

ALL MAJOR SERIES

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RESULTS AND PREVIEWS

RACING NATION

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PERSONALITIES

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SINCE 1934



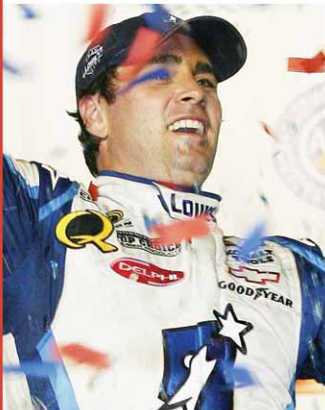
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California Domination

Johnson Runs Away In Fontana

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Wilson Gets The Winning Call

SEPTEMBER 3, 2008

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\$3



ARMY STRONG

Schumacher Breaks Record After Record At Indy

NHRA

PAGES 3, 30-31

UNBEATABLE: Tony Schumacher defeated Doug Kalitta in the final round of Top Fuel eliminations Monday to win his seventh Mac Tools U.S. Nationals title and his third straight. The win was Schumacher's 11th victory of the season — his sixth straight — and now ties him with Joe Amato on the all-time Top Fuel win list at 52.

GINNY HEITHAUS PHOTO

Solwold, Saldana Take Skagit Triumphs

WOO SPRINTS

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RHINO GRAPHICS PHOTO

LOVIN' IT: Justin Wilson navigates his way around the Raceway at Belle Isle en route to his first IRL IndyCar Series victory Sunday.

Wilson Is Belle Of Detroit GP

By **BRUCE MARTIN**
NSSN CORRESPONDENT

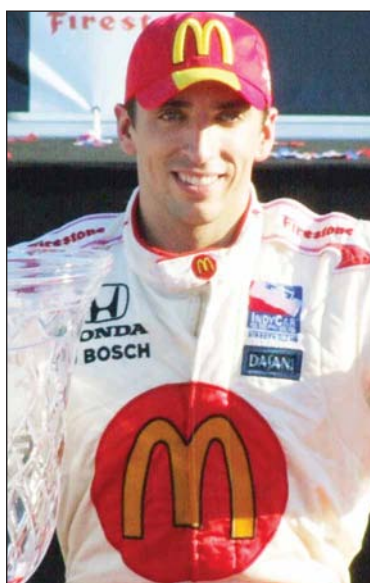
DETROIT — Helio Castroneves's apparent path to victory in Sunday's Detroit Indy Grand Prix presented by Firestone was unexpectedly blocked when he was caught blocking Justin Wilson in a battle for the lead.

IndyCar President Brian Barnhart gave the order that Castroneves had to give the position to Wilson, which proved to be the race-winning pass.

Castroneves was on his way to his second-straight victory, but was left fuming at the ruling that relegated him to a second-place finish as Wilson scored his first IndyCar Series victory.

After the final caution period of the race, Castroneves was in front when green-flag racing resumed on lap 70 with Scott Dixon in fifth. Wilson began to hound Castroneves for the lead, but Castroneves drifted across the race track, blocking the racing line that Wilson had chosen.

Castroneves was penalized for blocking Wilson as IndyCar officials ordered Castroneves to give up the position. Castroneves ceded the lead on lap 73 with Wilson leading the rest of the way in the race that ended three laps short of its scheduled 90-lap distance when it became a timed



Justin Wilson

event.

But with the race-winning pass coming from an official's call, it spoiled what should have been a day of celebration for Castroneves, who forced the IndyCar Series championship into the final race by finishing three positions ahead of Dixon, trimming his lead from 43 points to 30 heading to Chicagoland Speedway.

WILSON: CONTINUED ON PAGE 28

BEHIND THE SCENES

Larry Boos Has Devoted His Life To Racing, Eldora

The first night Larry Boos worked at a race track, he fell off the back of a safety truck, twisted his ankle and indirectly held up the start of the racing program while being transported to the hospital.

By **PAUL FLETCHER**
NSSN CORRESPONDENT

INSIDE LOOK

He was a year out of high school and there was little doubt about what he wanted to do with his life.

Boos had been attending races with his parents and three siblings for years, but over time, his interest level grew to more than that of a fan. He knew he wanted to be an insider.

"When I was younger, I'd say maybe junior high or grade school," Boos said, "we'd come home after the weekend and I'd sit down at



RICK SHERER PHOTOS

WATCHFUL EYE: Larry Boos oversees track activity at Eldora Speedway in Rossburg, Ohio.

Mom's little Royal manual typewriter and I would make up my own little newspaper of what happened at the races that weekend.

"That's how I first got into feeling like I was part of racing."

Over the next two decades, Boos headed up a number of successful race-promotion ventures. It was nearing Christmas in 1992 when he received an intriguing phone call from then-Eldora Speedway owner Earl Baltes.

Boos drove from his home in Anderson, Ind., to Rossburg, Ohio, not really sure why he'd been asked to do so.

SCENES: CONTINUED ON PAGE 44



NSSN RACING LINE

The Week In Motorsports For September 3, 2008

Mr. NASCAR: Busch Outruns Edwards For Fontana Score

FONTANA, Calif. — Give Kyle Busch credit for being a quick study.

NATIONWIDE
PAGE 8

Nudged out of the way and deprived of a victory by Carl Edwards in the Aug. 23 NASCAR Sprint Cup race at Bristol (Tenn.) Motor Speedway,

Busch didn't let Edwards anywhere near his rear bumper in the closing laps of Saturday night's Camping World RV Service 300.

Negri, Patterson Take Shank Team To Victory

MILLVILLE, N.J. — Oswaldo Negri held off Max Angelelli by .459 second Sunday to win the first

GRAND AM ROLEX
PAGE 18

professional race at New Jersey Motorsports

Park, the Supercar Life 250 at Thunderbolt Raceway.



GRAND AM PHOTO

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GINNY HEITHAUS PHOTO

MOWING 'EM DOWN: Tony Schumacher makes a pass down O'Reilly Raceway Park at Indianapolis.

Point Of Authority

By **SUSAN WADE**
NSSN CORRESPONDENT

CLERMONT, Ind. — Together Tony Schumacher and crew chief Alan Johnson earned four-consecutive National Hot Rod Ass'n Top Fuel championships.

Although dedicated to winning, they have been opposites in so many ways. Johnson is quiet, Schumacher chatty. Johnson gives orders with authority; Schumacher follows them dutifully. Johnson is the general on the U.S. Army Dragster team, Schumacher the foot soldier.

They've been a hand-in-glove combo for not even five full seasons. In fact, Johnson was the crew chief against whom Schumacher struggled when

he was trying to halt Gary Scelzi's Top Fuel title streak. Still, it's hard to imagine they didn't come up through the ranks together and that they wouldn't work together forever.

When they pulled through the front gate of O'Reilly Raceway Park this week, they seemed almost unstoppable, an Abrams tank mowing down scattered infantrymen. By midway through the weekend, it became clear this would be their swan song at Indianapolis, their final battle together at the Mac Tools U.S. Nationals.

Johnson announced Saturday that he would be breaking rank after this season to field his own team. They made their last stand an historic one Monday afternoon.

In his eighth-consecutive U.S. Nationals final-round appearance, Schumacher foiled his frustrated

friend Doug Kalitta. He edged Kalitta with a 3.916-second elapsed time on a 1,000-foot course at 309.13 miles per hour to Kalitta's 4.036/299.86 in the Mac Tools Dragster.

With that, Schumacher tied retired legend Joe Amato for career Top Fuel victories at 52. He also earned his sixth-consecutive victory and 11th this year, both Top Fuel records. He's also won 24-consecutive rounds of competition.

Schumacher shared the winner's circle with Robert Hight (Funny Car), Dave Connolly (Pro Stock) and Steve Johnson (Pro Stock Motorcycle).

The crowd signaled that Kalitta was the sentimental favorite, hoping to see Kalitta even the score after Schumacher stunned him in Novem-

AUTHORITY: CONTINUED ON PAGE 30

DuQuoin Shootout Goes To Brian Tyler

Out Duels Darland On One-Lap Showdown To Notch Memorial Win

By **AL ROBINSON**
NSSN CORRESPONDENT

DUQUOIN, Ill. — Brian Tyler held off Dave Darland in a frantic one-lap shootout to win Sunday night's Ted Horn Memorial 100 USAC Silver Crown race at the DuQuoin State Fairgrounds.

SILVER CROWN

It was Tyler's second-straight Silver Crown victory on an Illinois dirt mile, following his triumph two weeks ago at the Illinois State Fairgrounds in Springfield. It was also the second-straight series victory for Toyota.

Tyler's road to the victory was carefully calculated, while Darland's near miss was a long-shot gamble that nearly paid off.

Pole-winner Shane Cottle picked up where he left off in 2007, when he led all 100 laps, while Tyler quickly moved the 6R Racing Beast-Toyota from sixth on the grid and rode close behind second place Darland. The top three remained unchanged until Tyler passed Darland on the 42nd circuit.

Meanwhile, point-leader Jerry Coons, Jr. was on the move from 23rd after failing to post a qualifying time. Coons cracked the top five when Donnie Beechler pitted from fifth place with ignition woes at the halfway mark.

Tyler closed quickly on Cottle just before a stalled Bud Kaeding brought out the caution at lap 71. The story

line of the race changed dramatically as Darland pitted for fresh rubber and Tyler thrust past Cottle for the lead on lap 76.

Helped by the thinning field and a couple of cautions, Darland was fourth by lap 90, third on lap 93, and took second from Cottle with two laps to go.

Tyler had seemingly put down the threat at the white flag, but a spin by Coons brought about the one-lap showdown. Darland drove hard to the inside in turn one and got alongside, but Tyler beat back the final challenge.

"I knew I could go side-by-side with Darland because you can trust him to race you clean," Tyler explained. Cottle held on for third, while Ricky Stenhouse, Jr., Mat Neely and Tom Capie were the only other drivers to finish on the lead lap.

The Silver Crown point race took several twists during the event, with Coons preserving a 23-point lead over Darland when it was all over.

The race also marked the final event for veteran racer Johnny Parsons and team owner Ricky Nix as the pair decided to retire together.

The summary:

Qualifications: 1. Shane Cottle, Contos 4, 30.997; 2. Randy Bateman, Bateman 55, 31.406; 3. Ricky Stenhouse, Jr., Edwards/RE 199, 31.468; 4. Dave Darland, Foxco 56/31.476; 5. Donnie Beechler, McQuinn 14, 31.580; 6. Brian Tyler, Team Six-R 21, 31.657; 7. Levi Jones, Stewart 10, 31.682; 8. Chris Urish, Urish 77, 31.723; 9. Russ Gamester, Gamester 51, 31.723; 10. Tom Capie, Capie 153, 31.756; 11. Shane Hollingsworth, Nolen 20, 31.760; 12. A.J. Fike, RFMS 32, 31.871; 13. Bud Kaeding, BK 29, 31.980; 14. Mat Neely, RW 17, 31.982; 15. Tracy Hines, Stewart 22, 32.089; 16. Kevin Huntley, SC 97, 32.141; 17. Dustin Morgan, M & M 93, 32.385; 18. Chappy Knaack, Miller 36, 32.433; 19. Johnny Parsons, Nix 43, 32.488; 20. Joey Moughan, Baker 155, 33.004; 21. Patrick Bruns, Quick Draw 81, 33.228; 22. Derek Hagar, RE 35, 33.461; 23. Jerry Coons, Jr., RW 27, no time; 24. J.J. Yeley, Dooling 03, no time; Kody Swanson, Team Six-R 19, no time.

Feature (100 laps): Tyler, Darland, Cottle, Stenhouse, Neely, Capie, Coons, Fike, Hagar, Huntley, Kaeding, Hines, Jones, Bateman, Beechler, Moughan, Gamester, Urish, Knaack, Yeley, Hollingsworth, Morgan, Bruns, Parsons.

Dirty Deeds: Kimmel Doubles Up For Clean Sweep Of Dirt-Track Runs

By **AL ROBINSON**
NSSN CORRESPONDENT

DUQUOIN, Ill. — Frank Kimmel dominated Monday afternoon's Federated Auto Parts Southern Illinois 100 at the

ARCA RE/MAX

DuQuoin State Fairgrounds, backing up his victory at the Illinois State Fairgrounds in Springfield two weeks earlier and completing a sweep of the ARCA

RE/MAX Series pair of mile dirt-track races.

Starting outside the front row, Kimmel outraged new-track record holder Ricky Stenhouse, Jr. and led the distance except for five laps, which followed his lap-26 pit stop.

Most of the day, Kimmel was on cruise control, building a lead of more than nine seconds on the 60th tour of the one-mile dirt oval. But Patrick Sheltra applied pressure to the nine-time ARCA champion dur-

ing the closing laps.

Sheltra's challenge may have induced Kimmel to revive a DuQuoin tradition by taking a dip in the infield lake before accepting the winner's trophy.

Sheltra, who had run as high as second, faded badly and stopped for tires during a lap-75 caution. Slicing back through the field, he arrived in second and was presented the golden opportunity to steal the victory by a green-white-checkered finish after

A.J. Fike spun.

Like the USAC Silver Crown race the previous evening, the pursuer with fresher tires couldn't quite overtake the leader on the final restart.

Ken Schrader, a contender all day, settled for third, while Dexter Bean edged Stenhouse at the line.

Point-leader Scott Speed finished eighth.

The finish:

Showing driver, car and laps completed: 1. Frank Kimmel, Ford, 102;

2. Patrick Sheltra, Dodge, 102; 3. Ken Schrader, Chevrolet, 102; 4. Dexter Bean, Chevrolet, 102; 5. Ricky Stenhouse, Jr., Ford, 102; 6. Matt Carter, Ford, 102; 7. Kelly Kovski, Chevrolet, 102; 8. Scott Speed, Toyota, 102; 9. James Buescher, Dodge, 102; 10. Bryan Silas, Chevrolet, 102; 11. John Wes Townley, Ford, 102; 12. Justin Lofton, Dodge, 102; 13. Tayler Malsam, Dodge, 102; 14. Brent Glastetter, Toyota, 102; 15. Tom Hessert III, Ford, 102; 16. Justin Allgaier, Chevrolet, 102; 17. Doug Keller, Chevrolet, 101; 18. Eddie Pearson, Ford, 101; 19. Ken Butler III, Toyota, 100; 20. Norm Benning, Chevrolet, 100; 21. Darrell Basham, Chevrolet, 99; 22. Gabi DiCarlo, Ford, 96; 23. Lance Stott, Chevrolet, 96; 24. Kyle Chady, Ford, 96; 25. Bob Strait, Ford, 95; 26. A.J. Fike, Ford, 94; 27. Donny Kelley, Chevrolet, 85; 28. Mike Harmon, Chevrolet, 82; 29. Dale Shearer, Ford, 68; 30. A.J. Henriksen, Ford, 58; 31. Brian Tyler, Toyota, 34; 32. Michael Phelps, Dodge, 23; 33. Brad Smith, Ford, 11; 34. Charlie Vest, Chevrolet, 8; 35. James Hylton, Dodge, 4; 36. Wayne Peterson, Chevrolet, 2; 37. Justin Koch, Chevrolet, 2; 38. Ron Cox, Chevrolet, 1.

OPINIONS

ECONOMAKI: New Jersey facility's inaugural weekend a success. **PAGE 4**
LEMASTERS, JR.: Drivers beware — Here comes Johnson. **PAGE 27**
MARTIN: Barnhart made correct call in blocking game. **PAGE 29**

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EXCLUSIVE

Storied Hoffman Team Closing In On More Sprint-Car Success

With only seven races remaining in the USAC sprint-car season, the famed No. 69, Hoffman sprint car with Jerry Coons, Jr. driving, is in the middle of a heated, three-way battle for the national championship. "We're in a Tony Stewart sandwich," laughs Richard Hoffman, son of the team's founder, the late August "Gus" Hoffman, and now team owner, as he assessed the competition.

FAMED NO. 69 PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
Badger Midgets	Brady Bacon	Sun Prairie, Wis.	10
USAC Midgets	Cole Whitt	Beaver Dam, Wis.	10
Hooters Pro Cup	Benny Gordon	Mansfield, Ohio	13
WoO LMS	Steve Francis	Bedford, Pa.	14
WoO LMS	Steve Francis	Franklin, Pa.	14
WoO LMS	Shane Clanton	Franklin, Pa.	14
ALMS	Montagny/Rossiter	Detroit	18
USAC-CRA	Kevin Swindell	Calistoga, Calif.	22

THE FINISH

"It's not the thing sitting on the shelf. It's what you had to suck up to get it. It's not about the darn trophy. It's about the challenge."

TONY SCHUMACHER

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▶ PUBLIC FORUM

Let your voice be heard

Heart Of The Matter

I picked a most unfortunate time to have a massive heart attack, and thus disrupted the opening Wednesday night of the 2008 Knoxville Nationals. On the other hand, lucky for me I had my incident perhaps 150 feet and 45 seconds from the best trained and equipped professional safety crew any track in the country provides for any event this track hosts.

Their quick recognition of my situation and immediate treatment is why I am able to write and commend them for stabilizing me and getting me rapidly out of the infield and on a helicopter to the heart specialists at the Des Moines hospital.

During the biggest event Knoxville Raceway holds, many Knoxville track officials took time out of their important daily schedules to come visit me in Des Moines — an hour away — daily until my release nine days later.

I was visited by roughly another 100-plus members of the sprint-car community and cannot possibly thank you all in this letter individually, but you all know who you are, and I thank you all.

I can never express in words what you all mean to me. Just know your professionalism, kindness and visits were what kept me fighting and on my way to recovering.

Bill McCroskey
Chariton, Iowa

Bristol Boredom

Just returned from Bristol. After spending several hundred dollars and driving 1,300 round-trip miles, here is what we saw: Friday night's 250-lap Nationwide race, consisting of three lead changes. One was under race conditions; Saturday night we watched 469-plus laps of go-karts (CoT) play follow-the-leader.

This is the third race with the new pavement at Bristol and the new car. It's not even close to the former racing. The track

FORUM: CONTINUED ON PAGE 45



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.



Impressive, To Say The Least

First Pro Weekend For N.J. Motorsports Park A Resounding Success

MILLVILLE, N.J.

Despite the location of this little-known Garden State town, 50 miles south of Philadelphia and 40 miles west of Atlantic City and — according to race fans — 20 miles past nowhere — a huge crowd turned out Sunday for the climactic event of the track's first major racing weekend, a Grand Am contest, at Thunderbolt Raceway. The 12-turn 1.25-mile track is on the 700-acre parcel that — in time — will include an adjacent Lightning Raceway road course and a three-quarter-mile oval track. Finding the raceway — on the back side of Millville Airport — was not easy, yet long lines of race fans' cars queued up at entrance gates for the first professional race headliner. The circuit is quite demanding as Ye Ed quizzed the overall and class winners of Sunday's KONI Challenge, seven

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Because fans did not know what was where, pedestrians posed a problem for those in cars, however all worked out well. Rows of well-designed out garages delighted contestants and the huge timing tower (what I would call a Judge's Stand) graced the start-finish line and press center. I was honored to have this Tower named after me — being a life-long New Jerseyan. Many thanks Thunderbolt. **Harvey Siegel** heads the ownership group, with partners **Lee Brahlin**, **R.J. Valentine** and **Joe Savaro**. Siegel, who also controls Virginia Int'l Raceway, is a staunch believer in the "country club raceway" concept, where a car lover can bring his car, his family and has offerings other than garages. A club house, drivers club, and an upscale restaurant are on the property. Additional family amenities are planned. In all, six weekend races were held: Grand Am Rolex; KONI Challenge; Ford Mustang Challenge; Skip Barber; Ferrari Challenge and MOTO-ST Series. More than 300 drivers took part. My personal thanks to all the track officials who made my visit so pleasant. Believe me, I'll be back.

Now 96 years old, pioneer stock car owner **Raymond Parks** is up for induction into the International Motorsports Hall of Fame. Parks is the last living member of the group that **Bill France** called together in December 1947 to create NASCAR. It was a Parks-owned car, built by **Red Vogt** and driven by **Red Byron**, that



GRAND AM PHOTO

THE DEBUT: Competitors in the Grand Am Rolex Series make their way around the Thunderbolt Raceway road course at New Jersey Motorsports Park.

won NASCAR's very first race.

Those in the racing business are reviewing the offerings of the Dec. 2-3 Motorsports Marketing Forum '08 at New York City's Westin Hotel. Speakers include NASCAR Chairman & CEO **Brian France**, Indy Racing League Founder **Tony George** and CEO and Texas Motor Speedway President & GM **Eddie Gossage**. There is no conflict with Florida's PRI Show. Want more info? Call (866) 576-3708.

Ye Ed did not know that Volkswagen needed "an image boost," for that's what the German car company is calling its new two-seat roadster. The concept version of this car will be on display at the Los Angeles Auto Show in November.

New England car-builder and supermodified owner **Skip Matczak**, who recently lost his wife, reveals in a phone call that he has become a pasta maker, steered that way by repairing an old pasta-making machine given his family years ago. Skip's call was to confirm my recommendation that red wine is the ideal accompaniment to homemade pasta. In order to keep his Matczak ride, **Johnny Heydenreich** has become the official Matczak-pasta taster.

Long-time open-wheel fan **Crocky Wright** is abed with serious heart problems in St. Vincent's Hospital. Crocky is without family, so send him a card to St. Vincent's, 2001 W. 86th St.,

ECONOMAKI: CONTINUED ON PAGE 45

Historic Racing Festival Was A Hit At Darlington

DARLINGTON, S.C.

Anyone traveling south on South Carolina highway 151 and going past Darlington Raceway Aug. 30-31 might have thought the Southern 500 had returned to the 1.333-mile track for a Labor Day reunion.

It was only the inaugural Darlington Historic Racing Festival, which **Chris Browning**, the track's president, hopes will replace the traditional Southern 500, now scheduled to be at the International Speedway Corp.-owned track in 2009, the night before Mother's Day.

And believe me, there was plenty of history to be served at this event.

There were cars of yesterday — NASCAR, Indy-type roadsters, modifieds and late models.

There were participants from years gone by at the track often referred to as "too tough to tame" — like **David Pearson**, **Darrell Waltrip**, **Junior Johnson**, **Charlie Glotzbach**, **Bud Moore**, **Cotton Owens**, **Waddell Wilson**, **Ray Fox**, **Rex White**, **Raymond Parks**, **Leonard Wood**, **Marvin Panch**, **Bobby Allison**, **Donnie Allison** and **Reb Wickersham**.

GUEST COLUMN



JACK FLOWERS

Even members of the media were represented by some who've seen and recorded the history of NASCAR, like writers **Steve Waid** and **Tom Higgins**; photographers **Pal Parker** and **Bryant McMurray**; and announcers **Hill Overton** and **Barney Hall**, who emceed the question-and-answer sessions on both days, attracting an estimated 12,000 people.

"It's a perfect fit," said Browning. "We'll do it again next Labor Day and refine it and do tweaking on it in the process."

"I'm sure there are a lot of things we can do different and do better."

Pearson, **Glotzbach** and **Donnie Allison** drove cars they won races in at the raceway during the two days.

It was estimated **Pearson**, a master at winning poles and races during his career, ran several laps of 170 miles per hour or better.

"It was the same car I won in and it had the same tires on it as it did then," said **Pearson**, who won 14 dirt-track races on a legends circuit in and around his hometown of **Spartanburg, S.C.**

FLOWERS: CONTINUED ON PAGE 45

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The
Audit
Bureau

Who Will Win The World 100?

EAST LEROY, MICH.

Tim McCreddie sure knows how to mess up a well-laid plan. Darren Miller didn't help much, either.

I had it narrowed down to a handful of drivers who would win this year's World 100, then August hit and McCreddie and Miller had to go and win two of the year's biggest late-model races, the Topless 100 and the North-South 100, respectively.

Now, I have to figure them in this deal. Sometimes when a driver wins a major event, it's seemingly not that hard to win another. Both of these guys are on top of their game at the right time of the season.

It's hard or downright impossible to predict the outcome of any race and get it right. It's even more difficult at the World 100. Although track management is expecting to take a hit on car count this year, there likely will be 180-plus drivers there looking for a globe trophy.

You can bet that Eldora will be Eldora. She'll be moody and cantankerous. There will be slide jobs and the unforgiving concrete that doesn't like to let go once it takes hold of a car. If the track is heavy, there probably will be a high cushion that drivers don't want to tangle with, and it could be hell on engines. If the surface is slicked off, there will be more than enough racing grooves to find a quick way to the front.

And there are 100 laps. Those of you who follow late-model racing closely know there are 100 laps and there are 100 Eldora laps. They're not the same thing.

Way too many variables to predict a winner, right? Well, maybe not.

Judging by McCreddie's post-race comments after winning the Topless race, he's ready to give this dirt-late model thing his full attention again. He's one of the best pure drivers I've ever seen and had no problem transitioning from big-block modifieds to late models a few years back.

McCreddie has made several ventures over to pavement racing during the past year or so, but it hasn't hurt his dirt-driving skills.

If the popular New York driver has a weakness, it's driving too aggressively when unnecessary. Don't tempt Eldora. She'll get you if you push too hard.

Darren Miller has been known to skip the

BETTER THAN THIS



PAUL FLETCHER

World 100 and race closer to home at special events in his region. He likes the big half-miles and often runs well at Eldora when he's there, finishing second in the 2005 race.

If he enters this year, he will be riding momentum from his North-South victory and could be tough.

That brings us back to my original picks: Shannon Babb, Brian

Birkhofer and Scott Bloomquist.

Babb has eight starts in the World 100 and has only finished outside the top 10 once, including a hard-fought second-place finish in 2006.

If there's a driver who is overdue, it's Babb. The Illinois driver has seen more consistent races as of late, and has handled the transition from the Rayburn chassis to Rocket quite easily, he said last month.

Birkhofer, another driver who likes the bigger tracks, knows how to get to Eldora's victory stage. He won the 2002 World 100, then put together a string of several top-five finishes. The cars that Birkhofer and Jimmy Mars are building are getting closer to perfect every week, Birkhofer says, and the Iowa driver has had numerous strong races this summer.

That leaves us with Bloomquist.

Since his upset win over Jeff Purvis in 1988, Bloomquist has made every World 100 with the exception of 1999 and 2005. He has three wins and 10 other top-five finishes. In 1990, he won with his arm in a cast. He's barely ever finished outside the top 10.

The Tennessee driver can be just as moody and cantankerous as the old track herself. I figure that's why they get along so well.

Bloomquist won the Dream this year, his fifth victory in Eldora's other major late-model event.

Other drivers to watch are 1999 winner Steve Francis, 2003 Dream winner Darrell Lanigan, Michigan's Jeep VanWormer, Josh Richards and Shane Clanton, who seemed to have a trick or two up his sleeve during this year's Dream.

I figure one of these 10 drivers will win it. But as stated earlier, it's the World 100 and it's Eldora. Who knows what kind of mood the old girl will be in come race night.

It's very likely she'll be waiting quietly, just itching for a chance to mess up somebody's well-laid plan.

Hartman Is A Chip Off The Block

GAYLORD, MICH.

In the world of auto racing, there has always been a distinct difference between a race-car driver and a racer. It's a talent and an on-track presence that goes deeper than statistics.

Bart Hartman is a competitor whose impressive style of handling his Yellow No.75 Rocket Chassis dirt-late-model has earned him the title of "racer" over the years.

Although this Zanesville, Ohio, driver has only taken his racing to the career level for eight years, he is certainly accustomed to the lifestyle.

"My father (the late Butch Hartman) did it for years, he ran the USAC Stock Car tour back in the day," Hartman said. "He was the 1971-1976 USAC Champion and even had a car in the Hall of Fame at Indianapolis. He was quite successful, but then our family business took priority. I finally got enough sponsorship opportunity to race full-time in 2000 and went out on the road."

Although he had spent most of his youth on the road, until that 2000 season Bart also kept busy at the family business which specialized in truck repair and towing.

Bart's own career began on motorcycles, but his true passion was always late models like his father, so his stock-car racing career started right out in that division.

Over the past 17 years, Hartman has amassed many accomplishments including being named the 1992 STARS Rookie of the Year. He was fifth in the STARS standings in 1994 and third the following year. In 2001, he captured the Dirt Track World Championship, and in 2005 he finished fifth in the World of Outlaw Late Model Series standings.

Also that year, Bart captured one of the crown jewels of racing by winning the North-South 100 at Florence, Ky.

Hartman has an incredible stat sheet, but his best racing memory was definitely, "winning my dad's memorial race at our local track in Zanesville — Muskingum County Speedway. That's not one of my biggest accomplishments, but it is one of my most important ones. It was in 2001 that I finally won it. I had

PIT SIDE



DARCIE FUZY

led every one of them after he passed away, but there was always an incident that took it away from me."

That emotion-filled victory is one that Bart will never forget, and even though he captured the event again in 2002, that first one will always have the most sentimental value.

Another great memory for the No. 75 team came in 2005 when Hartman Captured the \$50,000 paycheck at the North-South Shootout.

"We really weren't that good all weekend long, but then we worked on the car and got it to where it was really good in the feature," Hartman explained. "We were kind of the underdog and ended up winning it with Bloomquist and Earl Pearson, Jr. dogging us at the end. I felt really good about that win."

For the remainder of the 2008 season, Hartman has a few big-money events on tap, including the World 100 and Dirt Track World Championship, but his primary goals are centered around the Lucas Oil Late Model Dirt Series.

"I'm really happy with where I am at in dirt late-model racing. We've had a pretty good career and are happy with it," Hartman said. "We are currently chasing the Lucas Oil deal and are second in points in it so everything is going well."

When Bart is not on the track, he enjoys spending time with his wonderful fiancée, Elisabeth, but outside of that, "We just fix what we tore up on the road. We are out on the road so much that by the time we get home and get things back together, my crew chief Austin Hargrove and I are running pretty ragged."

Growing up in a racing family is something that Hartman is truly grateful for. "It has been really good for the family over the years being involved in racing, and we have all just really enjoyed it."

Because of that, Bart appreciates all the families that come out to the tracks and cheer on their favorites. "I just want to see this sport grow, so come to all the dirt tracks and really support your local drivers and tracks."

Phil Hill Was One Of The True Greats

HARRISBURG, N.C.

The racing world this week is mourning the death of Phil Hill, America's first Formula One World Champion. Hill, who was 81, died in a Monterey, Calif., hospital where he was taken after becoming ill while attending the Monterey Historic Car weekend and Pebble Beach Automotive Concours.

Hill, who was born in Miami, Fla., in 1927, and moved with his family to Santa Monica, Calif., when he was 3 years old, where he lived until his death. He began his driving career in the years immediately

following World War II. By the mid-1950s, he had attracted the attention of Enzo Ferrari, who hired him to be a part of his team. During his time with Ferrari, Hill won the famed Le Mans 24 Hour classic three times, earning the same number of triumphs at the French event's U.S. counterpart, the 12 Hours of Sebring.

Despite his successes in the sports car arena, it was in Formula One that he garnered his greatest fame. In 1961, behind the wheel of his factory Ferrari Type 156, he claimed the World title, the only native born

RAMBLING ROAD



BILL OURSLER

American ever to do so. Hill fashioned his championship season with a string of top-three finishes that

included victories in the Belgium and Italian Grands Prix.

Tragically, his closest pursuer, his teammate Wolfgang Von Trips, was killed during the latter event, just as was the case with Mario Andretti, this country's second World Champion, who earned his title in Italy in 1978, following the equally tragic death of Andretti's Lotus teammate, Ronnie Petersen.

Hill, who parted ways with Ferrari in 1963 after a less-than-productive year in 1962, finished his career driving for Texan Jim Hall's Chaparral team, almost bringing

Hall the 1966 championship of the prestigious Cam-Am series, the inaugural season for the Sports Car Club of America's high buck, high horsepower tour.

Hill also gave Hall his only two triumphs on the International World Manufacturers title chase, winning the Nurburgring Makes round in 1966 and the Brands Hatch season finale in 1967.

That latter performance turned out to be the swansong of Hill's racing career, Hill became a top restorer and collector of vintage cars in the time since.



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NSSN ARCHIVES PHOTO

AMERICAN CHAMP: The only U.S.-born Formula One World Champion, Phil Hill died Aug. 28 at 81.

Parkinson's Claims Hill

By **DAN KNUTSON**
NSSN CORRESPONDENT

BLOOMINGTON, Minn.—Phil Hill, the only driver born in the United States to win the Formula One World Championship, passed away Aug. 28 from complications due to Parkinson's disease. He was 81.

Hill competed in 48 championship F-1 races between 1958 and 1964. He drove for Ferrari from 1958 until 1962 during which he won three grand prix races and the 1961 World Championship.

“Phil was a very special guy and had a love for the automotive age,” Dan Gurney, who was Hill's teammate at Ferrari, told the Associated Press. “He was always a potential winner when he sat in a race car. He was both a competitor and a close friend and a fellow I could look up to.”

Mario Andretti, the Italian-born naturalized American who won the World Champion in 1978, also looked up to Hill.

“I had so much respect for Phil Hill,” Andretti told ESPN.com. “When I was at the beginning of my racing career, he was already World Champion.”

“I watched him with a mixture of envy and admiration — dreaming that I would someday have half the command of the race car that he did.”

Born in Florida, Philip Tol Hill, Jr. grew up in Los Angeles where his initial exposure to racing was midgets. His first victory was on a half-mile oval driving a MG TC. He went on to become one of the top sports-car racers in the U.S. and the 1955 national champion.

Enzo Ferrari hired Hill in 1956. It was a winning combination on the track, but Ferrari's arrogance and policy of treating his drivers as mere employees — saying that the driver contributed 10 percent to a victory and the car 90 percent — irritated

Hill.

The two men had a frosty relationship. That mellowed in later years, and Hill said Ferrari was an automotive pioneer like Henry Ford and Ettore Bugatti. The Ferrari team remembers Hill fondly.

“I, as well as all employees of Ferrari, are extremely saddened by the news of the passing of Phil Hill, a man and a champion who gave so much to Ferrari and who has always greatly represented the company's values inside and outside the racing track,” Ferrari President Luca di Montezemolo said.

Hill had an outstanding career in long distance sports car races. He won the Le Mans 24 Hours in 1958, 1961 and 1962, and the Sebring 12 Hours in 1958, 1959 and 1961. He also co-drove to victories in the 1000 kilometer races in Buenos Aires and Nurburgring a total of four times.

He helped develop and raced the legendary Ford GT40. In 1966, he co-drove a Chaparral to victory at the Nurburgring — it was the first international win for Jim Hall's car. Hill's last big league victory was the 1967 BOAC 500 at England's Brands Hatch circuit driving a Chaparral.

“Phil was an excellent race car driver with a unique feel for the car, and his real expertise was in long-distance racing,” Carroll Shelby told the *Los Angeles Times*.

After he retired from driving, Hill continued to be involved in restoring and driving classic and vintage cars. It was a lifelong passion that began when, as a boy, he restored the family's 1918 Packard.

As well as contributing articles to *Road & Track* and working as a commentator for ABC TV, Hill participated in numerous classic-car shows and historic car races. Fittingly, his last public appearance was at the Monterey Historic Automobile Races.

Hill is survived by wife Alma and children Derek, Vanessa and Jennifer.

Teams Want Time Off

Ferrari Says Alonso Won't Replace Raikkonen Next Season

By **DAN KNUTSON**
NSSN CORRESPONDENT

BLOOMINGTON, Minn. — F-1's grueling international travel schedule gets even more intense in 2009 with 19 races on the calendar. Working off the provisional schedule, one team estimated that its mechanics would be away from home more than 150 days in 2009 compared to about 120 in 2008.

The toll on family life is considerable, and that is why the teams are trying to re-jig the 2009 schedule so that F-1's annual midseason three-week break, missing next year, can be reinstated.

F-1 NOTES

“As the races increase with no summer break, it is something we have to look at carefully, so that we don't wear the people out,” Honda team principal **Ross Brawn** said.

With 20 races in 2010, Honda, like other teams, is considering rotating its crews that travels to the events.

“When you make that transition of having an extra race, it is not going to cost very much apart from transportation costs and some consumables,” Brawn said. “But when you move into the realms of having to rotate squads then you definitely incur a step change in the cost. We are moving towards that.”

Banning the use of the third/spare car at races and reductions in testing gave the teams a bit of a reprieve as the staff that worked in those areas were absorbed into the traveling race group.

■ “For all who knew him, he will forever be cherished as a perfect gentleman and a man who embodied the true sporting values of motor racing,” McLaren's **Ron Dennis** said of **Phil Hill**. “We who were privileged to have met him will remember him fondly wherever we race, but most of all at Monza, on the tarmac of whose famous autodrome he became World Champion 47 years ago.”

■ **Kimi Raikkonen** denies he has lost his enthusiasm.

“I'll give it all to win again,” he said. “If someone has doubts as far as my motivation is concerned, go ahead. I want to win more than ever.”

His second and last win of the season was in Spain at the end of April, but that may well change at this weekend's Belgian Grand Prix. He has won at Spa the last three years.

“I'd like to race there all the year round,” he said.

■ Ferrari has thrown its full support behind **Kimi Raikkonen**, who has had a lackluster string of races, and confirmed that **Fernando Alonso** will not replace the Finn in 2009.

“Kimi is motivated and we must work hard so that he is in a position to make a quick start — especially on the new circuits, which I don't like and are doing harm to F-1,” Ferrari President **Luca di Montezemolo** told reporters at the Monza test. “You

can't overtake, and nine times out of 10 whoever takes pole position wins.”

■ The next two races, the final rounds in Europe, will be vital in the McLaren/Ferrari title fight, according to McLaren CEO **Martin Whitmarsh**.

“From a human and physical perspective, these two races are pivotal to our title challenge,” he said. “It's vital that every member of the team pulls together to make sure these races pass without undue incident and set us up nicely for the final flyaway races.”

■ **Nico Rosberg** reckons that the Williams team is moving away from its recent bad patch. “We're not going to make a huge jump,” he said, “but we'll definitely be heading in the right direction.”

■ Renault is convinced it can close the 10 point gap on Toyota to snatch fourth place in the Constructors'

Championship.

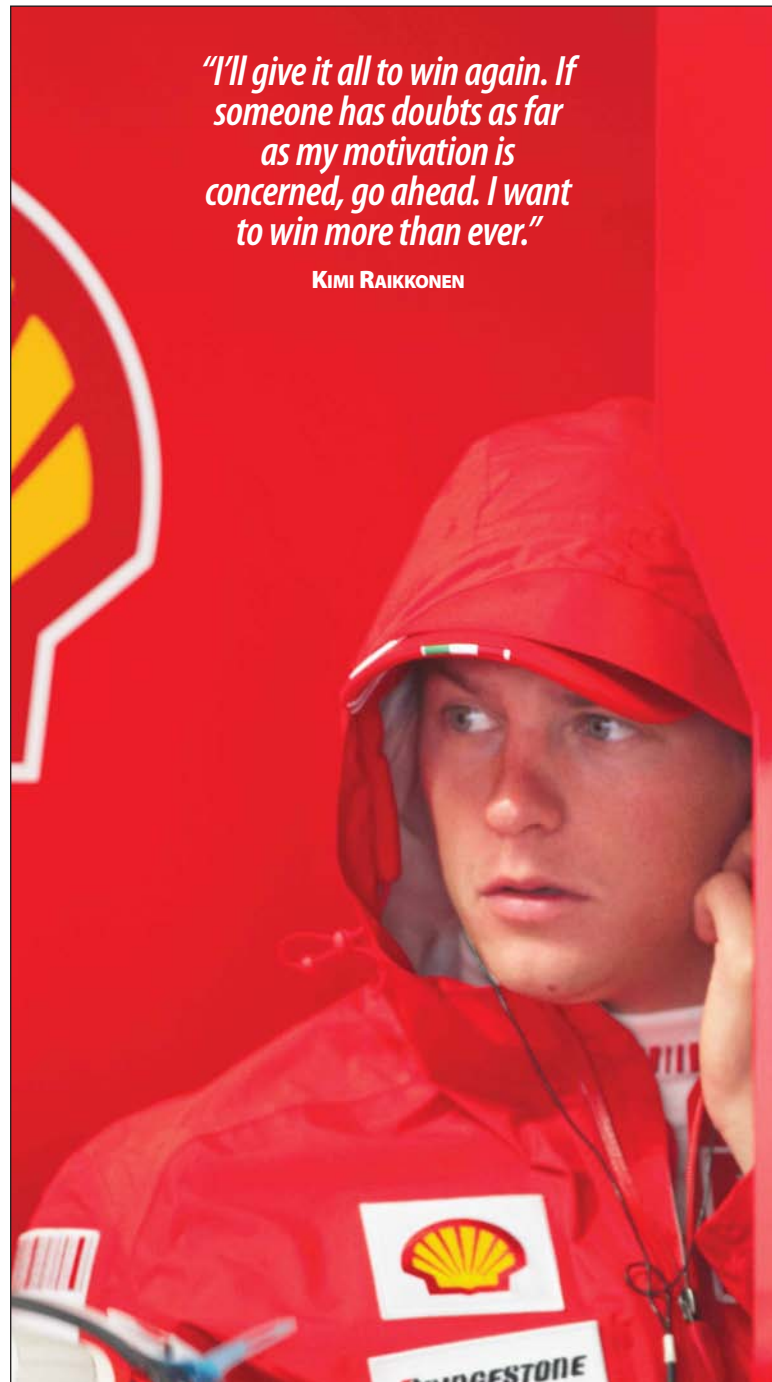
“We fundamentally have a better car than them and we are a better team than them,” Renault's Executive Director of Engineering **Pat Symonds** said. “We have out-developed everyone with the possible exception of McLaren, in our respective places.”

■ The reason **Robert Kubica** was so far off the pace in the Hungarian GP was because the tire pressures on all three sets he used during the race were wrong.

■ Three different teams set the best times during the three days of testing at Monza last week. **Felipe Massa** went quickest on day one in his Ferrari; **Nick Heidfeld** topped the times on day two in his BMW Sauber; and **Lewis Hamilton** was the fastest on the final day in his McLaren Mercedes. The teams' main objective was working on their low downforce packages for the upcoming Italian Grand Prix.

“I'll give it all to win again. If someone has doubts as far as my motivation is concerned, go ahead. I want to win more than ever.”

KIMI RAIKKONEN



STEVE ETHERINGTON PHOTO

FINN WANTS WINS: Ferrari says its full support is behind defending World Champion Kimi Raikkonen.



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RACE REWIND

NASCAR NATIONWIDE SERIES

Race 27 of 35: Camping World RV Service 300, Saturday, Aug. 30
Auto Club Speedway, Fontana, Calif.

FINAL RESULTS

FIRST	SECOND	THIRD
		
Kyle Busch	Carl Edwards	Brian Vickers

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	18	Kyle Busch	Z-Line Designs Toyota	150	\$99,195	Running
2	4	60	Carl Edwards	Save-a-Lot Ford	150	66,200	Running
3	11	32	Brian Vickers	ABF Freight/Seymour Toyota	150	50,175	Running
4	2	29	Jeff Burton	Holiday Inn Chevrolet	150	37,525	Running
5	7	17	Jamie McMurray	CitiFinancial Ford	150	32,925	Running
6	3	20	Joey Logano	GameStop Toyota	150	37,668	Running
7	10	2	Clint Bowyer	BB&T Chevrolet	150	29,110	Running
8	13	99	David Reutimann	Aaron's Dream Machine Toyota	150	27,970	Running
9	14	6	David Ragan	America's Tire Ford	150	27,275	Running
10	17	64	David Stremme	Kenwood Chevrolet	150	34,168	Running
11	9	33	Kevin Harvick	Camping World Chevrolet	150	25,825	Running
12	6	1	Mike Bliss	Micosukee Resorts Chevrolet	150	32,193	Running
13	15	47	Kelly Bires	ICP Ford	150	33,868	Running
14	27	11	Jason Keller	K&N Filters Chevrolet	150	30,518	Running
15	12	59	Marcos Ambrose	Kingsford Hickory Charcoal Ford	148	33,043	Running
16	26	7	Mike Wallace	Geico Toyota	148	30,068	Running
17	5	5	Jimmie Johnson	Lowe's Chevrolet	148	23,825	Running
18	22	40	Bryan Clauson	Fastenal Dodge	148	30,818	Running
19	18	25	Bobby Hamilton, Jr.	Smithfield Ford	148	29,668	Running
20	21	66	Steve Wallace	Oakley Chevrolet	148	30,343	Running
21	25	30	Stanton Barrett	NOS Energy Drink Chevrolet	148	29,918	Running
22	19	22	Josh Wise	Supercuts Toyota	148	29,293	Running
23	8	9	Chase Miller	Ragu Dodge	147	29,693	Running
24	28	81	Kevin Hamlin	Mahindra Tractor Dodge	146	29,018	Running
25	23	61	Brandon Whitt	Un-sponsored Ford	146	29,068	Running
26	16	38	Jason Leffler	Great Clips Toyota	146	28,768	Running
27	39	01	Danny Efland	sponsordavis.com Chevrolet	145	28,618	Running
28	37	28	Kenny Wallace	U.S. Border Patrol Chevrolet	145	28,468	Running
29	34	83	John Borneman III	Borneman Plastering Ford	145	21,875	Running
30	35	4	Derrick Cope	JVC Chevrolet	144	28,468	Running
31	20	27	David Gilliland	Huggies/Stater Bros. Ford	143	21,620	Running
32	38	24	Eric McClure	Hefty Chevrolet	141	27,953	Running
33	24	88	Brad Keselowski	U.S. Navy Chevrolet	128	27,843	Running
34	30	89	Morgan Shepherd	Victory In Jesus Dodge	48	27,733	Handling
35	36	05	Burney Lamar	31-W Insulation/CertainTeed Ford	39	27,628	Electrical
36	43	0	Larry Gunselman	sponsordavis.com Chevrolet	26	21,125	Rear End
37	29	31	Kenny Hendrick	Interush.net Chevrolet	23	21,090	Vibration
38	41	91	Justin Hobbgood	MSRP Motorsports Chevrolet	20	21,035	Electrical
39	40	90	Johnny Chapman	MSRP Motorsports Chevrolet	17	27,453	Vibration
40	42	52	Scott Gaylord	Blaha Construction Chevrolet	14	27,428	Engine
41	31	73	Kevin Lepage	Un-sponsored Dodge	8	20,930	Fuel Pump
42	32	78	Johnny Sauter	Un-sponsored Chevrolet	4	20,890	Transmission
43	33	49	Kertus Davis	Un-sponsored Chevrolet	2	20,834	Electrical

RACE STATISTICS


Race time: 2 hours, 4 minutes, 49 seconds
Average speed: 144.212 miles per hour
Victory margin: Under caution
Caution flags: Five for 15 laps
Lead changes: Seven among six drivers

Lap leaders: Kyle Busch 1-39; Jeff Burton 40; Kevin Harvick 41-42; Brad Keselowski 43; Busch 44-125; Clint Bowyer 126; Kelly Bires 127; Busch 128-150.

TALK OF TIME TRIALS

Kyle Busch rolled to his third pole of 2008 and 14th in 131 Nationwide Series starts, lapping Auto Club Speedway in 40.586 seconds at 177.401 miles per hour. Jeff Burton joined Busch on the front row.

STANDINGS

FIRST	SECOND	THIRD
		
Clint Bowyer	Brad Keselowski	Carl Edwards

Top 10

1. Clint Bowyer	3,913	6. David Ragan	3,428
2. Brad Keselowski	3,709	7. Kyle Busch	3,344
3. Carl Edwards	3,691	8. Mike Wallace	3,136
4. David Reutimann	3,503	9. Jason Leffler	3,129
5. Mike Bliss	3,474	10. Marcos Ambrose	3,082

Mr. NASCAR



HHP/ERIK PEREL PHOTO

SHOW STOPPER: Kyle Busch bows to the crowd after winning Saturday night's Camping World RV Service 300 at Auto Club Speedway in Fontana, Calif. The triumph was Busch's seventh of the season.

Busch Snags 18th NASCAR Victory Of The Season

FONTANA, Calif. — Give Kyle Busch credit for being a quick study.

Nudged out of the way and deprived of a victory by Carl Edwards in the Aug. 23 NASCAR Sprint Cup race at Bristol (Tenn.) Motor Speedway, Busch didn't let Edwards anywhere near his rear bumper in the closing laps of Saturday night's Camping World RV Service 300 NASCAR Nationwide Series race at Auto Club Speedway.

After a restart with eight laps remaining, Busch pulled away, as he had done consistently all night long, to hold off his nemesis and win the race under caution when Josh Wise wrecked on the white-flag lap.

The victory was Busch's seventh of the season in the series and the 18th of his career. Busch now has 18 victories in NASCAR's top three series this season — eight in Cup, seven in Nationwide and three in the Craftsman Truck Series. He now has won in all three series at Auto Club Speedway. Mark Martin is the only other driver to have won in all three

series at the two-mile superspeedway.

Busch led 144 of the 150 laps and became the first driver to win from the pole in 17 Nationwide events at the track.

"This thing was flawless tonight," Busch said of his No. 18 Joe Gibbs Racing Toyota. "It was just amazing."

Edwards' runner-up finish allowed the defending series champion to retain third in the standings, 222 points behind Clint Bowyer, who finished seventh. Brian Vickers ran third, followed by Jeff Burton, Jamie McMurray and Joey Logano.

Debris from Jason Leffler's Toyota caused the fourth caution of the race on lap 138 and set up an eight-lap run that ended short of the finish line thanks to Wise's accident. Busch pulled away to a lead of more than .6 second on lap 143 and remained comfortably ahead the rest of the way until the race was slowed by the fifth and final caution.

Busch dedicated the victory to crew chief Jason Ratcliff, who, along with six other members of the Joe Gibbs

Racing organization, is serving an indefinite suspension for trying to manipulate their car's horsepower readings two weeks ago at Michigan Int'l Speedway. Doug Hewitt is serving as crew chief for the No. 18 Toyota during the suspension.

"These guys are pumped up, they're excited. It doesn't matter if you win a late model race, a Nationwide race, truck race or Cup race — you never know when your last one is going to be, so this one means a lot," Busch said. "These crew guys have had a lot of adversity on them in the past few weeks and they don't deserve the bad rap they've got. I don't care about my bad rap, but these guys here are the ones that work hard at the shop and do all the hard work, so I really have to thank these guys."

An electrical problem forced Brad Keselowski to the garage on lap 106, and after repairs, he returned to the track 21 laps down. With a 33rd-place finish, Keselowski remains second in the standings, but 204 points behind Bowyer.

Dilley Fends Off Ranger, Lynch At Cayuga

HAMILTON, Ontario — Mark Dilley won the NASCAR Canadian Tire Series Coke Zero 200 Saturday at Cayuga Motor Speedway by holding

CANADIAN TIRE

off Andrew Ranger and Derek Lynch on a green-white-checkered finish. It took longer than it should have due to a malfunction of the lighting system at the track, but the trip to victory lane was

just as sweet for Dilley, who picked up his first win of the season and the second of his NASCAR Canadian Tire Series career.

"We weren't very good in practice today and the crew changed just about everything," said Dilley. "Going into qualifying, we weren't sure if this thing would turn. I'm amazed at how good it was."

Ranger, coming off a win at the Grand Prix de Trois-Rivieres two

weeks ago, crossed the line .737 second behind Dilley. Lynch followed closely for third place.

Jason Hathaway logged his second-consecutive top-five finish by coming home in fourth, and Ron Beauchamp, Jr. rounded out the top five.

The finish: Mark Dilley, Andrew Ranger, Derek Lynch, Jason Hathaway, Ron Beauchamp, Jr., Jim Lapcevich, Don Thomson, Jr., Dave Whitlock, Peter Gibbons, D.J. Kennington, Kent Nuhn, J.R. Fitzpatrick, Kerry Micks, John Gaunt, Jason White, Pete Shepherd, John Fletcher, Scott Steckly, Brad Graham, Nik Lapcevich, Doug Brown, Anthony Simone.

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



JOE SECKA/JMS PRO PHOTO

RANK AND FILE: The USAR Hooters Pro Cup field files around Mansfield (Ohio) Motorsports Park during Saturday's Sears Auto Center 250.

▶ NEED A CONCIERGE?

Coach-Net, a supplier of roadside assistance and other luxuries for motorhome travelers is now providing racing fans with a new service which will help them plan auto-racing trips.

Motorsports Advantage is a 24-hour concierge system available to race fans that will assist in renting motorhomes, finding reservations, trip routes, fuel prices and driving routes among other things. It is not limited to motorhome users and hotel recommendations, reservations and rental car information can be obtained using the system, which was officially launched in April.

According to Coach-Net Director Tabitha Lederer, feedback has been "very positive. Right now, we are the only service of this kind available."

Motorsports Advantage subscribers will pay \$109.50 and a \$10 application fee to use the service. For information, interested parties should call (866) 590-5944 or log onto www.motorsportsadvantage.com.

▶ BOOK OF THE WEEK

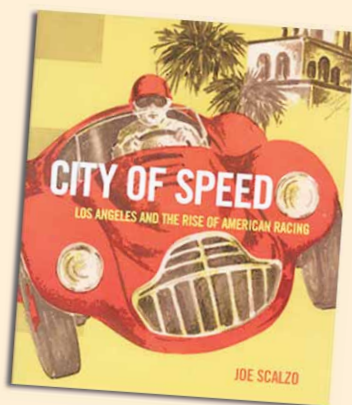
City Of Speed, Los Angeles And The Rise Of American Racing

By Joe Scalzo

Released in 2007, "City of Speed" details how Los Angeles drivers, mechanics and car builders contributed to making auto racing the sport it is today.

While tracing auto racing through its early days in the 1920s to the present, this 192-page hardcover tome, which includes 50 color photos, covers Indy car racers, short trackers, drag racers, sports-car racers, hot rodders and the pursuit of land-speed records.

\$40. Published by Motorbooks. Available from www.motorbooks.com.



▶ BY THE NUMBERS

74

green-white-checked flag finishes in the NASCAR Craftsman Truck Series



Kyle Busch

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"It's sort of like playing poker out of two decks — 'Don't like the hand you've got over there? Here, try this one.' Problem is, if you sit down at a poker table and can't spot the sucker, it's you. The manufacturers (and the drivers) have been dealt lousy hands by NASCAR when it comes to the CoT. Do the manufacturers really think they're holding a full house by getting a little extra buzz before the Shootout?"

— John Clayton, Aug. 29 blog

■ NSSN staffer Liz Mellott writes about the importance of having a weekend husband.



JEFF ARNS PHOTO

MIGHTY MOPAR: Brady Bacon notched the 27th annual Firemans' Nationals Badger Series win Saturday.

Sizzlin' Bacon Breaks Through

By BRYAN GAPINSKI

SUN PRAIRIE, Wis. — Brady Bacon scored an impressive victory, winning the 27th annual Firemans' Nationals Badger Midget Series event Saturday night at Angell Park Speedway.

BADGER

The victory was Bacon's first in nearly two seasons driving for the Kasey Kahne Racing team and was worth \$15,000.

Bacon jumped into the lead at the start, followed by Dave Darland and Jerry Coons, Jr. Coons moved into second on lap four and Darland retired from the event a few laps later.

After a caution on lap nine for a spun car, Coons passed Bacon on the

restart and opened up a comfortable margin by the completion of lap 20.

The turning point of the event occurred four laps later when Coons slowed on the track, causing a caution.

On the restart, Bacon pulled away from his teammate Brad Sweet, increasing his advantage each lap on the tricky race surface. The pair appeared headed for a 1-2 team sweep when, with two laps remaining, Sweet jumped the cushion and hit the frontstretch wall, flipping several times. Sweet was uninjured.

Bacon took advantage of four lapped cars between himself and second place Tracy Hines on the restart and cruised unchallenged for the final two circuits to become the youngest win-

ner in the event's history.

Hines, a two-time winner of the event, placed second ahead of Darren Hagen, Brad Kuhn and Scott Hatton. Earlier in the night, Coons captured the sixth annual Dave Schulenberg Memorial Dash, which carried a \$3,400 purse.

Mike Hess who wrapped up the Badger Driver's Championship the previous night, topped the field in qualifying. The effort also clinched the Badger car owner championship for Jerry Hardy, in his third season as a car owner.

The finish:

Brady Bacon, Tracy Hines, Darren Hagen, Brad Kuhn, Scott Hatton, Levi Jones, Davey Ray, Cole Whitt, Mike Hess, Dustin Morgan, Brandon Waelti, Chad DeSelle, Aaron Fiscus, Dakota Armstrong, Brad Sweet, Kody Swanson, Jerry Coons, Jr., Matt Westfall, Jake Stotten, Bobby East, Dave Darland.

Whitt Dodges Bacon For Midget Score

By BRYAN GAPINSKI

BEAVER DAM, Wis. — Cole Whitt survived five restarts to win the 30-lap Mid-State Equipment Sue Thiel Memorial Friday night at Dodge County Fairgrounds.

The event was co-sanctioned by the USAC Mopar National and Badger Midget Car Series. Mike Hess clinched the Badger Midget Championship, with one race remaining, placing eighth in the event.

Whitt jumped into the lead at the start and led a four-car breakaway from the field when the event's first caution appeared for a stalled car on lap nine.

Whitt led Brady Bacon and Levi Jones for the next three laps before another caution appeared again for a stalled car.

Jerry Coons, Jr., trying for a third-straight victory at the track, flipped on lap 16.

One lap after the restart, Bacon moved into second. Bacon trailed Whitt by one car length for the next few laps, closely followed by Jones and Brad Sweet. Sweet, who set a track record in qualifying, stopped with five laps remaining, causing the final caution flag.

Bacon stayed on Whitt's bumper, but couldn't pull off a pass for the lead during the final five circuits.

Whitt, driving the Keith Kunz-owned Billet/Ford-Esslinger No. 71, finished two car lengths ahead of Bacon. It was Whitt's first USAC midget triumph. Jones was third ahead of point-leader Tracy Hines and Darren Hagen.

Brad Loyet flipped hard during qualifying. Loyet was transferred to Beaver Dam Memorial Hospital for observation.

The summary:

Qualifications: 1. Brad Sweet, Kahne 49, 20.425; 2. Chad Boat, Boat 30, 20.454; 3. Brady Bacon, Kahne 99, 20.517; 4. Brad Loyet, Loyet 05s, 20.521; 5. Kody Swanson, Nine Racing 19, 20.529; 6. Levi Jones, Stewart 20, 20.537; 7. Cole Whitt, Kunz 71, 20.566; 8. Brad Kuhn, B & T 07, 20.588; 9. Davey Ray, RFMS 32, 20.590; 10. Bobby East, Klatt 4, 20.647; 11. Tracy Hines, Stewart 21, 20.653; 12. Darren Hagen, Nine Racing 9, 20.667; 13. Jerry



JEFF ARNS PHOTO

WHITTY: Cole Whitt powers around the Dodge County Fairgrounds en route to winning the USAC Mopar/Badger Midget race Friday.

Coons, Jr., Wilke-Pak 11, 20.728; 14. Dakota Armstrong, C & A 7a, 20.798; 15. Dustin Morgan, Kunz 67, 20.961; 16. Mike Hess, Hardy 4x, 20.967; 17. Scott Hatton, Huston 15, 21.023; 18. Gary Altig, Mecum 67x, 21.072; 19. Joe Wipperfurth, Imhoff 19x, 21.203; 20. Chad DeSelle, RAB 57x, 21.272; 21. Tim Noble, Fiscus 71x, 21.356; 22. David Gough, Hardy 14g, 21.532; 23. Matt Westfall, Bordner 14, 21.598; 24. Aaron Fiscus, Fiscus 7x, 21.688; 25. Aaron Fike, RFMS 69, no time.

First Heat (8 laps): Sweet, Hines, Hatton, Armstrong, Swanson, Westfall, DeSelle, Kuhn.

Second Heat (8 laps): Altig, Boat, Morgan, Noble, Ray, Hagen, Jones.

Third Heat (8 laps): Whitt, Wipperfurth, Coons, East, Bacon, Hess, Gough.

Feature (30 laps): Whitt, Bacon, Jones, Hines, Hagen, Hatton, Altig, Hess, Morgan, Boat, Ray, Swanson, Sweet, Kuhn, Wipperfurth, Gough, Westfall, Noble, Coons, Fiscus, Armstrong, DeSelle, East.

Shryock Ends Drought, Takes Point Lead In The Hunt

Thursday

ALLISON, Iowa — Seventeen-year-old Ryan Gustin claimed his first O'Reilly USMTS National Tour victory with a thrilling last-lap pass of Corey Dripps to become the youngest winner in USMTS history Thursday night at Highway 3 Raceway.

Gustin also earned the \$2,000 top prize and the fourth-annual Hawkeye Summer Classic trophy in his 38th-career start.

The victory by Gustin also denied Dripps his first series triumph since April 1, 2005. The runner-up finish was Dripps's best this season.

Kelly Shryock was third ahead of Tim Donlinger and Al Hejna in the top five.

The finish:

Ryan Gustin, Corey Dripps, Kelly Shryock, Tim Donlinger, Al Hejna, Alan Mondus, Jon Tesch, Scott Green, Donovan Lodge, Ron Ver Beek, Brandon Kenny, Tommy Weder, Jr., Zack VanderBeek, Jeff Schluetter, Kevin Pittman, Dereck Ramirez, Bryan Rowland, Dan Bohr, Doug Hillson, Mark Noble, Dean Mahlstedt, Darrin Walch, Shawn Ryan, Joey Schaefer.

Friday

LANSING, Minn. — Even if their favorite driver came up short, it would have been difficult for any person sitting in the jam-packed Chateau Raceway grandstands Friday night to leave the track without grinning from ear to ear.

In the end, Tim Donlinger came through the field to win the 40-lap event, which featured a wild side-by-side battle between Kelly Shryock and Brandon Kenny during the first half of the race.

But Donlinger got around both drivers, taking the lead from Shryock with only three laps of the third-mile oval remaining.

Shryock finished second, ahead of Steve Wetzstein, Jon Tesch and Brandon Kenny.

The finish:

Tim Donlinger, Kelly Shryock, Steve Wetzstein, Jon Tesch, Brandon Kenny, Zack VanderBeek, Jacob Dahle, Todd Scharkey, Tommy Weder, Jr., Ryan Gustin, Dereck Ramirez, Corey Dripps, Jake Neal, Al Hejna, Richie Gustin, Jr., Les Duellman, Doug Hillson, Ron Ver Beek, Bryan Rowland, Joe Wernecke, Scott Green, Alan Mondus, Tommy Myer, Mark Noble.

Saturday

SPRING VALLEY, Minn. — Alan Mondus led all 35 laps of the O'Reilly USMTS National Tour main event Saturday night at Deer Creek Speedway for what appeared to be his first O'Reilly USMTS National Tour victory.

But Mondus's celebration was cut short when his modified rolled across the scales and failed to meet the minimum weight requirement, resulting in his disqualification and handing the victory to Tim Donlinger.

The victory was Donlinger's second in as many races and third in the Casey's General Store Hunt for the O'Reilly USMTS National Championship.

Zack VanderBeek was pro-

moted to second ahead of Tommy Myer in third, Kelly Shryock in fourth and Mike Sorenson in fifth.

The finish:

Tim Donlinger, Zack VanderBeek, Tommy Myer, Kelly Shryock, Mike Sorenson, Layne Meyer, Richie Gustin, Jr., Nate Wasmund, Jason Cummins, Jeff Schluetter, Bob Timm, Joey Schaefer, Jon Tesch, Doug Hillson, Dereck Ramirez, Brandon Kenny, Al Hejna, Dan Bohr, Corey Dripps, Jake Neal,

Steve Wetzstein, Tommy Weder, Jr., Mark Noble, Alan Mondus.

Sunday

KASSON, Minn. — Thirty days after his last win, Kelly Shryock returned to the O'Reilly USMTS winner's circle Sunday night with a domi-

nating performance in the seventh-annual Kasson Klash at Dodge County Speedway.

The victory put an end to an uncharacteristic 15-race winless drought for Shryock and also returned him to the top of the standings in The Hunt with five of 15 races for the

title still to be run.

Tommy Weder, Jr. finished second in the 40-lapper, with Jay Ihrke coming home third. Tommy Myer raced from 14th on the 24-car starting grid to finish fourth and earned the KSE Racing Products Hard Charger Award. Jon Tesch

bounced back from a couple of disappointing runs to fill the top five.

The finish:

Kelly Shryock, Tommy Weder, Jr., Jay Ihrke, Tommy Myer, Jon Tesch, Scott Green, Tim Donlinger, Al Hejna, Brandon Kenny, Alan Mondus, Zack VanderBeek, Dereck Ramirez, Ryan Gustin, Joey Schaefer, Ron Ver Beek, Donovan Lodge, Bryan Rowland, Jake Neal, Mike Sorenson, Jay Poidinger, Todd Scharkey, Josh Angst, Steve Wetzstein, Corey Dripps.

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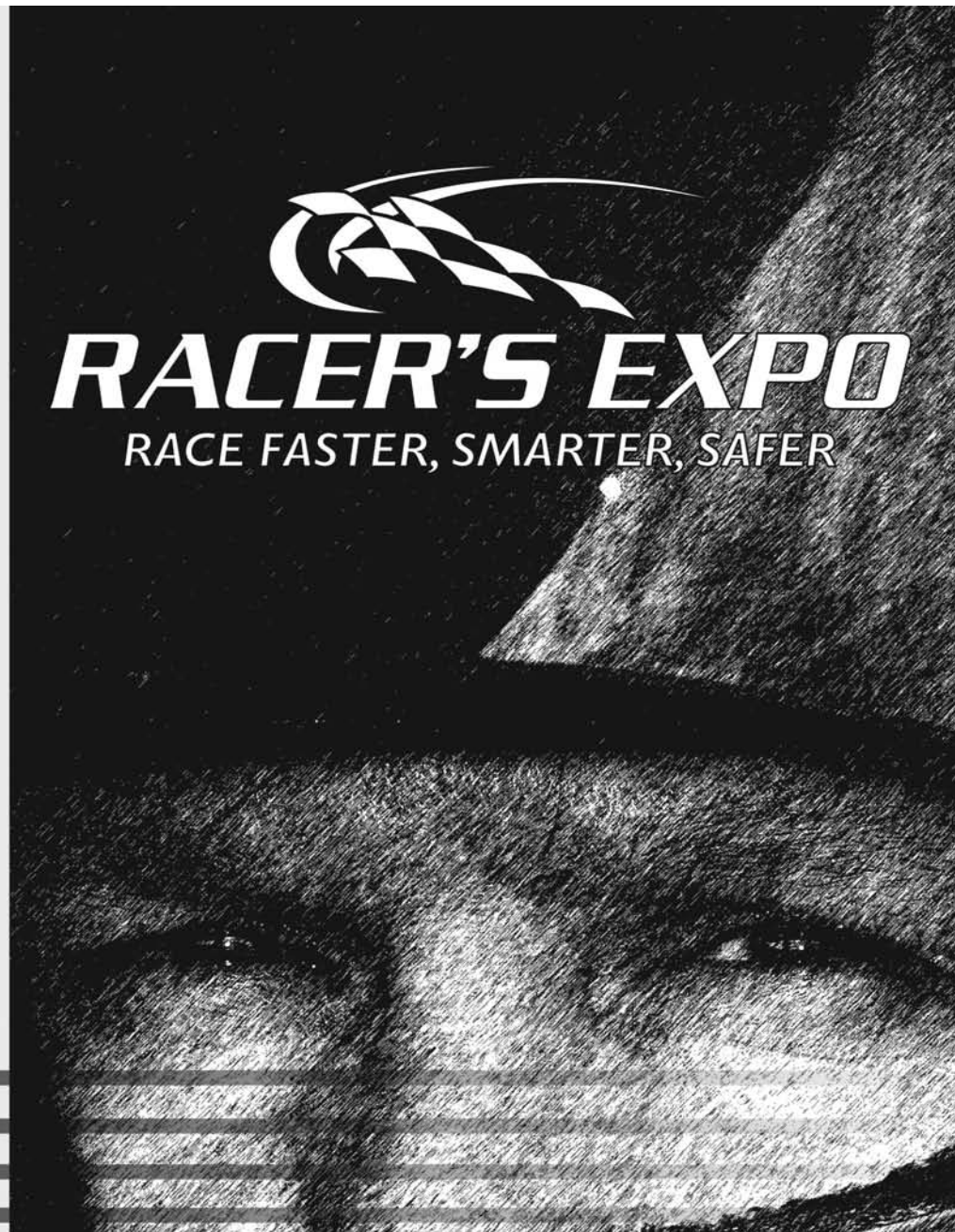


Photo by: Terry Thomson



Photo by: Terry Thomson



Photo by: Terry Thomson

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 set yet another NHRA record by winning 24 rounds in a row, including all four on his way to his seventh-career U.S. Nationals title, his 11th victory of what has thus far been a dream season for Schumacher and the U.S. Army team.

NO. 1



NHRA PHOTO

REST OF THE BEST

2. Kyle Busch

No. 18 Toyotas, NASCAR Sprint Cup/Nationwide Series
Busch picked up a Nationwide Series victory before running to an uneventful seventh in the Sprint Cup Race at Auto Club Speedway.

3. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
Edwards came up short in his bid for three-straight Cup victories, settling for sixth in Cup and a runner-up finish in the Nationwide Series.

4. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz has a dozen WoO victories on the season, but settled for fourth- and seventh-place finishes at Washington's Skagit Speedway.

5. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon failed to wrap up the IndyCar Series title at Detroit's Belle Isle, but takes a 30-point lead into the season finale at Chicagoland.

6. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Third- and second-place finishes at Washington's Skagit Speedway ran Meyers's streak of consecutive top-five finishes to 20.

7. Johnny Benson

No. 23 Toyota, NASCAR Craftsman Truck Series
Benson has won four of his last six races as the Truck Series returns to Gateway Int'l Raceway, where Benson will try to defend his title.

8. Lewis Hamilton

No. 22 Vodaphone McLaren Mercedes, Formula One
Hamilton leads the World Driving Championship standings by six points over Felipe Massa heading into this weekend's Belgian Grand Prix.

9. Jason Johnson

No. 41 Eagle Sprint Car, American Sprint Car Series
Johnson followed up his \$56,000 Ollie's Challenge victory with a pair of ASCS Gulf Region victories in as many races.

10. Helio Castroneves

No. 3 Team Penske Dallara-Honda, IndyCar Series
An official's call may have cost Castroneves a second-straight victory, but he earned his 8th runner-up finish on the season.

Honorable Mention

World of Outlaws Late Model Series competitor Steve Francis managed a pair of victories and a top-five finish in three races this past week. . . Billy Moyer continues to roll with a win in Eldora's Baltes Classic.

Last Week

For the first time this season, the top-10 in Power Rankings remained the same as the week before with Tony Schumacher atop the standings and Helio Castroneves coming in at No. 10.

Changes On Tap For Bud Shootout

New Format, Five More Laps Scheduled For Season Opener

DAYTONA BEACH, Fla. — The Budweiser Shootout, NASCAR's season-opening event, will undergo a major format change in 2009 with the top-six drivers in owner's points for each car manufacturer eligible for a starting berth.

The annual Shootout is scheduled for Feb. 7 at Daytona Int'l Speedway. In addition, other format changes include: Event distance increases from 70 laps to 75 laps; a 10-minute intermission after 25 laps; teams can change tires, add fuel and make normal chassis adjustments.

"We're thrilled about the new format for the Budweiser Shootout," said Daytona Int'l Speedway President Robin Braig. "This new look for the Budweiser Shootout will provide added excitement for the race fans, teams, drivers and manufacturers as NASCAR kicks off its new season at its most storied venue."

Practice Crash Sends Pruett To Hospital

MILLVILLE, N.J. — Scott Pruett was taken to South Jersey HealthCare Regional Medical Center for evaluation after being involved in a crash during practice at New Jersey Motorsports Park Aug. 28.

Pruett was released with only bruises after his car snapped sideways while attempting to avoid a spin in front him. The car hit the end of the barrier that separated pit road and the Thunderbolt Raceway circuit with such force that the car was ripped in half.

Due to the wreck, Chip Ganassi Racing with Felix Sabates went to a backup No. 01 Lexus Riley, last driven in 2008's Rolex 24 At Daytona, for Pruett and teammate Memo Rojas to drive in Sunday's Supercar Life 250.

Driver, Businessman Dan Ramey Dies

PLACERVILLE, Calif. — Former stock-car driver and DSR Graphics and Signs founder Dan Ramey died Aug. 28 after suffering a heart attack while on vacation in Las Vegas.

Ramey, 52, raced stock cars at Placerville Speedway until an injury forced him to retire from driving. Determined to stay involved, he created DSR Graphics and Signs, working closely with area teams and tracks.

Ramey's son, Dan Ramey, Jr., will announce funeral and service details when they become available.

Kansas Speedway Has Plans For Road Course

KANSAS CITY, Kan. — In addition to a potential second NASCAR Sprint Cup Series race, Kansas Speedway announced that it will add a road course to its infield, pending the approval of the proposal sent to the



GETTY IMAGES PHOTO

NEW-LOOK BUD: Tony Stewart (20) and Dale Earnhardt, Jr. battle for position during the 2008 edition of the Budweiser Shootout, which will undergo a format change for 2009.

Kansas Racing and Gaming Commission.

The proposal is part of a casino-management contract for Wyandotte County and would allow for the construction of the Hard Rock Hotel & Casino just outside turn two. The road course, if completed, would be only the second active road course in Kansas.

The additional course would allow the track to hold multiple events throughout the year, including an additional Sprint Cup race that International Speedway Corp., announced it would petition for if the contract is awarded.

NASCAR Driver Diversity Roster Is Announced

CHARLOTTE, N.C. — The 2008 Crew Member Development Program presented by Sprint, NASCAR's on-track diversity initiative, announced the Drive for Diversity roster.

The program gives six minority and female crew members the opportunity

to work with an established NASCAR team from August through the end of the 2008 racing season.

Selected for the program were Johnnie Wade for Team Dillon Racing; Brian Eastland for Roush Fenway Racing; Melissa Hakes for Bill McAnally Racing; Justin Henry for Golden State Racing; Pervis Johnson for Roush Fenway Racing; and Randi Olson for Randy Moss Motorsports.

Penske Shock Being Developed For F-1

READING, Pa. — Penske Racing Shocks have signed a multi-year agreement with Cambridge (England) Enterprise to incorporate the patented inerter technology developed by Professor Malcolm Smith of the University of Cambridge, in suspension for use in Formula One Racing.

Developed by Smith and patented by the University in 2001, Cambridge and Penske have worked together on the

technology since 2003. With the contract, Penske Racing Shocks will manufacture, design and develop generic and team-specific inerter designs, helping to improve mechanical grip for all teams in Formula One.

"It will be very exciting to see the further practical use and exploration of ideas, which began with theoretical work in the Control Group at Cambridge University Engineering Department," said Smith.

SMI Going Forward With Kentucky Purchase

CONCORD, N.C. — Following the expiration of the 90-day due-diligence period that began in May, Speedway Motorsports, Inc. (SMI) announced that it will move forward with its acquisition of Kentucky Speedway.

Expected to close in December, SMI founder, Chairman and CEO O. Bruton Smith continues his work with NASCAR in hopes to schedule a Sprint Cup Series date at the facility.

NASCAR didn't schedule Sprint Cup race at the track in 2009 and says that it cannot switch a date to the facility until anti-trust litigation with the current ownership of Kentucky Speedway is resolved.

IMSA Adds Barfield, Adkins To Staff

BRASELTON, Ga. — The International Motor Sports Ass'n (IMSA) has named Beau Barfield, former race director of Champ Car's Atlantic and Trans Am series since 2003, race director of the American Le Mans Series. As director, Barfield will be the chief competition official, overseeing track decisions, rules and enforcement.

Additionally, IMSA signed on veteran Scot Elkins as vice president of technical operations for all IMSA-sanctioned series. Elkins was the former technical director at Champ Car and spent time as race engineer in IndyCar series, Indy Lights and Formula Atlantic.

NUTS AND BOLTS

▶▶ The **Jimmie Johnson Foundation** announced that funds raised during the Jimmie Johnson Foundation Golf Tournament and Dinner Auction totaled more than \$500,000 for the second year. The money went to the San Diego Habitat for Humanity. . . **Melling Engine Parts** was named the Engine Performance Warehouse, Inc. 2007 Vendor of the Year. . . **SunRichGourmet.com** has signed on to be title sponsor of the Grand Am Sports Car Series event at Miller Motorsports Park Sept. 19-21. . . Flooding problems caused by tropical storm Fay have forced the cancelation of the Sept. 5 Tampa Bay Area Racing Ass'n show scheduled for **Orlando (Fla.) Speedworld**. Several communities in the region have been affected by flood conditions due to the storm, and track officials do not expect their issues to be resolved in the coming week. . . ASA Northwest Tour Director **Ron Bennett** will step down from that position at the end of the 2008 season, but will remain with the tour as an adviser. **Scott Ellsworth** will take over as the tour's director. . . Crossville (Tenn.) Raceway's new Upper Cumberland Dirt Racing Hall of Fame recently inducted its inaugural class, which includes promoter and track owner **J. Paul Smith** and drivers **Lloyd "Red" Williams**, **Venable Tabor** and **Dave Bilbrey**. . . Tickets for the 41st running of the annual **Snowball Derby** Dec. 4-7 at Five Flags Speedway in Pensacola, Fla., are already on sale. Visit www.5flagsspeedway.com for complete ticket information.

'Hammered Down'

Gordon Takes McFarland In 'Clean' Win

MANSFIELD, Ohio — Mark McFarland took his best shot at Benny Gordon at the end of the Sears Auto Center 250, but it just wasn't enough.

Gordon staved off a last-lap charge by McFarland to win the first round of the Hooters Pro Cup Championship Series at Mansfield Motorsports Park Saturday night.

"My spotter said he rolled to the outside of me in turn one, but I didn't even look," said Gordon, driver of the No. 66n Samuel Metals Ford. "I just hammered down. I gave him room in case he was out there, because I wasn't going to pinch him in the wall."

"It was really fun racing Mark, that was really awesome for the divisional champions to be getting after it and racing that hard for the win. If he was in front of me, I wouldn't have been able to get around him either. He ran me clean. He had a couple of chances to move me, but he didn't. If I'm in the same position, I'll race him the same way."

Several years ago, Gordon might not have been so lucky.

"I could've roughed him up a couple of times, but I wasn't going to do it," said McFarland, driver of the No. 81s Chevrolet. "I've done it before, and I always ended up paying for it later: We've still got three more races to go. Maybe if it was the last race I'd (rough him up)."

With the win, Gordon will head into Iowa Speedway with the outright lead in the Championship Series standings. But at the start of the event, Gordon was just hoping to get out of Mansfield with a top-10 finish. After qualifying fifth, Gordon's team found a small problem with the head of his engine. Rather than switch to a backup car, Gordon chose to patch the problem, hoping it would make it to the finish.

By only stopping once, Gordon cycled into the lead on lap 97. McFarland moved into second by the halfway mark, and the two battled for the lead the rest of the night.

Jay Fogleman followed McFarland in third, matching his best finish of the season, while Jeff Agnew and Derek Kale completed the top five.

The finish:

Showing driver, car, laps completed, money won: 1. Benny Gordon, Ford 250, \$13,000; 2. Mark McFarland, Chevrolet, 250, \$6,500; 3. Jay Fogleman, Ford, 250, \$6,250; 4. Jeff Agnew, Chevrolet, 250, \$4,500; 5. Derek Kale, Chevrolet, 250, \$4,000; 6. Clay Rogers, Chevrolet, 250, \$3,500; 7. Kirk Leone, Ford, 250, \$3,000; 8. Drew Herring, Ford, 250, \$4,050; 9. Caleb Hoffman, Chevrolet, 250, \$2,600; 10. Hunter Robbins, Ford, 250, \$2,400; 11. A.J. Frank, Chevrolet, 250, \$2,100; 12. Bobby Gill, Ford, 250, \$2,100; 13. Matt Merrell, Chevrolet, 250, \$2,000; 14. Billy Bigley, Jr., Ford, 50, \$1,900; 15. Woody Howard, Chevrolet, 250, \$1,800; 16. Allen Purkhiser, Ford, 250, \$1,700; 17. Matt Lofton, Chevrolet, 250, \$1,700; 18. Tom Hessert, Chevrolet, 250, \$1,700; 19. Danny Jackson, Chevrolet, 250, \$1,700; 20. Ronnie Souders, Chevrolet,

250, \$1,700; 21. Joey Coulter, Ford, 248, \$1,600; 22. Mikey Kile, Chevrolet, 245, \$1,600; 23. James Buescher, Chevrolet, 244, \$1,600; 24. John Gibson, Ford, 242, \$1,600; 25. Derrick Kelley, Ford, 241, \$1,600; 26. Joe Harrison, Jr., Chevrolet, 239, \$1,500; 27. Tyler Young, Chevrolet, 216, \$1,500; 28. Tim Kerr, Ford, 214, \$1,500; 29.

Michael Kidd, Chevrolet, 207, \$1,500; 30. J.P. Morgan, Chevrolet, 186, \$1,500; 31. Gary St. Amant, Chevrolet, 172, \$1,500; 32. Sam Fullone, Chevrolet, 149, \$1,500; 33. Tim Baaney, Jr., Ford, 108, \$1,500; 34. Michael Ritch, Ford, 54, \$2,500; 35. Brett Butler, Ford, 38, \$1,500; 36. Matt Hawkins, Ford, 24, \$1,500.



MIKE GBUR/JMS PRO PHOTO

ROUTE 66: Benny Gordon (66n) leads Mark McFarland en route to a USAR Hooters Pro Cup victory Saturday night at Mansfield Motorsports Park in Ohio.




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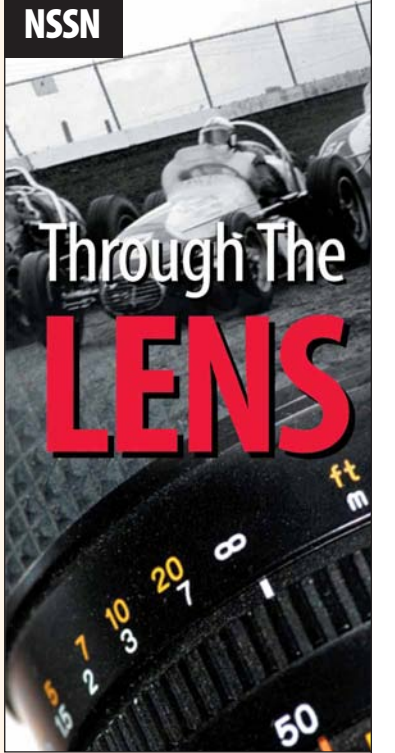




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A visual tour through the history of motorsports

GREG MOORE

▶ Greg Moore's future was all ahead of him when he was killed in a violent crash on the 10th lap of the Oct. 31, 1999 Champ Car World Series race at California Speedway.

Moore, who was racing for Forsythe Racing, had just signed a contract to join Team Penske the following season.

He was 24 years old.

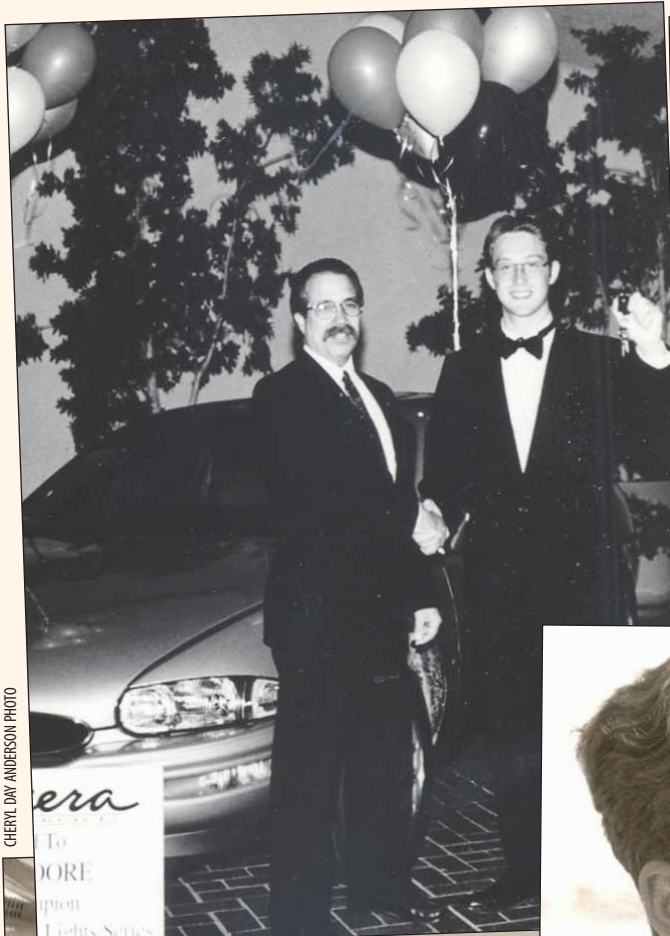
The Canadian driver had already won five CART events in 72 starts, having made his first Champ Car start in 1996.

Prior to getting his CART ride, Moore won the Indy Lights championship in 1995 and had claimed the USAC Formula 2000 West title in 1992.

Moore was inducted into the Canadian Motorsports Hall of Fame in 2000.

Featured here (clockwise from top left): Receiving the keys to a Buick Riviera for winning the 1995 Indy Lights championship; At the track in 1996, his first year in CART; As a young racer in 1993; In 1997; Celebrating his first CART victory in 1997 at The Milwaukee Mile alongside Jimmy Vasser (left) and Michael Andretti (right); Watching track activity in 1998; Smiling in 1996.

— NSSN Archives
A Correction: One of the photographs in last week's Through the Lens was incorrectly identified as Ted Horn. It was Rex Mays in the Gilmore car. We regret the error.



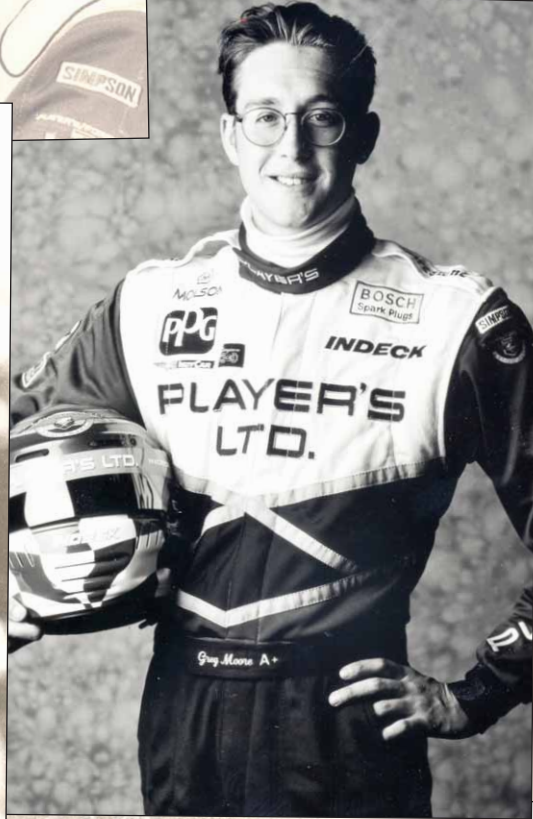
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<input type="checkbox"/> Bill Elliott	<input type="checkbox"/> Jeff Gordon	<input type="checkbox"/> Bobby Labonte	<input type="checkbox"/> Mark Martin	<input type="checkbox"/> Michael Schumacher	<input type="checkbox"/> Cale Yarborough

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: Sept. 4-7.

Thursday

- NASCAR Sprint Cup Pepsi 500 (taped), 12 p.m., Speed
- Classic NASCAR: 1996 Pontiac Excitement 400, 1 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2

Friday

- "NASCAR Now," 12:30 a.m., ESPN2
- NHRA U.S. Nationals (taped), 2 a.m., ESPN2
- F-1 Belgian Grand Prix practice, 8 a.m., Speed
- NASCAR Nationwide Series Emerson Radio 250 practice, 10 a.m., ESPN2
- NASCAR Sprint Cup Chevy Rock & Roll 400 practice, 11 a.m., ESPN2
- American Le Mans Series Detroit Sports Car Challenge (taped), 12 p.m., Speed
- NASCAR Nationwide Series Emerson Radio 250 qualifying, 4 p.m., ESPN2
- "NASCAR Now," 5:30 p.m., ESPN2
- NASCAR Sprint Cup Chevy Rock & Roll 400 qualifying, 6 p.m., ESPN2
- "NASCAR Countdown," 7:30 p.m., ESPN2
- NASCAR Nationwide Series Emerson Radio 250, 8 p.m., ESPN2
- "Trackside," 11 p.m., Speed

Saturday

- "Formula One Debrief," 12 a.m., Speed
- "Inside Grand Prix," 1 a.m., Speed
- F-1 Belgian Grand Prix practice, 1:30 a.m., Speed
- NASCAR Nationwide Series Emerson Radio 250 (taped), 1:30 a.m., ESPN2
- F-1 Belgian Grand Prix qualifying, 8 a.m., Speed
- NASCAR Craftsman Truck Series Camping World 200 qualifying, 11 a.m., Speed
- "Tradin' Paint," 12:30 p.m., Speed
- "NASCAR Performance," 1 p.m., Speed
- "NASCAR in a Hurry," 1:30 p.m., Speed
- "NCTS Setup," 2 p.m., Speed

TUNE IN TO ...

The Rock & Roll 400 is the last race before The Chase for the NASCAR Sprint Cup Series 7:30 p.m. Saturday on ABC.

- NASCAR Craftsman Truck Series Camping World 200, 2:30 p.m., Speed
- "NASCAR RaceDay," 5 p.m., Speed
- "NASCAR Countdown," 7 p.m., ABC
- IHRA Mopar Canadian Nationals, 7 p.m., Speed
- NASCAR Sprint Cup Rock & Roll 400, 7:30 p.m., ABC

Sunday

- "NASCAR Victory Lane," 12 a.m., Speed
- "NASCAR Now," 1:30 a.m., ESPN2
- NASCAR Sprint Cup Rock & Roll 400 (taped), 3:30 a.m., ESPN2
- GP2 Championship from Belgium, 6 a.m., Speed
- F-1 Belgian Grand Prix, 7:30 a.m., Speed
- NASCAR Sprint Cup Rock & Roll 400 (taped), 10 a.m., ESPN Classic
- NHRA Sportsman Series from Indianapolis (taped), 10 a.m., ESPN2
- World of Outlaws from Eldora Speedway (taped), 12 p.m., Speed
- Indy Lights Series from Chicago (taped), 12:30 p.m., Speed
- Classic NASCAR: 1992 Hooters 500, 1 p.m., ESPN Classic
- KONI Challenge Series from New Jersey Motorsports Park (taped), 2 p.m., Speed
- IRL Peak Antifreeze and Motor Oil Indy 300, 3:30 p.m., ABC
- ARCA RE/MAX Series Chicagoland ARCA 200, 4 p.m., Speed
- "Motorsport Hour," 6 p.m., Vs.
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed

— all times Eastern

MOTORSPORTS CALENDAR

- Sept. 4-6 Advance Auto Parts World of Outlaws
Silver Dollar Speedway, Chico, Calif., Sprint Cars
- Sept. 5 NASCAR Nationwide Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars
- Sept. 5 USAC Sprint Car, Midget Series
Route 66 Raceway, Joliet, Ill., Sprint and Midget Cars
- Sept. 5 ASCS Midwest Region
Butler County Motorplex, Rising City, Neb., Sprint Cars
- Sept. 5 ASCS Sprints on Dirt
Hartford Speedway Park, Hartford, Mich., Sprint Cars
- Sept. 5 Empire Super Sprints
Lebanon Valley Speedway, West Lebanon, N.Y., Sprint Cars
- Sept. 5 Interstate Racing Ass'n
Superior Speedway, Superior, Wis., Sprint Cars
- Sept. 5-6 World 100
Eldora Speedway, Rossburg, Ohio, Late Models
- Sept. 5-6 International SuperModified Ass'n
All-Star Speedway, Epping, N.H., Modifieds
- Sept. 5-7 International Hot Rod Ass'n
New England Dragway, Epping, N.H., Dragsters
- Sept. 6 NASCAR Sprint Cup Series
Richmond Int'l Raceway, Richmond, Va., Stock Cars
- Sept. 6 NASCAR Craftsman Truck Series
Gateway Int'l Speedway, Madison, Ill., Stock Cars
- Sept. 6 ARCA RE/MAX Series
Chicagoland Speedway, Joliet, Ill., Stock Cars
- Sept. 6 USAC Western Midget Series
Bakersfield Speedway, Bakersfield, Calif., Midget Cars
- Sept. 6 USAC-CRA Sprint Car Series
Ventura Raceway, Ventura, Calif., Sprint Cars
- Sept. 6 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N.C., Modifieds
- Sept. 6 Advance Auto Parts Super DIRTcar Series
Lebanon Valley Speedway, West Lebanon, N.Y., Modifieds
- Sept. 6 ASA Late Model Series
Gateway Int'l Raceway, Madison, Ill., Late Models
- Sept. 6 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Sept. 6 ASCS Midwest Region
Minneapolis Raceway, Minneapolis, Kan., Sprint Cars
- Sept. 6 ASCS Sprints on Dirt
I-96 Speedway, Lake Odessa, Mich., Sprint Cars
- Sept. 6 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- Sept. 6 All Star Circuit of Champions
Fremont Speedway, Fremont, Ohio, Sprint Cars
- Sept. 6 American-Canadian Tour
Autodrome Chaudiere, Chaudiere, Quebec, Late Models
- Sept. 6 United Racing Company
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Sept. 6 Interstate Racing Ass'n
Cedar Lake Speedway, New Richmond, Wis., Sprint Cars
- Sept. 6 Tampa Bay Area Racing Ass'n
Citrus County Speedway, Inverness, Fla., Sprint Cars
- Sept. 7 IRL IndyCar Series
Chicagoland Speedway, Joliet, Ill., Indy Cars
- Sept. 7 Indy Pro Series
Chicagoland Speedway, Joliet, Ill., Indy Cars
- Sept. 7 Formula One World Championship
Circuit of Spa Francorchamps, Spa-Francorchamps, Belgium, Formula Cars
- Sept. 7 NASCAR Whelen Modified Tour
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Sept. 7 ASCS Midwest Region
Eagle Raceway, Eagle, Neb., Sprint Cars
- Sept. 10 Advance Auto Parts World of Outlaws
Clay County Fair Speedway, Spencer, Iowa, Sprint Cars
- Sept. 11-14 National Hot Rod Ass'n
zMAX Dragway @ Concord, Concord, N.C., Dragsters
- Sept. 12 Advance Auto Parts World of Outlaws
U.S. 36 Speedway, Osborn, Mo., Sprint Cars



CHRIS JONS/IRL INDYCAR PHOTO

FRANTASTIC FINALE: Dario Franchitti (27) took the victory and the series title over Scott Dixon (9) last season at Chicagoland Speedway.

MARK IT DOWN!

Sept. 7, IRL IndyCar Peak Antifreeze & Motor Oil Indy 300

Chicagoland Speedway, Joliet, Ill., Indy Cars

The IRL IndyCar Series concludes its point season with the Peak Antifreeze & Motor Oil Indy 300 at Chicagoland Speedway. Series point leader Scott Dixon will look to right his wrong from last season when he ran out of fuel on the final lap and lost the race — and the title — to Dario Franchitti.

- Sept. 12 NASCAR Camping World East Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 12 O'Reilly POWri National Midget Series
Morgan County Speedway, Jacksonville, Ill., Midget Cars
- Sept. 12-13 ASCS Sprints on Dirt, Empire Super Sprints
Ohsweken Speedway, Ohsweken, Ontario, Sprint Cars
- Sept. 12-13 All Star Circuit of Champions
Lawrenceburg Speedway, Lawrenceburg, Ind., Sprint Cars
- Sept. 12-13 O'Reilly United Sprint Car Series
Malden Speedway, Malden, Mo., Sprint Cars
- Sept. 13 NASCAR Craftsman Truck Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 13 Advance Auto Parts World of Outlaws
Heartland Park Topeka, Topeka, Kan., Sprint Cars
- Sept. 13 World of Outlaws Late Model Series
I-55 Raceway, Pevely, Mo., Late Models
- Sept. 13 USAC Mopar Midget National Championship
O'Reilly Raceway Park, Clermont, Ind., Midget Cars
- Sept. 13 USAC Western Sprint Car Series
Altamont Raceway Park, Tracy, Calif., Sprint Cars
- Sept. 13 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Sept. 13 ARCA RE/MAX Series
Salem Speedway, Salem, Ind., Stock Cars
- Sept. 13 NASCAR Camping World West Series
Altamont Motorsports Park, Tracy, Calif., Stock Cars
- Sept. 13 NASCAR Whelen Modified Tour
New Hampshire Motor Speedway, Loudon, N.H., Modifieds
- Sept. 13 ARCA Lincoln Welders Truck Series
Salem Speedway, Salem, Ind., Stock Cars
- Sept. 13 ASCS Canyon Region
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- Sept. 13 ASCS Gulf South, Coastal Regions
Fast Trax Speedway, Chatham, La., Sprint Cars
- Sept. 13 ASCS Sooner Region
Covington Speedway, Kennedale, Texas, Sprint Cars
- Sept. 13 American-Canadian Tour
Oxford Plains Speedway, Oxford, Maine, Late Models
- Sept. 13 Northeastern Midget Ass'n
Lee USA Speedway, Epping, N.H., Midgets
- Sept. 13 O'Reilly POWri National Midget Series
Spoon River Speedway, Canton, Ill., Midget Cars
- Sept. 13 United Racing Company
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars
- Sept. 13 Interstate Racing Ass'n
Dodge County Fairgrounds Speedway, Beaver Dam, Wis., Sprint Cars
- Sept. 13 Bay Cities Area Racing Ass'n
Shasta Raceway Park, Anderson, Calif., Midget Cars
- Sept. 14 NASCAR Sprint Cup Series
New Hampshire Motor Speedway, Loudon, N.H., Stock Cars
- Sept. 14 Formula One World Championship
Autodromo Nazionale Monza, Monza, Italy, Formula Cars
- Sept. 14 Atlantic Championship
New Jersey Motorsports Park, Millville, N.J., Atlantic Cars
- Sept. 14 Advance Auto Parts World of Outlaws
Lucas Oil Speedway, Wheatland, Mo., Sprint Cars
- Sept. 14 World of Outlaws Late Model Series
La Salle Speedway, La Salle, Ill., Late Models
- Sept. 17 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N.C., Modifieds
- Sept. 18-21 National Hot Rod Ass'n
Texas Motorplex, Ennis, Texas, Dragsters

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



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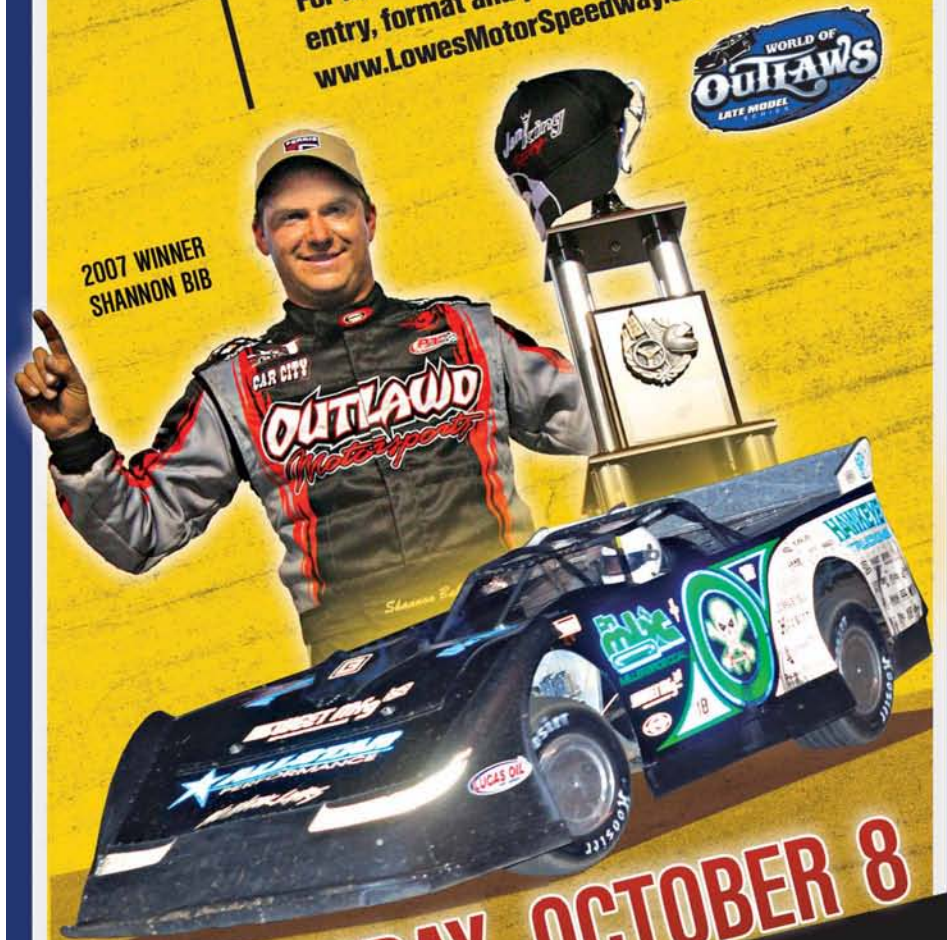
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Negri Christens NJMP Victory Lane

*Pruett & Rojas Rebound After Wreck,
Clinch Daytona Prototype Title*

MILLVILLE, N.J. — Oswaldo Negri held off Max Angelelli by .459 second to win the first professional race at New Jersey Motorsports Park, the Supercar Life 250 for the Grand Am Rolex Series Sunday at Thunderbolt Raceway.

Meanwhile, starting the race was a victory for Scott Pruett and Memo Rojas, who clinched the Daytona Prototype team championship with a ninth-place finish in a backup car. Pruett escaped injury in a Thursday testing incident, when the primary No. 01 Telmex Chip Ganassi Racing Lexus Riley was torn in half after impacting the barrier separating the track from the pits at the 2.25-mile circuit. The finish — coupled with a fifth-place finish by Alex Gurney and Jon Fogarty — opened a 38-point lead in the team standings with only the Sept. 20 finale at Miller Motorsports Park remaining on the schedule. Teams can score a maximum 35 points at each event.

Negri led the final 45 laps in the No. 60 Michael Shank Racing Ford Riley started by Mark Patterson, scoring the second-career victory for the team.

Angelelli came up short in a bid for the second-consecutive triumph for the No. 10 SunTrust Racing Pontiac Riley started by Michael Valiante.

Bill Auberlen and Joey Hand took



GRAND AM PHOTO

FIRST ACROSS: Oswaldo Negri, driving the No. 60 Michael Shank Ford Riley, crosses the finish line first in Sunday's Supercar Life 250 Grand Am Series event at New Jersey Motorsports Park's first professional race.

third in the No. 23 Alex Job Racing Ruby Tuesday Porsche Riley, taking their second podium finish of the season and best outing since placing second at Homestead-Miami Speedway.

Joao Barbosa and J.C. France finished fourth for the fourth time this season in the No. 59 Brumos Racing Porsche Riley.

Gurney finished fifth — going off course in the closing laps in the No. 99 Gainsco/Bob Stallings Racing Pontiac Riley. He was followed by Brian Frisselle in the No. 61 AIM Autosport Ford Riley, started from the pole by Mark Wilkins, the No. 6 Michael Shank Racing Ford Riley of John Pew and Ian James, the No. 75 Krohn Racing Pontiac Lola of Tracy Krohn and Eric van de Poele, Pruett and Rojas, and Darren Law and David Donohue in the No. 58 Brumos Racing Porsche Riley.

Donohue led 38 laps early in the event, passing Patterson for the lead

on lap 20 and remaining out front through his pit stop on lap 57. Law took over, but was held up in traffic and could not work his way back into competition.

Gurney led three laps after Donohue's stop, with Negri taking over on lap 61 and pacing the final 45 circuits.

"I was never worried about losing the lead," Negri said. "I think the key was on our pit stop, when fueler Tom Finley's quick reaction helped me go from ninth to third."

"This was a tough race track to hold off a group of very talented drivers, and Ozz did a magnificent job driving his way to the front," Patterson said.

In GT, rookie Tim George, Jr. scored his first Rolex Series victory after starting the No. 67 TRG Johnny Loves Vodka/994 Magazine Porsche GT3. It was the 19th career class triumph for Andy Lally, who took over and held off Robin Liddell by 1.776 seconds.

The second-place finish by Liddell and Andrew Davis in the No. 57 Stevenson Motorsports Pontiac GXPRTightened the point race into the season finale. The pair entered the event third in the team points, trailing Kelly Collins and Paul Edwards by 16 points. With Collins and Edwards finishing 10th in the No. 07 Banner Pontiac GXPRT, Liddell and Davis now trail by only five points.

"We're really happy with the result," said Liddell. "I was able to get around Lally at one point, but we managed to get by on the front straightaway. Then I got squeezed off by a Daytona Prototype just before the final caution, and then Andy had it in the bag."

NJMP Honors NSSF's Economaki

MILLVILLE, N.J. — Moments before entering a new era in New Jersey motorsports, the management of New Jersey Motorsports Park took time to honor *National Speed Sport News* editor emeritus Chris Economaki by dedicating the new media center/control tower in his honor.

A plaque with an image of Economaki is inscribed, "In recognition of his lifetime contributions

to the sport and to journalism. As editor of *National Speed Sport News*, TV announcer, track announcer and raconteur, his encyclopedic knowledge of motorsports is unmatched. From Ho-Ho-Kus Speedway near his childhood home in Ridgewood, N.J., to Thunderbolt Raceway today, this American icon has left his indelible mark upon all who have witnessed his remarkable career."

Pruett & Rojas Team Scrambles After Wicked Practice Crash

MILLVILLE, N.J. — When Scott Pruett tore his primary race car in

GRAND AM

half in a Thursday testing accident at New Jersey Motorsports Park, the Chip Ganassi Racing with Felix Sabates team said it was withdrawing from the Supercar Life 250, the penultimate round of the 2008 Grand Am Rolex Sports Car Series season.

Less than an hour later, the team announced a change of plans when Pruett was released after evaluation at the South Jersey HealthCare Regional Medical Center in Vineland — setting in motion a chain of events that led to the team capturing its second Daytona Prototype championship.

Pruett and Memo Rojas entered the event with a 42-point lead in the title fight. With 35 points at stake for each event, they would have entered the

Sept. 20 season finale at Miller Motorsports Park in Salt Lake City with at least a seven-point lead over Gainsco/Bob Stallings Racing teammates Jon Fogarty and Alex Gurney. The team's transporter was sent back for the 14-hour haul to the team's shop in Indianapolis. Meanwhile, the crew members went to the Philadelphia airport to catch a flight to Indianapolis.

Friday morning, work began at 7 a.m. for the team. The team opened the season with a victory in the Rolex 24 At Daytona, using a Riley chassis with original bodywork. Pruett and Rojas then switched to the updated Riley bodywork for the next race, going on to win five additional races.

The Rolex 24 winner was stripped of its bodywork following the Daytona victory — which was mounted on a show car on display at the Ganassi shop. Meanwhile, the stripped chassis

was tucked away in a corner at the complex. The team stripped the showcar and replaced the bodywork on the original chassis, finishing the work around 11 p.m. The transport drivers — who had rested Friday — then began the 14-hour trek to Millville, while the crewmen rested that evening.

Saturday, the crew flew back via a commercial flight to Philadelphia, and were back at the garage in time to meet the hauler when it arrived at the circuit at 6 p.m. Pruett and Rojas shook down the car in the Sunday morning warmup, and went on to finish ninth in the race.

As a result, the Ganassi team enters the finale with an insurmountable 38-point lead in the standings, and Pruett and Rojas need only to drive at least 30 minutes in the 1,000-kilometer race to share the driver's championship.



ALMS PHOTO

VICTORY SALUTE: James Rossiter (left) and Franck Montagny drove their Andretti Green Racing Acura to the overall victory in the American Le Mans Series Sports Car Challenge at Detroit's Belle Isle Saturday.

Bad Luck Finally Changes For Andretti Green's Acura

DETROIT — When Acura began its American Le Mans Series adventure at Sebring a year ago last March, the

ALMS

Andretti Green camp set the tone by taking the victory in the LMP2 sports racing division and nearly upsetting Audi's quest for yet another of its continuing triumphs at the aging Central Florida airport circuit.

Since then, fortune has not smiled on the XM Satellite Radio-sponsored AGR Acura folks. Time and again in 2007 they came close, but went away empty handed as the Roger Penske DHL-backed Porsche RS Spydere stole the show — not only from the whole of the Acura program but the Audi R10 diesels as well, winning more times overall than anyone else and in the process, sweeping the LMP2 board.

This season, the latest Acura ARX-01b chassis has shown that it is more than fully competitive, humbling the Porsches ever more consistently as the year has progressed. But those triumphs have not come as a result of the efforts of Andretti Green, but rather Duncan Dayton's Patron Highcroft Racing. Its drivers, David Brabham and Scott Sharp have won three times this year and have had a huge hand in threatening Porsche's chances at securing a third-straight LMP2 crown. Moreover, those first-place performances have brought Brabham and Sharp ever closer to garnering the 2008 drivers' honors.

And, what of Andretti-Green? Its year has been a relative disaster of "what might have beens." That was at least the case as Franck Montagny and James Rossiter, late recruits to the team as part of a mid-season driver shake up, headed to Detroit this past weekend. There Saturday, on the temporary Belle Isle circuit, life and luck changed for Andretti Green as Montagny and Rossiter brought their XM ARX-01b home first overall at the head of what was effectively an Acura parade.

Finishing directly behind Montagny, who lost at Road America in a last-moment tangle with a GT2 category production entry, were Brabham and Sharp. The duo is now in a virtual tie with the Penske team's championship-leading duo of Romain Dumas

and Timo Bernhard, whose troubled Porsche could do no better than fifth overall and fourth in class, leaving the Penske pair just a single-point advantage going into the final two events of 2008.

Separating Brabham and Sharp from Dumas and Bernhard at Belle Isle in third overall and first in LMP1 was the factory Audi R10 of Emanuele Pirro and Marcel Fassler and the ARX-01b of Gil de Ferran and Simon Pagenaud in fourth on the outright list and third in LMP2.

The irony of all this is that Montagny's and Rossiter's effort came just a day after Acura representatives officially announced their upcoming 2009 LMP1 program, a project that will feature the de Ferran and Patron Highcroft teams, but not Andretti Green. Even so, there is no question that the AGR and Adrian Fernandez Acura operations will play some role, very probably in LMP2, in the 2009 plans.

As for the other top contenders in LMP1 here at Detroit, points leaders Lucas Luhr and Marco Werner failed to score points after Luhr crashed out of the affair when his foot slipped off the brake going into one of the circuit's tighter corners. Likewise, Jon and Clint Field found themselves 23rd in the overall standings with their Intersport Lola-AER after their own trouble-filled afternoon.

In GT1, the usual Corvette fratricidal war ended with victory starved Oliver Gavin and Olivier Beretta finally besting teammates Johnny O'Connell and Jan Magnussen.

As for GT2, the title-leading Flying Lizard twosome of Jorg Bergmeister and Wolf Hinzler greatly improved their season-end hopes by taking their Porsche 911 GT2RSr to yet another triumph, while their closest rivals, the Tafel Racing Ferrari 430GT of Dominik Farnbacher and Dirk Mueller, finished well down the order out of the top five. Second in GT2 went to the Flying Lizard team's other Porsche driven by Patrick Pilet and Johannes van Overbeek, while Jaime Melo and Mika Salo were credited with third in the Risi Ferrari 430GT.

Jimmy Owens Is \$40,000 Hillbilly

MIDDLEBOURNE, W.Va. — Jimmy Owens rolled into Tyler County Speedway on Sunday night for the first time in his racing career. It paid off to the tune of \$40,000 as Owens won the Lucas Oil Late Model Dirt Series-sanctioned 40th-annual Hillbilly 100.

Owens took the lead from Tim Dohm on lap 41 after a caution flag had wiped out

Dohm's huge lead.

"That caution flag, obviously, helped us out tremendously because Dohm had a big lead and it brought him back to us and our car fired great on the restart and we were fortunate enough to get by him and then we had a really good race for the lead there, but traffic was a little crazy out there, but we are thankful to get this win and it was a safe race," Owens said.

Owens led the rest of the race, holding off Earl Pearson,

Jr. and Dohm for the victory. Ricky Williams finished fourth, with Darren Miller collecting his fifth-straight top-five finish coming across the line just behind Williams.

"I can't thank my car owner Mike Reece enough, and my crew chief and cousin Chris Fox. The car was set up beautifully here tonight," Owens said. "It's the first time we've ever seen this place and I really like it. I know now why they call it the bullring."

Scott James, last year's Hillbilly 100 runner-up, started on the pole and led the first 11 laps until Dohm, who started fifth, charged to the point, racing past James to take the lead.

Dohm was also the fast qualifier for the 85-car field.

The finish:

Jimmy Owens, Earl Pearson, Jr., Tim Dohm, Rick Williams, Darren Miller, Bart Hartman, Scott James, Brian Shirley, Mike Balzano, Donnie Moran, Steve Shaver, Steve Wilmoth, Joe Loudin, Paul Wilmoth, Jr., Doug Horton, Terry Casey, Rick Aukland, Steve Casebolt, Corey Conley, Freddy Smith, Booper Bare, Sonny Conley, Josh McGuire, Butch McGill, Richard Frazier, Jared Hawkins.



R.A. SMITH PHOTO

McHUGEWIN: Josh McGuire (41) races Terry Casey for the lead Friday night during the Lucas Late Oil Late Model Dirt Series-sanctioned River Days Rumble 75 at Portsmouth (Ohio) Raceway Park. McGuire went on to win.

Home Visit To Rumble Pays McGuire \$10 Grand

PORTSMOUTH, Ohio — Crowd favorite Josh McGuire took the

RIVER DAYS RUMBLE 75

\$10,000 winner's share after Saturday's Lucas Oil Late Model Dirt Series Glockner Toyota River Days

Rumble 75 at his home track of Portsmouth Raceway Park.

McGuire became the 22nd-different winner in the Lucas series this season, leading 66 of 75 laps en route to the checkers.

"I hope the fans enjoyed that one, I sure did. I got excited at

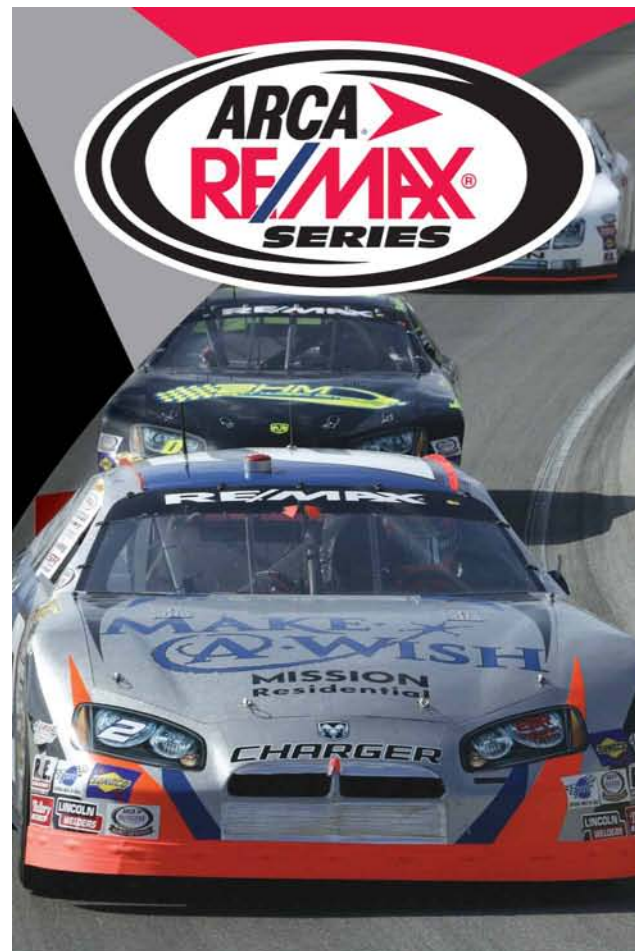
about lap three of the race, and then to wait through those caution flags was agonizing at the end, but it feels great to finally win a Lucas Oil race here in front of the home crowd," McGuire said.

Donnie Moran followed in second ahead of Steve Casebolt in third.

Dan Schlieper and Darren Miller rounded out the top five.

The finish:

Josh McGuire, Donnie Moran, Steve Casebolt, Dan Schlieper, Darren Miller, Scott James, Rod Conley, Brad Neat, Justin Rattliff, Billy Drake, Earl Pearson, Jr., Freddy Smith, Jackie Boggs, Steve Shaver, Brian Shirley, Davey Johnson, Eddie Carrier, Jr., Terry Casey, RJ Conley, Bart Hartman, Audie Swartz, Ben Adkins, Mike Balzano, Matt Miller, Jeep VanWormer.



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Neitzel, Tatnell Take Wisconsin IRA Victories

Friday

BEAVER DAM, Wis. — Scotty Neitzel thrilled his hometown crowd with a victory in the Bumper to Bumper Interstate Racing

Ass'n sprint-car portion of the annual Sue Thiel Memorial Friday night at Dodge County Fair Speedway.

Neitzel led all 30 laps on the big half-mile aboard his R&H Enterprises Maxim. Scott Young ran second for much of the event, however, steering woes caused Young to slam the fourth turn concrete and flip.

Mike Reinke held off Brooke Tatnell for second. Point-leader Billy Balog and Donny Goeden filled the top five.

The finish: Scotty Neitzel, Mike Reinke, Brooke Tatnell, Billy Balog, Donny Goeden, Scott Bierter, Tommy Sexton, Todd Hefner, Brian Kristan, Steve Meyer, John Haeni, Billy Hafemann, Bill Warren, Kurt Davis, Russel Borland, Howie Gleason, Rusty Egan, Jason Johnson, Ryan Irwin, Scott Young, Scott Uttech, Dave Uttech, Andy Hunt, Kaley Gharst.

Sunday

SEYMOUR, Wis. — Brooke Tatnell captured his series-



JEFF ARNIS PHOTO

HOME VICTORY: Scotty Neitzel powers his No. 2 sprint car to victory Friday night at Dodge County Fair Speedway in Beaver Dam, Wis.

leading fourth Bumper to Bumper Interstate Racing Ass'n Outlaw Sprints victory by topping the 30-lap headliner at Seymour Speedway Sunday night.

Tatnell led the entire distance aboard his Green/Cool No. 11 au. Donny Goeden and Todd King were able to close in lapped traffic, however, a few

cautions dampened their hopes.

Goeden finished second, ahead of King, Brian Kristan and point-leader Billy Balog.

The finish: Brooke Tatnell, Donny Goeden, Todd King, Brian Kristan, Billy Balog, Steve Meyer, Mike Reinke, Tommy Sexton, Scott Bierter, Scotty Neitzel, Billy Hafemann, Bill Warren, Kaylene Verville, Kim Mock, Kris Spitz, Scott Uttech, Ryan Irwin, Andy Hunt, Russel Borland, Dave Uttech, Ryan Bunton, Charley Osborn.



JULIA JOHNSON PHOTO

ON THE BOTTOM: Tim Shaffer (83) battles with Tyler Walker during the All Star Circuit of Champions stop at Lernerville Speedway in Sarver, Pa., Friday night. Shaffer won the event, but Walker triumphed two nights later at Ohio's Hilltop Speedway.

Three Score In All Star Competition

Friday

SARVER, Pa. — Tim Shaffer returned to Lernerville Speedway where he won the 1993 track championship and won his fourth O'Reilly All Star Circuit of Champions feature of the season Friday night.

Shaffer started his Call Motorsports No. 83 in seventh, while Tyler Walker, who was making his debut in Kasey Kahne's No. 91, took the lead from outside the front row.

Walker led the first eight laps of the half-mile oval before slipping over the berm, allowing Brock Mayes to take the lead and Shaffer to move to second.

However, Walker quickly regained his rhythm and the lead.

Shaffer wasn't finished, though, as the pair traded slide jobs several times before the final yellow flag of the race came on lap 27 of the 30-lap event, with Shaffer on the point.

Shaffer controlled the restart and coasted to the victory, with Walker finishing second.

"It was great to get to race with Tyler (Walker) tonight," Shaffer said. "We've been racing together for a long time and we always seem to race each other good and clean. This is now our seventh win over 40 days. I just can't thank Brian (Kemenah) and Aaron (Call) enough. I am having the most fun racing that I have had in the past 10 years."

Mayes finished third, ahead of Brandon Martin and Dale Blaney.

The summary:

Fast time: Ed Lynch, Jr., 12.881 seconds.
First Heat: Lance Dewease, Brandon Martin, Ed Lynch, Jr., Ryan Myers, Bob Felmlie, Dean Jacobs, Greg Wilson, Todd Bauer, Lindsey Enscoe, Brian Steiman, Charlie Holben.

Second Heat: Kevin Schaeffer, Danny Smith, Mike Lutz, Tyler Walker, Mark Smith, Scott Bonnell, Carl Bowser, Gary Rankin, Cory Good, Dan Shetler, Sheila Rankin.

Third Heat: Steven Lines, Chad Blonde, Tim Shaffer, Dale Blaney, Jimmy Hawley, Rod George, Scott Preister, Brent Ellenberger, Lee Stark, Dan Kuriger, Walt Tutak, Jr.

Fourth Heat: Rob Eyer, Brandon Wimmer, Lee Jacobs, Randy Hannagan, Brian Ellenberger, Byron Reed, Denny Holtgraver, Andy McKisson, Bill Kiley, Brent Matus, Brandon Matus.

C Main: Bauer, Brent Ellenberger, Enscoe, Kiley, S. Rankin,

Tutak, G. Rankin, Brandon Matus.

B Main: George, Reed, Bonnell, D. Jacobs, McKisson, Felmlie, Preister, Bowser, Stark, Wilson, Brent Matus, Bauer, Shetler, Wilson, Kuriger, Steiman, Holtgraver, Enscoe, Good.

Feature: Shaffer, Walker, Mayes, Martin, Blaney, Lynch, Hannagan, M. Smith, Dewease, Brian Ellenberger, Wimmer, Schaeffer, D. Smith, L. Jacobs, George, Lutz, Lines, Hawley, Reed, Myers, Eyer, Bonnell, D. Jacobs.

Saturday

By JIM MORRISON

ATTICA, Ohio — The O'Reilly All Stars pulled into town Saturday for the Attica Ambush at Attica Raceway Park, but in the end, race leader Dale Blaney was nearly ambushed as Lee Jacobs came within a couple of feet of pulling off a last-corner pass.

"I got a little loose toward the end and the lapped cars were as fast as me. I really didn't see Lee, but I knew someone had to be coming," said Blaney.

That someone was Jacobs, driving the car wheeled by his father, Kenny, earlier in the season.

Jacobs commended Blaney for the win and his efforts to keep the lead.

"Dale did a heck of job blocking those last few laps. It is just an honor to be standing on the front stretch at the end of the night when you race with the competition we had here tonight," said Jacobs. "That was a lot of fun at the end."

Blaney, who claimed his 66th-career All Star victory, trailed fast-qualifier Rob Chaney and Brandon Martin early in the 40-lap feature, encountering lapped traffic by the seventh lap.

Chaney used the cushion to power around the third-mile track while Blaney worked around Martin and pulled off a slide job on Chaney about midway through the race.

During the final five laps, Jacobs repeated attempts to take the lead and he mounted one final effort exiting the fourth turn on the last lap, but fell just a couple of feet short at the finish.

Following Blaney and Jacobs were Tim Shaffer, Chaney and Lance Dewease in fifth.

The summary:

Fast time: Rob Chaney, 11.977 seconds.

First Heat: Danny Smith, Blake Feese, Rob Chaney, Chris Andrews, Mark Smith, Tim Shaffer, Brock Mayes, Jimmy Stinson, Bruce Robenalt, Roger Shammo, A.J. Sleek.

Second Heat: Tyler Walker, Ed Lynch, Jr., Brandon Martin, Greg Wilson, Lee Jacobs, Ryan Myers, John Ivy, Cap Henry, Scott Euler, Hud Horton, Brian Smith.

Third Heat: Mike Dussell, David Harrison, Brandon Wimmer, Randy Hannagan, Brian Ellenberger, Lance Dewease, Mike Hogan, Jamie Miller, Caleb Helms, Ed Neumeister, Bryan Sebetto, Kody Kinser.

Fourth Heat: Jody Keegan, Dale Blaney, Mike Linder, Byron Reed, Todd Kane, Mark Keegan, Lee Stark, Josh Davis, Todd Heller, Cole Duncan, Travis Philo.

C Main: Neumeister, Sleek, Heller, Kinser, Horton, Davis, Shammo.

B Main: Dewease, Shaffer, Mayes, M. Keegan, Ivy, D. Jacobs, Euler, B. Smith, Duncan, Henry, Robenalt, Stark, Philo, Sleek, Miller, Myers, Stinson, Neumeister.

Feature: Blaney, L. Jacobs, Shaffer, Chaney, Dewease, Martin, Reed, Harrison, Wilson, Lynch, M. Keegan, Ellenberger, Hannagan, D. Smith, Dussell, Mayes, Andrews, Feese, Wimmer, J. Keegan, Walker, Kane, M. Smith, Linder.

Sunday

MILLERSBURG, Ohio — Tyler Walker completed a successful first weekend driving Kasey Kahne's No. 91 sprint car with a victory and a traditional backflip Sunday night at Hilltop Speedway.

Walker took the lead early and dominated the O'Reilly All Star Circuit of Champions event at the three-eighths-mile dirt track.

"I am just having a blast being back racing sprint cars. I thought I wanted to get into NASCAR, but didn't have the same passion as I have running sprints," Walker added. "I am back and I am here to stay. This is what I love doing."

Four caution flags, including the final one on lap 21, gave Lee Jacobs several opportunities to pass Walker, but Walker was up to the task each time.

Jacobs finished second, with Tim Shaffer, Greg Wilson and point-leader Dale Blaney rounding out the top five.

The summary:

Fast time: Rob Chaney, 12.314 seconds.

First Heat: Brandon Martin, Andy McKisson, Rob Chaney, Cole Duncan, Randy Hannagan, Danny Mumaw, Ryan Myers, Cody Jacobs, Bill Ault, Paul Kish.

Second Heat: Lance Dewease, Brandon Wimmer, Duffy Smith, Dale Blaney, Tyler Walker, Aaron Midaugh, Blake Feese, Jimmy Stinson, Kirk Jeffries, Shawn Hubler.

Third Heat: Brian Ellenberger, Tim Hunter, Greg Wilson, Dean Jacobs, Tim Shaffer, Lee Jacobs, Lee Stark, Brock Mayes, Kory Crabtree.

B Main: Feese, Mayes, Myers, Stark, C. Jacobs, Stinson, Jeffries, Kish, Ault, Hubler, Crabtree.

Feature: Walker, L. Jacobs, Shaffer, Wilson, Blaney, Chaney, Wimmer, Martin, Hannagan, Ellenberger, McKisson, Duncan, Dewease, Hunter, D. Jacobs, Stark, Mumaw, C. Jacobs, Myers, Feese, Stinson, Midaugh, Smith, Mayes.



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- * non-winged SPRINTS
- * non-winged SILVER CROWN

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USAC Logo

racing begins - 7:30 PM

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Johnson, Decker Split Cash

WEEDSPORT, N.Y. — Open-wheel veterans Alan Johnson and Billy Decker shared the spotlight over Labor Day weekend for the second-straight year at Cayuga County Fair Speedway, each scoring a victory in Sunday's Advance Auto Parts Super DIRTcar Series Big-Block Modified Budweiser Twin 54s.

"A.J. Slideways" started fifth in the opener, methodically worked his way forward and

DIRTCAR

took advantage of the race's only caution on lap 38 to overtake race-long leader Frankie Caprara en route to a decisive two-second victory.

Caprara settled for runner-up honors, followed by Dale Planck, Gary Tomkins and Jimmy Phelps as the top-five finishers.

In the second Twin 54, Decker battled with leader Gary Tomkins before making what proved to be the race-winning pass on lap 32.

Decker led Tomkins by a single car length at the finish,

with Planck, Sheppard and Johnson following close behind as they had for the previous 15 laps.

The finish:
 Feature No. 1: Alan Johnson, Frankie Caprara, Dale Planck, Gary Tomkins, Jimmy Phelps, Billy Decker, Jeff Brownell, Jr., Justin Haers, Matt Sheppard, Brett Hearn, Billy Dunn, Ryan Phelps, Steve Paine, Kevin Bates, Chuck Bower, Shannon Whaley, Danny Johnson, Pat O'Brien, Dan Vauter, Ryan Bartlett, A.J. Romao, Jason Potter, Mike Mahney, Chad Homan, Tony Steiner, Mike Bowman, Derrick Podsiadlo, John Pfeffer, Ed Monroe III, Shawn Donath.

Feature No. 2: Billy Decker, Gary Tomkins, Dale Planck, Matt Sheppard, Alan Johnson, Frankie Caprara, Brett Hearn, Ryan Phelps, Justin Haers, Jimmy Phelps, Jeff Brownell, Jr., Pat O'Brien, Mike Bowman, Ryan Bartlett, Kevin Bates, Steve Paine, Chad Homan, Shannon Whaley, Dan Vauter, Jason Potter, Tony Steiner, Billy Dunn, Danny Johnson, Derrick Podsiadlo, Chuck Bower, Mike Mahaney, A.J. Romao, John Pfeffer, Ed Monroe III, Shawn Donath.

Tungate Takes 201 Bluegrass Triumph

SITKA, Ky. — Tim Tungate won for the first time in more than a year, picking up the \$5,000 winner's check Saturday in the O'Reilly Battle of the Bluegrass DIRTcar Super

BOB LM


Late Model Series feature at 201 Speedway.

Tungate battled wheel to wheel with Eric Wells for several laps before Wells slowed, handing second to Brandon Kinzer, who followed Tungate to the stripe.

Chris Combs finished third

with David Webb following in fourth. Tyrel Todd completed the top five.

The finish:
 Tim Tungate, Brandon Kinzer, Chris Combs, David Webb, Tyrel Todd, Harold Redman, Jr., Shon Flanery, Aaron Hatton, Arnie Fields, Mike Jewell, Eric Wells, Royce McGowan, Zach Carney, Victor Lee, D.J. Wells, Doug Smith, Jason Edge, Larry Gray, John Gill, Jamie Ferguson, Terry Hicks, Shannon Thornberry, Rick Aukland, Rod Evans.





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Schuerenberg Gets Second-Straight Win

HAUBSTADT, Ind. — Hunter Schuerenberg captured Sunday night's Hoosier Tire Midwest Sprint Car Series feature at Tri-State Speedway. Schuerenberg earned \$3,000 at the wheel of Jeff Walker's No. 11 DRC. It was his second-consecutive triumph in the series. Schuerenberg battled Jeff

Bland, Jr. throughout the 30-lap event on the quarter-mile dirt track, taking the lead for good with just two laps remaining. Blake Fitzpatrick finished second, ahead of Bland, Brady Short and Robert Ballou. The finish: Hunter Schuerenberg, Blake Fitzpatrick, Jeff Bland, Jr., Brady Short, Robert Ballou, Thomas Meseraull, Hud Cone, Alex Shanks, Kyle Cummins, Shawn Krockenberger, John Memmer, A.J. Anderson, Brandon Mattox, Bret Mellenberndt, Lance Grimes, Donny Brackett, Bobby Stines, Tim Spindler, Arin McIntosh, Kevin Thomas, Jr., Ricky Williams, Mitch Wissmiller.

Stoehr Takes NEMA Feature

WINCHESTER, N.H. — Third-starting Greg Stoehr grabbed the lead one lap in and held on to capture the 25-lap Northeastern Midget Ass'n feature Saturday night at Monadnock Speedway. Stoehr fought his way through lapped traffic at the end to hold a two-car-length lead over Jeremy Frankoski at the checkers. Ryan Preece fin-

ished third close behind Frankoski. William Wall and Adam Cantor completed the top five, just ahead of a charging Lou Cicconi, who started last in the 21-car field and finished sixth. The finish: Greg Stoehr, Jeremy Frankoski, Ryan Preece, William Wall, Adam Cantor, Lou Cicconi, Jeff Horn, Randy Cabral, Erica Santos, Mike Keeler, Aaron Wall, Nokie Formoro, Barry Kittredge, Doug Cleveland, John Zych, Jr., Brian Cleveland, Andy Shlatz, Lee Bundy, Paul Luggelle, Abby Martino, Matt O'Brien.

Allgaier Revisits Victory Lane

DUQUOIN, Ill. — Justin Allgaier won his second O'Reilly POWRi 30-lap midget feature event at the Mini Magic Mile in the Southern Illinois Center. Allgaier drove under Hud Cone for the lead on lap 10 and survived a late charge from

Brett Anderson for the victory. Cone settled for third behind Anderson as Jonathan Hendrick and Tony Roney rounded out the top five. The finish: Justin Allgaier, Brett Anderson, Hud Cone, Jonathan Hendrick, Tony Roney, Derek King, Rich Camfield, Zach Daum, Mike Riley, Ryan Criswell, Nick Knepper, J.J. Yeley, Daniel Robinson, Tim Siner, Tyler Robbins, Derek Hagar, Kellen Conover, Daniel Adler, Steve Knepper, Austin Brown, Shane Hollingsworth.

Perley Takes Super Nats

By AL ROBINSON
NSSN CORRESPONDENT

OSWEGO, N.Y. — Chris Perley took no prisoners in Friday night's MSA-sanctioned Winged Super Nationals at Oswego Speedway. After breaking the track record by a quarter-second in time trials, the perennial ISMA champion need only 15 laps to charge from 12th to a lead which would never be threatened again. It wasn't a flawless 50 laps for Perley, as he bent his right nose wing during mid-race contact with a lapped car and suffered a broken brake line to the left rear as well. No one else noticed either issue.

The finish: Chris Perley, Timmy Jedrzejek, Dave Shullick, Jr., Bob Bond, Charlie Schultz, Jeff Abold, Bobby Haynes, Jr., Jason Spaulding, Bobby Dawson, Randy Burch, Moe Lilje, Jamie Timmons, Jack Smith, Justin Belfiore, Lou LeVe, Howard Page, Kelly Miller, Bobby Santos, Keith Gilliam, Dave Mumaw, Denny Fisher, Gene Lee Gibson, Joey Payne.

Margeson Masterful At Ephrata

EPHRATA, Wash. — Evan Margeson avoided an opening-lap calamity to lead every lap of Saturday's Western Midget Racing Ass'n feature at Ephrata Raceway Park. Polesitter Rick Brown spun

in turn one at the initial green flag, collecting three other cars. Margeson took over at the restart and led Brea Lopez to the finish. Tony Seidelman took third ahead of Logan Forler and Brown. The finish: Evan Margeson, Brea Lopez, Tony Seidelman, Logan Forler, Rick Brown, Mitch Hoffses, Skeeter Flake, Kerstin Smutny, Troy Globe, Tony Berry, Mark Atkinson.

Rookie Clouser Tops Lockhard Field

MORRIS, Ill. — UMARA National Midget Series rookie Mario Clouser captured the 28th-annual Bob Lockhard Memorial Race Saturday at Grundy County Speedway. Clouser took the lead of the 30-lap feature from Jimmy

Anderson on lap 16. Anderson settled for second, and Zack Schiff crossed the stripe in third. David Byrne and Aaron Andruskevitch rounded out the top five. The finish: Mario Clouser, Jimmy Anderson, Zack Schiff, David Byrne, Aaron Andruskevitch, Patrick Wilda, Jr., Nick Wagner, Terry Ahern, Tyler Schumacher, Steve Thinnies, Tom Schnabel, Reed Ceponis, Billy Hulbert.



SEPTEMBER SCHEDULE OF EVENTS



Every Friday Night

- Fri., Sept. 5 School Bus Figure 8's, Boat Figure 8's, Factory Stock Figure 8's, Figure 8 Train Race, Rollover Contest, Race Car Bowling
- Sat., Sept. 13 24 Hour Endurance Race
- Sat., Sept. 20 Glass City 200 - Late Models-150 laps, Sportsman-35 laps, Figure 8's-15 laps



Every Saturday Night

- Sat., Sept. 6 Late Models-100 laps, Street Stocks, Figure 8's, 4 Cylinder Season Championship
- Sat., Sept. 13 School Bus Figure 8's, Street Stocks



Truck Racing

- Sat., Sept. 13 Salem Speedway (Salem, IN)



Stock Car Racing

- Mon., Sept. 1 DuQuoin State Fairgrounds (DuQuoin, IL)
- Sat., Sept. 6 Chicagoland Speedway (Joliet, IL)
- Sat., Sept. 13 Salem Speedway (Salem, IN)
- Sat., Sept. 28 New Jersey Motorsports Park (Millville, NJ)



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SUCCESS STORY

From An Ohio Field To Victory Lane, Hoffmans Have A Winning Formula

With only seven races remaining in the USAC sprint-car season, the famed No. 69 Hoffman sprint car with Jerry Coons, Jr. driving is in the middle of a heated, three-way battle for the national championship.

"We're in a Tony Stewart sandwich," laughs Richard Hoffman, son of the team's founder, the late August "Gus" Hoffman, and now team owner, as he assessed the competition from Stewart's potent operation. Should Coons end up the top slice in that sandwich, it'll be yet another historic triumph for the most successful team in USAC racing.

Gus Hoffman, a 2000 Sprint Car Hall of Fame inductee, founded Hoffman Racing in 1929, when he and two of his friends found an old car in a field near their Norwood, Ohio, home and converted it into a sprint car. It wasn't much, but they ran it with some success through the 1930s.

Gus finally got better equipment after WWII, when he made his money during the housing explosion that immediately followed that conflict. Every American dreamed of owning their own home and Gus did his share to fulfill their dreams.

Utilizing the same creativity he would later use in racing, he overcame lumber shortages by stopping lumber trucks on their way through Cincinnati. Offering the driver's larger

cash payments for their loads than had the original buyers would usually secure the load for himself. With such entrepreneurship, Gus created his lucrative Park Lumber Company.

He purchased a Kurtis midget formerly owned by Mutt Anderson and renamed it the Park Lumber Special. Anderson stayed on as the wrench, and the car won many races with Andy Linden and Eddie Sachs behind the wheel.

Since that time, the Hoffmans have raced a variety of cars, including Indy cars, with some of the biggest names in racing doing the driving. Rodger Ward, Pancho Carter, Steve Butler, Jeff Gordon, Tony Stewart, Ryan Newman, Jac Haudenschild, Tim Richmond, Dave Darland, J.J. Yeley, Robbie Stanley and Rich Vogler merely scratch the surface of the talent-laden drivers who have strapped into Hoffman cars.

What they're renowned for, however, is their famed No. 69 USAC sprint car. With it they have captured eight USAC national championships and the bulk of their 72 USAC feature wins. There are few more recognized car numbers in American short-track racing, and many fans are fascinated with the origin and significance of that double digit.

"In 1976, we bought a 1972 Eagle Indy car, and it had the No. 69 and a Playboy emblem on the rear-wing side panel,"

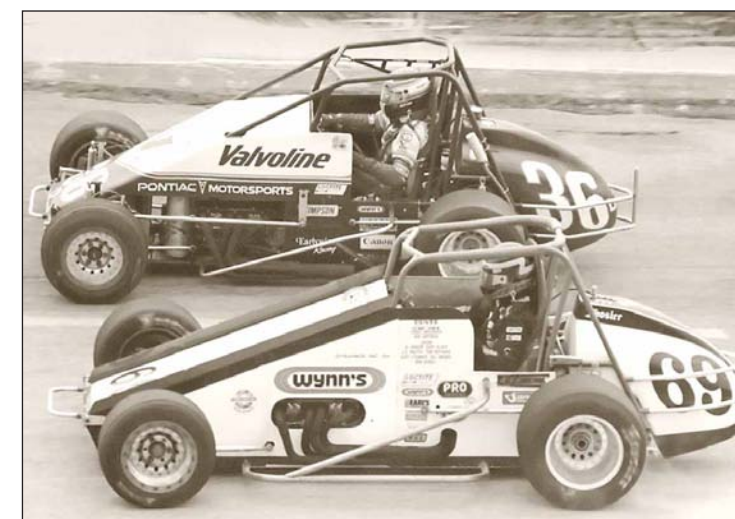


PAT HIRSCHFELD PHOTO

ANOTHER SUCCESSFUL SEASON: Jerry Coons, Jr., pictured here qualifying for the Indiana Sprint Week event at Bloomington Speedway in July, is currently in a battle with Tony Stewart Racing drivers for the USAC National Sprint Car Series title. (Below) Steve Butler bicycles the famed No. 69 at the Terre Haute Action Track in the early 1990s.



DAVID E. HETTRICH PHOTO



DAVID E. HETTRICH PHOTO



KEVIN SIMON PHOTO

WORTHY ROSTER: A number of drivers have seen success with the Hoffman team over the years. (Top) Kenny Irwin, Jr. (69) races Dave Darland at Salem (Ind.) Speedway in 1995. (Left) Rich Vogler, in victory lane Sept. 3, 1989 at Moberly (Mo.) Motorsports Park, won seven races in the No. 69 in 1989. (Below) Cary Faas (69) battles Bruce Sims for position at Ohio's Eldora Speedway in 1994. (Bottom) Jerry Coons, Jr. celebrates his Indiana Sprint Week victory at Bloomington (Ind.) Speedway.



DAVID E. HETTRICH PHOTO



DAVID E. HETTRICH PHOTO

explains Richard Hoffman. "The original owner had numbered the car like that and put it outside of a Miami hotel where a Playboy convention was being held. He had hoped to attract Playboy sponsorship with it.

"We liked the number, so we kept it and used it on all our cars. It does seem to attract a lot of attention. But I like it because it reads the same right side up as it does upside down, not an unusual position for a sprint car. I suppose others could derive different meanings from it," added Richard coyly.

The Hoffmans' long, rich history in sprint-car racing began in 1956 when Gus sold his midget and bought the Kuzma-built, J.C. Agajanian-owned sprint car that Cecil Green lost his life in on the infamous Black Sunday in 1951. With Mutt Anderson as mechanic and Don Branson driving, Gus won his first USAC feature at New Bremen, Ohio, in 1957.

Many victories were destined to follow. Gus campaigned the car with a variety of drivers through the 1960s, including Bud Tinglestad, Jim Hemmings and Al Miller, and saw steady if not spectacular performances and solid finishes in the USAC standings.

In 1964, Richard became more directly involved with the team, first as the mechanic, and then in the early 1970s as a part owner. He signed Larry Cannon to drive, and with his management, as well as his excellent mechanical work, the Hoffman car blossomed into a steady winner and a regular threat on the USAC sprint-car circuit.

During the 12 years the Hoffmans ran Indy cars, they ran sprint cars hit-and-miss and actually took a brief hiatus for a couple of years. They returned to the USAC sprint-car wars in earnest in 1986. The breakthrough that propelled them from mere contenders to dominators occurred in 1988 when Richard's son Rob, who was helping with the mechanical work by then, created a purpose-built pavement sprinter from an old Gambler dirt chassis. Kevin Huntley nearly won a feature at then-Indianapolis Raceway Park.

That caught Rich Vogler's attention and he contacted Gus about driving for them. "My dad talked to me about it," recalled Richard. "Dad had some reservations. He thought there were other drivers out there better than Rich on dirt. But here was a guy who came with a 100 free Hoosier tires and access to a Buick V-6. So, I told Dad, we're going to do it!"

Rob built an innovative pavement car around the Buick, and the Hoffmans proved nearly unbeatable in 1989, winning seven features and the national championship.

Yet, as is the case in racing, great triumphs are often intertwined with profound tragedy. At Salem, Ind., on July 21, 1990, Rich Vogler was killed on the last lap while leading the feature in the No. 69.

Gus and Richard were at home where Jeannette, Gus's wife of nearly 50 years, was dying of cancer. The news jolted them to their core. They even considered pulling out of racing.

"Quitting was one thing we thought about," admits Richard, "but Rich's mom, Eleanor, told us we needed to continue. She's an amazing woman. She lost her husband and son to racing, yet she encouraged us to continue."

Continue they did, and with phenomenal success.

USAC champion Steve Butler took Vogler's place in 1991, finished third in the points, and then won the car owner's championship for the Hoffmans in 1992. Butler was followed in the coveted seat by yet another former USAC champion, Robbie Stanley. He gave the Hoffmans a repeat championship in 1993. Like Vogler, however, Stanley died in the Hoffman car at that other daunting Hoosier high-bank — Winchester Speedway.

"Those things continue to haunt you," reflected Richard quietly. "Even today when we go back to those tracks, the memories are still there. But you can't dwell on them."

The Hoffman steamroller pressed on. With Rob doing the mechanical work, Richard managing and Richard's brother, Tom, helping out, it was a very much a family operation. They won USAC national sprint-car championships in 1996, 1997, 1999, 2002, 2003 and 2004. Besides the phenomenal driver talent, much of the Hoffmans' unparalleled success can be attributed to their methodical preparation and mechanical innovation.

Richard set the tone with his efforts, bringing the team its first true measures of success. Rob followed in his father's footsteps, with creative, innovative cars. Now, Dan Launerbill is the mechanical backbone of the team.

There's opportunity to take on other forms of racing, but the Hoffmans' intent is to focus all their energy behind the Kroger/Tide/Pringles No. 69 and to continue to win races and championships.

RACE REWIND

NASCAR SPRINT CUP

Race 24 of 36: Pepsi 500, Sunday, Aug. 31
Auto Club Speedway, Fontana, Calif.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	48	Jimmie Johnson	Lowe's/J.J. Foundation Chevrolet	250	\$314,611	Running
2	15	16	Greg Biffle	3M Ford	250	185,375	Running
3	21	11	Denny Hamlin	FedEx Ground Toyota	250	178,091	Running
4	33	29	Kevin Harvick	Shell/Pennzoil Chevrolet	250	170,786	Running
5	37	17	Matt Kenseth	R&L Carriers Ford	250	169,941	Running
6	26	99	Carl Edwards	Aflac Ford	250	153,300	Running
7	11	18	Kyle Busch	M&M's Toyota	250	120,225	Running
8	4	9	Kasey Kahne	Budweiser Dodge	250	141,691	Running
9	12	44	David Reutimann	UPS/Toys For Tots Toyota	250	108,075	Running
10	31	07	Clint Bowyer	Jack Daniel's Chevrolet	250	120,150	Running
11	18	88	Dale Earnhardt, Jr.	AMP/National Guard Chevrolet	250	108,750	Running
12	19	83	Brian Vickers	Red Bull Toyota	250	107,825	Running
13	22	6	David Ragan	AAA Insurance Ford	250	108,475	Running
14	2	84	A.J. Allmendinger	Red Bull Toyota	250	98,225	Running
15	3	24	Jeff Gordon	DuPont/Pepsi Chevrolet	250	143,636	Running
16	17	12	Ryan Newman	Kodak Dodge	250	135,225	Running
17	27	31	Jeff Burton	AT&T Mobility Chevrolet	250	137,508	Running
18	5	10	Patrick Carpentier	Sears Auto Center Dodge	250	96,700	Running
19	7	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	250	125,458	Running
20	23	42	Juan Pablo Montoya	Texaco/Havoline Dodge	250	124,033	Running
21	24	43	Bobby Labonte	Cheerios Racing/B.C./Totinos Dodge	250	\$130,086	Running
22	14	20	Tony Stewart	Subway/Home Depot Toyota	250	137,936	Running
23	42	38	David Gilliland	CitiFinancial Ford	249	111,608	Running
24	13	26	Jamie McMurray	Crown Royal Ford	249	99,725	Running
25	39	66	Scott Riggs	State Water Heaters Chevrolet	249	107,958	Running
26	16	5	Casey Mears	Kellogg's/Carquest Chevrolet	249	105,800	Running
27	41	41	Reed Sorenson	Target Dodge	249	117,964	Running
28	34	28	Travis Kvapil	Hitachi Power Tools Ford	249	117,739	Running
29	8	22	Dave Blaney	Caterpillar Toyota	249	104,583	Running
30	10	8	Aric Almirola	U.S. Army Chevrolet	249	124,533	Running
31	32	77	Sam Hornish, Jr.	Penske Truck Rental Dodge	249	132,900	Running
32	40	21	Marcos Ambrose	Little Debbie Ford	249	105,595	Running
33	30	55	Michael Waltrip	NAPA Toyota	249	99,808	Running
34	6	19	Elliott Sadler	McDonald's Dodge	249	113,495	Running
35	35	00	Mike Skinner	Affiliation Clothing Toyota	249	96,647	Running
36	25	01	Regan Smith	DEI Chevrolet	249	95,050	Running
37	29	15	Paul Menard	Menards/Johns Manville Chevrolet	249	95,000	Running
38	38	45	Kyle Petty	Wells Fargo Dodge	249	86,950	Running
39	9	2	Kurt Busch	Miller Lite Dodge	248	86,900	Running
40	36	7	Robby Gordon	Monster Energy Dodge	248	94,850	Running
41	28	96	Ken Schrader	DLP HDTV Toyota	247	94,805	Running
42	43	08	Johnny Sauter	Fubar All Natural Dodge	161	86,740	Overheating
43	20	78	Joe Nemechek	Furniture Row Racing Chevrolet	67	86,212	Accident

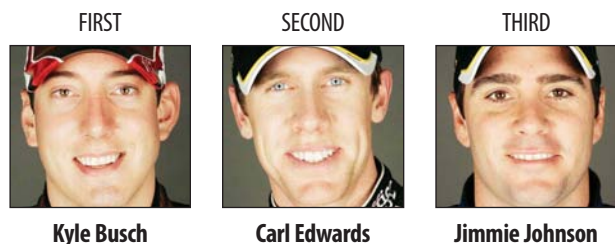
RACE STATISTICS

Race time: 3 hours, 36 minutes, 3 seconds
Average speed: 138.857 miles per hour
Victory margin: 2.076 seconds
Caution flags: Eight for 34 laps
Lead changes: 20 among nine drivers
Lap leaders: Jimmie Johnson (Pole); A.J. Allmendinger
1; Johnson 2-70; Michael Waltrip 71; Johnson 72-73;
Greg Biffle 74; Johnson 75-110; Biffle 111; Matt Kenseth
112; Jeff Gordon 113-114; Johnson 115-147; David
Ragan 148; Johnson 149-162; Biffle 163-167; Johnson
168-182; Jeff Burton 183; David Reutimann 184-186;
Biffle 187-188; Johnson 189-219; Biffle 220-222;
Johnson 223-250.

TALK OF TIME TRIALS

California native Jimmie Johnson earned his fourth pole of 2008 and 17th in 244 career series starts with a lap of 39.912 seconds at 180.397 miles per hour. A.J. Allmendinger, posting his best career starting spot, rolled off in second.

STANDINGS



Top 12

1. Kyle Busch	3,755	7. Kevin Harvick	3,132
2. Carl Edwards	3,547	8. Tony Stewart	3,110
3. Jimmie Johnson	3,386	9. Matt Kenseth	3,081
4. Dale Earnhardt, Jr.	3,323	10. Jeff Gordon	3,074
5. Jeff Burton	3,234	11. Denny Hamlin	3,065
6. Greg Biffle	3,159	12. Clint Bowyer	2,989



HHP/HAROLD HINSON PHOTO

HOMETOWN HERO: California native Jimmie Johnson (48), shown here racing A.J. Allmendinger, led 228 of 250 laps en route to victory in the Pepsi 500 at Auto Club Speedway in Fontana, Calif., Sunday.

JOHNSON DOMINATION

Defending Champ Unstoppable At Home Track

FONTANA, Calif. — Forget the rivalry between Kyle Busch and Carl Edwards.

In Sunday's Pepsi 500 NASCAR Sprint Cup race at Auto Club Speedway, there was only one car that counted, the No. 48 Chevrolet driven by Jimmie Johnson.

Johnson led 228 of 250 laps and held off a late-race challenge from Greg Biffle, who lost ground after the water temperature in his No. 16 Ford skyrocketed to 260 degrees when a paper wrapper stuck to his grille after a restart on lap 223.

As the laps wound down, Biffle told his team, "Doing all I can, man. I can't catch him. He's beating me too bad in (turns) three and four."

Johnson beat Biffle to the finish line by 2.076 seconds. Denny Hamlin ran third, followed by Kevin Harvick and Matt Kenseth.

In winning his third race of the season and the 36th of his career, breaking a tie with Mark Martin for 17th on the all-time victory list, Johnson also shattered Biffle's record of 168 laps led at Fontana, set in 2006.

"More than anything, I'm happy to close the deal," Johnson said. "It's very, very rare to have a car that dominant. In most cases, you end up doing something stupid, and I'm guilty of that in the past. It was nice to close the deal and lead all those laps and win the race."

Johnson also qualified for The Chase for the NASCAR Sprint Cup with one race to go — Saturday at Richmond — before the 12-driver field is set. Dale Earnhardt, Jr. and Jeff Burton also clinched spots. Busch and Edwards already had secured spots.

"I'm just not sure how it's going to shake out," Johnson said. "The weak spot for us has been the 1.5-mile and two-mile tracks, and The Chase is full of those tracks. And our results at the start of the season and early summer,



AUTOSTOCK PHOTO

ALL SMILES: Jimmie Johnson smiles for cameras in victory lane at Auto Club Speedway in California Sunday after winning his third race of the season in the Pepsi 500.

there were some flashes of hope in there, but we weren't where we needed to be."

Johnson's dominance forced other teams to gamble in the pits. Biffle, Edwards, A.J. Allmendinger, Brian Vickers and Ryan Newman took two tires on lap 163 and held the top five positions for a restart on lap 166.

Less than two laps after the restart, however, Johnson had regained the lead after passing Biffle through turns three and four.

Two tires didn't work, but neither did four.

After a slower-than-usual pit stop on lap 183 — under caution for Robby Gordon's spin off turn four — Johnson restarted fourth on lap 186. Within three laps he had run down David Reutimann, Edwards and Biffle to regain the top spot.

"There was a couple from the end I guess, and we just ran a few laps," Johnson said. "I think actually, that's a stop where we took four and a lot of the guys took two. I just didn't want to lose all the track position. You could see a lot of guys wobble and swerve off of pit road and swerving off of that commitment, and I wanted to make sure we pitted, and fortunately everybody followed us down. A lot of guys

took two because they had only gone a few laps and we went with four."

Biffle praised his Roush Fenway team for the second-place finish.

"The car was really, really good. It drove excellent," Biffle said. "The pit stops, man, I don't even know what to say. We beat everybody out every time. I've never had that happen before. They've been working on the pit crew and shifting guys around and it was pretty spectacular tonight. I hope that we can continue that in The Chase, but I'm just real happy to get myself a spot in The Chase this year, but the 48 was just a little bit faster than we were."

After a series of disappointing races, Hamlin rebounded with a third-place finish.

"We had a good run. It's definitely what we needed. We needed to come out of here with a top-five finish and beat the guys that we were racing in the points," Hamlin said. "Definitely, this is a good finish for us. We had a top-five car really from the get-go, and it's pretty rare that you can have a car that's as consistent from the day to the night. So, just it was a good run for us, that's what we needed. We're not locked in (The Chase), but we are definitely getting closer."

Bowyer Still On Chase Bubble

Reed Sorenson Signs With
Gillett Evernham Motorsports

FONTANA, Calif. — With only one race remaining before The Chase to the Cup begins, the battle to qualify for the 12 positions has come down to a three-horse race among **Clint Bowyer**, who currently holds down the final spot, and challengers **David Ragan** and **Kasey Kahne**.

In 12th spot, Bowyer trails 11th-place **Denny Hamlin** by 76 markers and clings to a slim 17-point lead over Ragan, who is 13th. Kahne is an additional 31 points behind Ragan in 14th.

Bowyer, who was 10th on Sunday, controls his own destiny, but knows anything can happen at the three-quarter-mile Richmond Int'l Raceway this coming Saturday night.

"This is definitely a step in the right direction for **Gil (Martin)**, crew chief and the guys on this Jack Daniel's Chevrolet," Bowyer said. "We're getting better at these big tracks, just gotta keep moving forward. These guys have been working hard and I am really proud of this 10th-place finish, but we've gotta get better. We are still in it. It's going to be a battle right down to the end and anything can happen at Richmond, but none-the-less there is a little bit of confidence knowing that we have come off of a win there."

Ragan felt like he missed an opportunity on Sunday at Auto Club Speedway.

"We dug ourselves a bigger hole, but we just didn't have the speed all night and battled poor track position," said Ragan, who finished 13th. "We got it decent there at the end. If it would have been a 600-mile race, maybe we could have picked up a few more spots, but we were just adjusting it seemed like every run and just didn't have the speed. I guess we're in the same position at Richmond as we were in now, we've just got to out-run everybody else."

Kahne knows he is behind the eightball.

"We gained a little in the points tonight, but not enough to make that much of difference," Kahne said. "I said earlier in the week that not only do we have to run well to catch the guys in front of me, but they have to stumble a little to help us make up points. Tonight was pretty much a draw."

■ **Reed Sorenson** has signed a multi-year contract to drive for Gillett Evernham Motorsports next season. The 22-year-old driver leaves **Chip Ganassi** Racing after three seasons.

The news of Sorenson's departure from the Ganassi team comes on the heels of the departure of Texaco as sponsor of the team's other car wheeled by **Juan Pablo Montoya**.

Sorenson joins Kasey Kahne and **Elliott Sadler** at GEM and the team hopes to run a fourth car for **Patrick**



HHP/ERIK PEREL PHOTO

WAIT & SEE: Clint Bowyer sits outside his No. 07 Jack Daniel's Chevrolet hauler Sunday afternoon before the NASCAR Sprint Cup Series event at Auto Club Speedway in California.

Carpentier if a sponsor materializes. Sorenson's sponsor and car number will be released at a later date.

"I just, obviously, made a move that I felt like would be better for myself and the future, and hopefully this will be a good move," Sorenson said. "I think the team fits me well here, and I just see where this would be a good move for me on down the road and short term, as well. I just felt like it was the right thing for me to do to come over here."

■ As a result of their post-race run-in at Bristol (Tenn.) Motor Speedway, NASCAR placed both **Kyle Busch** and **Carl Edwards** on probation for six races beginning with Sunday's race at Auto Club Speedway. Neither driver was fined for the incident.

■ While a formal announcement will not be made for some time, UPS has signed a long-term contract with Roush Fenway Racing to sponsor **David Ragan** beginning in 2009.

■ **Darian Grubb** will leave Hendrick Motorsports at the end of the year and become crew chief for **Tony Stewart's** Stewart Haas Racing Chevrolet next season.

■ Earlier in the week officially tabbed to replace Tony Stewart in

the **Joe Gibbs** Racing No. 20 next season, 18-year-old driver **Joey Logano** was selected to pilot the No. 96 Hall of Fame Racing Toyota in five Sprint Cup races this season, beginning at New Hampshire Motor Speedway Sept. 14.

"We appreciate Hall of Fame Racing helping us get Joey ready for 2009," said **J.D. Gibbs**, president of Joe Gibbs Racing. "They came to us with the idea before the August Michigan race and we think it's a great win/win for all of us."

Ken Schrader drove the No. 96 at Bristol and Auto Club Speedway and will take the wheel for three additional events.

Logano, 18, will make his Sprint Cup debut next weekend at Richmond (Va.) Int'l Raceway driving the No. 02 Toyota for Joe Gibbs Racing. In 10 NASCAR Nationwide Series starts for Joe Gibbs Racing, Logano has one win (Kentucky Speedway in Sparta), seven top-10 finishes and two poles. Hall of Fame Racing receives chassis, engines and manufacturing support from Joe Gibbs Racing.

■ NASCAR will reportedly revamp its drug-testing program with more frequent testing for drivers and crew members expected to be enforced.

No. 48 Train Starting To Rumble

CONCORD, N.C.

While all the attention of late has been focused on cars numbered 18 and 99, there have been rumblings last heard a year ago at this time that should strike fear into the hearts of those in contention for the NASCAR Sprint Cup.

On Sunday night at Auto Club Speedway, the rumbling grew ever louder, as Jimmie Johnson reminded everyone within shouting distance that something wicked this way comes.

Not wicked like Freddie Krueger or that guy with the hockey mask, mind you, but wicked like "that rumbling you hear is the train that's going to flat run you over in the 11 races remaining until NASCAR crowns a champion."

Johnson and the rest of Hendrick Motorsports, so dominant a year ago, have so far spent most of 2008 hiding in the weeds while Kyle Busch and Carl Edwards have combined to win 14 of 24 races. In the overall scheme of things, you'd think "game over," right?

Wrong. It's just begun, and Johnson seems to have them right where he wants them.

"We're where we need to be," he said Sunday night from victory lane at ACS, where he'd led 228 of the 250 laps and just flat ran his competition into the ground.

I'd say so. Forgetting for a moment that this new NASCAR car is most forgiving to those in front (clean air is the ticket these days), that's impressive. Of course, Busch led 415 laps the race before at Bristol, but didn't win the race, which is also impressive, but sort of irrelevant because there's only one short track in The Chase.

I digress. Johnson is right where he needs to be, for several reasons. First, he's been a holy terror in The Chase the last two seasons, and once the checkered flag waves at Richmond, it's a whole new game.

Second, one thing that should be Holy Writ about now is that you never count Johnson out when the

WIDE OPEN



RON LEMASTERS, JR.

title is on the line. He's been too good for too long when the races count to do that, and Chad Knaus is one sneaky fellow. Not dishonest sneaky, but sneaky like, "I'm showing you one thing, but here's what I'm going to clobber you with when I need to."

What the Pepsi 500 showed in spades was the fact that Johnson and Knaus know where their bread is buttered, and it's in the final 10 races of the season. It pays better, he'll start no worse than third in the points and right now, momentum is hitching a ride on the 48 train, not those other guys.

He's (Johnson) been too good for too long when the races count to do that, and Chad Knaus is one sneaky fellow.

Sure, one race does not a season make, and Busch and Edwards have been faster longer than Johnson has so far this season. OK, fine, but who was faster Sunday?

Johnson was, and now that all three drivers have clinched their

spots in The Chase, it's the momentary pause before the storm — and I don't mean Gustav.

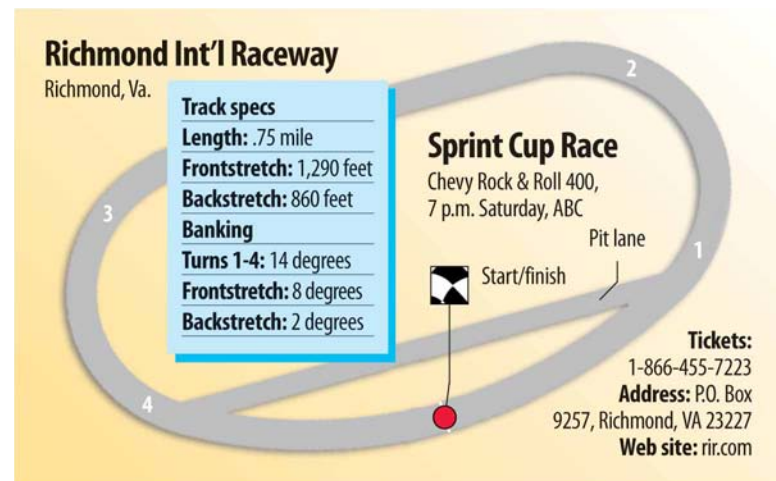
When it opens up for real at New Hampshire, you have to count Johnson as one of the three favorites. Busch and Edwards have more victories, but Johnson has more momentum. The rest of The Chase field sure doesn't have any, with the exception of Greg Biffle, Kevin Harvick and Matt Kenseth.

If I were a betting man — and I'm not, because I'm a sportswriter, and we don't have the cash — I'd look for Johnson to challenge Cale Yarborough's 30-year-old record of winning three-straight titles.

Of course, Busch and Edwards might have something to say about that. Johnson isn't so much better now than he was last week, where he finished 33rd at Bristol. It's just that he has history, talent and momentum, more than the other two do right now.

Something wicked fast this way comes...and his name is Jimmie Johnson. You've been warned.

UP NEXT



RACE REWIND

INDY RACING LEAGUE

Race 17 of 19: Detroit Belle Isle Grand Prix, Sunday, Aug. 31
The Raceway At Belle Isle, Detroit, Mich.

FINAL RESULTS

FIRST



Justin Wilson

SECOND



Helio Castroneves

THIRD



Tony Kanaan

Fin.	St.	Car	Driver	Car	Laps	Status
1	4	02	Justin Wilson	McDonald's Racing Team Dallara-Honda	87	Running
2	2	3	Helio Castroneves	Team Penske Dallara-Honda	87	Running
3	8	11	Tony Kanaan	Team 7-Eleven Dallara-Honda	87	Running
4	3	5	Oriol Servia	KV Racing Technology Dallara-Honda	87	Running
5	1	9	Scott Dixon	Target Chip Ganassi Racing Dallara-Honda	87	Running
6	7	17	Ryan Hunter-Reay	Rahal Letterman Racing Dallara-Honda	87	Running
7	24	18	Bruno Junqueira	Z-Line Designs Dallara-Honda	87	Running
8	12	8	Will Power	Aussie Vineyards-Team Australia Dallara-Honda	87	Running
9	5	6	Ryan Briscoe	Team Penske Dallara-Honda	87	Running
10	5	2	A.J. Foyt	Lilly Diabetes/Vision Racing Dallara-Honda	87	Running
11	16	27	Hideki Mutoh	Formula Dream Dallara-Honda	87	Running
12	15	14	Darren Manning	ABC Supply Co./A.J. Foyt Enterprises Dallara-Honda	87	Running
13	6	06	Graham Rahal	Hole in the Wall Camps Dallara-Honda	87	Running
14	20	20	Ed Carpenter	Menards/Vision Racing Dallara-Honda	87	Running
15	19	19	Mario Moraes	Sonny's Bar-B-Q Dallara-Honda	86	Running
16	10	7	Danica Patrick	Motorola Dallara-Honda	86	Running
17	14	4	Vitor Meira	Delphi National Guard Dallara-Honda	83	Running
18	13	26	Marco Andretti	Meijer Dallara-Honda	81	Mechanical
19	18	15	Buddy Rice	Dreyer & Reinbold Racing Dallara-Honda	76	Mechanical
20	11	10	Dan Wheldon	Target Chip Ganassi Racing Dallara-Honda	64	Contact
21	25	12	Tomas Scheckter	Symantec Luczo Dragon Racing Dallara-Honda	56	Running
22	21	36	Alex Tagliani	Sangari Conquest Racing Dallara-Honda	54	Mechanical
23	23	23	Milka Duno	CITGO/Dreyer & Reinbold Racing Dallara-Honda	46	Handling
24	9	33	E.J. Viso	PDVSA HVM Racing Dallara-Honda	32	Contact
25	22	34	Jaime Camara	Sangari Dallara-Honda	16	Contact
26	26	25	Marty Roth	Roth Racing Dallara-Honda	0	DNS

* 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: 2 hours, 10 seconds
Average speed: 89.911 miles per hour
Victory margin: 4.4058 seconds
Caution flags: Four for 11 laps

Lead changes: Four among four drivers
Lap leaders: Scott Dixon 1-18; Helio Castroneves 19-58; Oriol Servia 59; Castroneves 60-72; Justin Wilson 73-87.

TALK OF TIME TRIALS

Scott Dixon won the Peak Motor Oil Pole Award for Sunday's Detroit Indy Grand Prix presented by Firestone at The Raceway at Belle Isle Park, his sixth pole of the season. Dixon recorded a best lap of 1 minute, 12.2861 seconds, 103.090 mph around the 14-turn, 2.07-mile circuit.



STEVE SNODDY/IRL INDYCAR PHOTO

SPEED DEMON: Scott Dixon earned his sixth pole of the season for Sunday's Detroit Indy Grand Prix.

STANDINGS

FIRST



Scott Dixon

SECOND



Helio Castroneves

THIRD



Tony Kanaan

Top 10

1. Scott Dixon	606	6. Danica Patrick	359
2. Helio Castroneves	576	7. Oriol Servia	345
3. Tony Kanaan	481	8. Marco Andretti	339
4. Dan Wheldon	464	9. Ryan Hunter-Reay	338
5. Ryan Briscoe	412	10. Hideki Mutoh	334

It's More Frustration For Dixon

By BRUCE MARTIN
NSSN CORRESPONDENT

DETROIT — It could have been a day when Scott Dixon wrapped up his second IndyCar Series championship. Instead, he left Belle Isle in Detroit feeling like anything but a champion.

It was another day of frustration for the best driver in this series this season after he finished fifth in Sunday's Detroit Indy Grand Prix presented by Firestone.

That performance was much better than the 12th-place finish at Infineon Raceway one week earlier, but Dixon was left with another empty feeling in a race that didn't seem to suit his style.

"Well, I don't think it was much of a race, to be honest," Dixon said. "It was pretty pitiful. I don't know, the car was clearly quicker than anybody's. We were saving a ton of fuel up front and sort of having a merry old day, and that changed pretty quickly.

"We left with a half tank after that caution. I think I was probably the only person, or maybe a couple of others. It's just a hard situation when you're in that point when nobody else pits and you have a lot of slower guys that pitted early on and have a lot of fuel and you have to try to pass them.

"That was pretty much the race. Then, from that point on, we were just trying to pull up there."

Dixon was foiled by a pit strategy that had him come into the pits after leading the first 18 laps of the race. The yellow flag waved after teammate Dan Wheldon and Jaime Camara crashed in the ninth turn.

It seemed like a smart move by Target Chip Ganassi Racing managing director Mike Hull, who calls

WILSON:

Block By Castroneves Hands Wilson First Triumph

CONTINUED FROM PAGE 2

"We talk about blocking every week in the drivers' meeting and tell them what they can and can't do and what the code of conduct is on the race track," Barnhart said. "(Castroneves) clearly moved his car to impede the progress of a following car (Wilson) and moved his car in response to the actions and the line taken by a following car. That's what I tell them in the drivers' meeting every week.

"We made the same decision early in the race with the (Darren) Manning and (Bruno) Junqueira cars, and unfortunately you have to call it like you see it. I think Helio and everyone associated knows that it's not what's expected and not what's accepted of how we race out there. We want to race clean and fair and we need to call them like we see them."

Although Castroneves was furious when he drove his car onto pit lane after the race, he ran over to his pit area, congratulated his Team Penske



SHAWN PAYNE/IRL INDYCAR PHOTO

NOT THERE YET: Scott Dixon's fifth-place finish in Sunday's Detroit Indy Grand Prix was not good enough to clinch his second IndyCar title, and the championship fight will go down to the season finale at Chicago.

Dixon's pit strategy. But when Helio Castroneves and the other contenders decided to stay on the race track, it left Dixon stuck on that fuel strategy.

"I didn't decide it," Dixon said.

One of the admirable qualities about Dixon is his sincerity. He is perhaps the most sincere and honest driver in the IndyCar Series, which means he always gives an answer from his heart rather than taking the safe, political approach.

And while his assessment about Sunday's pit strategy may not have been supportive of the team, he admitted his thoughts after the race

were clouded by frustration.

"No, it's not calls or anything," Dixon said. "We win as a team; we lose as a team. But I think, you know, my anger or whatever is just from frustration.

"I think we clearly had the quickest car today. Nobody was going to touch us, and still we ended up fifth. So, I think that's disappointing. I think that's what makes it tough to deal with. So for the moment, we weren't the quickest car. We maybe had a top five at best in the sixth position. But I think when you lose like that, it's very tough."

crew for giving him a great race car and then tried to choose his words carefully.

"We finished second for the eighth time, but the point is we are still in the hunt for the championship and Team Penske is going to do everything we can to win it," Castroneves said.

When asked about the penalty, Castroneves believed it wasn't "consistent" with the way Barnhart had conducted races previously.

"Consistency is the only thing I ask for," Castroneves said. "I've been in this series since 2002 and we never had a situation like this. We always have a warning and then if you do it again, then you are going to be penalized.

"All of a sudden, I didn't get any warning. It was, 'Move over. You're going to get black-flagged.' It was uncalled for. I know that Brian Barnhart is trying to put pressure on and make everyone disciplined, but two races to go for the championship, I don't think it's the right thing to do."

But the penalty should not take away the incredible drive by Wilson, who gave Newman/Haas/Lanigan Racing its second IndyCar win of the season. His teammate, Graham Rahal, gave the team a victory in the

season's second race, the Honda Grand Prix of St. Petersburg.

"It's fantastic," said Wilson. "I said out there on the podium, this is definitely the highlight of my career. To win a race for Newman/Haas/Lanigan racing, we've got three fantastic owners who all add something to the team in their own unique way. And I'm very privileged to be driving for them. So, it means a lot to win to get this first victory in our first season of IndyCar Racing when times have been so difficult.

"We've had so much happen this year. There have been a lot of occasions where I felt we were in contention for at least a podium if not a win, and things haven't gone our way. It's tough to keep going and saying, 'That's racing, that's racing.' But you've got to keep picking yourself up and moving on. I'm very happy to have finally gotten a win this year and to keep my streak going of winning at least one race every season."

Tony Kanaan finished third, followed by Oriol Servia and Dixon, who could have clinched the championship in Sunday's race, but will have to finish eighth or better at Chicagoland Speedway next Sunday to win his second IndyCar title.

INDY RACING LEAGUE RACE REWIND



CHRIS JONES/IRL INDYCAR PHOTO

FAMILIAR FACE: Former Champ Car competitor Alex Tagliani sits in Conquest Racing's No. 36 Saturday at the Raceway at Belle Isle. Tagliani filled in for an injured Enrique Bernoldi.

Tagliani Fills In For Bernoldi

Andretti Green Racing Extends Partnership With 7-11

By **BRUCE MARTIN**
NSSN CORRESPONDENT

DETROIT — “Tags” is back as Canadian driver **Alex Tagliani** took over the No. 36 entry at Conquest Racing, previously driven by **Enrique Bernoldi**.

Tagliani started 21st and finished 22nd in his IndyCar Series debut after taking over the ride Saturday morning when Bernoldi could not compete because of an injured thumb on his left hand suffered at Infineon Raceway.

“I couldn’t give my all today because of my left hand,” Bernoldi said. “I was turning into the pits with just one hand on the steering wheel and was unable to do my best. The track is bumpy, and it was really hard on my hand. I hate having to miss a race, but I prefer leaving the car to Alex Tagliani this weekend while I rest up my hand in order for it to get better.”

Tagliani competed in the Champ Car World Series for eight seasons, earning four pole positions, 14 podiums and one win in 133 starts. This season, he has been competing in the NASCAR Canadian Tire Series.

“I can’t explain just how happy I am to be helping Conquest Racing this weekend and to get my first start in the IndyCar Series,” Tagliani said. “This will be a great opportunity for me to show what I can do. I’m aware that it will not be easy for me coming in at the last minute and learning a new car in a new racing series, but I’m definitely motivated on doing my best and helping Conquest this weekend.”

■ Just call **E.J. Viso** “Mr. Baseball.”

One week after he met up with San Francisco Giants shortstop **Omar Vizquel** at Infineon Raceway, he attended the Detroit Tigers game against the Kansas City Royals Saturday night where he was the guest of fellow Venezuelans **Miguel Cabrera**, **Carlos Guillen** and **Magglio Ordonez**.

“This is another great opportunity to spend time with friends from home and see them play,” Viso said. “It’s rare that we get to see each other in action. I know they wanted to come to the track today, but they had some obligations that kept that from happening. I’m fortunate to be able to have chance to see the game tonight. I’ve never seen the Tigers play. I’ve heard nothing but great things about the ballpark and their staff. I’m really grateful for everyone making this possible and to meet and spend time with all the players before the game. It’s going to be a fun night.”

■ **Oriol Servia’s** helmet featured the face of a tiger this weekend. The driver from Spain chose to debut the helmet in Detroit after attending a Detroit Tigers game with teammate **Will Power** in May. The tiger also represents Servia’s sign in the Chinese zodiac. Servia’s helmets always feature an image of fellow Spaniard **Salvador Dali** on one side and the Catalan flag on the other side. Images on the middle of the helmet vary.

“I came here in May for a Tigers game and when I returned home, my painter showed me this image of a Tiger, because that’s my symbol on the Chinese (zodiac),” Servia said. “When I saw that, I knew I had to use it in Detroit.”

■ Firestone Racing continued its effort for “green racing” as execu-

tives of the tire company participated in an event with the U.S. Environmental Protection Agency to launch the agency’s National Lead-Free Wheel Weight Initiative.

The program is designed to phase out the use of lead wheel weights, which can fall off and possibly contaminate the environment, and replace them with other materials. Firestone Racing stopped using lead wheel weights in the IndyCar Series and Firestone Indy Lights in June, replacing them with 3M steel wheel weights.

“We’re taking many, many steps to be environmentally sensitive,” said Firestone’s racing director **Al Speyer**. “The way we look at the environment is many small steps by a lot of people add up to a big impact. That’s part of what we’re doing right now. The racing industry is all about performance. The fact that we have a new product that is better for the environment and equal if not better performance on the race track is really a win-win for all of us.”

■ Andretti Green Racing announced it has reached a multi-year agreement with 7-Eleven, Inc., to extend the company’s long-running sponsorship program of the No. 11 entry driven by 2004 IndyCar Series champion **Tony Kanaan**.

Last month, Kanaan signed a five-year contract extension to remain at AGR.

“7-Eleven is one of the cornerstones of Andretti Green Racing, and we’re thrilled to extend our agreement with them,” said AGR chief marketing officer **John Lopes**. “We’ve accomplished a lot together, but we feel like we can do even bigger things in the future. The Team 7-Eleven car has been a fixture at the top level of the IndyCar Series since it debuted in 2003 and we expect to keep it there for a long time.”

Barnhart’s Call Was Right But Leaves Castroneves Fuming

DETROIT

One of the biggest complaints about Brian Barnhart from the competitors is the Indy Car president, competition division, is usually “all bark and no bite” when it comes to enforcing penalties. Barnhart often warns drivers against the sins of blocking, but rarely makes the call to penalize the offending driver.

In Sunday’s Detroit Indy Grand Prix presented by Firestone, Barnhart’s fangs finally came out and he took a big bite out of Helio Castroneves’ bid for a second-straight victory.

“The Call,” as it has become known, came after Castroneves was caught blocking Justin Wilson on lap 69. The two were engaged in quite a battle, but when it became obvious that Castroneves was blocking Wilson from passing him, Barnhart ordered Castroneves behind Wilson on the 72nd lap.

It’s fairly obvious that Castroneves was making some moves to prevent Wilson from passing his car and taking the lead; it’s just the timing and the involvement of a championship contender that many found curious.

There is a term in basketball when, late in the game, the officials let the outcome be “determined on the court” and often “swallow the whistle,” overlooking some physical contact rather than calling a foul.

But in Barnhart’s case, he had no choice but to make “The Call.”

“You can’t officiate based on points or who’s involved or what position they hold,” Barnhart said. “You have to do it out of fairness and competition.”

Ultimately, it was the right call, but Castroneves had a hard time accepting the penalty when he climbed out of his car with his temper flaring.

Tim Cindric is president of Team Penske and calls the shots for Castroneves while team owner Roger Penske calls the pit strategy for Ryan Briscoe. Cindric is a master at understanding the rule book and objecting when he feels his team is right, but he was dumbfounded by the decision that helped Wilson win the race while Castroneves finished second.

“Hey, I just want to know what the

LAST WORD



BRUCE MARTIN

situation is before we start,” Cindric said. “We haven’t seen that before. They are the officials; they make the calls. I’m sure the expectation wasn’t they would do that because it hasn’t happened before, but that is Brian’s decision.

“We’re disappointed with second place when you are running for a championship.”

Cindric said there is no reason to appeal the call; they have to accept it and move on to the final race of the season at Chicagoland Speedway, trailing Scott Dixon by 30 points.

Penske has been on both ends of “The Call” throughout his career as the most successful team owner in IndyCar history. In 1981, Bobby Unser drove Penske’s car to victory in the Indianapolis 500 only to have it taken away and given to Mario Andretti when officials ruled Unser passed cars during a caution period.

Penske appealed that penalty and the victory was given back to Unser five months later.

In the 2002 Indy 500, Castroneves was declared the winner when Barnhart ruled that Paul Tracy had passed after the yellow light came on because of a crash with two laps left in the race. Tracy’s team appealed that call, but Indy Racing League founder and CEO Tony George made the ultimate decision, backing up Barnhart’s call and Castroneves kept his second-straight Indy 500 win.

After Sunday’s ruling, Penske appeared to feel it wasn’t worth the fight it would take when the outcome would probably remain the same.

“There is not much I can say now,” Penske said. “They made the call. Someone (Barnhart) has to live with that call long-term, but that’s the way it is. It’s a moving violation and you can’t take it back after the race is over. There was no warning before the penalty and that is too bad. I wasn’t in the driver’s meeting so it is hard for me to comment on that.

“We will have a discussion with Brian when cooler heads prevail, but right now there is nothing we can do. It’s tough.”

UP NEXT

Chicagoland Speedway

Joliet, Ill.

Track specs

Length: 1.5 miles
Frontstretch: 2,400 feet
Backstretch: 1,700 feet
Banking
Turns 1-4: 18 degrees
Frontstretch: 11 degrees
Backstretch: 5 degrees

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FRANK SMITH PHOTO

OUT AGAIN: Fourteen-time Funny Car champion John Force talks to daughter Ashley Sunday at O'Reilly Raceway Park. For the second-straight year, Force missed the field for the U.S. Nationals.

Johnson Leaving Army Team

By **SUSAN WADE**
NSSN CORRESPONDENT

CLERMONT, Ind. — Alan Johnson, who has tuned **Tony Schumacher** to 45 of his 52 Top Fuel victories and was the technical guru behind **Gary Scelzi's** three titles in a dragster, is shaking up the status quo.

He's leaving **Don Schumacher Racing** at the end of this season to field his own two-car team with backing from Qatar's **Sheikh Khalid Bin Hamad Al Thani** and his Al-Anabi Racing organization.

NHRA NOTES Johnson's team will consist of a Top Fuel dragster and a Funny Car, with drivers to be announced.

"This is an exciting opportunity for Alan Johnson Racing," Johnson said. "We look forward to our relationship with Al-Anabi Racing and the people of Qatar. It's widely known that my goal for quite some time now has been to become a team owner again, and this is my best opportunity to achieve that goal."

Johnson had a Toyota-backed Funny Car team in 2002 and 2003 with drivers **Scelzi** and **Bruce Sarver**.

"I have enjoyed a wonderful experience with the U.S. Army race team," he said. "I wouldn't change the past five years for anything. My focus for the remainder of the season will be to put forth my best effort to win the fifth-consecutive championship for the U.S. Army, Tony Schumacher and DSR."

Johnson has been part of 11 championships, including four in the Top Alcohol ranks with his late brother, **Blaine Johnson**.

Al-Anabi Racing, which is involved as co-owner of the Pro Modified operation of **Shannon Jenkins** and **Mike Castellana**, is nearing completion of a state-of-the-art drag strip in Qatar.

■ Driver **Steve Engel**, a regular in the exhibition-level Jeg's Pro Modified

Challenge Series, remains at Methodist Hospital, facing more surgery following his high-speed accident Saturday night during qualifying for the Mac Tools U.S. Nationals at O'Reilly Raceway Park.

He was conscious, alert and communicating with emergency crews as he was transported by helicopter to the hospital. According to his family, he suffered fractures in six cervical vertebrae and severe damage to his spinal cord. Engel owns a manufacturing plant in Shandon, Ohio.

■ **Forrest** and **Charlotte Lucas** had a whirlwind schedule back home again in Indiana this past month. Their Lucas Oil company, which has its main production plant in their hometown of Corydon, Ind., has the title rights to the NFL Indianapolis Colts stadium. The football arena, which has been tabbed to host the Super Bowl, had its grand opening with a high-school football doubleheader, then a Colts preseason game. The Lucases have participated in all those activities, as well as those at O'Reilly Raceway Park. So, by the time the Mac Tools U.S. Nationals kicked off, the Lucases likely just wanted to sit down.

And they were able to do that — in the grandstands that were named in their honor Friday. The NHRA honored them, it said, "for their ongoing dedication and commitment to NHRA drag racing in both the professional and sportsman ranks." Forrest and Charlotte Lucas were honored at a trackside presentation prior to the first Funny Car qualifying session Friday.

NHRA President **Tom Compton** led the on-track presentation dedicating the west grandstand suite complex at O'Reilly Raceway Park at Indianapolis in their honor.

■ For the second year in a row, Funny Car icon **John Force** stumbled on drag racing's biggest stage and

failed to qualify. He had some illustrious company in **Gary Scelzi**, **Tommy Johnson, Jr.**, **Jerry Toliver**, **Bob Bode** and **Jeff Arend**.

But Force, who missed the cut by less than four hundredths of a second, handled the disappointment much better than he did the year before, when he barged into the press room and delivered a self-loathing soliloquy. He was sad, certainly, saying, "I hurt inside and for my sponsors, but we'll move on. At the end of the day, I feel that I have let the fans down. I think that is what hurts the most."

■ Struggling through the final rounds of qualifying for the prestigious U.S. Nationals, four-time champion **Gary Scelzi** missed out on the chance to win in both nitro classes. The Mopar/Oakley Dodge Charger driver won here in the Top Fuel class in 1998.

"You know, I wanted to be one of those guys who can win [here] in Top Fuel and win in Funny Car, and it's not meant to be. And, I tell you what, it didn't really hit me until I just made this corner," said a disappointed Scelzi after exiting the car at the top end. "It's pretty upsetting. This is a big race. If you can't win the championship, you want to win the U.S. Nationals and we're not going to do it."

■ **Pat Dakin**, a Top Fuel relic who was an independent battling the likes of **Don Garlits**, **Shirley Muldowney** and **Connie Kalitta**, had not raced in 10 years. He qualified No. 15 and lost to **Cory McClenathan** in the first round.

Mitch King supplied the car for Dakin, and veteran tuner **Paul Smith** and son **John**, who raced in a few U.S. Nationals himself along with wife **Rhonda Hartman-Smith**, prepared it. It is the car in which **Spencer Massey** has wowed the IHRA Top Fuel class this season after stepping up from the Top Alcohol Dragster ranks.

Schumacher Has Nothing But Praise For Johnson

CLERMONT, IND.

Alan Johnson didn't want to talk about it. He had two words printed on a sign by the U.S. Army Dragster trailer Sunday at the U.S. Nationals: "Media" and "Drivers" — both with a slash through them.

The crew chief, whose name carries such baggage as the terms "brilliant" and "genius," had O'Reilly Raceway Park at Indianapolis buzzing after his announcement Saturday that he will leave Don Schumacher Racing at the end of this season. He said he plans to partner with Qatar-based Al-Anabi Racing and field a Top Fuel dragster and a Funny Car with drivers to be named later.

So the Dream Team is dissolving. Genius has a price tag. Alan's Army will march to a different cadence next year.

Alan Johnson had said it all Saturday. What he didn't say was whether the rumored and obscene promise of \$11 million from the Arab operation was accurate, what kind of drivers he was considering, or whom he would hire on his crews. When he's ready to talk, he'll talk.

But Tony Schumacher, who has helped turn their five-year alliance into a nearly mystic yin-yang phenomenon, had plenty to say. And it was all positive.

"You'll never hear me say he did anything wrong. He's doing nothing wrong," Schumacher said. "He never did anything bad to me in his life. They did what they had to do. We're all trying to do what we need to do for our families and what's right for our future."

"We were all hoping it wouldn't happen," Schumacher said, "but at some point it was going to. I'd rather hear about it now than three days before the end of the season, when we're really scrambling and all the new contracts are signed and we don't know what to do."

Schumacher contended that the journey with Johnson, not the hardware it has produced, is what he cherishes.

"It's not the thing sitting on the shelf. It's what you had to suck up to get it. It's not about the darn trophy,"

THE STRAIGHTLINE



SUSAN WADE

he said. "It's about the challenge."

For instance, Schumacher marveled at Johnson's split-second decisions that paid off. At the previous race at Reading, Pa., he said, Johnson "made changes in the clutch five times while [final-round opponent and eventual runner-up Larry] Dixon was in the water box. He's brilliant. And there are very few people like him. He's awesome."

The positive that the five-time and reigning champion said he can cling to is the solidarity of his U.S. Army team.

He isn't the only one to notice. Antron Brown, his closest competitor this season in Top Fuel and his former DSR and Army teammate as a Pro Stock Motorcycle rider, said, "They have a world-class team. Jason and Roger and Brian and Shane and all those guys on that team are unbelievable. Alan Johnson, he doesn't even come to the shop. I don't think he even sets foot in it when he comes there for the U.S. Nationals."

Schumacher likes nothing if not a stirring challenge.

"I never want to battle against him, on one hand, because you know how great he is," Schumacher said. "On the other hand, that is the greatest challenge of all. If we can go off and do something against him and beat that team, we will once again prove that this is a team effort. And that's what we need to do, especially for the Army."

"That's the greatest part of the whole deal: to go out there and to have everybody, understandably, saying, 'Alan-Alan-Alan,' then he leaves, and if we can do what we think we can do, it will — not to take anything away from him — but it will show that this is a great team — all of us, every bit of us."

"I think right now," Schumacher said, "we're going to have to do some digging. I love that. That doesn't bother me at all. We'll miss Alan. We'll get through it."

He will. Like a trained soldier, he is prepared.

UP NEXT

NHRA Carolinas Nationals, Sept. 11-14, zMAX Dragway @ Concord, Concord, N.C.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Greg Anderson

Top Three

1. Tony Schumacher	2,090
2. Antron Brown	2,060
3. Larry Dixon	2,050

1. Tim Wilkerson	2,090
2. Tony Pedregon	2,060
3. Robert Hight	2,050

1. Greg Anderson	2,090
2. Kurt Johnson	2,060
3. Jeg Coughlin	2,050

Brunnhoezl Basks In Braselton Win

BRASELTON, Ga. — George Brunnhoezl earned the long-awaited first NASCAR Whelen Southern Modified victory of his career Saturday at Lanier National Speedway.

The third-generation racer from Babylon, N.Y., started from the pole and took the lead from Frank Fleming, who was also looking for his first Whelen Southern Modified Tour victory, wheeling his way to the front on lap 25 and never looked back aboard his family-owned No. 28 Oval Speed Unlimited Chevrolet. His first victory came in his 20th-career start.

“This is unbelievable and this night has been a long time

coming,” Brunnhoezl said. “Tonight, we were fortunate enough to sit on the pole and win the race. This is awesome and just unreal. This car was on rails tonight. Emotionally, this is huge. Dad and I have been racing together my whole life and to see the look on his face when I pulled into victory lane was something I’ll never forget. I couldn’t be any happier than I am right now. I’ll never forget this night.”

Fleming settled for second place with L.W. Miller in third. Series point-leader Brian Loftin finished fourth and Tim Brown completed the top five.

The finish:

George Brunnhoezl, Frank Fleming, L.W. Miller, Brian Loftin, Tim Brown, Burt Myers, Brian King, Jason Myers, Andy Seuss, Buddy Emory, Ronnie Silk, John Smith, Brandon Hire, Jay Mize, Rich Kuiken, Jr., Scott Rigney, Scott Gartner.

Pit-Free Payoff For Hirschman

OSWEGO, N.Y. — Matt Hirschman threw conventional thought out the window, going all 125 laps of the Race of Champions Dart Asphalt Modified Tour event at Oswego Speedway without a pit stop and pocketing the \$5,000 winner’s share.

During a lap-68 caution period, Hirschman was one of only four cars to remain on the track. He quickly took the lead from fourth on the ensuing restart and held off Eric Beers by less than a car-length for the

victory — Hirschman’s third-straight at Oswego.

Erick Rudolph earned his career-best Oswego modified finish by coming home in third place. Mike Leaty finished fourth, and Billy Putney charged from his 22nd-starting position to finish fifth, despite driving a car that had to be repaired after a crash during time trials.

The finish:

Matt Hirschman, Eric Beers, Erick Rudolph, Mike Leaty, Billy Putney, Pete Brittain, Jim Storace, Rusty Smith, Daren Scherer, Rick Kluth, Chuck Hossfeld, Doug Reaume, Dave Wollaber, John Markovic, Earl Paules, Jimmy Zacharias, Jan Leaty, Rick Zacharias, Mark Tychoniewicz, Lee Sherwood, Donnie Stevens, Matt Clemens.

Iverson Takes Labor Day 100

NORWAY, Mich. — Jamie Iverson held off Dan Fredrickson to win the American Speed Ass’n Kwik Trip Midwest Tour Labor Day 100 Sunday at Norway Speedway for the second time.

Iverson and Fredrickson were locked in a race-long battle, which Iverson won, going to the outside to make the pass with 10 laps to go. With his sec-

ond-place finish, Fredrickson was able to extend his series points lead over Donny Reuvers, who finished 22nd after being involved in an 11-car crash on lap 10.

Andrew Morrisey finished third ahead of Travis Sauter, while Chris Wimmer completed the top five.

The finish:

Jamie Iverson, Dan Fredrickson, Andrew Morrisey, Travis Sauter, Chris Wimmer, Tim Schendel, Tom Gee, Jr., Greg Haese, Jonathan Eilen, Mike Reichenber, Joey Miller, Kyle Calmes, Jeff Storm, Nathan Haselau, Bryan Roach, Matt Frazer, Bob Danes, Blake Horstoman, Dillon Kralovetz, Russ Blakely, Mark Kraus, Donny Reuvers, Rich Loch.



LEIF TILLOTSON PHOTO

FLAG BEARER: Brad Leighton celebrates his victory in Sunday’s American-Canadian Tour Late Model Championship Labor Day Classic 200 at Vermont’s Thunder Road Int’l Speedbowl.

Victory Lane Awaited Adventurous Leighton

BARRE, Vt. — Brad Leighton blazed a new trail to victory lane at the 30th Bond Auto Labor Day Classic 200 stock-car race for the American-Canadian Tour Late Model Championship cars on Sunday afternoon.

Leighton’s adventurous 200-lap trip to the winner’s circle included two 90-mile-per-hour, fully airborne flights off the top of Thunder Road’s treacherous turn-two embankment and four visits to pit road for flat right-front tires. On top of that, Leighton drove his No. 55 Ford Fusion out of a lap-172 three-way slide with front-runners Eric Williams and Patrick Laperle before scoring the win by two car lengths.

“You talk about overcoming a lot of stuff. These guys on my

crew changed everything on this car. Four flat tires, sway bars, bent rims, and that was all during the race,” said an exhausted Leighton. “It’s been five years since I’ve won a race, and I can’t think of a better place to get a win than right here in front of these Thunder Road fans. This place is awesome.”

It was also Leighton’s first victory on the ACT Late Model Tour and worth more than \$9,600. Cris Michaud was second, nipping Williams at the finish for the position. Fourth-place Ben Rowe and Laperle rounded out the top five.

The finish:

Brad Leighton, Cris Michaud, Eric Williams, Ben Rowe, Patrick Laperle, Randy Potter, Dennis Demers, Joey Laquerre, Pete Potvin III, Trampas Demers, John Donahue, Dave Pembroke, Ryan Nolin, Jean-Paul Cyr, Glen Luce, Matt White, Dave Whitcomb, Brooks Clark, Tyler Cahoon, Nick Sweet, Doug Murphy, Joey Polewarczyk, Jr., Bobby Dragon, Scott Payea, Jamie Fisher, Jamie Aube, Phil Scott, Chip Grenier, Joey Becker, Jay Laquerre.

Miller Wires ASA Late Model Field

CEDAR RAPIDS, Iowa — Jeremy Miller dominated Saturday night’s ASA Late Model North Performance Concepts Iowa Bob Milner 100 Memorial at Hawkeye Downs Speedway. Miller led from the wave of

the initial green flag after drawing the inside-front-row starting position.

Joey King ran second for most of the night and was unable able to mount a challenge of Miller. King’s runner-up finish was his best of the season, while Brett Moffitt took third place.

Fortunate Son

Wakefield Gets Point Just In Time For PASS South Caraway Triumph

ASHEBORO, N.C. — Justin Wakefield took advantage of Alex Haase’s late misfortune Saturday night at Caraway Speedway to win the Pro All Star Series South Piedmont 125 for his second-straight PASS South super late-model victory.

Running third, Wakefield assumed the lead when a bump from Mark Gibson on lap 122 of the 125-lap race slid

Haase back to sixth and officials sent Gibson to the rear of the field.

Haase charged back to finish second as Wakefield survived two more restarts to secure the victory. Bradley McCaskill was third, followed by Gibson and Dean Clattenburg.

The finish:

Justin Wakefield, Alex Haase, Bradley McCaskill, Mark Gibson, Dean Clattenburg, Ryan Blaney, Spencer Wauters, Michael Buckner, Trey Mitchell, Billy Leslie, Trevor McKinley, Corey Williams, Michael Bellines, Matt Bowers, Hal Goodson, Tim Pinion, Alex Fleming, Duane Linville, Cale Gale, Heath Hindman, John Batten, Perry Brown.

Drown Holds Off Covert

SARVER, Pa. — Doug Drown held off two-time and defending MACS Champion Jason Covert to claim the \$7,000 top prize in the Cleveland Brothers Caterpillar Jim Shank Memorial 50 Friday night at Lernerville Speedway.

Drown had to withstand one final restart on lap 47, but was

able to pull away from Covert one last time.

Robbie Blair followed Covert to the stripe in third.

Doug Horton came home in fourth place and Coleby Frye rounded out the top five.

The finish:

Doug Drown, Jason Covert, Robbie Blair, Doug Horton, Coleby Frye, Matt Lux, Dutch Davies, Boom Briggs, Gary Lyle, Dave Hess, Jr., Bob Close, John Flinner, Jack Pencil, Greg Fettes, Mike Knight, Ron Delano, J., Waylon Wagner, Sam Stile, Gregg Satterlee, Bump Hedman, Lynn Geisler, Keith Barbara, Alex Ferree, Jared Miley, Russ King, Brian Swartzlander, John Mollick.

Frankel Scores Another 1st

QUINCY, Ill. — A season of firsts continued Sunday night for Jason Frankel.

A week after putting the final touches on the national IMCA J & J Steel Late

Model championship and two local-track titles, Frankel led all 50 laps in winning the Deery Brothers Summer Series feature at his hometown Quincy Raceway.

Starting outside eventual runner-up Denny Woodworth on the front row, Frankel was quickly in front of the 24-car field and ran away from the

pack throughout the caution-slowed contest. The last yellow came with five laps left, but Frankel held Terry Neal and then Woodworth at bay for the \$2,000 victory.

Woodworth passed Neal on the final lap for the runner-up spot. Justin Reed and Todd Cooney finished fourth and fifth, respectively.

The finish:

Jason Frankel, Denny Woodworth, Terry Neal, Justin Reed, Todd Cooney, Tom Goble, Dale Stolte, Boone McLaughlin, Matt Bailey, Matt Strassheim, Sam Halstead, T.J. Criss, Andy Nezworski, Joe Zrostlik, Keith Pratt, Jerry Weisenberger, Fred Remley, Mitch Current, Billy Genebacher, Jay Chenoweth, Tom Darbyshire, Darrel DeFrance, Mark Burgtorf, Gary Russell.

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Racing NATION

A weekly report of action from across America



PLAINS

- Colorado
- Idaho
- Iowa
- Kansas
- Montana
- Nebraska
- North Dakota
- Oklahoma
- South Dakota
- Utah
- Wyoming

Adams County Speedway

Coming, Iowa
Aug. 30, 2008
Hobby Stock
1. Jerod Weston
2. Josh True
3. Chris Vannausdale
Pro Street
1. Joe Zadina
2. Greg Miller
3. Brad Derry
Modified
1. Kirby Stiens
2. Jeremy Tibben
3. Jeff James
Late Model
1. Paul Glendenning
2. Chris Spieker
3. Leon Zeitner

Outlaw Motor Speedway

Oklahoma, Okla.
Aug. 29, 2008
Economy Modified
1. Carl Conley
2. Danny Womack
3. Shannon Reheard
Outlaw Modified
1. Greg Skaggs
2. Tate Cole
3. Jeran Frailley
Pure Stock
1. James Gillean
2. Matt Burnett
3. Bobby Potts
Hobby Stock
1. Brookin Stephens
2. Tim Sands
3. William Gould
Sprint Car
1. Rafe Essary
2. Jamie Passmore
3. Shane Pace

Gallatin Speedway

Belgrade, Mont.
Aug. 30, 2008
Sprint Car
1. Joe Ramaker
2. Casey Adams
3. Phil Dietz

Lakeside Speedway

Kansas City, Kan.
Aug. 30, 2008
Modified
1. Larry Harvey, Jr.
2. Tom Charles
3. Tim Karrick
Grand National
1. Nic Bidingier
2. Tim Shields

3. David Powell
Factory Stock
1. Tim Shields
2. Buz Kaster
3. Cliff Hedges, Jr.

Knoxville Raceway

Knoxville, Iowa
Aug. 30, 2008
410 Sprint Car
1. Mark Dobmeier
2. Danny Lasoski
3. Dusty Zomer
360 Sprint Car
1. John Kearney
2. Jesse Giannetto
3. Josh Higday

Southern Iowa Speedway

Oskaloosa, Iowa
Aug. 27, 2008
Hobby Stock
1. Jason McDaniel
2. Kris Walker
3. Shannon Sherwood
B Modified
1. Brian Edel
2. Carter VanDeBerg
3. Bill Gibson
Stock Car
1. Nathan Wood
2. Shane Weller
3. Brian Mitrinis
Modified
1. Ron Ver Beek
2. Colt Mather
3. Josh Truman

RPM Speedway

Oberlin, Kan.
Aug. 30, 2008
URSS
1. C.J. Johnson
2. Taylor Velasquez
3. Kirby Hagans

State Fair Park Raceway

Lincoln, Neb.
Aug. 30, 2008
Sport Mod
1. Benji Legg
2. Max Harder
3. Chad Borgman
Modified
1. Jordan Grabowski
2. Chris Alcom
3. Bob Zoubek
Hobby Stock
1. Adam Armstrong
2. Jarred Hackler
3. Nick Topil

Mid-Nebraska Speedway

Doniphan, Neb.
Aug. 30, 2008
Junior Homet
1. Matthew Ford
2. Ben Hobbs
3. Jordan Lawhorse
Happy Hornet
1. Rich Enevoldsen
2. Blake Sims
3. Darick Lamberson
Hobby Stock
1. Andry Gregg
2. Brandon Blochlinger
3. Kyle Bond
Modified
1. Wade Cross
2. Scott Blessing
3. Steve Schmitt
Grand National
1. Justin Gregg
2. Jase Kaser
3. Robby Leonard

Miller Speedway

Miller, S.D.
Aug. 29, 2008

Super Stock
1. Kelly Duffy
2. Kip Myers
3. Dustin Arthur
Midwest Modified
1. Kevin Bliese
2. Cody Stotz
3. Lorin Johnson
Street Stock
1. Chris Serr
2. Doug Songer
3. Blayne Baloun
UCAR
1. Mike Wurts
2. Jim Danburg
3. Mike Miller

Tri-State Speedway

Pocola, Okla.
Aug. 30, 2008
Roadrunner
1. Cody Jones
2. Dallas Bourland
3. Ty Evans
Mini Stock
1. Brian White
2. Daniel Nicholson
3. Dalton Pulliam
Economy Modified
1. Rodney Nobles
2. Lance Robins
3. Clay Julian
Super Stock
1. Eric Beshoner
2. Ray Phipps
3. Richard Kunze
Modified
1. Brandon Wilson
2. Lonnie Robins
3. Randy Henson
Front Wheel Drive
1. Chris Akers
2. Ronnie Palmer
3. Raymond Bieker

Siloam Speedway

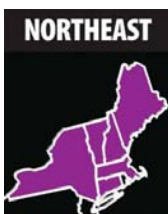
West Siloam, Okla.
Aug. 30, 2008
OCRS Sprint Car
1. Kenneth Walker
2. Rafe Essary
3. Jamie Passmore

Rocky Mountain Raceways

Salt Lake City, Utah
Aug. 30, 2008
Ford Focus
1. Brendan Langlois
2. Ian Mille
3. Brennan Newberry

Junction Motor Speedway

McCool Junction, Neb.
Aug. 30, 2008
Late Model
1. Andrew Kosiski
2. Bill Leighton
3. Mike Wallace
Modified
1. Robert Wilson
2. Brandon Blochlinger
3. Brent Hoefelman
Stock Car
1. Bryon Boersen
2. Scott Blessing
3. Jed Williams
Hobby Stock
1. Jason Wilkinson
2. Jerod Timmermans
3. Rocky Zimmerman
4-Cylinder
1. Ryan Pedersen
2. Jeremy Foes
3. Micah Veleba



NORTHEAST

- Connecticut
- Maine
- Massachusetts
- New Hampshire
- New York
- Vermont

Lebanon Valley Speedway

West Lebanon, N.Y.
Aug. 30, 2008
Modified
1. Keith Flach
2. Andy Bachetti
3. Mark Flach, Jr.
Sportsman
1. Chris Kokosa
2. Kory Sandstedt
3. Alan Houghtaling
Pro Stock
1. Paul LaRochele
2. Jason Casey
3. Robbie Speed
Limited Pro Stock
1. Tim Sayers
2. Dave Striebel
3. Scott Kilmer
Pure Stock
Feature No. 1
1. Herb Tompkins III
2. Chad Arsenault
3. Wuggie Burdick
Feature No. 2
1. Lynn Wesley
2. Doug Olds
3. Jeff Kreutziger
Feature No. 3
1. Kirk Stanaway
2. Mike Eichstedt
3. Al Relyea
4-Cylinder Dual Cam
Feature No. 1
1. Gary Chiasson
2. Jeff Hebert
3. Errol Smith
Feature No. 2
1. John Childs
2. Zach Audet
3. Logan Melcher
Feature No. 3
1. Brady Romano
2. Troy Jordan
3. Mike Ward
Sport Truck
1. Jake Burns
2. Ryan Farrar
3. Opie Allard
Brandy Lady

Cornwall Motor Speedway

Cornwall, Ontario
Aug. 31, 2008
358 Modified
1. Danny O'Brien

2. Kyle Dingwall
3. Laurent Ladoeur
Pro Stock
1. Pete Stefanski
2. Joey Ladoeur
3. P.J. Peters

Thompson Int'l Speedway

Thompson, Conn.
Aug. 28, 2008
Modified
1. Jimmy Blewett
2. Woody Pitkat
3. Kerry Malone
Pro Stock
1. George Bessette
2. Fred Astle, Jr.
3. Norm Wrenn
Late Model
1. Rick Gentles
2. Brian Tagg
3. Kurt Vigeant
Tris Modified
1. Leo Oliveira
2. Brian Tagg
3. Kurt Vigeant
Mini Stock
1. Scott Michalski
2. Danny Field
3. Mike Viens

Oxford Plains Speedway

Oxford, Maine
Aug. 27, 2008
Outlaw
Feature No. 1
1. John Spencer, Jr.
2. Jeremy Leavitt
3. Tom Averill
Feature No. 2
1. Guy Childs, Sr.
2. Shannon Judd
3. Scott Veinott
Feature No. 3
1. David Childs
2. John Patria
3. Steve Moon
Running Rebel
Feature No. 1
1. Gary Chiasson
2. Jeff Hebert
3. Errol Smith
Feature No. 2
1. John Childs
2. Zach Audet
3. Logan Melcher
Feature No. 3
1. Brady Romano
2. Troy Jordan
3. Mike Ward
Sport Truck
1. Jake Burns
2. Ryan Farrar
3. Opie Allard
Brandy Lady



IVAN VELDHUISEN PHOTO

GOTTA GET BUBBA: Winner Larry "Bubba" Harvey, Jr. (3) races with John Allen en route to victory in Saturday's Tim Karrick Memorial at Lakeside Speedway in Kansas City, Kan.

1. Vanna Brackett
2. Cathy Manchester
3. Lisa Brooks
Renegade
1. Jamie Heath
2. Craig Bartlett
3. Jason Hannigan

Oxford Plains Speedway

Oxford, Maine
Aug. 29, 2008
Full-Size Enduro
1. Jason Black
2. Roger Bradstreet
3. Phil Knowlton
Compact Enduro
1. Kyle Hewins
2. Charlie Webster
3. Skip Douglass, Jr.

Oxford Plains Speedway

Oxford, Maine
Aug. 30, 2008
Late Model
1. Ricky Rolfe
2. Don Wentworth
3. Billy Childs, Jr.

Stock Car

1. Mike Short
2. B.J. Chapman
3. Larry Emerson
Mini Stock
1. Adam Polvinen
2. Steve Barker
3. Kevin Bishop
Running Rebel
1. Jason Berry
2. Troy Jordan
3. Josh Childs
Sport Truck
1. Ryan Farrar
2. Jake Burns
3. Ross Spurling

Chemung Speedrome

Chemung, N.Y.
Aug. 30, 2008
Modified
1. Tony Hanbury
2. Al Chapman
3. Matt Kurzejewski
Super Stock
1. Mike Nichols
2. Chris Daugherty
3. Terry Potrzebowski
Legends
1. Matt Priscott
2. Matt Maring
3. Brian Terrell
4-Cylinder
1. Jeremy Potrzebowski
2. Tom Knapp
3. Phil Haner
Mod Lite
1. Bobby Wilson, Jr.
2. Joe Lane
3. Jody Buckley
Bandolero
1. Andrew Bickford
2. A.J. Hamilton
3. Ryan Polenz
Midget
1. Frank Fischer
2. Alison Cumens
3. Matt Jonisch

Orange County Fair Speedway

Middletown, N.Y.
Aug. 30, 2008
Modified
1. Chris Shultz
2. Jeff Heutzler, Jr.
3. Jeremy Markle
358 Modified
1. Tommy Meier
2. Tim Hindley
3. Jerry Higbie
Sportsman
1. Jake Schagal
2. John Lieto
3. Mike Barrett
Pro Stock
1. Rob Rowe
2. Bobby Shade
3. Bill Pascual
Veteran Pure Stock
1. Tim McCarthy
2. John Aumick
3. Julius Pepin
Amateur Pure Stock
1. Charles Donald
2. Joel Murns, Jr.
3. Stan Vishinski, Jr.

Thunder Road Int'l Speedbowl

Barre, Vt.
Aug. 28, 2008
Late Model
1. Dave Whitcomb
2. Jamie Fisher
3. David Chagnon
Sportsman
Feature No. 1
1. Mike Ziter
2. Dan Reed
3. Tim Potter
Feature No. 2
1. Bobby Therrien
2. Josh Demers
3. Joe Steffen
Street Stock
1. Tim Campbell
2. Michael Moore
3. Erik Steel
Junkyard Warrior
1. Justin Prescott
2. Jeff Martin, Jr.
3. Mark LaFlèche

Thunder Road Int'l Speedbowl

Barre, Vt.
Aug. 30, 2008
Junkyard Warrior
Feature No. 1
1. Jeff Martin, Jr.
2. Mike Gay
3. Ken Christman
Feature No. 2
1. Travis Hull
2. Jeff Martin, Jr.
3. Mike Gay

Thunder Road Int'l Speedbowl

Barre, Vt.
Aug. 31, 2008
Sportsman
1. Pete Ainsworth
2. Josh Demers
3. David Finck
Street Stock
1. David Greenslit
2. Mike MacAskill
3. Michael Moore
Warrior
1. Josh Vilbrin
2. Mike Gay
3. Jamie Davis
Late Model
1. Brad Leighton
2. Cris Michaud
3. Eric Williams

Fulton Speedway

Fulton, N.Y.
Aug. 30, 2008
Modified
1. Dale Planck
2. Jimmy Phelps
3. Shawn Donath

Sportsman Modified

1. John Pietrowicz
2. Jordan Bennett
3. A.J. Kingsley
Street Stock
1. Davis Mannise
2. Rusty Marsden
3. Dan Seales
Novice Sportsman Modified
1. Ron Ingison
2. Kateyn Kane
3. Greg Kimball
4-Cylinder Enduro
1. Jerry Herbert
2. Chad Dupra
3. Keith Zirbel

Utica-Rome Speedway

Vernon, N.Y.
Aug. 31, 2008
358 Modified
1. Pat Ward
2. Bobby Varin
3. Ted Lamb
Sportsman
1. Jeremy Yunk
2. Mike Button
3. Steve Way
Pro Stock
1. Bill Knapp
2. Rob Seavy
3. Shawn Frost
Pure Stock
1. Phil Norman
2. Rick Breed
3. Chris Carr

Cayuga County Fair Speedway

Weedsport, N.Y.
Aug. 31, 2008
Street Stock
1. Nate Peckham
2. Bubba Burnell
3. Mike Schultz
Sportsman Modified
1. Steve Gray
2. Jeremy Pitcher
3. Jim Spano

Spencer Speedway

Williamson, N.Y.
Aug. 29, 2008
Super Six
1. Keith Butler
2. Skip Powers
3. Ryan Hillegeer
Street Stock
1. Dan Scott
2. Phil Alhart, Jr.
3. Don Stevens
Modified
1. Kevin Timmerman
2. Buck Catalano
3. Tony Hanbury

Waterford Speedbowl

Waterford, Conn.
Aug. 27, 2008
Legends
1. Ryan Morgan
2. Jason Palmer

Super X Car

1. Jon Porter
2. Steve Barrett
3. Brian Norman
X Car
1. Curt D'Addario, Sr.
2. Patrick Williams
3. Michael Trask
X Modified
1. Richard Brouwer
2. Kevin Shea
3. David Flammia, Jr.
Woman Super X
1. Kathy Civardi
2. Tracy Moran
3. Kelly McDougall

Waterford Speedbowl

Waterford, Conn.
Aug. 30, 2008
Late Model
1. Bruce Thomas, Jr.
2. Tim Jordan
3. Larry Goss
Sportsman
1. Walt Hovey, Jr.
2. Jack Aquilina
3. Chuck Rogers
Mini Stock
1. Randy Churchhill, Jr.
2. Danny Field
3. Ray Christian III

Brewerton Speedway

Brewerton, N.Y.
Aug. 30, 2008
Modified
1. Willy Decker
2. Billy Decker
3. Kyle Lewis
IMCA Modified
1. J.J. Courcy
2. Rob Keller
3. Kevan Cook
Mod Lite
1. Doug Williams
2. Jason Broedel
3. Rocco Leone
Super Stock
1. Matt Wetterer
2. Chuck Powlczyk
3. Stephen Denton
Enduro
1. Bruce Unger
2. Art Dupra
3. Josh Herbert

Black Rock Speedway

Dundee, N.Y.
Aug. 29, 2008
Modified
1. Mike Mahaney
2. Serenity Sutherland
3. Dave Dubois
Crate Sportsman
1. Brady Fultz
2. Todd Henderson
3. Marcus Dinkins
Late Model
1. Dave Dubois
2. Jim Johnson
3. Rich Karloski
Street Stock

- Rich Talada
- Chris Fisher
- Nate Peckham

Canandaigua Speedway

- Weedsport, N.Y.
Aug. 30, 2008
PureStox
1. Marc Minutolo
2. Eric Chapman
3. Corey Hunt
Street Stock
1. Mike Welch
2. Bubba Burnell
3. Chris Fisher
Sportsman Mod
1. Eric Giguere
2. Rob Bussey
3. Dan Wiesner
Big-Block Mod
1. Steve Paine
2. Matt Sheppard
3. Charlie Donk



Madera Speedway

- Madera, Calif.
Aug. 30, 2008
Late Model
Feature No. 1
1. Kyle Gottula
2. Jeff Belletto
3. Dave Byrd
Feature No. 2
1. Ross Strmiska
2. Kyle Gottula
3. Dave Byrd
Limited Stock
1. Lloyd Bamping
2. Nic Belletto
3. Dennis Saunders, Jr.
Sedan
1. Jason Kerns
2. Justin Dukes
3. Candee McIntosh
Modified Super Toyota
1. Donnie Large, Jr.
2. Jason Bowersox
3. C.J. Dizney
Hornet
1. Miles Humphreys
2. Justin Petz
3. Dillon Jackson
Spectator
1. Ross Spillman
2. Rick Roberts, Jr.
3. Chris Burke

Altamont Raceway Park

- Tracy, Calif.
Aug. 30, 2008
Late Model
1. Tim Spurgeon
2. Guy Guibor
3. Jason Gilbert
Flashco
1. Jim Pettit
2. Greg Voight
3. Jason Small
Limited Stock
1. Sammy Solari
2. Brian Vosburg
3. Jim Earl
Future Champion
1. Colby Potts
Formula 4 Oval
1. Bob Wilson
2. Jake Morgenstern
3. Richard Hull
Formula 4 Road Course
1. Richard Hull
2. Bob Wilson
3. Jason Edgcomb

Toyota Speedway

- Irwindale, Calif.
Aug. 30, 2008
Late Model
Feature No. 1
1. Tim Huddleston
2. Travis Irving
3. Benny Moon
Feature No. 2
1. Travis Irving
2. Nick Joanides
3. Tim Huddleston
Super Stock
1. Bryan Harrell
2. Jeff Grill
3. Larry Cerquetтини
Late Model Stock
1. Chris Jordan
2. Dennis Tarlton
3. Jason Wolf
Pure Stock Oval
1. Mark Whitson
2. Tommy Agosta
3. Ken Michaelian
Pure Stock Figure 8
1. Chad Kelly
2. Ken Michaelian
3. Ron Davis
Train
1. Mike Atkinson / Steve Cheek
2. Chico Powell / Robert Walker
3. Dan Pachella / Justin Stress

Placerville Speedway

- Placerville, Calif.
Aug. 30, 2008
Sprint
1. James Sweeney
2. Colby Weisz
Pure Stock
1. Tom Tifford
Pro Stock
1. Dan Brown, Jr.
Midget Lite
1. Brian Corso

Ventura Raceway

- Ventura, Calif.
Aug. 30, 2008
Modified
1. Damon Redman
2. Ron Wiley
3. Joe Weaver
Compact
1. Darren Gunnell
2. Joel Chavez, Jr.
3. Joel Chavez
Junior Midget
1. Joe Leiper
2. Jake Swanson
3. Charlie Butcher
Sprint Car
1. Johnathon Henry
2. Brian Camarillo
3. Steve Conrad
Senior Sprint Car
1. Lloyd Bamping
2. Nic Belletto
3. Cliff Warren

Skagit Speedway

- Alger, Wash.
Aug. 30, 2008
Hornet
Feature No. 1
1. Greg Hibma
2. Wade Swatzina
3. Ben Gunderson
Feature No. 2
1. Cory Swatzina
2. Karl Dahl
3. Wade Swatzina

Barona Speedway

- Ramona, Calif.
Aug. 30, 2008
Factory Stock
1. Eric Evans
2. Curtis Dietzsch
3. Royce Henry
Sportsman Dwarf
1. Cole Dick
2. Captain Gibis
3. Corey Driscoll
Modified
1. Eric Evans
2. Don Pannel
3. Tom Eaton, Jr.
Street Stock
1. Keith Altig
2. Dave White
3. Tom Kelly
Mini Sprint Car
1. Jan Ballard
2. Tommy Gerow
3. Tedd Barnes
Pony Stock
1. Paul Dyke
2. P.J. Dyke
3. Steve Dickerson
Pro Dwarf

- Kyle Cline
- Kyle Morris
- Bob Brown, Jr.



Payne Motor Speedway

- Fort Payne, Ala.
Aug. 30, 2008
Super Late Model
1. Robert Stutts
2. Robert Gants
3. Mike Bruner
Late Model
1. Jimmy Kay
2. Denny Slayton
3. Chad Green
Hobby
Feature No. 1
1. Johnny Bell
2. Greg Thompson
3. Kirk Atkins
Feature No. 2
1. Davey Arnold
2. Jess Washington
3. Scott Wright
Pony Stock
1. Jimmy Plulee
2. Marty Gas
3. Jeff Phillips

Heart O' Texas Speedway

- Elm Mott, Texas
Aug. 29, 2008
Modified
1. Keith White
2. Andrew Simmerman
3. Benji Kirkpatrick
SportMod
1. Chris Cogburn
2. Kevin Green
3. Keith White
Hobby Stock
1. Michael Robertson
2. Nathan Sodek
3. Shannon Dulock
Street Stock
1. Brandon Geurin
2. Doug Andrews
3. Jason Honey
Pure Stock
1. Timmy Kemp
2. Jeff Shepperd
3. Wade White
Cruiser
1. Joe Scarbrough
2. Heath Zucha/J.J. Jenkins
3. Mike/Michael Van Cleave
Junior Mini Stock
1. Dillon Payne
2. Jordan Kornegay
3. Garret Rawls
Mini Sprint
1. Jeb Sessums
2. D.J. Estes, Jr.
3. Tyler Russell

Crawford County Speedway

- North Van Buren, Ark.
Aug. 30, 2008
Modified
1. Brandon Hunter
2. James Drummond
3. Stephen Snow
Mini Stock
1. Kyle Ledford
2. Scott Boyster
3. Scott Glover
Young Gun
1. Dalton McKenzie
2. Chris Coughran, Jr.
3. Brody Young
Front Wheel Drive
1. Jerry Ellison
2. Jesse Garner
3. Brad McMahon

- Pure Stock**
1. Lonny Flanagan
2. Remington Watson
3. Dow Buckner
Grand National
1. Roy Long
2. Chuck Smith
3. Roger Pence

El Paso Speedway Park

- El Paso, Texas
Aug. 29, 2008
X-Mod
1. Rob Madrid
2. Steve Jones
3. Paddy Rush
Super Truck
1. Garrett Albersson
2. Chris Davis
3. Austin Adams
Street Stock
1. Frank Ray, Jr.
2. Ozzie Noder
3. Victor Colorbio, Jr.



Susquehanna Speedway Park

- Newberrytown, Pa.
Aug. 30, 2008
Late Model
1. Carl Billet
2. Bud Witmer
3. Scott Richwine
Street Stock
1. Wes Alleman
2. Eric Walker
3. Jenn Scott
Xtreme Stock Car
1. Donnie Broderick
2. Alex Updegraff
3. Sam Rial
4-Cylinder
1. Daniel Stroll, Jr.
2. Ronnie Buck
3. Jason Smith
Mini Van
1. Daryl Sipe
2. Scott Hughes
3. Kenny Latz

Langley Speedway

- Hampton, Va.
Aug. 30, 2008
Late Model
1. Danny Edwards, Jr.
2. Greg Edwards
3. Nick Smith
Modified
1. Joe Scarbrough
2. Chris Johnson
3. Buster Horne, Jr.
Super Street
1. Larry Venable
2. Ryan Nester
3. Ritchie German
Legends
1. Nick Smith
2. Brad Hancock
3. Rette Causey
Truck
1. Jeff Sampson
2. Troy Hutcheson
3. George VanGuilder

Virginia Motor Speedway

- Jamaica, Va.
Aug. 30, 2008
Late Model
1. Stevie Long
2. Stephen Evans
3. Tom Cohick
Sportsman
1. Kenny Moreland
2. Jimmy Humblet
3. Tim Shelton
Modified
1. Bret Hamilton
2. Matt Marshall
3. Wayne Taylor
Sprint Car

- Daren Bolac
- Kyle Pruitt
- Matt Stambaugh

Grandview Speedway

- Bechtelsville, Pa.
Aug. 30, 2008
Modified
1. Craig VonDohren
2. Jeff Strunk
3. Meme DeSantis
Late Model
1. Mike Kellner
2. Chuck Schutz
3. Wayne Pfeil
Legends
1. Josh Morrow
2. Frank Polimeda
3. Randy Kissinger

Selinsgrove Speedway

- Selinsgrove, Pa.
Aug. 31, 2008
Late Model
1. Jeff Rine
2. Jim Yoder
3. Gary Stuhler
Pro Stock
1. A.J. Hoffman
2. Chad Davis
3. Jason Smith
SpeedSTRs
1. Paul Lotier, Jr.
2. Willy Evernham
3. Billy Vaninwegen

Winchester Speedway

- Winchester, Va.
Aug. 31, 2008
SMART Late Model
1. Allen Brannon
2. Gerald Davis
3. Jared Almarode
Late Model
1. Tommy Armel
2. Allen Brannon
3. Bo Feathers
Pure Stock
1. Bryan Kerns
2. Donnie Kenney
3. Buddy Wilson
4-Cylinder
1. Mark Diggers
2. Chuck Johnson
3. Delmas Moreland

Old Dominion Speedway

- Manassas, Va.
Aug. 30, 2008
Late Model
Feature No. 1
1. Doug Liberman
2. Willard Lawrence
3. Kevin Hall
Feature No. 2
1. Willard Lawrence
2. Les Miranda
3. Kevin Hall
UCAR
Feature No. 1
1. Steve Brady
2. Morgan Duncan
3. Mark Taylor
Feature No. 2
1. Mark Taylor
2. Brian Grupe
3. Greg Sites
Mini Modified
1. Scott Gore
2. Bobby Able
3. Mike Carte
Legends
1. David Polenz
2. Roger Austin, Jr.
3. Matt Cannon

ASA Franklin County Speedway

- Callaway, Va.
Aug. 31, 2008
Late Model
1. Rick Sigmon
2. Chris Mullins
3. Rodney Cook
Street Stock
1. Wayne Wilson

- Tommy Adams, Jr.
- Brian Sutphin
- Dow Buckner

Pittsburgh PA's Motor Speedway

- Imperial, Pa.
Aug. 31, 2008
Late Model
1. Jared Miley
2. Lou Bradich
3. Al Atallah
Crate Late Model
1. Mike Pegher, Jr.
2. Jason Rider
3. Daryl Charlier
E-Mod
1. Daryl Charlier
2. Wayne Tessean
3. Chuck Kennedy
Pure Stock
1. Pat Weldon
2. Vince Kamicker
3. Jake simmons
Amateur Stock
1. Gary Koteles
2. Eric Goldberg
3. Jason Herniak
Young Gun
1. Daniel White
2. Justin Pons
3. Tyler Atkinson

Eastside Speedway

- Waynesboro, Va.
Aug. 30, 2008
Late Model
1. Joe Leavell
2. C.S. Fitzgerald
3. David Sibold
Grocery Getter
1. Owen Adelman
2. Eric Shifflett
3. Eddie Moran
Sportsman
1. Derrick Rankin
2. Jeremy Coffey
3. Tony Knicy
Mini Modified
1. Daniel Sticklely
2. Samuel Brown
3. Gary Stittler, Jr.
Street Stock
1. Chad Click
2. Charles Wyant
3. Chip Glass

Mountain Speedway

- St. Johns, Pa.
Aug. 31, 2008
Modified
1. Rusty Smith
2. Brian Defabo
3. John Fortin
Street Stock
1. Chip Wanamaker
2. Rich Dimarco
3. Brad Kline
Thriller
1. Scott Adams
2. Bob Wink
3. Nick Ross
4-Cylinder
1. Ken Kleppinger
2. Robert Fink
3. Bill Verwys

Hesston Speedway

- Hesston, Pa.
Aug. 30, 2008
Limited Late Model
1. Derek Byler
2. Tim Smith, Jr.
3. Rance Garlock
Street Stock
1. KHi Swanger
2. Bill Henney
3. Cris Edwards
Hobby Stock
1. Daren Desch
2. Joe Dearth
3. Travis Waite
Outlaw
1. Bill Brown, Jr.
2. Stevie Palmer
3. Brooks Coleman
4-Cylinder
1. Dave Leidy
2. Matt Williamson
3. Steve Hanes, Jr.

Tri-City Speedway

- Franklin, Pa.
Aug. 31, 2008

- Late Model**
1. Carl McKinney
2. Max Blair
3. Dick Barton
E-Mod
1. Todd Roncagione
2. Randy Hall
3. Rich Michael, Jr.
Pro Stock
1. Jason Johns
2. David Scott
3. Bobby Whitting

Selinsgrove Speedway

- Selinsgrove, Pa.
Aug. 30, 2008
Sprint Car
1. Pat Cannon
2. Scott Flammer
3. Larry Kelleher
Late Model
1. Jeff Rine
2. Bryan Bernheisel
3. Eric Hons
Pro Stock
1. Brad Trump
2. Chad Davis
3. Jason Davis
Roadrunner
1. Ricky Bender
2. Doug Minium, Sr.
3. Mike Kiehl

New Egypt Speedway

- New Egypt, N.J.
Aug. 30, 2008
Modified
1. Sammy Martz
2. Rich Rutski
3. Billy Pauch
Sprint Car
1. J.J. Grasso
2. Ed Aiken
3. Michael Carber
Sportsman
1. Gary Butler
2. Randy Yaple
3. Jeff Geiges
Crate-1 Sportsman
1. Jon Haegel
2. Darrell Delnero
3. Gabe Fox
Outlaw Stock
1. Gary Klimczak
2. Spider Ensinger, Jr.
3. Dan Collover

Mahoning Valley Speedway

- Lehighton, Pa.
Aug. 30, 2008
Modified
1. Don Wagner
2. Mike Quinn
3. Tom Flanagan
Street Stock
1. Jon Moser
2. Shawn Sitarchyk
3. Mark Deysler
Late Model
1. Mike Stofflet
2. Kevin Graver, Jr.
3. Mike Stringer
Factory Stock
1. Justin Steigerwalt
2. Scooter Graver
3. Matt May
4-Cylinder
1. Jon Smith
2. Brian Kunkel
3. Gene Bowers
Super Modified
1. Kevin Ritchie
2. Steve Renn
3. Mike Renn

Hagerstown Speedway

- Hagerstown, Md.
Aug. 30, 2008
Late Model
1. Gary Stuhler
2. Ray Kable, Jr.
3. Kirk Ryan, Jr.
Sportsman
1. Jerry Bard
2. Ashley Barrett
3. Wayne Walls, Jr.
Pure Stock
1. Hans Stamberg
2. Darrin Younker
3. Dale Hollidge

Jennerstown Speedway

- Jennerstown, Pa.
Aug. 30, 2008
Hobby Stock
1. Matt Sever
2. Steve Long
3. Eugene Zerfoss
Street Stock
1. Adam Kostelnik

- Andrew Kostelnik
- Teddy Gibaba
- Bobby Marhefka

South Boston Speedway

- South Boston, Va.
Aug. 30, 2008
Late Model
1. Wayne Ramsey
2. Deac McCaskill
3. Justin Johnson
Sportsman
1. Lee Pulliam
2. Bruce Anderson
3. Danny Willis, Jr.
Pure Stock
1. Bill Edwards
2. Justin Tucker
3. Randy Hupp
Modified
1. Darryl Lacks
2. Donnie Lacks
3. Jeff Tate

Williams Grove Speedway

- Mechanicsburg, Pa.
Aug. 31, 2008
Sprint
Feature No. 1
1. Mike Erdley
2. Niki Young
3. Craig Keel
Feature No. 2
1. Fred Rahmer
2. Doug Esh
3. Brian Leppo



East Lincoln Speedway

- Stanley, N.C.
Aug. 30, 2008
Grand American
1. Andy McGinnis
2. Johnny Walker
3. Mickey Anderson
Late Model
1. Ronnie White
2. Steve Capps
3. Blane Huffman
Micro-Sprint
1. Brian Roseman
2. Jonathan Hager
3. Rick Goss
Modified
1. Jamie Kuntz
2. Kris Hoffman
3. Ronnie White
Rookie Four
1. Joshua Cook
2. Kenny Willett
3. Brett Mundweiler
Star of Tomorrow
1. Brett Myers
2. Tyler Hyatt
3. Shanay Major
Stock Four
1. Tony Paladino
2. Swain Morris
3. Gary Fioramanti

Concord Motorsport Park

- Concord, N.C.
Aug. 30, 2008
Late Model
1. Kevin Love
2. Randy Burnett
3. Terry Brooks, Jr.
Limited Late Model
1. Jeff Melton
2. Steve Ackery
3. Jerry Miracle
Pure Stock
1. Jeff Melton
2. Cooper Faassen
3. Charles Hutto
Fast & Furious Four
1. Chad Miller

- Wayne Harrington
- Eric Harrington
- Michael VanWingerden

Harris Speedway

- Rutherfordon, N.C.
Aug. 30, 2008
GM Performance
1. Travis Blackwell
2. Scott Childress
3. David Lindsay
Limited
1. Mitch Sill
2. Clyde Scott
3. Lamar Jordan
Stock 8
1. Dice Chapman
2. Josh Hoots
3. Travis Robbins
Renegade
1. Jason Jolley
2. Brandon Poole
3. Dusty Edmonds
Pure Stock
1. Steve Penson, Jr.
2. Mitchell Coggins
3. Danny Lee
Super Stock 4
1. Stacy Brock
2. Brett Cooper
3. Sandy Garland
Street Stock 4
1. Kyle Westmoreland
2. Rich Rutski
3. Darrell Gilbert
Young Gun
1. Mack Norris
2. Ethan Gregory
3. Elizabeth Ledford



Wisconsin Int'l Raceway

- Kaukauna, Wis.
Aug. 28, 2008
Late Model
1. John Meidam
2. Lowell Bennett
3. Mike Gardner
Limited Late Model
1. Kris Kelly
2. Jim Dunchow
3. Brandon Conrad
Sport Truck
1. Jason Plutz
2. Josh Jeske
3. Taylor Vandermoss
Super Stock
1. Dylan Wenzel
2. Andy Casavant
3. Donald Van Camp
Sizzing 4
1. Scott Verboomen
2. Tom Schweitzer
3. Tim Richter

Kil-Kare Speedway

- Xenia, Ohio
Aug. 29, 2008
Late Model
1. Bobby Justus
2. Same Heckman
3. Scott Drake
Modified
1. Dick Dunlevy
2. Bill Burba
3. Jerry Stapleton
Sport Stock
1. Shawn Stansell
2. Jamie Sites
3. Charles Hutto, Jr.
Compact
1. Chris Boggs
2. Tim Haerr

Madison Int'l Speedway

- Oregon, Wis.
Aug. 29, 2008
Super Late Model
1. Bobby Wilberg
2. Nathan Haseleu
3. Zack Riddle
Limited Late Model
1. John Baumeister, Jr.
2. Ryan Carlson
3. Bobby Wilberg
Sportsman
1. Mike Heelein
2. Jay Kalbus
3. Steve Dickson
Bandit
1. Chester Ace
2. Stephen Scheel
3. Kyle Padfield
Legends
1. Max McNameara
2. Michael Cooter
3. Adam Rawski

Tri-City Speedway

- Pontoon Beach, Ill.
Aug. 29, 2008
Late Model
1. Dennis Erb
2. Billy Faust
3. Rodney Melvin
Modified
1. Bob Martintoni
2. Brandon Lennox
3. Joe Dresch
Crate Late Model
1. Bobby Dauderman
2. Casey Montague
3. Aaron Heck
Street Stock
1. Josh Jackson
2. Richie Gabriel
3. Danny Ems
Factory Stock
1. Rob Shaw
2. Chris Williams
3. Jason Schmidt

Limaland Motorsports Park

- Lima, Ohio
Aug. 29, 2008
Thunderstock
1. Tim Bowen
2. Barney Craig
3. Tony Anderson
Modified
1. Todd Sherman
2. Jon Henry
3. Terry Hull
Sprint
1. Dustin Daggett
2. Darren Long
3. JR Stewart
Thunderstock King
1. Tony Anderson
2. Tim Bowen
3. Kevin Gossard
Modified King
1. Jon Henry
2. Terry Hull
3. Todd Sherman
Sprint King
1. J.R. Stewart
2. Dustin Daggett
3. Darren Long

Indianapolis Speedrome

- Indianapolis, Ind.
Aug. 29, 2008
Bandit
1. Evan Bell
2. Mason Massey
3. Bayley Currey
Young Gun / Outlaw
1. Chad Finchum
2. Matt Linker
3. Kendall Sellers
Legends
1. Bryce Walker
2. Scott Hensley
3. Austin Hill

Indianapolis Speedrome

- Indianapolis, Ind.
Aug. 30, 2008
Bandit
1. Evan Bell
2. Mason Massey
3. Kyle Benjamin
Young Gun / Outlaw
1. Chad Finchum
2. Travis Robinson
3. Corey Gordon
Legends
1. Devin Jones
2. Travis Braden
3. Scott Hensley
Late Model

1. Jack Dossey, Jr.
2. Mark Tunny
3. Bruce Tunny
Roadrunner
1. Kenny Smith
2. Rick Howard
3. Justin Dibbern

Ohsweken Speedway

Ohsweken, Ontario
Aug. 29, 2008
Late Model
1. Adam Ferri
2. Doug Ricotta
3. Greg Oakes
Sprint
1. Glenn Styres
2. Dave Dykstra
Thunderstock
1. Cody McPherson
Mini Stock
1. Rick Robinson
Fun Stock
1. Lee Hills

Galesburg Speedway

Galesburg, Mich.
Aug. 30, 2008
Late Model
1. Luke Krick
2. Jesse VanAvery
3. Jeff Bozell
Sportsman
1. Jim Woodin
2. Joe Reaume
3. Matt Frazier
Mini Stock
1. Justin Stephens
2. Jeremy Collins
3. Scotty Hitt
Street Stock
1. John Foote, Jr.
2. Chris Garrett
3. Donnie Ritter

Bluegrass Speedway

Bardstown, Ky.
Aug. 30, 2008
Super Late Model
1. Mike Marlar
2. Dustin Neat
3. Jordan Bland
Modified
1. Jason Wheatley
2. Joe Mattingly
3. Josh Lucas
Sportsman
1. Roger Cecil
2. Avral Thompson
3. Pat Hagan
Street Stock
1. Willie Edelen
2. Robbie Settles
3. Justin Trinkle

Flat Rock Speedway

Flat Rock, Mich.
Aug. 30, 2008
Figure 8
1. Dennis Whisman
2. Jeremy Miller
3. Jeremy Vanderhoof
Street Stock
1. Rob Moore
2. Derek Wiley
3. Tim Moore

I-44 Speedway

Lebanon, Mo.
Aug. 30, 2008
Late Model
1. Terry Phillips
2. Jesse Stoval
2. Wendell Wallace
A-Mod
1. Justin Neuman
2. Jason Meadors
3. Steve Picou
Factory Stock
1. Ben Solberg
2. Derek Brown
3. Doug Crider
Bomber
1. Rob White
2. Shawn Strong
3. Heath Loney
B-Mod
1. Colt Cheevers
2. Mickey Burrell
3. Billy Street
Rookie
1. Michael Warnow
2. Les Hayes
3. Dave Meldrum

Central Missouri Speedway

Warrensburg, Mo.
Aug. 30, 2008
B-Modified

1. Bryan Montgomery
2. Brad Smith
3. Brian Ziegler
Street Stock
1. Nic Bennett
2. Kevin Perkins
3. Jerry Schmidt
Late Model
1. Mike Ryun
2. Brett Rollert
3. Brett Wood
Modified
1. Dustin Boney
2. Jake Richards
3. Dave Meyer

Malden Speedway

Malden, Mo.
Aug. 29, 2008
Late Model
1. Nick Lyons
2. Todd Hall
3. Scott Tracer
Modified
1. Robert Powers
2. Hunter Rasdon
3. Tim Radford
Hobby Stock
1. Doug Moore
2. Jaime Robards
3. Jason Pennington
Pure Street
1. Barry Daniels
2. Coot Wilson
3. Matt Brown
E-Mod
1. Brandon Miller
2. Joe Reaume
3. Matt Frazier
Mini Stock
1. Gene Windham
2. Vernon Pickard
3. Jimmy Newsome
Vintage Car
1. John Foote, Jr.
2. Dave White
3. Rich Wolfeimer

Grundy County Speedway

Morris, Ill.
Aug. 29, 2008
Super Late Model
1. Mike Marlar
2. Dustin Neat
3. Jordan Bland
Modified
1. Jason Wheatley
2. Joe Mattingly
3. Josh Lucas
Sportsman
1. Roger Cecil
2. Avral Thompson
3. Pat Hagan
Street Stock
1. Willie Edelen
2. Robbie Settles
3. Justin Trinkle

Berlin Raceway

Marne, Mich.
Aug. 30, 2008
Sprint
1. Jeff Bloom
2. Ike Beasley
3. Ryan Litt
Pro Stock
1. Ryan Gruppen
2. Brian Tillema
3. Justin Regnerus
Super Stock
1. Mat McClarren
2. James Haney
3. Bob Bliss
Sportsman
1. Brian Van Zalen
2. Tony Davis
3. Marc Coleman

LaCrosse Fairgrounds Speedway

West Salem, Wis.
Aug. 30, 2008
Late Model
1. Steve Carlson
2. Brent Kirchner
3. Tony Bagstad
Sportsman
1. Jes Tenner
2. Jermiy Wagner
3. Rick Schermerhorn
Thunderstox
1. Randy Stinhoff
2. Ben Allen
3. Bill Inglett

Illiana Speedway

Schererville, Ind.
Aug. 30, 2008
Late Model
1. Josh Nelms
2. Andy Marchiniak
3. Jerry Sharp

Limited Late Model
1. Sean Murphy
2. Tony D'Ambrose
3. Anthony Danta
Turbo Stox
1. Mark Ross, Jr.
2. Scott Gardner
3. Billy Jarrells
Legends
1. Alex Arelano
2. Mickey Kudlicki
3. Ben Fidone
Pure Stock
1. Mike Lindemulder
2. Tim Cronin
3. Steve Wells

Attica Raceway Park

Attica, Ohio
Aug. 30, 2008
Sprint
1. Dale Baney
2. Lee Jacobs
3. Tim Shaffer
Late Model
1. Ryan Missler
2. Steve Sabo
3. Ernie Haynes
Dirt Truck
1. Brian Arnold
2. Art Ball
3. Paul Dymond

Wilmot Speedway

Wilmot, Wis.
Aug. 30, 2008
Modified
1. Ryan Marshall
2. Mike Sullivan
3. Elmer Everman
Street Stock
1. Tom Homan
2. Ed Devull
3. Steve Podratz
Mini Sprint
1. Bob Reichert
2. Ron Brannam
3. Tim Brannam
Fearless 4
1. Shawn Kasten
2. Tim Jendrycki
3. Kris Rigert
Powder Puff
1. Heidi Camp
2. Terry Simmons
3. Christine Kuenstler

Toledo Speedway

Toledo, Ohio
Aug. 31, 2008
Late Model
1. Dave Kuhlman
2. Dave Fair, Jr.
3. Claude Plante, Jr.
Figure 8
1. Jeremy Vanderhoof
2. Robbie Loving
3. Anthony Terris
Factory Stock
1. Dave Arnold, Jr.
2. Mike Hassen
3. Josh Bunting
Wives/Girfriend
1. Michelle Ringger
Mechanic
1. Ken Davis

Whittemore Speedway

Whittemore, Mich.
Aug. 31, 2008
Modified
1. Todd Matheson
2. Jordan Pruitt
3. Robbie Johnson
Factory Stock
1. Kyle Tremble
2. Mike Avram
3. Scott McClellan
Limited Late Model
1. Ryan Ostrander
2. Gale Witse
3. Robbie Johnson
Mini Stock
1. Chris Trinklein
2. Kevin Peek
3. Mike Muckenthaeller
Led Sled
1. Bob Farley
2. Kris Edmonds
3. Mike Ulman, Jr.

Sharon Speedway

Hartford, Ohio
Aug. 30, 2008
410 Sprint
1. Caleb Griffith
2. Jack Sodeman, Jr.
3. Danny Holtgraver
Modified
1. Randy Stinhoff
2. Ben Allen
3. Bill Inglett

3. Brad Rapp
Pure Stock
1. Bruce Redman
2. Russ Byler
3. Alan Dellinger
E-Mod
1. Alan Dellinger
2. Dwayne Clay
3. Jeff Johnson
Limited Sprint
1. Jim Morris, III
2. Andy Paden
3. Pete Miller

Rice Lake Speedway

Rice Lake, Wis.
Aug. 30, 2008
Late Model
1. Terry Anvelink
2. Troy Springborn
3. Todd Flannery
Modified
1. Brandon Czarapata
2. Lance Ameson
3. Brad Rohloff
Stock Car
1. Ryan Missler
2. Brian Bruechert
3. Darren Otto
Crate Late Model
1. Craig Bartz
2. Paul Parker
3. Justin Hirt
Sport Mod
1. Tim Jorgenson
2. Marcus Yarie
3. Jeremy Hodkiewicz

Macon Speedway

Macon, Ill.
Aug. 30, 2008
Hornet
1. Jeff Gill
2. Chuck Martin, Jr.
3. Heidi Hames
Street Stock
1. Steve Ewing
2. Mike Pickering
3. Larry Russell, Jr.
Hornet
2. Fred Reed
3. Bruce Dulgar
Street Stock
1. Ryan Little
2. Kerby Damery
3. Terry Babb
Open Wheel Modified
1. David Crawley, Jr.
2. Mark Tullis
3. Jim Leka
Sportsman
1. Norm Wood
2. Mike Pickering
3. Alan Crowder

Springport Motor Speedway

Springport, Mich.
Aug. 30, 2008
Late Model
1. Derek Bischak
2. Tommy Cook
3. Al Cook, Jr.

Tomahawk Speedway

Tomahawk, Wis.
Aug. 29, 2008
Modified
1. Bruce Belland
2. Jimmy Bartlett, Sr.
3. Jimmy Bartlett, Jr.
Street Stock
1. John Kallas
2. Jeff Hoogland
3. Bill Froelich
Pure Stock
1. Terry Selmer
2. Wayne Nylund
3. Denny Tushoski
4-Cylinder
1. Zachary Onsen
2. Bill Martin
3. Michael Wurga

Deer Creek Speedway

Spring Valley, Minn.
Aug. 30, 2008
Late Model
1. Brady Smith
2. Chris Simpson
3. Chad Simpson
Modified
1. Tim Donlinger
2. Zack Vanderbeek
3. Tommy Myer
Super Stock
1. John Feim
2. Tim Kogeson
3. Shane Kising
Modified
1. Steve Stuart
2. Mark Thomas
3. Tito Viltz
Street Stock
1. Scott Clark
2. Mark Schuenemann
3. Scott Paulson
Pure Stock
1. Danny Richards
2. Rowin Brown
3. C.J. Wagner

Shady Bowl Speedway

DeGruff, Ohio
Aug. 30, 2008
Late Model
1. Bud Perry
2. Shawn Stansell
3. Mark Parker
Street Stock
1. Aaron Pippin
2. Mark Heath
3. Larry Adams
Pro 4
1. Kenny Snyder
2. Steve Clarkson
3. Dave Sage
Compact
1. Josh Sage
2. Justin Durlfinger
3. Jerry Ellis, Jr.
Detroit Iron
1. Mike Durlfinger
2. Robert Bronson
3. Jerry Ellis, Sr.

141 Speedway

Francis Creek, Wis.
Aug. 30, 2008
Mid American
1. Daryl Gerke
2. Josh Sand
3. Brett Piontek

Super Stock
1. Nathan Wegner
2. Jo Gauger
3. Tim Conrad
Sport 4
1. Bruce Sand
2. Jake Fuller
3. Mike Blashka
Hobby Stock
1. Mark Christensen
2. Jon Hansen
3. Mike Wilde

Shawano Speedway

Shawano, Wis.
Aug. 30, 2008
Late Model
1. Terry Anvelink
2. Troy Springborn
3. Todd Flannery
Modified
1. Brandon Czarapata
2. Lance Ameson
3. Brad Rohloff
Stock Car
1. Ryan Missler
2. Brian Bruechert
3. Darren Otto
Crate Late Model
1. Craig Bartz
2. Paul Parker
3. Justin Hirt
Sport Mod
1. Tim Jorgenson
2. Marcus Yarie
3. Jeremy Hodkiewicz

Springport Motor Speedway

Springport, Mich.
Aug. 30, 2008
Late Model
1. Derek Bischak
2. Tommy Cook
3. Al Cook, Jr.

Springport Motor Speedway

Springport, Mich.
Aug. 30, 2008
Late Model
1. Derek Bischak
2. Tommy Cook
3. Al Cook, Jr.

Tomahawk Speedway

Tomahawk, Wis.
Aug. 29, 2008
Modified
1. Bruce Belland
2. Jimmy Bartlett, Sr.
3. Jimmy Bartlett, Jr.
Street Stock
1. John Kallas
2. Jeff Hoogland
3. Bill Froelich
Pure Stock
1. Terry Selmer
2. Wayne Nylund
3. Denny Tushoski
4-Cylinder
1. Zachary Onsen
2. Bill Martin
3. Michael Wurga

Calumet County Fair Speedway

Chilton, Wis.
Aug. 29, 2008
Grand National
1. Aaron Thurwatcher
2. Don Bonlander
3. Tim Thompson
Street Stock
1. Ryan Brandes
2. Joe Wittmann
3. Matt Reinke
Challenger
1. Brad Ruh
2. Steven Ruh
3. Troy Bartel
CCRA 4
1. Jenny Harris
2. Jeff Harder
3. Jake Meyer

Paducah Int'l Raceway

Paducah, Ky.
Aug. 29, 2008
Late Model
1. Randy Sellars
2. Dylan Thompson
3. Tim Brown
Modified
1. Randle Sweeney
2. Clayton Miller
3. Justin Houston
Crate Late Model
1. Tait Davenport
2. Cary King
3. Josh Harris
Street Stock
1. Stacy Tretter
2. Ryan Humphrey
3. Lloyd Lingle
Warrior
1. Larry Meadow
2. Jeffrey Bailey
3. Keaton Downing



GORDON GILL PHOTO

WHITT'S END: Cole Whitt (29) passes Jon Stanbrough on the final lap of Sunday night's sprint-car race Kokomo (Ind.) Speedway.

Mini Sprint
1. Jarrett Cathey
2. Clint Collins
3. Joe Sanderson

I-94 Raceway

Sauk Centre, Minn.
Aug. 29, 2008
Late Model
1. Joe Berthiaume
2. Tim Olson
3. Jon Olson
Modified
1. Joey Johnson
2. Kevin Woeste
3. Tony Robertson
Legends
1. Dirk Henry
2. Casey Traxler
3. Matt Hendrickson
Thunder Car
1. Adam Fuchs
2. Patrick Amelung
3. Kyle Kirberger
Pro 4
1. Dean Peterson
2. Matt Peterson
3. Aneke Jenkins
4-Tracker
1. CJ Karl
2. Andy Heying
3. Joe Albritton
Just 4 Fun
1. Tom Gjerstad
2. Travis Kunz
3. Michael Lofquist

Anderson Speedway

Anderson, Ind.
Aug. 29, 2008
Legends
1. David Moyes
2. Dylan Ames
3. Mark Dietzen
Thunder Car
1. Lonny Burton
2. Travis Burge
3. Sam Folsom
Front Wheel Drive Amateur
1. Jeff Saxon
2. Casey Davis
3. Andy Keller
Figure 8
1. Nick Warner
2. Tony Torres
3. Donnie Ellis, Jr.

Gas City I-69 Speedway

Gas City, Ind.
Aug. 30, 2008
Sprint
1. Dave Darland
2. Hunter Schuereenberg
3. Scotty Weir
Modified
1. Bill Lewis
2. Scott Orr
3. Bub Patrick
Street Stock
1. David Hurst
2. James Headley
3. Shane Landis
Thunder Car
1. Mike Fredrick
2. Mark Keith
3. Corey Johnson

Butler Motor Speedway

Butler, Mo.
Aug. 31, 2008
Hobby Stock
1. John Pipes
2. Brian Pipes
3. Gary Newport
Outlaw Vintage
1. Craig Kent
2. Tim Wade
3. Danny Haas
Factory Stock
1. Mark Selsor
2. Chad Eickleberry
3. Shawn Hendren
Street Stock
1. Eddie Fox
2. Devin Irvin
3. Jeff Doty
Modified

Lucas Oil Speedway

Wheatland, Mo.
Aug. 30, 2008
Limited Late Model
1. J.D. Hubert
2. Tommy Corday
3. Kevin Kaiser
A-Modified
1. Jamie Ragland
2. Jim Body

3. Jeff Cuslaw
Factory Stock
1. Kenny Carroll
2. James McMillin
3. James Flood

Eldora Speedway

Rossburg, Ohio
Aug. 31, 2008
Late Model
1. Billy Moyer
2. Matt Miller
3. Aaron Scott
Modified
1. Doug Adkins
2. Jerry Bowersock
3. Kent Robinson
Stock Car
1. Jeff Babcock
2. Kevin Gossard
3. Mike Dirksen

Slinger Super Speedway

Slinger, Wis.
Aug. 31, 2008
Late Model
1. Brad Mueller
2. Mike Strupp
3. Collin Bamke
Limited Late Model
1. Rob Braun
2. Jake Vanoskey
3. Jon Reynolds, Jr.
Sportsman
1. Steven Schulz
2. Eddie Bentfield
3. Matthew Clossey
Thunderstock
1. Tom Berens
2. Brandon Tackes
3. Brandon Schwai

Gas City I-69 Speedway

Gas City, Ind.
Aug. 30, 2008
Sprint
1. Dave Darland
2. Hunter Schuereenberg
3. Scotty Weir
Modified
1. Bill Lewis
2. Scott Orr
3. Bub Patrick
Street Stock
1. David Hurst
2. James Headley
3. Shane Landis
Thunder Car
1. Mike Fredrick
2. Mark Keith
3. Corey Johnson

Butler Motor Speedway

Butler, Mo.
Aug. 31, 2008
Hobby Stock
1. John Pipes
2. Brian Pipes
3. Gary Newport
Outlaw Vintage
1. Craig Kent
2. Tim Wade
3. Danny Haas
Factory Stock
1. Mark Selsor
2. Chad Eickleberry
3. Shawn Hendren
Street Stock
1. Eddie Fox
2. Devin Irvin
3. Jeff Doty
Modified

Lucas Oil Speedway

Wheatland, Mo.
Aug. 30, 2008
Limited Late Model
1. J.D. Hubert
2. Tommy Corday
3. Kevin Kaiser
A-Modified
1. Jamie Ragland
2. Jim Body

1. Tim Setzer
2. Johnny Fennewald
3. Josh Poe
Late Model
1. Brett Lofollette
2. Larry Jones
3. Billy Humble

Auto City Speedway

Flint, Mich.
Aug. 30, 2008
Super Late Model
1. John Doering, Jr.
2. John Grega
3. Harold Fair, Jr.
Factory Stock
1. Rob Sullivan
2. Jay Woolworth
3. Tim Cumming
Led Sled
1. Chad Lamson
2. Craig Bastien
3. Ricky Plamondon
Thunder Truck
1. Steve Stultz
2. Brian Cogswell
3. Rod Marsh
Hornet
1. Jake Thompson
2. Loren Short
3. Ryan Shelton
Figure 8
1. Tom Bower
2. Phil Ehler
3. Bill Ehler

Moler Raceway Park

Williamsburg, Ohio
Aug. 29, 2008
Late Model
1. Barry Doss
2. Patrick Sheltra
3. Bill Sheets
Modified
1. Joey Kramer
2. Brandon Green
3. Josh Lucas
Pure Stock
1. Brandon Gibson
2. Dana Moore
3. Tim Carpenter
Chevette
1. Kevin Riggs
2. Rusty Yarger

Rockford Speedway

Rockford, Ill.
Aug. 30, 2008
Late Model
1. Ricky Bilderback
2. Jerry Gille
3. Jon Reynolds, Jr.
Short Tracker
1. Tim Melvin
2. Jeff Turnure
3. Steve Erickson, Jr.
Roadrunner
1. Ricky Nielson
2. David Lignell
3. Chris Jones
Bandolero
1. Cory Cootware
2. Kyle Vergata
Legends
1. Michael Cooter
2. Matt Booker
3. Dave Townsend
Allison Legacy
1. Dwight Dunlap

Thunderhill Raceway

Sturgeon Bay, Wis.
Aug. 30, 2008
Modified
1. Randy LeMieux, Jr.
2. Kyle Kudick
3. Todd Dart
Stock Car
1. Mike Weitor
2. Scott Pagels
3. Troy Muench
Hobby Stock
1. Dave DeGrave
2. Jarred Van Laanen
Sport Mod
1. Brad Lautenbach
2. Cory Cochart
3. Bernie Reinhardt
Street Stock
1. Todd Everard
2. Kevin Charles
3. Dennis Weidner
4-Cylinder
1. Tyler DeBouche
2. Tony Everard
3. Jason Cornelius

Aug. 30, 2008
Modified
1. Randy LeMieux, Jr.
2. Kyle Kudick
3. Todd Dart
Stock Car
1. Mike Weitor
2. Scott Pagels
3. Troy Muench
Hobby Stock
1. Dave DeGrave
2. Jarred Van Laanen
Sport Mod
1. Brad Lautenbach
2. Cory Cochart
3. Bernie Reinhardt
Street Stock
1. Todd Everard
2. Kevin Charles
3. Dennis Weidner
4-Cylinder
1. Tyler DeBouche
2. Tony Everard
3. Jason Cornelius

1. Tom Setzer
2. Johnny Fennewald
3. Josh Poe
Late Model
1. Brett Lofollette
2. Larry Jones
3. Billy Humble

Waynesfield Motorsports Park

Waynesfield, Ohio
Aug. 30, 2008
Mini Sprint
1. Jared Horstman
2. Sam Ashworth
3. Garry Loney
Sprint
1. Corey Smith
2. Tony Beaver
3. Joss Moffatt
Tuff Truck
1. Mike Hick
2. Matt Twining
3. Scott Higbea
Mod
1. Jeff Babcock
2. Eddie Shaner
3. Davey Gant

Fremont Speedway

Fremont, Ohio
Aug. 31, 2008
305 Sprint
1. Todd Heuerman
2. Zack Kramer
3. Kevin Lee
Late Model
1. Mike Bores
2. Ryan Missler
3. Steve Sabo
Dirt Truck
1. Dan Henning
2. Steve Endicott
3. Jim McGrath

Langlade Co. Speedway

Antigo, Wis.
Aug. 29, 2008
Truck
1. J.P. Remington
2. Robin Procknow
3. Forrest Crandall
Street
1. Lee Christjohn
2. Gary Kasparek
3. Jeremy Wolfe
Sport Mod
1. Chad Jaje
2. Matt Oreskovich
3. Jake Solin
Mod
1. David Diemel
2. Charlie Wild
3. Eric Scribner
Late Model
1. Gordie Seegert, Jr.
2. Troy Springborn

3. Tim Buhler
Stock
1. Rod Snellenberger
2. Larry Karcz, Jr.
3. Nate Michonski

Grundy County Speedway

Morris, Ill.
Aug. 30, 2008
Midget
1. Mario Clouser
2. Jimmy Anderson
3. Zach Schiff
Sportsman
1. Brandon Allen
2. Tanner Whitten
3. Nick Grømmes
Dwarf
1. Mike Anderson
2. Nick Odell
3. Eric Pearshey
Dash for Cash
1. Zach Schiff
2. Mario Clouser
3. Billy Hulbert

Grundy County Speedway

Morris, Ill.
Aug. 31, 2008
Late Model
1. Brett Sontag
2. Larry Schuler
3. Ricky Baker
Sportsman
1. Jeremy Bloomberg
2. Jeff Olson
3. Chad Proctor
Street Stock
1. Rick Dawson
2. Chris Woodall
3. Chris Sanda
4-Cylinder
1. Dominick Serena
Midget
1. Fred Teer
Legend
1. Mickey Kudlicki
Vintage
1. Bill Knippenberg

Jackson Speedway

Jackson, Minn.
Aug. 30, 2008
360 Sprint
1. Wade Nygaard
2. Jody Rosenboom
3. Gordy Vogelaar
Sprint
1. Frank Phipps
2. Nate Eakin
3. Bruce Anderson
Stock Car
1. Jim Larson
2. Justin Lauenberg
3. Derrick Barglof
Modified
1. Jason Fisher
2. Ken Odegaard
3. Kyle Steuber
Hobby Stock
1. Dan Thate
2. Jason Andrews
3. Dustin Larson

Mount Lawn Speedway

Mann Mans Up In Second Win

But Comes Up Short To Daggett At Crystal Motor Speedway

Friday

ROTHBURY, Mich. — Brett Mann drove to victory in Engine Pro ASCS Sprints on Dirt feature Friday at Winston Motor Speedway.

Mann started on the front row and drove away from defending champion Tim Norman. It was Mann's second win of the season in the Rowlee and Frolick special.

Norman finished second with Ben Rutan, who won at the track last year; third, Louie Carufel and Steve Irwin rounded out the top five.

The finish: Brett Mann, Tim Norman, Ben Rutan, Louie Carufel, Steve Irwin, Dain Naida, Davey Brown, John Gall, Gregg Dalman, Andy Teunessen, Joe Bares, Tom Miller, Jim Lingar, Gavin Hunyadi, Nathan Bevard,

Ryan Grubaugh.

Saturday

CRYSTAL, Mich. — Dustin Daggett won his seventh Engine Pro ASCS Sprints on Dirt event of the season Saturday at Crystal Motor Speedway.

Daggett started seventh in the 25-lap event and quickly moved through the field to take the lead from Joe Bares early on in the main and was never headed.

"I could not drive the car that hard if it wasn't perfect, and I have to thank my crew for that," said Daggett in victory lane.

Brett Mann finished second, ahead of Darren Long, Ryan Grubaugh and Tim Norman.

The finish: Dustin Daggett, Brett Mann, Darren Long, Ryan Grubaugh, Tim Norman, Steve Irwin, Ben Rutan, Gregg Dalman, Joe Bares, John Gall, Mike Daggett, Tom Miller, Louie Carufel, Jim Goetgeluck, Troy Chehowski, Andy Teunessen, Dain Naida, Tank Brakenberry, Ralph Bakenberry, J.R. Stewart, Chris Pobanz, Gavin Hunyadi.



TWC PHOTO

RAGIN' CAJUN: Jason Johnson (41) takes the lead from Tommy Bryant en route to winning Friday night's ASCS Gulf South feature at Corpus Christi's South Texas Speedway.

Johnson Doubles Up

Friday

CORPUS CHRISTI, Texas — Jason Johnson lifted the lid on the American Sprint Car Series Gulf South Region's three-race Labor Day Weekend of Speed by charging to victory in Friday night's 25-lap feature at South Texas Speedway.

After a miscue in traffic negated a Channin Tankersley move for the lead, Johnson battled past both Tankersley and early leader Tommy Bryant on the sixth round en route to his 14th overall ASCS victory of the season aboard Lanny Row's Wesmar-powered The Shop Motorsports No. 41 Eagle.

The Ragin' Cajun lapped all the way up to sixth place in the fast-paced affair to collect the \$2,000 winner's share.

Tankersley finished second ahead of Brandon Berryman, Bryant and Greg Rilat.

The finish: Jason Johnson, Channin Tankersley, Brandon Berryman, Tommy Bryant, Greg Rilat, Aaron Reutzel, Travis Elliott, Ryan Hall, Gary Watson, Darryl Wills, Bruce Crockett, Brandon Corn, Wes Miller, Greg Coleman, Jerry Bell, Kent Lewis, Sr., Steve Hubbard, Todd Evans.

Godwin, Adams Top Rebels

Friday

BAKER, Fla. — Tyler Godwin captured his first American Sprint Car Series victory in Friday night's ASCS Rebel Region event at Northwest Florida Speedway.

The 19-year-old driver outgunned polesitter Timmy Thrash for the point and led throughout to record the victory aboard the Collins Racing Gaerte-powered No. 4c Eagle.

Godwin beat Danny Martin, Jr., to the line, with current point-leader Kenny Adams, Michael Miller and Matt Tiffany rounding out the top five.

The finish: Tyler Godwin, Danny Martin, Jr., Kenny Adams, Michael Miller, Matt Tiffany, Samantha Taylor, Bryn Gohn, Gavin Thomas, Todd Fayard, Brian Maddox, Timmy Thrash, Casey Hines, A.J. Maddox, Ron Gilbert.

Saturday

EDNA, Texas — Jason Johnson picked up his second American Sprint Car Series Gulf South Region victory in as many nights by wiring the field in Saturday night's 25-lap Weekend of Speed event at Texana Raceway Park.

With the \$2,000 triumph in the first sprint-car race at the five-sixteenths-mile Edna clay oval, Johnson brought his weekend earnings to \$4,200, including a \$200 bonus for accumulating the most points in the ASCS Gulf South Weekend of Speed. The scheduled third round at 105 Speedway in Cleveland, Texas, on Sunday was canceled due to the approach of Hurricane Gustav.

Channin Tankersley finished second for the second-straight night, with Brandon Berryman, Gary Watson and Aaron Reutzel rounding out the top five.

The finish: Jason Johnson, Channin Tankersley, Brandon Berryman, Gary Watson, Aaron Reutzel, Tommy Bryant, Michael McNeil, Koby Barksdale, Darryl Wills, Greg Rilat, Brandon Corn, Ryan Hall, Greg Coleman, Bruce Crockett, Kathryn Minter, Richard Cooper, Kent Lewis, Sr., Todd Evans, James Cooper, Travis Elliott.

Saturday

LOXLEY, Ala. — Kenny Adams completed a sweep of the season's American Sprint Car Series Rebel Region action at Deep South Speedway by charging to victory lane in Saturday night's 25-lap feature.

Adams, who topped the series season opener at Deep South Speedway in February, led throughout to post his sixth overall ASCS victory of the season aboard the Don Ott-powered B&W Trucking/CnB Mushroom Farms No. 4a Shaw.

Danny Martin, Jr. finished second, ahead of Matt Tiffany, Gavin Thomas and Bryn Gohn.

The finish: Kenny Adams, Danny Martin, Jr., Matt Tiffany, Gavin Thomas, Bryn Gohn, Todd Fayard, Brian Maddox, Tyler Godwin, Timmy Thrash, Casey Hines, Ron Gilbert, A.J. Maddox, Samantha Taylor, Michael Miller, Shane Morgan.

Grasso Jets Toward Victory Lane

NEW EGYPT, N.J. — The "Jersey Jet" J.J. Grasso likes New Egypt Speedway, the United Racing Company handi-capping system

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and the \$2,000 that goes to the feature winner.

Saturday night at New Egypt Speedway, Grasso brought the crowd to its feet by winning his heat race and the 25-lap Rislone URC Sprint Series feature.

After winning his heat from seventh starting spot, Grasso started on the pole for the feature and charged to his fourth-straight victory at the three-eighths-mile dirt track. It was also his fifth victory of the season.

Grasso held off Ed Aikin for the victory, with Michael Carber, Dave Ely and point-leader Curt Michael filling the top five.

The finish: J.J. Grasso, Ed Aikin, Michael Carber, Dave Ely, Curt Michael, Danny Massey, Mark Bitner, Kramer Williamson, Robbie Stillwagon, Becca Anderson, Randy West, Davey Sammons, Kevin Welsh, Dave Gravel, Joey Biasi, Chris Coyle, Art Lidel, Ryan Bohlike, Nate Snyder, Scott Pursell, Chuck Palmucci, Jason Claus, Kyle Purks, Rory Janney, Trevor Lewis.

Dash Goes To Worley

WINCHESTER, Va. — Satch Worley won a drag race to the finish over Pete Kingrea as the Virginia Sprint Series won a dash with the rain Saturday night at Winchester Speedway.

Worley made his race-winning pass on lap 17, getting by the leader

VSS

Anthony Linkenhoker. Kingrea later got by Linkenhoker, who fell to fourth at the finish behind Donnie Rodeffer.

Scott Vasbinder completed the top five.

The finish: Satch Worley, Pete Kingrea, Donnie Rodeffer, Anthony Linkenhoker, Scott Vasbinder, Glenn Worrell, Brian Lawson, Charlie Ware, Bill Rice, Ron Moyers, Tom Humphries, Tony Harris, Jerald Harris, Carl Simmonds, French Grimes, Paul White.

McCune Holds On At Angola

ANGOLA, Ind. — Jimmy McCune came away the winner Saturday as the Hoosier Outlaw Sprint Series made its annual Labor Day weekend trip to Angola Motor Speedway.

McCune took over the lead when Doug Berryman suffered a mechanical failure while on the point and held off hometown favorite Hank Lower for the win.

Geoff Kaiser finished third with Mike Astrauskas and Eddie Kelly completing the top five.

The finish: Jimmy McCune, Hank Lower, Geoff Kaiser, Mike Astrauskas, Eddie Kelly, Chris Hettinger, Jim Swain, John Hotchkiss, Scott O'Connor, Sam Davis, Dave Baumgartner, Jerry Caryer, E.J. Calloway, Jeff Banyas, Doug Berryman, Levi Youster, Jeff Bloom, Ron Koehler, Ike Beasley.

HOSS

Winless No More: Kouba Gets No. 1

Lutz Takes Finale While Grosz Earns Second Series Championship

Saturday

BRAINERD, Minn. — Joseph Kouba collected his first American Sprint Car Series Northern Plains Region triumph by leading the final 15 circuits of Saturday's 25-lap event at North

Central Speedway.

Kouba took the lead from Brad Barickman on the 11th round en route to taking the checkered flag in front of Eric Lutz, point-leader Lee Grosz, Curt Lund and Brett Geldner.

The finish: Joseph Kouba, Eric Lutz, Lee Grosz, Curt Lund, Brett Geldner, Jerry Richert, Jr., John Nelson, Ryan Wilson, Roger Rager, Syc Anderson, Alan Gilbertson, Ken Melanson, Troy Manteufel, Chris Graf, Dave Glennon, Brad Barickman, Kevin Nickel.

Sunday

BRAINERD, Minn. — Eric Lutz did everything he could to reel in the American Sprint Car Series Northern Plains Region championship in Sunday night's season-ending 25-lap event at North Central Speedway.

But even a win wasn't enough for Lutz to dethrone Lee Grosz, who collected his second series crown in a row with a runner-up finish in the Mighty Axe Nationals finale.

The 20-year-old Grosz secured the series championship with a runner-up finish, as Brad Barickman, Joseph Kouba and John Nelson rounded out the top five.

The finish: Eric Lutz, Lee Grosz, Brad Barickman, Joseph Kouba, John Nelson, Syc Anderson, Chris Graf, Ryan Wilson, Brett Geldner, Ken Melanson, Roger Rager, Dave Glennon, Troy Manteufel, Alan Gilbertson, Kevin Nickel, Jerry Richert, Jr.

Crockett Rockets At Grays

ELMA, Wash. — Roger Crockett continues to sizzle.

The ASCS Northwest Region returned to action Sunday night at Grays Harbor Raceway with a familiar sight: Crockett in victory

lane as the American Sprint Car Series event highlighted the second night of Big "E" weekend.

Crockett dominated July's ASCS-sanctioned Northwest Speedweek,

winning four times in six nights, and celebrated his return by leading the final 12 laps of Sunday's 30-lap feature. He took the lead from Jayme Barnes on lap 18.

Danny Lasoski finished second ahead of Barnes. Rick Fauver and Jared Ridge rounded out the top five.

The finish: Roger Crockett, Danny Lasoski, Jayme Barnes, Rick Fauver, Jared Ridge, Jared Peterson, Henry Van Dam, Seth Bergman, Shawn Rice, Jay Cole, T.J. Hartman, Josh DeWitt, Dan Dunlap, Chad Groves, Brock Lemley, Glenn Borden, Robbie Vaughn, George Graham, Kelley Mayer, Otto Jorgenson.

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| 3. Sprint Cars | 9. Formula Cars | 15. Parts/Engines | 21. Apparel | 27. Rides Available | 33. Business Opportunities |
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| 5. Midgets | 11. Dragsters | 17. Trucks/Haulers | 23. Videos/Photos | 29. Services | 35. Miscellaneous |
| 6. Supermodifieds | 12. Go-Karts | | 24. Tickets | | |



Indy Cars 1
COMPLETE THREE CAR IPS team for sale: Includes three cars, all pit and set-up equipment, Pete/Featherlite transporter and many spares. BE READY TO RACE TOMORROW!! Will consider part out. All is first rate. Please call for info and photos. (623) 582-9975. jmmaresco@earthlink.net.



Sprint Cars 3
NICHOLAS MOTORSPORTS sell-out. (1) Beast roller. Mopar motor. Numerous misc. spare parts. Call Kyle @ (317) 862-0250.
FOR SALE: Quality used sprint cars, engines, parts and equip. **WANTED:** Team buyouts. Racers Used Parts Warehouse. (717) 677-6821.



Midgets 5
FOR SALE: (2) 2006 Esslinger/Stealth midgets. Car 1: Eight races 2006, six races '07, zero races '08, Esslinger XT (new 5/06) never touched, 2006 Stealth wide body never bent. Lightweight rear, lightweight steering gear, lightweight hoses, Advance cockpit adjustable shocks. Cable driven fuel pump, stainless 4-2-1 headers. \$30,000 o.b.o. Car 2: Zero races 2006, six races '07, zero races '08, Esslinger purchased used - rebuilt 10/2007 (not fired since rebuilt), 2006 wide body never bent, lightweight rear, lightweight steering gear, Advance shocks, Dirt headers. \$25,000 o.b.o. Spare parts: Lightweight rear complete, new rear axle, complete front axle, radiator, 10 extra wheels, eight new tires, shocks, torsion bars, radius rods, gears, hoses, kickoffs, nerfs, air filters, headers, oil tank, hot head water heater. \$8,000 o.b.o. Entire package \$55,000 o.b.o. (303) 598-2838, stoneycreekconcrete@earthlink.net.

YOUR AD HERE!
For placement info contact Sara at 704-455-8042

Vintage/Classics 14
BILL HITE SUPER. Z-WD, built early '70s, roller, some extra parts. Email scaddenwts@earthlink.net or call (860) 729-9055.

Parts/Engines 15
LARGEST SELECTION: Used NASCAR parts. Best prices, UPS ship anywhere. www.musclemotorsports.com. (877) 6-MUSCLE.

SILVER CROWN pavement motor used by Dave Steele. Less than 60 laps since freshened. Best of everything. \$19,500 o.b.o. Call Phil Durst (402) 432-6555.
WANTED: V-6 engines and parts. Buick, Chevy and Ford. (704) 906-8088.

Tools 16
WWW.SHOCKDYNO.COM. Our E5 Pneumatic shock dyno is now available complete and ready to use for \$1,695 list. Check out our Web site for information and special prices. (305) 215-2202.



Trucks/Haulers 17
2007 GOLDRUSH TRAILER / FORD 650. New race rig - never used. Complete ... Too many options to list! Great for motorcycles or cars. Located on west coast. (949) 230-4920.



Trucks/Haulers 17
2004 SHOW hauler, Freightliner Columbia, 450 Mercedes auto trans., super slide, CAT generator, 2500 inverter, oak cabinets, satellite, full leather, large bathroom with full shower, full bedroom in rear, 200 gal. fresh water, like new inside and out, only 56,000 miles. 2004 United stacker, full cabinets, winch. \$165,000. Health forces sale. (419) 564-9552 or (419) 565-2084.



Sprint Cars 3
#1 J&J ROLLER new with \$3,000 in spares; \$18,000. #29 J&J roller, 27 features; \$5,000. Honda 4-wheeler; \$2,500. 48" Haulmark edge with living quarters. Shower, heat, air, 9,000 miles, generator, power, gear, compressor, 9,000 lb. axles; \$38,000. Terry Pletch (765) 412-1864.

Midgets 5
FOR SALE: '05 Buzzard roller less driveshaft. Former Hess car. For more info call (618) 684-2890 or (618) 201-1699.
NEW '07 Ellis dirt midget roller complete w/Esslinger motor mounts & lines. Includes spare bead lock wheels and set of nerfs & bumpers. \$9,500 o.b.o. Call Jim Rieder @ (317) 508-6263.
NICHOLAS MOTORSPORTS sell-out. (2) Beast midget rollers. Numerous misc. spare parts/wheels. Mopar motor. Call Kyle @ (317) 862-0250.

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DEADLINE: THURSDAY - 9 AM EST FOR FOLLOWING WEDNESDAY ISSUE.
Ads not received in time will run in the following issue.

To place a classified ad, follow these **5** simple steps:

STEP 1 - CIRCLE THE CATEGORY

that best describes your item. If you do not choose a category, your ad will be classified "miscellaneous."

- | | | | | |
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| 1. Indy Cars | 8. Stock Cars | 15. Parts/Engines | 22. Apparel | 29. Services |
| 2. Champ Cars | 9. Formula Cars | 16. Tools | 23. Videos/Photos | 30. Trade Shows |
| 3. Sprint Cars | 10. Sports Cars | 17. Trucks/Haulers | 24. Tickets | 31. Auctions |
| 4. Mini/Micro Sprints | 11. Dragsters | 18. RVs/Campers | 25. Positions Available | 32. Real Estate |
| 5. Midgets | 12. Go-Karts | 19. Safety Equipment | 26. Positions Wanted | 33. Business Opportunities |
| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
| 7. Modifieds | 14. Vintage/Classic Cars | 21. Books/Magazines | 28. Rides Wanted | 35. Miscellaneous |

STEP 2 - WRITE your ad below. ADD the number of words. TYPE OR PRINT CLEARLY.

NSSN is not responsible for errors caused by illegible copy or uncategorized items.

Use additional paper if needed ...

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STEP 3 - MAKE YOUR AD STAND OUT. (optional)

Add a photograph, symbol or highlight box. Choose from the following attention-grabbing enhancements:

PHOTOS*		SYMBOLS - to be placed above first line of ad.			
Black & white photo	\$10 per week	<input type="checkbox"/>	Row of Flags	\$5 per week	<input type="checkbox"/>
Color photo	\$15 per week	<input type="checkbox"/>	Row of Stars	\$5 per week	<input type="checkbox"/>
*\$180 maximum photo fee for consecutive ad run.			Row of Check Marks	\$5 per week	<input type="checkbox"/>
			No Ad Enhancements		<input type="checkbox"/>
BORDERS - to be placed around the ad.			Ad Enhancements total:	\$	_____
Shadow Box	\$7 per week	<input type="checkbox"/>			
Plain Box	\$6 per week	<input type="checkbox"/>			

STEP 4 - TOTAL YOUR COST HERE.

Total words _____ x \$.70 = \$ _____

Total cost for ad enhancements + \$ _____

Price for one week = \$ _____

Multiply by number of weeks to run ad* x _____ = \$ _____

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*If you pay in full and place your ad for 4 or more consecutive weeks, you may qualify for a frequency discount. Call for details.

**70¢ per word
\$10 minimum
per week!**

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Visa Mastercard Discover AmEx
Security Code*

*Last 3 digits on back of Visa, MC, Discover + 4 digits on front of AmEx)

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RVs/Campers 18



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WANTED: Absolutely highest prices paid for all gas-powered racers including Dooling Bros., Bremer, Matthews, Alexander, Curley, etc. Also, seriously seeking Cox, Thimble, Dromes, O&R, McCoy, etc. Kirk F. White, Box 999, New Smyrna Beach, FL 32170. (386) 427-6660 or fax 427-7801.

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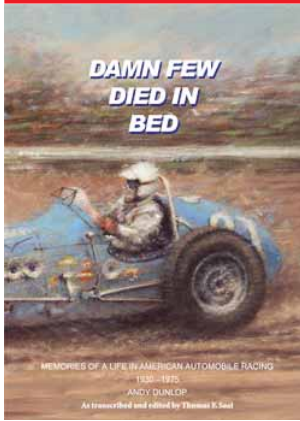
Books/Magazines 21

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Books/Magazines 21



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www.racemaker.com. **Damn Few Died in Bed.** \$39.95 (+\$6 S&H), full color, heavily illustrated. The remarkable story of Andy Dunlop, a master mechanic and crew chief who spent almost fifty years in American automotive competition. In a book that captures the essence of American dirt track racing, Tom Saal's skillful interviews with Dunlop bring out the highs and lows of the amazing life on the championship trail in the Fifties and Sixties. This volume is a true testament to Andy and many others who lived and sometimes died on the edge, preparing cars and driving them to their limit. orders@racemaker.com. 127 South Street, Boston, MA 02111. (617) 723-6533.

Apparel 22



GET THE HOTTEST racing shirts on the planet Earth. Check out www.edgepsychotic.com. jschreckler@edgepsychotic.com.

Tickets 24

TWO MOTO GP TICKETS: Stand B, Penthouse, Row G. \$150 each. Call (714) 366-1245.

Positions Available 25

EXPERIENCED MECHANIC needed for race car dealer/collector. Must have experience with Indy, WSC, F5K, or others. Excellent salary & benefits package. Please send resume to Can Am Cars, Ltd. info@can-am-cars.com. (636) 227-3959.

Rides Available 27

KAPLAN/GENNUSO RACING sprint cars for rent. See advertisement in Performance Edge Marketplace.

Auctions 31



CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

Real Estate 32



BROWNSBURG HOUSE w/ shop for sale. Sitting on almost one acre. Two to three miles from race shops in Brownsburg. Great neighborhood, three bedroom, fireplace, will sell furnished or unfurnished. Very nice and clean. 30x40 steel frame shop, heat, air 330 amp power, easy access for hauler. \$154,900, possible finance. Call Gary (360) 929-7410, Duncan (360) 675-6604.

BUILD YOUR dream home on 6.74 acres of prime land in popular Lewisville/Clemmons, NC area. Property is conveniently located to I-40 off Harper Rd. \$155,000. (336) 817-5321.

FOR LEASE or sale: Beautiful race park SE Missouri. 3/8-mile dirt track, 1/8-mile concrete drag strip, concession stands, bathrooms, 15 acre lighted parking. Total of 97 acres. (314) 351-2302 or (636) 942-3086.

LOOKING TO purchase a dirt or asphalt oval operating track in the Southeast. (413) 246-8452 or spdway1@aol.com.

RACE TRACK for sale. 3/8-mile dirt track 70 miles from Lowe's Motor Speedway in Ruby, S.C. 3,700 sq. ft. shop, 1,000 sq. ft. home with 1/2-acre pond. \$195,000. (843) 634-6178.

SPEEDWEEKS 2009: Beautiful ocean-front condo. Two bed/two bath, fourth floor, new decor, very large balcony. In Ormond Beach only a few miles from track. From 02/07/09 - 02/21/09. \$2,000. Call (702) 254-0219.

Business Opportunities 33

REQUEST FOR QUALIFICATIONS (RFQ) NUMBER: P6120, Spokane County Motorsports Park Long Term Operator. THE SERVICES: Spokane County is requesting submittals from firms / persons to enter into a long term agreement for the operation of the Spokane County Motorsports Park Facility. The scope of services to be provided by the successful operator under this RFQ will consist of: (1) Managing the day to day operations of the Motorsports Park Facility (oval track, drag strip, and Grand Prix road course and other types of motorsports events) including, but not limited to, scheduling, conducting, and overseeing all aspects of racing events and the promotion, marketing and operations of all other events at the Motorsports Park Facility, as well as the creation and selling of premium seating programs, race sponsorships, promotional agreements and other miscellaneous related items; and (2) Other events and services to be scheduled at the Motorsports Park Facility such as, but not limited to, concerts, sporting events, swap meets, etc.; and (3) Coordination of the facility by Spokane County Sheriff's Department / Local / Regional Law-enforcement for Training Purposes; and (4) The completion of required improvements at the Motorsports Park Facility as described in the RFQ. PRE-SUBMITTAL CONFERENCE: An informational meeting ("Pre-submittal Conference") will be held on September 10, 2008, at 1:30 P.M. in the Conference Room 2B in the Public Works Building, 1026 W. Broadway Ave., Spokane WA, 99260. The purpose of this informational meeting is to discuss the specifics of Spokane County RFQ No. P6120 and answer any other questions submitter's may have regarding the RFQ process for this project. This meeting is NOT mandatory but firms planning to submit responses are strongly encouraged to be represented at the Pre-submittal Conference. Spokane County is requesting feedback up until Friday, September 12, 2008, from potential submitters with regards to questions or comments about the content the RFQ. FINAL RFQ SUBMITTALS will be received by Spokane County Purchasing Department, 901 N. Monroe, Suite 350B, Spokane, WA 99201 until 5:00 P.M., Friday, October 3, 2008. THE SPOKANE COUNTY BOARD OF COUNTY COMMISSIONERS hereby notifies all respondents that no person or organization shall be discriminated against on the basis of race, religion, color, age, sex, sexual orientation or national origin in consideration for an award issued pursuant to this advertisement. Additionally minority business enterprises are encouraged to submit responses to this invitation. COPIES of the request for qualifications document are available by email or hard copy and can be obtained from the offices of the Spokane County Purchasing Department, 901 N. Monroe, Ste 350B, Spokane, WA 99201. For more information, and to obtain a RFQ document, please reference Project No. P6120 when contacting the Spokane County Purchasing Department at (509) 477-2301. SUBMITTALS should follow the format outlined in the request for qualifications document.

ATTENTION!!

The easiest & quickest way to place a classified ad with NSSN is through our secure website.

www.nationalspeedsportnews.com

Business Opportunities 33

FOR SALE: Profitable 1/3-mile clay race track in beautiful Northern Wisconsin lake country. Owner retiring, must sell. (715) 891-2012.

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@national-speedsportnews.com.

ONE OF FLORIDA'S finest asphalt short tracks. Turn key starting at \$1.2M - terms possible. National Racetrack Clearing House, a division of Posey & Co. Realtors. www.race-tracks.net.

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Miscellaneous 35



PUT YOUR next event in the Winner's Circle with miniature NASCAR racing! For rent: Portable, mini-NASCAR track with radio controlled replicas. WWW.RACEPARTIES.COM or call Dan at (317) 695-6497.



MARK WEBER PHOTO

PORSCHE POWER: Randy Pobst drives to victory ahead of Andy Pilgrim Sunday during SCCA Pro Speed GT action at Detroit's Belle Isle.

Pobst Puts Porsche On Top

DETROIT — Randy Pobst drove his Porsche to the SCCA Pro Racing Speed GT Championship Round Eight victory Sunday at the Detroit Belle Isle Grand Prix.

Andy Pilgrim, who trailed Pobst by .505 second at the finish, and Brandon Davis followed Pobst to the finish and completed the podium.

Starting from the pole position, Pobst handled the standing start without hesitation, launching his No. 1 K-PAX Racing Porsche 911 GT3 into turn one with the rest of the field behind him and never faltered.

Pobst gave credit to the K-PAX Racing team.

"The team is such a big reason for success," Pobst said. "Motorsports is such a team sport. In the NFL, a quarterback can't win a game all by himself. Forget about it. I don't care how good he is. It's the same way in racing."

Michael McCann was fourth, followed by Michael Galati in fifth.

The finish:
Showing driver, car, laps completed: 1. Randy Pobst, Porsche GT3, 26; 2. Andy Pilgrim, Cadillac CTS-V, 26; 3. Brandon Davis, Ford Mustang, 26; 4. Michael McCann, Cadillac CTS-V, 26; 5. Michael Galati, Porsche 911 GT3, 26; 6. James Sofronas, Porsche 911 GT3, 26; 7. Jason Daskalos, Dodge Viper, 26; 8. Cindy Lux, Dodge Viper, 26; 9. Dino Crescentini, Porsche 911 GT3, 26; 10. Brian Simo, Dodge Viper, 26; 11. Jeff Courtney, Dodge Viper, 26; 12. Mike Davis, Ford Mustang, 26; 13. Sonny Whelen, Chevrolet Corvette, 26; 14. Sean Allen, Porsche 911 GT3, 26; 15. Brian Kubinski, Chevrolet Corvette, 26; 16. Fred Roberts, Dodge Viper, 21; 17. Tony Gaples, Chevrolet Corvette, 21; 18. Joey Scarrow, Pontiac GTO, 16; 19. Eric Curran, Chevrolet Corvette, 10; 20. Eric Olberz, Porsche 911 GT3, 0.

Thumbs Up: Stanton & Plumb Taste KONI Glory

MILLVILLE, N.J. — Craig Stanton passed Billy Johnson on the final of 72 laps on the Grand Am KONI Challenge

**SERIES
KONI**
Grand Sport race Sunday at New Jersey Motorsports Park

— just a lap after drifting off the track and handing Johnson the lead — giving himself and Jon Miller the KONI New Jersey 250 victory, and putting both drivers in strong contention for the championship with two races remaining.

Stanton and Johnson battled nose-to-tail for the final 15 minutes of action, with Johnson frequently trying to look inside and out on the veteran and former Grand Am Rolex Series champion Stanton. Johnson slid wide twice while chasing Stanton, but caught him twice more before traffic intervened and put Johnson more than a second behind.

But Johnson wouldn't give up. He weaved through traffic to pressure Stanton once more, and on the penultimate lap, he took advantage of a miscue when Stanton slid wide in turn one and into the dirt. However,

Johnson suffered the same fate on the final lap in turn one while trying to pass lapped traffic. That reopened the door for Stanton, who went on to win by .722 second.

Bill Auberdeen and Matthew Alhadeff took third for their third podium-finish this season. Jack Roush, Jr. and Dean Martin were fourth, while Mark Ackley and Todd Snyder finished fifth.

ST

Like their GS counterparts, the Street Tuner (ST) race came down to the wire, with track instructor and Grand Am regular Matt Plumb holding off Jamie Holtom by .381 second, giving Plumb and co-driver Bob Beede their first KONI Challenge victory of 2008 and the first for Bill Fenton Motorsports since October 2006 at Virginia Int'l Raceway.

Holtom and co-driver Lawson Aschenbach, who led the opening 10 laps, finished second, while Kristian Skavnes and Andrew Aquilante completed the podium.

Al Lamb and Leo Maia took fourth, and Owen Trinkler and B.J. Zacharias were fifth.

SCENES:

Christmas Gift From Baltes Brought Boos To Eldora

CONTINUED FROM PAGE 2

“He called me down to his little office in the house,” Boos said. “That’s where everything was done.”

Upon his arrival, Boos found every member of the Baltes family who was involved in operating Eldora Speedway, waiting for him. A lot of different thoughts were running through his mind.

What he didn’t expect was to be offered a job.

“I met Earl back in 1976,” Boos said, “(and) we had a mutual admiration for each other. Things just started to click and he offered me a job here at Eldora. It kind of blindsided me. To be offered that was beyond anything I could fathom.

“What could be a better Christmas present?”

When it comes to running a racing facility, there likely are no tasks that Boos hasn’t performed. He started at Eldora doing whatever needed to be done. Fifteen years later, now serving as operations director of the world-renowned half-mile dirt track, Boos still does whatever needs to be done.

“He works his ass off,” said longtime Eldora competitor Jerry Bowersock. “I mean the guy, he’s running the races, he’s taking care of the trash...you name it, he’s doing it. The guy hustles more than anybody I’ve ever seen. He can be on the radio, announcing, flagging, in the pits. It’s incredible the stuff he gets done.

“He loves this place. He’s got a passion for Eldora. I think that’s probably what drives him.”

To those inside the sport, Boos’ work ethic and dedication is obvious. He learned the value of hard work from former Sandusky (Ohio) Speedway promoter Bill Bader. It was Bader who gave Boos his start in racing, even after he stunk up the show that first night by falling off a truck.

“Bill is a dynamic person,” Boos said.

The two met in 1971 when Boos spent his own money to buy a trophy for the supermodified semi-feature winner one night simply because “they didn’t get anything,” Boos said. “I was the proudest man in the world.”

Even though Sandusky management forgot to present the trophy, Boos was not deterred, and soon after asked Bader for a job that he kept until taking over the lease on the track in 1978. Boos and two partners operated the facility for the next 11 years.

Until beginning his tenure at Eldora, Boos also promoted at Fremont Speedway, Millstream Speedway and Oakshade Raceway, all in northern Ohio. He also worked for Indiana-based Dayton Enterprises and its modified series, and promoted go-kart races throughout Ohio.

“I just loved racing,” Boos said. “Couldn’t make any money, but loved it.”

Boos attended his first race at Eldora in 1972.

“I had heard so much about Eldora,” he said. “When I got here, it was everything I’d heard and more.”

When Earl Baltes sold Eldora Speedway to Tony Stewart in 2004, the NASCAR driver was told there were a



RICK SHERER PHOTO

PERMANENT FIXTURE: Larry Boos (right) talks to a World of Outlaws official in late May at Eldora Raceway in Rossburg, Ohio.

few key people who needed to stay employed to maintain the track’s high level of success. Boos was honored that he was one of those people.

“I told them to keep Larry on,” Baltes said. “I put him on here (and) I taught him a hell of a lot. He’s pretty easy to teach. He’s not lazy. He’s not afraid to work.

“If he was ever replaced, it would have to be a good man.”

Stewart, who admits he knew nothing about owning a race track when he bought Eldora, has apparently never regretted the decision to keep Boos employed at the facility. The key to success, Stewart says, is hiring the right people for the right jobs.

“I still have a lot of learning to do,” Stewart said. “This has probably been the steepest learning curve of anything I’ve ever done. Larry has been a part of Eldora Speedway for many years. He’s helped the track grow and has been an integral part of many of the history-making events that have taken place.

“He’s one of the hardest workers I’ve ever met. From writing press releases, to promoting events, to hanging sponsor banners, Larry does what it takes to get the job done.”

There are common goals between Eldora’s owner and its management team, Boos says, and one of those is to maintain the Eldora experience for longtime fans. But to attract the needed new fans, there has to be change.

The track is being marketed heavily to bring in new sponsors, in turn, bringing in more money for improvements. There are plans to add hospitality suites and upgrade the frontstretch seating.

Above all, Boos says, management has to ensure competitive racing. That’s what will sell the facility quicker than anything else.

Although Boos wouldn’t elaborate, there also are ideas for races “that haven’t been done anywhere else,” he

said.

If Boos has a weakness, he admits it’s in the area of communication.

“I lack people skills,” he said. “On race day, I’m probably not the most pleasant person to be around. But it’s (the) desire to put on the best show I can. If at the end of the night we can have the drivers happy, the fans smiling and everybody feeling good about the show, that’s what we try to do.

“I want everyone to be happy. I want it to be right and if it’s not right, I want to know what we could do to make it right.”

Through years of hard work and the implementation of a dedicated staff, Eldora management has built and maintained a very high level of respect and integrity throughout the industry.

Consistency is a big part of the reason.

“He’s chewed my ass many a time,” Bowersock said. “You just kinda take it in stride and go on. Everybody that’s raced here has probably had their butt chewed by him at one time or another.

“Everybody knows you ain’t gonna pull nothing over on him. What he says he means. If you do something wrong, you better expect the consequences.”

Larry Boos has come a long way since falling off the back of a safety truck in 1971. So what’s next for a man who has already spent most of his 56 years in racing and often works from 5:30 a.m. until midnight, and who sometimes sleeps on the floor in the track office so he can be closer to work the next day?

The answer is quite simple.

“Earl taught me the business,” Boos said. “He was gracious enough to let me treat the track as if it were mine. We made his ideas work. I’m at Eldora. I love Eldora. I want to be here as long as Tony will keep me.

“I want to be here forever.”



JIM MORRISON PHOTO

SMOOTH SAILING: Billy Moyer (21) won Sunday’s Baltes Classic at Ohio’s Eldora Speedway, a warmup for this weekend’s World 100.

Moyer Dominant In First Baltes Classic

By JIM MORRISON

ROSSBURG, Ohio — If Sunday night’s The Baltes Classic offers any indication, competitors for the 42nd annual World 100 this weekend at Eldora Speedway should be worried about Billy Moyer. Moyer, a former winner of the classic dirt-late-model event created by Earl Baltes more than four decades ago, dominated Sunday night’s Baltes Classic, winning his heat and leading all 25 laps of the event.

Moyer worked his way cautiously through the lapped cars, something uncharacteristic of the Arkansas driver.

“I was trying to get out of here in one piece,” said Moyer. “You know next weekend is when the big story is. I just wanted to make sure that I did

everything right without scruffing stuff up. We have to freshen up the body a little bit, but we don’t have to do no framework.”

Moyer is a five-time winner of the World 100, his last victory coming in 2000. He has more victories than anyone else in the history of the event. “I sure would like to get it one more time,” said Moyer. “It would mean everything to me — probably as much as the first one. I would just like to get one more as I am just about ready to hang my hat up, help my son race and sell some of these race cars.”

Matt Miller, the night’s quickest qualifier, finished second, with Aaron Scott, Greg Johnson and Chad Ruhlman filling the top five.

The finish:

Billy Moyer, Matt Miller, Aaron Scott, Greg Johnson, Chad Ruhlman, Jerry Rice, Ronny Hollingsworth, Rusty Schlenk, Chris Ross, Kris Patterson, Robbie Hensley, Casey Noonan, Ronnie Perrine, Jr., Rick DeLong, Tyler Boggs, Brian Ruhlman, Jon Jerry, Ted Loomis, Kyle Harper, Jerry Bowersock, Scott Orr, Rusty Suever, Curtis Roberts, Josh Williams.

Drivers Form Safety Committee

INDIANAPOLIS — The professional drivers who make up the top two classes on the National Hot Rod Ass’n POWERade tour have estab-

NHRA

lished a new Drivers’ Safety Committee, which will analyze key safety issues that confront the teams participating in the Top Fuel and Nitro Funny Car classes.

The committee plans to work closely with the Professional Racers/Owners Organization and its President, Kenny Bernstein, to maintain an ongoing focus on driver safety and an open dialogue with NHRA regarding the possible implementation of new policies.

As part of the committee’s formation, the professional nitro class drivers have elected Bob Vandergriff, Jr. to the position of chairman, while

also naming Larry Dixon as the Top Fuel representative and Ron Capps as the representative for the Funny Car drivers. Dixon and Capps are charged with gathering input from the drivers in their respective groups, while the committee as a whole will prioritize the various issues facing the 300-mph, nitro-fueled classes.

“We plan to work very closely with Kenny and the entire PRO organization, who have accomplished countless numbers of great things for our sport, many of which have gone unnoticed,” said Vandergriff, after accepting the position of chairman for the group.

Funny Car drivers Del Worsham and Capps were instrumental in creating the foundation for the committee, by originally convening a meeting of the nitro class drivers at the Sonoma race, in late July.

Jackie Boggs Ends 5-Year BoB Winless Drought

ISOM, Ky. — Jackie Boggs captured his first O’Reilly Battle of the Bluegrass DirtCar Series victory in

BOB MODS

hounded Boggs most of the way, but

The finish:

Jackie Boggs, Raymond Nichols, Larry Gray, Shon Flanery, Rick Auckland, Eric Wells, D.J. Wells, Chris Combs, Victor Lee, Tim Tungate, Tyrel Todd, David Webb, Shannon Thornsberry, Jamie Ferguson, Mike Jewell, Greg Lucas, Albert Butcher, Steve Stollings, Arnie Fields, Zach Carney, Billy Morris, Royce McGowan.

Don't Judge Alan Johnson Too Quickly

COAL TOWNSHIP, PA.

Don't prejudge Alan Johnson's decision. The huge news this week comes from professional drag racing, where an announcement at the Indy NHRA U.S. Nationals has rocked the straight-line world.

The announcement deals with Alan Johnson, the most powerful and respected "put the power to the ground" crew chief in drag racing. Come 2009, Johnson is leaving Don Schumacher Racing's Army team to partner up with a Sheik from Qatar who wants to get involved in professional nitro drag racing.

I know. Leaving the Army team for a Mideast Sheik sounds bad, but please read on.

Johnson, rumored to be the highest paid crew chief by far, will align with Qatar-based Al-Anabi Racing and form a two-car team beginning with the Winternationals at Pomona in 2009. Qatar, according to the news release, is an Arabian Gulf country in the Middle East that is fast becoming a global meeting place. Johnson will campaign a Funny Car and a Top Fuel dragster with drivers yet to be named.

Knowing how adept Johnson is both on the business end of rac-

RACING BRIEFCASE



GREG ZYLA

ing and with his magical ability to dial in a nitro clutch, we're sure he's got a multi-year deal signed, sealed and delivered. And rightfully so, as his seven NHRA Top Fuel championships and 75-race wins are indeed worth bidding for.

Johnson said the deal is an exciting opportunity, and that he looks forward to a relationship with Al-Anabi Racing and the people of Qatar. It's no secret Alan also wanted back in as a team owner, something he achieves with this deal.

At the forefront of this new partnership is His Highness Sheikh Khalid Bin Hamad Al Thani, who has set a goal of promoting the domestic and international awareness of motorsports in the nation of Qatar. The Sheik also owns several topnotch Pro Modified drag teams.

Granted, public sentiment will vary. Johnson should be ready to endure much negativity regarding his decision to leave DSR and, perhaps more troubling, to the naysayers who will discredit him for aligning with a Mideast Sheik.

Yet, aren't deals like this more commonplace than we think in motorsports today, as they have been in the past? A sponsor or team backer comes forward with the cash, you work out a deal and you've got your dream. The end results may vary, granted, but there's no room for prejudices here, or in the future, when a new two-car team is in the holding tank and Alan Johnson is calling the shots.

Granted, marketing and sponsor "deals" take on different personas. Just revisit the last 20 years of Indy Car racing, and you'll see countless foreigners who showed up with large bankrolls and bought seats regularly.

Better yet, before you pass negative judgment, take a long look at thoroughbred horse racing. There, you'll find more than a few foreign Sheiks involved and, I might add, highly respected.

I wish Johnson, the Sheik and their new team all the best in '09.

annual **Jimmie Johnson** Foundation golf tournament held last week to benefit the San Diego branch of Habitat for Humanity is in. For the second year in a row, the event raised more than \$500,000, bringing the two-year total to more than \$1 million. Last year the money went toward building two homes. One home went to a family that lost their residence to an area wildfire. Johnson's hometown of El Cajon is in the wildfire sector and at one time his family residence was damaged by a wildfire. Come Sept. 11, NASCAR hosts its third annual Blood and Marrow Drive, presented by Nationwide Insurance, at race tracks throughout the country. Last year's effort collected 3,400 pints of blood and added 1,000-plus names to its Marrow Donor Registry. Find the involved raceway nearest you and participate.

From The Staff

Bill Wendt set the world land-speed record for vintage midgets at the

Bonneville Salt Flats on his 69th birthday. Two days later, after finding additional horsepower, car owner **Ray LeClair** reset the record at 134.8. The car they shared is a Kurtis Kraft Offy.

Have some extra cash lying around and love NASCAR memorabilia? GoMotorBids has been commissioned to auction off a lot of rare memorabilia dedicated to the late **Dale Earnhardt**. The signature item in this lot is the hood from the **Richard Childress** Racing Chevrolet, which Earnhardt flipped during the late stages of the 1997 Daytona 500 and dramatically climbed back in and finished the race. Check it out at www.GoMotorBids.com.

Longtime racing official **Bud Kruger** died Aug. 28 from complications of diabetes and heart disease. The New Jersey native worked with the Eastern Motor Racing Ass'n and the Scuderia X Sports Car Club. He was 74 years old.

"Until you've been a part of a facility like this, you never know what it's all about," said Waltrip, a three-time Cup champion. "They took the Southern 500 from here and it was like taking the heart out of the place. "These younger people of today don't know what it was like back then and never will and don't care. They just don't get it. "The Southern 500 never should have been taken away from Darlington. "It's people like Barney Hall here, who has been there from the begin-

ning. Barney has seen every great driver there has been. This is the history. They know what it's like. "Not some 30-year-old, who could care less."

The track that once was "too tough to tame" now has become the "track too tough to kill."

The one thing they should have done was to have activities on Aug. 30, take off on Aug. 31 and come back and conclude Sept. 1.

Just like the racing days of years past.

All a part of history.

FORUM:

More News & Notes; Racing In The Rain

CONTINUED FROM PAGE 4

announced that this was the 53rd-consecutive sellout. I don't think they will see 54.

With more than 100 laps remaining, the turns three and four grandstands were half-empty. So, as the crowd was saying as they were walking away from the place, will Bruton (Smith) or someone please start a stock-car racing series?

*Richard Johnson
Metamora, Mich.*

CoT Can Take A Punch

The Watkins Glen big one was one of the worst accidents of late, but it showed one thing: These new cars will take a crash and protect the driver. This is one good thing I can say about the high-center-of-gravity, snow-plov car.

Now that the Stewart-Newman duo is complete, it will be interesting to see what they can do against the Chevy teams of Hendrick and Childress.

I hope Mears, Stremme and Riggs wind up with a good team. Each one has shown what they can do with good equipment and deserve the chance to do it again.

*Mike Rudderham
Griffin, Ga.*

Sprint Car Notes?

Knoxville notes (page 37, Aug. 13, 2008) was a great read! How about a Sprint Car Notes column every week like you do for F-1 and NASCAR?

There are a lot of us grassroots sprint-car fans out here who would really enjoy this. If that's too big a group to feature, a WoO Notes — sprints and late models — would certainly be of interest to a lot of dirt trackers. Food for thought. Keep up the good work.

*Cam Austin
Randolph, Ohio*

One Lousy Race

I've been going to Michigan Int'l Speedway since the days of the winged wars. And the racing up there now has gotten really lousy.

In the past years, they're getting spread out immediately at the start and during the race. It's amazing that with 43 cars on the track, not even two cars can stage a side-by-side battle for one-two laps. I've seen more fans cheering with excitement at a Toledo Mud Hens minor-league baseball game. Here, we've got 100,000-plus fans drenching in the hot sun, just sitting there saying nothing. Amazing.

All they want to see and hear are loud, colorful cars going around and around for 200 laps, and they're content. Amazing. Changing to the CoT did nothing with the aero competition. Blame the tires, mostly.

*Gary Romp
Sylvania, Ohio*

Sprint Cup Bullies

Can someone explain to me why the media is so enamored with Kyle Busch winning so much in the top-three NASCAR series? Cup is one thing, but the Nationwide and Truck series are another.

Take a Cup driver backed by a 400-employee Cup team and race him against several underfunded teams, and what would one expect? When Busch or other Cup drivers pilot the No. 91 Nationwide car or No. 74 truck to victory lane, then I will be truly impressed.

And why do Cup teams feel they need to intrude on every other series in the first place? If Joey Logano is so great, why does he need the

No. 20 Cup pit crew for an ARCA race? So they can beat a whole lot of part-time pit-crew members? Very impressive — they must be so proud. Cup teams should stick to Cup racing.

*Joe Muha
Pittsburgh, Pa.*

Watching Ed

I read the article, "Ed Carpenter Building Something Strong," and being a member and USAC crew chief since 1998, I have seen Ed race numerous times.

I have also seen other USAC drivers race at the same race tracks. Several of those drivers have a lot better start-to-finish statistics than Ed. Not taking away from Ed's driving ability, but a lot of names come to mind who have a better résumé than Ed. For example, Brian Tyler, Dave Darland and Tracy Hines, to mention a few.

Because their dads do not have deep pockets, they are still racing at local tracks on Friday and Saturday nights.

I understand that the IRL was formed to advance the "Cream of the Crop" in USAC to the next level (being the IRL), therefore, I don't understand why the aforementioned drivers plus others are not racing on Sundays.

This shows me, as a loyal USAC member and crew chief, that NASCAR has done a much better job of picking top American drivers for its series than the founder of the IRL.

*Roger Harshbarger
Crawfordsville, Ind.*

Racing In The Rain

Gary, Gary, Gary (London). I always read your articles, and whether I agree with your views or not, I find them interesting. But your comment about racing in the rain is so track operators and sanctioning bodies can take the money and run because rain dates are expensive misses a very important point.

Not everyone lives within driving distance of a major track. So, we have to put in for our vacation time with our employers and make all kinds of arrangements. If they were to postpone the race (we're talking road courses here, of course), is my boss going to be understanding and say, "go ahead, take more vacation time, and we'll pay you?" Very unlikely.

Are the area hotels and restaurants going to say, "come on back, you can have a room and meals for free?" Definitely not. Are the sanctioning bodies and tracks going to refund my ticket price if I can't make the rain date? If you think so, then I suspect you don't actually live on planet Earth. Besides, I've had many great experiences at rain races around the country, the rain is a great equalizer, anything can happen.

As far as it being dangerous is concerned, what have you been drinking? Most fatalities occur during dry races. Besides, I hope you're not one of those who want to make racing safe. It's just never gonna happen. Look at the protective gear pro football players wear, and they still get busted up all the time. Some things are never safe, and I suspect if you eliminated the danger aspect, even you wouldn't care anymore.

*Dave Smith
Bloomingdale, N.J.*

Foreign Feelings

I sent a letter before bad-mouthing Toyotas, and it was not put in. Why?

Now a new letter about NASCAR: Does anybody else in the world believe that NASCAR means National American Racing? Does anybody else leave the room and stop watching TV when the Toyota-car is leading? Does anybody else turn off the TV when the "Ferin"-car wins?

Is The Chase just for laughs and something to talk about?

*Keith H. Willford
Findlay, Ohio*

ECONOMAKI:

Check Out Memorabilia On Go MotorBids

CONTINUED FROM PAGE 4

Indianapolis, Ind., 46260.

How about this! Indianapolis Motor Speedway head man Tony George, thanks to his booking the Sept. 14 Red Bull Indianapolis Grand Prix for motorcycles at his famous speedway, has been named "Motorcyclist of the Year" by the two-wheel sport's magazine "Motorcyclist." The spiral-bound 172-page Media Guide for this event, prepared by **Ron Green** of the IMS press department, is the finest racing media guide Ye Ed has ever seen, be it two or four wheel.

The "report card" on the second

FLOWERS:

Darlington Gathering Brings History Back To Life

CONTINUED FROM PAGE 4

Waltrip and Johnson participated in one of the most interesting question-answer sessions, which attracted a crowd of about 500.

Johnson told of his moonshine and the days he was a driver-car owner.

NSSN THE FINAL LAP



JEFF ARNS PHOTO
HANGING IT OUT: Dakota Armstrong kicks up dirt during Badger Midget time trials Sunday at Wisconsin's Angell Park Speedway.



AUTOSTOCK PHOTO
PHOTO PHOBIA: NASCAR Sprint Cup's David Reutimann tries to block a camera during an interview at Auto Club Speedway in Fontana, Calif.



MIKE GBUR/JMS PRO PHOTO
CARPOOLING: World of Outlaws Late Model Series drivers Rick Eckert (left) and Chub Frank (right) get a ride from Shane Clanton Sunday at Tri-City Speedway.



AUTOIMAGERY.COM PHOTO
HOT RODDIN': Flames erupt from Luigi Novelli's Top Fuel dragster Saturday during the third round of U.S. Nationals qualifying at O'Reilly Raceway Park.

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