michael McDowell** who competed in a match race driving modifieds.

Reutimann won over Speed TV personality **Bob Dillner**, but the loudest cheers were reserved for third-place **Buzzie Reutimann**, David's father and modified legend of the 1960s and '70s who still races regularly at East Bay Raceway in Fla. McDowell, a novice on dirt, was fourth.

■ While it hasn't been seriously suggested that the Sprint Cup race at Watkins Glen move to the old Grand Prix slot in October and become part of The Chase, Tony Stewart would not mind. "I'm all for having a road course in The Chase," he declared. "If you're going to have them in the schedule, they ought to be important. We have Talladega, so we have a superspeedway race in there, and we have short tracks in the schedule there at the end."

"I'm still lobbying for dirt races on the schedule," added the Eldora Speedway owner.

■ Although he lost a top-10 finish on the last lap, **A.J. Allmendinger** moved the Red Bull Racing Toyota No. 84 into 35th in car owner points, assuring he will not have to qualify on time next week in Michigan. The Haas-CNC No. 66 of **Scott Riggs** dropped out of the exemption list. Only 21 points separate 33rd to 36th places.

## Ambrose's Glen Showing Welcome, Unexpected

WATKINS GLEN, N.Y.

Attempts to broaden the appeal of the quintessentially American sport of stock-car racing to a worldwide audience have met with mixed success.

The arrival of Juan Pablo Montoya has certainly done that in Latin America and, to a certain degree, in Europe where anything that has a Formula One connection receives coverage. On the other hand, the races featuring Cup Series drivers in Japan and now in Mexico have lacked staying power.

In a period of about 27 hours at Watkins Glen last weekend, an unassuming Australian did more to expand NASCAR's global reach and to show the day of the storied team is not quite dead than all the PR firms on Madison Avenue.

Ambrose won Saturday's Zippo 200 Nationwide Series race, the first career win for both the driver and the JTG/Daugherty Ford team. It was an upset, but not on the scale of Appalachian State beating Michigan. They were due, both because Ambrose is a two-time Australian V-8 Supercar road racing champion and because they gave one away in Montreal a week ago. It was cool for a generation of fans and media to see the STP colors pull into victory lane again. Well done, but not enough to raise lofty expectations for Sunday.

Ambrose had run well in his debut at Infineon Raceway, but he'd made a serious rookie mistake. And the Wood Brothers, winners of 11 of 18 starts with David Pearson 35 years ago and a team with a legacy and victory total second only to Petty Enterprises? They haven't won since Elliot Sadler scored at Bristol in 2001 and haven't seen the top 10 this year.

Of 43 full-time Sprint Cup teams, the Wood Brothers ranked 43rd coming to the Glen and that's the starting spot Ambrose was assigned when qualifying was rained out.

Timing the cautions right certainly helped, but 42 other teams had the same opportunity and Ambrose had marched from 43rd to 22nd before the final round of stops when he came out of the pits third.

There was even a real chance to

### HERE AND THERE



AL ROBINSON

race Tony Stewart for second place. Not wanting to overplay his hand, Ambrose demurred. "I just really wanted to be respectful to the guys out there that are doing this week in and week out. It's not my place to stick my nose in and ruin someone else's day who is fighting for The Chase. If I was going to pass Tony, I was going to do it clean," he said.

Reflecting on the career decision that brought him to NASCAR, first the Craftsman Truck Series in 2007 and now a full-time Nationwide Series ride in 2008 plus his limited schedule with the Wood Brothers, Ambrose reflected, "I've come from a winning deal down home, a big fish in a pretty small pond to be honest with you, and I've come across and taken on the best in the business here in NASCAR."

Of the Wood Brothers, he added, "I remember them growing up. I read a lot about them with their race wins here in NASCAR and I want to do well for them and play my part in getting them back on track. They've had a rough year and they need some momentum to move forward."

"I don't want to be labeled a road racer, by the way. I am 10th in Nationwide Series points, so I'm trying to make it as a NASCAR racer full stop, not just a road racer," he said, betraying a trace of the Aussie pattern of speech.

Unwittingly, Ambrose may have added momentum to something else — NASCAR's worldwide marketing initiative. It's plus-14 hours to Tasmania, that is, the 5 p.m. Sunday finish of the Centurion Boats at the Glen was 7 a.m. Monday in the southernmost state of Australia.

Marcos Ambrose may well become a late but hot addition to the NASCAR silly season as 2008 winds down. He appears to be the complete package, except for one thing.

Tony Stewart, having the last word as usual, advised the new member of the Sprint Cup fraternity, "You've got to learn English first."

No problem, mate.

### UP NEXT

#### Michigan Int'l Speedway

Brooklyn, Mich

#### Track specs

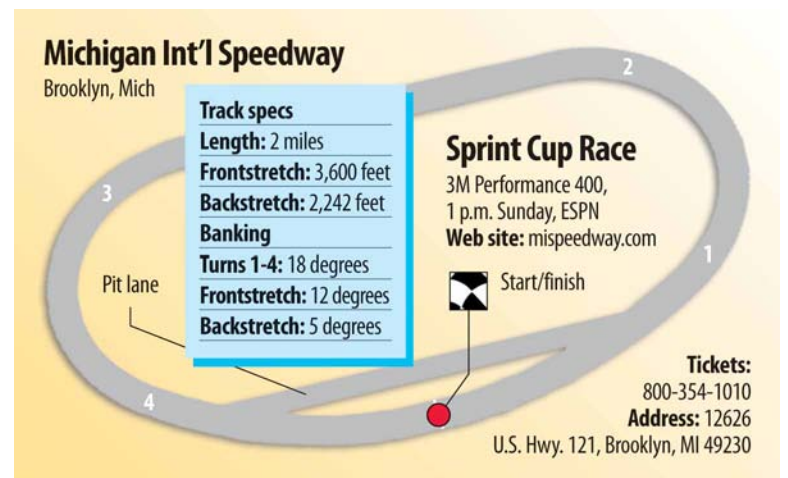
Length: 2 miles  
Frontstretch: 3,600 feet  
Backstretch: 2,242 feet  
Banking  
Turns 1-4: 18 degrees  
Frontstretch: 12 degrees  
Backstretch: 5 degrees

#### Sprint Cup Race

3M Performance 400,  
1 p.m. Sunday, ESPN  
Web site: mispeedway.com

Start/finish

Tickets:  
800-354-1010  
Address: 12626  
U.S. Hwy. 121, Brooklyn, MI 49230



## RACE REWIND

Race 15 of 19: Meijer Indy 300, Saturday, Aug. 9  
Kentucky Speedway, Sparta, Ky.

## FINAL RESULTS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Marco Andretti

Fin.	St.	Car	Driver	Car	Laps	Status
1	1	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	200	Running
2	6	3	Helio Castroneves	Team Penske Dallara-Honda	200	Running
3	9	26	Marco Andretti	Meijer Dallara-Honda	200	Running
4	2	4	Vitor Meira	Delphi National Guard Dallara-Honda	200	Running
5	3	10	Dan Wheldon	Polaroid Dallara-Honda	200	Running
6	8	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	200	Running
7	9	6	Ryan Briscoe	Team Penske Dallara-Honda	200	Running
8	7	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	200	Running
9	14	17	Ryan Hunter-Reay	Rahal Letterman Racing Ethanol Dallara-Honda	200	Running
10	15	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	200	Running
11	26	7	Danica Patrick	Motorola Dallara-Honda	199	Running
12	12	5	Oriol Servia	KV Racing Technology Dallara-Honda	199	Running
13	21	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	198	Running
14	25	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	198	Running
15	16	67	Sarah Fisher	Dollar General Stores Racing Dallara-Honda	198	Running
16	22	34	Jaime Camara	Sangari Dallara-Honda	197	Running
17	23	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	195	Running
18	4	27	Hideki Mutoh	Formula Dream Dallara-Honda	157	Mechanical
19	17	14	Darren Manning	ABC Supply Co./A.J. Foyt Racing Dallara-Honda	147	Mechanical
20	10	2	A.J. Foyt IV	Lilly Diabetes/Vision Racing Dallara-Honda	136	Mechanical
21	18	23	Milka Duno	QTGO/Dreyer & Reinbold Racing Dallara-Honda	130	Contact
22	24	36	Enrique Bernoldi	Sangari Conquest Racing Dallara-Honda	124	Handling
23	11	25	Marty Roth	Roth Racing Dallara-Honda	98	Mechanical
24	19	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	82	Mechanical
25	20	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	28	Mechanical
26	13	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	5	Mechanical

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

## RACE STATISTICS

Race time: 1 hour, 36 minutes, 42 seconds  
Average speed: 183.650 miles per hour  
Victory margin: .5532 second  
Caution flags: Three for 21 laps  
Lead changes: 10 among five drivers

Lap leaders: Scott Dixon 1-44; Vitor Meira 45-49; Dixon 50-52; Danica Patrick 53; Dixon 54-121; Marco Andretti 122-135; Dixon 136-164; Andretti 165-188; Dixon 189-194; Helio Castroneves 195-199; Dixon 200.

## TALK OF TIME TRIALS

Series point leader Scott Dixon notched another pole — his sixth this season — lapping the 1.5-mile oval in 1 minute, 37.3293 seconds at 218.968 miles per hour. Vitor Meira joined Dixon on the front row.



DOUG DAY PHOTO

**SPEEDY KIWI:** New Zealand native Scott Dixon claimed his sixth pole of 2008 Friday at Kentucky Speedway.

## STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Dan Wheldon

## Top 10

1. Scott Dixon	558	6. Danica Patrick	315
2. Helio Castroneves	480	7. Marco Andretti	311
3. Dan Wheldon	420	8. Ryan Hunter-Reay	298
4. Tony Kanaan	411	8. Hideki Mutoh	298
5. Ryan Briscoe	350	8. Oriol Servia	298

## DIXON:

## Castroneves Comes Up Short Once Again

CONTINUED FROM PAGE 2

coming through turn three and turn four; and seeing Helio run out of gas and blowing by him with a few hundred feet to go was pretty special," Dixon said. "I must say, it's definitely nice to be in that position."

After Milka Duno hit the wall on lap 134, Penske Racing President Tim Cindric called Castroneves into the pits to top off the fuel tank on lap 143. Two laps later, the green flag waved with Dixon leading Marco Andretti and Castroneves farther back in the field.

Without another yellow flag, the rest of the cars in the field would have to pit one more time for fuel while Castroneves's team was gambling it could make it to the checkered flag.

Andretti passed Dixon for the lead on lap 165 and Vitor Meira moved into second place. Both Andretti and Meira pitted for fuel on lap 189 and that put Dixon in front of Tony Kanaan by 5.3635 seconds.

Kanaan made his final pit stop on lap 191 and Dixon dove into the pits for a splash of fuel on lap 194.

That gave Castroneves a seemingly safe 6.1403-second lead over Dixon with five laps to go.

But as Castroneves tried to save fuel, Dixon could floor the accelerator and cut the lead to .6241 second by lap 199.

On the final lap, Castroneves ran out of fuel with the checkered flag in sight as Dixon drove by to win his sixth race of the season, trying Dan Wheldon's 2005 record for most wins.

It also increased his lead over Castroneves to 78 points with three races left in the championship as Castroneves finished second for the seventh time this season.

"It's funny, Scott Dixon says to me, 'Man, every time I win, you finish second,'" said Castroneves, who is winless this season. "I say, 'Well, every time I finish second, you finish first."

## ESPN:

## IRL Kicks ESPN To The Curb, Goes With Versus In 2009

CONTINUED FROM PAGE 2

Davis Cup and the Tour de France.

ABC will remain a part of the television package with five IndyCar Series races on the network, including the Indianapolis 500. Next year's 500 will be the 45th to be televised on ABC, which began its relationship with the 1965 Indianapolis 500 on ABC's "Wide World of Sports."

ABC will continue to televise the Indy 500 through 2012 along with four additional IndyCar Series races on an annual basis.

"We're very excited to be able to continue our 44-year relationship that we've had with ABC Sports," said Tony George, the founder and CEO of the Indy Racing League. "It's been one of the most enduring relationships in



SHAWN PAYNE/IRL INDYCAR PHOTO

**STILL THE BRIDESMAID:** A disappointed Helio Castroneves walks off by himself after running out of fuel on the last lap while leading Saturday's IndyCar Meijer Indy 300 at Kentucky Speedway.

We've got to change that. You've got to finish behind a little bit and let me win."

"We got an opportunity to play a strategy. It wasn't very high, to be honest. Honestly, it was just enough to finish the race, because until that point, when I was going to turn three, I'm like, 'Finally, I'm going to win a race, I can't believe it!' And all my thoughts on turn four changed and I went down the hill. Obviously, at that point I was just trying to finish, and I just saw Scott pass me and I saw a bunch of cars pass me and I'm like, 'I can't believe it.'"

Dixon won by .5532 second and it appears obvious that this is his year as he can do little wrong. He led six times for 151 laps in a race that had

just three cautions for 21 laps. That boosted the average speed to 183.650 miles per hour.

"I think it's definitely circumstances of when it's your year; things just seem to go your way," Dixon said. "Definitely, races like Nashville and here tonight, we maybe didn't have the best strategy, and guys like Penske and Helio pulled up a pretty big one there and had us definitely surprised. We thought we knew what they were up to, but obviously not as much as — or not as quick as they were going to be and as close as it was for the last lap."

Andretti led twice for 38 laps before finishing third. Meira and Wheldon rounded out the top five.

all of television sports. We're very proud of that.

"I had as a priority to encourage our team here at Indianapolis to really focus on doing everything in our power to maximize the opportunities that we have with the new unified series, with the centennial year celebration that kicks off next year. So we went about it in a very methodical way, organizing ourselves and sort of setting out our priorities."

The series is banking on Versus to give it increased television coverage — something that has been lacking in its years on ESPN when IndyCar has been treated like filler programming for a cable company that seems only interested in promoting its NASCAR telecasts.

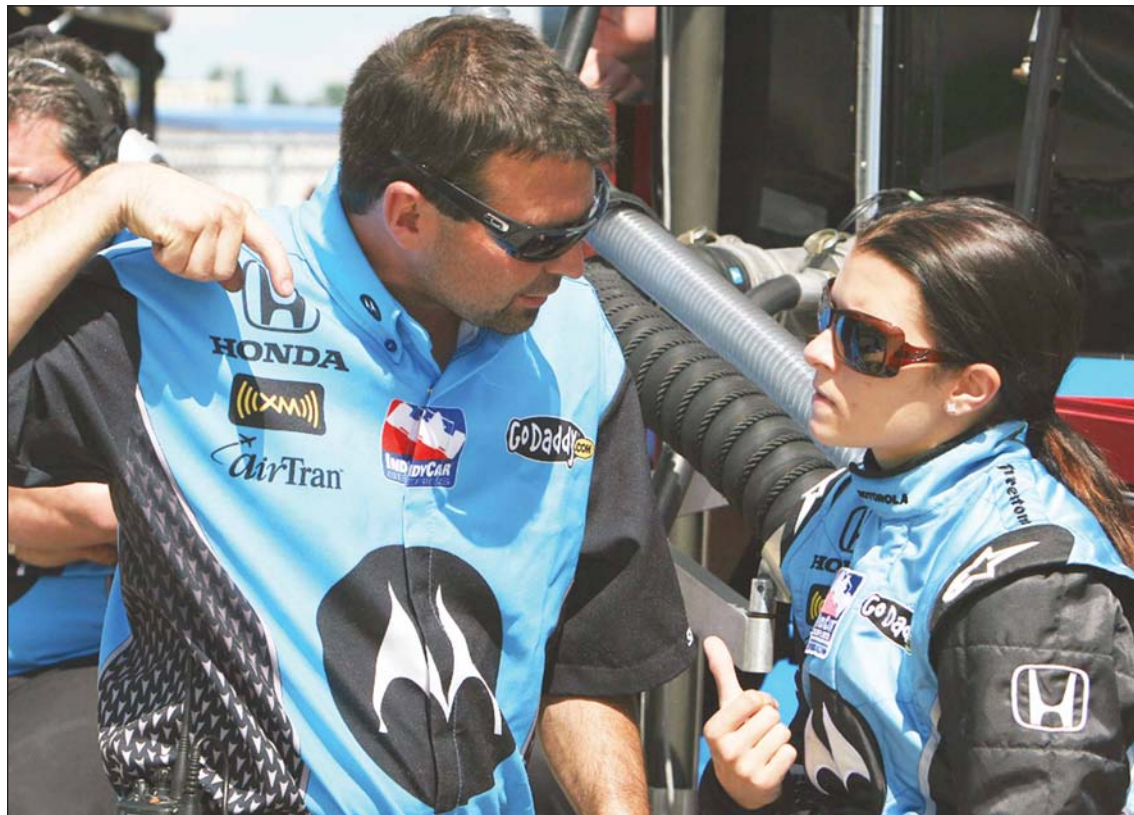
The multi-year partnership with Versus calls for the network to televise at least 13 races per year for the next 10 years, with each telecast lasting a minimum of three hours and includes extended pre-race coverage.

Versus also will air a one-hour pre-

view show the day before each race that will feature qualification highlights and all of the relevant IndyCar Series stories of that weekend. Additionally, the network will feature extensive coverage of all the qualification days at Indianapolis Motor Speedway leading up to the Indianapolis 500.

"We couldn't be happier moving forward with our media rights with long-time partner ABC and now welcoming Versus to the IndyCar Series family," George said. "Looking forward to 2009 and beyond, we have the opportunity to team up with our media partners and really capitalize on unification and the three-year Indianapolis Motor Speedway Centennial Celebration."

The IndyCar Series, which last week announced its 2009 schedule, will release specific race affiliations for each network in the immediate future and will work with both ESPN and Versus on digital platforms to expand coverage of the series even further.



DOUG DAY PHOTO

**AFTER THE CRASH:** Danica Patrick discusses the handling characteristics of her car with a crew member during practice Friday at Kentucky Speedway.

## Danica Patrick Takes Hard Hit

*Meira Comes Close Again,  
But Remains Winless*

By **BRUCE MARTIN**  
NSSN CORRESPONDENT

SPARTA, Ky. — **Danica Patrick** smacked the second-turn wall at Kentucky Speedway during Friday afternoon's practice session, which left the IndyCar star more disappointed than dazed.

Patrick, who had posted the third-fastest speed in the first practice session for Saturday night's Meijer Indy 300, felt her IndyCar break loose before it took a hard

smack into the second-turn wall. Patrick was quickly checked and released from the infield care center, but was unable to make a qualification attempt on Friday night. She started last in the 26-car field, but finished 11th in the race.

"I was in the second lane going around and had run up there already and was up there flat out and then the car started to understeer a little bit," Patrick explained. "I started to turn into the corner, but it wouldn't turn and then I hit. I was wondering if it was the bottoming out of the car that made it lose the front grip or if it was dirty off line, but the fact it wouldn't turn at all when I tried to turn the wheel made me think something broke. That's what it felt like, but I don't want to say that was it for sure."

Patrick said she experienced a side-impact and one of the tires hit her in the helmet.

"They have a lot of work to do to fix

that car," Patrick said. "The car was fast in the first practice. Things had been going all right until that."

"It was a slam; a pretty hard impact. My helmet looks pretty bad because a tire came up and bumped it at the end, but I'm fine."

■ Kentucky Speedway officials announced that all 66,089 seats at the facility were sold for the Meijer Indy 300. The track placed 2,000 standing room only tickets on sale at 1 p.m. on Saturday and said it sold 300 SRO tickets.

However, when the race started at 6:30 p.m., the track was three-quarters full with plenty of empty seats in the heavily sun-lit area of turn four.

"All the seats were sold, but I think when the race started it was very hot in the seats in turn four," said track General Manager **Mark Cassis**. "The concourse area behind those seats was full. They just didn't go to their seats. That is why we have to start this race later and that will happen next year on Versus when we start it at about 8:30 p.m."

"We have a season-ticket base and club seats and suites sold on an annual basis. We have quite a large base of season tickets."

■ **A.J. Foyt** is sporting the gray stubble of a beard in development. When driver **Darren Manning**, with a few weeks head start on his team owner, asked when the four-time Indianapolis 500 winner was going to shave, Foyt didn't skip a beat: "When you win a race."

■ When he led the first two laps of the race, **Scott Dixon** became the fifth driver in IndyCar Series history to

lead at least 2,000 laps.

■ **Hideki Mutoh** threw out the first pitch of last Thursday's Major League Baseball game between the Houston Astros and Cincinnati Reds at the Great American Ballpark as a guest of Astros second baseman **Kaz Matsui**. Matsui, an Osaka, Japan, native who is in his fifth season in the major leagues, met Mutoh earlier in the day at Kentucky Speedway when the .274 career hitter took a ride in the Indy Racing Experience two-seater. In the evening, Mutoh was able to stand behind the batting cage while the Astros took batting practice. He enjoyed the game, including a 1-for-5 performance by Matsui, from the front row behind the Astros dugout.

"It was an amazing experience," Mutoh said. "It was my first time on the field. It was an emotional feeling for me. He's one Japanese player on that team, and I'm one Japanese driver in the IndyCar Series."

■ Once again, **Vitor Meira** appeared to be ready to win his first IndyCar Series race, but had to settle for fourth place.

"Today was good," Meira said. "I think we were actually a little light at the beginning of the race, but we were ahead, so that actually offset it. Everyone did a good job, and we can't complain. Everyone wanted to win, and we put ourselves into position to do that. It was a good finish, and this gives us momentum going into the next race and the rest of the season. We gained points, and we gained everything else, so we are happy that we had an overall good day even though we would have liked to see the win."

## Carroll Speaks His Mind, Pans France Family

SPARTA, KY.

When it comes to speaking his mind, Jerry Carroll certainly doesn't hold back.

And when it comes to criticizing NASCAR and the way the France family has a monopoly on the sport, Carroll doesn't hold back his thoughts, despite an ongoing antitrust lawsuit against NASCAR and the International Speedway Corp.

Carroll owns Kentucky Speedway in Sparta, Ky., but agreed to sell the track to Speedway Motorsports, Inc. in May. SMI has until Aug. 18 to decide whether to complete the \$78 million purchase, but last week SMI officials said it could back out of the deal, especially after NASCAR announced it would not give a date to Kentucky for the 2009 Sprint Cup season.

Marcus Smith, the chief operating officer and president of SMI, said the company could move a Cup date from one of its existing tracks to Kentucky. Both SMI Chairman Bruton Smith and Texas Motor Speedway President Eddie Gossage were at Kentucky Speedway on Saturday looking over the scene prior to the end of the due diligence Aug. 18.

So in all likelihood, last Saturday night's Meijer Indy 300 at Kentucky Speedway was Carroll's last at the helm of the 1.5-mile oval just a few miles south of the Ohio River.

Carroll has enjoyed an outstanding relationship with the IndyCar Series, but when it comes to NASCAR, he compares the leadership to Idi Amin.

"I've been an office-building developer; I've been involved in the horse business, I've owned tracks, but I have not been successful in this business," Carroll said. "NASCAR beat me to a pulp. NASCAR whipped us. I'll take the beating and our guys took a financial beating. They creamed us. They didn't give us the time of day. The only way we could do something was to sell to Bruton Smith."

"They treated us like a stepchild. We were treated as badly as you could be treated in any sport. There was no decency about their actions. There was nothing that gave us the benefit of the doubt. They could care

## LAST WORD



**BRUCE MARTIN**

less whether we put people in the seats or whether people in this area were going to get to see NASCAR racing. They were going to teach us a lesson. We were the poster children and they beat us."

While Carroll was viewed as a modern day Don Quixote for standing up to NASCAR and its business practices, he realizes the battle was heavily tilted against him.

"It's like going against somebody who has a total dictatorship," Carroll said. "It's like going against Idi Amin. People might try it, but they will be beaten down."

"NASCAR owns so much of it that people like me can't get into the sport. They just don't want us. How many private tracks have been built since we built this one? None."

"We did what we had to do." Meantime, the lawsuit continues and Carroll has no regrets building the track.

"I like to have a good time in life and I like to enjoy what I am doing," Carroll said. "We built a nice facility, but NASCAR controls the media, too. I know that Bruton Smith is a very competent guy and will be able to operate it better than I did."

"NASCAR never made an offer; never wanted this track. They just wanted to run us out of business. They were going to teach me a lesson. What was a shocker to NASCAR and ISC (International Speedway Corp.) is we didn't fold the tent. We are never going to fold the tent. We aren't making money, but we aren't folding the tent."

Carroll said even if SMI did not buy Kentucky Speedway, he would have continued to operate the track with a prime IndyCar date as well as a NASCAR Craftsman Truck Series and Nationwide Series date.

"NASCAR will do whatever it takes to win out," Carroll said. "A dictatorship is a very powerful tool. They are very powerful to beat. I do know that we were never able to play on an even playing field."

"We were never even given a chance."

## UP NEXT

### Infinion Raceway

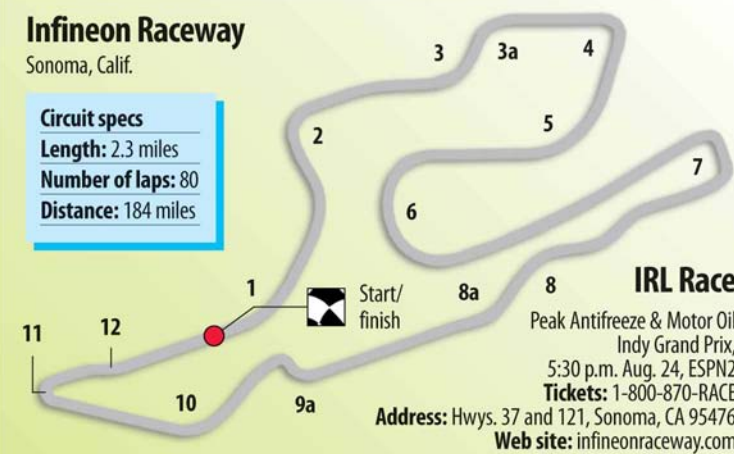
Sonoma, Calif.

#### Circuit specs

Length: 2.3 miles

Number of laps: 80

Distance: 184 miles



Peak Antifreeze & Motor Oil

Indy Grand Prix,

5:30 p.m. Aug. 24, ESPN2

Tickets: 1-800-870-RACE

Address: Hwys. 37 and 121, Sonoma, CA 95476

Web site: infineonraceway.com



## RACE REWIND

NATIONAL HOT ROD ASS'N

Race 16 of 24: Lucas Oil NHRA Nationals, Aug. 7-10  
Brainerd Int'l Raceway, Brainerd, Minn.

## FINAL RESULTS

## TOP FUEL



Tony Schumacher

## FUNNY CAR



Tony Pedregon

## PRO STOCK



Kurt Johnson

## Top Fuel

## FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Rod Fuller	3.942	306.46	def.	9	Brandon Bernstein	4.549*	174.55
10	Morgan Lucas	3.926	298.21	def.	7	Antron Brown	4.234	247.47
12	Doug Kalitta	3.972	305.22	def.	5	Doug Herbert	3.980	280.66
13	J.R. Todd	3.964	289.07	def.	4	Larry Dixon	3.970	304.39
1	Tony Schumacher	3.900	309.70	def.		Bye		
3	Cory McClenathan	3.897	309.84	def.	14	Luigi Novelli	11.368	84.36
2	Steve Torrence	3.887	307.16	def.	15	Hillary Will	3.993	305.56
11	Bob Vandergriff, Jr.	3.910	310.70	def.	6	David Grubnic	3.989	276.86

## SECOND ROUND

12	Doug Kalitta	3.968	303.91	def.	13	J.R. Todd	4.980	157.74
1	Tony Schumacher	3.920	306.46	def.	8	Rod Fuller	3.982	301.07
3	Cory McClenathan	3.939	304.74	def.	11	Bob Vandergriff, Jr.	4.295	245.40
2	Steve Torrence	3.885	307.72	def.	10	Morgan Lucas	3.925	302.35

## SEMIFINAL

1	Tony Schumacher	3.885	310.13	def.	12	Doug Kalitta	4.222	229.90
3	Cory McClenathan	3.951	305.36	def.	2	Steve Torrence	7.992	78.90

## FINAL

1	Tony Schumacher	3.865	310.05	def.	3	Cory McClenathan	3.900	306.74
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## Funny Car

## FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
6	Tony Pedregon	4.219	278.86	def.	11	Jim Head	4.244	292.96
13	Bob Tasca III	4.257	288.70	def.	4	Del Worsham	4.252	291.51
2	John Force	4.229	293.15	def.	15	Gary Scetzi	4.291	289.69
16	Ron Capps	4.247	288.21	def.	1	Ashley Force	4.277	282.30
12	Tim Wilkerson	4.204	294.05	def.	5	Mike Neff	4.237	293.35
14	Melanie Troxel	4.685	246.57	def.	3	Robert Hight	5.603	128.70
10	Cruz Pedregon	4.302	261.07	def.	7	Jerry Toliver	5.658	125.69
8	Jack Beckman	4.249	290.88	def.	9	Gary Densham	4.380	237.63

## SECOND ROUND

6	Tony Pedregon	4.190	292.01	def.	14	Melanie Troxel	4.294	282.54
12	Tim Wilkerson	4.162	293.73	def.	13	Bob Tasca III	4.263	290.94
2	John Force	4.294	275.22	def.	10	Cruz Pedregon	4.314	265.48
8	Jack Beckman	4.216	292.52	def.	16	Ron Capps	4.264	288.39

## SEMIFINAL

6	Tony Pedregon	4.369	257.63	def.	2	John Force	4.373	233.08
8	Jack Beckman	4.207	295.40	def.	12	Tim Wilkerson	4.203	287.60

## FINAL

6	Tony Pedregon	4.238	288.89	def.	8	Jack Beckman	4.216*	293.28
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## Pro Stock

## FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Dave Connolly	6.685	206.04	def.	9	Richie Stevens	12.859	66.48
10	Mike Edwards	6.677	206.57	def.	7	Ron Krisher	6.674	205.79
11	Jeg Coughlin	6.663	206.54	def.	6	Justin Humphreys	6.664*	206.54
2	Kurt Johnson	6.648	207.62	def.	15	Jim Yates	6.704	205.32
14	V. Gaines	6.708	205.98	def.	3	Warren Johnson	6.668	207.75
4	Allen Johnson	6.669	206.61	def.	13	Rickie Jones	6.718	204.91
1	Greg Anderson	6.654	207.56	def.	16	Steven Spiess	7.577	130.25
5	Jason Line	6.668	207.11	def.	12	Larry Morgan	6.738	206.13

## SECOND ROUND

4	Allen Johnson	6.703	206.48	def.	5	Jason Line	10.561	84.62
11	Jeg Coughlin	6.683	206.04	def.	14	V. Gaines	6.705*	205.76
8	Dave Connolly	6.684	206.26	def.	1	Greg Anderson	6.688	207.56
2	Kurt Johnson	6.664	206.48	def.	10	Mike Edwards	6.674	206.23

## SEMIFINAL

8	Dave Connolly	6.680	205.82	def.	4	Allen Johnson	6.688	206.51
2	Kurt Johnson	6.657	206.83	def.	11	Jeg Coughlin	6.679	205.94

## FINAL

2	Kurt Johnson	6.671	207.05	def.	8	Dave Connolly	6.696	206.29
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\*—Denotes red light



NHRA PHOTO

VICTORY TIME: Kurt Johnson won Sunday's Pro Stock event at Brainerd (Minn.) Int'l Raceway.

## No. 9 For Tony Schumacher

BRAINERD, Minn. — Tony Schumacher raced to his fourth-consecutive victory and ninth of the season Sunday at the Lucas Oil NHRA Nationals at Brainerd Int'l Raceway, and moved within two of all-time Top Fuel wins leader Joe Amato's long-standing record of 52 victories.

Tony Pedregon, Kurt Johnson and Matt Smith also earned victories in their respective categories at the NHRA POWERade Drag Racing Series event.

Schumacher powered his U.S. Army dragster to a performance of 3.865 seconds at 310.05 miles per hour to outrun Cory McClenathan's FRAM dragster, which trailed at 3.900 at 306.74 in the final round. Schumacher earned his third victory at the scenic Minnesota strip by defeating Rod Fuller and Doug Kalitta in the early rounds.

"These guys are amazing and this is the best team I've ever seen together, just like (John) Force and Amato's teams in their time," Schumacher said of his 50th career victory. "It's unbelievable. Not only have we won a lot of races, but we've won some of the most difficult races with so much pressure. And for whatever reason, I feel like I am driving my best right now. We've got a great team and a great car and the whole package has come together. I don't want to be the weak link in our team, so I am working harder than ever. When you have the car that's supposed to win, that's a lot of pressure. I was even nervous in the first round today even though it was a bye run. Now we head to Reading (Pa.) and the pressure will be even bigger, with people asking how we are going to win five in a row."

Pedregon took his fourth Funny Car triumph of the year at the starting line in his Q-Horsepower Chevy Impala when final-round opponent Jack Beckman fouled in his Valvoline/MTS Dodge Stratus. Pedregon's 40th career victory and first at BIR moved him into second in the standings, 141 behind leader Tim Wilkerson.

## Byrd Tabbed Head Man At N.C. Strip

CONCORD, N.C. — Lowe's Motor Speedway officials announced last week that Christian Byrd has been named executive director and general manager of zMax Dragway @ Concord, the nearly completed "Bellagio of drag strips" located on the LMS property.

Byrd assumes the top management role just weeks before the facility's inaugural event, the NHRA Carolinas Nationals, set for Sept. 11-14.

Most recently, Byrd served as manager of business development for Speedway Motorsports, Inc., the parent company of Lowe's Motor Speedway, since 2007. In 2004, Byrd joined GMR Marketing and was eventually promoted to account director, managing the sports and partnership portfolio for Lowe's Home Improvement.

A native of Winston-Salem, N.C., Byrd grew up in motorsports as his



NHRA PHOTO

ON A ROLL: Tony Schumacher rolled to his ninth NHRA Top Fuel victory of the season Sunday at Brainerd Int'l Raceway.

"This is the toughest Funny Car era to be racing in, so bad luck on my part," said Pedregon, who beat veteran Jim Head, Melanie Troxel and 14-time world champ Force to advance to the final. "This is my first win at Brainerd and I'm really happy to win here. Every round today was a big challenge to me and the toughest was racing John Force. He's a great competitor and it was a tough race like I thought. There's never a dull moment racing him. Our car preformed well today and we had great conditions. I'm just happy to win a race here today and give great entertainment to all these great fans."

Local favorite Johnson, a native of Virginia, Minn., earned his third Pro Stock victory of the season and 39th of his career with a win over Dave Connolly. Johnson's ACDelco Chevy Cobalt ran 6.671 at 207.05 in the final to hold off Connolly's Charter Communications Cobalt, which clocked a 6.696 at 206.29.

It was Johnson's fourth victory at BIR in front of his hometown fans. In the first three rounds he beat Jim

Yates, Mike Edwards and Jeg Coughlin to advance to the final.

"This was a super-great day today," said Johnson, who lived in Minnesota for 18 years before relocating to the Atlanta area. "We were a little behind at first and kept working on it and the car kept getting faster and faster. We had to make some small changes today, but overall our Chevrolet was pretty flawless. We get pumped up to race here with all of our friends and family that come out and it does add some pressure, but you just have to perform. Once I get inside the car it's really easy to focus."

With the victory, Johnson moved within 56 points of leader Greg Anderson, also a Minnesota native and the event's top qualifier who lost in the second round to Connolly.

In Pro Stock Motorcycle, Smith overcame a bout with kidney stones to claim his third victory this season and ninth of his career. He rode his NitroFish Wear Buell to a 6.973 at 188.60 in the final, but ran unopposed as Angelle Sampey's Rush Racing Buell broke on the starting line.

father, Jeff Byrd, was a motorsports marketing executive with R.J. Reynolds Tobacco Co. for several years prior to becoming president and general manager of Bristol Motor Speedway and Dragway.

Before graduating from East Tennessee State University in 2001, Byrd worked in the Bristol Motor Speedway events department, assisting in the organization and presentation of the facility's NASCAR and NHRA events. He then moved to Charlotte and spent two years working with NASCAR's digital entertainment and brand/consumer marketing divisions.

"It's been a professional goal of mine since day one," Byrd said of running his own facility. "While I haven't been on the track side of the business the entire time, I think that bringing a perspective both from the

sponsorship side of things with my experience with Lowe's Home Improvement as well as the sanctioning body and the broadcast work I did when I was at NASCAR, gives me a unique experience and it allows me to look at things from all angles.

"You look back and you think you bring a unique set of skills to the table. You've lived the sponsorship side, you've lived the sanctioning-body side, you've lived on the promoter and track-management side of the business long enough — you kind of see the world through all the different angles of the business," Byrd said. "It's something that I'm excited about because you can take that experience and you can bring it to a facility of this magnitude. I think it should be really exciting."

— NISSAN Production Editor Sheena Baker contributed to this report.



DAVE KOMMEL PHOTO

**THE FINALS:** Tony Pedregon (far lane) outran Jack Beckman, who red lighted to win Sunday's Funny Car final at Brainerd Int'l Raceway in Minnesota.

## Force Has Fastest Funny Car

*Beckman's Not Worried About His Nerves*

BRAINERD, Minn. — **Ashley Force** was the top Funny Car qualifier for the second-straight National Hot Rod Ass'n event. And just when she achieved something without "becoming the first female to" do so, the female label popped up anyway — from a NASCAR driver this time.

**Michael Waltrip** has been following his NAPA "teammate" **Ron Capps's** drag-racing progress. And the fact that Capps faced Force in the opening round of eliminations definitely was a bigger deal to Waltrip than it was to the **Don Schumacher** racing driver.

The two men had something in common this past weekend. Both qualified in last place. Waltrip started 43rd in the 90-lap Centurion Boats at The Glen road-course NASCAR Sprint Cup Series race. Capps qualified 16th in the 16-car Funny Car lineup for the Lucas Oil NHRA Nationals.

When they spoke Sunday morning to wish each other good luck, Capps said with a laugh, "Waltrip told me 'not to lose to a girl.'"

"So, we had to beat Ashley Force the first round or I would have to had to answer to Michael Waltrip," he said. "I didn't want to have to call him back and say we lost to 'a girl.'"

"This was all said in fun, of course," Capps was quick to clarify. "Ashley Force is outstanding and a tough competitor."

■ **John Force** Racing's four Mustangs qualified first, second, third and fifth — and all but the boss lost in the first round. Top-qualifier Ashley Force called her early exit "a bummer — especially since **Robert (Hight)** and **Mike (Neff)** followed me shortly thereafter." However, she didn't fret too much. "We are just a little low on our luck," she said. "Our car has been running good. I haven't been making mistakes. Guido (crew chief

**Dean Antonelli**) and I were talking about it up on the starting line and we just have to keep doing what we are doing. We can't start thinking too much. We need to keep being consistent and it will come back around."

■ **Jack Beckman** won the second race of the year in February at Phoenix, and was runner-up last month at Denver. So, his foul start Sunday, not all that common for a Funny Car driver, had nothing to do with nerves about reaching a final round in the Don Schumacher-owned Valvoline-MTS Dodge Charger.

"I changed my routine a little bit," Beckman said. "I went to take a little bump (stage deeper) because it was the final round. My brain told my right foot to go, and the light hadn't come on yet — absolutely 100 percent a driver's mistake. The guys gave us a car that could win this race today. We ran great all four rounds. It was a great weekend. Points-wise we couldn't have asked for much more. It could have been an outstanding weekend if I'd been effective in the final. I'm really disappointed, but we've got a race in a week. I'm going to get over it."

■ Top Fuel runner-up **Cory McClenathan** reached his third final round of the season but lost to teammate **Tony Schumacher** in a rematch of the finals at the season opener in Pomona, Calif. He moved into No. 4 in the standings and clinched a berth in the Countdown when he qualified No. 3.

"That U.S. Army car was bad all weekend long. That's all there is to it," McClenathan said. "(Crew chief) **Mike Green** and (assistant crew chief) **Neal Strausbaugh** and all the Fram guys had my back all day. My lights weren't good and didn't come around until the semis and the final. Tony and I were awfully close leaving the starting line together, and it was a great drag race."

■ **Rod Fuller's** opening-round victory over **Brandon Bernstein** meant a seventh first-round loss for the

Budweiser/Lucas Oil Dragster driver who still is prominent in the Countdown picture. But Bernstein's red-light disqualification was only the fourth of his six-year career.

Fuller, though, drew nemesis Tony Schumacher again, and the reigning champion and eventual event winner extended his edge over Fuller to 14-7, eliminating the Caterpillar Dragster driver. "I think, overall, it was a good weekend for us," Fuller said. "We gave Schumacher a close race. I didn't see him for a long time, and they made a great run like always. That's still the only car we've lost to at the last three races."

■ Teammates **Morgan Lucas** and **J.R. Todd** were upset winners over higher-qualified **Antron Brown** and **Larry Dixon**, respectively, in the opening round. That marked the first time both advanced at the same race. However, both lost in the second round.

"We've stopped thinking about making the top 10 because our chances would be a long shot at best," Todd said. "From this point on, we're going to work on getting our consistency down and concentrating on winning races in helping Morgan along the way. The good thing is we're going in the right direction." Lucas needs 13 points to catch No. 10 Dave Grubnic, who slipped from ninth at this event.

■ **Mike Edwards** earned his 55th holeshot victory in round one against **Ron Krisher**. But **Kurt Johnson's** quarterfinal victory over Edwards proved to be the quickest pass of the round (6.664 seconds) topping the second-quickest of the round (6.674).

■ When **Greg Anderson** put his Summit Racing Equipment Pontiac GXP in the No. 1 qualifying position Saturday (with a 6.679-second elapsed time at 206.76 miles per hour from Friday that held up as quickest), he tied **Kenny Bernstein** for fourth place on the NHRA all-time list for career No. 1 qualifying awards by a professional driver (66). It was the 10th time in 16 races that a Pontiac GXP driver led the Pro Stock field.

## Countdown Makes Nervous Times For Funny Car Foes

SEATTLE

**D**el Worsham's birthday came and went six months ago, and it's a bit early for Christmas. But the hard-luck National Hot Rod Ass'n Funny Car driver needs a gift.

And Bob Tasca won't celebrate his birthday until Oct. 14, but he wouldn't mind an early present as he battles Worsham for the 10th and final spot in the Countdown to the Championship lineup.

Worsham entered the Lucas Oil Nationals just two points behind 11th-place Tasca, and his No. 4 qualifying effort in the Checker Schuck's Kragen Chevy Impala was a major boost. With that, he passed Tasca for 11th. The evil plot twist was that he met Tasca in the opening round.

Neither driver was impressive at the starting line, but Tasca's .097-second light beat Worsham's snoozy .114. That gave Tasca the holeshot victory, the first of his career.

Worsham called it "a crushing blow because it's on me and we had it right there in our hands to make a strong move for the Countdown."

Then in the next round, Tasca drew point-leader Tim Wilkerson and lost, leaving him in 12th with just two races before the Countdown starts.

"We still have two more races," Worsham said, "but I'm the guy in the car and that was the best I had right then. I wasn't distracted. I did everything like I always do, and that was just the best I had."

"The way this all set up, with us having to race Tasca in the first round, made the drama just about as thick as it can get," he said. "It was so tense in the pit hardly anyone was talking, but we felt really good about the car and really good about the tune-up. It ran just about flawlessly. We just didn't get there first."

Looking to this weekend's Toyo Tires Nationals at Maple Grove Raceway in Pennsylvania, Worsham said, "We're going straight to Reading to win that race."

*"We're going straight to Reading to win that race."*

DEL WORSHAM

12TH IN FUNNY CAR POINTS

## THE STRAIGHTLINE



SUSAN WADE

Tasca was shaking his head at the draw Sunday as well, but said he's thankful he still is eligible to catch the No. 10 driver Mike Neff, who is battling Tasca for rookie-of-the-year honors.

"We're still alive for this run to get into the top 10," Tasca said. "This [79 points] is not an insurmountable points deficit."

"My perspective on this whole sport is pretty simple," he said. "Chris (crew chief Cunningham) and I talk about what we want the car to run and what we think it's going to take to win the round. And

you can be one of three places. You can either under-power the track, overpower the track, or you can be perfect. And that second run (Sunday), we were closer to perfect than under or over, but then you run somebody like

Wilkerson. He's got his spot in the points locked down and has nothing to lose. With the test ban on, he can go out there and if he smokes the tires, he knew he was too aggressive. And if he makes a perfect run, like he did, he can learn some stuff from that.

"I think how my team performed when our back was against the wall in that first round was tremendous."

Worsham has some added consolation. After being as many as 200 points out of the U.S. Smokeless Showdown \$100,000-to-win bonus race that led him to a lucrative weekend at Indianapolis in 2005, he is tied with Jack Beckman for a still-unqualified-but close ninth place. All he needs is five points to make the eight-driver grid.

"If we go to Reading and out-qualify (Gary) Scelzi and Beckman, we're in," Worsham said. "I'll take it, because we need some good news around here."

## UP NEXT

Toyo Tires NHRA Nationals, Aug. 14-17, Maple Grove Raceway, Mohnton, Pa.

## STANDINGS

### TOP FUEL



Tony Schumacher

### FUNNY CAR



Tim Wilkerson

### PRO STOCK



Greg Anderson

## Top Three

1. Tony Schumacher	1,532
2. Antron Brown	1,051
3. Larry Dixon	988

1. Tim Wilkerson	1,154
2. Tony Pedregon	1,013
3. Robert Hight	969

1. Greg Anderson	1,164
2. Kurt Johnson	1,108
3. Jason Line	1,054

# RACE REWIND

# KNOXVILLE NATIONALS

August 6-9, Knoxville Raceway, Knoxville, Iowa

## FINAL RESULTS

### WINNER



Wayne Johnson

### August 6

Knoxville Raceway, Knoxville, Iowa

**Qualifications:** 1. Donny Schatz, Stewart 15, 14.897; 2. Danny Lasoski, Lasoski 33d, 15.119; 3. Bronson Maeschen, Maeschen 96, 15.190; 4. Randy Hannagan, Hannagan 1x, 15.239; 5. Paul McMahan, Parsons 6, 15.298; 6. Shane Stewart, Roth 83; 7. Justin Henderson, Henderson d1, 15.342; 8. Brandon Wimmer, Two Winners 7w, 15.345; 9. Tony Bruce, Jr., Bruce 18, 15.348; 10. Lee Sowell, Sowell 15s, 15.357; 11. Jac Haudenschild, Carnahan f19, 15.358; 12. Steve Kinser, Kinser 11, 15.406; 13. Jason Johnson, Kahne 19e, 15.413; 14. Tim Shaffer, Call 83a, 15.420; 15. Davey Heskin, Heskin 56, 15.436; 16. Don Drou, Jr. Sonner 47, 15.495; 17. Fred Rahmer, Clemens 51x, 15.517; 18. Chad Kemenah, Hard Eight 8k, 15.522; 19. Jason Solwold, Solwold 39c, 15.525; 20. Seth Brahmmer, Brahmmer 13v, 15.530; 21. Brian Paulus, P&P 28, 15.551; 22. Wayne Johnson, Fattro 14aj, 15.562; 23. Greg Hodnett, Cline 22x, 15.578; 24. Chad Lynton, Postupack 25, 15.589; 25. Jonathan Allard, Williams 10, 15.636; 26. Daryn Pittman, Titan 21t, 15.638; 27. Chad Hillier, Hillier 5c, 15.641; 28. Dion Hindi, Hindi 11h, 15.659; 29. Kerry Madsen, VerMeer 55, 15.691; 30. Spud Gustin, Gustin 80, 15.701; 31. Ed Lynch, Jr., Lynch 2l, 15.733; 32. Mark Dobmeier, Dobmeier 13, 15.744; 33. Travis Rilal, Rilal 29, 15.752; 34. Troy Little, Little 20 au, 15.772; 35. Rager Phillips, Phillips 9, 15.820; 36. John Lambert, Lambert 12L, 15.826; 37. Cody Darrah, Darrah 89, 15.828; 38. Blake Feese, Martin 14m, 15.830; 39. Doug Esh, Hammer 30, 15.847; 40. Kaley Gharst, Anderson 81, 15.909; 41. John VanDenBerg, VanDenBerg 1, 16.023; 42. Bruce White, White 96au, 16.030; 43. Danny Smith, Smith 18s, 16.065; 44. Natalie Sather, Sather 94s, 16.067; 45. J.J. Hickie, Hickie 7a, 16.071; 46. Skip Jackson, Jackson 2, 16.089; 47. Ben Gregg, Gregg 22b, 16.202; 48. Tony Shilling, Shilling 47f, 16.388; 49. Carl Wilson, Wilson 11nz, 16.415; 50. Corey Haigh, Haigh 45nz, 16.438; 51. Steve Dyer, Dyer 9a, 16.573; 52. Ty Bartz, Bartz 46, 16.685; 53. Robert Bell, Bell 71, 17.305.

**First Heat (10 laps):** 1. Pittman, \$150; 2. Jackson, \$125; 3. Lynch, \$100; 4. Haudenschild, \$90; 5. Paulus, \$80; 6. Schatz, \$70; 7. Stewart, \$60; 8. VanDenBerg, \$50; 9. Drou, \$50; 10. Lambert, \$50.

**Second Heat (10 laps):** 1. W. Johnson, \$150; 2. Kinser, \$125; 3. Henderson, \$100; 4. Lasoski, \$90; 5. Gregg, \$80; 6. Dobmeier, \$70; 7. Rahmer, \$60; 8. Hillier, \$50; 9. Darrah, \$50; 10. White, \$50.

**Third Heat (10 laps):** 1. Rilal, \$150; 2. Smith, \$125; 3. Hodnett, \$100; 4. Feese, \$90; 5. Hindi, \$80; 6. Kemenah, \$70; 7. J. Johnson, \$60; 8. Maeschen, \$50; 9. Wimmer, \$50; 10. Shilling, \$50.

**Fourth Heat (10 laps):** 1. Solwold, \$150; 2. Sather, \$125; 3. Bruce, \$100; 4. Esh, \$90; 5. Little, \$80; 6. Hannagan, \$70; 7. Wilson, \$60; 8. Layton, \$50; 9. Shaffer, \$50; 10. Madsen, \$50.

**Fifth Heat (10 laps):** 1. Shaffer, \$150; 2. Allard, \$125; 3. Phillips, \$100; 4. McMahan, \$90; 5. Heskin, \$80; 6. Sowell, \$70; 7. Brahmmer, \$60; 8. Hickie, \$50; 9. Gustin, \$50; 10. Haigh, \$50.

**C Main (8 laps):** 1. Wimmer, \$150; 2. Drou, \$150; 3. Darrah, \$250; 4. White, \$200; 5. Gustin, \$175; 6. Bartz, \$150; 7. Haigh, \$140; 8. Bell, \$130; 9. Dyer, \$120; 10. Lambert, \$110; 11. Shaffer, \$110; 12. Layton, \$100; 13. Shilling, \$100; 14. Wasmund, \$90.

**B Main (12 laps):** 1. Schatz, \$200; 2. Stewart, \$200; 3. Maeschen, \$200; 4. Kemenah, \$200; 5. Hannagan, \$600; 6. J. Johnson, \$550; 7. Dobmeier, \$500; 8. Rahmer, \$475; 9. Drou, \$450; 10. Heskin, \$425; 11. Paulus, \$400; 12. Hillier, \$375; 13. Brahmmer, \$350; 14. Wimmer, \$325; 15. Sowell, \$300; 16. VanDenBerg, \$275; 17. White, \$260; 18. Hindi, \$250; 19. Little, \$240; 20. Gregg, \$225; 21. Hickie, \$200; 22. Darrah, \$200; 23. Wilson, \$200; 24. Madsen, \$200.

**Feature (20 laps):** 1. W. Johnson, \$12,000; 2. Lasoski, \$10,000; 3. Kinser, \$7,000; 4. Haudenschild, \$6,000; 5. Pittman, \$5,000; 6. Henderson, \$4,000; 7. Stewart, \$3,500; 8. Schatz, \$2,500; 9. McMahan, \$2,000; 10. Solwold, \$1,750; 11. Hodnett, \$1,500; 12. Kemenah, \$1,400; 13. Bruce, \$1,300; 14. Maeschen, \$1,250; 15. Allard, \$1,200; 16. Smith, \$1,150; 17. Jackson, \$1,100; 18. Lynch, \$1,050; 19. Esh, \$1,000; 20. Sather, \$1,000; 21. Rilal, \$1,000; 22. Gharst, \$1,000; 23. Phillips, \$1,000; 24. Feese, \$1,000.

### WINNER



Joey Saldana

### Thursday

Aug. 7, Knoxville Raceway, Knoxville, Iowa

**Qualifications:** 1. Jason Meyers, Stockbridge 14, 14.990; 2. Sammy Swindell, Forbrook 5, 15.114; 3. Dusty Zomer, Zomer 5z, 15.256; 4. Jack Dover, Dover 53, 15.401 5. Sean Michael, Nace 6x, 15.436; 6. Sam Hafertepe, Jr., Hafertepe 15h, 15.446; 7. Joey Saldana, Kahne 9, 15.468; 8. Craig Dollansky, Woodward 2x, 15.476; 9. Jason Sides, Sides 7s, 15.485; 10. Stevie Smith, Smith 19s, 15.494; 11. Roger Crockett, Henderson 7n, 15.517; 12. Brian Leppo, Leppo 71, 15.534; 13. Terry McCarl, McCarl 24, 15.569; 14. Mike Moore, Moore 69, 15.581; 15. Jeff Shepard, Zemaits 1, 15.613; 16. Bob Weuve, Weuve 19, 15.653; 17. Toni Lutar, Lutar 4x, 15.695; 18. Jeremy Campbell, Ferkel 0, 15.707; 19. Tyler Walker, Chastain 24, 15.711; 20. Billy Alley, Alley 22, 15.730; 21. Brooke Tatnell, Tatnell 11au, 15.755; 22. Garry Lee Maier, Maier 11xx, 15.777; 23. Ricky Logan, VanderEcken 10, 15.795; 24. Bill Rose, Rose 6r, 15.800; 25. Tim Kaeding, Roth 83j, 15.805; 26. Justin Zimmerman, Williams 7k, 15.806; 27. Billy Balog, Balog 17b, 15.838; 28. Calvin Landis, Landis 70, 15.839; 29. Dean Jacobs, Gifford 17g, 15.842; 30. Marlon Jones, Jones 9mx, 15.847; 31. Lance Dewease, Cacocin 30c, 15.859; 32. Gary Wright, Wright 9w, 15.861; 33. Jake Peters, Peters 57x, 15.861; 34. Travis Whitney, Whitney 1xx, 15.878; 35. Kraig Kinser, Stewart 24, 16.089; 46. Eric Baldaccini, Baldaccini b4, 16.112; 47. Scott Winters, Winters 23w, 16.139; 48. Josh Schneiderman, Schneiderman 49, 16.401; 49. Scott Uttech, Uttech 3, 16.426; 50. Caleb Griffith, Griffith 12c, 16.448; 51. Ryan Anderson, Anderson 71r, 16.466; 52. Greg Nikitenko, Nikitenko 6n, 16.638; 53. Todd King, King 97k, 16.643; 54. Kim Mock, Mock 1m, 16.654; 55. Ricky Montgomery, Montgomery 9m, 16.958; 56. Mark Amenda, Amenda 4L, 22.201.

**First Heat (10 laps):** 1. Tatnell, \$150; 2. Meyers, \$125; 3. Hockett, \$100; 4. L. Jacobs, \$90; 5. Dewease, \$80; 6. Crockett, \$70; 7. Zimmerman, \$60; 8. Hafertepe, \$50; 9. Weuve, \$50; 10. Baldaccini, \$50.

**Second Heat (10 laps):** 1. Brown, \$150; 2. Wright, \$125; 3. Winters, \$100; 4. Saldana, \$90; 5. Swindell, \$80; 6. Mayes, \$70; 7. Maier, \$60; 8. Leppo, \$50; 9. Balog, \$50; 10. Lutar, \$50.

**Third Heat (10 laps):** 1. Schneiderman, \$150; 2. Dollansky, \$125; 3. McCarl, \$100; 4. Zomer, \$90; 5. Bakker, \$80; 6. Peters, \$70; 7. Landis, \$60; 8. Logan, \$50; 9. Campbell, \$50; 10. Wilson, \$50.

**Fourth Heat (10 laps):** 1. Jeffrey, \$150; 2. Whitney, \$125; 3. Walker, \$100; 4. Sides, \$90; 5. Meyer, \$80; 6. Dover, \$70; 7. D. Jacobs, \$60; 8. Moore, \$50; 9. Rose, \$50; 10. Uttech, \$50.

**Fifth Heat (10 laps):** 1. Chaney, \$150; 2. Kaeding, \$125; 3. Kinser, \$100; 4. Alley, \$90; 5. Shepard, \$80; 6. Ellenberger, \$70; 7. Smith, \$60; 8. Michael, \$50; 9. Griffith, \$50; 10. Jones, \$50.

**C Main (10 laps):** 1. Campbell, \$150; 2. Weuve, \$150; 3. Lutar, \$250; 4. Balog, \$200; 5. Rose, \$175; 6. Wilson, \$150; 7. Uttech, \$140; 8. Nikitenko, \$130; 9. Jones, \$120; 10. Griffith, \$110; 11. Mock, \$110; 12. Amenda, \$100; 13. Baldaccini, \$100; 14. Anderson, \$90; 15. Montgomery, \$80.

**B Main (12 laps):** 1. Swindell, \$200; 2. Dover, \$200; 3. Hafertepe, \$200; 4. Smith, \$200; 5. Crockett, \$600; 6. Moore, \$550; 7. Mayes, \$500; 8. Dewease, \$475; 9. Campbell, \$450; 10. Logan, \$425; 11. Michael, \$400; 12. Maier, \$375; 13. Landis, \$350; 14. Jacobs, \$325; 15. Zimmerman, \$300; 16. Lutar, \$275; 17. Weuve, \$260; 18. Ellenberger, \$250; 19. Bakker, \$240; 20. Leppo, \$225; 21. Shepard, \$200; 22. Meyer, \$200; 23. Balog, \$200; 24. Peters, \$200.

**Feature (20 laps):** 1. Saldana, \$12,000; 2. Meyers, \$10,000; 3. Wright, \$7,000; 4. Alley, \$6,000; 5. Dollansky, \$5,000; 6. Sides, \$4,000; 7. Tatnell, \$3,500; 8. Walker, \$2,500; 9. Swindell, \$2,000; 10. Zomer, \$1,750; 11. Kinser, \$1,500; 12. Kaeding, \$1,400; 13. Smith, \$1,300; 14. Hafertepe, \$1,250; 15. Jeffrey, \$1,200; 16. Hockett, \$1,150; 17. L. Jacobs, \$1,100; 18. Winters, \$1,050; 19. Whitney, \$1,000; 20. Dover, \$1,000; 21. McCarl, \$1,000; 22. Schneiderman, \$1,000; 23. Chaney, \$1,000; 24. Brown, \$1,000.

### WINNER



Steve Kinser

### Friday

Aug. 8, Knoxville Raceway, Knoxville, Iowa

**Scrambles**  
**C Scramble (12 laps):** 1. Doug Esh, \$3,000; 2. Danny Smith, \$2,000; 3. Jesse Hockett, \$1,000; 4. Rager Phillips, \$900; 5. Lee Jacobs, \$800; 6. Don Drou, Jr., \$700; 7. Lynton Jeffrey, \$600; 8. Brandon Wimmer, \$500; 9. Lee Sowell, \$400; 10. Fred Rahmer, \$300.

**B Scramble (12 laps):** 1. Chad Kemenah, \$5,000; 2. Greg Hodnett, \$4,000; 3. Randy Hannagan, \$3,000; 4. Gary Wright, \$2,000; 5. Daryn Pittman, \$1,000; 6. Tim Kaeding, \$900; 7. Terry McCarl, \$800; 8. Jack Dover, \$700; 9. Sam Hafertepe, Jr., \$600; 10. Stevie Smith, \$500.

**A Scramble:** 1. Steve Kinser, \$7,000; 2. Donny Schatz, \$6,000; 3. Paul McMahan, \$5,000; 4. Danny Hannagan, \$4,000; 5. Sammy Swindell, \$3,000; 6. Craig Dollansky, \$2,000; 7. Jason Meyers, \$1,500; 8. Dusty Zomer, \$1,000; 9. Justin Henderson, \$900; 10. Joey Saldana, \$800.

**Non-Qualifiers**  
**First Heat (8 laps):** 1. Brian Brown, \$150; 2. Brian Paulus, \$125; 3. Justin Zimmerman, \$100; 4. Bob Weuve, \$90; 5. Scott Uttech, \$80; 6. John VanDenBerg, \$70; 7. Greg Nikitenko, \$60; 8. Marlon Jones, \$50; 9. Scott Winters, \$50; 10. Troy Little, \$50.

**Second Heat (8 laps):** 1. Blake Feese, \$150; 2. Kaley Gharst, \$125; 3. Calvin Landis, \$100; 4. Lance Dewease, \$90; 5. Brian Leppo, \$80; 6. Greg Bakker, \$70; 7. Billy Balog, \$60; 8. Kerry Madsen, \$50; 9. J.J. Hickie, \$50; 10. Corey Haigh, \$50.

**Third Heat (8 laps):** 1. Seth Brahmmer, \$150; 2. Toni Lutar, \$125; 3. Fred Rahmer, \$100; 4. Cody Darrah, \$90; 5. Brian Ellenberger, \$80; 6. Caleb Griffith, \$70; 7. Robert Bell, \$60; 8. Tony Shilling, \$50.

**Fourth Heat (8 laps):** 1. Mark Dobmeier, \$150; 2. Skip Jackson, \$125; 3. Ricky Logan, \$100; 4. Dion Hindi, \$90; 5. Tim Shaffer, \$80; 6. Greg Wilson, \$70; 7. Bill Rose, \$60; 8. Matt Wasmund, \$50; 9. Spud Gustin, \$50; 10. Ty Bartz, \$50.

**Fifth Heat (8 laps):** 1. Rob Chaney, \$150; 2. Dean Jacobs, \$125; 3. Natalie Sather, \$100; 4. Josh Schneiderman, \$90; 5. Chad Hillier, \$80; 6. John Lambert, \$70; 7. Steve Dyer, \$60; 8. Bruce White, \$50.

**B Main (12 laps):** 1. Shaffer, \$300; 2. Madsen, \$300; 3. Ellenberger, \$300; 4. Bakker, \$300; 5. Wilson, \$600; 6. Balog, \$500; 7. Hillier, \$475; 8. Leppo, \$450; 9. Griffith, \$425; 10. VanDenBerg, \$400; 11. Rose, \$375; 12. Hickie, \$350; Uttech, \$325; Lambert, \$300; 13. Jones, \$285; 16. Nikitenko, \$275; 17. Wasmund, \$265; 18. Bell, \$250; 19. Haigh, \$235; 20. Bartz, \$225; 21. Dyer, \$215; 22. Shilling, \$200; 23. Gustin, \$175; 24. Winters, \$150.

**Feature (30 laps):** 1. Brown, \$5,000; 2. Madsen, \$4,000; 3. Dobmeier, \$3,500; 4. Brahmmer, \$3,000; 5. Paulus, \$2,500; 6. D. Jacobs, \$2,250; 7. Gharst, \$2,000; 8. Mayes, \$1,750; 9. Feese, \$1,500; 10. Shaffer, \$1,250; 11. Chaney, \$1,000; 12. Hindi, \$900; 13. Dewease, \$850; 14. Schneiderman, \$825; 15. Logan, \$800; 16. Landis, \$750; 17. Bakker, \$700; 18. Weuve, \$650; 19. Ellenberger, \$625; 20. Darrah, \$600; 21. Jackson, \$575; 22. Sather, \$550; 23. Lutar, \$525; 24. Zimmerman, \$500.

**World Challenge**  
 1. Kerry Madsen, \$10,000; 2. Mark Dobmeier, \$5,000; 3. Craig Dollansky, \$3,000; 4. Jason Johnson, \$2,500; 5. Joey Saldana, \$2,000; 6. Greg Wilson, \$1,800; 7. Brooke Tatnell, \$1,700; 8. Troy Little, \$1,600; 9. Lynton Jeffrey, \$1,500; 10. Ricky Logan, \$1,400; 11. Toni Lutar, \$1,300; 12. Corey Haigh, \$1,200; 13. Skip Jackson, \$1,100.

### WINNER



Donny Schatz

### Saturday

Aug. 9, Knoxville Raceway, Knoxville, Iowa

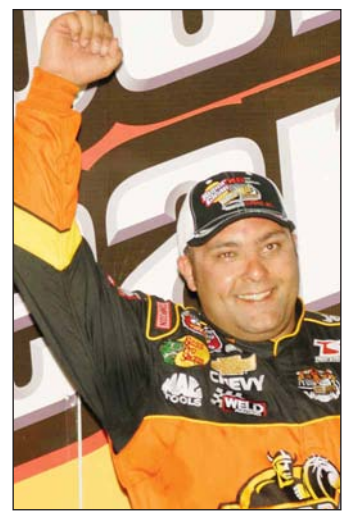
**E Main (10 laps):** 1. J.J. Hickie, \$600; 2. Bill Rose, \$600; 3. John Lambert, \$800; 4. Greg Nikitenko, \$775; 5. Scott Uttech, \$750; 6. Matt Wasmund, \$725; 7. Marlon Jones, \$700; 8. Ty Bartz, \$675; 9. Steve Dyer, \$650; 10. Robert Bell, \$625.

**D Main (12 laps):** 1. Rob Chaney, \$800; 2. Josh Schneiderman, \$800; 3. Cody Darrah, \$1,200; 4. Lance Dewease, \$1,100; 5. Skip Jackson, \$1,000; 6. Calvin Landis, \$950; 7. Justin Zimmerman, \$900; 8. Ricky Logan, \$850; 9. Greg Bakker, \$825; 10. Bill Balog, \$800; 11. Toni Lutar, \$775; 12. Greg Wilson, \$750; 13. Caleb Griffith, \$725; 14. Chad Hillier, \$700; 15. Lambert, \$675; 16. Nikitenko, \$650; 17. Dion Hindi, \$625; 18. Hickie, \$600; 19. Brian Ellenberger, \$575; 20. John VanDenBerg, \$550; 21. Rose, \$525; 22. Bob Weuve, \$500.

**C Main (15 laps):** 1. Jesse Hockett, \$1,000; 2. Lynton Jeffrey, \$1,000; 3. Danny Smith, \$2,000; 4. Mark Dobmeier, \$1,750; 5. Doug Esh, \$1,500; 6. Brian Brown, \$1,400; 7. Kerry Madsen, \$1,300; 8. Fred Rahmer, \$1,250; 9. Brian Paulus, \$1,225; 10. Rager Phillips, \$1,200; 11. Tim Shaffer, \$1,175; 12. Brandon Wimmer, \$1,150; 13. Darrah, \$1,125; 14. Brock Mayes, \$1,100; 15. Kaley Gharst, \$1,050; 16. Dean Jacobs, \$1,000; 17. Don Drou, Jr., \$950; 18. Schneiderman, \$900; 19. Lee Sowell, \$850; 20. Seth Brahmmer, \$825; 21. Lee Jacobs, \$800; 22. Chaney, \$800.

**B Main (22 laps):** 1. Daryn Pittman, \$1,000; 2. Chad Kemenah, \$1,000; 3. Terry McCarl, \$1,000; 4. Gary Wright, \$1,000; 5. Greg Hodnett, \$7,000; 6. Tim Kaeding, \$6,000; 7. Randy Hannagan, \$5,000; 8. Jack Dover, \$4,000; 9. Sam Hafertepe, Jr., \$3,500; 10. Kraig Kinser, \$3,000; 11. Jonathan Allard, \$2,500; 12. Stevie Smith, \$2,250; 13. Ed Lynch, Jr., \$2,000; 14. Jason Johnson, \$1,750; 15. Hockett, \$1,500; 16. Davey Heskin, \$1,450; 17. Jeffrey, \$1,400; 18. Mike Moore, \$1,350; 19. Sean Michael, \$1,300; 20. Travis Whitney, \$1,250; 21. Travis Rilal, \$1,200; 22. Roger Crockett, \$1,050.

**Feature (30 laps):** 1. Donny Schatz, \$150,000; 2. Jason Meyers, \$75,000; 3. Craig Dollansky, \$37,500; 4. Danny Lasoski, \$26,000; 5. Steve Kinser, \$21,000; 6. Joey Saldana, \$15,000; 7. Jac Haudenschild, \$12,000; 8. McCarl, \$10,000; 9. Dusty Zomer, \$9,500; 10. Justin Henderson, \$9,000; 11. Sammy Swindell, \$8,750; 12. Brooke Tatnell, \$8,500; 13. Paul McMahan, \$8,250; 14. Billy Alley, \$8,000; 15. Pittman, \$7,900; 16. Wayne Johnson, \$7,800; 17. Jason Sides, \$7,700; 18. Kemenah, \$7,600; 19. Tony Bruce, Jr., \$7,500; 20. Shane Stewart, \$7,400; 21. Bronson Maeschen, \$7,300; 22. Tyler Walker, \$7,200; 23. Jason Solwold, \$7,100; 24. Wright, \$7,000.



Donny Schatz

## RADAR:

### Meyers Hopes For Rain, But Gets Second Place Instead

CONTINUED FROM PAGE 3

laps, Schatz had the break he needed. "We hit lapped traffic and I started to push and I just couldn't hit things the way I needed to," said Schatz, who has finished second four times in this event. "He (Meyers) needed to make a couple of mistakes and he started to make a few and the next thing you know the yellow came out, but that's the way it is. That's racing. Yellows didn't just start coming out. I have lost that race the same way. It is what it is."

On the restart, Schatz shot to the bottom and the leaders ran side by side for two laps with Schatz inching ahead at the flag stand at lap 25. He completed the pass exiting turn two and was pulling away when the second and final yellow flag of the event waved after 27 laps.

Schatz went to the cushion on the restart and was gone, with Meyers finishing second.

"I was out there leading and I saw the 15 (Schatz) up there on the scoreboard and I kept thinking, 'rain, please rain,'" Meyers said after the race.

But could he have done anything to keep Schatz behind him?

"When we took off on that one restart, I didn't get a very good run off of there and that kind of lugged the motor a little bit and I don't know if that allowed Donny to get a run on me or not, but he was just a little bit better than us at the end of the race," he said. "I tried to hit my marks there at the end. I don't think it would have been any better if I had gone to the bottom."

Dollansky came home third, ahead of Danny Lasoski and Steve Kinser. Joey Saldana, Jac Haudenschild and Terry McCarl, who transferred from the B main, filled the top eight spots.

While Meyers led the points on his qualifying night, Schatz took a little different strategy en route to his third Nationals title.

"Anytime you come into the Nationals, it is a psychological thing," he explained. "When I saw the heat lineup on Wednesday night, the first thing I thought was don't put your race car on the hook. Sometimes it is about salvaging all the points that you can. It is fun to be in the shoes Jason was in putting this thing on the pole and leading laps, but sometimes you just have to fly under the radar and do what you have to do to stay out of trouble."

# King Kinser Scrambles Way Into Knoxville Nationals Lineup

By MIKE KERCHNER  
SENIOR EDITOR

KNOXVILLE, Iowa — Twelve-time SuperClean Knoxville Nationals champion Steve Kinser romped from fourth-starting place to win Friday night's A Scramble, which was the final chance for drivers to

earn qualifying points to set the lineup for Saturday night's feature at Knoxville Raceway.

Kinser traded the lead with Paul McMahan on lap four, but took control on lap five. He paced the remainder of the 12-lap event for the \$7,000 victory.

"We tried to keep working away and hope by tomorrow night we'd be on top of this podium," said Kinser. "It would be nice to

win another one. I was hoping to find out about the track a little bit, but the first thing we had to do was to get the most points that we could get."

Donny Schatz started fifth and finished second, with McMahan finishing third.

Starting fourth, Chad Kemenah took the lead from Randy Hannagan on lap six and went on to collect the \$5,000 victory in the B Scramble, which helped set the lineup

for the first 10 starters in Saturday's B main.

Greg Hodnett finished a distant second, with Hannagan third.

Doug Esh battled Don Drou, Jr. during the early laps, but controlled the C Scramble to bank the \$3,000 event in his first Nationals appearance. Danny Smith passed two cars on a late green-white-checked restart to claim second.

# 'Ancient' Goods Get Job Done

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — In a modern era of store-bought, off-the-shelf new race-car parts, the story after two nights of the Knoxville Nationals was the success that two drivers who regularly drive 360 sprints cars had while racing ancient engines in the 410 division.

On opening night here, **Wayne Johnson** drove a car equipped with a 5-year-old engine to victory, while on the second night **Gary Wright** carried a "refreshed" 8-year-old engine from 11th on the grid to finish third on Thursday.

Johnson entered the Nationals on a hot streak in the 360 ranks, but Wright, the defending American Sprint Cars on Tour title winner, had struggled of late. His performance on Thursday surprised even himself.

"This motor is 8 years old. It was refreshed up at Wesmar," Wright said. "I am probably as surprised as anybody. This is the first 410 race I've run this year."

"We have a 24-foot trailer and one car and we said if we survived the 360 Nationals and the Tournament of Champions, we'd like to try the 410s. We did, and we stuck the 410 in it and here we are."

■ Maryland sprint-car driver **Jeff Shepard** suffered a severe concussion in a violent crash during Thursday night's B main. Shepard was transported to a local hospital where he remained on Sunday. He was being treated for minor bleeding of the brain and other symptoms of a concussion, but suffered no broken bones in the accident.

■ DIRTcar Racing will add 410 sprint cars to its regional and national points lineup in 2009, awarding points in three regions and nationally.

"At our sprint-car summit last month, it was clear the time was right for DIRTcar Racing to sanction 410 sprint cars around the country," World Racing Group President **Tom Deery** said. "Promoters and track operators are unified. By awarding points through our Western, Northeastern and UMP DIRTcar regions, we will strengthen and raise the profile of 410 sprint-car racing."

■ After spending the majority of the season splitting time between **Guy Forbrook's** No. 5 and his own No. 33 while also landing rides in other regions of the country, four-time Knoxville Nationals winner **Danny Lasoski** landed sponsorship from ArcticCat for his Danny Lasoski Racing entry for the Nationals only.

"This was ArcticCat's first sponsorship in auto racing," Lasoski said. "They told us they'd try the Knoxville Nationals and see what happens. So, **Paul Kistler** built us an engine, and we love our JEI car. We have one car and one engine and we'll hope that gets it done."



HEIN BROTHERS PHOTO

**HARD KNOCKS:** Jeff Shepard suffered a severe concussion during a crash in Thursday's B main at the Knoxville Nationals.

Because Forbrook has a long-standing relationship with Polaris, it has caused the two to split — at least temporarily — yet again. With Lasoski at the wheel, the pair has already clinched the Knoxville Raceway track championship.

■ With Lasoski running his own team, former Nationals winner **Sammy Swindell**, who has raced sparingly this season, moved into Forbrook's No. 5 for the Nationals.

■ Pennsylvania racer **Doug Esh** was named rookie of the year at the Knoxville Nationals.

■ Veteran racer **Kenny Jacobs** broke his back for the third time at Millstream Speedway in Ohio in late July and has retired from racing. Still, Jacobs was at the Nationals crewing on his No. 59, which was driven by his son, **Lee**. Taking advantage of one of the best rides he's ever had, the third-generation racer was leading Saturday's C main when the engine let go in his mount.

■ Indiana veteran **Danny Smith**, who has won 14 features this season racing mostly in Ohio, ran a special paint scheme at the Nationals, depicting the famed **Kenny Rogers's** Gambler sprint car of the mid '80s.

■ MyRaceLife.com has joined Knoxville Raceway as sponsor of the World Challenge held on Friday nights during the Nationals. The three-year agreement runs through the 50th anniversary of the Nationals in 2010.

MyRaceLife.com is an Internet-based social community similar to MySpace.com. The effort is being coordinated by former Xtreme Dirt Car Series owner **Doug Bland**, who now operates Activate Sports, which is marketing MyRaceLife.com.

■ **Wayne Johnson** won the Southern Iowa Speedweek title. He earned \$2,500 for the point championship that includes the Knoxville 360 Nationals, Knoxville Nationals and events at Southern Iowa Speedway.

■ **Steve Kinser** was racing Aug. 6 without the services of longtime crew chief **Scott Gerkin** who was home sick. Kinser's brother, **Randy**, was on hand helping out the No. 11 team.

"Scott does a lot of things I wasn't paying attention to," Kinser acknowledged after finishing third. "I shot by the hip a little bit tonight."

■ Nebraska driver **Don Droud, Jr.** landed the ride in the **Gil Sonner** No. 47 for the Nationals.

■ **Blake Feese** landed a ride in **Randy Martin's** No. 14m for the Nationals.

■ USAC President **Kevin Miller** and Vice President of Racing **Jason Smith** were visiting the Nationals in between USAC events at Southern Iowa Speedway and Iowa Speedway. Interstate Racing Ass'n President **Steve Sinclair** and American Sprint Car Series Founder and operator **Emmett Hahn** were also making the rounds.

■ A seven-car wreck opened Aug. 6's fourth heat with **Doug Esh**, **Kerry Madsen**, **Randy Hannagan** and **Tim Shaffer** getting upside down. The accident was triggered when New Zealand rookie **Carl Wilson**, who started on the pole, got sideways in front of the field. Six cars restarted the heat.

■ **Chad Kemenah** passed **Randy Hannagan** and **Jason Johnson** in the final turn to take the final transfer spot in Aug. 6's B main.

"I gassed it up and I was either going to get the spot or it was going to be expensive," Kemenah explained.

## There's Nothing To Fear From New Lucas Tour

KNOXVILLE, IOWA

It's a debate that has been going on years and despite the arguments on both sides, 410 and 360 sprint cars both continue to thrive.

While there are without a doubt more 360-cubic-inch engined sprint cars competing in the United States these days than those carrying 410s, there is little question that 410 sprint-car racing is still the pinnacle of the sport. There's no better evidence of that than here at the Knoxville Nationals, where the country's largest 360 organization — the American Sprint Car Series — chose to make an announcement regarding its future.

Emmett Hahn announced the launch of ASCS at the Knoxville Nationals in 1992 and on Friday he revealed that Lucas Oil and K&N Filters would be investing in the ASCS national touring series as sponsors, with the series being renamed the Lucas Oil ASCS Sprint Car Dirt Series presented by K&N Filters.

With tow money for the top 10 in points and purses of \$40,000 or more, including \$6,000 to win and \$500 to start, the immediate hysteria that often follows major racing developments was heard Friday at Knoxville. Some said that Hahn was trying to put 410 sprint-car racing out of business, others said he's looking to steal some of the World of Outlaws top drivers, but few said what needed to be said — that here's another option of short-track sprint-car racing for fans to choose from.

"I'm not targeting anyone and I don't want to hurt 410 sprint-car racing," Hahn said. "But there is a group of promoters out there that can't afford 410 racing."

And not only that, but with the involvement of Lucas Oil, Hahn has the opportunity to put another professionally operated and high-profile form of sprint-car racing on the market.

It's difficult to understand how that could hurt anyone. What the sport needs as much as anything is exposure. It needs new fans, fans that will come back year after year and support all types of sprint-car racing.

Lucas Oil has the tools to help make that happen. The production facilities that Lucas Oil has are top notch

FROM THE DESK



MIKE KERCHNER

and there is little question that television shows featuring the Lucas Oil Sprint Car Series will be fast paced and entertaining.

But should certain segments of the sprint-car racing community be concerned about the latest development — most certainly, Hahn's looking for new venues and there's little doubt he'll land a few World of Outlaws promoters that have trouble affording the series, and that he'll pick up some shows from other organizations like the All Star Circuit of Champions and Interstate Racing Ass'n.

However, IRA President Steve Sinclair, who was at the announcement, is not concerned about Hahn's ramping up of the ASCS national tour.

"Up where we are (Wisconsin), the 360s we have are not the same as what run with ASCS, so we don't have too much to worry about, but that's a huge purse and a lot of tow money. I do wonder how they'll be able to do it. That purse is almost double what we pay for a show."

Meanwhile, World Racing Group, which operates the World of Outlaws, is attempting to continue to strengthen the 410 sprint-car universe with the introduction of a national DIRTcar point fund for 410 sprint-car racing, which will offer three regional championships and a national title to weekly 410 winged sprint-car racers across the country.

The program, which is just an addition of the other DIRTcar divisions, which include modifieds, crate models and hobby stocks, will offer drivers insurance and will pay regional and national point funds. It is hoped that it will help strengthen weekly 410 sprint-car racing at tracks across the country.

It's a good step for local racers. And Hahn's Lucas Oil series is a good option for local racers who want to try their hands at traveling.

And no doubt, the ASCS traveling tour is a perfect training ground for drivers like Daryn Pittman, Jason Sides and others hoping to one day race for the World of Outlaws championship.

What's so bad about that?



HEIN BROTHERS PHOTO

**FOR FAME:** The field parades in front of the National Sprint Car Hall of Fame & Museum Friday during the Knoxville Nationals.

# Johnson Keeps Winning Ways

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — The Wayne Johnson victory tour continued on the opening night of the 48th annual SuperClean Knoxville Nationals Aug. 6 at historic Knoxville Raceway.

**AUG. 6**

Johnson started on the pole and led all 20 laps to bank \$12,000 for his third victory at the half-mile Marion County Fairgrounds oval in a five-day span.

Johnson, who won the Friday preliminary feature and the 360 Nationals the previous weekend, successfully transferred his success to a 410-winged sprint car, holding off Knoxville's leading feature winner for the victory.

"It wasn't that hard to drive," said Johnson, who acknowledged his team ran an engine that is starting its fifth Knoxville Nationals. "Scott Benic (noted sprint-car mechanic) is down there coaching me a little bit. That was a bad-ass fast race car right there."

With the heat-race format that inverted fast qualifiers to the back wreaking havoc on the top contenders, Johnson led from the pole, while 12-time Nationals champion Steve Kinser gave chase.

But Lasoski, who started eighth in his own No. 33d, was steadily working his way to the front, taking second from Kinser on lap nine.

The first of two yellow flags came with 11 laps in the books when Ed Lynch, Jr. spun. On the restart, Johnson left the bottom open and Lasoski charged to the inside. Johnson shut the door entering turn one and that was as close as the three-time Nationals champion got to keeping Johnson out of victory lane.

"I didn't spend that much time here (Knoxville) this year, but every time I was here that 5 car (Guy Forbrook's No. 5 driven by Lasoski) was bad fast on the bottom," Johnson said. "I knew it was a mistake when I went to the top off of four and then I knew I pinched him off in turn one, but that wasn't anything he wouldn't have



Wayne Johnson

done to me. After that, you weren't going to be able to pry me off the bottom."

Johnson, who has banked nearly \$25,000 in less than a week, says he has some motivation. "I have a new baby," he said proudly. "And I have two house notes. I have two houses. Anybody want to buy a house?"

Lasoski finished second and was the leading point-earner in Knoxville's unique point system, which counts points every time the car goes on the track, during night one of the Nationals.

Kinser finished third, with Jac Haudenschild and Daryn Pittman rounding out the top five. Justin Henderson was sixth.

Shane Stewart raced from 22nd to finish seventh, with fast-qualifier Donny Schatz romping from 21st and overcoming a smoking engine in the final laps to finish eighth.

While Lasoski racked up 487 points out of a possible 500, Henderson had the second-best tally with 472. Both Schatz and Kinser earned 471 points on the evening.

After qualifying 22nd, Johnson placed eighth in points with 458 markers. The generally low point totals left the door wide open for Thursday night's qualifiers.



HEIN BROTHERS PHOTO

**RED HOT:** Joey Saldana (9) chases down Tyler Walker early in Thursday night's 20-lap feature at Knoxville Raceway. Saldana moved by Walker on lap five and held on for the \$12,000 triumph.

## Saldana Has Change Of Luck

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — Joey Saldana, who has been vocal about his bad luck this racing season, got a little good luck en route to winning the 20-lap feature on the second night of the 48th annual SuperClean Knoxville Nationals at Knoxville Raceway Thursday night.

Saldana, who took the lead from Tyler Walker on lap five, and second-place Walker were sitting ducks for fast-closing Jason Meyers when the yellow flag waved after Terry McCarl popped a right-rear tire on lap 17.

The restart gave Saldana a clear path on the black-dirt half-mile oval and he used it to his advantage by taking to the cushion where he had been quick all night and accelerating away on the restart.

When Brian Brown's No. 21 blew an engine on the final lap and caught fire, Brown steered for the infield, causing his flaming machine to turn on its side, bringing the red flag. Brown emerged unhurt and the field realigned for a green-white-check-

ered shootout.

Saldana went to the cushion and Meyers couldn't get close enough to steal the victory, giving Saldana the \$12,000 triumph in Kasey Kahne's No. 9 JEI sprinter.

"I've had terrible luck this year, so I'm glad to be here," said Saldana, who finished second to Donny Schatz in last year's Nationals. "The 15 car (Schatz) didn't run tonight and I always finish second to him. Hopefully, we can continue what we are doing. Our car was flawless tonight and at the end I thought I might have hurt our right-rear tire, but it had air in it at the end."

Meyers, who was briefly three wide with Walker and Saldana when the lap-17 yellow flag waved, was confident he would have won if not for the yellow flag.

"I didn't need that yellow flag," said Meyers. "I think I had them both down there."

Meyers not only turned in the night's top point total, but he was the high point earner for both qualifying nights with 495 markers after setting fast time, finishing second in his heat and second in the feature.

Meanwhile, the best story of the

night was ageless sprint-car racer Gary Wright, who these days races primarily 360 sprint cars.

Wright strapped an 8-year-old engine into his trusty No. 9 and rolled around the bottom of the track to charge from 11th and finish third in what was his first start in a 410 sprint car this season.

"We have an 8 year old motor and it's not going to buzz around the top, so I just rolled it around the bottom and I am amazed at how well we have run," the Texan said. "This is the first 410 race we've run all year."

"I'm shocked to be here." Billy Alley and Craig Dollansky rounded out the top five.

Saldana ended the night second in points and third overall after two nights of qualifying.

The program was delayed for approximately a half an hour when eight cars crashed at the start of the B main. Jeff Shepard, who won a preliminary night race here last year, was cut from his car and life flighted to a Des Moines hospital for observation after his car flipped and was hit by another car. He was alert and responsive.

## Madsen Up To World Challenge

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — Fresh off a thrilling performance that saw him romp through the B main and from the back of the non-

**WORLD CHALLENGE** qualifiers feature to finish second, Kerry Madsen dominated the MyRaceLife.com World Challenge Friday night at Knoxville Raceway.

After Mark Dobmeier led the first lap, Madsen took control and checked out on the field during the 16-lap race on the half-mile oval. The

Australian veteran earned \$10,000 for the victory.

"We had an unreal race car. I was just running it flat out all the way around out there," said Madsen, who was collected in a crash not of his doing on opening night and was forced to race from behind the rest of the week. "That thing was running. We've been trying to win this race for a long time."

"We wanted to hang ourselves on Wednesday night. Tonight, we are going to have a few beers."

Dobmeier finished second, ahead of Craig Dollansky, Jason Johnson and Joey Saldana.

## Brown Withstands Heat To Get In Knoxville Show

By **MIKE KERCHNER**  
SENIOR EDITOR

KNOXVILLE, Iowa — Brian Brown won the Knoxville Raceway championship in 2007, but this season has been a struggle.

**NON-QUALIFIER** Brown may have put an end to his frustration with a victory in Friday night's non-qualifiers feature during the 48th annual SuperClean Knoxville Nationals at the historic half-mile black-dirt track.

Brown, who had a good run end in a blown engine and fire the previous night, led all 20 laps and held off a late challenge from Kerry Madsen for the \$5,000 triumph.

"When you are coming down the backstretch to take the checkered flag and you see the yellow flag, your heart just sinks," said Brown, who won his 12th-career Knoxville 410 feature, but his first of the season. "It's been so long since I won here, I forgot where victory lane was."

Brown was long gone when the yellow flag waved on the final lap after

Cody Darrah blew a right-rear tire. Madsen, who had started 17th in the B main and finished second and then started 22nd in the feature, was fourth on the restart.

He quickly blew past Seth Brahmer and Mark Dobmeier, but came up a few car lengths short of Brown at the checkered flag.

Brown and Madsen earned the sixth-row starting spots for Saturday night's C main. Dobmeier, Brahmer and Brian Paulus rounded out the top five in the 20-lap non-qualifiers main.



DICK AYERS PHOTO

**GOING FORWARD:** Daryn Pittman (21) passes Roger Crockett at Southern Iowa Speedway.

## Pittman Stops Dobmeier At Osky

OSKALOOSA, Iowa — Daryn Pittman pulled away from the field and won the 13th annual Musco Lighting Front Row Challenge Aug. 4 at Southern Iowa Speedway.

### FRONT ROW

Dobmeier won the King of the Hill challenge, featuring one-on-one match races among the top eight qualifiers through the heat races. In the final, he bested Joey Saldana. Dobmeier deferred the \$50,000 challenge to win from the back after the contest and took the

pole for the feature. Saldana accepted the challenge and started 24th.

Dobmeier got the jump on fellow front-row-starter Roger Crockett at the outset of the 25 lapper, but a caution for debris slowed things.

Dobmeier was in control of the race when on lap 15 Toni Lutar and Mike Moore flipped in front of him. The leader, with nowhere to go, struck the pair and ended his dominant run. Right before the red flag was thrown, debris entered the cockpit of Saldana's car and he was transported to the hospital

for precautionary measures after complaining of leg pain. Pittman, who had passed Crockett, assumed the lead, and held off Tyler Walker the rest of the way. Tim Kaeding made a late charge to take third, ahead of Crockett and Jason Solwold.

Pittman started things by setting quick time with a lap of 15.863 seconds.

### The finish:

Daryn Pittman, Tyler Walker, Tim Kaeding, Roger Crockett, Jason Solwold, Rager Phillips, Jesse Hockett, Rob Chaney, Sam Hafertepe, Jr., Chad Hillier, Jonathan Allard, Wayne Johnson, Bronson Maeschen, Tony Bruce, Jr., Brock Mayes, Jake Peters, Greg Wilson, Justin Zimmerman, Tony Shilling, Mark Dobmeier, Joey Saldana, Toni Lutar, Mike Moore, Jason Johnson.

# It's Darland's 30Gs

OSKALOOSA, Iowa — Dave Darland added another feather to his already overflowing cap.

The veteran USAC open-wheel racer earned \$30,000 for winning the Searsboro Telephone USAC Ultimate Challenge sprint-car race Aug. 5 at Southern Iowa Speedway.

Driving Scott Benic's familiar No. 2b Gaerte-powered Maxim, Darland took the lead from Kevin Swindell on the fourth lap and led the remainder of the 30-lap event on the half-mile oval.

While it was the first victory in the event for Darland, it was the third for Benic, who has also won the race with drivers Levi Jones and Boston Reid.

Swindell held off a mid-race challenge from Damion Gardner, who crashed in competition, and made a late-race run at Darland. However, Swindell came up short and finished second.

Jerry Coons, Jr. finished third, ahead of Cole Whitt and Hunter Schuereberg.

The summary:



KEN SIMON PHOTO

**BIG MONEY:** Dave Darland enjoys victory lane after topping the Ultimate Challenge at Southern Iowa Speedway.

First Heat (8 laps): Shane Cottle, Levi Jones, Kevin Swindell, Brady Short, Justin Zimmerman, Daron Clayton, Darren Hagen, Ryan Anderson.

Second Heat (8 laps): Cole Whitt, Dave Darland, Brady Bacon, Gary Taylor, Bret Mellenberndt, Bill Rose, Thomas Meseraull, Travis Rilat.

Third Heat (8 laps): Damion Gardner, Hunter Schuereberg, Chad Boat, Dustin Morgan, Jerry Coons, Jr., Tracy Hines, Casey Shuman, Brock Lemley.

Fourth Heat (8 laps): Jesse Hockett, Brad Sweet, Charles Davis, Jr., Tim Kaeding, Josh Ford, Don Droud, Jr., Chris Windom, Rob Chaney.

First Qualifier (8 laps): Coons, Hockett, Whitt, Jones, Morgan, Ford, Hagen, Anderson.

Second Qualifier (8 laps): Clayton, Darland, Schuereberg, Sweet, Zimmerman, Meseraull, Davis, Rilat.

Third Qualifier (8 laps): Rose, Kaeding, Short, Cottle, Bacon, Shuman, Mellenberndt, Lemley.

Fourth Qualifier (8 laps): Swindell, Hines, Gardner, Boat, Taylor, Droud, Windom, Chaney.

Semi (12 laps): Zimmerman, Taylor, Windom, Droud, Shuman, Hagen, Davis, Rilat, Mellenberndt, Lemley, Ford, Meseraull, Chaney, Anderson.

Feature (30 laps): Darland, Swindell, Coons, Whitt, Schuereberg, Cottle, Taylor, Kaeding, Sweet, Bacon, Morgan, Rose, Hagen, Windom, Jones, Clayton, Short, Droud, Shuman, Boat, Hockett, Hines, Gardner, Zimmerman.

# THREE STRAIGHT!

ParkerStore is proud to congratulate Donny Schatz and the entire Tony Stewart Racing team on their third consecutive Knoxville Nationals title!

Frank Smith Photos

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# RACE REWIND

## NASCAR NATIONWIDE SERIES

Race 24 of 35: Zippo 200, Saturday, Aug. 9  
Watkins Glen Int'l, Watkins Glen, N.Y.

### FINAL RESULTS

FIRST	SECOND	THIRD
		
<b>Marcos Ambrose</b>	<b>Kyle Busch</b>	<b>Matt Kenseth</b>

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	12	59	Marcos Ambrose	STP Ford	82	\$57,763	Running
2	7	92	Kyle Busch	Zippo BLU Toyota	82	36,475	Running
3	16	17	Matt Kenseth	CitiFinancial Ford	82	28,875	Running
4	6	33	Kevin Harvick	Camping World Chevrolet	82	21,975	Running
5	1	40	Dario Franchitti	Fastenal Dodge	82	33,643	Running
6	5	88	Brad Keselowski	U.S. NAVY Chevrolet	82	25,043	Running
7	20	20	Joey Logano	GameStop/PSP Toyota	82	24,293	Running
8	11	38	Jason Leffler	Great Clips Toyota	82	23,918	Running
9	34	6	David Ragan	Discount Tire Ford	82	17,775	Running
10	28	27	Brad Coleman	Carino's Italian Grill Ford	82	27,343	Running
11	10	64	Max Papis	Atrous Home Chevrolet	82	23,393	Running
12	9	22	Ryan Newman	Supercuts Dodge	82	16,650	Running
13	14	1	Mike Bliss	Micosaukee Resorts Chevrolet	82	23,818	Running
14	13	29	Jeff Burton	Holiday Inn Chevrolet	82	16,450	Running
15	35	99	David Reutimann	Aaron's Dream Machine Toyota	82	16,725	Running
16	31	25	Bobby Hamilton, Jr.	Curly's Ford	82	23,193	Running
17	21	47	Kelly Bires	Cloxx Ford	82	22,743	Running
18	30	7	Mike Wallace	GEICO Toyota	82	22,668	Running
19	2	55	Robby Gordon	Jim Beam Dodge	82	16,425	Running
20	26	24	Brian Simo	Long John Silver's Chevrolet	82	23,543	Running
21	37	28	Kenny Wallace	U.S. Border Patrol Chevrolet	82	22,493	Running
22	19	9	Patrick Carpentier	Tow Truck In A Box Dodge	82	22,443	Running
23	17	2	Clint Bowyer	BB&T Chevrolet	82	16,300	Running
24	39	89	Morgan Shepherd	Fleur-de-lis Chevrolet	81	22,268	Running
25	15	60	Carl Edwards	Save-a-Lot Ford	81	16,925	Running
26	33	30	Stanton Barrett	NOS Energy Drink Chevrolet	81	22,173	Running
27	22	52	Boris Said	7-Eleven Sturpee/No Fear Ford	81	22,118	Running
28	25	66	Steve Wallace	Atrous Home Chevrolet	79	22,048	Running
29	3	48	Jimmie Johnson	Lowe's Chevrolet	78	15,545	Running
30	18	5	Dale Earnhardt, Jr.	Go Daddy Chevrolet	78	15,760	Running
31	36	4	Landon Cassill	Micosaukee Resorts Chevrolet	76	21,943	Running
32	24	11	Jason Keller	America's Incredible Pizza Chevrolet	68	21,883	Transmission
33	42	61	Stan Barrett	Un-sponsored Chevrolet	61	21,848	Clutch
34	4	32	Denny Hamlin	Dollar General Stores Toyota	59	15,320	Ignition
35	41	01	Wheeler Boys	Buckley's Automotive Chevrolet	41	21,753	Engine
36	8	12	Sam Hornish, Jr.	Penske Truck Rental Dodge	40	15,250	Accident
37	32	86	Antonio Perez	Chivas Racing/TELMEX Dodge	39	15,210	Accident
38	23	81	P.J. Jones	Mahindra Tractors Dodge	23	21,623	Overheating
39	43	65	Stan Silva, Jr.	A&S Metals Chevrolet	21	15,120	Accident
40	40	62	Brandon Whitt	Un-sponsored Ford	8	15,035	Brakes
41	38	84	Dale Quarterley	Mike Harmon Racing Chevrolet	7	15,000	Overheating
42	27	91	Michael McDowell	MSRP Motorsports Chevrolet	3	21,433	Brakes
43	29	90	Chris Cook	MSRP Motorsports Chevrolet	0	21,362	Suspension

### RACE STATISTICS

Race time: 2 hours, 20 minutes, 18 seconds  
Average speed: 85.954 miles per hour  
Victory margin: 4.335 seconds  
Caution flags: Five for 14 laps  
Lead changes: 11 among seven drivers

Lap leaders: Dario Franchitti 1-13; Kyle Busch 14-19; Jason Leffler 20-22; Jeff Burton 23-25; Jimmie Johnson 26-42; Franchitti 43-47; Marcos Ambrose 48; David Reutimann 49-50; Burton 51-61; Busch 62-67; Burton 68-78; Ambrose 79-82.

### TALK OF TIME TRIALS

Dario Franchitti notched his first pole in 16 career NASCAR Nationwide Series races, lapping Watkins Glen Int'l in 72.696 seconds at 121.327 miles per hour. Robby Gordon started second alongside the 2007 IRL IndyCar Series champ.

### STANDINGS

FIRST	SECOND	THIRD
		
<b>Clint Bowyer</b>	<b>Brad Keselowski</b>	<b>Carl Edwards</b>

### Top 10

1. Clint Bowyer	3,448	6. Mike Bliss	3,068
2. Brad Keselowski	3,320	7. Kyle Busch	3,003
3. Carl Edwards	3,274	8. Mike Wallace	2,845
4. David Reutimann	3,158	9. Jason Leffler	2,784
5. David Ragan	3,147	10. Marcos Ambrose	2,776



RUSTY JARRETT/GETTY IMAGES PHOTO

**AWESOME OZ:** Marcos Ambrose leads Kyle Busch en route to victory Saturday at Watkins Glen Int'l.

# Marcos Makes His Mark

By AL ROBINSON  
NSSN CORRESPONDENT

WATKINS GLEN, N.Y. — A new face was seen and a new accent was heard in victory lane Saturday at Watkins Glen Int'l, joining a new winning team and a very old sponsor to conquer the NASCAR Nationwide Series Zippo 200.

Australian Marcos Ambrose drove the STP Ford under the checkered flag 4.3 seconds ahead of Kyle Busch, giving the JTG/Daugherty Racing team of veteran series supporters Tad and Jodi Geschlicker and recently added partner Brad Daugherty its maiden victory in the series. It was the first Nationwide triumph of the season by a team which has neither driver nor owner in the top 20 of the Sprint Cup standings.

Sprint Cup point-leader Busch, whose D'Hondt Motorsports Toyota carried the backing of race sponsor Zippo Manufacturing, had a typically adventurous day, which included a pit-road penalty for a loose tire and a 360-degree spin in which he actually took the lead from Jeff Burton. Matt Kenseth, Kevin Harvick and pole winner Dario Franchitti finished third through fifth.

This was a race in which fuel calculations meant everything. Varying strategies cycled Franchitti, Busch and Jimmie Johnson to the lead dur-



Marcos Ambrose

ing the first half of the 82-lap contest. Ambrose made his final stop with 33 laps to go and arrived in third behind Burton and Busch a dozen circuits later, just before their synchronized pirouette gave Busch the lead.

A well-timed tap from Burton on Busch's bumper on lap 68 returned him to the lead again with Johnson following in second, but Johnson coasted to the pits with five laps to go. Burton gave up the lead one lap later for a gas-and-go stop, leaving Ambrose with the task of not making a mistake like the pit-lane speeding violation that cost him a win at Montreal last week. He was perfect.

"It feels like a weight off my shoul-

ders, it really does," Ambrose admitted. "I felt like I've been trying so hard to win, I've been tripping over myself," he added. "We've come close and run fast, but we haven't been able to close the deal. I knew that the road races this year were my best chance."

The closing laps were no less stressful for the team owners.

"When Jimmie Johnson ran out of fuel, I knew that Jeff Burton couldn't be far behind," said new partner Daugherty, the former NBA star who is also an ESPN color commentator. "So, it was going to come down to the last lap for us. Marcos saved us some fuel when those guys ran out of gas. It was just a great job," he added.

With a substantial lead, Ambrose followed the orders of crew chief Gary Cogswell and tailed the car of Boris Said around the last lap, saving more fuel and avoiding the possibility of another late-race meltdown.

The Nationwide Series point race took a turn on lap 54 when defending series champion Carl Edwards pushed point-leader Clint Bowyer off in turn one, leaving Bowyer 23rd and Edwards 25th in the rundown. The result put Bowyer only 128 points ahead of sixth-place finisher Brad Keselowski, with Edwards falling to third in the standings.

Joey Logano came home seventh, trailed by Jason Leffler, David Ragan and Brad Coleman.

# Micks Nicks Dilley By A Nose For First Win Of '08

BOWMANVILLE, Ontario — There was a familiar look to much of the NASCAR Canadian Tire Series Full Throttle Energy Drink 200 at Mosport Speedway with

championship point-leader Scott Steckly leading the first 126 laps, but an engine failure ended his bid for his fourth victory this season. Steckly's misfortune ultimately led to Kerry Micks's first victory in 2008 and his first since winning back-to-back events last August.

### CANADIAN TIRE

Mark Dilley inherited the lead after Steckly lost his engine and led until the final two laps when Micks closed in on Dilley's Dodge. Micks gave Dilley a little nudge, and it was enough to allow Micks the room to sprint into the lead by a nose. Micks and Dilley crossed the line nearly side by side with Micks's winning margin of .085 second.

"I got into (Dilley) a little there at the end, but it was just last-lap racing," said Micks.

Dilley was not entirely sure that he agreed with Micks's assessment of

their contact.

"He tagged me pretty good and it was enough to make me lift off the throttle a little," Dilley said. "I was a little tight there at the end, but it's every man for himself at that point, I guess."

D.J. Kennington spent the entire race in the top five and finished third. Don Thomson, Jr. and Peter Gibbons finished fourth and fifth, respectively.

The finish:

Kerry Micks, Mark Dilley, D.J. Kennington, Don Thomson, Jr., Peter Gibbons, John Gaunt, Andrew Ranger, Jim Lapcevich, Jason Hathaway, Dave Whitlock, Derek Lynch, Ron Beauchamp, Jr., J.R. Fitzpatrick, Brad Graham, Joey McColm, Jason White, Doug Brown, Alex Tagliani, Anthony Simone, Kent Nuhn, Scott Steckly.

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## RACE REWIND

Race 23 of 35: Toyota Tundra 200, Saturday, Aug. 9  
Nashville Superspeedway, Lebanon, Tenn.

### FINAL RESULTS

FIRST	SECOND	THIRD
		
<b>Johnny Benson</b>	<b>Erik Darnell</b>	<b>Todd Bodine</b>

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	16	23	Johnny Benson	Toyota Certified Vehicles Toyota	150	\$57,200	Running
2	10	99	Erik Darnell	Northern Tool + Equipment Ford	150	33,875	Running
3	1	30	Todd Bodine	Lumber Liquidators Toyota	150	28,845	Running
4	7	2	Jack Sprague	Camping World Chevrolet	150	14,010	Running
5	12	33	Ron Hornaday, Jr.	VFW Chevrolet	150	14,110	Running
6	4	6	Colin Braun	Con-way Freight Ford	150	12,835	Running
7	2	4	Stacy Compton	BobFrensley.com Chrysler Dodge	150	10,935	Running
8	13	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	150	10,585	Running
9	17	11	David Starr	Red Horse Racing Toyota	150	10,485	Running
10	20	8	Chad McCumbee	Malcolmson Construction Chevrolet	150	13,685	Running
11	23	88	Matt Crafton	Menards/Ideal Door Chevrolet	150	10,360	Running
12	14	60	Terry Cook	Wylers.com Toyota	150	10,260	Running
13	21	15	David Stremme	Hyprene-Ergon Toyota	150	7,960	Running
14	25	16	Brian Scott	Albertsons Chevrolet	150	10,185	Running
15	11	17	Timothy Peters	Dickey's Barbeque Pit Dodge	150	9,210	Running
16	24	71	Donny Lia	Nationrides.com Chevrolet	150	10,010	Running
17	3	5	Mike Skinner	Toyota Tundra Toyota	150	9,960	Running
18	8	18	Dennis Setzer	TAHOE Dodge	150	9,910	Running
19	15	7	T.J. Bell	Home 4 the Holidays Chevrolet	150	9,860	Running
20	34	9	Justin Marks	Construct Corps/crocs Toyota	150	10,510	Running
21	26	19	Robb Brent	Brad Keselowski Racing Chevrolet	150	7,235	Running
22	22	13	Shelby Howard	FarmPaint.com Chevrolet	150	8,160	Running
23	6	14	Rick Crawford	Circle Bar Truck Corral Ford	150	8,110	Running
24	27	10	Brendan Gaughan	Int'l MAXXFORCE Diesel Ford	150	7,060	Running
25	19	51	Shane Sieg	Miccosukee Resorts Toyota	149	7,035	Running
26	29	40	Jeff Green	Westerman Companies Chevrolet	147	6,985	Running
27	28	81	Willie Allen	Rascal Flatts Chevrolet	122	6,960	Accident
28	30	08	Jason White	GunBroker.com Dodge	73	6,935	Accident
29	9	21	Keven Wood	Air Force Ford	42	6,910	Accident
30	18	09	John Wes Townley	Zaxby's Ford	42	6,895	Accident
31	32	07	Brandon Knapp	ASI Limited Chevrolet	11	6,885	Electrical
32	31	0	Chris Jones	Un-sponsored Chevrolet	4	6,870	Fuel Pump
33	5	22	Michael Annett	Pilot Travel Centers/Brangos Toyota	4	6,845	Accident
34	33	57	Norm Benning	Benning Motorsports Chevrolet	1	6,820	Vibration

### RACE STATISTICS

Race time: 1 hour, 44 minutes, 3 seconds  
Average speed: 115.300 miles per hour  
Victory margin: .889 second  
Caution flags: Seven for 29 laps  
Lead changes: Five among 6 drivers

Lap leaders: Todd Bodine 1-74; Stacy Compton 75-114;  
Jack Sprague 115; Ron Hornaday, Jr. 116-118; Erik  
Darnell 119-147; Johnny Benson 148-150.

### TALK OF TIME TRIALS

Former NASCAR Craftsman Truck Series champ Todd Bodine notched his first pole of 2008 and the fourth of his career with a lap of 30.244 seconds (158.669 miles per hour) in the No. 30 Lumber Liquidators Toyota. Stacy Compton, behind the wheel of the No. 4 Dodge, shared the front row with Bodine.



RONDA GREER/NASCAR PHOTO

### STANDINGS

FIRST	SECOND	THIRD
		
<b>Johnny Benson</b>	<b>Ron Hornaday, Jr.</b>	<b>Matt Crafton</b>

### Top 10

1. Johnny Benson	2,261	6. Erik Darnell	2,021
2. Ron Hornaday, Jr.	2,216	7. Rick Crawford	2,010
3. Matt Crafton	2,170	8. Jack Sprague	1,952
4. Todd Bodine	2,042	8. Terry Cook	1,952
5. Mike Skinner	2,026	10. David Starr	1,887



RONDA GREER/NASCAR PHOTO

**THREEPEAT:** Johnny Benson (23) leads the field around Nashville Superspeedway in Lebanon, Tenn., Saturday night en route to his third-straight NASCAR Craftsman Truck Series score.

# JB Nashville Superstar

LEBANON, Tenn. — Johnny Benson won his third-straight NASCAR Craftsman Truck Series race Saturday, passing Erik Darnell for the lead with less than three laps remaining in the Toyota Tundra 200 at Nashville Superspeedway.

Benson's victory was his fourth in the past five races and 13th of his career. He has a 45-point lead over Ron Hornaday, Jr., who finished fifth. He became Nashville Superspeedway's first double winner, matching his 2006 victory. Benson is only the fourth driver to claim three consecutive victories, joining Mike Skinner, Greg Biffle and Todd Bodine.

The Bill Davis Racing Toyota driver spent most of the 150-lap race driving through traffic. He started 16th, drove up to fourth and fell back to 12th following his first pit stop. Benson was 13th prior to his second stop on lap 65. The team took time to make adjustments, and he restarted 25th.

Ten laps later, Benson gained valuable track position by taking fuel only when pitting with most of the field, jumping from 15th to seventh.

Benson was fourth for the final restart with 23 laps remaining, trailing Darnell, Hornaday and Bodine.

Bodine and Benson passed Hornaday in three laps and after a protracted side-by-side battle, Benson went past Bodine on the inside in turns one and two on the 1.33-mile track on lap 142. Within a lap, he was a truck length behind Darnell's Roush Fenway Racing Ford.

Benson, on the inside, and Darnell were virtually even starting the 148th lap and Benson swept into the lead in turn one. He won by .89 second.

"I didn't think it was possible with 10 laps to go, to tell you the truth," Benson said. "I knew Darnell was going to be tough. I had a really hard time passing the 30 (Bodine); he was running strong, too. Then, I saw

(Bodine) sliding around and I was able to get by him. I worked on Darnell and was able to get to victory lane."

Darnell had not taken any tires on his final pit stop on lap 115, and it jumped him from 12th to second behind Hornaday for the ensuing restart on lap 119. Benson had taken two tires on the same stop.

Darnell passed Hornaday almost immediately and led the next 29 laps. "We were out of tires at the end," Darnell said. "I was doing my best to keep Johnny (Benson) back there, and I held him off for a while. As soon as he cleared Bodine, he ran right up there. Once (Benson) got air on the nose, that was it. I held him off for a while, but he got under me and that was it."

Bodine's Germain Racing Toyota was third, and Jack Sprague was fourth in the Kevin Harvick, Inc. Chevrolet, followed by KHI teammate.

# Blewett Breaks Through At Stafford

STAFFORD SPRINGS, Conn. — Jimmy Blewett found himself in victory lane following a NASCAR Whelen Modified

NASCAR MODS Tour race for the second week in a row when he captured the New England Dodge Dealers 150 Friday night at Stafford Motor Speedway.

The win was the fourth of Blewett's career and his first at Stafford. He also won at Riverhead (N.Y.)

Raceway on Aug. 2. He is the first-back-to-back winner in 2008 and moved up to eighth in the season point standings.

Ed Flemke, Jr. finished second and was followed in the top five by Doug Coby, Matt Hirschman and Eric Beers. Kevin Goodale, Mike Stefanik, Danny Sammons and Carl and Charles Pasteryak also registered top-10 finishes.

Ryan Preece led a race-high 71 laps, but due to a penalty on the last lap of

the race for aggressive driving, wound up 18th. Although he finished 15th, Chuck Hossfeld maintained an 86 point lead over Ted Christopher in the season standings through eight races.

**The finish:**  
Jimmy Blewett, Ed Flemke, Jr., Doug Coby, Matt Hirschman, Eric Beers, Kevin Goodale, Mike Stefanik, Danny Sammons, Carl Pasteryak, Charles Pasteryak, Rick Fuller, Glenn Tyler, Billy Pauch, Jr., Richard Savary, Chuck Hossfeld, Todd Szegedy, Erick Rudolph, Ryan Preece, Joe Hartmann, Wade Cole, Ken Heagy, Jamie Tomaino, Bobby Grigas III, Glen Reen, Rowan Pennink, Ken Horton, Ronnie Silk, Ted Christopher, Eric Berndt, Anthony Sesely, Rob Summers.

# Is Disgraced Mosley Viable Answer For FIA's Future?

CHARLOTTE, N.C.

Let's be fair. FIA President Max Mosley won his lawsuit against Rupert Murdoch's

*News of The World*

tabloid in a London court recently for its story this past spring on Mosley's "out of school" sexual exploits.

So was Mosley vindicated by the decision? Legally, the answer under English law is yes. However, in the court of public opinion may be a less definitive answer.

Here, in the United States, the truth is an ultimate defense, and public figures face far greater public scrutiny than they do elsewhere in the world, especially in England. So, let's be clear about this, Mosley is a public figure, who, if he had sued on this side of the Atlantic, might well have faced a somewhat different outcome in terms of his attempts to claim money from *News of The World*. But, perhaps, we're looking at all of this from a much too outsider's viewpoint, for the FIA has among its scriptures, a caveat that one should not bring either the organization, or the sport "into disrepute."

Never mind the legalities. Most certainly Mosley, who didn't contest the facts of his S&M escapade (although he did deny, and the judge agreed with him, that there were not the alleged "Nazi overtones" involved as printed by the tabloid) did exactly that — bring the sport into disrepute by his actions.

Technically, Mosley has been vindicated, never mind that the roughly \$120,000 judgment he won seems rather small. (Even so, we need to keep in mind that Mosley still has other related lawsuits against Murdoch's publications that are still pending, and those could substantially add to his monetary compensation should they prove successful.) What all this boils down to is the fact that in the minds of many, including those whose checkbooks are involved, Mosley is what we would call "damaged goods." And that brings into question his ability to continue to govern the FIA.

Mosley has said that he will not stand for reelection to his post when his term ends a little more than a year from now. However, he is a proud man, and one has to wonder if, as the time approaches, he won't change his mind.

In the United States, we tend to take a two-sided view of morality, embracing it in public,

while sometimes choosing to ignore it in private. There are few of us who would want our own private lives exposed, so why should

Mosley be forced to suffer his private indignities in the glare of public scrutiny? Again, the answer seems clear: Because he is a public figure, and therefore needs to be held to a higher standard as a result. In short, one can't have power and not give up something for it.

Since Mosley has certainly demonstrated his grip on the FIA in a very public and often controversial fashion, it would appear more than appropriate for him to be judged by the same criteria he has judged others. If you live by "the sword," then you shouldn't be surprised when "the sword" is used against you.

Having said all that, there is the practical issue of whether or not the FIA, which represents the foundation of motorsport's international infrastructure, can continue to function in that role, perhaps even survive in its present form, without an autocratic leader such as Mosley.

There are many issues facing the industry of fundamental importance, such as new technologies for an energy-challenged world that must be confronted and resolved, resolutions beyond just those in Formula One and the sports-car universes that will need strong leadership.

Can Mosley be that leader? Can one look beyond what most perceive as his arrogance and autocratic way of governing? Can the FIA work without the qualities Mosley has brought to his position over the years? In short, does the FIA need what appears to be a dictator, or should true democracy and the chaos which often accompanies it be the path that the international governing body takes?

As has been said, "don't wish for something, lest it becomes a reality." Right now Mosley is a reality, and in light of the uncertainties of the future, he might well be the answer the FIA needs, regardless of what he does in his private life.

None of us are perfect, and we need to keep that in mind when judging others, particularly when their accomplishments can positively affect the institutions they oversee.

## RAMBLING ROAD



BILL OURSLER

HAZELWOOD, MO.

At a recent bench-racing session, the names of two pre-World War II racing veterans at Indy emerged with respect to their last meeting. The drivers in question are George Connor and George "Doc" MacKenzie.

MacKenzie was an extremely popular driver who came from a family of physicians in suburban Philadelphia. He wore a driver's uniform, which was not yet in vogue. Stitched over the buttoned breast pocket was "Doc." He sported a Van Dyke beard and with his handsome, debonair appearance, cut quite a figure.

His racing career took off within a short time after his arrival on the scene. By 1932, he was in action at the nation's top draw, the Pantheon of racing — the Indianapolis 500. He also drove sprint cars and won the 1935 Eastern AAA title in John Bagley's Cragar. It has been reported that he won 35 features along the way. At Indy that year, he finished 10th and in 1936 he finished third in Kelly Petillo's Gilmore Special.

On July 12, he was seriously injured in an accident at the Reading track. Consequently, he had weeks of sheet time. He returned to action Aug. 22, after a six-week layoff to compete in the AAA National 100-mile event at Springfield, Ill.

He broke the existing qualifying mark for a mile dirt track that had stood for years with a 38.67. Within a short time, Connor turned a lap at 38.15 to gain the pole with the Marks car. The pair was the only two drivers in the 38-second range, so perhaps the lay-off had not drastically affected the reigning champion's skill and stamina.

Connor bested MacKenzie (second), Mauri Rose (third), "Wild" Bill Cummings and Wilbur Shaw in their 10-mile heat. Connor led the 100 miler until a mechanical woe put his car on the sidelines. MacKenzie secured the lead on lap 25 and was buzzing along until eventual-winner Wilbur Shaw surged past on lap 62. Then on lap 70, MacKenzie stepped out of his ride as relief help was needed. Tony Willman climbed into the mount and finished second.

After an overnight drive to Milwaukee, it was time for the AAA stars to compete in a full afternoon of sprint-car activities at The Milwaukee Mile. MacKenzie lost his heat to Connor, yet he started up front in the feature. As

the leaders prepared for the green flag, the flagman became distraught at the ragged alignment. He refused to display the green flag several times and he reportedly called for a brief stop to lecture the front rows. Polesitter Connor and

Billy Winn both commented that MacKenzie, in row two alongside Wild Bill, was trying to slide by them before the competition started.

When the starter finally displayed the green banner, Billy Winn saw an opening as Connor drifted a bit to the middle. Winn then started to move to the low side as the field approached turn one of the first lap. MacKenzie elected to follow

Winn only to make contact with Connor. MacKenzie's car then surged to the left, striking the wooden railing, overturning four times. In the process, MacKenzie was pitched from the car. He suffered head and lung injuries. Doctors pronounced MacKenzie dead an hour later.

A few chose to fault Connor as talk arose of an inquest with a possible charge of manslaughter being leveled. The legal procedure failed to hold after MacKenzie's close friend "Wild Bill" Cummings stated that Connor was in no way responsible for any transgression.

One observer at the time referred to MacKenzie's unflinching popularity due not only to his racing skills, but also his congenial personality and his solid rapport with his legion of fans. One source declared, "The champion never overrated himself. He did, however, overrate his physical condition — just once — and for that mistake he paid with his life."

While MacKenzie passed early in life, Connor continued racing for years. He closed out his career in 1952 with a last run at Indy, finishing eighth. His best finish had been a third in the Baby Blue Crown (1949), the same best finish achieved by Doc at the Speedway. In his late '80s, Connor, a life-long California resident, said he planned for one last trip to Indy. That would be for his interment near the Speedway next to his wife Neely (a resident of Speedway when they met decades earlier).

George passed in 2001 at the age of 94, the last surviving driver participant of the pre-WWII era. Thus closed a generation of colorful drivers. Many died racing while others would live to enjoy their years — having defied the deadly toll during their years in the profession.

## OLD TIMER'S PIT STOP



GEORGE PETERS

# Winding Wisconsin Road Leads To Superior Speedway, Veteran Late-Model Drivers

EAST LEROY, MICH.

Minnesota State Route 210 wound its way through thick woods and along a river about 100 feet below the road. Steep rock cliffs lined the other side of the snake-like highway. The landscape was quite different from the rolling farmland just a few miles to the south and west.

A sign on the outskirts of a small town near the state line warned against hunting inside the city limits. I wondered what was there to hunt and why there was a need for such a sign.

Just past the state line the road flattened and straightened. What was

## BETTER THAN THIS



PAUL FLETCHER

supposed to be a shortcut ended up taking longer than the interstate. But it was worth the drive. Two lanes are better than four, when you have the time.

The day's destination was now just

a few miles to the north.

Superior Speedway, located at a fair-ground like any good dirt track should be, lies just south of the town and lake it's named for. You can barely go any farther in Wisconsin.

I remembered the phone call I'd made just 10 days before. The man had told me about the racing at his track. Although I'd never seen it, I believed him because I'd heard it before from others.

On this night, a Wednesday, the WDRL series was in Superior for a \$5,000-to-win show. I checked in with track management and made an initial swing through the pit area.

Upon that first walk-through, two of the first cars that drew my attention were the white No. 10 of Pete Parker and the blue No. 1 of Tom Nesbitt. For a long-time dirt late-model fan like myself who doesn't make regular trips to the upper Midwest, that was a pretty cool deal to see them both in attendance.

Parker, from Kaukauna, Wis., and Nesbitt, from across the Canadian line in Thunder Bay, Ontario, might not be household names anymore in late-model circles. Or maybe they never were, at least outside of their region, I don't know. It doesn't matter, either.

Their combined age is 127. Between

them, they have 86 years of driving experience. Best estimates have their win total at about 1,000 or more.

They are legends who helped build the sport.

Both drivers still race a fairly aggressive schedule but have minimized their traveling over the past several years. I had never met either driver and knew I should take the opportunity to do so.

Nesbitt, slightly cantankerous as I'd heard he could be, said this year of driving, his 50th, will be his last.

"I bet you've said that before," I said.

"This is it," he replied. "I'm tired of working all the damn time."



A weekly report of action from across America



**MIDWEST**

- Indiana
- Illinois
- Kentucky
- Michigan
- Minnesota
- Missouri
- Ohio
- Wisconsin

**Shawano Speedway**

- Shawano, Wis. Aug. 9, 2008  
**Late Model**  
 1. Ron Berna  
 2. Doug Blashe  
 3. Ryan Huetti  
**Modified**  
 1. Mike Welderstadt  
 2. Jared Siefert  
 3. Brad Rohloff  
**Stock Car**  
 1. Ron Snellenberger  
 2. Dan Michonski  
 3. Darren Otto  
**Crate Late Model**  
 1. Craig Bartz  
 2. Aaron Wickersheim  
 3. Jeff Wickersheim  
**Sport Mod**  
 1. Marcus Varie  
 2. Tim Jorgenson  
 3. Chad Guyette

**I-94 Raceway**

- Sauk Centre, Minn. Aug. 9, 2008  
**Super Late Model**  
 1. Rich Snyder  
 2. Nick Panitzke  
 3. Jon Olson  
**Modified**  
 1. Joey Johnson  
 2. Tony Robertson  
 3. Shawn Koranda  
**Legends**  
 1. Tyler Sjoman  
 2. Joe Kostreba  
 3. Rob Thurston  
**Thunder Car**  
 1. Dustin Karl  
 2. Doug Olmscheid  
 3. Adam Fuchs  
**Pro-4 Truck**  
 1. Anneke Jenkins  
 2. Matt Peterson  
 3. Kurt Peterson  
**4-Tracker**  
 1. Josh Christy  
 2. Andy Heying  
 3. C.J. Karl  
**Just 4 Fun**  
 1. Tom Gjerstad  
 2. Michael Lofquist  
 3. Aaron Mills

**Corbin Speedway**

- Corbin, Ky. Aug. 9, 2008  
**Late Model**  
 1. Mike Bargo  
 2. Russell Smith  
 3. Tim Howard  
**Sportsman / Supertruck**  
 1. Cliff Partin  
 2. David Walters  
 3. Eddie Barton  
**Pure Street**  
 1. Ed Murray  
 2. Kyle Parker  
 3. Robbie Harrison

**Chevette**

1. Jesse Brogan  
 2. Anthony Wagers  
 3. Doug Miracle  
**Slammer**  
 1. Chris Widner  
 2. Ron Troxell  
 3. Keith Lovett  
**Mini Slammer**  
 1. Clifford Wagers  
 2. Travis Travillian  
 3. Adam Gregory  
**Vintage**  
 1. T.J. Isaacs  
 2. Brian Voiles  
 3. Jeffrey Farmer

**Wilmot Speedway**

- Wilmot, Wis. Aug. 9, 2008  
**410 Sprint**  
 1. Todd Daun  
 2. Tommy Sexton  
 3. Rick Kelsey  
**Modified**  
 1. Scott Kuxhouse  
 2. Mike Sullivan  
 3. Jimmy Morrison  
**Street Stock**  
 1. Tom Holman  
 2. Steve Podratz  
 3. Jim Vandervere  
**Fearless 4**  
 1. Scott Redden  
 2. Ryan Andrews  
 3. Shawn Kasten  
**Street Stock Powder Puff**  
 1. Joanie Wampole  
 2. Terry Simons  
 3. Stephanie Warner

**I-96 Speedway**

- Lake Odessa, Mich. Aug. 9, 2008  
**Modified**  
 1. Mark Anderson  
 2. Shannon Fisk  
 3. Johnny DeYoung  
**Hobby Stock**  
 1. Dan Hekkema  
 2. Ronald Wiers  
 3. Lee Price  
**Road Beater**  
 1. Kyle Shattuck  
 2. John Primm  
 3. Randy Kretzinger  
**Mini Sprint**  
 1. Jason Hollbaugh  
 2. Steve Shelleberger  
 3. Curtis Edney

**Mount Lawn Speedway**

- New Castle, Ind. Aug. 9, 2008  
**Late Model**  
 1. Kevin Claborn  
 2. Terry Cater  
 3. Jeff Marcum  
**Thunder Car**  
 1. Kevin Claborn  
 2. Bill Clark  
 3. Frankie Oates  
**Hornet**  
 1. Nick Warner  
 2. Chris Jennings  
 3. Joyce Dyer

**Moler Raceway Park**

- Williamsburg, Ohio Aug. 8, 2008  
**Late Model**  
 1. John Whitney  
 2. Shawn Negangard  
 3. Bill Williams  
**Modified**  
 1. Brad Wieck  
 2. Ray Branscum  
 3. Doug Adkins  
**Pure Stock**  
 1. Derrick Davis  
 2. Tim Carpenter  
 3. Dave McCabe  
**Chevette**  
 1. Miles Tarvin

1. Garrett Abrams  
 2. Sonny Marlowe  
 3. Herb Johnson

**Toledo Speedway**

- Toledo, Ohio Aug. 8, 2008  
**Factory Stock**  
 1. Gary Cronewelt  
 2. Dennis Randall  
 3. Eric Huston  
**Late Model**  
 1. Harold Fair, Sr.  
 2. Harold Fair, Jr.  
 3. Ron Allen  
**Sportsman**  
 1. Howard Kelley, Jr.  
 2. Ron Allen  
 3. Jim Froling

**Limaland Motorsports Park**

- Lima, Ohio Aug. 8, 2008  
**Thunderstock**  
 1. Barney Craig  
 2. Tony Anderson  
 3. Kevin Gossard  
**Modified**  
 1. Terry Hull  
 2. Todd Sherman  
 3. Jon Henry  
**Sprint**  
 1. J.R. Stewart  
 2. Ron Blair  
 3. Mike Dussel

**Galesburg Speedway**

- Galesburg, Mich. Aug. 9, 2008  
**Late Model**  
 1. Rich Hardy  
 2. Jesse Van Avery  
 3. Jeff Vochaska  
**Sportsman**  
 1. Rich Mersereau  
 2. Jim Woodin  
 3. Bill Hartman  
**Mini Stock**  
 1. Justin Stephens  
 2. Megan Wood  
 3. Megan Ferns  
**Street Stock**  
 1. Jeff Griffin  
 2. Bob Methany  
 3. Kevin England

**Tri-City Speedway**

- Pontoon Beach, Ill. Aug. 8, 2008  
**Factory Stock**  
 1. Jon Ripperda  
 2. Rob Shaw  
 3. Jason Schmidt  
**Late Model**  
 1. Billy Faust  
 2. Randy Korte  
 3. Mark Oller  
**Modified**  
 1. Tommie Seets, Jr.  
 2. Bob Martintoni  
 3. Matt Mevert  
**Crate Late Model**  
 1. Bobby Dauderman  
 2. Daniel Heck  
 3. Rylan Dagg  
**Street Stock**  
 1. Danny Ems  
 2. Josh Jackson  
 3. Richie Gabriel

**Madison Int'l Speedway**

- Oregon, Wis. Aug. 8, 2008  
**Limited Late Model**  
 1. Ross Kenseth  
 2. Bobby Wilberg  
 3. Michael Bilderback  
**Super Late Model**  
 1. Nathan Haseleu  
 2. Bobby Wilberg  
 3. Steve Rubeck  
**Sportsman**  
 1. Jay Kalbus  
 2. Mike Heelein  
 3. Steve Dickson  
**Bandit**  
 1. Chester Ace  
 2. Kyle Padfield  
 3. Cory Skolaski  
**Super Truck**  
 1. John Wood  
 2. Gary Cerny  
 3. Tom Roney

**141 Speedway**

- Francis Creek, Wis. Aug. 9, 2008  
**Sportsman**  
 1. Brett Piontek  
 2. Crystal Wood  
 3. Daryl Gerke  
**Super Stock**  
 1. Tim Conrad  
 2. Lee Kielpikowski  
 3. Dave Gauger, Jr.



RICK SHERER PHOTO

**POWER TO POWER:** Steve Rando (19r) drives his 305 sprint car under John Ivy en route to his victory in the 360 vs. 305 Sprint Challenge Saturday at Fremont (Ohio) Speedway.

**IMCA Hobby Stock**

1. Frank Paul  
 2. Ryan Manthel  
 3. Dave DeGrave  
**Mini Stock**  
 1. Kurt Naidl  
 2. Eric Turner  
 3. Paul Ray  
**Hobby Stock**  
 1. Jared Anderson  
 2. Mike Wilde  
 3. Jesse Sheffer  
**Sport 4**  
 1. Jeremy Hebel  
 2. Aaron Dalton  
 3. Dave Gauger  
**Semi**  
 1. Scott Huven  
 2. Parker May

**Sharon Speedway**

- Hartford, Ohio Aug. 9, 2008  
**Modified**  
 1. Rob Kristyak  
 2. Dean Pearson  
 3. Delmont Rougeux, Jr.  
**Pure Stock**  
 1. Alan Dellinger  
 2. Russ Byler  
 3. Mike Aley  
**E-Mod**  
 1. Alan Dellinger  
 2. Russ Dunn  
 3. Claude Clay

**LaCrosse Fairgrounds Speedway**

- West Salem, Wis. Aug. 9, 2008  
**Late Model**  
 1. Brent Kirchner  
 2. J. Herbst  
 3. Ty Reedy  
**Sportsman**  
 1. Larry Bolster, Jr.  
 2. Matt Inglett  
 3. Jake Ameson  
**Thunderstox**  
 1. Steve Owen  
 2. Adam Moore  
 3. Jason Stark  
**Skidder**  
 1. Mark Bornitz  
 2. Nick Swenson  
 3. Jamie Dummer

**Macon Speedway**

- Macon, Ill. Aug. 9, 2008  
**Hornet**  
 1. Jeff Dodd  
 2. Fred Reed  
 3. Bruce Duglar  
**Street Stock**  
 1. Steve Ewing  
 2. Troy Dodson  
 3. Al Crawley  
**Sportsman**  
 1. Jeff Graham  
 2. Alan Crowder  
 3. Bryan Diulio  
**Open Wheel Mod**

1. Aaron Burcham  
 2. Jim Leka  
 3. David Crawley, Jr.  
**Late Model**  
 1. Kyle Logue  
 2. Kerby Damery  
 3. Mike Hammerle

**Dells Raceway Park**

- Dells, Wis. Aug. 9, 2008  
**Super Late Model**  
 1. Steve Holzhausen  
 2. Dan Lensing  
 3. Jeffrey Kendall  
**Limited Late Model**  
 1. Cardell Potter  
 2. Steve Lichtfeld  
 3. Wesley Coon  
**Super Stock**  
 1. Brad Luck  
 2. Kevin Gilding  
 3. Daron Fish  
**Bandit**  
 1. Jody Schmidt  
 2. Brian Warner  
 3. Walter Boehm

**Anderson Speedway**

- Anderson, Ind. Aug. 8, 2008  
**Midget**  
 1. Jeff Wimmenauer  
 2. Drew Charlson  
 3. Caleb Armstrong  
**Thundercar**  
 1. Travis Burge  
 2. Alice Riall  
 3. Lonnie Burton  
**Front Wheel Drive Amateur**  
 1. Kevin Harmon  
 2. Jeff Saxon  
 3. Jared Keller  
**Figure 8**  
 1. Nick Warner  
 2. Andy Keller  
 3. Travis Burge

**Tomahawk Speedway**

- Tomahawk, Wis. Aug. 8, 2008  
**Midwest Modified**  
 1. Jimmy Bartlett, Sr.  
 2. Bruce Belland  
 3. Duane Dunbar  
**Street Stock**  
 1. Roger Walker  
 2. Jeff Hoogland  
 3. C.J. Hedges  
**Pure Stock**  
 1. Lee Schuppler  
 2. Terry Selmer  
 3. Jay Wilberding  
**Bandit**  
 1. Gundard Hoogland  
 2. Jayme July  
 3. Ryan Schuppler

**Rockford Speedway**

- Rockford, Ill. Aug. 7, 2008

**Allison Legacy**

1. John Beinlich  
 2. Dwight Dunlap  
 3. Smoke Johnson  
**Bandolero**  
 1. Kyle Vergata  
 2. Kelsi Dunlap  
 3. Ben Carnes  
**Legends**  
 1. Cullen Comastra  
 2. Matt Booker  
 3. Michael Cooter  
**Roadrunner**  
 1. Tom Flippo, Jr.  
 2. Richard Nielsen  
 3. Charlie Frisch  
**Hornet**  
 1. Randy Reynolds  
 2. Bryan Ellis  
 3. Roger Schultz  
**Figure 8**  
 1. Tom Schneider  
 2. Chris Gantz  
 3. Dennis Smith, Jr.  
**Winged Women**  
 1. Robin Ulrey  
 2. Olivia Chance  
 3. Felicia Morgan  
**Faster Pastor**  
 1. Jake Aldrick  
 2. Steve Klomp  
 3. Dustin Lenz

**Berlin Raceway**

- Marne, Mich. Aug. 10, 2008  
**Late Model**  
 1. Tom Thomas  
 2. Ross Meeusen  
 3. Terry Van Haltsma  
**Truck Pro Stock**  
 1. Ryan Meldrum  
 2. Scott Root  
 3. Ken Smith  
**Pro Super Stock**  
 1. Brian Wiersma  
 2. Josh Slade  
 3. Dave Lake

**Skyline Speedway**

- Stewart, Ohio Aug. 10, 2008  
**410 Sprint**  
 1. Cole Duncan  
 2. Dave Dickson  
 3. Keith Baxter  
**Late Model**  
 1. Chris Barnes  
 2. Audie Swartz  
 3. Larry Bond  
**Modified**  
 1. Chris Stotts  
 2. Jeremy Berwanger  
 3. Louie Krushansky  
**Pure Stock**  
 1. Matt Holcomb  
 2. Jeremy Blake  
 3. Anthony Maynard  
**4-Cylinder**  
 1. Tom Adkins  
 2. Tim Christopher  
 3. Grumpy Adkins  
**Mini Wedge**  
 1. Ron Pickens  
 2. Kyle Bond  
 3. Zach Fox

**Indianapolis Speedrome**

- Indianapolis, Ind. Aug. 9, 2008  
**Late Model**  
 1. R.J. Norton  
 2. Eddie VanMeter  
 3. Doug Greig  
**Late Model Figure 8**  
 1. R.J. Norton  
 2. Jack Dossey, Jr.  
 3. Eddie VanMeter  
**Stock**  
 1. E.J. Neat  
 2. Kenny McDonough  
 3. Larry Hahn  
**Roadrunner**  
 1. Justin Dibbern  
 2. Rex Cox II  
 3. Ron Cabtree, Jr.  
**Hornet**  
 1. Chad Sizemore  
 2. Jess Holliday  
 3. Jon Elkins, Jr.

**Indianapolis Speedrome**

- Indianapolis, Ind. Aug. 8, 2008  
**Legends**  
 1. Adam Roberts  
 2. James Edsall, III  
 3. Chris Weddle  
**Bandolero**  
 1. Kyle Donahue  
 2. Angela Donahue  
 3. Kevin Donahue  
**Hornet**  
 1. Jon Elkins, Jr.  
 2. Jess Holiday  
 3. Chad Sizemore  
**Faskart**  
 1. J.D. Blankenship  
 2. Ron Taylor  
 3. Jon Wilson  
**Junior Faskart**  
 1. Mason Keller  
 2. Nick Keller  
 3. Billy Van Meter

**Indianapolis Speedrome**

- Indianapolis, Ind. Aug. 7, 2008  
**Late Model**  
 1. Jack Dossey, Jr.  
 2. Casey White  
 3. Rodney Sizemore  
**Stock**  
 1. Bob Higgins  
 2. Nick Moore  
 3. Greg Snow  
**Roadrunner**  
 1. Rex Cox II  
 2. Justin Barnes  
 3. Shane Brothers  
**Hornet**  
 1. Jon Elkins, Jr.  
 2. Chad Sizemore  
 3. Jess Holliday

**Superior Speedway**

- Superior, Wis. Aug. 8, 2008

**Late Model**

1. Steve Laurson  
 2. Don Copp  
 3. Pat Doar  
**Modified**  
 1. Duane Dale  
 2. Kelly Estey  
 3. Rich Loftus  
**Super Stock**  
 1. Joe Oliver  
 2. Mike Bellefeuille  
 3. Dale Gangl  
**Midwest Modified**  
 1. Kevin Monteith  
 2. Steve Stuart  
 3. Greg Chelsey  
**Vintage Stock Car**  
 1. Keith Lepinski  
 2. Butch Bethke  
 3. Dennis Olson

**Calumet County Speedway**

- Chilton, Wis. Aug. 8, 2008  
**Grand National**  
 1. Aaron Thurwatcher  
 2. Joel Beyer  
 3. Terry Van Roy  
**Street Stock**  
 1. Harley Simon  
 2. Jerry Winkler  
 3. Joe Wittmann  
**Challenger**  
 1. Steve Ruh  
 2. Brad Ruh  
 3. Travis Hansen  
**CCRA 4**  
 1. Josh Torrisson  
 2. Tom Schneider  
 3. Tim Draheim

**Malden Speedway**

- Malden, Mo. Aug. 8, 2008  
**Super Late Model**  
 1. Jessie Stovall  
 2. Jon Kirby  
 3. Joey Mack  
**Modified**  
 1. Robert Powers  
 2. Robbie Arnold  
 3. Troy Arnold  
**E-Mod**  
 1. Adam Hemby  
 2. Todd Gibbs  
 3. Justin McBroom  
**Hobby Stock**  
 1. Kyle Berry, Sr.  
 2. Claudie Cook  
 3. Chris Kelley  
**Pure Street**  
 1. Jimmy Cornell  
 2. Justin Barnes  
 3. Greg Casey  
**Mini Stock**  
 1. Tony Littrell  
 2. Michael McCain  
 3. Dustin Casselberry

**Paducah Int'l Raceway**

- Paducah, Ky. Aug. 8, 2008

**REGIONAL NOTES**

**Blane Heimbach** tied **Chad Layton** as the leader in career 358 sprint-car victories at Selinsgrove (Pa.) Speedway Aug. 2, notching his 25th-career victory at the track, which was also his fourth of the season. . . Sprint-car driver **Danny Smith** won for the 15th time this season Aug. 1, including nine victories at Skyline Speedway in Stewart, Ohio. . . On Aug. 2, **Gary Lewis** became the first back-to-back winner of the Idaho 200 at State Line Speedway since John Gamble accomplished the feat in 2001-02. . . **Keith Lilley** won the final race at USA Int'l Speedway Aug. 2, taking the Advance Auto Parts Truck 50. The Lakeland, Fla., speedway was sold and is due to be demolished. . . Modified driver **Tim Brown**, a regular at North Carolina's Bowman Gray Stadium, and his crew are mourning the loss of crew member **Jerry Boger**, who died of pancreatic cancer shortly after Brown's July 19 victory. Brown went back to victory lane Aug. 1, dedicating the victory and the pole award to Boger. . . After 16 runner-up finishes at Chemung (N.Y.) Speedrome over the past two years, **John Wilber** finally notched his first modified victory Aug. 2. . . The current operators of Marysville (Calif.) Raceway Park, **Paul** and **Kathy Hawes**, paid tribute Aug. 2 to former MRP promoter **Cy Francis**, who was the track's first promoter beginning in 1968, with the Cy Francis Memorial Race and a special ceremony during intermission. . . **Hot Rod Snellenberger** ran his winning streak to four-straight races Aug. 2 and has now won six stock-car features on the season at Shawano (Wis.) Speedway. . . **Lou Wannyn** finished third on the track during the hobby-stock special at Hesson (Pa.) Speedway Aug. 2, but was declared the winner after the two cars ahead of him were both disqualified after post-race inspections. . . **Kevin Claborn** was the winner in both the late-model and thunder-car features Aug. 2 at Mt. Lawn (Ind.) Speedway. . . Rookie late-model driver **Shawn Mahder** earned his first-career victory in the division Aug. 2 at Rice Lake (Wis.) Speedway, outrunning his father, **Duane**, by six car-lengths to do it. . . **Keith Frantsen**, **Jerry Frantsen** and **Joe Wieskus** were among five inducted into the Jackson (Minn.) Speedway Hall of Fame Aug. 2. **Jim Miller** and **Ivan Tokle** were inducted posthumously.

**Late Model**

1. John Tindal
2. Kevin Cole
3. Jeff Walston

**Crate Late Model**

1. Tanner English
2. Troy English
3. Matt Liner

**Modified**

1. Randle Sweeney
2. Justin Houston
3. Rod Reed

**Street Stock**

1. Paul Howard
2. Mike Watson
3. Jason Wallace

**Warrior**

1. Matt Hartman
2. Keaton Downing
3. Josh Hartman

**Vintage**

1. Tim Cunningham
2. Bryan Rupe
3. Mark Moore

**Grundy County Speedway**

Morris, Ill.  
Aug. 8, 2008

**Late Model**

1. Brett Sontag
2. Tom Smith
3. Billy Knippenberg

**Sportsman**

1. Jeremy Bloomberg
2. Jake Finney
3. Stacy Kelley

**Street Stock**

1. Billy Rud
2. Karl Kwaz
3. Brandon Clubb

**4-Cylinder**

1. Mark Sontag, Jr.
2. Dominick Serena
3. Eric Boudreau

**Grundy County Speedway**

Morris, Ill.  
Aug. 9, 2008

**Midget**

1. Nick Grommes
2. Branden Allen
3. Brad Greenup

**Luxemburg Speedway**

Luxemburg, Wis.  
Aug. 8, 2008

**Modified**

1. Benji LaCrosse
2. R.M. Van Pay
3. Brian Mullen

**Stock Car**

1. Troy Muench
2. Pat Davister
3. Shawn Havel

**Sport Mod**

1. Johnny Whitman
2. Troy Jerovetz
3. Tim Jorgensen

**Hobby Stock**

1. Tom Brumlic
2. Chad Kaminski
3. Dave DeGrave

**Legend**

1. Kevin Brill
2. Brian Peterson
3. Greg Hartlaub

**Kil-Kare Speedway**

Xenia, Ohio  
Aug. 8, 2008

**Late Model**

1. Scott Drake
2. Tim Allensworth
3. Bobby Justus

**Modified**

1. Chad Poole
2. Bill Burba
3. Tyler Nuckles

**Sport Stock**

1. Tom Williams
2. Keith Bales
3. Mike South, Jr.

**Compact**

1. Bo Hoelscher
2. Chris Boggs
3. Rob Sagars

**Wisconsin Int'l Raceway**

Kaukauna, Wis.  
Aug. 7, 2008

**Late Model**

1. Jeff VanOudenhaven
2. Tim Rothe
3. Limited Late Model

**Limited Late Model**

1. Jim Duchow
2. Kris Kelly
3. Jessie Van Roy

**Super Stock**

1. Dylan Wenzel
2. Greg Hauser
3. Dave Gauger, Jr.

**Sport Truck**

1. Brandon Klucksdorf
2. Jeff VanHandel
3. Ron Magdanz

**Sizzling 4**

1. Tanner English
2. Tim Richter
3. Derek Schmitt

**Figure 8**

1. Terry Van Roy

**Thunderhill Raceway**

Sturgeon Bay, Wis.  
Aug. 6, 2008

**Modified**

1. Julie McDermid
2. Brian Mullen
3. Billy LeMieux

**Stock Car**

1. Jamie Suchocki
2. Charlie Kroll
3. Rod Snellenberger

**Hobby Stock**

1. Jarred VanLaanen
2. Derek Moede
3. Dave DeGrave

**Sport Mod**

1. Tim Jorgenson
2. Travis Cain
3. Charlie Kroll

**4-Cylinder**

1. Tyler DeBauche
2. Kasey Gross
3. Tony Everard

**Illiana Speedway**

Schererville, Ind.  
Aug. 6, 2008

**Midget**

1. Zach Schiff
2. Mario Clouser
3. Travis Young

**Illiana Speedway**

Schererville, Ind.  
Aug. 7, 2008

**Midget**

1. Jeff Wimmenauer
2. Drew Charlson
3. Mike Terry, Jr.

**Midwest Ford Focus**

1. Kyle Hamilton
2. Steven Matthews
3. Andy Nock

**Midway Speedway**

Crooksville, Ohio  
Aug. 9, 2008

**Late Model**

1. Andy Bond
2. D.J. Cline
3. Corey Conley

**Modified**

1. Jeremy Berwanger
2. Robin Dustin
3. Ryan Mayle

**Pure Stock**

1. Josh Farmer
2. Naaman Heiss
3. Dave DeGrave

**4-Cylinder**

1. Brian Hall
2. Jamie Harvey
3. Daniel Manring

**Columbus Motor Speedway**

Columbus, Ohio  
Aug. 9, 2008

**Late Model**

1. Donnie Hill
2. Donald Parsons
3. Chad Pendleton

**Modified**

1. Eddie Vallette
2. Buddy Townsend
3. Mike Rush

**Sport Stock**

1. Beau Davis
2. Phil Gussler, Jr.
3. George Lindsay

**Crazy Compact**

1. Brian Whetnall
2. Tom Runkle
3. Rob Smith

**Legends**

1. Tyler Nuckles
2. Adam Roberts
3. Travis Braden

**Langlade County Speedway**

Antigo, Wis.  
Aug. 8, 2008

**Street Stock**

1. Gary Kasperok
2. Mark Schuenemann

**Stock Car**

1. Rod Snellenberger
2. Larry Karcz, Jr.
3. Dan Michonski

**Truck**

1. Robin Procknow
2. J.P. Remington
3. Jeff Becker

**Modified**

1. Scott Williams
2. Charlie Wild
3. David Diemel

**Late Model**

1. A.J. Diemel
2. Pete Parker
3. Doug Blashe

**Sport Mod**

1. Marcus Varie
2. Dave Stoffer
3. Clint Forstner

**Gas City I-69 Speedway**

Gas City, Ind.  
Aug. 9, 2008

**Sprint Car**

1. Brett Burdette
2. Sammy Imel
3. Hunter Shuereberg

**Feature No. 2**

1. Brett Burdette
2. Shane Hollingsworth
3. Mark Clark

**Modified**

1. Bub Patrick
2. Bill Lewis
3. Doug St. Myers

**Thunder Car**

1. Corey Johnson
2. Mark Keith
3. Mike Fredrick

**Feature No. 2**

1. Mike Pace
2. Corey Johnson
3. Tony Bowman

**Street Stock**

1. James Headley
2. Bruce McGill
3. David Hurst

**Kokomo Speedway**

Kokomo, Ind.  
Aug. 10, 2008

**Thunder Car**

1. Tony Bowman
2. Jason Larrison
3. Chris Clark

**Street Stock**

1. Jimmy Nutter
2. Dave Hurst
3. Ryan Hines

**Sprint**

1. Dave Darland
2. Scotty Weir
3. Cole Whitt

**Rockford Speedway**

Loves Park, Ill.  
Aug. 9, 2008

**Sportsman**

1. Jake Cholke
2. Don Exline
3. Fred Nason

**Late Model**

1. Tim Sargent
2. Jon Reynolds
3. Matt Berger

**Road Runner**

1. Gene Marocco
2. Robert Roush
3. Dana Czach

**Super Cup Junior**

1. Camden Murphy
2. Kyle Brinkman
3. Jacob Zeller

**Super Cup Pro**

1. Jeff Myers
2. Erik Gehrke
3. Davey Pennell

**Eagle Valley Speedway**

Jim Falls, Wis.  
Aug. 9, 2008

**Modified**

1. Kevin Adams
2. Rich Loftus
3. Kent Baxter

**Super Stock**

1. Rick Hallquist
2. Steve Thomas
3. Mike Keller

**Midwest Modified**

1. Shane Halopka
2. Mark Gerth
3. Mark Thomas

**Street Stock**

1. Jay Kesan
2. Tommy Richards
3. Clark Swartz

**Pure Stock**

1. Danny Richards
2. Zach Manley

**Stock Car**

1. Rod Snellenberger
2. Larry Karcz, Jr.
3. Dan Michonski

**Truck**

1. Robin Procknow
2. J.P. Remington
3. Jeff Becker

**Modified**

1. Scott Williams
2. Charlie Wild
3. David Diemel

**Late Model**

1. A.J. Diemel
2. Pete Parker
3. Doug Blashe

**Sport Mod**

1. Marcus Varie
2. Dave Stoffer
3. Clint Forstner

**Gas City I-69 Speedway**

Gas City, Ind.  
Aug. 9, 2008

**Sprint Car**

1. Brett Burdette
2. Sammy Imel
3. Hunter Shuereberg

**Feature No. 2**

1. Brett Burdette
2. Shane Hollingsworth
3. Mark Clark

**Modified**

1. Bub Patrick
2. Bill Lewis
3. Doug St. Myers

**Thunder Car**

1. Corey Johnson
2. Mark Keith
3. Mike Fredrick

**Feature No. 2**

1. Mike Pace
2. Corey Johnson
3. Tony Bowman

**Street Stock**

1. James Headley
2. Bruce McGill
3. David Hurst

**Baer Field Speedway**

Ft. Wayne, Ind.  
Aug. 8, 2008

**Late Model**

1. Tommy Cook
2. Al Cook, Jr.
3. Kevin Todd

**Owosso Speedway**

Ovid, Mich.  
Aug. 9, 2008

**Late Model**

1. Ed Doutre, Jr.
2. Russ Cords
3. Chris Clark

**Pure Stock**

1. Lonnie Saumier
2. Goat Adkins
3. Kevin Adkins

**Mini Stock**

1. Derek Lacey
2. Patrick McNamara
3. Dan Gokee

**Street Stock**

1. Leo Smith
2. Jordan Harvey
3. Mark Ragsdale

**Bloomington Speedway**

Bloomington, Ind.  
Aug. 10, 2008

**Sprint**

1. Tim Stanbrough
2. Dave Darland
3. Dickie Gaines

**Shady Bowl Speedway**

DeGraff, Ohio  
Aug. 9, 2008

**Super Late Model**

1. Josh Smith
2. Harold Fair, Jr.
3. Don Mahaffey

**Modified**

1. Herb Newman
2. Chris Parker
3. Josh Smith

**Compact**

1. Jerry Ellis, Jr.
2. Josh Sage
3. Justin Durlflinger

**Sport Stock**

1. Gregg Jackson
2. Mark Heath
3. Aaron Pippin

**Waynesfield Motorsports Park**

Waynesfield, Ohio  
Aug. 10, 2008

**Mini Sprint**

1. Sam Ashworth
2. Todd Keen
3. Gary Loney

**Sprint**

1. Corey Smith

**Stock Car**

1. Bob Anderson
2. Rocky Kempe
3. Brittany Olson

**Truck**

1. Mike Hicks
2. Gabe Twining
3. Jessica Nuss

**Truck Powder Puff**

2. JoJo Viverito  
3. Herb Neumann, Jr.  
**Mini Stock**  
1. George Neumann  
2. Clint Foley  
3. James Ellis  
**Street Stock**  
1. Tim Quick  
2. Tommy Smith  
3. Frank Stromquist  
**Pure Stock**  
1. Mike Hinde  
2. Richie Smith  
3. Rick Henick  
**V8 Thunder Stock**  
1. Michael Martin  
2. Austin Roberts  
3. Alexander Wilder

**Harris Speedway**

- Rutherfordton, N.C.  
Aug. 9, 2008  
**GM Performance**  
1. Travis Blackwell  
2. David Lindsay  
3. Joey Phillips  
**Limited**  
1. Chris Jackson  
2. Lamar Jordan  
3. Clyde Scott  
**Stock 8**  
1. David Ayers  
2. Josh Hoots  
3. Kenneth Bowers  
**Renegade**  
1. Lloyd Dean Burgess  
2. Josh Ayers  
3. Jason Jolley  
**Pure Stock**  
1. Josh Ayers  
2. Willie Fowler  
3. Kevin Hawkins  
**Super Stock 4**  
1. Greg Haynes  
2. Jamie Barbrey  
3. Brett Cooper  
**Street Stock 4**  
1. Clyde Scott  
2. Kyle Westmoreland  
3. Kyle Cooper  
**Young Gun**  
1. Ethan Gregory  
2. Matt Spencer  
3. Wendy Smith

**Atlanta Motor Speedway**

- Hampton, Ga.  
Aug. 7, 2008  
**Semi Pro**  
1. Austin Hill  
2. Scott Hensley  
3. Bryce Walker  
**Bandit**  
1. Mason Massey  
2. Kyle Benjamin  
3. Evan Bell  
**Young Gun**  
1. Dustyn Cunningham  
2. Chad Fincham  
3. Justin Thomas  
**Outlaw**  
1. Bret Hardin  
**Master**  
1. Jeff Haynie  
2. Skip Nichols  
3. Brad Shelnett  
**Charger**  
1. Donny St. Ours  
2. Josh Fulson  
3. Amber Colvin  
**Pro**  
1. Casey Roderick  
2. Kyle Lowery  
3. Billy Fulson  
**Roadster**  
1. Bubba Harry  
2. Skip Nichols  
3. Brian Weimer  
**Bandolero**  
1. Alex Coffey  
2. Brad Boswell  
3. Garrett Smithley  
**Legends**  
1. Chase Elliott  
2. Mark Younginger  
3. Amber Colvin



- Delaware  
Maryland  
New Jersey  
Pennsylvania  
Virginia  
West Virginia

**New Egypt Speedway**

- New Egypt, N.J.  
Aug. 9, 2008  
**Modified**  
1. Kenny Meisner  
2. Frank Cozze  
3. Mike Krachun  
**Sportsman**  
1. Willie Osman  
2. Rich Scagliotta  
3. Gary Butler  
**Super Stock**  
1. Billy Bauer  
2. Todd Cray  
3. Shawn McCaughey  
**Sprint**  
1. Mark Bitner  
2. John Romano, Jr.  
3. Ian Borden  
**Outlaw Stock**  
1. Vern McLaughlin  
2. Gay Klimeczak  
3. Dan Collamer

**Hesston Speedway**

- Hesston, Pa.  
Aug. 9, 2008  
**Limited Late Model**  
1. Rance Garlock  
2. Tim Smith, Jr.  
3. Brad Kling  
**305 Sprint**  
1. Mark Watkins  
2. Michael Heckman  
3. Aaron Haus  
**Street Stock**  
1. Dave Brown  
2. Khl Swanger  
3. Kris Edwards  
**Hobby Stock**  
1. Gary Morder  
2. Joe Dearthmitt  
3. Damion Miller

**Dog Hollow Speedway**

- Strongstown, Pa.  
Aug. 8, 2008  
**Late Model**  
1. Billy Eash  
2. Rick Strong  
3. Chris Farrell  
**Fastrak Late Model**  
1. Roger Laughlin  
2. Daniel Angelicchio  
3. Dave Padula  
**Street Stock**  
1. Jim Boyer  
2. Mike Laughard  
3. Denny Keener  
**Pure Stock**  
1. Tim Laughard  
2. Marshall Detwiler  
3. Sam McAdams  
**4-Cylinder**  
1. Joe Petyak  
2. Brennan McCracken  
3. Mark Maglett

**Hagerstown Speedway**

- Hagerstown, Md.  
Aug. 9, 2008  
**Late Model**  
1. Frankie Plessinger  
2. Andy Anderson  
3. Roy Deese, Jr.  
**Late Model Sportsman**  
1. Ashley Barrett  
2. Scott Palmer  
3. Kyle Lear  
**Pure Stock**  
1. Hans Stamberg  
2. Dean Holmes  
3. Danny Beavers

**Mountain Speedway**

- St. Johns, Pa.  
Aug. 9, 2008  
**Modified**  
1. Brian DeFebo  
2. Rusty Smith  
3. Kyle Ebersole  
**Late Model**  
1. Joe Hoffman  
2. Mike Sweeney  
3. Jim Lamoreaux  
**Street Stock**  
1. Todd Barbusch  
2. Brad Barbusch  
3. John Stonier  
**Thriller**  
1. Nick Ross  
2. Wayne Lowe  
3. Nick Shaw  
**Micro Stock**  
1. Tom Ervin  
2. Bill Kriegner  
3. John Kazmierski  
**Bandolero**  
1. Robert Vassilatos, Jr.  
2. Sandy Stull  
3. Tyler Truex

**Mercer Raceway Park**

- Mercer, Pa.  
Aug. 9, 2008  
**Sprint Car**  
1. Andy McKisson  
2. Mike Lutz  
3. Rod George  
**358 Modified**  
1. Lonny Riggs  
2. Gary Smoker  
3. Eric Gabany  
**Late Model**  
1. Bobby Powell  
2. Steve Hollabaugh  
3. Max Blair  
**Mod Lite**  
1. Bud Watson  
2. Lynn Knepper  
3. Levi Spinneweber  
**Mini Stock**  
1. Dillon Kinston  
2. Gay Klimeczak  
3. Dan McEwen

**PA Motor Speedway**

- Imperial, Pa.  
Aug. 9, 2008  
**Late Model**  
1. Brandon Burgoon  
2. Jared Miley  
3. John Flinger  
**Crate Late Model**  
1. Tommy Schirnhofner  
2. Mike Pegher, Jr.  
3. Russ Kolesar  
**E-Mod**  
1. J.E. Stalder  
2. Kyle Lukon  
3. Chuck Kennedy  
**Pure Stock**  
1. Nick Kocuba  
2. Jake Simmons  
3. Bill Robertson  
**Amateur Stock**  
1. Tony White  
2. J.J. O'Patchen  
3. Craig Koteles  
**Young Gun**  
1. Justin Pons  
2. Daniel White  
3. Courtney Atkinson

**Path Valley Speedway Park**

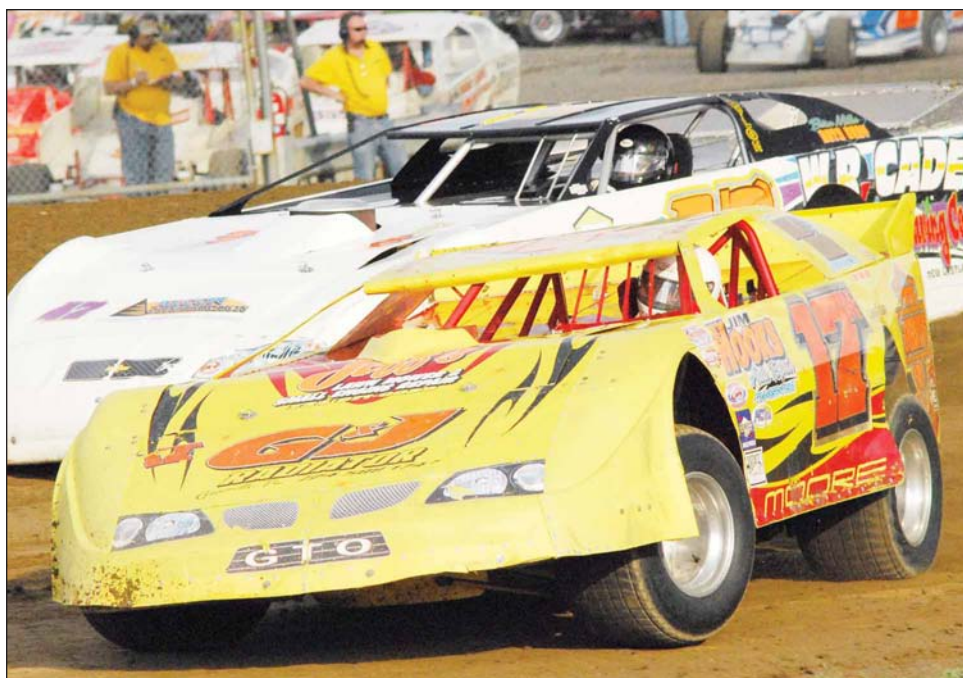
- Spring Run, Pa.  
Aug. 8, 2008  
**305 Sprint**  
1. Tyler Bear  
2. Kim Kennedy  
3. Craig Laudermilch  
**600 Sprint**  
1. Jimmy Brookens  
2. Marshall McIntyre  
3. Tim Glatfelter  
**Mini Stock**  
1. Gary Dehart  
2. Randy Wenger  
3. Chuck Johnson  
**Classic**  
1. Kurt Welsh  
2. Brian Diehl  
3. Roland Brown

**Virgina Motor Speedway**

- Jamaica, Va.  
Aug. 9, 2008  
**Late Model**  
1. Chris Madden  
2. Rick Eckert  
3. Jamie Lathroum  
**Modified**  
1. Matt Marshall  
2. Bret Hamilton  
3. John Ferguson  
**Sportsman**  
1. Tim Shelton  
2. Roger Jamerson  
3. Okey Synan, Jr.

**Eastside Speedway**

- Waynesboro, Va.  
Aug. 9, 2008  
**Late Model**  
1. Tom Ervin  
2. Greg Roberson  
3. Kristian Looney  
**Sportsman**  
1. Ricky Fox  
2. Daniel Brown, Jr.  
3. Mike Dudley  
**Mini Modified**  
1. Brad Conner  
2. Gary Stiteler, Jr.  
3. Ernie Alder



SCOTT WHIPPLE PHOTO

**A LITTLE RUSTY:** Rusty Moore (17m) goes inside as Rusty Cade slides high coming out of turn four Saturday at Mercer (Pa.) Raceway Park.

**Getter**

1. Eric Shifflett  
2. Eddie Moran  
3. E.J. Campbell  
**Street Stock**  
1. Dakota Riggelman  
2. Chad Click  
3. Charles Wyatt

**Winchester Speedway**

- Winchester, Va.  
Aug. 9, 2008  
**Semi-Late Model**  
1. Brian Buckler  
2. Sean Dawson  
3. Mark Jones  
**Late Model**  
1. Gerald Davis  
2. Tommy Arnel  
3. Walter Crouch  
**Pure Stock**  
1. Michael Carter  
2. Randy Carter  
3. Donnie Kenney  
**4-Cylinder**  
1. Delmas Moreland  
2. Roger Whitlock  
3. Chuck Johnson  
**Thunder Car**  
1. Will Walls  
2. Dylan Keim  
3. Mark Reece

**Trail-Way Speedway**

- Hanover, Pa.  
Aug. 8, 2008  
**358 Sprint Car**  
1. Jeff Rohrbaugh  
2. Brian Eichelberger  
3. Tim Wagaman II  
**Thunder Car**  
1. Will Walls  
2. Dylan Keim  
3. Mark Reece

**Bedford Speedway**

- Bedford, Pa.  
Aug. 8, 2008  
**Super Late Model**  
1. D.J. Myers  
2. Wayne Johnson  
3. Jeff Miller  
**Limited Late Model**  
Feature No. 1  
1. Derek Byler  
2. Rick Singleton  
3. Howie Bussard  
Feature No. 2  
1. Robbie Black  
2. Chris Singleton  
3. Mike Shoemaker  
**Street Stock**  
1. Jim Saylor  
2. Chris Chamberlain  
3. Donald Wyles  
**Hobby Stock**  
1. Bill Replogle  
2. Charlie Walter  
3. Chuck Weyant  
**Four Wheel Drive 4-Cylinder**  
1. Dave Lambert  
2. Jeff Treece  
3. Dwain Rhodes

**Williams Grove Speedway**

- Mechanicsburg, Pa.  
Aug. 8, 2008  
**410 Sprint Car**  
1. Rick Lafferty  
2. Glennon Forsythe  
3. Aaron Ott  
**Williams Grove Speedway**  
Mechanicsburg, Pa.  
Aug. 9, 2008  
**Super Sportsman**  
1. Eric Eckert  
2. LeRoy Martin  
3. Doug Hendricks  
**358 Late Model**  
1. D.J. Mease  
2. Travis Mease  
3. Dave Shulski  
**Street Stock**  
1. Kory Sites  
2. Doug Hoffman  
3. Gary Welsh  
**4-Cylinder**  
1. John Stroll, Jr.  
2. Dave Leidy  
3. Ronnie Buck

**Lernerville Speedway**

- Harver, Pa.  
Aug. 8, 2008  
**Sprint**

2. Rodney Cook  
3. Derek Kister  
**Street Stock**  
1. Brian Sutphin  
2. Tommy Adams, Jr.  
3. Kyle Dudley  
**U-Car**  
1. Patrick Janney  
2. Chad Burnopp  
3. Charles Seagraves  
**Mod4**  
1. Timmy Hogan  
2. Michael McGuire  
3. Terry Mitchell  
**Mini Cup**  
1. Donald McIntosh  
2. Tyler Baird  
3. Casey Willingham

**Trail-Way Speedway**

- Hanover, Pa.  
Aug. 8, 2008  
**358 Sprint Car**  
1. Jeff Rohrbaugh  
2. Brian Eichelberger  
3. Tim Wagaman II  
**Thunder Car**  
1. Will Walls  
2. Dylan Keim  
3. Mark Reece

**Williams Grove Speedway**

- Mechanicsburg, Pa.  
Aug. 8, 2008  
**410 Sprint Car**  
1. Rick Lafferty  
2. Glennon Forsythe  
3. Aaron Ott  
**Williams Grove Speedway**  
Mechanicsburg, Pa.  
Aug. 9, 2008  
**Super Sportsman**  
1. Eric Eckert  
2. LeRoy Martin  
3. Doug Hendricks  
**358 Late Model**  
1. D.J. Mease  
2. Travis Mease  
3. Dave Shulski  
**Street Stock**  
1. Kory Sites  
2. Doug Hoffman  
3. Gary Welsh  
**4-Cylinder**  
1. John Stroll, Jr.  
2. Dave Leidy  
3. Ronnie Buck

**Lernerville Speedway**

- Harver, Pa.  
Aug. 8, 2008  
**Sprint**

1. Rod George  
2. Scott Priestler  
3. Carl Bowser  
**Super Late Model**  
1. John Flinger  
2. John Mollick  
3. Jared Miley  
**Modified**  
1. Jeremiah Shingledecker  
2. Brian Swartzlander  
3. Tom Winkle  
**Street Stock**  
1. Bob Lipsinski  
2. Bob Egley  
3. Jason Fosnaught

**Penn Can Speedway**

- Susquehanna, Pa.  
Aug. 8, 2008  
**Modified**  
1. Brian Weaver  
2. Al Rudalavage  
3. Jeff Rudalavage  
**Sportsman**  
1. Jeff Cranbo  
2. Tim Howell  
3. Jamie Cortazar  
**Super Stock**  
1. Frank Payne  
2. Tom Herman  
3. Chris Strohl  
**Pure Stock**  
1. Butch Green  
2. Tom Garren  
3. Ryan Stone  
**4-Cylinder**  
1. John Hoover  
2. Gary Kinne  
3. Chris Taylor  
**Sprint Car**  
1. J.J. Grasso  
2. Scott Pursell  
3. Ed Alkin

**Grandview Speedway**

- Bechtelsville, Pa.  
Aug. 9, 2008  
**Late Model**  
1. Randy Stoudt  
2. Rick Todorow  
3. Chuck Schutz  
**Modified Stock Car**  
1. Jeff Strunk  
2. Ryan Godown  
3. Doug Manmiller

**Susquehanna Speedway Park**

- Newberrytown, Pa.  
Aug. 9, 2008  
**Late Model**  
Feature No. 1  
1. Justin Ehrhart  
2. John Moser, Jr.  
3. Denny Willey  
Feature No. 2  
1. Carl Billet  
2. Randy Christine, Jr.  
3. Jake Jones  
**Street Stock**  
1. Chad Smith  
2. Eric Walker  
3. Paul Morgan  
**Stock Car**  
1. Sam Rial

2. Ray Broderick  
3. Ron Vance  
**Mini Van**  
1. Daryl Sipe  
2. Brian Lefebvre  
3. Jeff Svendsen  
**Vintage Car**  
1. Bob Campbell  
2. Jeff Gamble  
3. Paul Bacchus

**Selinsgrove Speedway**

- Selinsgrove, Pa.  
Aug. 9, 2008  
**358 Sprint Car**  
1. Blaine Heimbach  
2. Pat Cannon  
3. Elvin Diller III  
**Pro Stock**  
1. Troy Miller  
2. Chad Davis  
3. Scott Landis  
**Late Model**  
1. Tony Adams  
2. Jeff Smith  
3. Jeff Rine  
**Roadrunner**  
1. Keith Bissinger  
2. Ricky Bender  
3. Jim Collier, Jr.

**PLAINS**



- Colorado  
Idaho  
Iowa  
Kansas  
Montana  
Nebraska  
North Dakota  
Oklahoma  
South Dakota  
Utah  
Wyoming

**Adams County Speedway**

- Coming, Iowa  
Aug. 9, 2008  
**Hobby Stock**  
1. Mike Hudson  
2. Jerod Weston  
3. Jeremy Ribbey  
**Street**  
1. Ron Ballinger  
2. Steve Churchill  
3. Mike Garner  
**Modified**  
1. Alison Quick

2. Jeff Wiggins  
3. Jared Stiens  
**Late Model**  
1. Karl Rittenbusch  
2. Leon Zeitner  
3. Chris Spieker

**Lincoln County Raceway**

- North Platte, Neb.  
Aug. 9, 2008  
**Modified**  
1. Charley Brown  
2. Don Hagan, Jr.  
3. Ronnie Wallace  
**Stock Car**  
1. Casey Werkmeister  
2. Brent Gibson  
3. Charley Brown  
**Hobby Stock**  
1. Kyle Bond  
2. Austin Davis  
3. Dan Morash  
**Mini Sprint**  
1. Austin Farley  
2. Anita Name  
3. Arden Myers

**Decatur County Speedway**

- Oberlin, Kan.  
Aug. 4, 2008  
**Modified**  
1. Butch Murray  
2. John Huffman  
3. Matt Brack  
**Stock Car**  
1. Justin Bussell  
2. Larry Pollmann  
3. Dan Lauer  
**Hobby Stock**  
1. Aaron Koch  
2. Austin Davis  
3. Kelly Karnopp  
**Classic Modified**  
1. Max Pollmann  
2. Loren Pollmann  
3. Adam Rodriguez  
**Mini Truck**  
1. Dalton Dolan  
2. Dale Heyen

**Lakeside Speedway**

- Kansas City, Kan.  
Aug. 8, 2008  
**Modified**  
1. Tim Karrick  
2. Larry Harvey, Jr.  
3. Chad Lyle  
**Grand National**  
1. Nic Bidingier  
2. Jimmy Winkler  
3. Steven Dibben  
**Factory Stock**  
1. Buz Kaster  
2. Joe Smith, Jr.  
3. Tyler Schmidt

**Davenport Speedway**

- Davenport, Iowa  
Aug. 8, 2008  
**Late Model**  
1. Ray Guss, Jr.

2. Matt Ryan  
3. Mike Murphy, Jr.  
**Pro Mod**  
1. Bob Dominacki  
2. Thad Wilson  
3. Tony VonDresky  
**Street Stock**  
1. Jeremy Marquette  
2. Rob Nylin  
3. Henry Carson  
**B-Mod**  
1. Derrick Carlson  
2. Terry Rentfro  
3. Kelly Meyer  
**Legends**  
1. Craig Peekenschneider  
2. Aaron Meyer  
3. Dustin Begun  
**4-Stock**  
1. Matt Montoya  
2. Wade Dahl  
3. Bryan Ritter

**Outlaw Motor Speedway**

- Oktaha, Okla.  
Aug. 8, 2008  
**Pure Stock**  
1. Darien Austin  
**Outlaw Modified**  
1. Greg Skaaggs  
2. Justin Fulton  
3. Joe Duval  
**Modified**  
1. Danny Womack  
2. Carl Conley  
3. J.D. Jackson  
**Hobby Stock**  
1. Russ Richardson  
2. Justin Shoemaker  
3. Brookin Stephens

**Magic Valley Speedway**

- Twin Falls, Idaho  
Aug. 9, 2008  
**Premier**  
1. Cliff Chester  
2. Stevie Fisher  
3. Bruce Quale  
**Super Stock**  
1. Jonathon Gomez  
2. Jerry McKean  
3. John Hoogendoorn  
**Pony Stock**  
1. Josh Fitz  
2. Michael Shoemaker  
3. Ray Homolka  
**6-Cylinder**  
1. Bob Bachman  
2. Dean Waltman  
3. Jasen Skyberg

**Heartland Park Topeka**

- Topeka, Kan.  
Aug. 10, 2008  
**B-Mod**  
1. Scotty Martin  
2. Ray Maloney  
3. Brent Alverson  
**Factory Stock**  
1. Shane Wettengel  
2. James King  
3. Greg Deters  
**Hobby Stock**  
1. Shane Wettengel  
2. Matt Brack  
3. Zachary Henery  
**Modified**  
1. Chris Morgan  
2. Tom Charles  
3. Allen Henery

**Rocky Mountain Raceway**

- Salt Lake City, Utah  
Aug. 10, 2008  
**Ford Focus**  
1. Kipp Posey  
2. James Powell  
3. Tim Savage

**Fairgrounds Speedway**

- Liberal, Kan.  
Aug. 4, 2008  
**Modified**  
1. Gene Gossett  
2. Cody Gearhart  
3. Tim Loomis  
**Street Stock Car**  
1. Jason Taylor  
2. Gene Faison  
3. Alan Judy

**Fairgrounds Speedway**

- Liberal, Kan.  
Aug. 5, 2008  
**URSS**  
1. C.J. Johnson  
2. Ray Seemann

**Fairgrounds Speedway**

- Liberal, Kan.  
Aug. 6, 2008  
**Stock Car**  
1. Gene Fiason  
2. Edwin Elliot  
3. Ray Efers  
**Modified**  
1. Troy Gemmill  
2. Cody Gearhart  
3. Brenden Gemmill  
**URSS**  
1. C.J. Johnson  
2. Taylor Milton  
3. Tanner Mullens

**Dawson County Raceway**

- Lexington, Neb.  
Aug. 10, 2008  
**Modified**  
1. Chad Dolan  
2. Charley Brown  
3. Wade Cross  
**Stock Car**  
1. Casey Werkmeister  
2. Charley Brown  
3. Dan Walker  
**Hobby Stock**  
1. Aaron Koch  
2. Jeremy Wagner  
3. Kyle Bond  
**Sprint**  
1. Jon Johnson  
2. Kirby Hagans  
3. Darren Berry

**SOUTHERN**



- Alabama  
Arkansas  
Louisiana  
Mississippi  
Texas

**East Alabama Motor Speedway**

- Phenix City, Ala.  
Aug. 9, 2008  
**Late Model**  
1. Dana Eiland  
2. Bert Tomkins  
3. Larry Eldridge  
**Limited Sportsman**  
1. Rodgerick Dykes  
2. Mikey Mount  
3. Chad Scrimpsire  
**Hobby**  
1. Allen McConnell  
2. Jeremy Nelson  
3. Chris Arnett  
**Bomber**  
1. Jeff Elliott  
2. Billy Duell, Sr.  
3. Trevor Elliott  
**Pony Stock**  
1. Bryan Price  
2. Adam Rodriguez  
3. Jesse Rivera  
**Modified**  
1. Herbie Donath  
2. Terry Braswell  
3. Andy Smith

**Gator Motorplex**

- Willis, Texas  
Aug. 9, 2008  
**Modified**  
1. Derek Knowles  
2. Kevin Sturgess  
3. Steve Pugh  
**Street**  
1. Mike Johnson  
2. Theresa Waller  
3. Mike Degroot  
**Limited**  
1. Roger Faulkner  
2. Ray Allen Kulhanek  
3. Rick Wolfe  
**Sprint**  
1. Troy Padgett  
2. Jack Spencer  
3. James Cooper  
**Hobby**  
1. John Horthch  
2. Mike Belge

3. Casey Hamilton  
**Pure**  
1. Dalton Faulkner  
2. Will Carter  
3. Rob Slott

### Monticello Speedway

- Monticello, Ark.  
Aug. 9, 2008  
**Late Model**  
1. Duke Wiseant  
2. Jon Mitchell  
3. Ronnie Adams

### Thunderbird Speedway

- Crandell, Texas  
Aug. 9, 2008  
**Mini Stock**  
1. Bobby Ortega  
2. Will Garrison  
3. Amanda Beard  
**Southern Modified**  
1. Tommy Davis, Jr.  
2. Cody Smith  
3. Tim Clonch  
**Junior Mini Stock**  
1. Dustin Mooney  
2. Kylar Smith  
3. Dustin Fields  
**Street Stock**  
1. Steve Byram  
2. Chris Davis  
3. Bubba Smith  
**Bomber**  
1. Glen Pace  
2. Sonny Glass  
3. Chad Roden  
**Limited Modified**  
1. Tommy Davis, Jr.  
2. Tommy Davis  
3. Chris Davis

### Grayson County Speedway

- Bells, Texas  
Aug. 9, 2008  
**Hot Stock**  
1. Shawn Marquez  
2. Billie Potts  
3. Kyle Whitworth  
**Modified**  
1. Robert Daniels  
2. Jeremie Cox  
3. B.J. Baze  
**Sport Mod**  
1. Buddy Harrison  
2. Don Tomlinson  
3. Gary Stephens  
**Mini Stock**  
1. Chance Whitworth  
2. Ed Marquez  
3. Brad Dudley  
**Novice**  
1. Buck Spears  
2. Kevin Dillard  
3. Brian Mooser

### Devil's Bowl Speedway

- Dallas, Texas  
Aug. 10, 2008  
**Super Sprint**  
1. Dale Wester  
2. Bill Waller  
3. Rick Summers  
**Late Models**  
1. Darren Ellis  
2. Max Eddie Thomas  
3. Wendall Bolden  
**Outlaw Modified**  
1. Danny Caldwell  
2. Johnny Dunn, Jr.  
3. Steve McMackin  
**Street Stock**  
1. Tandy Boroughs  
2. Jason Copeland  
3. Steve Trevathan  
**Limited Modified**  
1. Brandon Kirkland  
2. Richard Stain  
3. Jimmy Criswell

### Cowtown Speedway

- Fort Worth, Texas  
Aug. 9, 2008  
**Sprint**  
1. George White  
2. Claude Estes  
3. Marvin Lough  
**Modified**  
1. George White  
2. Brandon Houk  
3. Jimmy Littlejohn  
**600 Wing Mini Sprint**  
1. D.J. Estes  
2. Jeb Sessums  
3. Tyler Russell  
**Limited Modified**  
1. Brandon McElroy  
2. David Ferguson  
3. Trevor Lane  
**Street Stock**  
1. David Bonham

2. Jake Upchurch  
3. Lance Crosswhite  
**Bomber**  
1. Frank Lackey  
2. Chad Pearce  
3. Jared Murray

### El Paso Speedway Park

- El Paso, Texas  
Aug. 8, 2008  
**Limited Late Model**  
1. Julian Lopez  
2. Kevin Clark  
3. Cliff Hansen  
**Modified**  
1. Wes Benson  
2. Rob Madrid  
3. Paddy Rush  
**Street Stock**  
1. Mark Kimpel  
2. Sean Bowman  
3. Troy Wells  
**Sprint Car**  
1. Kyle McCutcheon  
2. Kyle Sager  
3. Billy Roy Harris

### I-37 Raceway

- Pleasanton, Texas  
Aug. 8, 2008  
**Sportmod**  
1. Chris Rye  
2. Johnny Torres  
3. Aaron Lunsford  
**Modified**  
1. Brian Rye  
2. Greg Dinsmore  
3. Darin Leonard  
**Super Stock**  
1. Moe VanKirk  
2. Howie Marxc  
3. Gary Hunter  
**Street Stock**  
1. Wade Jones  
2. Donald Lewis  
3. Alton Fambro  
**Pure Stock**  
1. Justin Henley  
2. Charlie Henley  
3. Sonny Jones

### Birmingham Int'l Raceway

- Birmingham, Ala.  
Aug. 9, 2008  
**Late Model**  
1. Ken McFarland  
2. Johnny Brazier  
3. Gary Sanford, Jr.  
**Open Wheel Modified**  
1. Gary Nix  
2. Dustin Knowles  
3. Jared Land  
**Super Truck**  
1. Jeff Thompson  
2. Jackie Curren  
3. Jamie Cook  
**Sportsman**  
1. Roger Cain  
2. Shawn Kyzer  
3. Joel Falls  
**Street Stock**  
1. Joel Falls  
2. Roger Belter  
3. Richard Patino  
**Mini Modified**  
Feature No. 1.  
1. Roddy Moore  
2. Chase Spradlin  
3. Jonathan Goolsby  
Feature No. 2.  
1. Jared Washington  
2. Roger Wood, Jr.  
3. Joseph Freeman  
Feature No. 3.  
1. Kevin Higgins  
2. Eddie Dodd, Jr.

### Heart O'Texas Speedway

- Waco, Texas  
Aug. 8, 2008  
**Modified**  
1. Benji Kirkpatrick  
2. P.J. Egbert  
3. Kenny Stone  
**SportMod**  
1. Kenny Ware  
2. T.J. Green  
3. Scott Tacker  
**Hobby Stock**  
1. Nathan Sodek  
2. Shannon Dulock  
3. Charles Cosper  
**Street Stock**  
1. Brandon Geurin  
2. Paul Boling  
3. Tommy Kirkpatrick  
**Pure Stock**  
1. Tyler Russell  
2. Tommy Honey  
3. David Andrews  
**Cruiser**  
1. James/Linda Wills  
2. David Ferguson  
3. Martin Quiram

- Junior Mini Stock**  
1. Dillon Payne  
2. Garret Rawls  
3. Jacob Winger  
**Winged Modified**  
1. Charlie Williams  
2. David Williams  
3. Ronnie Reese

### Grand Prairie Speedway

- Grand Prairie, Texas  
Aug. 8, 2008  
**Modified**  
1. Clyde Dunn, Jr.  
2. Blaine Shive  
3. Justin McCoy  
**Sport Modified**  
1. Jacob Pirkle  
2. Tory Yant  
3. Dylan Petty  
**Street Stock**  
1. Bill McGee  
2. Clint Fridley  
3. David Cook  
**Bomber**  
1. Randy Corn  
2. Gary Ramsey  
3. Jeremy Emmons



### Altamont Motorsports Park

- Tracy, Calif.  
Aug. 9, 2008  
**Late Model**  
Feature No. 1  
1. Jason Gilbert  
2. Doff Cooksey  
3. Dallas Glenn  
Feature No. 2  
1. Jason Gilbert  
2. Dallas Glenn  
3. Justin Philpott  
**Sprint Car**  
1. Brian McClish  
2. Porter Smith  
3. Tanner Swanson  
**Midget**  
1. Bobby Grewohl  
2. Paul Zimmerly  
3. Nick Faas  
**USAC Ford Focus**  
1. Alex Bowman  
2. Garrett Peterson  
**Limited Sprint**  
1. Pat Ariaz  
2. David Goodwill  
3. Rob Hammond

### Silver Dollar Speedway

- Chico, Calif.  
Aug. 8, 2008  
**Sprint Car**  
1. Sean Becker  
2. Mason Moore  
3. Shane Golobic  
**Modified**  
1. Mike Sohnrey  
2. Richard Papenhausen  
3. Matt Micheli  
**Wingless**  
1. Billy Aton  
2. Taylor Simas  
3. Keith Bloom, Jr.

### Madera Speedway

- Madera, Calif.  
Aug. 9, 2008  
**Super Modified**  
1. Bryan Warf  
2. Martin McKeefery  
3. Bobby Dalton  
**Grand American Modified**  
Feature No. 1  
1. Scott Winters  
2. Jason Philpot  
3. Jeremy Grasty  
Feature No. 2  
1. Scott Winters

2. Jason Philpot  
3. Jeremy Grasty  
**Legends**  
1. Matt Scott  
2. Kelly Martin  
3. Frankie Marks  
**Baby Grand**  
1. Jake Gomes  
2. Michael Sandoval  
3. Dillon Hutchison  
**Mini Cup**  
1. Chase Grigsby  
2. John Bowman  
3. Shane Lawrence  
**Spectator Racing**  
1. Anthony Gibson  
2. Bill Parkhurst  
3. Rick Roberts

### Manzanita Speedway

- Phoenix, Ariz.  
Aug. 9, 2008  
**Sprint**  
1. Jeremy Sherman  
2. Mike Martin  
3. Shon Deskins  
**Modified**  
1. Anthony Madrid  
2. Ricky Thornton, Jr.  
3. Tim Ward

### Placerville Speedway

- Placerville, Calif.  
Aug. 9, 2008  
**Wingless Sprint Car**  
1. Taylor Simas  
2. Jimmy Pettit  
3. Keith Bloom  
**Pure Stock**  
1. Tom Tilford  
2. John Durrett  
3. Rick Grunert  
**Midget**  
1. Matt Streeter  
2. Glenn Carson  
3. David Prickett  
**Midget Lite**  
1. Jason Sneepe  
2. Doug Nunes  
3. Dakota Albright  
**Pro Stock**  
1. Dan Brown, Jr.  
2. Ray Trimble  
3. Matt Davis

### Orange Show Speedway

- San Bernardino, Calif.  
Aug. 9, 2008  
**Late Model**  
1. Brian Malone  
2. Kevin James  
3. Stevie Smith  
**ASA Pony Stock**  
1. Jimmy Mardis  
2. Matt Goodwin  
3. Robby Hornsby  
**Legends**  
1. Darren Amidon  
2. Chad Schug  
3. Eric Gunderson  
**Street Stock**  
1. Kyle Meyer  
2. Cliff Conklin  
3. Johnny Russo  
**Mini Stock Car**  
1. Dean Gaskey  
2. Mike O'Hara  
3. Pattie Gaskey  
**Bandolero**  
1. Alex Morgan  
2. Eric Sloan  
3. Logan Prescott

### Hollywood Hills Speedway

- San Felipe Pueblo, N.M.  
Aug. 9, 2008  
**Late Model**  
1. Mark Myers  
2. Joe Smithberger  
3. Marc Herrera  
**Hobby Stock**  
1. Curt Neff  
2. Phil York  
3. Dan Harmon  
**Cruisers**  
1. Lalo Saenz  
2. Mike Sullivan  
3. Roseanna Ford  
**Mini Sprint**  
1. Cody Mansfield  
2. Jeremy Schofield  
3. Wim Dons

### Las Vegas Motor Speedway

- Las Vegas, Nev.  
Aug. 9, 2008  
**Super Late Model**  
1. Jeff Connors  
2. Matt Jaskol  
3. Taylor Barton  
**Charger**  
1. Auggie Vidovich  
2. Jeff Williams  
3. Andy Allen

### Toyota Speedway

- Irwindale, Calif.  
Aug. 9, 2008  
**Super Late Model**  
Feature No. 1  
1. Auggie Vidovich  
2. Jeff Williams  
3. Andy Allen



JOE SECKA/JMS PRO PHOTO

**RAINBOW WARRIORS:** Pure stocks take to the track at Ohio's Sharon Speedway under a rainbow Saturday evening. Heavy rain later forced the postponement of a pair of feature events.

- Feature No. 2  
1. Nick Joanides  
2. David Beat  
3. Matt Hicks  
**Super Stock**  
1. Bryan Harrell  
2. Rich DeLong, III  
3. Scott Corrigan  
**Mini Stock**  
1. Rich Garver  
2. Jacob Rogers  
3. Richie Altman  
**Figure 8**  
1. Billy Ziemann  
2. Steve Stewart  
3. Rusty Stewart  
**Bandolero**  
1. Al Simpson  
2. Aaron Anderson  
3. Ricky Schlick

- Feature No. 1  
1. Phil Goodwin  
2. Mario Opipari  
3. Mike Heck  
Feature No. 2  
1. Phil Goodwin  
2. Mike Heck  
3. Vinny Rucci  
**Bomber**  
1. Larry Dittman  
2. Fred Harding  
3. Billy Bob Grasser  
**Legends**  
1. Jeremiah Wagner  
2. Dylan Kwasniewski  
3. John Davis  
**Modified**  
1. Doug Hamm  
2. Tim Richter  
3. Craig Stewart  
**Thunder Roadster**  
1. Justin Johnson  
2. Josh Gross  
3. Jared Carpenter  
**Bandolero Bandit**  
1. Jonathan Eakin  
2. Jacob Tilton  
3. Nicholas Thigpen  
**Bandolero Young Gun**  
1. Hayley Lager  
2. Ashlee Ambriz  
3. Jackson Smith  
**Coupe**  
1. Randall Boren  
2. Donny Berger  
3. James Castanida

- Feature No. 1  
1. Phil Goodwin  
2. Mario Opipari  
3. Mike Heck  
Feature No. 2  
1. Phil Goodwin  
2. Mike Heck  
3. Vinny Rucci  
**Bomber**  
1. Larry Dittman  
2. Fred Harding  
3. Billy Bob Grasser  
**Legends**  
1. Jeremiah Wagner  
2. Dylan Kwasniewski  
3. John Davis  
**Modified**  
1. Doug Hamm  
2. Tim Richter  
3. Craig Stewart  
**Thunder Roadster**  
1. Justin Johnson  
2. Josh Gross  
3. Jared Carpenter  
**Bandolero Bandit**  
1. Jonathan Eakin  
2. Jacob Tilton  
3. Nicholas Thigpen  
**Bandolero Young Gun**  
1. Hayley Lager  
2. Ashlee Ambriz  
3. Jackson Smith  
**Coupe**  
1. Randall Boren  
2. Donny Berger  
3. James Castanida

- Feature No. 1  
1. Phil Goodwin  
2. Mario Opipari  
3. Mike Heck  
Feature No. 2  
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2. Mike Heck  
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## Coming Up Sevens

Kramer Earns His Seventh Bluegrass Triumph  
Of Season And A Second At 201 Speedway

SITKA, Ky. — Joey Kramer returned to his winning form Saturday night, winning a Battle of the Bluegrass Modified Series' visit to 201 Speedway for the second time this season.

The victory was Kramer's seventh of the season and was worth \$1,500.

Kelly Warren claimed runner-up honors in the 30-lap fea-

ture ahead of track regular Jimmy Arnett in third. Don Adams and Darren Muncy completed the top five.

The feature needed three tries to get underway as two caution flags waved due to accidents before the initial lap could be completed.

The finish:

Joey Kramer, Kelly Warren, Jimmy Arnett, Don Adams, Darren Muncy, Pete Castle, Robbie Gullion, Shawn Tolson, Kevin Copher, Josh Lucas, Delane Browning, Mick Sansom, Jim LeMaster, Walt Mayabb, Beadie Blackburn, Dennis DeBoard, Stanley Haddix, Jeremy Hayes, Jim Barnett, Shane Back, Kevin Mayabb, Corey McKenzie, Jacob Ross.

Byrne Scores Breakthrough  
UMARA Victory At Grundy Co.

MORRIS, Ill. — David Byrne won his first UMARA midget race Saturday night at Grundy County Speedway.

Byrne started outside the second row, but shadowed Mario Clouser through the first 12 laps of the event. Byrne made

his winning move on lap 13 and paced the remainder of the 25-lap event.

Clouser finished second ahead of Zach Schiff in third, Jimmy Anderson and Tom Schnabel.

The finish:

David Byrne, Mario Clouser, Zach Schiff, Jimmy Anderson, Tom Schnabel, Steve Thines, Eric Johnson, Terry Ahem, Tanner Whitten, Brad Greenup, Nick Grommes, Allen, Aaron Willis, Jr.



RANDY CRIST PHOTO

**ROYALTY:** Jimmy McCune (88) outdueled Kevin Feeney Saturday at Winchester (Ind.) Speedway for the King of Wings title.

## King Of Wings

## McCune Takes Hoosier Outlaw Crown

WINCHESTER, Ind. — Jimmy McCune was crowned King of the Wings during Sunday's Hoosier

Outlaw Sprint Series feature at the high-banked Winchester Speedway.

Geoff Kaiser took the early lead on the half-mile asphalt track, but McCune was on the move early, taking the point on lap four. He led the remainder of the event.

Kevin Feeney finished second ahead of Kaiser, Greg Wheeler and Eddie Kelly.

Hebing Disqualification  
Hands Victory To Barger

DUNDEE, N.Y. — Chuck Hebing chased down Justin Barger in

lapped traffic with 10 laps to go and passed him for an apparent \$5,000 ASCS Patriot Region Insinger Race Fuels New York Nationals payday, but in the end Barger ended up on top.

After a protest, Hebing failed a post-race technical inspection, handing the victory to Barger. Hebing was credited with a last-place finish in the

22-car feature, which also included NASCAR star Tony Stewart.

With Barger the winner, Trevor Lewis moved up to second ahead of Kramer Williamson in third, Bryan Howland in fourth and Jessica Zemken in fifth. Stewart finished sixth.

The finish:

Justin Barger, Trevor Lewis, Kramer Williamson, Bryan Howland, Jessica Zemken, Tony Stewart, George Suprick, Jared Zimbardi, Scott Kreutter, Chris Muhleisen, Bubba Broderick, Scott Bonnell, Lance Yonge, Bubby Kerrick, T.J. Newton, Doug Emery, Dave Wickham, Tim Kelly, Ray Preston, Jared Fink, Gordy Button, Chuck Hebing.

## 'Jersey Jet' Gets 4th URC Win

SUSQUEHANNA, Pa. — J.J. Grasso became the only four-time Ris-lone URC sprint feature winner

of the season with a victory Friday night at Penn Can Speedway.

Grasso won his qualifying heat race and then out-dueled Scott Pursell and Ed Aikin for the \$2,000 victory in the 25-lap feature.

Pursell settled for second ahead of Ed Aikin in third. Robbie Stillwaggon and Chris Coyle completed the top five.

Hogue, running second, suffered an engine failure after making one last challenge for Grasso's lead.

The finish:

J.J. Grasso, Scott Pursell, Ed Aikin, Robbie Stillwaggon, Chris Coyle, Curt Michael, Jason Claus, Davey Sammons, Brett Schoenly, Kevin Darling, Mark Bitner, Rory Janney, Randy West, Jeff Quackenbush, Gary Gollub, Kyle Purks, Robbie Stillwaggon, Danny Massey, Dave Ely, Chuck Palmucci, Becca Anderson, Howard Singer, Ryan Bohlke.

Barger Bests  
Zemken's Try

By RON HEDGER  
NSSN CORRESPONDENT

FONDA, N.Y. — Justin Barger spoiled Jessica Zemken's

ESS

party in the Earl Halaquist Memorial race for the Lucas Oil Empire Super Sprints Aug. 5 at Fonda Speedway.

Starting on the pole, Zemken took the early lead, but struggled in lapped traffic and Barger used that to his advantage to grab the lead on lap 11. However, a yellow flag negated the pass. Following the restart, Jeff VanDusen took second from Barger on lap 14, but two laps later Barger regained the position.

Barger ran down Zemken and drove under her with five laps remaining. He led the rest of the distance, with Zemken second.

Jason Barney, who started 16th, was third ahead of VanDusen and Jami Russell.

"On a short run I was in trouble, but I knew that I had 10 laps," said Barger. "I liked those long runs because once I got going I could run both the top and the bottom."

Brett Hearn claimed the \$6,000 victory the in 60-lap NMX Go Green modified event.

The finish:

Justin Barger, Jessica Zemken, Jason Barney, Jeff VanDusen, Jami Russell, Ryan Bohlke, Russ Bennett, Lance Yonge, Michael Parent, Alain Bergeron, Tommy Wickham, Tim Kelly, Jeff Cook, Bubby Kerrick, Jared Fink, Anthony Cain, Kory Gurney, Gordy Button, Chuck Hebing, Steve Poirier, Doug Emery, Mike Stelter, Cory Sparks.

## Schimsk Tops Podium

ELKHART LAKE, Wis. — Ryan Schimsk became the fourth driver in as many races to score his debut victory in the SCCA Pro R a c i n g Playboy Mazda MX-5 Cup. Eric Foss and Todd Buras filled the podium in Sunday's event at Road America.

Schimsk beat polesitter Buras into the first turn to take the early lead, but the pair traded the lead several times as they drafted each other down the long straight-aways.

"I was pretty impressed with the race pace," Schimsk said. "Anytime I thought that we

were breaking away from the pack, they'd be right there on the next straight. The draft here is so important. You see cars five or six car lengths back and they'd be in passing position by the next corner. Overall, it was a really fun race. This place is easily one of my top three favorite tracks in the country to race at."

Team MER scored a one-two finish as Foss crossed the finish line behind his teammate. The second-place finish keeps Foss atop the standings.

The finish:

Ryan Schimsk, Eric Foss, Todd Buras, Brad Rempelberg, Elivan Goulart, Robert Huffmaster, Ara Malkhassian, Deborah Loth, Steve Welk, Mark Jenkins, Mike Jenkins, Randy Hale III, Harrison Williams, Brad Adams, Christopher Rhoades, Laura Olson, James Rhoades, Robert Michaelian, Christian Franck, Phillippe Hanna.

## Benjamin Catches Checkers

NAPLES, Maine — Travis Benjamin retook the race lead for the fourth and final time with 45 laps

PASS NORTH

to go in the Pro All Stars Series (PASS) Atlantic CAT 250 at Halifax Nova Scotia's Scotia Speedworld Saturday night and beat Ben Rowe to the checkers by one car-length to earn his first PASS North super-late-model victory.

Home-track hero John Flemming crossed the line in third with 2007 race winner Mike Rowe fourth and Adam Bates fifth.

After two runner-up finishes earlier this season, Benjamin is the ninth first-time PASS super-late-model feature winner of 2008.



Travis Benjamin

The finish:

Travis Benjamin, Ben Rowe, John Flemming, Mike Rowe, Adam Bates, Marty Prevost, Johnny Clark, Trevor Sanborn, D.J. Shaw, Mike McKenzie, Cassius Clark, Derek Ramstrom, Graham Spinney, Scott Alexander, David Heino, Donald Chisholm, Greg Proutie, Shawn Turple, Rollie MacDonald, Chad Dow, Pete Miller, Craig Slaunwhite.



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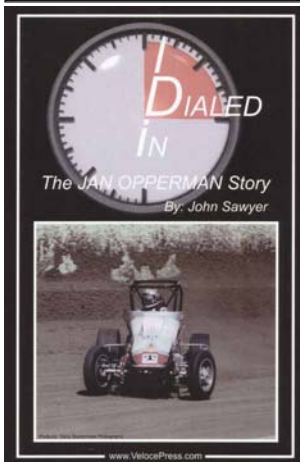
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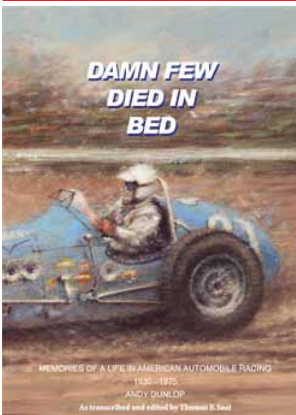
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"I started at Hinchliffe Stadium watching midgets," recalls the life-long N.J. resident. "That's where I got hooked on racing."

A stint in the service and then getting his highly successful repair business off the ground kept him away from the local racing scene for a long time. But then a transplanted Floridian walked in one day looking for parts.

"Buzzie was in Somerville for a couple of years with Will Cagle, then he moved to a farm near me in Asbury and he needed brakes for his car. By the time Langhorne rolled around, he had a big Dover Brake sign on his car. We'd become friends and I had the manufacturers giving him parts. All of a sudden, I became his sponsor and a life-long friend."

Reutimann always built his coupes in Florida during the off-season, so the first No. 00 that Cruickshank actually owned was, of all things, a late model.

"He wasn't doing too well in the late models one winter, so I bought him a good car for his motor. Then he came back north a few years ago to run for Sonny Moody, so I helped him out there, too. At the time, David was just starting to come along, running for Fred Tanner at Canandaigua. He'd run mini-stocks in Florida, then came north.

"David went back and started running asphalt in Florida, so I got into helping him more and more. Buzzie would call and say we need this or that, from truck parts to race car parts, and I'd take care of them."

When the younger Reutimann got to All Pro he drove for someone else with Pennzoil sponsorship, but "Dover Dave" was still involved.

"They never abused me and I never refused them," he says simply. "I went to all the asphalt tracks down South with them. Then David went to the Craftsman trucks with Darrel Waltrip, but that broke up and they sold the trucks. But by then, he was established and moved to Michael's. Now he doesn't need any help, but I still help Buzzie with his Florida modified."

When asked if he goes to Sprint Cup races to watch

### THE LONG LOOK



RON HEDGER

David, Cruickshank laughs.

"David would get me credentials, but I like Saturday nights at Fonda with Bobby Varin and then Sunday at Utica-Rome. I watch how David does on the TV in my motorhome."

Cruickshank recently became a car owner again when Varin's Saturday-night owner, Jake Spraker, decided to get out of that side of the sport. Varin, a winner of multiple track titles at Fonda, was already running Cruickshank's car Sunday night, so Dave bought Spraker's modified as well. Then he bought his Danny's mount when his owner decided to cut back too, giving Cruickshank a fleet of two big blocks and two small blocks.

"I'm 76 years old and still going strong," says Dave. "I jet ski for relaxation, but racing is my main interest. Bobby Varin is just like Buzzie Reutimann. They're both family guys and never ask for anything out of line. And I think Danny has a great future, too. It takes a few years to prove yourself, but I hope to get him down south, too, when he gets out of school."

When asked if he has any other irons in the fire, Cruickshank laughs, then describes how he once owned part of Orange County Fairgrounds Speedway star Chuck McKee's car. "I still help those guys, too," he says simply. And he's very proud of the restored No. 00 coupe in his shop that spent time in the DIRT Museum and is now headed for the Saratoga Automobile Museum's racing gallery.

Every night that Fonda races, Cruickshank drives his camper the 200 miles between his central New Jersey shop and Fonda all alone. Then Sunday he goes 50 miles further from home to Utica-Rome before reversing his path. He's been alone since his wife passed away in 1982 and while son Todd likes the races, they can't both be away from the business at once.

"It's been a great life," sums up Cruickshank. "I've spent a lot of money, but I wouldn't do without it. Racing and the people I've been involved with have been great."

Not surprisingly, Buzzie Reutimann and Bobby Varin say the same thing about Cruickshank.

NSSN THE FINAL LAP



KEN SIMON PHOTO

**MOMENT OF THOUGHT:** Donny Schatz bows his head during prerace ceremonies prior to Saturday's Knoxville Nationals at Knoxville (Iowa) Raceway. Schatz went on to win his third-straight Knoxville title.



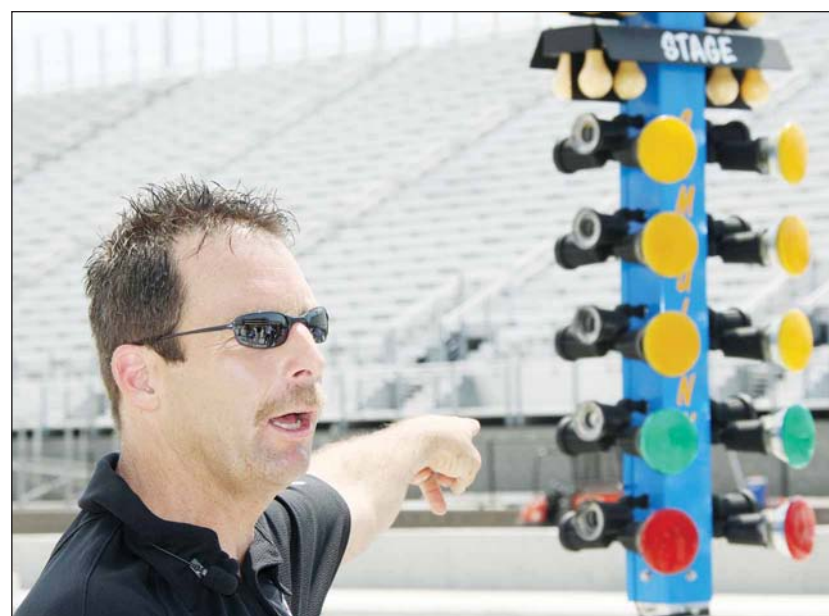
SHAWN PAYNE/IRL INDYCAR PHOTO

**READY, SET, RACE:** Sarah Fisher sits in her car on pit road during IRL IndyCar Series practice Friday at Kentucky Speedway.



PHIL CAVALI PHOTO

**ALL TOGETHER NOW:** Jeff Burton (29) and Kyle Busch spin together during Saturday's NASCAR Nationwide Series race at Watkins Glen (N.Y.) Int'l.



HHP/HAROLD HINSON PHOTO

**O TANNENBAUM:** Three-time NHRA Pro Stock champion Greg Anderson explains the function of the Christmas tree during a tour of the zMAX Dragway @ Concord (N.C.). (Below) Gary Smoker (516) slides past Fred Sasse (0) out of turn four Saturday at Mercer (Pa.) Raceway Park.



SCOTT WHIPPLE PHOTO

## ECONOMAKI:

### A Little Help Cleaning Up The Speedway

CONTINUED FROM PAGE 4

junction with its weekly stock car program this Saturday. Racing begins at 6 p.m. and Ye Ed has been invited to serve as Grand Marshal, a job I look forward to with great anticipation as this oval was one of the first “away tracks” I visited as a teenager in the early 1930s after learning about auto racing at my

## CLAYTON:

### It's All About The Hype

CONTINUED FROM PAGE 4

ing for a symbol. It's hard to say how they chose the Liberty Bell (or its imposter), but my guess is the bell had a good press agent, probably some guy named Manny who split time between Philly and the Jersey shore.

## FORUM:

### More Readers Are Critical Of NASCAR

CONTINUED FROM PAGE 4

action that night for the \$5 ticket price as racing was very good in all four of Eagle's race classes — 360 sprints, IMCA modifieds, IMCA stock cars and IMCA sport compacts.

*Les and Karen Domina  
Fremont, Neb.*

### Boos To NASCAR

I have been a sports fan all my life and a motorsports fan since the 1950s. In all that time, I have never seen the prejudice, corruption and total lack of professionalism in any sport that exists in NASCAR racing.

I guess NASCAR officials think we race fans are ignorant and have the character values that parallel them. My family and I have not purchased any Goodyear products for years, and we never will.

*Kent Avery  
Constantine, Mich.*

hometown Ho-Ho-Kus Speedway in northern New Jersey.

An interesting sidelight to the recent Allstate 400 race at Indianapolis Motor Speedway, which drew more than 250,000 spectators, is that the volunteer crews that cleaned up race-weekend trash on the Monday following the event made significant money. The track has long used help from non-profit and charitable groups to remove race weekend trash. These volunteer crews picked up more than 900,000 pounds of aluminum cans from the grandstand and parking lots. Each group gathered 9,000+ pounds of cans alone. For

“Symbol? Have I got the bell for you. One bell, one crack in the name of freedom.”

As icons go, it was disappointing. All of that brings me back to Bowman Gray Stadium and Saturday-night racing, which lives up to its marketing slogan that has been 60 years in the making. It started by hosting an array of hard-racing, hard-fighting characters under the NASCAR banner and continues six decades later as the heart of modified racing in the south.

The racing is still hard on the span-

### But A Great Anthem...

In spite of the tire problems at the Brickyard 400, there was one very bright spot and that was the performance of the national anthem.

It was performed in a dignified and respectful manner by a gentleman who could actually sing. We need a lot more of that at all races.

The evening before the Brickyard, it was refreshing to have Bob Jenkins as the lead announcer for the IRL race at Edmonton. He kept us informed of where drivers other than Danica were running. It was great to have a true racing professional calling the race.

*Ron Norman  
Monticello, Ind.*

### London Wrong On Oil

I hate to disagree with Gary London's July 16 column, but, while he's right on the negative impact of high gas prices on racing, not to mention engine design options, he's been punked on the reason for high prices.

The idea of a connection between drilling for oil in sensitive environmental areas and lower prices is refuted by the best evidence from the U.S. Dept. of Energy, showing at least a nine-year or more lag time between new domestic drilling and a gas price decrease, if any. Apparently, the oil companies — now lighting their cigars with \$10 bills — desire such drilling areas instead of

this one-day job the average group's pay was \$520 with those groups raking the grounds and clearing parking lots receiving between \$1,400 and \$5,000 each! The process is highly developed, as all cans collected were weighed and then crushed. The Speedway has applications from several such groups that await approval.

The HARF 100 is this Friday, Saturday and Sunday at Gas City, Lawrenceburg and Kokomo Speedways. Hoosier Auto Racing Fans puts an extra \$1,000 toward the sprint-car point fund, which is won by the leading driver after three nights.

dex-tight flat quarter-mile.

Patience is necessary to win and usually exhausted just before push comes to shove between drivers.

The show goes on every Saturday night during the summer in front of loyal fans, who can see every turn from practically any seat in the horseshoe-shaped stadium, which sits on the campus of Winston-Salem State University.

And there, it lives up to the hype where so many other self-proclaimed legends fail.

the areas they already have available and are willing to donate a few million of their newly contrived riches to some corporate lobbyist political party now going by the code name “GOP” and more often seen lighting their cigars with \$20 taxpayer bills.

But I guess it plays well in Valley Stream and provides a convenient distraction from the major causal factors which are deregulated commodity speculation on Wall Street, thanks to Republican Phil Gramm's “Enron loophole” legislation, made more attractive by the recent sub-prime banking-scam collapse of the stock market (Gramm called those now out in the street and unable to fill up “whiners.”) He now works for the banking industry he helped deregulate by killing the Glass/Stegal Regulation Act and for John McCain's “Straight Talk Express” until he talked too straight.

Now, if we can only get more Ethanol distribution from Obama?

Remember when oil was only \$20 a barrel? Oh, that's right. It was only eight years ago, before the oil men took over. How time flies when you're having so much fun trying to keep up.

We already have a battery-powered dwarf car out here. I can hear it now from Mary Hulman-George: “Ladies and gentlemen, start your motors. . .”

*Dick Lee  
Seattle, Wash.*

# Questions To Be Answered Concerning Late Models

CHICAGO

CHICAGO CHIPS

It seems that there are a lot of questions that need to be answered when it comes to paved-track, template-body, late-model stock-car racing in these parts.

What is the future of this stock-car division that has been the “headlining” class over the years at such tracks as Grundy County Speedway in Morris and at Illiana Motor Speedway in Schererville, Ind.?

Recently at Grundy, the discussion has gotten really heated at times about the advantage the crate-engine powered cars have over the rest of the car/engine combinations in the field. Defending late-model titlist Tom Smith and former champion Brett Sontag have gotten their crate-powered mounts running real strong against fields with more powerful and more expensive engines. Prior to the season starting, Grundy officials mandated a special dyno-testing procedure for crate engines that would compete at the speedway this year, designating a couple of speed shops to do the testing, establishing that the engines fall within the rules.

Smith, Sontag and others will tell you that the apparent advantage for these cars is their corner speeds. Handling to a tee, Smith and Sontag have beaten some of the best in the business, including former Grundy track champions Eddie Hoffman and Pat Kelly. Sontag put in a great effort during the Steve Einhaus/Tim Olson-promoted ASA Midwest Tour event at Grundy in June, eventually finishing third behind and in front of a lot of stout cars.

A crate-engine-powered car has also won at Illiana this year, although the long straightaways at the half-mile take some of the engine's advantage away.

Again, it seems like the crate-engine drivers can put the pedal to metal sooner than the competition.

Super-late-model division car counts at Grundy have been strong all season long for the most part with Illiana numbers suffering a bit.

Little if any driver interchange is enjoyed by the tracks, even though the speed plants are only about an hour and a half apart from each other with Grundy running Friday nights and Illiana Saturdays.

The main problem is the expense to field one of these super-late-model cars.

Tires, race fuel, pit passes, etc. and, now the high cost of diesel fuel or gasoline for the tow rig, make it pretty hard to race two, back-to-back, nights a week. Hoffman, fielding his own car at Grundy and driving for



STAN KALWASINSKI

Tom Kmak at Illiana, is but one driver that makes it both nights, although Hoffman is often “out of town” racing elsewhere. Unfortunately, purses have not been able to keep up with the ever-

escalating costs and ever-changing technology of the class.

The engine question is a big one. What will be the engine of the future? The concept motor has pretty much run its course and has the nine-one engine outlived its usefulness?

Nine to one engines cost in the range of \$25,000 to \$40,000 — pretty hard to swallow for a weekly racer.

Is the lower-cost A.C.E. (Aluminum Concept Engine) engine the answer? The ASA-legal crate engines are reaching a \$9,000 price tag. Now,

enter the sealed engine package with both Chevy and Ford models available. Will these engines map the future of paved track stock car racing?

With the escalating expense of traveling and other high costs to field a car, what is the future of

Midwestern traveling stock car circuits? It gets a little confusing sometimes when simply referring to ASA. Up until a few years ago, ASA stood for the American Speed Ass'n — one of the most successful stock-car circuits ever. Now are you talking about Ron Varney's ASA Late Model Series (ASALMS), which includes a Challenge Division, in addition to Northern and Southern circuits? It is ASALMS that pretty much establishes the rules for the crate engine.

Or are you referring to Einhaus and Olson's ASA Midwest Tour? The duo is trying hard to copy the success of John McKarns's ARTGO Challenge Series, which was in business from 1975 until 1997. NASCAR took over the series in 1998, but dropped its Midwest-based tour after the 2006 season. And let us not forget the Indiana-based Champion Racing Ass'n Super Car Series.

For the most part, there is a lack of “star” drivers in these series. It took years and years, weekend after weekend at local short tracks for the star appeal to build for racing legends like Dick Trickle, Joe Shear, Bob Senneker, Butch Miller, Mike Eddy, Junior Hanley and others. Today's young drivers probably will not be around for long as they all seem to focus on the “making it big in NASCAR” goal.

What's the next step or the right direction to take? A lot of people have their own great ideas, but are they the right ones? Time will tell.

# Not Even Rain Can Stop Perley

MANSFIELD, Ohio — It took two days to get in the International Super Modified

ISMA

Ass'n event at Mansfield Motor-sports Park after heavy rain on Saturday, but there was no stopping Chris Perley's domination of the winged supermodified division.

Mike Lichty held the lead on the half-mile asphalt oval when he broke a rear hub with 17 laps remaining. That handed the lead to Dave

Shullick, Jr., who led three laps until the rear-end broke in his No. 61.

That handed the lead to Perley, who romped to his fourth win of the season and fifth at Mansfield.

“I think Lichty had it in the bag. He just drove away from us and I couldn't do anything. And then Shullick and I had a great battle. I had a lot of fun with him, but it's kind of anticlimactic now that he broke with three to go. We were duking it out and having a ball. I wish we could have put on that ending because I think we would have

been side by side coming across the finish line. We just persevered today. I don't think we had a winning car. We just outlasted everyone I guess.”

Second-place finisher Mark Sammut held off Charlie Schultz in a thrilling battle to the checkered flag, while Russ Wood and Dave McKnight, Jr. rounded out the top five.

The finish:

Chris Perley, Mark Sammut, Charlie Schultz, Russ Wood, Dave McKnight, Jr., Randy Burch, Mike Ordway, Jr., Bobby Bond, Moe Lilje, Brandon Bellinger, Tim Ice, Jeff Holbrook, Dave Shullick, Jr., Vern Romanoski, Jon Henes, Rich Reid, Mike Lichty, Dave Trytek, Justin Belfiore, Rob Stasick, Robbie Summers, Jim Paller, Bobby Haynes, Jr., Jack Smith, Dave Mumaw.

**“Gamma ray radiation binoculars  
come and go, but take it from me,  
the Fanoculars are a winner.”**

*– Toyota Camry driver David Reutimann*



Sheet-metal transparency up to 1550 mm. Range of driver detection up to 605 meters. The Fanoculars. By Toyota.

See more Toyota Department of Fan Operations innovations at [toyota.com/pitpass](http://toyota.com/pitpass)



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