

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

SINCE 1934



NATIONAL SPEED SPORT NEWS

Schumacher, Wilkerson
Pad Points In Memphis
Edwards Tops In Pro Stock

NHRA

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Brady Brings Home The Bacon



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OCTOBER 1, 2008

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\$3



JOHNSON CITY

*Johnson Takes Point Lead
After Edging Edwards*

SPRINT CUP

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T-Mac Conquers Knoxville Dirt

KNOXVILLE
LATE MODELS

PAGE 6

GOING FOR THREE: Two-time defending NASCAR Sprint Cup Series champion Jimmie Johnson celebrates his win in Sunday's Camping World RV 400 at Kansas Speedway. Johnson now leads second-place Carl Edwards by 10 points.

KEN SIMON PHOTO





Ford's Fresh Start

Wolfe Heading Up Ford Racing In Tough Times

Editor's Note: National Speed Sport News Senior Editor Mike Kerchner recently sat down with new Director of Ford Racing Technology Brian Wolfe. They spoke about the economy, the Car of Tomorrow and other issues facing Ford's racing program.

Q What is the biggest challenge currently facing Ford Racing?

A The biggest challenge facing Ford Racing is all of the OEMS (original equipment manufacturer), the financials of the company. We are struggling a bit. Keeping all of our professional teams going that we have supported for years at a continued level is tough. There are things that we would have liked to have dabbled in, or gotten into other forms of motorsports, that we really won't be able to until we

BRIAN WOLFE FILE

Director, Ford Racing Technology
 Began new position Aug. 1
Age: 47
Started with Ford: 1982
Most Recent Position: Director of Powertrain Calibration and Controls
Education: Bachelor's and Master's degrees in mechanical engineering from University of Michigan-Dearborn
Resides: Plymouth, Mich.
Family: Wife Nancy, three children
Prized Car: 1969 Fairlane CobraJet he purchased at age 15
Quote: "For me, a kid from Michigan whose father idolized Henry Ford, there was never any doubt where I was going to work. To have this opportunity now to take the racing program forward is a dream come true."

turn the financials of the company around. That is the toughest thing, keeping the professional teams going at the competitive level they are at.

Q How do you do that?

A Ford Racing has a parts business. We sell performance parts and we have a racing

business that we sponsor teams with as far as financial backing and technical support from our engineers. It is really a matter of working with the teams and saying, 'What are the critical things that we need to do,' and, 'What are the things that may be nice to do?' Then it is just a matter of prioritizing those things and making sure that we and the teams are

FORD: CONTINUED ON PAGE 35

Actor, Team Owner Newman Dies At 83

HARRISBURG, N.C. — Actor, motor-sports enthusiast and race-team owner Paul Newman died Friday at his Westport, Conn., home after a long illness. He was 83.

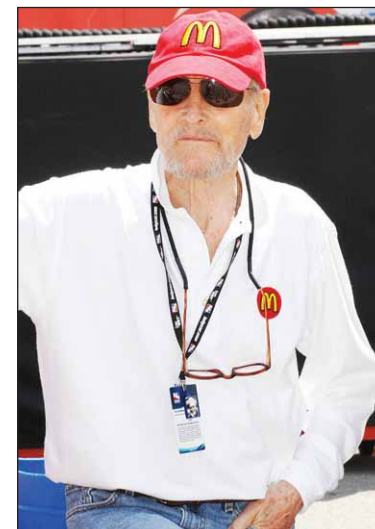
Newman, who won an Oscar for his reprisal of an aging pool hustler in "The Color of Money," had his passion for motorsports stoked by a role in the 1968 film "Winning."

OBITUARY

He went on to compete in road races at the amateur and professional level, racing regularly with the SCCA and other organizations.

He also partnered with Carl Haas to create one of the most successful Indy car teams in history, winning eight CART/Champ Car World Series titles with several different drivers, including Michael Andretti and Sebastien Bourdais.

Between 1983 and 1995, cars entered by Newman-Haas Racing established themselves as major forces in the Indianapolis 500. While never able to pull off a win, the team did score a pair of strong second-place finishes, with Mario Andretti in 1985 and with Michael Andretti in 1991, plus a third in the hands of defending Formula One World Champion Nigel Mansell in 1993.



PHIL RIDER PHOTO

RACING ENTHUSIAST: Paul Newman stands in the pits during the IRL IndyCar race at The Milwaukee Mile in June.

Time and time again, it appeared that a Newman-Haas driver was destined to win the 500. In 1987, Mario Andretti led 170 of the first 177 laps

NEWMAN: CONTINUED ON PAGE 35

Hooters Leaving USAR

ATLANTA — Hooters of America, Inc. and United Speed Alliance Racing announced that Hooters' sponsorship of the USAR Pro Cup Series will conclude at the end of this season, which ends Nov. 1 at Rockingham (N.C.) Speedway.

HOOTERS

Hooters, which has been involved with USAR since its creation in 1994, cited the poor economy and the need to focus on restaurant-related marketing activities as reasons to end the long-standing sponsorship relationship.

"We appreciate the role USAR has played in furthering the Hooters brand for the past 14 years," stated Mike McNeil, vice president of marketing for Hooters of America, Inc. "Gene Cox and the staff at USAR have done an admirable job of developing USAR into one of the premier racing

organizations in the country. We wish the series and competitors continued success."

Since its inception, the series has grown from a fledgling to a phoenix, attracting the top drivers and most competitive fields in the country.

"We appreciate the support Hooters has given us over the years," said Gene Cox, USAR president. "I know it was a tough decision and, with uncertainty in the economy, we understand it. We will continue to fulfill our commitments to our drivers, teams, tracks, sponsors and fans. We are actively pursuing a title sponsor to ensure the Pro Cup Series remains at the forefront of racing organizations for years to come. The product is there, and we need to find a new partner that has the need for the value of having their brand become synonymous with a proven product in the motorsports industry."

NSSN RACING LINE

The Week In Motorsports For October 1, 2008

Alonso Breaks Winless Streak In Inaugural Singapore GP

SINGAPORE — Fernando Alonso won the first Grand Prix held at night after coming out on top of an unpredictable incident-filled race in the streets of Singapore.

F-1 PAGE 18

"It was a great weekend for F1 — the first night race," he said after his 20th win. "We all had a new challenge in front of us, and we will be part of history. The night-racing experience was great."



STEVE ETHERINGTON PHOTO

Wire To Wire, McCarl Snags First WoO Triumph Of 2008

MIDDLETOWN, N.Y. — It took until the homestretch of the Advance Auto Parts World of Outlaws Sprint Car Series season, but Terry McCarl finally picked up his first victory of the season Sept. 24 at Orange County Fair Speedway.

WOO SPRINTS PAGE 26

He led all 25 laps and earned \$10,000 for the seventh WoO triumph of his career.

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JOHN HARRELSON/GETTY IMAGES PHOTO

DUELING DRIVERS: Carl Edwards (99) makes a move under Jimmie Johnson during Sunday's Camping World RV 400 at Kansas Speedway. Edwards's late-race move sent him into the wall and Johnson to victory lane.

Slide Job No Good

Johnson Holds Off Edwards
To Notch Kansas City Score

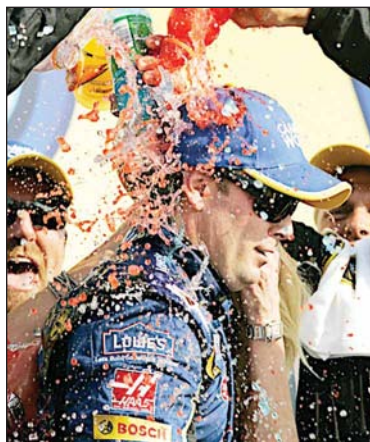
By **BRUCE MARTIN**
NSSN CORRESPONDENT

KANSAS CITY, Kan. — Carl Edwards knew his best hope at defeating Jimmie Johnson in Sunday's Camping World RV 400 presented by Coleman was to give him a "slide job." So on the final lap of the race, Edwards drove his Ford extra hard into the third turn and pulled off his slide job almost to perfection.

That was before the laws of physics intervened.

Edwards slid up against the wall, Johnson was able to regain the lead and complete the final quarter-lap to the checkered flag to win at Kansas Speedway. It was Johnson's fifth win this season and the 38th of his Cup career.

The slide job resulted in a second-place finish for Edwards, who slid into second place in The Chase and now trails Johnson by 10 points heading into Sunday's race at Talladega



AUTOSTOCK PHOTO

STICKY SWEET: Jimmie Johnson gets a Gatorade bath in victory lane Sunday at Kansas Speedway.

Superspeedway.

"The ideal situation would have been me driving under Jimmie just fast enough to either not hit the wall or hit it less hard and not slow enough," Edwards recalled. "My No. 1 thing was to make this slide job a real deep one so I don't collect Jimmie and

then hope for the best."

But Johnson decided to pull a slide job of his own. He slowed up and that messed up the timing of Edwards's move.

"He did exactly what every smart racer does when he sees somebody bonsai in — you lift a little bit, let the guy run into the fence and you go by," Edwards said. "I've had it go both ways. We were going to run second if I didn't do it.

"I figured, 'Why not?'"

So after the race, Edwards climbed out of his car and stuck his head in the window of Johnson's Chevrolet where both drivers had a good laugh at Edwards' attempt at the slide job.

"He stuck his head in and he goes, 'How far did I clear you by?'" Johnson recalled. "I said, 'seven car lengths or so.' He goes, 'Damn it; I got in there too hard.'

"I said, 'You think?'"

Johnson could see in Edwards's eyes how much he wanted to win this race; how it would have been the Columbia, Mo., driver's first victory at nearby Kansas Speedway and more importantly, strengthen his grip on The

SLIDE: CONTINUED ON PAGE 22

Got Milk? Laperle Does

Canadian Sinks Third Milk Bowl Title,
Takes ACT Honors By One Point

BARRE, Vt. — Montreal's Patrick Laperle had a career-defining day Sunday at Thunder Road Int'l Speedbowl, winning the 45th annual Chittenden Bank Milk Bowl and stealing the American-Canadian Tour Late Model championship from rival Scott Payea.

MILK BOWL Laperle took a narrow two-point Milk Bowl victory

over Eric Williams in the three-segment, cumulatively scored race and crept past Payea for the championship by just a single point for the season crown.

"(Today) was about the championship," said an emotional Laperle. "You race all year for a championship. The Milk Bowl was like — how do you say it — the cherry on top of the ice cream."

For Laperle, it was his second-consecutive Chittenden Bank Milk Bowl win and his third Milk Bowl win in four years. It was his first ACT Late Model Tour championship. He won the Quebec-Ontario-based Serie ACT-Castrol title a year ago. The race victory was worth \$10,000, plus bonuses and a chance to repeat a Milk Bowl tradition by kissing the beauty queen — an Ayrshire dairy cow named Miss Kitty.

Laperle posted finishes of first, 11th, and eighth in the three 50-lap seg-

ments for a total score of 20 points (one point awarded per finishing position, lowest total score wins the Milk Bowl).

Eric Williams, who was crowned the 2008 Thunder Road track champion a month ago, had finishes of ninth, sixth and seventh for a total score of 22 points to finish as the runner-up. Ryan Nolin sandwiched a tough 20th-place middle segment with finishes of third and first to score 24 points and finish third overall.

Dennis Demers (28 points) finished fourth and Chip Grenier fifth with 29 points for his career-best tour result.

Payea was the victim of an accordion-like incident during a restart on lap 14 of the third segment, pushing the nose up on his car and forcing him to slow his pace. He entered the final segment as a contender for the overall Milk Bowl win after finishes of seventh and 10th, but managed only a 13th in the final round. His total score of 30 points left him sixth overall in the Milk Bowl, earning him 80 ACT championship points to Laperle's 100 championship points.

Using ACT's "Pick 10" championship format that counts only the best 10 of 12 events for each driver, Laperle's final points tally was 914 points to Payea's 913.

The finish: Patrick Laperle, Eric Williams, Ryan Nolin, Dennis Demers, Chip Grenier, Scott Payea, Robbie Crouch, Quinny Welch, Nick Sweet, Brian Hoar, Glen Luce, Jean-Paul Cyr, John Donahue, Gary Caron, Randy Potter, Joey Polewarczyk, Jr., Cris Michaud, Craig Bushey, Brent Dragon, Trampas Demers, Joey Laquerre, Mike Bailey, Joey Becker, Dave Whitcomb, Scott Dragon, Karl Allard, Brad Leighton, Tony Andrews.



LEIF TILLOTSON PHOTO

PUCKER UP: Patrick Laperle gives the traditional kiss to Miss Kitty after winning his third Milk Bowl Sunday at Thunder Road Int'l Speedbowl.

OPINIONS

ECONOMAKI: Newman's final tour came at Lime Rock. **PAGE 4**
KNUTSON: F-1 World Championship takes bumpy road. **PAGE 19**
WADE: 'Dream season' rolls on for Team Wilkerson. **PAGE 29**

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EXCLUSIVE

Throwback Racing Through The Intersection Still Popular

On the weekend of Sept. 4-6, a noteworthy motorsports event took place in Indianapolis. Most racing publications didn't pick up on it. It certainly didn't generate the media attention, local or national, that the following weekend's MotoGP event at Indianapolis Motor Speedway did.

CRAZY 8
PAGES 20-21

WINNER'S LIST

Series	Winner	Where	Page
Nationwide	Denny Hamlin	Kansas City, Kan.	8
NASCAR S. Mods	Tim Brown	Asheboro, N.C.	8
USAC-CRA	Tony Jones	Perris, Calif.	10
ARCA RE/MAX	Justin Allgaier	Millville, N.J.	14
Civil War	Sean Becker	Placerville, Calif.	26
Super DIRTcar	Alan Johnson	Elbridge, N.Y.	26
ISMA	Dave McKnight	Delaware, Ontario	27
ISMA	Chris Perley	Marne, Mich.	27

THE FINISH

"There is nothing upbeat over here right now; it's frustrating. We have to realize we have done so well over the year and can get some of that back at the end."

J.D. GIBBS, PRESIDENT, JOE GIBBS RACING,
NASCAR SPRINT CUP, PAGE 24



► PUBLIC FORUM

Let your voice be heard

4-Crown Performances

Some comments on the running of the 4-Crown racing at Eldora:

■ Mike Stroehle's great finish in the Silver Crown division (11th). The No. 83 — a family operation who put on an impressive run with all the top teams in the final laps. His lap times during the race were competitive with Dave Darland, the winner. He's a proud owner of Throwback Racing. The fans love his car — an A.J. Watson front nose. I'm proud to sponsor such a talented driver.

■ Ricky Stenhouse's domination of the midget division until he clipped the fence. Yeley-Darland's numerous slide jobs with Darland on the fence. Great race in the midgets.

■ The track should consider going back to a two-night show for USAC.

John P. Huss
Economowoc, Wis.

USAC, Eldora Hospitality

Wow! We've been to many races at Eldora, but this was the first time we made it to a USAC show there. What a show! Great racing all night and "The Mighty Midgets" are forever the "greatest show on dirt." There will be many a comment on this midget race.

So many good people to thank for making this trip so special — USAC's Dick Jordan for the ride from Indy and back and all the extra efforts he made to insure our trip was special. D.J. is not only a Sprint Car Hall of Fame walking, talking USAC history book, he gives a running narrative of the racing history of every town and wide spot in the road and plenty of great stories.

Earl and Bernice Baltes — for their hospitality, welcoming us into their home to enjoy a relaxed conversation with one of the greatest couples in the history of our sport.

Larry Boos, Eldora's man of many hats, including announcer — for welcoming us into the media center, promoting our award sponsorships, providing an opportunity for

FORUM: CONTINUED ON PAGE 39



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.



Paul Newman Says Goodbye

Ailing Movie Star Took Last Laps At Lime Rock Park

MIDLAND PARK, N.J.

Sports-car enthusiasts enjoying their cars at Connecticut's Lime Rock Park got a surprise on Aug. 13 when they were joined by actor-turned racing driver Paul Newman, who toured the 1.53-mile road course in his Corvette as members of his family followed in his Volvo station wagon. The 83-year-old Hollywood figure, who died Friday, was suffering with terminal cancer, and said it was his way of "saying goodbye" to his favorite track. The Academy Award-winning actor was introduced to auto racing when starring with Joanne Woodward, his wife of 10 years (the couple celebrated their 50th anniversary earlier this year), in the 1969 film "Winning," in which he played a cold-hearted racing driver. Newman became an early graduate of the then-new Bob Bondurant Driving School.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Ye Ed got his first '08 look at the World of Outlaws sprint-car gen-try Sept. 24 at Orange County Fairgrounds dirt track in Middletown, N.Y. The old oval looks the same today as it did during my first visit in 1934 to see local star Bob Sall, the 1933 Eastern AAA champion, in action.

Of the 25 410 c.i.-engined sprinters that showed up, all but one were Chevy powered, the exception being the No. 9 of Joey Saldana, which carried a Mopar powerplant. No Fords, no Toyotas, but plenty of cheery "hellos" and "welcome back" greetings which were pleasing, the most effusive of which coming from Jac Haudenschild. A brief sit-down with busy WoO staffer Tony Veneziano revealed per-meet prize money in the WoO now totals \$51,600! There is no "appearance money," nor "show money" paid, but tow money is distributed on a weekly basis. The tow money is paid outside the nightly \$51.6K figure. It was heard the champion gets (or got) \$1,000 in tow money. Asking around it was agreed most regulars now tow between 50,000 and 55,000 miles a year following the circuit. Differences prevail when some teams occasionally return to their home bases, whereas others "stay out" the full season. Lined up in the Middletown infield we counted 16 Maxim chassis, four J&J, two JEI, one each Mach 1, KPG and Buckley plus a homemade loner. As to prize money won, champion Donny Schatz leads the '08 list through Sept. 21 at \$302,685, which included 51 top-10 finishes, including 14 victories. That does not include the \$150,000 he won for winning the non-sanctioned Knoxville Nationals. Terry McCarl was the feature standout on this night, his Maxim leading all the way. On the season money-won list, Jason Meyers was No. 2 at \$236,525 with Craig Dollansky's \$221,450 ranking him



JOHN MAHONEY PHOTO

JUNGLETOWN: Indianapolis Motor Speedway historian Donald Davidson (left) and USAC Director of Communications Dick Jordan catch up at Sunday's Jungle Park Speedway Reunion. Jordan was grand marshal for the event.

third. Perennial champion Steve Kinser lays fifth at \$211,020. As soon as the checkered flag waved, everyone loaded up their gear into \$300,000 Featherlite trailers and headed toward Williams Grove Speedway. As a sanctioning body the World Racing Group, owner of the WoO, showed great improvement over last year, with data willingly provided and events run off like clockwork. An interesting figure is the "poundage" estimate by drivers of mud picked up by a car during early practice on a still-wet track. Answers ranged from 20 to 40 pounds! Our only disappointment of the evening was not seeing Jessica Zemken in action, as the engine in her car failed during pre-qualifying practice. Pre-race drills were so fast the air rushing over the top wing of the No. 15 Tony Stewart-owned J&J driven by Schatz bent it so badly it had to be replaced. P.S. The local stockers put on their usual good show.

One might wonder why sponsorship is considered so necessary for those participating in NASCAR's Sprint Cup Series. Prize money for this series is substantial, with each race winner receiving more than a quarter of a million dollars! And if one doesn't win, last-place prize money at each of the 36 races

ECONOMAKI: CONTINUED ON PAGE 39

Another Jewel For Tim McCreddie's Crown

KNOXVILLE, IOWA

Tim McCreddie rolled his car to a stop on the venerable victory stage at Knoxville Raceway, reaching up and cutting the engine. He had won perhaps the most hard-fought race of his life, on a national stage, against the best the sport of dirt-late-model racing has to offer.

In a moment, his two crew members rushed to the side of the car, and the three men began screaming words of joy and accomplishment, embracing, shouting, fueled by the adrenaline coursing through their veins. McCreddie scrambled from the car and sat atop the window sill, reaching out to pound the top of the roof in jubilation.

The large crowd, here for the fifth-annual Lucas Oil Late Model Nationals, roared in approval as McCreddie stood on the roof of his car and waved; their aluminum seats had grown cold, vacant for several minutes as they rose en masse to watch a spectacular, dramatic race play out to a scintillating conclusion.

A couple of great racers had thrown everything they had at McCreddie, but the 34-year-old second-generation whiz from

AMERICAN SCENE



DAVE ARGABRIGHT

Watertown, N.Y., handled it with an amazing and impressive display of guts, grit and poise. First it was Tony Stewart, who waged a terrific mid-race duel with McCreddie before heading pit-side with a flat tire. Then came Josh "Kid Rocket" Richards with a breathtaking move to lead the 99th lap, and it looked like McCreddie would be banished to the list of second-place finishers whom nobody can remember.

When Richards's car swept past as they headed for Doug Clark's billowing white flag, it created a moment that might well ultimately define Tim McCreddie. He could have overreacted and made a mistake; he could have deflated and settled for second; he could have done any number of things that wouldn't have given him the result he wanted.

Instead, he sat up, grabbed two monster handfuls of steering wheel, and with awe-inspiring finesse and nerve found a way to win. Somehow, McCreddie beat Richards coming off turn four to win the race by a whisker. The massive Knoxville grandstand seemed to shudder with noise and excitement, an out-

ARGABRIGHT: CONTINUED ON PAGE 39

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The
Audit
Bureau

NASCAR Has Lost Its Sizzle

CONCORD, N.C.

It's a great reminder of why we do what we do."

Those were the words of Scott Cooper, vice president of communications at Lowe's Motor Speedway, during a two-day NASCAR Sprint Cup test session Sept. 23-24 at the speedway. In addition to offering the usual free frontstretch grandstand seating to the general public, speedway officials allowed fans who purchased tickets for the Oct. 11 Bank of America 500 to watch the on-track activity from bleachers set up along pit road near the track's victory lane, a move Cooper said was made to give "some added value for Bank of America 500 ticket holders." That "added value" lured spectators to the nearly 50-year-old superspeedway, including a group who had traveled six hours for the two-day test session that featured 52 Sprint Cup teams.

Six hours may seem a bit excessive just for a test session — especially with the Southeast in the grips of a near gas crisis — but thinking back a few years brings to mind a time when an over-enthusiastic, NASCAR-obsessed college student piled into her '93 Chevy Cavalier with two friends and drove six hours on a November day just to say she had found and seen Bristol Motor Speedway.

But somewhere between that spur-of-the-moment road trip six years ago and the 2008 Chase for the Championship, that NASCAR-crazed young woman lost her enthusiasm for the stock-car world. So, in an attempt to regain some of that zeal and to perhaps figure out why I've grown so indifferent about the very thing that brought me to Charlotte, I forced myself to take in part of the test session at Lowe's.

Yes, there were moments when my heart skipped a beat: driving through the tunnel into the infield of what has become not only this writer's home track but her favorite on the circuit, watching Denny Hamlin take to the speedway, and knowing that the driver of

IN THE GROOVE



SHEENA BAKER

the No. 82 Red Bull Toyota, Scott Speed, is probably going to be impressing many in the Cup ranks before too long. But standing there amid happy race fans and the glow of what seemed to be a thousand flashbulbs every time Dale Earnhardt, Jr.'s Chevrolet came in sight, there was an overwhelming feeling of sadness that even seeing

one-time hero Tony Stewart peel out onto pit road couldn't help me regain "that loving feeling." I left Lowe's after a little more than an hour disappointed and pondering what had happened to change my perspective of the once all-holy NASCAR.

Many of NSSN's columnists could theorize on the source of my apathy, and countless readers submit public forum letters on a weekly basis that could point to any number of changes in NASCAR from the Car of Tomorrow to Toyota's dominance to the 2001 death of Dale Earnhardt that could have altered my opinion.

But more than anything, working at NSSN has opened my eyes to a variety of motor-sports — drag racing, sprint-car and dirt late-model racing, etc. — that were once foreign to me. Not only has this writer developed an enthusiasm for these "new" types of racing, but I have seen first hand the difference between the way spectators and the media are treated and the access they are given to drivers and teams in other series compared to NASCAR. Besides, there can only be so many 500-mile races at mile-and-a-half ovals with the same drivers finishing in the top-10 spots before a person reaches for the remote control.

So, until NASCAR does something to liven up the weekly show to peak my interest and that of what I'm sure are many other disenchanted NASCAR followers, I'll get my racing kicks somewhere else and keep mourning for a series that once would have made me drive six hours for a glimpse of NASCAR life. Perhaps one day something will rekindle that love and passion.

Remembering A Racing Pioneer

STANFORD, IND.

In 1910 Paris, following his second Presidential term, Teddy Roosevelt said, "The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood, who strives valiantly, who errs and comes up short again and again, because there is no effort without error or shortcoming, but who knows the great enthusiasms, the great devotions, who spends himself for a worthy cause; who, at the best, knows, in the end, the triumph of high achievement, and who, at the worst, if he fails, at least he fails while daring greatly, so that his place shall never be with those cold and timid souls who knew neither victory nor defeat."

For many years, Joie Ray was that man in the arena.

In the late 1940s, the '50s and into the '60s, he doggedly built a solid racing career on the road with the Midwest Dirt Track Racing Ass'n, IMCA's fair circuit and AAA big cars before moving to AAA stock cars. As the only African American competing with any of these organizations at that time, and without personal wealth or corporate sponsorship, Ray was always at considerable disadvantage.

When Ray traveled, he frequently traveled alone. When he showed up at the race tracks, the few African Americans in the grandstands were often in segregated seating areas. And when he looked around the pits, he found that he was almost always the only one who wasn't Caucasian. At first he had his own very humble car, but soon he earned steady rides in other machines, including Virgil Graybeal's renowned Southern Star. Eventually, he went to race tracks without an assigned ride, his helmet under his arm, hoping for an opportunity to race in any open machine.

"Brick By Brick," Patrick Sullivan's excellent biography of Joie Ray, brings that quote from Roosevelt's "Citizenship in a Republic" speech to mind. Although some may argue with Roosevelt's political or personal leanings, the

HOOSIER PIT PASS



MIKE O'LEARY

words speak volumes in blue-collar America, and Joie Ray's story is that of the American dream.

It is the tale of a young black man in Louisville during the '40s who dreams only of becoming a racing driver. Although it seems oddly incongruous today, Ray never saw it that way.

Ray didn't set out to be a trailblazer for racial equality. He just wanted to race. Post-war America was mostly a rural nation, with poor roads, small towns and racially divisive attitudes and laws. There is no doubt that he was highly respected within the community that he traveled with and competed against. To their credit, "Brick By Brick" documents numerous incidents when other racers, including Wild Bill Cantrell, Cliff Griffith and Spider Webb, stood up for Ray at a time when it wasn't popular.

Sullivan notes that Ray only won three races during his career and was considered to be a "journeyman driver." Many drivers compete in the racing arena with little expectation of winning. Yet, every driver who buckles a helmet has hope, but there is a vast difference between hope and expectation. It was that way then. It's that way today.

This book is different than many of the one-dimensional, public-relations style biographies being penned today. Sullivan digs into the history of Louisville and the issues that evolved and eventually defined the world that Joie was born into. He documents the prominent role that Ray's father played throughout his life.

Throughout, he focuses on Ray's racing exploits. It all comes together in a very special work that provides keen insight into one of racing's important pioneers and the legacy he left us.

One of the nicest people you'll ever meet, Ray was a journeyman, his face marred by dust and sweat, his heart driven by his dreams. Yes, in racing, he was every bit the man in the arena.

Australian Great Gets Another Shot At World Of Outlaws Stardom

BALLSTON SPA, N.Y.

When he marched up to the shiny hauler carrying the No. 2 sprint car, the "Albany" luggage routing strip on Brooke Tatnell's duffel bag told part of his story.

"I got a phone call at 1:30 Sunday morning from Larry Woodward saying, 'Give us a call in the morning. We may need you!' The next morning I talked with Larry and Mike Woodring, who organized the airline tickets to fly out here. I didn't want to be here under these circumstances, but we're going to do what we can to help Craig Dollansky and Larry. In tough times, the racing community sticks together.

"But before I could come out here, we had to run down to Huset's Speedway, which is five hours from

my house. I ran there last night, got home at three, took a shower and went to the airport for a 6 a.m. flight this morning. It's been a bit of a whirlwind!"

The trip to New York's Lebanon Valley Speedway was brought about after Dollansky suffered a compound fracture of his upper right arm in a crash at Ohio's Eldora Speedway.

"It was one of the worst impacts ever," declared Woodring. "I told Craig today that he can thank the Butler seat for preventing a massive head injury. And even then, he did break his helmet when he hit.

"The frame broke from the impact and everything on the right side was just gone. The cage cracked in one little spot, but the car definitely did its job. We stripped it down and it's going back to Maxim. They've been

THE LONG LOOK



RON HEDGER

working very hard since Jeff Shepard's accident at Knoxville, focusing on safety and on keeping people from getting hurt."

As Woodring filled us in on the Eldora crash, Tatnell jumped into the seat of the replacement car. He asked that the headrest be moved a little, said the stiff throttle spring

was just the way he liked it, inspected the knee and leg guards and declared he was ready to race.

When we suggested that it was good that he was the first one the team thought of as a replacement but bad that a driver of his stature wasn't already on the road with the Outlaws, the Australian nodded in agreement.

"Yeah, I'd like to think so, though some might disagree with you. You have good years and bad years, and last year we had a bad year. We put a race team together at the last second, in January, to start racing in February. You can't run on the road with these guys that way.

"We still won an Outlaw show and ran sixth at the Nationals, but all in all it wasn't a great year. This year, we've been partners in a car and hit-

ting and missing around Knoxville, Minnesota and Wisconsin. It's been a pretty quiet year."

Tatnell is back on the national stage with a few weeks to prove he belongs there.

"We're basically employed to do a job. It's just like when the stock market crashes. You've got to get back in there and figure out how to make money and turn things around. One positive is that I'm jumping into a car and team built around Craig and they're fast," Tatnell said. "There's a lot of pressure on us, a lot of responsibility. It might take a night to get comfortable but there's no worry about whether the car is fast or not. We're not going to make any excuses. As a paid professional, your job is to stand on the gas and drive it towards the front."



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T-Mac Attack

McCreadie Finds Spark For \$40,000

By Stacy Ervin

KNOXVILLE, Iowa — Tim McCreadie banked a whopping \$40,000 for winning Saturday night's fifth-annual Lucas Oil Late Model Knoxville Nationals presented by Super Clean at Knoxville Raceway.

The 100-lapper on the historic half-mile Marion County Fairgrounds oval was held before a huge, enthusiastic crowd.

Darrell Lanigan and Jimmy Owens shared the front row, with Owens taking the early lead. Lanigan dropped out with mechanical problems early in the race, leaving Owens to fend off Thursday-night preliminary winner Josh Richards.

Richards made a pass for the lead on lap 22, but the pass was negated by the yellow flag. Meanwhile, McCreadie, who started sixth, used the restart to fly past Richards and battle Owens for the lead.

McCreadie found his groove by the 32nd lap when he raced Owens side by side. He wrestled the lead in turn one the next time and found himself in lapped traffic. Richards also passed Owens.

Tony Stewart made his presence known by racing to the front and tak-



JEFF BYLSMA PHOTOS

SWEET RELIEF: Tim McCreadie (39) holds off Josh Richards (1) during Saturday's Lucas Oil Late Model Knoxville (Iowa) Nationals. (Right) McCreadie celebrates his \$40,000 victory.

ing the lead from McCreadie on lap 48. But McCreadie wanted the victory, too, and he put a big slider on Stewart on the 55th lap.

McCreadie even threaded a very thin needle between two lapped cars in turn one to stay ahead of Stewart.

The 66th lap was a big turning point for the race when Stewart came upon McCreadie and the two banged fenders hard in turn two before Stewart pulled away with the lead. A lap later, Stewart's right-rear tire exploded and that brought out the yellow flag, handing the lead back to McCreadie.

Despite a collection of yellow flags during the final 30 laps of the race, McCreadie remained in the lead. Even a green-white-checked finish,

set up when Billy Moyer stopped on the track, couldn't stop McCreadie.

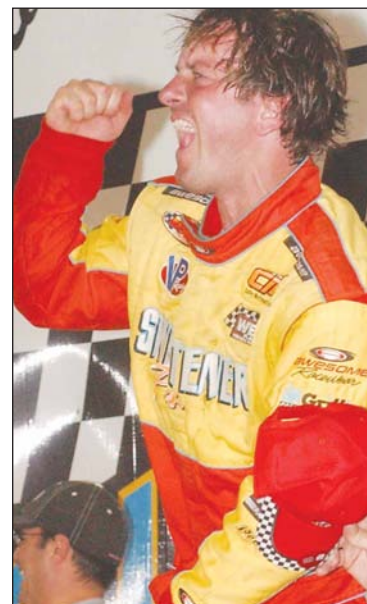
Richards briefly passed McCreadie on the restart, but the Watertown, N.Y., driver was up to the task and beat Richards under the checkered flag.

Shannon Babb, Jimmy Mars and Rick Eckert filled the top five.

The summary:

C Main: Darin Duffy, Rod Smith, Jill George, Ed Sanger, Alonzo Grosse, Nick Kramer, Rickie Frankel, Junior Coover, Chris Schroeder, Jerry Bagby, Jr. B Main: Brian Birkhofer, Ken Schrader, Scott James, Jeep VanWormer, Dan Schlieper, Chris Simpson, Jason Utter, Eddie Kirchoff, Andy Eckrich, Rich Bell, Wayne Chinn, Dave Eckrich, Duffy, R. Smith, George, Brian Harris, Brian Shirley, Mitch Johnson, Matt Lux, Curt Martin, Chris Spieker, Alonzo Grosse, Ed Sanger, Jay Johnson.

Feature: Tim McCreadie, Josh Richards, Shannon Babb, Jimmy Mars, Rick Eckert, Earl Pearson, Jr., Birkhofer, Scott Bloomquist, Tony Stewart, Jimmy Owens, Boone McLaughlin, Eddie Carrier, Jr., Donnie Moran, John Duty, Schrader, Billy Moyer, Brady Smith, John Blankenship, Schlieper, Darren Miller, Justin Fegers, Matt Miller, Eric Jacobsen, VanWormer, Denny Eckrich, Terry Casey, Simpson, James, Darrell Lanigan, Steve Francis.



Kid Rocket & Lanigan Split Knoxville Late Model Prelims

By Stacy Ervin

Thursday

KNOXVILLE, Iowa — Josh Richards won Thursday night's opening-night preliminary feature at the fifth-annual Lucas Oil Late Model Knoxville Nationals presented by Super Clean.

"Kid Rocket" claimed \$7,000 for the victory in the 25-lap main, which wrapped up just after 1 a.m. Friday.

Richards started sixth and took the lead with a late-race slide job. When the race went green, outside front-row starter Billy Moyer jumped out to the lead over polesitter Earl Pearson, Jr. Moyer set a fast pace, coming to lapped traffic at the fifth circuit. That allowed Darrell Lanigan, who started fourth, to close.

Lanigan edged out to the lead at the flagstand on the seventh circuit and began to run away. Meanwhile, Richards gave chase to Moyer, whose machine began smoking on the ninth lap. Moyer's mount went up in a big puff of smoke on the 10th lap to bring out the race's first yellow flag.

After that, Lanigan continued to lead with Richards hot on his bumper. Just when Richards looked to be making his move, the yellow flag returned when Boone McLaughlin spun in

front of the leaders in turn four on the 17th lap.

When the race went green again, Lanigan led another lap before Richards put on a slide job in turn four and took the point. From there, it was all Richards.

Lanigan finished second ahead of Tim McCreadie, Darren Miller and Tony Stewart.

The summary:

Fast time: Earl Pearson, Jr., 16.631 seconds. First Heat: Jimmy Mars, Earl Pearson, Jr., Matt Lux, Tony Stewart, Rick Eckert, Wayne Chinn, Scott James, Dave Eckrich, Junior Coover, Alonzo Grosse, Dan Schlieper, Curt Schroeder, Matt Furman.

Second Heat: Justin Fegers, Billy Moyer, Brady Smith, Josh Richards, Shannon Babb, Eddie Kirchoff, Ken Schrader, Matt Aukland, Kerry Hansen, Brian Birkhofer, Curt Martin, Chris Schroeder, Mitch Johnson.

Third Heat: Terry Casey, Darren Miller, Matt Miller, Denny Eckrich, Andy Eckrich, Rickie Frankel, Eric Jacobsen, Jimmy Owens, Rich Bell, Nick Kramer, Jay Johnson, Darrel DeFrance.

Fourth Heat: Jason Utter, Darrell Lanigan, Tim McCreadie, John Blankenship, Chad Simpson, Chris Simpson, John Duty, Brian Shirley, Chris Spieker, Paul Glendenning, Brian Harris, Ed Sanger.

Fifth Heat: Scott Bloomquist, Steve Francis, Jeff Aikley, Eddie Carrier, Jr., Jeep VanWormer, Boone McLaughlin, Nick Marolf, Rod Smith, Jill George, Jerry Bagby, Jr., Chris Smyser, Donnie Moran.

C Main: Harris, Spieker, Bell, Glendenning, Coover, Sanger, Grosse, M. Johnson, Schroeder, Furman, George, Martin, Moran, Schlieper, J. Johnson, Smyser, Hansen, Birkhofer, Schroeder, Kramer, Bagby.

B Main: Babb, James, Eckert, McLaughlin, VanWormer, Schrader, Kirchoff, Shirley, Simpson, A. Eckrich, Harris, Duty, D. Eckrich, Bell, Glendenning, Simpson, Marolf, Aukland, Frankel, Chinn, R. Smith, Spieker, Owens, Jacobsen.

Feature: Richards, Lanigan, McCreadie, D. Miller, Stewart, Mars, M. Miller, Francis, Eckrich, Bloomquist, B. Smith, Fegers, Pearson, Eckert, Babb, Blankenship, Carrier, Utter, James, McLaughlin, Lux, Casey, Moyer, Aikley.

Friday

KNOXVILLE, Iowa — Darrell Lanigan won the second night of the

fifth-annual Lucas Oil Late Model Knoxville Nationals presented by Super Clean.

Friday night's \$7,000 victory at Knoxville Raceway was an incredibly exciting win for the driver from Union, Ky. Lanigan won with a last-lap pass under the checkered flag by .108 second over Jimmy Owens, who dominated most of the race.

"I just got my momentum going on the top," Lanigan said of his late rally. "We just got lucky those last five laps and hit it right. Jimmy got held up a little going into (turn) three by those lapped cars on the bottom (on the last lap) and we just got a helluva run on the top."

Lanigan started on the pole and led the first lap of the 25-lap main before Matt Miller stole the lead on lap two. Miller led for two laps before Lanigan regained the lead under the flagstand on lap four.

Just after that, though, he skimmed the turn-two fence and fell back, allowing Miller to lead again.

The race's only yellow flag came out after lap five when debris was spotted under the flagstand. After the race went back to green, Miller led two more laps before Owens raced by him in turn one and kept the lead down the backstretch and to the flagstand. While the two were racing for the

Garner Rules K-ville 305s

By Bob Wilson

Thursday

KNOXVILLE, Iowa — Clint Garner grabbed the lead on the opening lap from his second-row starting position and went on to post a victory in the 305 Mid-States Sprint Championship at Knoxville Raceway Thursday night.

Garner took a quick lead and pulled away from the field. On lap five, he headed into lapped traffic and efficiently disposed of them car by car. It wasn't until lap eight in heavy lapped traffic that second-place runner Johnny Anderson began to cut into his lead.

But Anderson had to settle for second ahead of Austin Alumbaugh in third. Polesitter Bob Lamb took fourth and Justin Giannetto was fifth.

The finish: Clint Garner, Johnny Anderson, Austin Alumbaugh, Bob Lamb, Justin Giannetto, Mitchell Moore, Tim St. Arnold, Steve Palmer, Rager Phillips, Eric Todd, Josh Padellford, Dustin Clark, Justin Schwein, Mark Widmar, Trish Dover, Matt Stephenson, Casey Friedrichsen, Mitchell Alexander, Chad Huston, Devin Friedrichsen, Jake Leighty, Matthew Stelzer, Jeff Raddiffe, William Alley.

305 SPRINTS

Friday

KNOXVILLE, Iowa — John Kearney led flag to flag to win the feature on the second night of the Mid-States Championship for 305 sprint cars Friday night at Knoxville Raceway.

Twenty-four hours earlier he had to scratch from the qualifying feature while sitting in a fourth row start. This time he was lined up side by side with Clint Garner, who won the previous night. Kearney took the lead on the first lap and never looked back en route to winning the 15-lap event on the historic half-mile oval.

On a track that had turned dry and slick, Kearney was followed to the checkered flag by Rager Phillips, Justin Giannetto, Chad Huston and Casey Friedrichsen.

The finish:

John Kearney, Rager Phillips, Justin Giannetto, Chad Huston, Casey Friedrichsen, Matt Stephenson, Tom Lenz, Mitchell Alexander, Rob Kubli, Jake Leighty, Wayne Redmond, Bob Lamb, Mike Woodruff, Trish Dover, Dustin Clark, Michael Brown, Chris Walker, Matthew Stelzer, Justin Schwien, Bob Hildreth, Mark Widmar, Mitchell Moore, Clint Garner, Eric Todd.

Saturday

KNOXVILLE, Iowa — Clint Garner took the lead just after the halfway point to capture the 2008 Mid-States Championship for 305 sprint cars Saturday night at Knoxville Raceway.

The opening lap was wild as Chad Huston hit the fence between turns one and two, with his car bursting into flames on impact.

When the feature finally took the green flag for good, John Kearney took the lead and it became a two-car race between he and Garner.

On lap seven, the top duo headed into heavy lapped traffic and Garner closed quickly. The traffic made a difference as Garner made a pass for the top spot on lap 13.

Garner led to the checkered flag to take the \$1,500 triumph, with Kearney coming home second.

Justin Giannetto, Austin Alumbaugh and Tim St. Arnold filled the top five.

The finish:

Clint Garner, John Kearney, Justin Giannetto, Austin Alumbaugh, Tim St. Arnold, Johnny Anderson, Rob Kubli, Matt Stephenson, Steve Palmer, Rager Phillips, Eric Todd, Mike Woodruff, Tom Lenz, Josh Padellford, Bob Lamb, Jake Leighty, Trish Dover, Mitchell Alexander, Casey Friedrichsen, Matthew Stelzer, Wayne Redmond, Mark Widmar, Chad Huston, Mitchell Moore.



The Race Within.

Watch the Inaugural Green Challenge™ Petit Le Mans from Road Atlanta, October 4

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11am - 3:30pm ET, 6:30pm - 10pm ET Saturday, October 4.



Listen 11am - 1pm ET, 1pm ET - Finish on XM166, Saturday, October 4.



RACE REWIND

NASCAR NATIONWIDE SERIES

Race 30 of 35: Kansas Lottery 300, Saturday, Sept. 27
Kansas Speedway, Kansas City, Kan.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	19	18	Denny Hamlin	Z-Line Designs Toyota	200	\$84,845	Running
2	17	2	Clint Bowyer	BB&T Chevrolet	200	62,375	Running
3	9	6	David Ragan	Discount Tire Ford	200	51,650	Running
4	4	60	Carl Edwards	Scotts Winterguard Ford	200	40,325	Running
5	6	17	Matt Kenseth	Arby's Ford	200	33,400	Running
6	28	88	Brad Keselowski	U.S. Navy Chevrolet	200	36,018	Running
7	8	9	Kasey Kahne	Ragu Dodge	200	29,100	Running
8	23	38	Jason Leffler	Great Clips Toyota	200	36,268	Running
9	13	20	Joey Logano	GameStop Toyota	200	32,828	Running
10	10	47	Kelly Bires	Wood Brothers Ford	200	35,793	Running
11	16	59	Marcos Ambrose	Kingsford Tailgate at Home Ford	200	33,868	Running
12	12	1	Mike Bliss	Micosukee Resort Chevrolet	200	30,918	Running
13	1	33	Kevin Harvick	Camping World Chevrolet	200	28,600	Running
14	7	29	Jeff Burton	Holiday Inn Chevrolet	199	29,858	Running
15	26	7	Mike Wallace	Geico Toyota	199	30,073	Running
16	5	99	David Reutimann	Aaron's Dream Machine Toyota	199	23,170	Running
17	3	64	David Stremme	Penske Truck Rental Chevrolet	199	29,903	Running
18	20	16	Greg Biffle	CitiFinancial Ford	199	22,475	Running
19	25	27	Jason Keller	Kleenex/HyVee Ford	199	28,433	Running
20	14	11	Scott Lagasse	America's Incredible Pizza Chevrolet	197	29,223	Running
21	11	40	Bryan Clauson	Fastenal Dodge	197	29,113	Running
22	34	70	Mark Green	ForeTravel Motorcoach Chevrolet	197	28,003	Running
23	43	23	Robert Richardson, Jr.	North Texas Pipe Chevrolet	197	21,425	Running
24	31	89	Morgan Shepherd	Lagina Plumbing Dodge	197	27,783	Running
25	15	25	Bobby Hamilton, Jr.	John Morrell Ford	196	28,223	Running
26	41	01	Danny Efland	sponsordavis.com Chevrolet	195	27,513	Running
27	36	61	Brandon Whitt	Un-sponsored Ford	195	27,403	Running
28	27	28	Kenny Wallace	U.S. Border Patrol Chevrolet	195	27,283	Running
29	42	52	Scott Gaylord	Dink's Auto Sales Chevrolet	194	27,133	Running
30	33	78	Jennifer Cobb	Providence Medical Center Dodge	194	20,805	Running
31	37	22	Andrew Ranger	Supercuts/Wal-Mart/Tide Dodge	193	26,913	Running
32	32	05	Burney Lamar	31W Insulation/Certainfeed Ford	193	20,310	Running
33	38	24	Eric McClure	Hefty Odor Block Chevrolet	191	26,668	Running
34	22	30	Stanton Barrett	NOS Energy Drink Chevrolet	167	26,558	Running
35	18	32	Kyle Busch	Lifelock Toyota	153	19,980	Accident
36	40	81	Bobby Hillin, Jr.	T4 Spa/NPP Dodge	90	26,338	Accident
37	39	4	Derrick Cope	JVC Chevrolet	52	26,228	Ignition
38	2	5	Mark Martin	GoDaddy.com Chevrolet	43	21,200	Accident
39	35	31	Kenny Hendrick	Interush Chevrolet	34	19,565	Brakes
40	30	49	Kertus Davis	Kenneth Campbell Chevrolet	20	19,455	Handling
41	21	66	Steve Wallace	Jimmy John's Chevrolet	15	25,788	Engine
42	24	91	Justin Hoggood	MSRP Motorsports Chevrolet	11	19,190	Transmission
43	29	73	Kevin Lepage	DCL/Wrap It Up Vehicle Wraps Dodge	5	19,064	Transmission

RACE STATISTICS

Race time: 2 hours, 27 minutes, 11 seconds
Average speed: 122.296 miles per hour
Victory margin: 1.407 seconds
Caution flags: Six for 31 laps
Lead changes: 10 among eight drivers

Lap leaders: Kevin Harvick 1-30; Stanton Barrett 31; Andrew Ranger 32; Greg Biffle 33-35; Harvick 36-93; Denny Hamlin 94-149; Matt Kenseth 150; Kyle Busch 151; Harvick 152-153; Marcos Ambrose 154-157; Hamlin 158-200.

TALK OF TIME TRIALS

Kevin Harvick won his second pole of the season with a lap of 172.227 miles per hour around the 1.5-mile Kansas Speedway. Mark Martin started second in the GoDaddy.com Chevrolet.

STANDINGS



Top 10

1. Clint Bowyer	4,392	6. David Reutimann	3,791
2. Carl Edwards	4,196	7. Kyle Busch	3,736
3. Brad Keselowski	4,124	8. Mike Wallace	3,499
4. Mike Bliss	3,906	9. Jason Leffler	3,490
5. David Ragan	3,886	10. Marcos Ambrose	3,456



KEN SIMON PHOTO

TRAFFIC: Denny Hamlin (18) works under David Stremme (64), Brad Keselowski (88) and Mike Bliss (1) en route to victory in Saturday's Kansas Lottery 300 NASCAR Nationwide Series race at Kansas Speedway.

Hamlin Gets 8th For No. 18

By **BRUCE MARTIN**
NSSN CORRESPONDENT

KANSAS CITY, Kan. — Denny Hamlin did more than become the eighth different winner in eight Nationwide Series races at Kansas Speedway, as the Toyota Camry driver put the Joe Gibbs Racing No. 18 in victory lane for the eighth time this season in Saturday's Kansas Lottery 300. Hamlin's drive to his fourth victory of the year also clinched the 2008 Bill France Cup — the Manufacturers Championship for Toyota. It was the 17th Nationwide Series victory for Joe Gibbs Racing in 2008. "It was a great transition over to Toyota," Hamlin said. "They made it easy for us to change over to them. They have been great with the support on both the Nationwide side and the Cup side. I've enjoyed the partnership I've had with Toyota. I got the first Cup win for them in a Duel at Daytona and to clinch it for them on the Nationwide side is important to me.

"It seems like I win these special races for Toyota. They have been a manufacturer that has been behind this race team 120 percent. We've gotten all the tools we need to win from them."

Hamlin, who led twice for 99 laps, became the first driver to lead the most laps at Kansas Speedway and win the race. But his milestone victory was the culmination of overcoming adversity just one day earlier.

"There were a lot of challenges,"

Hamlin said. "We didn't have the best race car at the beginning, but my crew worked hard on it. I knew I was going to have to be a little patient."

Hamlin's patience paid off with a victory worth \$84,845 and even more for Toyota Racing Development.

After a miserable first practice session on Friday, Hamlin's Joe Gibbs Racing crew fixed the problem and by the second practice session his Toyota was the fastest.

But another problem developed during Hamlin's qualification attempt Saturday morning when one of his tires equalized. The crew had to change the tire — an infraction under normal circumstances because the Nationwide teams have to start on the tires they qualified on.

But in this case, NASCAR ruled it was a Goodyear-tire issue so Hamlin was allowed to start the race in his 19th qualifying position after running a lap at 169.337 miles per hour.

A spin on the backstretch by Bobby Hillin, Jr. on lap 92 brought out the yellow flag for the fourth time of the race. Hamlin was told to cut off the engine and coast to save fuel until pit road was open and Hamlin's Toyota would get four tires and fuel.

Hamlin was among those that pitted, and after an air-pressure adjustment he was first off pit road to take the lead.

When the green flag waved, Hamlin enjoyed his advantage over Harvick at the front of the field.

He increased his lead to 2.756 sec-

onds by lap 134. That lead grew even greater when Harvick's Chevrolet developed ignition problems and dropped to third.

That meant Hamlin was being chased by Matt Kenseth's Ford, 4.205 seconds back.

Hamlin pitted on lap 150 under green as his crew was ready with four tires and fuel, signaling the beginning of green-flag pit stops. Kenseth pitted one lap later.

Kyle Busch crashed hard into the fourth-turn wall on lap 154 for the fifth yellow flag of the race. Busch's car was lifted off the ground by Mike Bliss triggering the crash.

Hamlin went on to win by 1.407 seconds over Clint Bowyer.

"We struggled a little bit in practice and weren't the greatest, but we worked on it," Hamlin said. "Then with the inner-liner problem with the tire in qualifying, we had to start further back. But by the second or third pit stop, my car really took off. The car got better each time we got off pit road."

Point-leader Bowyer was second in a Chevrolet followed by Fords driven in order by David Ragan, Carl Edwards and Kenseth.

Hamlin drove to victory at an average speed of 122.296 miles per hour.

Bowyer now has a 196-point lead over Edwards in the battle for the Nationwide Series title, which resumes Oct. 10 at Lowe's Motor Speedway.

Brown Outlasts Caraway Modified Foes

ASHEBORO, N.C. — With championship implications clearly on the

NASCAR MODS

line with only two races remaining, the NASCAR Whelen Southern Modified Tour returned to action Saturday night at the famed Caraway Speedway.

It was a successful night for Tim Brown, who scored his second victory in the last three races. Brown cut into the championship lead in second place by 35 points behind Brian Loftin

heading into next weekend's season finale.

"That was a heck of a race and it did help us as far as the points go," Brown said. "I was lucky enough to gain points on both Brian Loftin and L.W. Miller. L.W. and I put on one heck of a show for the fans. I know they had to like that."

Miller was second in the Whelen Southern Modified Tour standings coming into Saturday night's race and was looking to cut even further as he led the most laps until Brown passed

him with 12 laps remaining.

Just after losing the top spot, Miller went for a harmless spin that dropped him back to sixth in the final running order.

Rounding out the top five behind Brown and Loftin were George Brunnhoelzl, Andy Seuss and Brandon Ward.

The finish: Tim Brown, Brian Loftin, George Brunnhoelzl, Andy Seuss, Brandon Ward, L.W. Miller, Frank Fleming, Jay Mize, Jason Trinchere, Gene Pack, Junior Miller, Burt Myers, Bobby Hutchens, Buddy Emory, John Smith, Thomas Stinson, Jason Myers, Zach Brewer, Jamie Tomaino, Jr., Brian Dauzat, Rich Kuiken, Jr., Scott Rigney, Sean Gartner.

▶ THIS AND THAT

▶ PHOTO OF THE WEEK



JASON SMITH/GETTY IMAGES PHOTO

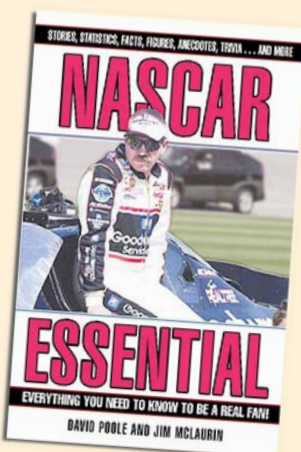
NO LUCK: Kyle Busch steers the No. 32 Braun Racing Toyota to pit road after contact with Mike Bliss during Saturday's NASCAR Nationwide Series race at Kansas Speedway.

▶ SPONSORSHIP OPPORTUNITY

The racing season is beginning to wind down and before long *National Speed Sport News* will be awarding the sixth annual Economaki Champion of Champions award to the North American racing champion that is judged by the *NSSN* staff to have had the best season on and off the race track.

During the last four years of the award, *NSSN* was lucky to have the support of presenting sponsor, Rockett Brand Racing Fuel. However, that presenting sponsorship status remains available to interested parties. Previous winners of the award are J.J. Yeley, Steve Kinser, Tony Schumacher, Jimmie Johnson and Donny Schatz.

For information on becoming a presenting sponsor of the Economaki Champion of Champions award, please contact Liz Mellott (704-455-8045) or Chris Sessions (704-455-8046) for details.



▶ BOOK OF THE WEEK

NASCAR Essentials: Everything You Need to Know to Be a Real Fan!

By David Poole and Jim McLaurin

Veteran motorsports writers David Poole and Jim McLaurin have been around NASCAR racing for many years and have seen most of the sport's biggest happenings.

In this book, which was released in 2007, they provide a look at many of the best stories, anecdotes, statistics and facts throughout NASCAR history.

The 210-page hardcover book includes black-and-white photographs and a list of all NASCAR Cup Series drivers.

\$19.95. Published by Triumph Books, available from barnesandnoble.com.

▶ BY THE NUMBERS

4,328

sprint cars competing in the U.S. in 2008

INFO COURTESY JIM HARRIS



Joey Saldana

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"It's a win-win situation for everyone... Above all else, the Lowe's Motor Speedway crowd will have another chance to generate ticket sales for both its NASCAR and NHRA events by creating cross-over fans who appreciate both types of racing or at least lure one type of spectator to another type of motorsports event..."

— Sheena Baker, September 26 blog

■ *NSSN* staffer Liz Mellott lists the reasons why she should — and shouldn't — climb into the driver's seat.



DAVID E. HEITHAUS PHOTO

PAVING THE WAY: Brady Bacon (99) works inside of Levi Jones Sunday at Winchester (Ind.) Speedway. Bacon went on to capture his first USAC sprint-car victory and his first win on asphalt.

Bacon Cooks On Asphalt

By JIM MORRISON

WINCHESTER, Ind. — Brady Bacon dominated the 30-lap USAC National Sprint Car Series feature Sunday at Winchester Speedway.

USAC SPRINTS

He took the lead on lap 11 and romped to his first victory in the series and first on asphalt.

"We had a really good day," said Bacon. "We would have liked to qualify better, but fortunately for us sixth is about the best place that you can qualify."

After winning his heat, Bacon's crew made chassis changes, reverting to the setup used during qualifying. It was about perfect for the feature.

"I knew my car was really good and that it was going to be hard for someone to pass me," said Bacon. "But you have got guys like (Darren) Hagen and (Jacob) Wilson who were really good at the end of the race." Another caution might have made a

difference for Hagen. The Riverside, Calif., driver said his Keith Kunz entry was good on cold tires for about three or four laps.

"After that, we just got locked down tight and the stagger shrunk up. The right front got hot," said Hagen.

After struggling earlier this season, Bacon competed in several events near his Oklahoma home with the TNT Sprint Bandit Series, winning three features.

"Since then, momentum has really picked up," said Bacon. "Things have really started going my way."

Bacon last won a USAC race during Indiana Midget Week at Kokomo Speedway in 2006. He had a few wins in sprints and midgets, but not with USAC.

Bacon, driving one of the Kasey Kahne Racing Mopar entries, took the lead from the inside front row after turning in the sixth-quickest qualifying lap. Tracy Hines, with the quickest lap in time trials, worked most of the race attempting to pass Cole

Whitt. Hines was then unable to improve his position as Darren Hagen finished second, Jacob Wilson third, Chris Windom fourth, Hines fifth and Whitt sixth.

Windom led the first 10 laps before Bacon made his move. He then yielded spots to Hagen and Wilson.

The races Sunday were part of the Winchester Old Timers Weekend. More than 50 vintage cars were displayed with many taking laps around the track.

The summary:

Qualifications: 1. Tracy Hines, Stewart 21, 14.142; 2. Cole Whitt, Kunz 67k, 14.284; 3. Jacob Wilson, Wilson 07, 14.338; 4. Darren Hagen, Kunz 67, 14.401; 5. Chris Windom, Windom 17, 14.425; 6. Brady Bacon, Kahne 99, 14.432; 7. Brian Gerster, Davis/Gerster 27, 14.489; 8. Mike Murgotio, Murgotio 80, 14.500; 9. Dakota Armstrong, C & A 7a, 14.582; 10. Eric Gordon, Bowman 51, 14.583; 11. Jerry Coons, Jr., Dynamics 69, 14.637; 12. Levi Jones, Stewart 20, 14.676; 13. Brad Sweet, Kahne 9, 14.741; 14. Aaron Pierce, Goacher 5g, 14.850; 15. Brian Gingras, Ram 50m, 14.891; 16. Chad Boat, Boat 30, 14.902; 17. Damien Gardner, Leffer 71, 15.212; 18. Shane Cottle, Contos 4, 15.374; 19. Eddie Kelley, Speed Chasers 64, no time.

First Heat (8 laps): Sweet, Gerster, Hagen, Hines, Boat, Gordon.

Second Heat (8 laps): Coons, Pierce, Murgotio, Whitt, Windom, Gardner.

Third Heat (8 laps): Bacon, Jones, Gingras, Wilson, Armstrong, Cottle. Feature (30 laps): Bacon, Hagen, Wilson, Windom, Hines, Whitt, Murgotio, Coons, Armstrong, Gerster, Gardner, Jones, Cottle, Sweet, Pierce, Boat, Gingras.

Jones Completes Hat Trick With Perris Win

By ROBERT MAYSON

PERRIS, Calif. — Showing the form that led him to the 2007 Lucas Oil USAC-CRA Sprint Car Series championship, Tony Jones drove his Alexander Trucking No. 4 DRC to his third-straight 30-lap feature win at Perris Auto Speedway Saturday night.

USAC-CRA

Jones's recent resurgence at the PAS shouldn't come as much of a surprise considering he had won 23 sprint-car races at Perris heading into 2008. Perhaps the bigger surprise was that it took him until August to get his first win of the season.

"It feels really good," Jones said.

"We've won three straight at Perris and finished second at Ventura a couple weeks ago and I'm living the dream right now. Until a few weeks ago, we had gone a year without a win, and I think we were a little spoiled after winning 13 main events in two years. We were consistent and running in the top five, but we were just a little off. Right now, we're having fun, which is what sprint-car racing is all about."

Jones took the lead from Danny Sheridan on lap 16 and paced the remaining 16 circuits of the half-mile oval.

Blake Miller passed teammate Rickie Gaunt late in the race to finish third, while point-leader Mike Spencer was fifth.

The summary:

Qualifications: 1. Josh Ford, Ford 73, 16.893; 2. Tyler Brown, Gardner 96, 16.943; 3. Blake Miller, Gardner 93, 16.978; 4. Greg Bragg, Sertich 92, 17.133; 5. Mike Spencer, Chaffin 50, 17.138; 6. Tony Jones, Alexander 4, 17.166; 7. Danny Sheridan, Kittle 18, 17.218; 8. Rickie Gaunt, Gardner 93j, 17.246; 9. Cody Williams, Jory 3, 17.311; 10. Nadine Gardner Gardner 16, 17.434; 11. Matt Mitchell, Mitchell 87, 17.503; 12. Alan Ballard, Stansberry 75, 17.506; 13. Jordan Hermansader, Rase 32, 17.510; 14. Rodney Argo, Argo 19, 17.607; 15. David Cardey, Crosso 38, 17.680; 16. Brian Camarillo, Camland 22c, 17.772; 17. Ludvig Solberg IV, Persall 84, 17.790; 18. Todd Hunsaker, Hunsaker 6, 17.949; 19. Royal Adderson, Adderson 40, 17.956; 20. Brein Kinney, Persall 85, 18.067; 21. Tony Everhart, Everhart 55, 18.262; 22. Brent Camarillo, Camland 51, 18.415; 23. Joe Gunderson, Bellegante 23, 18.442; 24. Ronnie Case, Case 8, no time.

First Heat (10 laps): Hermansader, Bragg, Sheridan, Ford, Adderson, Bri. Camarillo, Bre. Camarillo, Gardner.

Second Heat (10 laps): Argo, Gaunt, Solberg, Brown, Spencer, Mitchell, Kinney, Gunderson.

Third Heat (10 laps): Jones, Miller, Cardey, Ballard, C. Williams, Hunsaker, Everhart.

Feature (30 laps): Jones, Sheridan, Miller, Gaunt, Spencer, Ford, Brown, Bragg, Cardey, Ballard, Solberg, Hunsaker, Gardner, Kinney, Adderson, Argo, C. Williams, Hermansader, Mitchell, Bri. Camarillo, Everhart, Bre. Camarillo, Gunderson.

DeCaire Stars

BRADENTON, Fla. — TBARA sprint-car point leader Troy DeCaire kept his nose clean and had some good luck in the late laps en route to winning Saturday night's 50-lap Frank Riddle Memorial sprint-car event at DeSoto Super Speedway.

It was a night of yellow-flag fever, but DeCaire, who started 11th in the 25-car field, took the lead on lap nine.

Joey Aguilar chased DeCaire to the finish. Shane Butler, Kipp Beard and David Retzlaff filled the top five.

The finish:

Troy DeCaire, Joey Aguilar, Shane Butler, Kipp Beard, David Retzlaff, Sonny Hartley, D.J. Hoelzle, John Anderson, Blaze Martin, David Steele, Dude Teate, Brian Maddox, John Gilbert III, Nick Manakis, Mickey Kempgens, Timmy Nichols, Bill Pettijohn, Mark Gimmier, Larry Brazil, Dakotah Stephens, Tom Pampard, Billy Riddle, Ben Fritz, Bo Hartley, Bobby Rose.

Steckly Secures Championship, But Hathaway Wins Finale

FRASERVILLE, Ontario — Scott Steckly wrapped up his first

CANADIAN TIRE

NASCAR Canadian Tire Series championship Saturday night, holding off Don Thomson, Jr.

Steckly finished 17th in the Dodge Dealers of Ontario 250 at Kawartha Speedway, while

Thomson finished fifth, to earn his first NASCAR championship by 24 points.

Meanwhile, Jason Hathaway picked up his first-career victory in a race that was called after 174 of the scheduled 250 laps because of rain.

Steckly won three of the first four races of the season and held the point lead the entire

season. The 36-year-old from Milverton, Ontario, finished with four wins, nine top fives and nine top 10s in 12 races.

Thomson had been able to close the gap late in the season with a win, a third and a seventh-place finish in the three races heading into the finale. In that span, Steckly, who hadn't finished worse than fourth

in the first seven events, sandwiched his fourth win of the year with finishes of 13th and 18th. Steckly brought a 67-point lead to Kawartha.

Hathaway moved to the front on lap 107 and led the rest of the way.

A steady rain brought out the red flag on lap 173 with D.J. Kennington following the race-

leading Hathaway. Ron Beauchamp, Jr. finished third with Brad Graham and Thomson completing the top five.

The finish:

Jason Hathaway, D.J. Kennington, Ron Beauchamp, Jr., Brad Graham, Don Thomson, Jr., Doug Brown, John Gaunt, Pete Shepherd III, Daniel Decoste, Donald Chisholm, Derek Lynch, Dave Whitlock, Joey McColm, Jason White, Peter Gibbons, Todd Nichol, Scott Steckly, Nik Lapcevic, Kerry Micks, Kent Nuhn, Mark Dilley, Shawn McGlynn, Anthony Simone, Andrew Courso.



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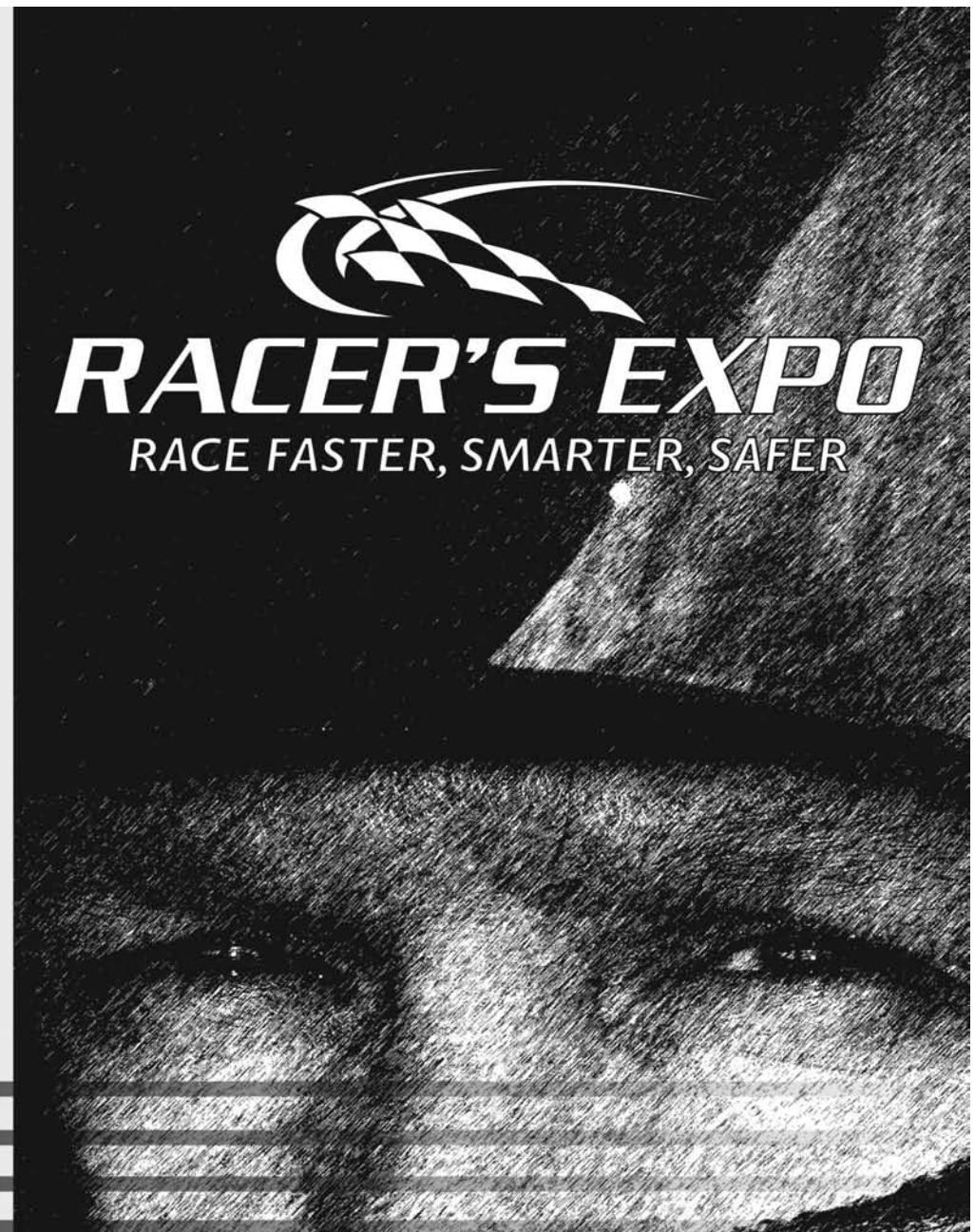


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What's making news in motorsports

POWER RANKINGS

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

Tony Schumacher

U.S. Army Dragster, NHRA Top Fuel
One week after having his record streak of overall victories and round wins snapped, Schumacher returned to the winner's circle. He earned his 13th Top Fuel Wally of the season and padded his lead in the NHRA's Countdown championship format by taking Sunday's event at Memphis, Tenn.

NO. 1



TED ROSSINO, JR. PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
Dixon came up inches short of a record-breaking seventh series victory, but carries the series title to a non-points race in Australia.

3. Jimmie Johnson

No. 48 Chevrolet, NASCAR Sprint Cup Series
A victory at Kansas, his third win in five races, handed him the lead in The Chase as he seeks a third-straight Sprint Cup title.

4. Kyle Busch

No. 18/32 Toyotas, NASCAR Sprint Cup/Nationwide Series
His Chase struggles have been immense, but it's easy to forget he has won 19 times in NASCAR's top-three series this season.

5. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
A runner-up effort at Kansas gave Edwards his third-straight top-three Sprint Cup finish. He sits second in The Chase.

6. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz qualified second and finished fifth in the only event the World of Outlaws was able to run last week due to rain.

7. Benny Gordon

No. 66 Ford, USAR Hooters Pro Cup
The Pro Cup's four-race championship series is on hiatus until Oct. 18 at Kenly, N.C. Gordon has won both championship series races so far.

8. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers has been the model of consistency this season and recorded another top-five finish during the WoO's only event last week.

9. Tim McCreadie

No. 39 Dirt Late Model
By winning the \$40,000 top prize at the Lucas Oil Late Model Knoxville Nationals, McCreadie continued his late-season hot streak.

10. Tim Wilkerson

Levi, Ray & Shoup Chevrolet Funny Car, NHRA
Wilkerson won his second-straight Wally and has increased his point lead to 72 markers with three races to go.

Honorable Mention

Patrick Laperle won the Milk Bowl in Barre, Vt., for the third time, taking the ACT title at the same time...Justin Allgaier won his first start on a road course in Sunday's ARCA RE/MAX Series race.

Last Week

Jimmie Johnson moved up two spots to No. 3, passing Carl Edwards and Kyle Busch. Late-model driver Tim McCreadie and NHRA Funny Car driver Tim Wilkerson enter at Nos. 9 and 10.

NHRA Rookies Get Nominations

Five Nominees Eligible For Road To The Future Award

GLENDORA, Calif. — Five NHRA rookie drivers, representative of all four professional categories, have been selected as nominees for the 2008 Automobile Club of Southern California Road to the Future Award.

The nominees for the award include Rickie Jones (Pro Stock), Mike Neff (Funny Car), Junior Pippin (Pro Stock Motorcycle), Bob Tasca III (Funny Car) and Steve Torrence (Top Fuel).

The award, which recognizes the top rookie competitor in the NHRA POWERade Drag Racing Series and offers a \$20,000 prize and traditional trophy to the winner, will be presented during NHRA's annual championship awards ceremony Nov. 17 at the Hilton Los Angeles-Universal City.

Myers Disqualified, Preece Gets Victory

DAYTONA BEACH, Fla. — The victory in the Sept. 20 running of the NASCAR Whelen Modified Tour Whelen Made In America 300 was officially awarded to Ryan Preece four days after the race was completed when Southern Modified Tour driver Burt Myers was disqualified.

NASCAR officials disqualified Myers after an illegal transmission gear was discovered during a post-race inspection. Myers, who would have been the first driver from the Southern Tour to win the event in the three years using the North-South combined tours format, finished 43rd.

Meanwhile, Preece becomes the youngest driver to win a NASCAR Whelen Modified Tour event at 17 years, 330 days.

NCRA Adds SportMods To Its 2009 Lineup

PARK CITY, Kan. — The O'Reilly National Championship Racing Ass'n has added Southern SportMods to its roster for the 2009 season.

The NCRA Southern SportMod Series will run no more than a 12-race schedule next year. Rules, purse and payout have yet to be announced, but rules will soon be available online at www.ncraracing.org.

Also, series officials announced the addition of the NCRA/Oklahoma modified division with current NCRA modified rules adopted, with the exception of tires. The Hoosier tire rule is expected to be announced soon.

HANS Awarded Patent For Connections

ATLANTA — The U.S. Patent Office has granted HANS Performance Products a fifth patent for how head and neck restraints connect to a helmet, recognizing the uniqueness of the HANS post-anchor technology.

The patent, which took more than five years to secure, reflects that details such



NHRA PHOTO

FUTURE IS NOW: NHRA Top Fuel driver Steve Torrence is among five drivers eligible for this year's Automobile Club of Southern California Road to the Future Award.

as helmet attachments are significant in getting the most from a head and neck restraint system.

"Winning the patent today is important, but racers worldwide have been benefiting from this innovative technology for a long time," said HANS Performance Products CEO Mark Stiles. "Attention to details such as these is just one way we maintain the highest levels of restraint performance."

McKenney Recovering At Fresno Hospital

FRESNO, Calif. — West Coast midget driver Dallen McKenney was in stable but critical condition and still in an induced coma Monday as he fought to recover from injuries sustained in a Bay Cities Racing Ass'n race at Madera Speedway.

McKenney, who suffered a broken C2 vertebrae, both broken shoulder blades, a collapsed lung and other injuries Sept. 20, is being treated at Fresno Community Hospital's critical-care unit.

Get-well wishes can be sent to McKenney in care of the BCRA at P.O. Box 398, Tracy, Calif., 95378-0398 or by e-mail to getwelldallen@good-timesqm.com.

Long-Time NHMS Official Meade Dies

CONCORD, N.H. — Ron Meade, an original staff member of New Hampshire Motor Speedway and a long-time motorsports publicist, passed away after a brief illness. Meade most recently served as the director of special projects at NHMS.

He was also very actively involved in the promotion of travel and tourism throughout New Hampshire.

Affectionately known as "Uncle Ron" to friends and colleagues, he had always supported the Lakes Region Ass'n Scholarship fund for high school students continuing their education in travel and tourism. Recently, the Ass'n established the Ron Meade On the Track to

Tourism Annual Scholarship to honor his contributions to the region and the state.

Gifts and donations in remembrance of Ron can be sent to: The Lakes Region Hospitality Scholarship Fund, Ron Meade On the Track to Tourism Annual Scholarship, P.O. Box 430, New Hampton, N.H., 03256.

RSWC Youth Talent Search Gets Started

SACRAMENTO, Calif. — The national talent search for the driver development program conducted by Ron Sutton's Winner's Circle is under way.

Supporting sponsors K&N Filters, Lucas Oil and Sunoco Racing Fuels will be awarding six spots in the 2008 Shoot-Out to young, talented drivers from various forms of youth motorsports.

Young winning drivers, ages 11 to 19, and their parents are encouraged to get all the information and answers to common questions from www.winners-circle-racing.com, then submit their resumé in time to be considered.

Ellsworth Takes Over ASA Northwest Tour

DAYTONA BEACH, Fla. — Scott Ellsworth took over as owner and director of the ASA Northwest Tour Sept. 22, succeeding Ron Bennett, who resurrected the tour in 2007.

Ellsworth, a 35-year motorsports veteran, estimates that he has been announcer for nearly 100 ASA Northwest Tour races over the past 25 years and is proud to point out that he was at the very first series event at Evergreen Speedway in 1985.

"The ASA Northwest Tour has been very near and dear to my heart for several decades now and I don't want the names or the history just to die away," Ellsworth said acquiring the regional late-model series. "So many legendary names in racing have been through this series over the years."

NUTS AND BOLTS



Panther Racing added British Formula Renault driver **Pippa Mann** to its Firestone Indy Lights lineup. Mann, 25, will join Martin Plowman as part of the team's developmental lineup for 2009. . . AFS Racing Chief Mechanic **Jayson Madison** was named the 2008 Mo'sGold Automotive Polish, includes a trophy and \$5,000 is presented annually to the chief mechanic of the Indy Lights championship team. . . NASCAR drivers **Ken Schrader** and **David Ragan** have entered the ARCA RE/MAX Series Hantz Group 200 scheduled for Toledo Speedway Oct. 11-12. Schrader has four victories at Toledo (1997, 2004, 2005, 2006). . . **Tim Schuldt** has joined Speedway Motorsports, Inc. as vice president of national sales. Schuldt is the former vice president of marketing and licensing at Speedway Authentics and also worked as chief marketing and sales officer for the Pittsburgh Pirates. . . Little Rock, Ark.'s **I-30 Speedway** hosts the 21st-annual O'Reilly Short Track Nationals presented by Hoosier Tires on Oct. 23-25. . . **Bank of America 500** ticket holders are eligible for ticket-package upgrades that will offer pre-race pit-road access for \$100 and VIP pre-race access during driver introductions and Jessica Simpson's pre-race concert for \$150. For information, call the Lowe's Motor Speedway ticket office at (800) 455-FANS. . . The **Virginia Motor Speedway Awards Banquet** is set for Nov. 8 at the Virginia Beach Convention Center. Fans are invited to attend. Call (804) 758-1867 for more information.

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SZ Series (center)
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SN Series (left)
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Tim Brown wins his 7th Bowman Grey Speedway Championship with 9 poles and 7 wins this season

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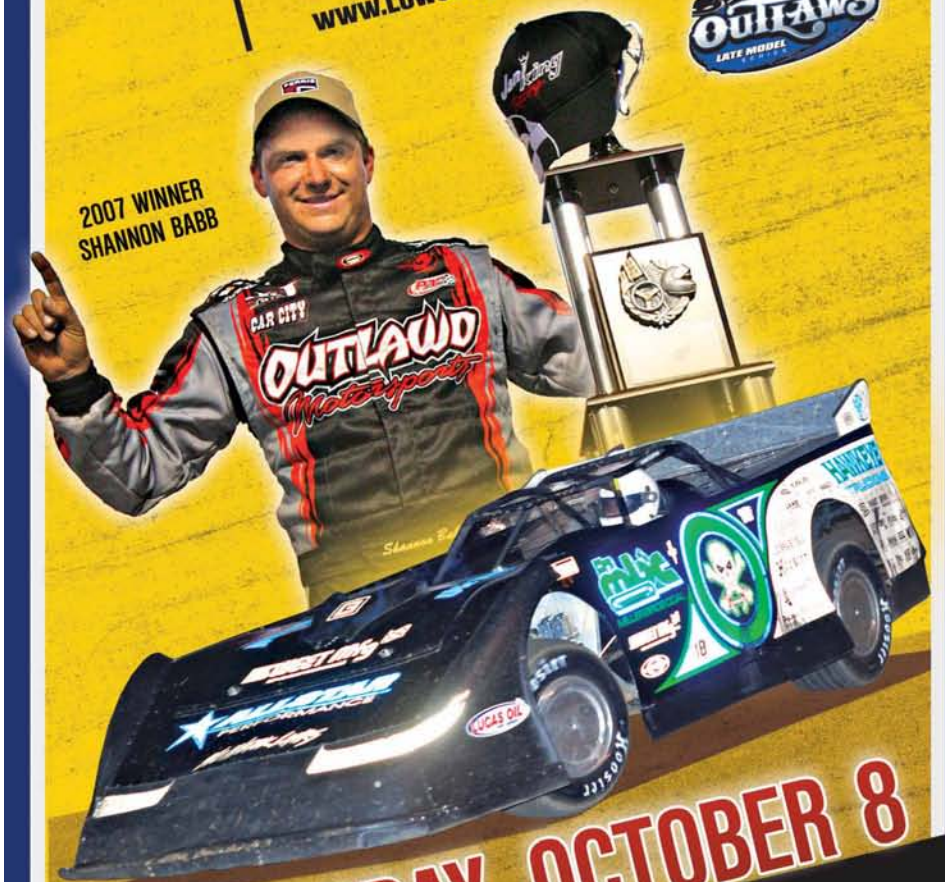
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99th Time Is Charm For Sofronas

MILLEVILLE, N.J. — It took James Sofronas 99 attempts, but he finally captured his first-career SCCA Pro Racing Speed World Challenge victory, leading every lap of Saturday's GT Championship round nine at New Jersey Motorsports Park's Thunderbolt Raceway.

Brandon Davis and Andy Pilgrim completed the podium.

With the win, Porsche clinched the SCCA Speed GT Manufacturers' Championship with one race left.

Sofronas started second in his No. 14 Global Motorsports Group Porsche 911 GT3, but edged polesitter Davis's No. 10 ACS/Sun Microsystems Ford Mustang to turn one to take his first lead in an SCCA Speed GT race.

"I almost blew it," Sofronas. "I had a great launch and the car just shot out. I thought that I hit the rev limiter, but I didn't and I shifted early, so I had a shock and then I took off and started to move over and looked in my mirrors and I thought I had [Brandon] by a couple feet. I figured I needed to get ahead of him or it would be really tough to pass him, so I knew the start would be huge."

Sofronas held off Davis by .172 second to claim the victory.

"It feels like a weight off my shoulders," an excited Sofronas said. "I've been trying for a long time. The first 75 starts were with a really small, self-funded effort, but lately I've finally got some good equipment. My team this year has been as good as it's ever been."

The finish:

Showing driver, car and laps completed: 1. James Sofronas, Porsche 911 GT3, 30; 2. Brandon Davis, Ford Mustang Cobra, 30; 3. Andy Pilgrim, Cadillac CTS-V, 30; 4. Jason Daskalos, Dodge Viper, 30; 5. Brian Simo, Dodge Viper, 30; 6. Jeff Courtney, Dodge Viper, 30; 7. Randy Pobot, Porsche 911 GT3, 30; 8. Tony Gables, Chevrolet Corvette, 30; 9. Michael Galati, Porsche 911 GT3, 30; 10. Dino Crescentini, Porsche 911 GT3, 30; 11. Mike Davis, Ford Mustang Cobra, 30; 12. Cindi Lux, Dodge Viper, 30; 13. Gunter Schaldach, Aspen, Colo., Dodge Viper, 30; 14. Jeff Altenburg, Lexus IS, 30; 15. Sonny Whelen, Chevrolet Corvette, 30; 16. Tommy Milner, Aston Martin DB9, 29; 17. Vesko Kozarov, Mitsubishi Lancer Evo IX, 28; 18. Eric Curran, Chevrolet Corvette, 18; 19. Joey Scaralo, Pontiac GTO, 14; 20. Michael McCann, Cadillac CTS-V, 1; 21. Eric Oliber, Porsche 911 GT3, 0.

Spoonmore Is Second No More

LOVE'S PARK, Ill. — After three second-place finishes in 2008, Jeremy Spoonmore is no longer a bridesmaid. Spoonmore jumped into the spotlight

Sunday afternoon by winning the 75-lap Mid-American Stock Car Series feature as part of the 43rd-annual National Short Track Championships at Rockford Speedway.

Spoonmore held off the charges of defending race winner Kenny Joosten and a host of other challengers after taking the lead and surviving several restarts. The race was plagued by 10 cautions, including eight over the first half of the race.

Daryl Gerke was able to move into second place on lap 59, but never seriously challenged Spoonmore. Joosten finished third ahead of Kyle Shear and Jake Finney.

The finish:

Jeremy Spoonmore, Daryl Gerke, Kenny Joosten, Kyle Shear, Jake Finney, Mark Pfluer, James Swan, Jeff Holtz, Lyle Novak, Bill Prielzel.



ARCA PHOTO

ROAD WARRIOR: Justin Allgaier (16) leads Colin Braun, who relieved injured Ricky Stenhouse, Jr. during Sunday's ARCA RE/MAX Series Loud Energy Drink 150 at New Jersey Motorsports Park.

Allgaier Beats Braun, Rain In His Road-Racing Debut

MILLEVILLE, N.J. — The combination of a little luck, the necessary skill and the right pit-road strategy turned Justin Allgaier into a road-course winner Sunday afternoon in the inaugural Loud Energy Drink 150 at New Jersey Motorsports Park.

Allgaier, making his career-first road-course start, was in the lead when the rain started falling, prompting ARCA RE/MAX Series officials to wave the checkered flag 19 laps shy of the scheduled 67-lap, 150-mile distance. Allgaier, out of sequence with many of the front-runners, had already made his pit stop for fuel earlier than most and found himself the leader just in time for the rain to fall.

"I've got to hand this one to my crew chief Jim Pohlman," said Allgaier. "He was up late last night rewinding the race in his mind, so he knew exactly when we needed to pit for fuel and still make it to the end. As it turned out, it also put us in position to win the race. Then we got some help from Mother Nature. I would have rather won the thing under green, but we'll take it this way, too."

Colin Braun, who relieved Ricky Stenhouse, Jr. in the Aflac Ford, charged from the tail-end to finish second. Stenhouse, still on the mend from crash in a midjet car at Eldora

Speedway a week ago, gave up the seat to Braun during a lap-three caution period.

The podium finish allowed Stenhouse to move to within 65 points of Scott Speed in the ARCA RE/MAX Series championship points race. Braun's effort also credited Stenhouse with the SunTrust Highest Finishing Rookie honors and the Accel Fastest Lap of the Race.

Speed, after running in the second position for most of the race, ran out of time before he could get back up front and settled for eighth.

Taylor Malsam, who ran up front all afternoon rain or shine, finished third in the Dodge Development Dodge, tying his career-best series finish. Pole winner Andy Lally, in the TRG Motorsports Chevrolet, finished fourth after leading the most laps. Brian Scott finished fifth.

The finish:

Showing driver, car and laps completed: 1. Justin Allgaier, Chevrolet, 48; 2. Ricky Stenhouse, Jr. (relieved by Colin Braun), Ford, 48; 3. Taylor Malsam, Dodge, 48; 4. Andy Lally, Chevrolet, 48; 5. Brian Scott, Chevrolet, 48; 6. Park Kligerman, Dodge, 48; 7. James Buescher, Dodge, 48; 8. Scott Speed, Toyota, 48; 9. Bob Schach, Ford, 48; 10. Frank Kimmel, Ford, 48; 11. Patrick Sheltra, Chevrolet, 48; 12. Gabi DiCarlo, Toyota, 48; 13. Lee Arnold, Dodge, 48; 14. Dexter Bean, Chevrolet, 48; 15. Tom Berte, Chevrolet, 48; 16. Ken Butler, Dodge, 48; 17. Bryan Silas, Chevrolet, 48; 18. John Wes Townley, Ford, 48; 19. Tom Hessert, Ford, 48; 20. Michael Phelps, Dodge, 47; 21. Kory Rabenold, Chevrolet, 47; 22. Jason Basham, Chevrolet, 47; 23. Darrell Basham, Chevrolet, 47; 24. Jeff Buice, Chevrolet, 46; 25. Donny Kelley, Chevrolet, 46; 26. James Hylton, Dodge, 46; 27. Alli Owens, Chevrolet, 45; 28. Brad Smith, Ford, 45; 29. Chase Mattioli, Chevrolet, 37; 30. Matt Carter, Ford, 36; 31. Tony Ave, Chevrolet, 34; 32. William Bull, Ford, 31; 33. Norm Benning, Chevrolet, 20; 34. Willie Mullins, Chevrolet, 10; 35. Mike Harmon, Chevrolet, 6; 36. Justin Lofton, Toyota, 2; 37. Todd Bowsher, Ford, 2; 38. Tom Graham, Ford, 2; 39. Tim Mitchell, Chevrolet, 1.

Reynolds On Skids In Big 8 Victory

LOVES PARK, Ill. — Jon Reynolds, Jr. slid sideways across the finish line, but still won Saturday night's

BIG 8

BRP Big 8 Series 108-lap feature event at Rockford Speedway, part of the 43rd-annual National Army National Guard National Short Track Championships.

Reynolds was driving hard with what he believed to be a broken valve spring in the waning laps to set up the dramatic finish. Tim Sargent got to

his bumper and got Reynolds loose as the two came off the final turn.

But Reynolds held on ahead of Sargent despite his skid across the line. Michael Bilderback won a family feud with his uncle, Ricky Bilderback, to take third place. Ryan Carlson finished fifth.

The finish:

Jon Reynolds, Jr., Tim Sargent, Michael Bilderback, Ricky Bilderback, Ryan Carlson, Steve Dobbratz, Jeremy Miller, Travis Dassow, Brady Liddle, Ed Szlagowski, Jr., Mike Beyer, Ross Kenesh, Kyle Jarlsberg, Skylar Holzhausen, Ryan Miles, Tyler Sauter, Andrew Kulka, Nathan Oppinger, Kyle Shear, John Paul Odegaard, Noel Ramge, Bob Wilberg, John Baumeister, Jim Duchow, Nick Shutkas.

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A look back at the formative years of racing



PETE ZANARDI COLLECTION PHOTO

X MARKS THE SPOT: Hully Bunn poses with the No. X sportsman modified he drove in the 1950s.

X Marked The Spot In First Race Of Champions Test

By PETE ZANARDI

New Englanders Hully Bunn and Dick Eagan, teammates in cars prepared by Bob Duffy, were enjoying a successful 1951 season.

A \$4,250 purse lured them to the National Sportsman Stock Car Championship at Langhorne (Pa.) Speedway on Oct. 14, 1951.

Promoted by Al Gerber and Irv Fried, it was the first of what became the Race of Champions, for many years the premier modified/sportsman race in the country. It was the culmination of Langhorne's 25th season.

"We had wins all over the place," recalls Bunn, now 88. "We won at Stafford Springs (Conn.), Morristown (N.J.), Bainbridge (Ohio). Dick definitely had more wins than I did."

When they arrived at Langhorne, however, Eagan's car wouldn't fire. "Duffy had made some changes in the motor, but never started it up before we left," recalls Bunn. When the field took the green flag for the scheduled 100 laps, Eagan was a spectator.

Bunn grabbed the lead from New Jersey daredevil Wally Campbell, the polesitter, five laps in. Bill Tanner led the first three before giving way to Campbell. Bunn got Campbell out of four and set in for the long haul.

Duffy wanted to overhaul the engine in the familiar No. X entry because it was "using oil," but Bunn resisted. "Those old flathead Fords ran the best when they were smoking," says Bunn. "We had a five-gallon pail filled with oil hanging in the car with a hose going into the fill pipe. We would turn it on and off during the race."

Langhorne was the 43rd race of the season and the pan on the car had never been dropped.

Bunn and Campbell battled for some 50 laps before overheating problems got Campbell. As lap 63 began, Frankie Schneider was second, but better than two laps behind Bunn.

In turn four Frank Holtzhauer's car caught fire. Crashing into the pit wall, Holtzhauer's clothes were aflame when he exited the racer. Pit crews saved Holtzhauer. The fire, however, reached Jack Bellinato's car resulting in the second yellow flag of the day.

Bunn turned the car over to Eagan. "I felt I owed him that" for the single-file restart. A broken axle on lap 80 ended Schneider's day. Campbell had climbed back to third, but was four laps down. Suddenly, out of four, an upside-down Don Black skidded into the path of Campbell. Campbell's car caught fire and the resulting smoke along with the setting sun "obscured" the track. Campbell escaped just ahead of eight cars piling into his disabled racer.

When Black arrived at the hospital, doctors were still treating Holtzhauer's burns. Six other drivers and a mechanic were also injured.

At that point, NASCAR officials ended the carnage with Bunn and Eagan the winners.

Ken Marriott, Don Bailey, Pee Wee Jones and Bob Myers were second through fifth.

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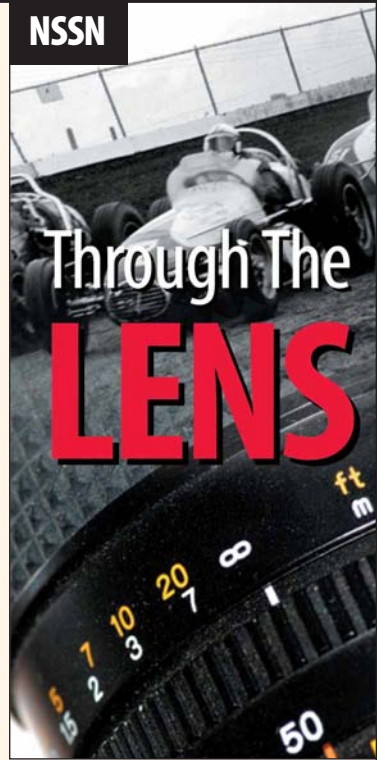
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Through The LENS



A visual tour through the history of motorsports

BUTCH HARTMAN

▶ Ohio-native Butch Hartman was one of the top traveling stock-car drivers of the 1970s. Hartman began his career racing on the Ohio dirt tracks before graduating to USAC, NASCAR and ARCA competition. A winner of countless races, Hartman won five USAC Stock Car national championships, including four straight from 1971 through 1974. He won the title again in 1976.

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

He made 20 starts in the NASCAR Cup Series with a best finish of fifth at Charlotte Motor Speedway in 1972.

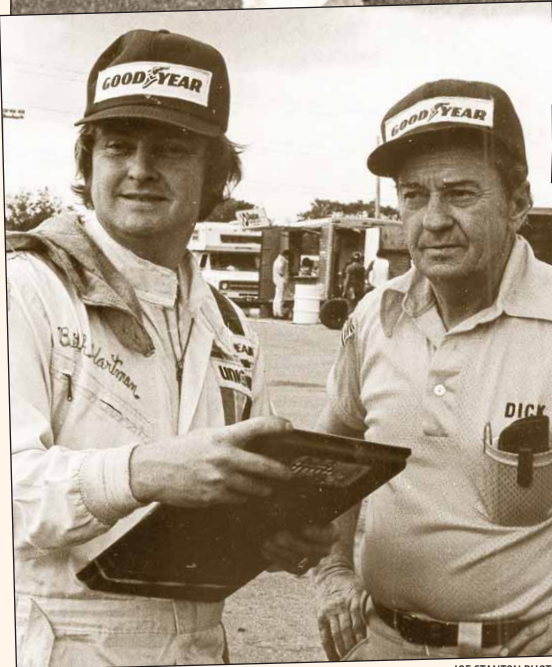
Hartman died of a heart attack at age 54 in 1994. His son Bart is one of the country's best touring dirt-late-model racers.

Featured here (clockwise from top left): On a mission along pit road; Posing with his mount in 1974; Wiping away a hard day's work; The five-time USAC champion; Checking lap times with father, Dick; At the 1976 Dayton (Ohio) Auto Racing Fans banquet receiving congratulations from John Anderson (left) on winning his fifth USAC Stock Car national championship.

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NATIONAL SPEED SPORT NEWS



Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: Oct 2-6.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Sprint Cup Camping World RV 400 from Kansas City, Kan. (taped), 12 p.m., Speed
- Classic NASCAR: 1994 Winston Select 500, 1 p.m., ESPN Classic
- "On the Edge," 4:30 p.m., Speed
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 5 p.m., ESPN2
- "ALMS Petit Le Mans Preview," 7 p.m., Speed

Friday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Craftsman Truck Series Mountain Dew 250 qualifying, 12 p.m., Speed
- NASCAR Sprint Cup AMP Energy 500 practice, 2 p.m., Speed
- NASCAR Sprint Cup AMP Energy 500 practice, 3:30 p.m., Speed
- "NASCAR Live," 4:30 p.m., Speed
- "NASCAR Now," 5 p.m., ESPN2
- ARCA RE/MAX 250, 5 p.m., Speed
- "Trackside," 7:30 p.m., Speed
- NASCAR Sprint Cup AMP Energy 500 qualifying, 8:30 p.m., Speed
- "Trackside," 11 p.m., Speed

Saturday

- "NASCAR Now," 12 a.m., ESPN2
- ARCA RE/MAX 250 (taped), 12 a.m., Speed
- NASCAR Sprint Cup AMP Energy 500 practice (taped), 2:30 a.m., Speed
- NASCAR Sprint Cup AMP Energy 500 practice (taped), 4 a.m., Speed
- "Inside Drag Racing," 6 a.m., Ion
- IHRA Northern Nationals (taped), 10 a.m., Speed
- ALMS Petit Le Mans, 11 a.m., Speed
- NASCAR Sprint Cup AMP Energy 500 qualifying (taped), 1 p.m., Speed
- "NCTS Setup," 3:30 p.m., Speed
- NASCAR Craftsman Truck Series Mountain Dew 250, 4 p.m., Speed
- ALMS Petit Le Mans, 6:30 p.m., Speed

TUNE IN TO ...

NASCAR Sprint Cup AMP Energy 500 from Talladega, Ala., at 2 p.m. Sunday on ABC.

- "NASCAR Performance," 11 p.m., Speed
- "Tradin' Paint," 11:30 p.m., Speed

Sunday

- "NCTS Setup," 2 a.m., Speed
- NASCAR Craftsman Truck Series Mountain Dew 250 (taped), 2:30 a.m., Speed
- "NASCAR Angels," 8 a.m., Hallmark
- "Tradin' Paint," 9:30 a.m., Speed
- "NASCAR Now," 10 a.m., ESPN2
- "NASCAR Performance," 10 a.m., Speed
- "NASCAR in a Hurry," 10:30 a.m., Speed

- "NASCAR RaceDay," 11 a.m., Speed
- "NASCAR Countdown," 1 p.m., ABC
- NASCAR Sprint Cup AMP Energy 500, 2 p.m., ABC
- Star Mazda Series from Millville (taped), N.J., 2 p.m., Speed
- "Inside Drag Racing," 5 p.m., Ion
- "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
- "NASCAR Now," 10 p.m., ESPN2

Monday

- "Speed Report," 2 a.m., Speed
- NASCAR Sprint Cup AMP Energy 500 (taped), 2:30 a.m., Speed
- "NASCAR Victory Lane," 4 a.m., Speed
- "NASCAR Victory Lane," 8 a.m., Speed
- "Wind Tunnel with Dave Despain," 9 a.m., Speed
- NASCAR Sprint Cup AMP Energy 500 (taped), 12 p.m., Speed

MOTORSPORTS CALENDAR

- Oct. 1-4 Speed World Challenge Series
Road Atlanta, Braselton, Ga., Sports Cars
- Oct. 3 ARCA RE/MAX Series
Talladega Superspeedway, Talladega, Ala., Stock Cars
- Oct. 3 Lucas Oil Late Model Series
Rome Speedway, Rome, Ga., Late Models
- Oct. 3 O'Reilly American Sprint Cars on Tour
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- Oct. 3 O'Reilly POWRi National Midget Series
Tri-City Speedway, Granite City, Ill., Midget Cars
- Oct. 3-4 Advance Auto Parts World of Outlaws
Princeton Speedway, Princeton, Minn., Sprint Cars
- Oct. 3-4 O'Reilly United Sprint Car Series
Carolina Speedway, Gastonia, N.C., Sprint Cars
- Oct. 3-5 International Hot Rod Ass'n
Maryland Int'l Raceway, Budds Creek, Md., Dragsters
- Oct. 4 NASCAR Craftsman Truck Series
Talladega Superspeedway, Talladega, Ala., Stock Cars
- Oct. 4 American Le Mans Series
Road Atlanta, Braselton, Ga., Sports Cars
- Oct. 4 Atlantic Championship
Road Atlanta, Braselton, Ga., Atlantic Cars
- Oct. 4 USAC Mopar Midget Championship
Terre Haute Action Track, Terre Haute, Ind., Midget Cars
- Oct. 4 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Oct. 4 NASCAR Whelen Modified Tour
Chemung Speedrome, Chemung, N.Y., Modifieds
- Oct. 4 NASCAR Whelen Southern Modified Tour
Caraway Speedway, Asheboro, N.C., Modifieds
- Oct. 4 Lucas Oil Late Model Series
Dixie Speedway, Woodstock, Ga., Late Models
- Oct. 4 O'Reilly American Sprint Cars on Tour
USA Race Park, Tucson, Ariz., Sprint Cars
- Oct. 4 ASCS Canyon, Southwest Regions
USA Race Park, Tucson, Ariz., Sprint Cars
- Oct. 4 ASCS Sooner Region
Mid-America Speedway, South Coffeyville, Okla., Sprint Cars
- Oct. 4 Northeastern Midget Ass'n
Waterford Speedbowl, Waterford, Conn., Midget Cars
- Oct. 4 O'Reilly POWRi National Midget Series
Belle-Chair Speedway, Belleville, Ill., Midget Cars
- Oct. 4 United Racing Company
New Egypt Speedway, New Egypt, N.J., Sprint Cars
- Oct. 4 Tampa Bay Area Racing Ass'n
New Smyrna Speedway, New Smyrna Beach, Fla., Sprint Cars
- Oct. 4-5 Grand Am Koni Challenge Series
Virginia Int'l Raceway, Alton, Va., Sports Cars
- Oct. 5 NASCAR Sprint Cup Series
Talladega Superspeedway, Talladega, Ala., Stock Cars
- Oct. 7 World of Outlaws Late Model Series
Fayetteville Motor Speedway, Fayetteville, N.C., Late Models
- Oct. 8 World of Outlaws Late Model Series
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Late Models
- Oct. 9-11 USAC Mopar Midget Championship
Tri-City Speedway, Granite City, Ill., Midget Cars
- Oct. 10 NASCAR Nationwide Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- Oct. 10-11 O'Reilly American Sprint Cars on Tour
Cowtown Speedway, Kennedale, Texas, Sprint Cars
- Oct. 10-12 National Hot Rod Ass'n
Virginia Motorsports Park, Dinwiddie, Va., Dragsters
- Oct. 11 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
- Oct. 11 World of Outlaws Late Model Series
Volunteer Speedway, Bulls Gap, Tenn., Late Models
- Oct. 11 ARCA Lincoln Welders Truck Series
Toledo Speedway, Toledo, Ohio, Stock Cars
- Oct. 11 ASCS Sprints on Dirt
Eldora Speedway, Rossburg, Ohio, Sprint Cars



RICH SINGER PHOTO

CLASS ACT: Allan McNish and Rinaldo Capello broke an eight-race losing streak for Audi by taking the win at Road Atlanta last October.

MARK IT DOWN!

Oct. 4, American Le Mans Series Petit Le Mans

Road Atlanta, Braselton, Ga., Sports Cars

The American Le Mans Series makes its annual stop at Road Atlanta for the 10-hour, 1,000-mile Petit Le Mans with just two races remaining in the season to decide the series' championships. Last season, Audi's Rinaldo Capello held off the Penske Porsche of Romain Dumas by .923 second after 394 laps.

- Oct. 11 ASCS Coastal Region
Pike County Speedway, Magnolia, Miss., Sprint Cars
- Oct. 11 United Racing Company, Empire Super Sprints
Rolling Wheels Raceway Park, Elbridge, N.Y., Sprint Cars
- Oct. 11-12 Advance Auto Parts World of Outlaws
Hollywood Hills Speedway, San Felipe Pueblo, N.M., Sprint Cars
- Oct. 11-12 Northeastern Midget Ass'n
Seekonk Speedway, Seekonk, Mass., Midgets
- Oct. 12 Formula One World Championship
Fuji Speedway, Shizuoka Prefecture, Japan, Formula Cars
- Oct. 12 World of Outlaws Late Model Series
North Alabama Speedway, Tuscumbia, Ala., Late Models
- Oct. 12 ARCA RE/MAX Series
Toledo Speedway, Toledo, Ohio, Stock Cars
- Oct. 12 Advance Auto Parts Super DIRTcar Series
New York State Fairgrounds, Syracuse, N.Y., Modifieds
- Oct. 17 Advance Auto Parts World of Outlaws
Ocean Speedway, Watsonville, Calif., Sprint Cars
- Oct. 17-18 O'Reilly American Sprint Cars on Tour
Devil's Bowl Speedway, Mesquite, Texas, Sprint Cars
- Oct. 17-19 International Hot Rod Ass'n
Rockingham Dragway, Rockingham, N.C., Dragsters
- Oct. 18 NASCAR Craftsman Truck Series
Martinsville Speedway, Martinsville, Va., Stock Cars
- Oct. 18 Advance Auto Parts World of Outlaws
Thunderbowl Speedway, Tulare, Calif., Sprint Cars
- Oct. 18 American Le Mans Series
Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars
- Oct. 18 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Oct. 18 NASCAR Camping World West Series
Kern County Speedway, Bakersfield, Calif., Stock Cars
- Oct. 18 Hooters Pro Cup Series
Southern National Raceway Park, Kenly, N.C., Stock Cars
- Oct. 18 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Oct. 18 ASCS Southwest Region
USA Race Park, Tucson, Ariz., Sprint Cars
- Oct. 18 United Racing Company
Grandview Speedway, Bechtelsville, Pa., Sprint Cars
- Oct. 18 Empire Super Sprints
Brockville Ontario Speedway, Brockville, Ontario, Sprint Cars
- Oct. 18-19 Northeastern Midget Ass'n
Thompson Int'l Speedway, Thompson, Conn., Midgets
- Oct. 18-19 International SuperModified Ass'n
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Oct. 18-19 Bay Cities Area Racing Ass'n
Lakeport Speedway, Lakeport, Calif., Midget Cars
- Oct. 19 NASCAR Sprint Cup Series
Martinsville Speedway, Martinsville, Va., Stock Cars
- Oct. 19 Formula One World Championship
Shanghai Int'l Circuit, Shanghai, China, Formula Cars
- Oct. 19 NASCAR Whelen Modified Tour
Thompson Int'l Speedway, Thompson, Conn., Modifieds
- Oct. 19 Advance Auto Parts Super DIRTcar Series
Orange County Fair Speedway, Middletown, N.Y., Modifieds
- Oct. 23-25 O'Reilly American Sprint Cars on Tour
I-30 Speedway, Little Rock, Ark., Sprint Cars
- Oct. 25 NASCAR Nationwide Series
Memphis Motorsports Park, Memphis, Tenn., Stock Cars
- Oct. 25 NASCAR Craftsman Truck Series
Atlanta Motor Speedway, Hampton, Ga., Stock Cars

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

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RACE REWIND

FORMULA ONE

Race 15 of 18: Singapore Grand Prix, Sunday, Sept. 28
Singapore Street Circuit, Singapore

FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Nico Rosberg

THIRD



Lewis Hamilton

Fin.	St.	Driver	Country	Team	Laps
1	15	Fernando Alonso	Italy	ING Renault F-1 Team	61
2	9	Nico Rosberg	Germany	AT&T Williams Toyota	61
3	2	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	61
4	8	Timo Glock	Germany	Panasonic Toyota Racing	61
5	7	Sebastian Vettel	Germany	Scuderia Toro Rosso	61
6	6	Nick Heidfeld	Germany	BMW Sauber F-1 Team	61
7	14	David Coulthard	Great Britain	Red Bull Racing Renault	61
8	10	Kazuki Nakajima	Japan	AT&T Williams Toyota	61
9	12	Jenson Button	Great Britain	Honda Racing F-1 Team	61
10	5	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	61
11	4	Robert Kubica	Poland	BMW Sauber F-1 Team	61
12	17	Sebastien Bourdais	France	Scuderia Toro Rosso	61
13	1	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	61
14	20	Giancarlo Fisichella	Italy	Force India F-1 Team	61
15	3	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	57
16	11	Jarno Trulli	Italy	Panasonic Toyota Racing	50
17	19	Adrian Sutil	Germany	Force India F-1 Team	49
18	13	Mark Webber	Australia	Red Bull Racing Renault	29
19	18	Rubens Barrichello	Brazil	Honda Racing F-1 Team	14
20	16	Nelson Piquet	Brazil	ING Renault F-1 Team	13



STEVE ETHERINGTON PHOTO

HAPPY WINNER: Fernando Alonso celebrates his first victory of 2008 in Sunday's Singapore Grand Prix.

RACE STATISTICS

Race time: 1 hour, 57 minutes, 16 seconds
Average speed: 158.068 kilometers per hour

Victory margin: 2.957 seconds

TALK OF TIME TRIALS

Felipe Massa became the first F-1 driver to win a pole position during a night-time qualifying session. It was his fifth pole of the season and the 14th of his career. Lewis Hamilton qualified second.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Robert Kubica

Top 10

1. Lewis Hamilton	84	6. Heikki Kovalainen	51
2. Felipe Massa	77	7. Fernando Alonso	38
3. Robert Kubica	64	8. Sebastian Vettel	27
4. Kimi Raikkonen	57	9. Jarno Trulli	26
5. Nick Heidfeld	56	10. Timo Glock and Mark Webber	20



STEVE ETHERINGTON PHOTO

UNDER THE LIGHTS: Fernando Alonso races his ING Renault through the streets of Singapore during Sunday's Singapore Grand Prix, the first Grand Prix to take place at night.

Alonso On Top In Singapore

By DAN KNUTSON
NSSN CORRESPONDENT

SINGAPORE — Fernando Alonso won the first Grand Prix held at night after coming out on top of an unpredictable, incident-filled race in the streets of Singapore.

"It was a great weekend for F-1 — the first night race," he said after his 20th win. "We all had a new challenge in front of us, and we will be part of history. The night racing experience was great."

It was Alonso's first win since the Italian Grand Prix, just over a year ago driving for McLaren Mercedes. And it was Renault's first win since Alonso won the Japanese Grand Prix 23 months ago.

Nico Rosberg earned his best F-1 finish to date and his second podium when he took second in his Williams Toyota despite a 10-second stop-and-go penalty for stopping for fuel when the pit lane was closed.

Lewis Hamilton finished third in his McLaren Mercedes and pulled out a

seven-point gap over Felipe Massa, who had a dismal race in his Ferrari. Alonso had been quick in practice, but started 15th after a fuel-supply problem in the second qualifying session.

"Anything can happen," he said before the race.

For a while, it seemed like nothing would happen as polesitter Felipe Massa tooled around in front looking like he was heading for his sixth victory of the year. Hamilton and Kimi Raikkonen [Ferrari], having qualified second and third, respectively, ran in that order behind Massa.

Alonso pitted early, coming in at the end of lap 12. The strategy worked out perfectly as he had a full tank of fuel when his teammate Nelson Piquet clobbered the wall on lap 14. That brought out the safety car.

Running out of fuel, Rosberg and Robert Kubica had to stop before pit lane was declared open. Rosberg led laps 18 to 28, but then had to serve his penalty as did Kubica. Jarno Trulli, on a one stopper, led from lap 29 to 33

before pitting.

Many of the drivers stopped at the end of lap 17 when the pits opened. Ferrari's red/green, stop/go pit-light system flashed green when a crew member pushed the go button too early, and Massa took off, taking the fuel hose still attached to his car down to the other end of the pits. By the time the crew removed it and he completed his drive-through the pits penalty, his evening was ruined.

Alonso took over first place on lap 34 after Rosberg's penalty and Trulli's pit stop.

After the stops, Hamilton got mired down in the field and stuck behind David Coulthard, but he eventually worked his way up to third behind Alonso and Rosberg. The latter thought his race was over when he got the penalty, but a string of quick laps while he was in the lead redeemed things.

Timo Glock drove a solid race to finish fourth. Raikkonen crashed out of fifth with four laps to go and Sebastian Vettel took over the spot.

Economic Climate On The Minds Of F-1 Teams

By DAN KNUTSON
NSSN CORRESPONDENT

SINGAPORE — Given the amount of money the F-1 machine consumes, the worldwide credit crunch is a worry to the business of the sport.

"It would be foolish to think that the external environment doesn't affect our business," said Williams CEO Adam Parr, "but I think what is important, as with any business, is to prepare and we are trying to do that, perhaps harder than others."

"We need within FOTA (the Formula One Teams' Ass'n) to get out and identify ways to reduce our costs. We need to work with the Commercial Rights Holder, with Bernie (Ecclestone), to continue to grow the sport."

Parr and other team officials said the massive commercial investment of the Singapore race and the sponsors' delight of the venue was proof of the economic force that F-1 can still generate.

"In spite of the global environment,

we (F-1) are in rude good health," he said, "but we will only stay in rude good health if we prepare for the future because the world is changing right now very, very fast, faster than anybody could have imagined even a month ago."

Lehman Brothers, the investment company that recently went bankrupt, owns a 16.8 percent share of F-1's commercial rights. CVC, the majority shareholder of those rights, will almost certainly buy up the Lehman holdings.

FORMULA ONE RACE REWIND



STEVE ETHERINGTON PHOTO

TIGHT CORNERS: Timo Glock (left) races outside Sebastian Vettel during Sunday's Grand Prix through the streets of Singapore.

FIA Won't Hear Hamilton Appeal

By **DAN KNUTSON**
NSSN CORRESPONDENT

SINGAPORE — Having won four Champ Car titles in five seasons with Newman/Haas/Lanigan Racing, **Sebastien Bourdais** has fond memories of **Paul Newman**.

"A great guy who was always ready to have a good time in racing as well as trying to do everything he could do to help kids and everyone around him," Bourdais said of Newman.

"We had so much success together and some great years," Bourdais told *Autosport*. "That's what I remember most: Sharing so many great moments with him."

"We had known for quite a while that there was no way out, and he was not going to survive the cancer. He was in a lot of pain, and he's in a much better place now."

Others in the F-1 paddock also paid tribute to Newman who passed away at age 83.

"Paul Newman was one of those very few people for whom the term 'megastar' was no exaggeration; truly, he was a legend of the silver screen," **Ron Dennis** said. "However, he was also a fine driver. I met him quite a few times and liked him a lot. In fact, I arranged a secret test for him in a Procar many years ago, and he acquitted himself pretty well."

■ **Lewis Hamilton** is convinced that he did not deserve the penalty for cutting the chicane in Belgium that dropped him from first to third. His fellow drivers did not support his view.

So what was the considered opinion by the judges of the FIA Court Appeal? We will never know because they said McLaren's appeal was inadmissible because the 25-second penalty was based on a drive-

through-the-pits penalty, and such a penalty cannot be appealed.

McLaren received more than 56,000 letters, calls and e-mails supporting Hamilton.

■ Force India drivers **Giancarlo Fisichella** and **Adrian Sutil** notched up a footnote in the F-1 history books by being the first drivers to venture out for the first F-1 practice session held at night.

■ Police evacuated the BMW Sauber garage on Thursday, not because of an actual bomb scare but as a routine precaution. Security at the entrance to the F-1 paddock was strict with everybody having to go through airport-type security procedures.

■ Showing a rare sense of humor, publicly anyway, McLaren released video of its F-1 cars fitted with four huge headlights for the Singapore nights. "I had a chat about that with my engineer, but I still prefer the aerodynamic advantage, so I will keep the lights off," Lewis Hamilton said. **Heikki Kovalainen** quipped: "I thought I needed a bit more downforce, so I've opted to use them."

■ **Robert Kubica** passed the hours on the long flight to Singapore making a nice chunk of change off his manager playing poker. The classic image of a late-night poker game became reality in Singapore as Kubica, **Fernando Alonso** and others played their usual paddock game in the wee hours.

■ Officials fined **Jarno Trulli** and **Rubens Barrichello** 10,000 euros (\$14,600) each because they illegally crossed the white line marking the entrance to the pits. Officials also dropped **Nick Heidfeld** from sixth to ninth on the grid for blocking

Barrichello in qualifying.

■ Asked to compare the Renault and Ferrari engines as he recently tested them back-to-back in the Red Bull and Toro Rosso cars, **Sebastian Vettel** said: "Every engine is different. In the end it is a mix of what you want to achieve on track or how you build your engine. There is a little difference, but in terms of performance they are very similar. It is very difficult to feel an advantage or disadvantage for one or the other."

■ NSSN found out that it was **Kimi Raikkonen** who took up his option with Ferrari for 2010 rather than vice versa. Raikkonen had been angling for a new two-year deal, but when Ferrari balked at that he exercised his (rare for Ferrari) driver-option-sided contract.

■ A study by ING Investments and Formula Money states that F-1 makes sound financial sense for governments. The report says that governments investing in a F-1 race last year paid a total of \$275 million in sanctioning fees, but the return of money pumped into their local economies totaled \$1.52 billion.

■ F-1's paddock-poker craze led to eight drivers taking part in a high-stakes televised game in Italy after the GP. **Nico Rosberg** was the big winner, earning \$43,828, half of which will go to charity. Robert Kubica, **Giancarlo Fisichella**, **Eddie Irvine**, **Giorgio Pantano**, **Tonio Liuzzi**, **Alex Zanardi** and **Adrian Sutil** also played.

■ Because they were sticking to European time and thus would be sleeping, **Lewis Hamilton**, **Timo Glock** and **Heikki Kovalainen** turned down an invitation to lunch with Singapore's president **Sellapan Rama Nathan** during the race weekend.

Singapore GP Dazzling, But Bumpy

SINGAPORE

Night race? What night race? The teams' initial reaction to Formula One's first night race was to ignore it.

Of course it was impossible not to notice the bright lights and exotic setting of Singapore, but the teams really strived to disregard the six-hour time difference between Europe and Singapore. The plan was to keep the body clocks of the drivers and crews on European time so that the 8 p.m. race start would feel like a normal 2 p.m. race start, which is when the drivers would be at their peak mentally and physically.

In true F-1 overboard style, they went to great lengths to achieve this. Felipe Massa rode his bike around the track at 3 a.m. while Fernando Alonso watched films in his hotel at the same time. The team members slept in blacked-out hotel rooms from about 5 a.m. to 1 p.m. and then arrived at the track about 4 p.m.

"We have just moved the whole schedule," Mark Webber said. "We are not looking out of the window — we are just looking at the time. We are doing exactly what we normally do — it is just six or seven hours later than we normally do."

The paddock, lit as bright as day, was buzzing at midnight with teams holding press conferences and doing things they do at 6 p.m. at other races.

Some 40,000 visitors came to Singapore for the race despite the ludicrous prices many hotels extorted. As for the economic impact, merchants on Orchard Road reported brisk sales, but the stores in the Marina and Suntec City Mall area adjacent to the circuit were empty as the race goes merely used the area as a transit passage to the track.

It only rained late at night or early in the morning. So while the heat

ACROSS THE POND



DAN KNUTSON

and humidity remained intense, at least the fans did not get soaked in the glittering Singapore nights.

As for the track itself, the initial general consensus among the drivers was that it is like Monaco, only tougher.

"It is bumpy," Lewis Hamilton said. "It has got a lot of character; it is anticlockwise and it is not like other bog-standard circuits. It feels like we are going through the streets of a city. It is a really challenging circuit."

It was cooler once the blazing sun had set, but the 88-degree heat and 79-percent humidity during the race added to the challenge.

Following concerns raised by the drivers before practice, the steep-sided bumps — they looked like loaves of bread made from concrete — defining the turn 10 chicane

were ground down so that edges were smoother. The drivers were worried that the bumps were so severe that the monocoque would be damaged if the car ran over them.

While the turn-10 chicane remained a problem with its high curbs poised to launch a car into the air or walls if a driver tried to cut across, there was no space for any changes to the track.

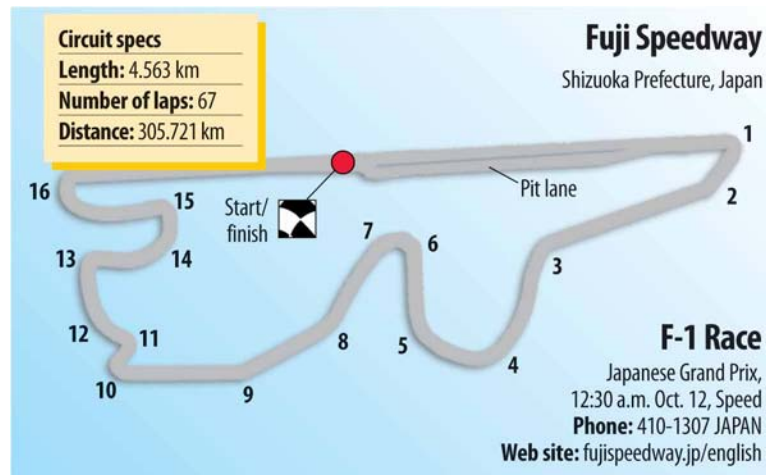
The drivers said this was the bumpiest circuit of the year, and the bumps from turns five to seven were particularly nasty.

As for the track lighting, once extra lights were added in four particular areas, the drivers were satisfied with the visibility at night.

From the Singapore Flyer, at 540 feet it's the highest ferris wheel in the world, to skyscrapers to old colonial buildings to lush tropical vegetation, the backdrop to the new street circuit was fabulous and the entire event was dazzling.

As for the track lighting, once extra lights had been added in four particular areas, the drivers were satisfied with the visibility at night.

UP NEXT



crazy 8

On the weekend of Sept. 4-6, a noteworthy motorsports event took place in Indianapolis. Most racing publications didn't pick up on it. It certainly didn't generate the media attention, local or national, that the following weekend's MotoGP event at Indianapolis Motor Speedway did.

By **BOB GATES**, NSSN CORRESPONDENT
It was held at Indianapolis Speedrome, paid a \$30,000 purse, \$20,000 to the winner, packed the stands around the fifth-mile oval for three days and attracted renowned custom motorcycle builder, TV star and pop icon Jesse James as a competitor.

Still, not enough to identify the event?

Not surprising. To the uninitiated, it was no big deal, but to the dyed-in-wool aficionados of figure-8 racing, the 32nd annual World Championship is Indy, the Super Bowl and the Daytona 500 all rolled into one.

Yes, figure-8 racing. To purists even attaching the word racing to figure-8 is most likely an abomination. At best, traditional motorsports enthusiasts view it as an aberration, the red-headed stepchild of auto racing. Nothing more than a throwback to the 1950s when jalopies, powder-puff races and demolition derbies drew thousands on hot summer Saturday nights at local tracks in little hamlets all across the nation, while competing with big-time wrestling on that new-fangled electronic device, television.

*Racing Through The Intersection
Still Popular With American Fans*



DAVID SINK PHOTO

CROSSROADS: Drivers prepare for a heat race at Anderson (Ind.) Speedway earlier this season. The speedway has hosted weekly figure-8 racing since 1960.

Yet, this piece of 1950s Americana has proved to have surprising staying power well into the 21st century. Nationally there are at least a hundred local tracks promoting weekly figure-8 shows. They include some of the better-known short-track venues in the nation. Toyota Speedway at Irwindale in California, Indiana's Anderson Speedway, Rockford Speedway in Illinois and Riverhead Raceway in New York among them.

Figure-8 racing doesn't have a national sanctioning body. There are, though, several groups that have organized it on a regional basis and brought some consistency to the rules. F.E.A.R. is an interesting and appropriate acronym for the Figure Eight Auto Racing Ass'n that sanctions events in Illinois, Iowa, Nebraska, Missouri, Kansas and Oklahoma. S.A.F.E.R., Suffolk Ass'n of Figure Eight Racing, is a similar organization in New York.

Despite appearances to the contrary, safety is an important part of the rule packages with these organizations, as well as with the local promoters. Heavy roll cages and frame reinforcement around areas like the fuel cell, the driver and other vulnerable areas are standard throughout the sport, as are helmet and fire-protective clothing rules.

The interest in figure-8 racing is such that to give everyone who wants to run, despite the size of their racing budget, an opportunity to be competitive, there are many classes of figure-8 cars. They run in classes very similar in name and rules to most local track's stock-car classes. Bombers, hobby stocks, sportsman, hornets and stock are all identifiers used at various tracks. There's even school-bus figure-8 racing, but that would definitely be considered an aberration of an aberration. Sitting at the top level of competition are the full-blown late models, complete with huge engines and wings.

While the regular weekly show is the bread and butter of figure-8 racing, the big event plays a critical role for a motorsport that lends great credence to entertainment value. Besides the Speedrome World Championship, F.E.A.R. is promoting a \$20,000 purse at the National Figure-8 championship at Odessa Speedway, Mo., Sept. 26-27. Sportsdrome Speedway in Jeffersonville, Ind., has scheduled its annual World 300 for October, paying out \$20,000. And there are numerous season-ending races that pay \$5,000 and more to win.

The big event is what first brought figure-8 racing to national prominence. Larry Mendelsohn, the track promoter at Islip Speedway on Long Island, convinced ABC Television's "Wide World of Sports" to

broadcast his World Figure 8 Championship in 1962. For years, it was a staple on that award-winning program's Saturday afternoon broadcast, and it exposed figure-8 racing to a vast audience. The sport grew rapidly, reaching its zenith in the late 1960s and early 1970s.

Aside from that documented occasion, the history of figure-8 racing is fogged in mystery. No one seems quite certain about its origins, at least not in the form that we recognize it today.

What is known is that in the 1930s, California's Atlantic Speedway, a popular midget-racing track, included a figure-8 section. But Atlantic's layout was accomplished with an overpass. There were a few other tracks with a similar setup. That made for some interesting racing, to be sure, but not the raw excitement generated by the figure-8 with an intersection.

The creation of the first figure-8 track with an intersection, or crossover as it's known within the sport, is attributed to Indianapolis Speedrome in the 1940s. The innovation added a completely different dimension to the concept of figure-8 racing.

As Toyota Speedway's legendary figure-8 racer Barefoot Billy Ziemann so aptly explained, "There are no stop signs or red lights in figure-8 racing!"

The goal is to get through the crossover unscathed. And, despite the criticism of those purists who might look down their noses at the drivers, it takes impeccable timing, finely honed skill and lightning quick reflexes to maneuver through a bustling intersection at nearly 90 miles per hour. And, to do that successfully for more than 400 laps, 800 times through the intersection, during a race like Indy's three-hour world championship, is truly an amazing accomplishment.

Small wonder that figure-8 racing draws enthusiastic, passionate fans who are nearly evangelical in their zeal for their favorite pastime. While crashes are inevitable, it's the breathtaking near misses that are the real attraction. When a driver pulls off a particularly daring maneuver, the crowd erupts in a collective gasp, followed by raucous cheering.

Maybe it's because it is a throwback to a simpler time, a time when big budgets and a constant quest for sponsors didn't rule racing; a time when going to the races meant an inexpensive night of clean, family fun; a time when unsophisticated entertainment was still OK.

Regardless of the reasons, figure-8 racing, a strictly American creation, is still alive and well in the good old USA.



DAVID SINK PHOTO

DIGGING DEEP: Eventual winner Doug Greig (33) battles second-place finisher Bruce Tunny during the World Figure 8 Championship last fall at Indianapolis Speedrome.

RACE REWIND

NASCAR SPRINT CUP

Race 29 of 35: Camping World RV 400, Sunday, Sept. 28
Kansas Speedway, Kansas City, Kan.

FINAL RESULTS



FIRST Jimmie Johnson **SECOND** Carl Edwards **THIRD** Greg Biffle

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	1	48	Jimmie Johnson	Lowe's Chevrolet	267	\$364,411	Running
2	34	99	Carl Edwards	Office Depot Ford	267	259,575	Running
3	18	16	Greg Biffle	3M/Sherwin Williams Ford	267	180,100	Running
4	13	24	Jeff Gordon	DuPont Chevrolet	267	184,786	Running
5	3	17	Matt Kenseth	DeWalt Ford	267	164,866	Running
6	36	29	Kevin Harvick	Shell/Pennzoil Chevrolet	267	156,411	Running
7	37	31	Jeff Burton	AT&T Mobility Chevrolet	267	150,558	Running
8	12	6	David Ragan	AAA Insurance Ford	267	114,550	Running
9	14	84	A.J. Allmendinger	Red Bull Toyota	267	102,850	Running
10	4	19	Elliott Sadler	GARMIN Dodge	267	137,120	Running
11	30	11	Denny Hamlin	FedEx Freight Toyota	267	133,816	Running
12	24	07	Clint Bowyer	Jack Daniel's Chevrolet	267	110,825	Running
13	11	88	Dale Earnhardt, Jr.	National Guard/AMP Chevrolet	267	104,475	Running
14	10	5	Casey Mears	CARQUEST/Kellogg's Chevrolet	267	108,675	Running
15	9	83	Brian Vickers	Red Bull Toyota	267	102,150	Running
16	15	12	Ryan Newman	alltel Dodge	267	136,775	Running
17	16	26	Jamie McMurray	Crown Royal Ford	267	102,250	Running
18	2	8	Mark Martin	U.S. Army Chevrolet	266	126,108	Running
19	40	44	David Reutimann	UPS Toyota	266	91,250	Running
20	42	42	Juan Pablo Montoya	Texaco/Havoline Dodge	266	120,808	Running
21	8	9	Kasey Kahne	Budweiser Dodge	266	119,841	Running
22	32	38	David Gilliland	Ford Drive One Ford	266	107,308	Running
23	25	70	Tony Raines	Haas Automation Chevrolet	266	86,100	Running
24	21	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	266	124,761	Running
25	7	21	Bill Elliott	Motorcraft Ford	266	102,770	Running
26	17	41	Reed Sorenson	Target Dodge	266	113,739	Running
27	6	15	Paul Menard	Menards/Super Clean Chevrolet	266	93,825	Running
28	27	18	Kyle Busch	M&M's Toyota	266	100,125	Running
29	19	10	Patrick Carpentier	LifeLock Dodge	266	86,425	Running
30	31	2	Kurt Busch	Miller Lite Dodge	265	84,675	Running
31	26	22	Dave Blaney	Caterpillar Toyota	265	100,633	Running
32	35	01	Regan Smith	DEI/Principal Financial Chevrolet	265	89,275	Running
33	23	77	Sam Hornish, Jr.	Penske Truck Rental Dodge	265	126,650	Running
34	33	28	Travis Kvapil	HITACHI Power Tools Ford	264	109,039	Running
35	29	55	Michael Waltrip	NAPA Auto Parts Toyota	264	94,808	Running
36	20	47	Marcos Ambrose	Little Debbie Snacks Ford	264	80,450	Running
37	39	7	Robby Gordon	Menards Dodge	264	99,883	Running
38	43	78	Joe Nemechek	Furniture Row Chevrolet	263	80,000	Running
39	28	96	Joey Logano	DLP HDTV Toyota	263	87,800	Running
40	41	20	Tony Stewart	Home Depot Toyota	260	128,336	Running
41	22	45	Kyle Petty	Wells Fargo Dodge	257	88,922	Running
42	38	66	Scott Riggs	State Water Heaters Chevrolet	235	79,205	Running
43	5	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	229	110,425	Transmission

RACE STATISTICS

Race time: 2 hours, 59 minutes, 56 seconds
Average speed: 133.549 miles per hour
Victory margin: .280 second
Caution flags: Seven for 25 laps
Lead changes: 16 among 10 drivers
Lap leaders: Jimmie Johnson 1-16; Matt Kenseth 17-41; Martin Truex, Jr. 42-50; Michael Waltrip 51; Kyle Busch 52; Kenseth 53-76; Denny Hamlin 77; Casey Mears 78-106; Johnson 107-118; Truex 119-136; Johnson 137-175; Carl Edwards 176-177; David Reutimann 178; Patrick Carpentier 179-181; Johnson 182-190; Edwards 191-219; Johnson 220-267.

TALK OF TIME TRIALS

Jimmie Johnson started on pole for Sunday's Camping World RV 400 after Juan Pablo Montoya's qualifying time was disallowed. Mark Martin, Johnson's Hendrick Motorsports teammate next season, started in second.

STANDINGS



FIRST Jimmie Johnson **SECOND** Carl Edwards **THIRD** Greg Biffle

Top 12

1. Jimmie Johnson	5,575	7. Clint Bowyer	5,411
2. Carl Edwards	5,565	8. Dale Earnhardt, Jr.	5,385
3. Greg Biffle	5,545	9. Matt Kenseth	5,383
4. Jeff Burton	5,454	10. Denny Hamlin	5,332
5. Kevin Harvick	5,439	11. Tony Stewart	5,320
6. Jeff Gordon	5,432	12. Kyle Busch	5,264

JPM's Pole Speed Disqualified

By **BRUCE MARTIN**
NSSN CORRESPONDENT

KANSAS CITY, Kan. — Juan Pablo Montoya thought he had won the first pole of his NASCAR Sprint Cup racing career, but shortly after the former Indianapolis 500 winner and Formula One driver had accepted the award, met with the media and talked about the accomplishment, NASCAR officials disqualified his attempt.

The gas pressure on his rear shock absorbers was too high. According to a NASCAR garage insider, the limit is 75 pounds of pressure, but the rear shock on Montoya's car measured at 125 pounds of pressure. However, a true performance advantage would have needed 250 pounds of gas pressure in the shock absorber.

The shock specialist with the team has been dismissed and crew chief Brian Pattie expects to draw a hefty fine for the incident.

According to Brett Bodine, a former driver who is now a NASCAR project engineer who helped develop the Car of Tomorrow project, high gas pressures in shock absorbers lead to a safety issue.

"Too high of a pressure and the shock absorber will explode," Bodine said. "What we're trying to do is make sure that doesn't happen because it

SLIDE:

Roush Fenway Takes Four Spots In Top 10

CONTINUED FROM PAGE 3

Chase.

"I think it upset some people that we probably didn't get out and want to fight and all those things," Johnson said. "You can have rivalries and respect one another. Maybe some of the hardcore fans won't like it. They want to see us all brawling on the frontstretch. But with the guys that are racing for the championship right now, I think you are going to see just hard-nosed racing and a great deal of respect for each other."

Racing hard, but still showing respect was the highlight for this battle that saw Johnson defeat Edwards by .280 second.

Greg Biffle's Ford was third followed by Jeff Gordon's Chevrolet and Matt Kenseth's Ford. That gave Hendrick Motorsports two cars in the top five with Roush Fenway putting three into the top five and four in the top 10, with David Ragan finishing eighth.

With the victory, Johnson takes the point lead and has a 10-point edge over Edwards and 30-point lead over Biffle with seven races to go.

The top-three drivers remain close, but the distance between third and fourth is like driving off a cliff.

Edwards wasn't content with a second-place finish, not when he had a chance to steal first place away from Johnson.

"I was cruising down the backstretch, had a decent lead, and I knew



HHP/ALAN MARLER PHOTO

NO GO: Juan Pablo Montoya started 42nd Sunday after NASCAR disallowed his pole-winning speed for a shock-absorber violation.

becomes an unsafe situation."

A shock specialist for another team told NSSN Sunday morning that in the past, teams would add up to 800 pounds of gas pressure into the shock absorbers, creating a very unsafe situation.

If a car was hit at just the right angle to puncture a shock absorber with that much pressure, it would blow up the rear corner of the car, creating a rather "shocking" situation.



HHP/ERIK PEREL PHOTO

FLAG MAN: Jimmie Johnson collects the checkered flag after winning Sunday's Camping World RV 400 at Kansas Speedway.

he would go to the bottom," Johnson explained. "My concern was just making sure I was at his quarter panel coming off of turn two, so I was thinking through what I needed to do."

"Next thing you know, that car goes flying by. I knew instantly there was no damn way he was making the turn. I was so in awe of how fast he drove it in, I watched him pound the wall and jump back on the gas. I thought, 'Man, he's serious about this win, I better get back on the gas myself.'"

"I didn't expect him to come in there and put the slide job on me with that much conviction. I figured he would

stay on the bottom and try to drag race me around to the start/finish line."

Other race drivers would have probably taken the safe approach, settled in behind Johnson and accepted second place, protecting their points.

"It crossed my mind, but nothing is guaranteed, not another race, not tomorrow, nothing," Edwards said. "So I get what I can while I can. I figured, 'Man, I'm not going to be able to live with myself.' It's going to be hard enough to go to sleep today, but there is no way I would sleep a wink if I didn't try something on the last lap."

"You got to try."



HHP/ALAN MARLER PHOTO

STREAK ENDS: Greg Biffle, standing in the garage area at Kansas Speedway, was going for his third-straight Sprint Cup victory Sunday. His streak ended with a third-place finish.

Biffle Still Only 30 Points Back

Dodge Debuts New Engine In Kurt Busch's Penske Racing Entry

By **BRUCE MARTIN**
NSSN CORRESPONDENT

KANSAS CITY, Kan. — **Greg Biffle's** third-place finish at Kansas keeps him third in The Chase, 30 points out of the lead as he continues to take advantage of the 10-race playoff.

"We were just off a little bit all day," Biffle said. "We fought it tooth and nail. Man, we did everything we could to this race car. And, towards the end, I was elbows up like I had been the last two races, and that's all I had, you know, third place."

"I think that's good for us. That was a goal we set when The Chase started, top-five finishes, and certainly this is not a disappointment at all to us to come here and finish in the top five — especially with how poorly we were off the truck when we first got here. We were a 37th-place car when we unloaded and finished up a third-place car, so I'm pretty excited about that. Certainly, we can't be disappointed with a third-place finish. I mean, that's a great finish. It seems like again we're 1-2-3. The three top in the points are 1-2-3 again. So, that's tough."

Despite a third-place finish, Biffle actually lost ground in The Chase.

"I thought I was losing ground when I was winning because I never gained anything," Biffle said. "I won twice and I was still third. I finished third and I'm still third. It's going to be a tight points battle the whole way. We know that."

"You just drive your ass off every weekend and end up with what you end up with."

■ Two other Roush Fenway drivers — **Matt Kenseth** and **David Ragan** — also had solid efforts on Sunday with Kenseth fifth and Ragan eighth.

"It was kind of what we needed," Ragan said. "We've had some pretty good cars the last few weeks and hadn't had the finishes we deserved. Today we made our AAA Ford better throughout the day and the guys had great pit stops there at the end when it counted. We had a sixth- to a 10th-place car, I think, and track position meant a lot at the end. I am happy to get a top 10."

"I've learned that you only drive as hard as what your car's capable of going, and I think we had a sixth- to a 10th-place car today and that's where we finished. When you get in trouble is when you try to get more than what your car's got. I've learned that from a lot of guys — **Jimmy (Fennig, crew chief)** and **Jack (Roush, owner)** and a lot of different people. But, it's solid. It's not where we want to be, we want to be up there racing for the win, but we've just got to start somewhere."

■ The Dodge R6P8 engine made its NASCAR Sprint Cup debut this weekend at Kansas in **Kurt Busch's** No. 2 Dodge for Penske Racing. However, handling issues dropped Busch to 30th place in the race.

"We are pleased with the initial on-track performance of the new engine," said **Mike Delahanty**, the senior manager for Dodge Motorsports. "This is another step in the development process toward full implementation during the 2009 season, well ahead of the 2010 mandate from NASCAR."

"Our teams started working with the new engine early in the calendar year (2008). It started with engines on the dynamometer followed by mid-week testing with the engines in actual racecars. This weekend

marks the first time that a Dodge team (No. 2 Miller Lite Dodge Charger from Penske Racing) has rolled it out for Sprint Cup competition. It's the normal evolution, not just an engine, of any type of new part or technology we introduce into the sport.

"Penske Racing has actually been running the engine in cars in mid-week testing for several months. They have done the development, the durability testing and are now confident the new R6 is ready for race-track competition on Sunday."

■ **Jeff Gordon** finished fourth despite the fact he felt sick on Sunday.

"I guess I need to be sick more often," Gordon said. "Yeah, that was a good run and a good car. I know if I had been healthy, I would have gotten more out of it. That was a tough day. I'm going to be pretty sore tomorrow. I'm just aching all over but hey, when you've got a car and a team that's as good as this one, you can't let somebody else get in there and drive it. So, I'm very proud of this effort today. We had a great race car and great pit stops. All around it was a great effort. I wish I'd have been a little healthier. I think I could have contributed to a little bit better finish."

"You know, the best I've felt all weekend was in the car (laughs). There are a lot of things that go away when you get in the car. I felt it before and I feel it now and I'll feel it a lot later tonight and tomorrow."

Gordon was able to move up in the points to sixth, but is still a hefty 143 points out with seven races to go.

■ **Mike Wallace** will drive the fourth **Richard Childress** Racing Chevrolet this weekend at Talladega (Ala.) Superspeedway.

It All Began With A Film About Racing

KANSAS CITY, KAN.

There was a definite aura of greatness to Paul Newman, who passed away Friday night after a long struggle with cancer. But to see Newman at a race track, he seemed like one of the guys, a quiet, unassuming figure.

His love for auto racing began when he was filming the movie "Winning" in 1968 at Indianapolis Motor Speedway. He was race driver Frank Capua and his teammate and nemesis was Luther Erding, played by actor Robert Wagner.

Newman's real-life wife, Joanne Woodward, played his wife in the film and in one of the pivotal scenes of the movie, Capua returns to his room at Indianapolis Motor Speedway Motel and catches his wife in bed with Erding.

Newman later returned to the Indianapolis 500 as a team owner.

"When we first got some sponsors here after we had been racing here with Mario (Andretti), I always used to take a golf cart and drive the sponsors to the back of the Speedway Motel, and I would stop for a minute and point to a room and say, 'And that's where my wife shacked up with Robert Wagner,'" Newman recalled in an interview I conducted in 2007. "I'd let that comment sit there and deep silence and embarrassment would fall over everybody. 'Then 10 minutes later I'd say, 'Oh, in the movie, I meant.'"

Newman even drove a stock car at the old Riverside Speedway during the 1968 filming of "Winning."

"I was very slow," Newman said. "In later years, I went back to Daytona and got in a stock car and was flat-footed on the second lap. The ascendancy of NASCAR has been extraordinary. I take my hat off to them. They've done nothing wrong." Newman narrated the documentary, "Dale," which tells the story of the late Dale Earnhardt.

"I really enjoyed that," Newman said. "It was quite an honor."

But one thing about Newman was his principles. When CART teams began their long boycott of the Indianapolis 500 over the creation of the Indy Racing League in 1996, Newman contended he would not return until the sport was whole again.

LAST WORD



BRUCE MARTIN

Newman lived long enough to see that become reality earlier this year when Champ Car decided to cease operation and allow its teams to join the IndyCar Series.

He returned to the Indianapolis 500 for Pole Day this past May, and it was obvious the cancer that would eventually take his life was taking a wicked toll on his body. But Newman stood on pit lane with a smile because he was back at the Indy 500.

"(Reunification) was absolutely necessary for both groups," Newman said. "It is tragic that it didn't happen sooner, but it's good that it at least happened when it did. I think it is going to be a great boost for both groups."

"It's good to be back at Indianapolis. It brings back a lot of fond memories. We've won eight championships (in CART and Champ Car) and come in second twice at Indianapolis, but never won the 500. It's wonderful to be running against Roger (Penske) and Bobby (Rahal) and Michael (Andretti) and all those guys. It's comfortable."

"My favorite tradition was that it took a whole month. Indy started at the first of May, and you had your reservation at the (Speedway) motel. If you wanted (the room) for two days, you took it for the whole month or you wouldn't get it, and we're going to work hard to get it back to that."

Perhaps my greatest memory of Paul Newman came in 1994 at the Monterey Marriott in California. The night before the final CART race of the season, there was Newman inside the hotel sports bar shooting pool.

One of his enduring movie roles was that of "Fast Eddie" Felson in the 1961 film "The Hustler" where he portrayed a pool player.

To have the opportunity to watch Paul Newman shoot pool in person was like watching Charlton Heston part the Red Sea as Moses in the "Ten Commandments."

It was movie history being played out in front of my own eyes.

UP NEXT

Talladega Superspeedway
Talladega, Ala.

Track specs	
Length:	2.66 miles
Frontstretch:	4,300 feet
Backstretch:	4,000 feet
Banking	
Turns 1-4:	33 degrees
Frontstretch:	18 degrees
Backstretch:	2 degrees

Sprint Cup Race
Amp Energy 500,
1 p.m. Sunday, ABC
Tickets: 1-877-GO2-DEGA
Address: P.O. Box 777,
Talladega, AL 35161

Pit road

Start/finish

Web site:
talladegasuperspeedway.com

JGR Trio Continues Skid Through KC

By **BRUCE MARTIN**
NSSN CORRESPONDENT

KANSAS CITY, Kan. — Joe Gibbs Racing picked a terrible time for all three of its teams to go into a tailspin.

And after just three races in The Chase, it appears that all three JGR drivers are out of any serious contention at winning this year's NASCAR Sprint Cup title.

After Sunday's Camping World RV 400 presented by Coleman at Kansas Speedway, it now appears that Tony Stewart and Denny Hamlin are getting sucked into the black hole that has already swallowed up Kyle Busch in this year's Chase.

Stewart finished 40th, seven laps off the pace, after he was involved in three pit-road incidents with crew members servicing Brian Vickers's Toyota as both cars' pits were next to each other.

After one of the stops, Stewart, who was obviously upset when one of Vickers's crew members kicked the side of the No. 20, and after the fueler for Vickers's car landed on Stewart's hood, decided to let Vickers know about it on the race track.

On lap 131, Stewart made side-to-side contact with Vickers's Toyota, but ended up getting spun out across the tri-oval grass. His crew would have to repair the damage on Stewart's Toyota, and he was never a factor in the race after that.

His finish dropped him to 11th in



HHP/ALAN MARLER PHOTO

WRONG WAY: Tony Stewart spins through the infield grass during Sunday's Camping World RV 400 at Kansas Speedway after contact with Brian Vickers. Stewart finished 40th, seven laps down, and fell to 11th in points.

The Chase, 255 points out of the lead. Busch, who was far and away the best driver during the 26-week "regular season" with eight victories and the Cup points lead, had his third-straight race foiled by mechanical issues. On Sunday, it was a fuel pressure problem that hampered Busch's Toyota, but he was able to limp it to a 28th-place finish.

That leaves Busch last in The Chase, 311 points out of the lead.

"The car was sputtering and not

running clean," Busch said. "I think it's pretty self-explanatory for anybody out there how I'm feeling right now."

And Hamlin didn't have much to smile about after an 11th-place finish, which has him up to 10th in The Chase, but still 243 points out of the lead.

It left JGR President J.D. Gibbs shaking his head in frustration.

"It's frustrating on many levels," Gibbs said. "For the guys at the track

and all the guys back at the shop that work on this stuff, it's very frustrating and discouraging after we've had such a great year.

"I've had a lot of experience in the NFL, but in football in the playoffs, one bad shot and you are out. At least we have a chance to make it back up, but we've made it worse here in the process. It's disappointing knowing how hard these guys have worked.

"There is nothing upbeat over here

right now; it's frustrating. We have to realize we have done so well over the year and can get some of that back at the end."

The problem that faces JGR isn't only how many points they are behind, but the number of drivers that are in front of them.

Hamlin actually has the best opportunity to dig his way back to respectability in The Chase, but experienced a frustrating afternoon with grip at Kansas Speedway.

"We didn't have the setup; we struggled for the balance all day and went from loose to tight and back and forth," Hamlin said afterwards. "The car balance wasn't exactly as we needed it. We were able to at least make a little headway, but it's nothing like we need if we are going to compete for a championship.

"I've had bad luck all year. I'm used to it. We have a situation where we are trying new stuff and trying to get better. Right now, we can't keep our stuff together.

"Right now, my goal is a top five in points. That's about all we can do. Talladega could be an equalizer, but one bad race for those other guys isn't going to hurt them too much because they finish in the top three every week. It was a good weekend — it wasn't a bad weekend. We didn't have a weekend where we finished 30-something, and that is what we needed to avoid coming into a place like this."

CHASE REWIND



FIRST

Jimmie Johnson

Car: No. 48 Lowe's Chevrolet

POINTS **Sunday's finish:**
5,575 First
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	1	1	3	3



SECOND

Carl Edwards

Car: No. 99 Office Depot Ford

POINTS **Sunday's finish:**
-10 Second
Points: -1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	3	3



THIRD

Greg Biffle

Car: No. 16 3M Ford

POINTS **Sunday's finish:**
-30 Third
Points: -1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	2	3	3



FOURTH

Jeff Burton

Car: No. 31 AT&T Chevrolet

POINTS **Sunday's finish:**
-121 Seventh
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	1	3



FIFTH

Kevin Harvick

Car: No. 29 Shell/Pennzoil Chevy

POINTS **Sunday's finish:**
-136 Sixth
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	0	3



SIXTH

Jeff Gordon

Car: No. 24 DuPont Chevy

POINTS **Sunday's finish:**
-143 Fourth
Points: +2

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	1	0	1	2



SEVENTH

Clint Bowyer

Car: No. 07 Jack Daniel's Chevy

POINTS **Sunday's finish:**
-164 12th
Points: -1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	0	1



EIGHTH

Dale Earnhardt, Jr.

Car: No. 88 AMP Energy Chevy

POINTS **Sunday's finish:**
-190 13th
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	1	1



NINTH

Matt Kenseth

Car: No. 17 DeWalt Tools Ford

POINTS **Sunday's finish:**
-192 Fifth
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	2	2



10TH

Denny Hamlin

Car: No. 11 FedEx Freight Toyota

POINTS **Sunday's finish:**
-243 11th
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	0	1



11TH

Tony Stewart

Car: No. 20 Home Depot Toyota

POINTS **Sunday's finish:**
-255 40th
Points: -4

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	0	1



12TH

Kyle Busch

Car: No. 18 M&M's Toyota

POINTS **Sunday's finish:**
-311 28th
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
3	0	0	0	0

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DRIVER TALENT SEARCH



K&N Filters, Lucas Oil & Sunoco Racing Fuels are awarding six spots in the 2008 RSWC Shoot-Out, to young, talented drivers from various forms of youth racing.

The talent search identifies young drivers for development towards NASCAR. RSWC is accepting resumes from drivers age 11-19, through October 15th. RSWC will select 30-40 talented drivers, from the 600+ expected resumes, to compete in the talent search Shoot-Out, the first two weekends of November.



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- | | |
|--------------------|--------------------|
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| ✦ BRENNAN NEWBERRY | ✦ PORTER SMITH |
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Friday, October 3rd - 5:00 p.m. Eastern



ARCA Nation
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Sun., Oct. 12th • 2:00 p.m. Eastern • LIVE on SPEED



RACE REWIND

Race 57: Sept. 24

FINAL RESULTS

WINNER



Terry McCarl

September 24

Orange County Fair Speedway, Middletown, N.Y.

Qualifications: 1. Joey Saldana, Kahne 9, 16.083; 2. Donny Schatz, Stewart 15, 16.224; 3. Steve Kinser, Kinser 11, 16.226; 4. Mark Smith, Smith 7m, 16.231; 5. Daryn Pittman, Titan 21, 16.274; 6. Chad Kemenah, Hard Eight 8k, 16.275; 7. Jason Meyers, Stockbridge 14, 16.346; 8. Brooke Tatnell, Woodward 2, 16.360; 9. Chad Hillier, Hillier 5c, 16.373; 10. Kerry Madsen, Vermeer 55, 16.394; 11. Lucas Wolfe, Allebach 5w, 16.459; 12. Terry McCarl, McCarl 24, 16.469; 13. Paul McMahan, Parsons 6, 16.527; 14. Kraig Kinser, Stewart 20, 16.608; 15. Jac Haudenschild, Camahan r19, 16.853; 16. Tony Bruce, Jr., Bruce 18, 16.861; 17. Jesse Hockett, Busch 13, 16.913; 18. Jason Sides, Sides 7s, 17.101; 19. Justin Barger, Barger 32, 17.209; 20. John Smith, Smith 42, 17.422; 21. Nick Schlauch, Schlauch 38n, 17.504; 22. Adam Gordon, Gordon 18x, 17.657; 23. Dan Hennessy, Hennessy 19h, 19.859; 24. Sam Hafertepe, Jr., Hafertepe 15h, no time.

First Heat (8 laps): Meyers, Madsen, Saldana, M. Smith, McMahan, Bruce, Barger, Gordon.

Second Heat (8 laps): Tatnell, Wolfe, Schatz, Pittman, Hockett, K. Kinser, J. Smith, Hennessy.

Third Heat (8 laps): McCarl, Hillier, S. Kinser, Kemenah, Haudenschild, Sides, Schlauch.

Crane Cams Dash (6 laps): McCarl, Wolfe, Tatnell, Meyers, Hillier, Saldana, S. Kinser, Madsen, Schatz, M. Smith.

Feature (25 laps): 1. McCarl, \$10,000; 2. Meyers, \$5,500; 3. Wolfe, \$3,200; 4. S. Kinser, \$2,800; 5. Schatz, \$2,500; 6. Saldana, \$2,300; 7. Madsen, \$2,200; 8. Pittman, \$2,100; 9. Tatnell, \$2,050; 10. Kemenah, \$2,000; 11. Haudenschild, \$1,500; 12. M. Smith, \$1,200; 13. Bruce, \$1,100; 14. K. Kinser, \$1,050; 15. McMahan, \$1,000; 16. Hillier, \$900; 17. Sides, \$800; 18. Hockett, \$800; 19. Barger, \$800; 20. Schlauch, \$800; 21. Gordon, \$800; 22. J. Smith, \$800; 23. Hafertepe, \$800; 24. Hennessy, \$800.

STANDINGS

FIRST



Donny Schatz

Top 10

1. Donny Schatz	7,891
2. Jason Meyers	7,775
3. Joey Saldana	7,510
4. Steve Kinser	7,460
5. Craig Dollansky	7,442
6. Jac Haudenschild	7,278
7. Kerry Madsen	7,092
8. Chad Kemenah	7,087
9. Terry McCarl	6,975
10. Daryn Pittman	6,918

UP NEXT

Oct. 3, North Central Speedway, Brainerd, Minn.

Oct. 4, Princeton Speedway, Princeton, Minn.

Oct. 11-12, Hollywood Hills Speedway, San Felipe, N.M.

RAINED OUT

Three-consecutive days of rain forced the cancelation of the National Open at Williams Grove Speedway in Mechanicsburg, Pa.

McCarl Nets First Of Year

MIDDLETOWN, N.Y. — It took until the homestretch of the Advance Auto Parts World of Outlaws Sprint Car Series season, but Terry McCarl finally picked up his first victory of the season Sept. 24 at Orange County Fair Speedway.

He led all 25 laps and earned \$10,000 for the seventh WoO triumph of his career in an event that was postponed by rain earlier this season.

"We had a great car all night long and we needed a win," said McCarl. "The motor was taking off really great and I have to thank Don Ott for that. The car was working really well tonight. We switched to Maxim (Chassis) a while back and are very happy with them. My guys are working very hard and we are getting very consistent and that is the key out here on the road to run in the top 10. Every once in a while things will go your way, like they did for us tonight."

McCarl started on the pole and beat Lucas Wolfe into the first turn and quickly jumped to a comfortable lead at the blazing fast five-eighths-mile dirt track, which is the largest track on the World of Outlaws circuit.

He endured a caution with seven laps remaining that bunched the field and gave Jason Meyers one final shot at the victory. A strong restart saw McCarl quickly jump to a five-car-length advantage, which helped him to win by more than a second.

"The starts are always important with the Outlaws, when you have guys like Jason Meyers behind you," noted the winner. "Lucas (Wolfe) really gets around this place good as well. Everyone is so strong that you want to jump out to the lead as soon as you can and make them catch you, especially on a fast track like this."

McCarl, who is currently ninth in points, has endured a number of personnel changes on his crew this season and also turned over ownership of the team. "Tod Quiring and Big Game Treestands has taken over ownership of this thing, and it's the best thing that has ever happened to me," shared McCarl. "We're really putting a good team together for next season. He is building a new shop up in Minnesota."

Meyers earned his second-consecutive runner-up finish.

Wolfe picked up his best finish of the season in third. Steve Kinser and Donny Schatz filled the top five.

Johnson Nabs 50th Triumph

ELBRIDGE, N.Y. — All-time DIRTcar Racing NorthEast big-block modified feature winner Alan

DIRTCAR

Johnson continued his torrid post-season pace Saturday, picking up his third win in five tries by steering the No. 1j Spru-King Racing/Bicknell entry to a convincing victory in the rain-shortened Advance Auto Parts Super DIRTcar Series BPG National 200 at Rolling Wheels Raceway Park.

Johnson needed only 128 of the scheduled 200 laps around Rolling Wheels's ultra-tacky five-eighths-mile to register his 50th-career Advance Series triumph as the second-straight day of showers once again inundated the Elbridge oval. The race was stopped due to rain at 1:30 a.m.

Carey Terrance made his first-career Advance Series stop in big-block a memorable one, leading the opening 49 circuits before 'A.J. Slideways' forged the final exchange on lap 50 after starting sixth in the 30-car field. A mandatory pit stop at the halfway point did little to change the final outcome as Johnson remained out front when the rains came.

Matt Sheppard and Steve Paine followed Johnson across the stripe under caution. Jimmy Phelps and Gary Tomkins completed the top five.

The finish: Alan Johnson, Matt Sheppard, Steve Paine, Jimmy Phelps, Gary Tomkins, Billy Decker, Carey Terrance, Frankie Caprara, Dale Planck, Vince Vitale, Ryan Phelps, Pat O'Brien, Billy Dunn, Roy Bresnahan, Vic Coffey, Justin Haers, Jeff Brownell, John Lazore, Tim Fuller, Larry Wight, Darwin Greene, Pierre Dagenais Gatineau, Dan Vauter, Mike Ward, Brett Hearn, Steve Hulsizer, Danny Johnson, Tom Sears, Jr., Tim Sears, Ryan Bartlett.

Becker Claims Third Civil War Crown

PLACERVILLE, Calif. — When it comes to the combination of talent

CIVIL WAR

and professionalism, Sean Becker is undoubtedly one of the true ambassadors to the sport of sprint-car racing. From the start of his racing career, Becker has been known for his respect on and off the race track, his sincere personality and most of all, his consistent competitive nature behind the wheel of a winged sprint car. It has been that trio of qualities that led Becker to his third racing



MARK FUNKERBURK PHOTO

WINNERS: Billy Balog (17) races to his first IRA title, while Chad Blonde takes to the outside for the victory in Saturday's Frank Filskov Memorial Fall Classic at Sheboygan (Wis.) County Fair Park.

Blonde Moment Comes After Long Wisconsin Tow

PLYMOUTH, Wis. — Chad Blonde made his tow from Michigan to Wisconsin pay off

IRA

as he captured one of the biggest races on the Bumper to Bumper IRA Outlaw Sprints schedule Saturday night at Sheboygan County Fair Park.

Blonde's second-career IRA triumph came in the Frank Filskov Memorial Fall Classic and paid him \$2,700.

"I wish I could race in Wisconsin all the time," Blonde said. "There are lots of great tracks here. This is my

third time running in this event. I like this place and running with these guys."

Todd Hepfner finished in second place with Scotty Neitzel, Donny Goeden and Robbie Pribnow filling the top five.

Billy Balog claimed his first IRA championship by 27 points over two-time title winner Neitzel.

The finish: Chad Blonde, Todd Hepfner, Scotty Neitzel, Donny Goeden, Robbie Pribnow, Steve Meyer, Scott Bierter, Kris Spitz, Mike Reinke, Mike Modjeski, Bill Warren, Bill Wirth, Russel Borland, Joe Symons, Dave Uttech, Jeff Ferkin, Billy Balog, Billy Hafemann, Brian Kristan, Jim Melis, Tommy Sexton, Mike Dubbs.

championship in California Saturday night.

Driving his Scott Miller No. 2sb sprint car, Becker not only claimed the 2008 Hoosier Racing Tires Civil War Series title at Placerville Speedway Saturday night, he muscled his way to his fourth feature victory in the series to drive into victory line and earn his championship crown.

"This is just awesome. This has been an incredible year for me," said Becker, who became a father early in the season and has driven to 10 top-five finishes in the Civil War season to

garner the winnings that are surely spent on the newest pride of his life. "Becoming a new dad this year is the greatest thing in my life and now winning this championship means a lot. I have a lot of people to thank for this."

Becker beat Herman Klein to the checkered flag, with Myles Bishop, Scott Kinney and Mason Moore rounding out the top five.

The finish: Sean Becker, Herman Klein, Myles Bishop, Scott Kinney, Mason Moore, Kyle Larson, Greg DeCaries, Billy Wallace, Colby Wiesz, Scott Russell, Mike Benson, Christian Stover, Justin Johnson, Andy Forsberg, Doug Hunting, Pat Harvey, Jr., Dennis Harvey, James Sweeney, Jeff Parady, Kyle Hirst, Jason Statler, Jimmy Trulli.

Loyet, Robinson Top Midwestern Midget Weekend

Saturday

MACON, Ill. — Brad Loyet led the final 11 laps after making contact with then-leader Tim Siner and held on for the victory in Saturday's 30-lap O'Reilly POWRi midget feature.

Loyet challenged Siner with repeated slide jobs in the early going, but Siner closed the door each time. The two made contact after a lap-19 restart, and Loyet took over. Siner faded and finished fourth.

Derek King charged to the runner-

up spot with Zach Daum in third. Donnie Lehman followed Siner in fifth.

The finish: Brad Loyet, Derek King, Zach Daum, Tim Siner, Donnie Lehman, Brett Anderson, Austin Brown, Dave Camfield, Tony Roney, Daniel Robinson, Matt Fox, Kara King, Danny Frye III, Steven Weber, Davey Ray, Jay Mounce, Mike Hess, Nick Knepper, Danny Smith, Rich Camfield, Daniel Adler, Tyler Shoemaker.

Sunday

CANTON, Ill. — O'Reilly POWRi National Midget Series Rookie-of-the-Year contender Daniel Robinson led all 30 laps of the Knowles Memorial midget race Sunday at Spoon River

Speedway. Robinson started on the pole and pulled away from challengers Brad Loyet, Ryan Criswell and Brett Anderson over the course of several restarts.

Criswell passed Loyet on the final lap for second place.

Loyet settled for third ahead of Anderson in fourth and Nick Knepper in fifth.

The finish: Daniel Robinson, Ryan Criswell, Brad Loyet, Brett Anderson, Nick Knepper, Daniel Adler, Derek King, Tim Siner, Donnie Lehmann, Austin Brown, Ken Brown, Kurt Mayhew, Jay Mounce, Kent Schmidt, Davey Ray, Zach Daum, Aaron Fiscus, Kellen Conover, Kara King, Pam Drangmeister, Rich Camfield, Ken Drangmeister.

Bland Victory Worth \$10K

By **ELDON BUTCHER**

HAUBSTADT, Ind. — Jeff Bland, Jr. earned his first MSCS feature victory and a \$10,000 payday, taking the inaugural Haubstadt Hustler Sprint 50 Saturday night at Tri-State Speedway.

"It's the biggest win I've ever had," said Bland.

First-starting Brady Short finished second ahead of Thomas Meseraull in third. Levi Jones and Jon Stanbrough completed the top five.

The series hosted a season-high 45 entries for the event.

The finish:

Jeff Bland, Jr., Brady Short, Thomas Meseraull, Levi Jones, Jon Stanbrough, Hunter Schuereberg, Darren Hagen, Chad Boat, Kyle Cummins, Hud Cone, A.J. Anderson, Robert Ballou, Blake Fitzpatrick, Daron Clayton, Chris Windom, Shawn Krockenberger, John Memmer, Shane Cottle, J.J. Yeley, Alex Shanks, Ricky Williams.

Ross Is Boss Of Canada LMs

MERLIN, Ontario — Chris Ross became the first Canadian to win the prestigious Canadian Late Model Shootout, picking up the victory on Saturday at the South Buxton Raceway.

Ross dominated the 40-lap race after claiming the pole.

Brian Ruhlman finished third behind Jon Henry and also won the 35-lap modified feature.

The finish:

Chris Ross, Jon Henry, Brian Ruhlman, Rusty Schlenk, Kevin Reeve, Eric Spangler, Adam Ferri, Justin Robinson, Andrew Reaume, Jeff Dayman, Brett Reaume, David Hilliker, Jim Jones, Jim Dale, Jr., Sammy Epling, Dusty Moore, Curtis Roberts, Connie Perrine, Jr., John Pinsonneault, Jayme Zidar, Joe Field, Dale Glassford, Brock Cogswell.

Visiting Hour

Guest Williams Rules Day

MILLVILLE, N.J. — South African driver Shane Williams made the most of a guest appearance in the Volkswagen Jetta TDI Cup series Saturday with a victory at New Jersey Motorsports Park.

Series regular David Jurca came away in second place, but improved his championship standing with a first-place points tally. Liam Kenney completed the podium, while Gary Williams, Jr. and Michael DeNino rounded out the top five.

The finish:

Shane Williams, David Jurca, Liam Kenney, Gary Williams, Jr., Michael DeNino, Mark Pombo, Josh Hurley, Chris Castagna, Chris Holman, Jimmy Underhill, Juan Pablo Sierra-Lendle, Taylor Broekemeier, Andy Lee, Andrew Cordeiro, Jake Dallenbach, Evan Pfluck, Wyatt Dallenbach, Chris Kuening, Timmy Megenbier, Adam Kretschmer, David Richert, Chad Brassfield, Derek Jones, Ryan Buetzer, David Heinz, Caleb Kenney, Nick Mancuso.

Sweet 16 For J.J.

Johnson Finishes Strong In Gulf

BAYTOWN, Texas — Jason Johnson continued his winning ways by racing to victory in Saturday night's season-ending American Sprint Car Series Gulf South Region at Houston Raceway Park.

After early leader Channin Tankersley went up in smoke, Johnson wrestled the lead away from Travis Rilal on the sixth round and led the rest of the way to post the \$3,000.

While Johnson notched his 16th overall ASCS feature victory of the season, Brandon Berryman captured his second-consecutive ASCS Gulf South Region championship despite an early exit and 23rd-place finish.

Rilal finished second, ahead of Ray Allen Kulhanek, Travis Elliott and Greg Rilal.

The finish:

Jason Johnson, Travis Rilal, Ray Allen Kulhanek, Travis Elliott, Greg Rilal, Jerry Bell, Tracey Cearley, Tommy Bryant, Brandon Corn, Terry Monroe, Wes Miller, Gary Watson, Ryan Hall, Kent Lewis, Sr., David Noker, Jack Spencer, Bean Elliott, Aaron Reutzel, Harry Yerrington, Todd Evans, Channin Tankersley, Larry Howery, Brandon Berryman, Michael McNeil.

ASCs CANYON

Ream Takes Fall Classic

Mazanita Speedway, Phoenix, Ariz.

Bob Ream, Jr. reeled in his first series triumph of the year by winning the wingless portion of Saturday night's ASCS Arizona Fall Classic at Manzanita Speedway.

The past Arizona state champ outdueled Mike Martin to secure his first triumph under the ASCS banner.

Point-leader Jeremy Sherman advanced from 12th to finish third ahead of Charles Davis, Jr. and Nathan High.

The finish:

Bob Ream, Jr., Mike Martin, Jeremy Sherman, Charles Davis, Jr., Nathan High, Mike Leslie, Bobby Taylor, Andrew Reinbold, Thomas Ogle, Seann Hendriksen, Ken Caskey, Jody Wirth, Zach Sawyers, Jesse Dunham, R.J. Johnson, Jeremy Reagles, Daniel Williams, Carson Ditsch, Robert King, Jr., Stevie Sussex, Bryan Swinehart, Leland Michael, Josh Pelkey, Rex Calderwood, Stephen Harms.

ASCs NORTHWEST

Solwold Breaks Through

Yakima Dirt Track, Yakima, Wash.

Jason Solwold posted his first American Sprint Car Series victory, topping Friday night's 30-lap feature at the Yakima Dirt Track.

Solwold took the checkered flag in front of Colton Heath, with Jayme Barnes, Brock Lemley and Barry Martinez rounding out the top five.

Late-Race Restart Lifts Litt

MARNE, Mich. — Ryan Litt ran away from the field after a late-race restart and went on to a 4.561-second

victory Saturday in the Auto Value Super Sprints 30-lap season finale at Berlin Raceway.

The finish:

Jason Solwold, Colton Heath, Jayme Barnes, Brock Lemley, Barry Martinez, Jared Ridge, Jay Cole, Henry VanDam, Jared Peterson, Seth Bergman, Natalie Sather, Chad Groves, Dan Dunlap, Danielle Huson, Josh DeWitt, Mitch Olson, Jason Bloodgood, Shane Broers, Roger Crockett, J.J. Dishneau.

ASCs REBEL

Sterling Go For Tiffany

Screven Motor Speedway, Sylvania, Ga.

Matt Tiffany tallied his second region triumph of the season Saturday night at Screven Motor Speedway.

The 19-year-old Daytona Beach, Fla., hotshoe gunned into the lead at the outset and never looked back en route to posting the victory. Tiffany was chased to the stripe by Gavin Thomas, with Bryn Gohn, Tyler Godwin and Red Stauffer rounding out the top five.

The finish:

Matt Tiffany, Gavin Thomas, Bryn Gohn, Tyler Godwin, Red Stauffer, Kenny Adams, Matt Kurtz, Brian Thomas, Samantha Taylor, Tommy Denton, Bob Auld, Amanda Ferguson, Daniel Grimes, Bruce Durden.

ASCs SOONER

Spoerl's First Comes Sooner

Devil's Bowl Speedway, Mesquite, Texas

MESQUITE, Texas — Justin Spoerl picked up his first-career American Sprint Car Series victory by wiring the field in Saturday night's 20-lap feature at Devil's Bowl Speedway.

Spoerl fought off Joe Wood, Jr. in the early stages and then held off two-time series champion Kevin Ramey over the final half of the race to secure the victory. Ramey settled for runner-up honors, with Wood, Kolt Walker and Matt Covington rounding out the top five.

The finish:

Justin Spoerl, Kevin Ramey, Joe Wood, Jr., Kolt Walker, Matt Covington, Brian McClelland, Robert Sellers, Charlie Brown, Cy Condit, Chad Wilson, Kathrynne Minter, Billy Melton, J.P. Bailey, Eric Baldaccini, Trey Robb, Michael Lang, Matt Clevenger, John Ricketts.

ASCs SOUTHWEST

Classic For Gregg

Manzanita Speedway, Phoenix, Ariz.

Ben Gregg captured his first victory at Manzanita in Saturday night's Arizona Fall Classic.

Gregg took his seventh American Sprint Car Series Southwest Region triumph of the season in front of point-leader Rick Ziehl, who charged from 12th to claim runner-up honors. Brian O'Donnell, Joshua Williams and John Gaston rounded out the top five.

The finish:

Ben Gregg, Rick Ziehl, Brian O'Donnell, Joshua Williams, John Gaston, Jessica Van Dyke, Andrew Reinbold, Cody Cambensy, Ronnie Clark, Steve Lohn, Shawn Sander, Josh Pelkey, Davey Johnson, Billy Chester III, Mike Rux, Jr., Alex Pettas.

McKnight Ends Cold Streak In Canada

Friday

DELAWARE, Ontario — In 2007, Dave McKnight broke an

ISMA

less streak of several years by coming home the victor at Delaware Speedway in his native Canada. Friday night he repeated the feat after taking the lead from Jeff Holbrook on lap 15 and staying out front in the competitive 50-lapper for the duration.

McKnight was able to build up a comfortable lead while behind him others were battling tooth and nail to gain a

position or two.

Fighting his way to a second place in his first appearance at the Canadian half-mile was Russ Wood in the Jeff Holbrook-owned No. 29. Chris Perley finished third, while Holbrook took fourth. Doug Didero was fifth.

The finish:

Dave McKnight, Jr., Russ Wood, Chris Perley, Jeff Holbrook, Doug Didero, Bobby Magner, Rob Summers, Mike Ordway, Jr., Johnny Benson, Jr., Mark Sammut, Mike Lichty, Bobby Bond, Dave Trytek, Brandon Bellingier, Ryan Litt, Larry Lehnert, Dan Lane, Dave Shullick, Jr., Michael Barnes, Denny Fisher, Dave McCullough.

Saturday

MARNE, Mich. — Chris Perley overcame a stomach virus and three-time Berlin

winner Russ Wood to reach victory lane Saturday in the IMSA Berlin 50.

Wood took over the lead on the eighth lap, but Perley got to Wood's tail by lap 30. By lap 32, Perley took the lead for good, despite feeling the effects of the stomach virus.

Wood held on for second place as Perley withstood the challenge. Bob Bond earned his best finish in the series in third, while Mark Sammut and Jeff Holbrook completed the top five.

The finish:

Chris Perley, Russ Wood, Bobby Bond, Mark Sammut, Jeff Holbrook, Larry Lehnert, Danny Lane, Dave Trytek, Brandon Bellingier, Doug Didero, Mike Lichty, Dave McKnight, Mike Ordway, Sr., Rob Summers, Mike Ordway, Jr.

Jedrzejek Scores One For Car Owner Reed

By **LEE A. BOOZE**

SANDUSKY, Ohio — The PPG Vibrance Collection Midwest Supermodified Ass'n season title actually goes to the winning car

MSA

owner, not the driver. This season, owner Craig Reed tabbed comeback driver Tim Jedrzejek to pilot one of his

supermodifieds in an effort to get the coveted award. That possibility is closer to reality as Jedrzejek grabbed the victory Saturday at Sandusky Speedway.

With the victory came the point lead with only one race remaining in the season.

Jedrzejek passed Lou Ciccone, a substitute driver for title hopeful Steve Stout, on lap

25 of the 40-lap feature.

Bob Dawson followed Jedrzejek to the line in second. Joe Gosek finished third ahead of Craig Rayvals in fourth. Otto Sitterly finished fifth.

The finish:

Tim Jedrzejek, Bob Dawson, Joe Gosek, Craig Rayvals, Otto Sitterly, Moe Lilje, Bob Magner, Jon Henes, Brandon Fisher, Matt Palmer, Randy Burch, Jim Paller, Jack Smith, Greg Furlong, Joe Armbruster, Lou Cicconi, Charlie Schultz, Sean Sauer, Steve Gioia III, Dave Mumaw, Kyle Edwards, Pat Shullick, Jason Spaulding, Rob Stasick, Denny Fisher.

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Friday, Oct 10	Saturday, Oct 11	Sunday, Oct 12
Open Practice All Divisions CRA Sportsman Special CRA Street Stock Special CRA FWD Compacts Pits Open 11:00 Spectators 1:30 Racing Starts 7:00 pm Adults: \$10 Students 9-18: \$5 Pit Pass: \$30 / All 3-Days \$70	Winchester 400 Qualifying Modifieds "Run for the Gun" 50 CRA Sportsman 50 CRA Street Stock 50 Pits Open 8:00 Spectators 10:30 Racing Starts 5:00 pm Adults: \$20 Students 9-18: \$10 Pit Pass: \$30	The Nation's Top Short Track Stars Battle in the 37th Annual Winchester 400 Possible \$27,000+ Payday Pits Open 9:00 Spectators 10:30 Autographs 11:30 Racing 1:00 pm Adults: \$25 Students 9-18: \$10 Pit Pass: \$35

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 21 of 24: O'Reilly NHRA Mid-South Nationals, Sept. 26-28
Memphis Motorsports Park, Memphis, Tenn.

FINAL RESULTS



Top Fuel

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
8	Larry Dixon	3.877	306.40	def.	9	Antron Brown	3.881	307.30
10	Cory McClenathan	3.888	305.08	def.	7	Bob Vandergriff, Jr.	3.903	306.60
6	Tony Schumacher	3.880	310.63	def.	11	Rod Fuller	3.897	304.94
5	Doug Herbert	3.912	301.54	def.	12	Clay Millican	3.972	300.40
2	Hillary Will	3.892	306.81	def.	15	Morgan Lucas	5.588	118.79
1	Brandon Bernstein	3.884	308.78	def.	16	Pat Dakin	3.967	301.60
3	Doug Kalitta	3.946	304.12	def.	14	T.J. Zizzo	5.663	119.40
13	J.R. Todd	3.912	308.00	def.	4	Dave Grubnic	4.590	213.70
SECOND ROUND								
5	Doug Herbert	3.954	299.73	def.	13	J.R. Todd	3.956	300.00
2	Hillary Will	3.929	301.81	def.	10	Cory McClenathan	3.913	302.48
6	Tony Schumacher	3.889	310.55	def.	3	Doug Kalitta	3.902	304.74
1	Brandon Bernstein	3.880	297.09	def.	8	Larry Dixon	4.541	174.59
SEMIFINAL								
6	Tony Schumacher	4.225	243.85	def.	2	Hillary Will	4.476	220.30
5	Doug Herbert	3.908	303.09	def.	1	Brandon Bernstein	3.895	304.05
FINAL								
6	Tony Schumacher	3.880	309.91	def.	5	Doug Herbert	3.979	295.85

Funny Car

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
11	Tim Wilkerson	4.186	295.21	def.	6	Melanie Troxel	4.672	238.30
5	Jack Beckman	4.173	292.39	def.	12	Tony Pedregon	4.186	293.92
1	Ashley Force	4.128	298.47	def.	16	Bob Tasca III	4.219	292.08
15	Cruz Pedregon	4.131	297.94	def.	2	Jerry Toliver	4.143	298.21
3	John Force	4.157	298.27	def.	14	Tommy Johnson, Jr.	4.416	241.20
4	Mike Neff	4.171	297.22	def.	13	Jeff Arend	4.156	297.94
7	Robert Hight	4.125	297.48	def.	10	Ron Capps	4.175	292.20
8	Gary Scelzi	4.193	293.73	def.	9	Gary Densham	4.160	292.14
SECOND ROUND								
4	Mike Neff	4.186	289.51	def.	5	Jack Beckman	8.158	84.21
1	Ashley Force	4.146	291.57	def.	8	Gary Scelzi	6.362	98.30
7	Robert Hight	4.228	282.24	def.	15	Cruz Pedregon	4.222	292.20
11	Tim Wilkerson	4.231	281.54	def.	3	John Force	4.405	249.16
SEMIFINAL								
11	Tim Wilkerson	4.168	297.94	def.	7	Robert Hight	4.208	287.23
1	Ashley Force	4.175	293.79	def.	4	Mike Neff	4.780	171.25
FINAL								
11	Tim Wilkerson	4.166	298.47	def.	1	Ashley Force	4.183	294.18

Pro Stock

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Jeg Coughlin	6.642	207.05	def.	8	Justin Humphreys	6.976	162.51
7	Mike Edwards	6.634	207.11	def.	10	Johnny Gray	6.671	207.27
6	Larry Morgan	6.655	206.20	def.	11	Jim Yates	6.675	206.01
12	Jason Line	6.618	208.36	def.	5	Kurt Johnson	6.666	206.67
3	Warren Johnson	6.661	208.59	def.	14	V. Gaines	6.993*	156.55
2	Dave Connolly	6.611	208.75	def.	15	Greg Stanfield	6.634	207.24
1	Allen Johnson	6.654	206.99	def.	16	Rickie Jones	6.669	205.91
13	Steve Spiess	6.651	206.42	def.	4	Greg Anderson	6.632	208.94
SECOND ROUND								
3	Warren Johnson	6.641	208.01	def.	6	Larry Morgan	6.676	206.16
1	Allen Johnson	6.623	207.46	def.	9	Jeg Coughlin	BROKE	
12	Jason Line	6.623	208.20	def.	13	Steve Spiess	6.664	206.76
7	Mike Edwards	6.648	207.18	def.	2	Dave Connolly	6.641	207.82
SEMIFINAL								
7	Mike Edwards	6.714	206.61	def.	3	Warren Johnson	14.226	61.66
12	Jason Line	6.669	207.30	def.	1	Allen Johnson	6.681	207.30
FINAL								
7	Mike Edwards	6.702	207.27	def.	12	Jason Line	16.481	48.20

* — Denotes red light



WHEELS UP: Tony Schumacher gets the wheels up on his U.S. Army dragster as it launches Friday night.



TED ROSSINO, JR. PHOTO

BURNOUT: Mike Edwards does a burnout in his Young Life/Penhall Pontiac GXP during Sunday's O'Reilly NHRA Mid-South Nationals presented by Pennzoil at Memphis Motorsports Park. Edwards collected his second Pro Stock victory of the season.

Schu & Wilk Increase Leads

MILLINGTON, Tenn. — Top Fuel pilot Tony Schumacher and Funny Car driver Tim Wilkerson strengthened their point leads as many Countdown contenders fell early Sunday at the O'Reilly NHRA Mid-South Nationals presented by Pennzoil.

Pro Stock's Mike Edwards and Pro Stock Motorcycle's Craig Treble joined Schumacher and Wilkerson in the winner's circle with three races remaining in the Countdown to 1.

Schumacher drove his U.S. Army dragster past Countdown competitors Rod Fuller, Doug Kalitta, Hillary Will and Doug Herbert en route to his 13th victory of the season and second since the playoffs began.

Schumacher's final-round pass of 3.880 seconds at 309.91 miles per hour was strong enough to get past Herbert and build his points lead to 166 on second-place Cory McClenathan.

"I walked into this race 97 (points ahead) and I said I wanted to leave 150 ahead," Schumacher said. "I wanted to leave here knowing that with each race, with three left, they're going to have to pull 50 points on me just to catch up."

McClenathan, Schumacher's Don Schumacher Racing teammate, moved past David Powers Motorsports driver Antron Brown into the second-place spot after Brown lost to Countdown driver Larry Dixon in the first round. Herbert's runner-up finish also moved him up one spot from eighth to seventh in the standings.

Wilkerson also faced some of the most difficult competition on the circuit en route to his sixth triumph of the year. He won a first-round match-up with Melanie Troxel before facing three of four John Force Racing entries that are all still alive in the playoffs, starting with John Force himself. Wilkerson then defeated Robert Hight in the semifinals and took down No. 1 qualifier Ashley



TED ROSSINO, JR. PHOTO

FATHER & SON: Tony Schumacher celebrates his 13th victory of the season with son Anthony Sunday afternoon at Memphis Motorsports Park.

Force in the finals to maintain his point lead. Wilkerson is now 4-1 against the younger Force in head-to-head meetings this year.

Wilkerson drove his Levi, Ray & Shoup Chevy Impala SS to a 4.166 run at 298.47.

"We were lucky enough to get by the three Force cars and that was a tremendous opportunity for us to build on our points," Wilkerson said. "When Tony and Cruz (Pedregon) went down and Robert (Hight), we had to beat him, he's right behind me in the points, so it was a pretty spectacular weekend for the whole team."

Ashley Force's runner-up finish moved her up in the standings from sixth to fifth, while JFR teammate and father John Force jumped from eighth to seventh in the standings.

Edwards strengthened his spot in the Pro Stock standings with his second win of the season. He drove his Young Life/Penhall Pontiac GXP to a 6.702 at 207.27 past Countdown driver and runner-up finisher Jason Line. The win also shot Edwards from ninth to fifth in the standings.

"It seems like ever since this Countdown started, crazy things are going on in Pro Stock," Edwards said. "You've got a lot of people that are better than our team, but they're having a lot of problems like everybody else. Every race we've done a little bit better. We've got three races to go and if I can pick up another win that would be awesome for our team."

Point-leader Jeg Coughlin stayed in the top spot following a second-round loss to Allen Johnson after his Jegs.com Chevy Cobalt broke on the line and nudged his precarious lead over second-place Kurt Johnson to 32 points.

In Pro Stock Motorcycle, Craig Treble rode his Albrecht's Fast Track Suzuki to a 6.985 at 188.57. It was Treble's first win of the season in three final-round appearances and his first since joining Don Schumacher Racing.

Runner-up finisher Eddie Krawiec kept his second-place spot in the standings and moved to within 42 points of leader Matt Smith, who lost in the semifinals.

NATIONAL HOT ROD ASS'N RACE REWIND



AUTOMAGERY.COM PHOTO

OFF THE LINE: Tim Wilkerson (near lane) and final-round opponent Ashley Force had virtually identical reaction times, but Wilkerson was quicker down the track Sunday, winning his sixth trophy of the season.

Wilkerson Beats Up On JFR

MILLINGTON, Tenn. — Memphis Motorsports Park is the drag strip at which **John Force** crashed spectacularly then quipped about the late king of rock 'n' roll, "I saw **Elvis** at 1,000 feet."

But here at this edition of the National Hot Rod Ass'n's O'Reilly Mid-South Nationals, Force saw his four Castrol/AAA/Old Spice Ford Mustangs qualify in the top half of the Funny Car field.

Ashley Force earned her third top-qualifier spot of her sophomore season, and her dad/boss John Force was third. Rookie **Mike Neff** was fourth and **Robert Hight** seventh for Sunday's eliminations.

"I think the guys on the outside (of the Countdown) know they can ruin our day," she said. In the end, though, it was point-leader **Tim Wilkerson** who spoiled her perfect ending in the final round.

Between the two of them, they knocked off the other three John Force Racing competitors: Wilkerson beat the 14-time champion Force in the quarterfinals and Robert Hight in the semifinals, and Ashley Force defeated Neff in the semifinals.

■ **Kurt Johnson's** pursuit of Pro Stock leader **Jeg Coughlin** slipped another 18 points behind with a mysterious mechanical gremlin that affected the ACDelco Chevy Cobalt in the latter part of its passes.

It caused the car to jerk to the left in his opening-round run against **Jason Line** and slowed him down enough for Line to win with the second-quickest pass of the day at 6.618 seconds and nose him out by five-10,000ths of a second. Johnson remains No. 2 in the standings.

"Basically, it wasn't firing on all cylinders," he said. "The O2 sensors were off, and the mixture kept getting richer, until in the first round today, it started popping and banging, the shift light didn't work, and

we ended up losing by an inch and seven-eighths.

"Fortunately, a lot of our competitors had issues today, and we're only halfway through the Countdown to 1. We really need to turn up the smoke, so we're going to stay and test. We've changed all the electrical components, so we should be able to go out and run 208.75, which is what we should have done all weekend. We'll make a few runs to straighten this thing out, and head back to the shop so we can hit it hard in Richmond."

But Sunday wasn't Coughlin's best day, either. Even though he extended his lead over Johnson from 14 to 32 points, he and his Jegs.com Chevy Cobalt settled for a quarterfinal finish, losing to **Allen Johnson**.

■ **Justin Humphreys** can add Sunday's first round to his book of weird ways to lose a round.

After going through his starting routine, he drove through the water box to wet the tires before the burnout and then let the clutch out. The tires began shaking immediately and Humphreys stopped, drove back into the water box to find out there was no water in it the first time. The redo brought smoke, but the clutch was hurt and so was his chance of driving the RaceRedi Motorsports Pontiac to a victory.

"The track guys didn't put any water in the water box (before his run) and no one caught it before we pulled up there," Humphreys said. "When I let the clutch out on the burnout, it kind of hacked around out there. I didn't know what was wrong. We backed up and they put the water down. That cost us a run. We thought we had the hot rod to beat this weekend. The **WJ (Warren Johnson)** power we have been using is awesome and my guys have been doing a good job. This was one of those freak things that will probably never happen again."

■ Rookie of the Year candidate

Rickie Jones said he was trying especially hard to win for **Joel Graham**, an employee of his father's RJ Racecar operation. Jones said Graham "is very ill. He's our electrician and has wired just about every car we've done. Our team would like to let him and his family know that they are in our thoughts and prayers."

Jones lost to No. 1 qualifier **Allen Johnson** in the first round.

■ Funny Car Dodge Charger driver **Jerry Toliver** enjoyed his best qualifying effort since the opening race of the season. He was No. 2 behind Ashley Force and said, "I've been saying all along that the Rockstar Energy Drink team is better than what we've been showing on paper. We just need a break." He didn't get it, losing to **Cruz Pedregon** in the opening round by just 14 feet.

"That was an extremely frustrating race," said Toliver, who is not a Countdown to 1 contender and remains No. 15 in the points. "The Rockstar Energy Drink car was a good hot rod all weekend. The bottom line is that we just got beat today. Those Pedregon guys took a shot at it and they got it. They were No. 15 qualifier and there's no reason in hell we should have lost that race."

■ In Top Fuel action, **Rod Fuller** was matched up against **Tony Schumacher** for the ninth time in 21 races this season. They recorded nearly identical reaction times, but Schumacher stretched his winning streak against Fuller to 7-2 this season by a .0269-second margin (about 12 feet).

"We just lost a close race," said Fuller, who this time last season was the frontrunner in his **David Powers** Motorsports dragster. "That seems like the story of our season. It was a great race. I'm just not a big fan of this 1,000-foot racing. It takes so many factors away, including a third of the race track. Both of our David Powers cars (including **Antron Brown's**) ran great, but just didn't get the win light."

Wilkerson's Hard Work Paying Off With Points Lead

SEATTLE

Funny Car ace **Tim Wilkerson** said he never has seen his Levi, Ray, & Shoup Chevy Impala crew so excited.

"We are so focused on making the car go down the track run after run," he said at the start of this past weekend's O'Reilly Mid-South Nationals at Memphis Motorsports Park. "We want to make sure everybody does a great job so that I'm the only guy that can make a mistake."

Wilkerson didn't make many in earning his sixth victory of the year to top his career total through 2007. (His car oiled the track in the final, and he was docked 15 points. That allowed runner-up Ashley Force to gain one more point for her loss than he did for winning.) However, he said he figured "the first couple of round wins were just mistakes by other people. In the semis, I told my guys, 'Man, we've got to step this junker up. It's not doing what it's supposed to do.'"

They did, and his career-first back-to-back winning performance underscored that this class will provide the thrills that the National Hot Rod Ass'n intended when it revamped its Countdown to the Championship format.

Although Wilkerson always was a popular owner-driver because of his straightforward and earnest approach, he seldom had a shot at a series title because of his single-car-team status. This year, with his technology-sharing partnership with Don Prudhomme's Snake Racing, he has been able to bridge the gap. And, just as Tony Pedregon proved last year, a single-car team with a decent budget (which Wilkerson has had through the years with Levi, Ray, & Shoup) indeed can race competitively against the giants such as John Force.

To demonstrate, Wilkerson — just as he did in mid-July at Denver — beat three of the four John Force Racing Ford Mustang drivers Sunday

THE STRAIGHTLINE



SUSAN WADE

to strengthen his point lead.

"When you race the Force cars, if you can get by one of them you're fortunate. If you can get by any of them after that you're blessed. To be as fast as them on any given day really makes me feel like my team and I did a terrific job," he said. "I look up to all of those guys. And then in the finals, Ashley and I got to put on a good show. I hope everybody loves her as much as I do, but if you beat three Fords out there, you're doing a good job. This has just been a dream season for Team Wilkerson and all of my guys."

"In the semis, I told my guys, 'Man, we've got to step this junker up. It's not doing what it's supposed to do.'"

TIM WILKERSON

Wilkerson has 72 points on Jack Beckman, 74 on Robert Hight, 76 on Pedregon and only 92 on sophomore Ashley Force, Sunday's runner-up.

Said Beckman, "My hat is off to NHRA for making this

Countdown exciting, but they're killing us. We were hoping it wasn't going to be quite this exciting here. This championship is going to come down to the final race in Pomona.

"Last year, with the two-race shootout, it was almost over in one of the races, and this year we're going to have a six-race shootout. I think we're going to have five or six cars still in it at the last race. That's going to be incredible."

Ashley Force proved that her Atlanta victory in April was no fluke with her third No. 1 qualifying position of the season and runner-up finish in the Castrol Mustang.

"This was the best race we have ever had. All eight runs were good, competitive runs. We made it to the final and we haven't been to a final since April," she said. "The tuning was great. I did a great job driving. It just wasn't our day."

Wilkerson is holding the lead. And he's telling himself three loaded words: "Don't drop it."

UP NEXT

Virginia NHRA Nationals, Oct. 10-12, Virginia Motorsports Park, Dinwiddie, Va.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Jeg Coughlin

Top Three

1. Tony Schumacher	2,409
2. Cory McClenathan	2,243
3. Antron Brown	2,230

1. Tim Wilkerson	2,332
2. Jack Beckman	2,260
3. Robert Hight	2,258

1. Jeg Coughlin	2,277
2. Kurt Johnson	2,245
3. Jason Line	2,222



A weekly report of action from across America

NORTHEAST

Connecticut
Maine
Massachusetts
New Hampshire
New York
Vermont

MIDWEST

Indiana
Illinois
Kentucky
Michigan
Minnesota
Missouri
Ohio
Wisconsin

Thompson Int'l Speedway

Thompson, Conn.
Sept. 25, 2008
Modified

1. Jimmy Blewett
2. Danny Gates
3. Kerry Malone

Pro Stock

1. George Bessette
2. Fred Astle, Jr.
3. Jay Macedonio

Late Model

1. Tommy O'Sullivan
2. Marc Plamisano
3. Rick Gentles

Limited Sportsman

1. Chris Douton
2. Joe Arena
3. Jesse Gleason

TIS Mod

1. Brian Sullivan
2. Leo Oliveira
3. Glenn Boss

Mini Stock

1. Mike Romano
2. Danny Field

Lebanon Midway Speedway

Lebanon, Mo.
Sept. 27, 2008
Wingless Sprint Car

1. Jeff Wingate
2. Frank Brown
3. Steven Cross

Super Stock

1. Ben Newell
2. Larry Prewett
3. Travis Hill

Bomber

1. Shawn Strong
2. James Redus
3. Brandon Knudston

B-Modified

1. Earl Muilenburg
2. Steve Muilenburg
3. Wayne Johnston

Enduro

1. Jamie Ragland
2. Derek Michael
3. Mike Scott

Thunder Road Int'l Speedbowl

Barre, Vt.
Sept. 27, 2008
Junkyard Warrior

1. Mike Gay
2. Jeff Martin, Jr.
3. Travis Hull

Thunder Road Int'l Speedbowl

Barre, Vt.
Sept. 27, 2008
Sportsman

1. Brendan Moodie
2. Derrick O'Donnell
3. Dan Eastman

Street Stock

1. Donat Premont
2. Garry Bashaw
3. Markus Farnham

ACT Late Model

1. Patrick Laperle
2. Eric Williams
3. Ryan Nolin

Rolling Wheels Raceway Park

Elbridge, N.Y.
Sept. 28, 2008
Pro Stock

1. Pete Stefanski
2. Dennis Gauvreau
3. Ricky Thompson

Street Stock

1. Mike Welch
2. Frank Burnell, Jr.

Orange County Fair Speedway

Middleton, N.Y.

Cedar Lake Speedway

New Richmond, Wis.
Sept. 25, 2008
Street Stock

1. Dan Gullikson
2. Cory Rosen
3. Ron Hanestad

Midwest Modified

1. Matt Leer
2. Jeff Marshall
3. Don Shaw

Late Model

1. Lance Matthees
2. Jake Redetzke
3. Brent Larson

Cedar Lake Speedway

New Richmond, Wis.
Sept. 26, 2008
Late Model

1. Joel Cryderman
2. Pat Doar
3. Don Shaw

Midwest Modified

1. Bob Smith
2. Shane Sabraski
3. Jason Vandekamp

Street Stock

1. Chanda Fjorden-Nord
2. Chris Peterson
3. Cory Rosen

Legends

1. Joel Wyttenbach
2. Jeff Steenberg
3. Tony Brockhouse

1. Johnny Cecil
 2. Justin Trinkle
 3. Jason Priddy
- Modified**
1. Josh Lucas
 2. Jeff Stith
 3. Timmy Glazer
- Sportsman**
1. Pat Hagan
 2. Roger Cecil
 3. Sam Huffer

Macon Speedway

- Loves Park, Ill.
Sept. 28, 2008
Super Late Model
1. Josh Vadnais
 2. Eddie Hoffman
 3. Bob Wilberg
- Mid Americans**
1. Jeremy Spoonmore
 2. Daryl Gerke
 3. Ken Joosten

Rockford Speedway

- Loves Park, Ill.
Sept. 28, 2008
Super Late Model
1. Josh Vadnais
 2. Eddie Hoffman
 3. Bob Wilberg
- Mid Americans**
1. Jeremy Spoonmore
 2. Daryl Gerke
 3. Ken Joosten

Shawano Speedway

- Shawano, Wis.
Sept. 27, 2008
Late Model
1. Nick Anvelink
 2. Troy Springborn
 3. Tom Naeyert
- Modified**
1. Matt McDermid
 2. Jared Siefert
 3. David Werbelow
- Stock Car**
1. Rod Snellenberger
 2. Jeremy Christians
 3. Travis Van Straten
- Crate Late Model**
1. David Fieber
 2. A.J. Diemel
 3. Tom Naeyert
- Sport Mod**
1. Tim Jorgenson
 2. Tracy Wassenberg
 3. Jason Jach

Indianapolis Speedrome

- Indianapolis, Ind.
Sept. 28, 2008
Bandolero
1. Ty Rose
 2. Angela Donahue
- Legends**
1. Chris Weddle
 2. Tony Holden

U.S. 24 Speedway

- Logansport, Ind.
Sept. 27, 2008
JR
1. Cameron Foreman
 2. Sam McGhee
 3. Craig Ronk
- Restrictor**
1. Jason Montel
 2. Megan Ferns
 3. Greg Wilson
- Late Model**
1. Wayne Chinn
 2. Nate Schlenk
 3. Rick Delong
- 305 Sprint**
1. Todd Heuerman
 2. Dustin Dinan
 3. Travis Hoffbauer
- Street Stock / Dirt Truck**
1. Art Ball
 2. Cory Ward
 3. Alex Weichman

Millstream Speedway

- Findlay, Ohio
Sept. 28, 2008
410 Sprint
1. Brock Mayes
 2. Lee Jacobs
 3. Greg Wilson
- Late Model**
1. Sara Elrod
 2. Mike Morock
 3. Nate Lauderbaugh
- Non-Wing**
1. Todd Kirkman
 2. Nate Lauderbaugh
 3. A.J. Hopkins

Gas City I-69 Speedway

- Gas City, Ind.
Sept. 27, 2008
Sprint
1. Cole Whitt
 2. Billy Puterbaugh, Jr.
 3. Kent Christian
- Modified**
1. Scott Orr

Jackson Speedway

- Jackson, Minn.
Sept. 27, 2008
360 Sprint Car
1. Billy Smith
 2. Matt Eaton
 3. Brent Thompson
- Pure Street**
1. Kasey Nations
 2. Charlie Savage
 3. Chris Boyd
- Multi**
1. Ryan Kempin
 2. Tom Sydnor



RICK SHERER PHOTO

NO WINGS: Eventual winner Casey Shuman (57) leads Bill Rose during a rare non-winged sprint-car race at Ohio's Fremont Speedway.

1. Curt Lund
 2. Wade Nygaard
 3. Scott Winters
- 305 Sprint**
1. Ryan Voss
 2. Bruce Anderson
 3. Nate Eakin
- Modified**
1. Jeremy Mills
 2. Mark Elliott
 3. Roger Nielsen
- Stock Car**
1. Kevin Opheim
 2. Jake Masters
 3. Elijah Zevenbergen
- B Modified**
1. Kevin Sather
 2. Austin Lucas
 3. Dan Althers
- Hobby Stock**
1. Dustin Larson
 2. Jerry Gronewold
 3. Curt Fothergill
- Hornet**
1. Mark Lindgren
 2. Nate Coopman
 3. Dan Hector

Anderson Speedway

- Anderson, Ind.
Sept. 27, 2008
Super Truck
1. Eric Beaver
 2. Rod Phipps
 3. Jerry Faucett
- Figure-8**
1. Rob Allman
 2. Ranny Hinton
 3. Mike Riddle, Jr.
- Street Stock**
1. Jeff Perry
 2. Danny Acrey II
 3. Rich Boyer
- Legends**
1. Joey Montgomery
 2. Doug Dugger
 3. Billy Smith
- Front Wheel Drive Pro**
1. James Edsall III
 2. Doug Dugger
 3. Billy Smith

Columbus Motor Speedway

- Columbus, Ohio
Sept. 27, 2008
Modified
1. George Lindsey
 2. Shawn Gray
 3. Rick Diano

Lincoln Park Speedway

- Putnamville, Ind.
Sept. 27, 2008
Sprint
1. Billy Puterbaugh
 2. Kent Christian
 3. Todd Kimmell
- Modified**
1. Kenny Carmichael, Sr.
 2. Harold Grayless
 3. Paul Bumgardner
- Super Stock**
1. Kenny Carmichael, Sr.
 2. Kris Starks
 3. Roy Bruce, Jr.
- Bomber**
1. Ron Wallen, Sr.
 2. C.J. Bryan
 3. Ben Williams

Cedar Lake Speedway

New Richmond, Wis.

Auto City Speedway

- Flint, Mich.
Sept. 27, 2008
Modified
1. Nick Clemons
 2. Rick Wiecek
 3. Steve Thomas
- Late Model**
1. John Turnbull, Jr.
 2. Dennis Redersdorf
 3. Cory Rosen
- Legend**
1. Eric Barth
 2. Tom Wagner
 3. Joel Wyttenbach

Rockford Speedway

- Loves Park, Ill.
Sept. 27, 2008
Sportsman
1. Robert Hansberry
 2. Fred Nason
 3. Brock Behnke
- Short Tracker**
1. Boyce Sparkman
 2. Nick Cna, Jr.
 3. Steve Erickson, Jr.
- Hornet**
1. Chester Ace
 2. Vinny Mangiaracina
 3. Steve McBride
- Late Model**
1. Ricky Bilderback
 2. Bob Willberg
 3. John Paul Odegaard
- Road Runner**
1. John Logan, Jr.
 2. Ricky Nielsen
 3. Richard Nielsen

Plains



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

Davenport Speedway

- Davenport, Iowa
Sept. 27, 2008
Four Stock
1. Jeremy Campbell
 2. Clayton Bicker
 3. Steve Boyle
- Pro Modified**
1. Bob Dominacki
 2. John Ahlers
 3. Tim Current
- B-Modified**
1. Tod Sticker
 2. Ryan Dolan
 3. Craig Crawford
- Street Stock**
1. Jeremy Marquette
 2. Tim Koehler
 3. Chip Kohl

Lakeside Speedway

- Kansas City, Kan.
Sept. 26, 2008
Late Model
1. Jerry Phillips
 2. Chad Simpson
 3. Alan Vaughn

Lakeside Speedway

- Kansas City, Kan.
Sept. 27, 2008
Modified Shootout
- Feature No. 1
1. Chad Lyle
 2. John Allen
 3. Mark Schafman
- Feature No. 2
1. Aaron Poe
 2. Larry Harvey, Jr.
 3. Joe Cobb
- Feature No. 3
1. Paul Snyder
 2. Zack Vander Beek
 3. Tim Karrick
- Feature No. 4
1. Dustin Boney
 2. Don Crnkovich
 3. Justin Johnson

Tri-State Speedway

- Pocola, Okla.
Sept. 27, 2008
Road Runner
1. Anthony Reeves
 2. Cody Jones
 3. Johnny Hale
- Mini Stock**
1. Randy Norris
 2. Dalton Pulliam
 3. Wesley Bourne
- Economy Modified**
1. George Martin
 2. Clay Julian
 3. Jay Anderson
- Super Stock**
1. Nathaniel Mason
 2. Raymond Phipps
 3. Tommy Lewis
- Modified**
1. Lonnie Robins
 2. Jason Johnson

Outlaw Motor Speedway

- Oktaha, Okla.
Sept. 27, 2008
Pure Stock
1. James Gillean
 2. Jon Richardson
 3. Bob Lewis
- Hobby Stock**
1. Brookin Stephens
 2. Kerney Weaver
 3. Randy Moses II
- Economy Modified**
1. Danny Womack
 2. Carl Conley II
 3. Dennis Slader

Dodge City Raceway Park

- Dodge City, Kan.
Sept. 28, 2008
305 Sprint Car
1. Jason Martin
 2. Taylor Velasquez
 3. Barry Crane

MID ATLANTIC



- Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Path Valley Speedway Park

- Spring Run, Pa.
Sept. 27, 2008
8-Cylinder Strictly Stock
1. Steve Frazier
 2. Brandon Little
 3. Joe Daywalt
- Strictly Stock Truck**
1. Rob Woodring
 2. Rodney Brown
 3. Phil Benedict
- 6-Cylinder Strictly Stock**
1. Devon Whitsel
 2. Todd Price
 3. Joseph Daywalt
- Super Stock**
1. Chris Heller
 2. Glen Winnick
 3. Adam Yetter

REGIONAL NOTES

Sid Blanford made the tow to Nebraska's McCook Speedway without a crew for the Sept. 21 United Rebel Sprint Series 305 sprint-car event. When he was collected in an opening-lap crash involving five cars in the feature, crew members from several other teams helped him prepare the front wing and control arm in time to start the race. He ended up charging from the back of the pack to win. . . The Arizona Motorsports Hall of Fame class of 2008 was inducted Sept. 20 at Manzanita Speedway during the Hall of Fame Vintage Classic. The inductees included: IndyCar crew chief **Jim McGee**; boat racer/builder **Conrad Murphy**; drag racer and 300-mph club member at the Bonneville Salt Flats **Chauvin Emmons**; 12-time off-road racing champion **Bill Krug**; and former Manzanita racer and sponsor **Ralph Hertel**. . . **Chad Lyle** became the first modified driver to win three championships at Kansas City's Lakeside Speedway, winning the Sept. 19 feature. Both Lyle and Karrick had two titles apiece and Lyle had a slim 15-point lead heading into the race. . . **Todd Hoover** returned from a broken wrist that had sidelined him since July 19 to win the Sept. 21 All Star Championship for 270cc micro sprints at Selinsgrove (Pa.) Raceway Park. . . With two races remaining, **Cary Stapp** wrapped up his fifth super-stock title Sept. 20 at Thunderhill Raceway in Wisconsin. . . On Sept. 20 at Auto City Speedway in Michigan, five cars qualified within .03 second of one another. The quintet was led by **Terry Bugusz**. . . **Josh McGuire** won the \$5,000 first prize for the silver-anniversary edition of the Harvest 50 late-model feature Sept. 21 at Ohio's Skyline Speedway.

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CONTINUED FROM PAGE 2

same page, working together and realizing the situation that we have to work with, and making sure we are spending our resources in a way that we ensure will keep us competitive.

Q How closely do you pay attention to what Toyota does, or what Chevrolet does, or the other manufacturers?

A Obviously, with my engineering background, everything is about benchmarking. We keep a very close eye on what they are doing. That doesn't necessarily influence what we are doing, but you do need to know what the others are doing, because sometimes you will get too involved in setting a path, and you will just be running with your blinders on, and all of a sudden, they come off, and you are out in the middle of a field by yourself. So, we keep close tabs, but it is typically not 'are we leading' or 'are we following,' but 'are we off in a whole different direction?' And if we are, sometimes that is OK, but you want to know it before someone points it out to you.

Q What is Ford's stance on how NASCAR's Car of Tomorrow program has gone?

A I've been in this position for a little less than two months, and to be honest, I wasn't a big follower of NASCAR. The job I had previously at Ford, it was 14-hour days, five days a week and about four or five hours on the weekends, so when I did have spare time, I wasn't sitting around in front of the TV. Now, of course, I do watch NASCAR because it is part of my job. The CoT, from what I have seen so far, has accomplished what NASCAR was hoping that it would. We were getting in arguments over spoilers and small aero changes. There is an enormous amount of resources being spent either to get the little competitive advantage or to catch up. The CoT has really allowed us to cut back in that area, so I think it has accomplished its tasks. I think the safety aspects of the cars are really good things. The work Ford engineers have done to support those efforts has been extremely productive. I think the CoT has accomplished what it needed to. We think it would be great if you saw more of a Fusion when it went around the track. But, if I am honest with myself and you look at the previous Cup car, I think the current CoT Fusion looks more like a Ford Fusion than the previous car. That grille is very clear. I think a little bit more Ford on the car would help us. It has done what NASCAR wanted it to do, and it has helped Ford and the teams in reducing costs.

Q What is the number one objective for Ford Racing?

A To sell more cars and trucks. Very clearly. It really is, but then you ask, 'What are the other objectives under that which support that?' Having teams that have



AUTOSTOCK PHOTO

ROUSHKETEERS: The Ford Racing team in NASCAR includes Roush Fenway teammates Greg Biffle (16) and Carl Edwards (99).

integrity — Roush, Force, Tasca. They have super integrity. They are people I trust. Then, having a driver base that has the capability to win championships, which generates fan interest. Having drivers who have great morals and are people who are idolized and people who we can use to help us sell those cars and trucks. It is a pretty easy path. The other part is the performance-parts business, which allows us to make money on the side.

Q How closely are sales related to the Ford Racing division?

A If I could answer that question, I would be doing really well. I think everyone at Ford and everyone in the whole industry knows the reason Ford Racing is around is to improve car and truck sales and improve the corporation's image. That's why I was talking about there being other series in which we may want to dabble, where people who are fans of certain race series may not consider a Ford today, but if we were there and they saw how great our engineering is, how great our safety programs are, how great our engine programs are, they may say, 'Wow, Ford is back. I kind of wrote them off five, six or 10 years ago, but maybe I ought to give those guys a look.' They say roughly half of the people who buy Ford products are NASCAR fans, a pretty big number. Does that say if we weren't in NASCAR people wouldn't be buying Fords? Well, that's the question. The image that we get there, the feedback, the excitement that we get is worth it, but we are trying to determine 'what is it worth' and 'how do we extract more?' There is a lot of value there, but there is also a lot of untapped value in terms of marketing. I have been putting a lot of personal effort into that. We have some of the greatest personalities in racing — Jack Roush, Carl Edwards, Greg Biffle, Matt Kenseth, the whole Force team (John Force Racing) — these are some of the biggest names, and I don't know if we have tapped into them and are using them to sell cars as much as we should.

Q When there's a new form of racing you would like to enter, how does the approval process work within the Ford Motor Company?

A Like every other corporation, you have so much money you can spend on different areas. We have an amount we can spend, but let's be honest, over the next 18 months or 24 months, while we are trying to get the company solid, that road is pretty well taken. Once sales improve, our fixed budget will improve and our marketing budget will improve, I will go in and make recommendations as far as what I see with ALMS, what's going on with SCCA. What about X Games, what about the rally teams in Europe? There are a lot of different areas. What we are doing now is gathering data, understanding demographics and then seeing how many folks we can appeal to who aren't Ford customers now. In the process, beyond me is more of a concurrence than an approval, but the first thing I need to do is stay within my budget. When we do get more monies to spend, we will go there. Ford has some of the best senior managers in the business right now. They put people in the position to make decisions, they want to know what you are doing, they want to concur, and sometimes they will change the direction, but they put a lot of faith in us. I'm proud to be part of the company for almost 27 years.

Q Is the new IndyCar Series engine formula for 2011 of interest to Ford?

A At this point, there is no way we have the money to go into that. By '11, we would had to have cranked the program up before now. My main goal is to work with the partners we have in NASCAR and NHRA and to keep them healthy. To go out and do a program like that would be very expensive. If we were to go in there as a Ford-funded program, we are going to go into win, and if I can't win, I don't want to be there.



PHOTO COURTESY IRL INDYCAR

THE BEGINNING: Paul Newman sits in his car during the filming of "Winning," a film that stoked the actor's interest in motorsports.

NEWMAN: Actor's Interests Included Philanthropy

CONTINUED FROM PAGE 2

from the pole, only to drop out late with an ignition problem. It was one of 13 occasions on which a Newman-Haas driver would lead the Indy 500 and one of five in which their laps-led total would be greater than by any other driver in the race.

Though he sided with CART when the Indy car factions split along CART-IRL lines in the mid-1990s, Indianapolis Motor Speedway President Tony George said Newman will be missed by the entire racing and entertainment communities.

"On behalf of my mother, Mari Hulman-George, and the entire Hulman-George family at Indianapolis Motor Speedway and IndyCar Series, our thoughts and prayers are with the family, friends and loved ones of Paul Newman," said George in a statement.

After a 12-year absence, Newman personally returned to the Indianapolis 500 in 2008 with his team after the reunification of American open-wheel racing.

"It's good to be back at Indianapolis," Newman said in May. "It brings back a lot of fond memories. We've won eight championships and come in second twice at Indianapolis, but never won the 500. It's wonderful to be running against Roger (Penske) and (Bobby) Rahal, and Michael (Andretti) and all those guys. It's comfortable."

The Indy Racing League and Indianapolis Motor Speedway in 2008 designated the Association of Newman's Hole in the Wall Camps as a charitable partner of both organizations. Hole in the Wall Camps was founded by Newman in 1988, expanding his dream of providing a recreational and therapeutic camping experience for children facing serious illnesses and life-threatening conditions. It was one of countless philanthropic efforts by Newman.

"There are a couple of things I have

great affection for," Newman said in May. "One of those, as you all know, is automobile racing. The other is to care in some ways for kids who have been less fortunate than I have. And to be able to have this coming together of two organizations, working together to that purpose is a home run for me. An absolute home run."

Rahal, a former driver for Newman-Haas, and competitor with his own Rahal Letterman team in CART/Champ Car and the IndyCar Series, said Newman will be missed.

"We are deeply saddened by the passing of Mr. Newman," Rahal said. "He was a man of great courage, determination and integrity, and gave a lot not only to the world of auto racing, but to the world around us. His generosity knew no bounds and his work with helping children as well as what he achieved with aiding the environment will prove to help people for many years to come."

"I had the pleasure of driving for Mr. Newman in 1981 and I was richer for the experience. He was a man of class and he was also deservedly very highly regarded for his driving skills. The world is a poorer place today for his passing."



DANA GARRETT/IRL INDYCAR PHOTO

ONE MORE VISIT: Graham Rahal (right) hugs team owner Paul Newman at Indianapolis Motor Speedway in May.

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| 6. Supermodifieds | 13. Legends Cars | 20. Collectibles | 27. Rides Available | 34. Sponsorships |
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Use additional paper if needed ...

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*\$180 maximum photo fee for consecutive ad run.			Row of Check Marks	\$5 per week	<input type="checkbox"/>
BORDERS – to be placed around the ad.			No Ad Enhancements		<input type="checkbox"/>
Shadow Box - <input type="checkbox"/>	\$7 per week	<input type="checkbox"/>	Ad Enhancements total:	\$ _____	
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NSSN RACING MARKETPLACE CLASSIFIEDS

Books/Magazines 22

AUTO RACING Collection Auction: 1950's - 1970's racing newspapers, programs, Clymer yearbooks, etc. Indy, stock, dirt, F-1, more. SASE or EMAIL for list - best offers. Ken Domonkos, 34 Belvedere Drive South, Manchester, NJ 08759. (732) 657-9148. kdomo22951@aol.com.

OPEN WHEEL magazine collection. Issue #1 through last issue published in December 2001. Make offer. Contact Roger rar1006@att.net or call evenings EDT (269) 694-6087.

Tickets 24

2009 DAYTONA Speedweek tickets in Petty Tower. Best seats in the house for the Gatorade Duel, Craftsman Truck, Nationwide and Nextel 500. Four tickets for each race and parking right across the street. (541) 476-7754.

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.

SALES POSITION AVAILABLE: A highly reputable safety manufacturing company is looking for a sales team to travel to all NHRA national events. The position involves selling merchandise and other travel approximately 10 months out of the year. Some sales experience is necessary as well as knowledge of auto racing, preferably drag racing. If interested call John or Melissa at (317) 852-3067 for more details.

Rides Available 27

ARCA ROAD race rental. New Jersey Motorsports Park. Special built road course car. Rent for ARCA Talladega race. Discount multi-race package. Call Bob, Bob Schacht Motorsports. (704) 660-1280.

KAPLAN/GENNUSO RACING sprint cars for rent. See advertisement in Performance Edge Marketplace.

Auctions 31

Phillip Walker Auctions

CONTACT US to sell surplus parts or liquidate your complete team. Over 30 years of Motorsports and Auction Experience! phillipwalkerauctions.com. (919) 732-7024. NCAL# 2462.

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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 Duncan (425) 344-0141, Gary (360) 929-7410.

OUT WITH THE OLD, IN WITH THE NEW!

Use the *NSSN* Classifieds to sell your old race cars and racing parts...and shop for new!

Real Estate 32

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.

Business Opportunities 33

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.

NEW MAJOR series racing team needs 15,000 square feet of pavement for temporary pre-fab buildings. Must be close to El Monte Airport/freeways. creativeteammanagement@webtv.net.

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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When you place an ad in the classified section of *NSSN*, your ad gets posted on our website - FREE!

For more information: 866.455.8042 or www.nationalspeedsportnews.com

Helberg Notches Second In A Row

TRACY, Calif. — JoJo Helberg took the point from Tim Skoglund on lap 13 and led the rest of the way in Saturday night's U S A C Western

USAC WEST SPRINTS

Sprints 50-lap feature at Altamont Raceway Park. Helberg held just more than a

two-second lead over Tanner Swanson at the stripe to capture his second-straight victory at Altamont.

Porter Smith finished third, ahead of Audra Sasselli in fourth. Kody Swanson completed the top five.

The finish: JoJo Helberg, Tanner Swanson, Porter Smith, Audra Sasselli, Kody Swanson, Tony Hunt, Tim Skoglund, Jerry Kobza, Eric Humphries, Jessica Helberg.

Margeson Is The Best Midget In West

TRACY, Calif. — Evan Margeson took the lead just before the halfway mark of Saturday night's U S A C Western Midget Car Series 30-lap

USAC WEST MIDGETS

feature and held on to it the rest of the way.

Margeson took the lead from Chad Nichols on lap 13. Scott Pierovich followed Margeson to the checkers with Paul Zimmerly trailing in the show position.

Nic Faas and Robby Josett completed the top five.

The finish: Evan Margeson, Scott Pierovich, Paul Zimmerly, Nic Faas, Robby Josett, Daniel Bedford, Chad Nichols, Mark Atkinson, Viktor Sinzig, Bobby Grewohl, C.J. Sarna, Steve Mathews.

MER Teammates Post Jersey Sweep

MILLVILLE, N.J. — Robert Huffmaster captured his second MX-5 Cup victory Sunday at New Jersey

Motorsports Park.

Teammates Eric Foss and Ryan Schimsk completed the Team MER podium sweep in round seven of the SCCA Pro Racing Playboy Mazda MX-5 Cup.

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Payne Gets Payday

BUCKNER, Mo. — Jeremy Payne took advantage of his

MLRA

win the annual Al Bodenhamer Memorial Thursday at Adrian Speedway.

The victory was Payne's third MLRA win of 2008 in his Hatfield-powered GRT machine.

Payne took command after then leader Kelly Boen spun

due to contact, pulling away as Josh Bodenhamer and Duke Wiseant battled for second on the ensuing restart.

Bodenhamer ultimately took the spot with John Anderson in third and Terry Phillips in fourth. Wiseant slipped to fifth.

The finish: Jeremy Payne, Jason Bodenhamer, John Anderson, Terry Phillips, Duke Wiseant, Mark Burgtorf, David Turner, Al Purkey, Jeremy Grady, Joe Kosiski, Jack Simmons, Kelly Boen, Alan Vaughn, Brantley Gotschall, David Barker, Gary Webb, Aaron Seabaugh, Larry Clawson, Denny Woodworth, Shad Badder, Andrew McKay, Bob King, Mike Collins, Mark Voigt.

Super Mario: Marietta Takes Berlin

MARNE, Mich. — Mario Marietta won a caution-plagued 25-lap midget

UMARA

by USAC, UMARA and WOMS Saturday at Berlin Raceway.

Marietta passed Alison

MacLeod on lap 19 and held on for the win ahead of Dallas Melby in second and Alfred Galdrige in third.

Brian Olson and Joe Lagauri completed the top five.

The finish: Mario Marietta, Dallas Melby, Alfred Galdrige, Brian Olson, Joe Lagauri, David Gough, Zach Schiff, Jim Anderson, Danielle Dickson.

GAS CITY I-69 Speedway
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JACK HIMELICK FALL NATIONALS

Non-wing Sprints • UMP Modifieds
UMP Street Stocks • Thunder Cars
Powder Puffs

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NSSN THE FINAL LAP



FORCED: Teammates Ashley Force (far lane) and Mike Neff face each other in the NHRA Funny Car semifinals Sunday at Memphis Motorsports Park.

AUTOIMAGERY.COM PHOTO



LEIF TILLOTSON PHOTOS

TUMBLING, BUMBLING: Gene Welch goes for a wild ride during sportsman qualifying at Thunder Road Int'l Speedbowl in Barre, Vt.



STEVE ETHERINGTON PHOTO

NIGHT LIFE: Cars pass by The Singapore Flyer, a 540-foot high ferris wheel, during Formula One practice Friday for the inaugural Singapore Grand Prix.



MIKE RUEFFER PHOTO

O SHOW: Jimmy Owens (20j) battles Tim McCreddie for track position Saturday at Knoxville (Iowa) Raceway during the Lucas Oil Late Model Knoxville Nationals. McCreddie picked up the \$40,000 win.

ECONOMAKI: No One Seems To Get Fired In Racing

CONTINUED FROM PAGE 4

often exceeds \$50,000.

Michigan team owner **Jack Roush** is on a roll. His Sprint Cup Ford equips swept the top-three positions at last week's Dover Int'l Speedway (Ye Ed still prefers the Dover Downs name) race. This sweep came in a preface to the Roush Fenway Racing multi-year sponsorship deal with UPS, starting in 2009, which calls for **David Ragan** to drive a Roush Ford in Big Brown colors. The contract marks a return to Ford for UPS, the world's largest package carrier, which has sponsored cars in NASCAR since 2000. This move will end the UPS backing of **Michael Waltrip** Racing's Toyotas. Ragan, now 22, is a sophomore in the series and is the son of retired driver **Ken Ragan**.

No one "gets fired" anymore it seems. A recent press release reads: "Red Bull Racing Team and **A.J. Allmendinger** have agreed to part ways for the 2009 NASCAR Sprint Cup Series season..." The four-paragraph release goes on to note Allmendinger is a "talented driver" and how much Red Bull racing team manager **Jay Frye** "really enjoyed working

ARGABRIGHT: McCreadie Holds No Ill Will To His Past

CONTINUED FROM PAGE 4

pouring of appreciation from people who — despite who they might have been cheering for — recognize a helluva finish when they see it.

For McCreadie, it was an emotional moment in what has been a difficult, maturing period in his life. In 2006 he signed a driver development deal with Richard Childress Racing on the heels of McCreadie's surprising victory that January in the Chili Bowl. It had all the makings of classic Hollywood cinema; the kid wins the big race, gets signed to the major leagues and lives happily ever after as a wealthy, handsome superstar.

Somebody must have lost the

with him." It appears the team's development driver **Scott Speed** will wind up steering Allmendinger's No. 84 Red Bull Cup car next season. Speed currently leads the ARCA RE/MAX Series standings wheeling a Red Bull-supported Toyota fielded by **Eddie Sharp** Racing.

Constant reader **Mike Rudderham** of Griffin, Ga., a big NASCAR fan, writes that "Racing is getting old for **Jeff Gordon** and his desire to win is waning." At this writing, Gordon, a four-time Cup champion, has not won a race this year, nor has two-time Cup champion **Tony Stewart**. He writes that with the Car of Tomorrow it would be easy for Pontiac, Buick, Mercury and Chrysler to appear in race fields as all that is needed today are decals and an engine from that manufacturer. Rudderham reports Atlanta Speedway head man **Ed Clark** gave his Moose Lodge two tickets to the next AMS race in support of the Lodge's annual blood drive. "This could mean a few more pints," opines Rudderham.

New Jersey is one of the few U.S. states with a Race Track Law. So, after its official look into the fatal crash of Funny Car drag racer **Scott Kalitta**, the state pronounced the cause of Kalitta's death as an engine failure at 300 miles per hour. Connecticut also has a Race Track Law and, like New Jersey's, it is concerned primarily with spectator safety,

script somewhere, because this Hollywood story proved brief and unfulfilling.

McCreadie acquitted himself well with steady, solid performances, but the lack of a team sponsor meant little testing and very few races. Meanwhile, he had detached himself from the short-track world — and all his short-track friends — in order to give complete focus to making it work.

In the end, there was ultimately only a sad, lonely year in a North Carolina apartment where the walls closed in on him at night, where sleep came hard, and the mop-haired kid began to wonder how everything could get so terribly off track.

By all accounts, his stock-car crew loved him. And why not? Unlike most "young guns" in today's glitzy world, McCreadie loved hanging around the shop, getting his hands dirty and talking setups. He was a blue-collar,

raceway fencing, grandstand stability, etc.

The recent Cup race at New Hampshire Motor Speedway was enhanced by a race-day visit by Republican presidential candidate **John McCain**, with retired superstar **Richard Petty** at his side. No indication yet as to who — in racing — is for **Barack Obama**.

To compare the abilities of drivers from various racing circuits, this weekend's Petit Le Mans sports-car race at Road Atlanta is the place. Such notables as **David Brabham**, **Scott Sharp**, **Dario Franchitti**, **Helio Castroneves**, **Ryan Briscoe**, **Marco Andretti**, **Scott Dixon**, **Tony Kanaan** and other names are scheduled to compete in Saturday's day-long contest.

Here come the lawyers. In Los Angeles, businessman **Allan Brown** is suing **Gene Simmons** over an Indy Racing League deal. Brown, charging fraud, alleges that while on vacation, Simmons edged him out of the deal he helped broker with the IRL. Simmons, the KISS bassist, promoted some IRL events in 2006 and wrote the song, "I am Indy."

Publicity attendant the lengthy (nearly eight-year) restoration of a WWII Mustang fighter plane revealed racing team owner **Jack Roush** played a key role in getting the P-51 back into the air. It was Roush's sealed bid of November 2001 that

blood-and-guts racer, just like most of the men who build the cars and make them work.

By all accounts Childress really liked him, as well. That's what made it so hard when earlier this year the deal quietly ended because the team apparently couldn't land enough sponsorship to fund a testing and racing program to go forward.

Heartbroken, disillusioned and sick with disappointment, McCreadie began putting his short-track career back together. He got back on the road with the Sweeteners Plus dirt late model, where he discovered that an 18-month lay-off is good for neither the soul nor the skills. But this guy is dogged if nothing else, and he has steadily improved throughout this season.

Now, it's all come full circle. As September wanes, McCreadie wins his second major event in as many weeks and looks like the hottest guy in dirt late models.

won the wreckage of the 65-year-old plane, which had crashed into Lake Clermont near Orlando, Fla., killing its pilot. It took Roush and partners **Col. Clarence (Bud) Anderson** and artist **Art Teeters** close to 35,000 man hours to make the old warbird flyable again.

Formula One fans will be disappointed to learn — via **Tony George** — that no talks have been held about returning the "Grand Prix" series to the Indianapolis Motor Speedway. The European press reports F-1 execs are "pushing" for a return of the series to this country's most famous raceway, but no word from the track. The 2009 schedule is said to be complete — with no F-1 date for Indy.

USAC is eyeing road racing for its revamped new-generation Silver Crown car, which has been renamed Gold Crown. The car was scheduled to test Oct. 1 at Indiana's Putnamville Park road course with **Aaron Pierce** at the wheel.

Longtime friend of auto racing **Mike Hollander** died Sept. 23 following a long battle with mesothelioma. Hollander, 61, was well known for bringing the Internet into auto racing with his work with Compuserve and the Motorsports Forum. Hollander served as vice president and webmaster for the Auto Racing Writers and Broadcasters Ass'n for many years. You'll be missed, Mike.

He isn't bitter with Childress, nor anyone else. He just stares wistfully into the distance when he talks about how much he wanted to succeed in the major leagues; not because he wants to be famous, not because of the money, but because in his gut he knows he has far more skill than his limited opportunity could possibly reveal.

It's difficult to know if anybody in North Carolina is still paying attention, but they should. Tonight, McCreadie showed us more than a nice smile and "marketability," whatever that means; he showed us guts and talent, heart and determination.

Does that stuff still matter? Maybe not in some places. But here, on a balmy September night when the mop-haired kid from New York shook the rivets in this rocking silver grandstand, they mattered. He gave 'em a show, and he gave 'em a helluva lot to talk about on the ride home.

enough to clinch the title.

The finish:

Brian Brown, Jack Dover, Gary Taylor, A.J. Selenke, Mike Peters, Mike Chadd, Don Droud, Jr., J.D. Johnson, Chad Humston, David Wheeler, C.J. Johnson, Marc Robe, Jon Freeman, Brent Swift, Luke Granston, Larry Neighbors, Gavin Punch, Zach Chappell, Cody Foreshee, Dwight Schroeder.

FORUM: IRL Fans Vote For More Ovals

CONTINUED FROM PAGE 4

us to convey to all the owners, drivers and officials how much we respect their efforts, and for the opportunity to meet some of the racing journalists we have enjoyed over the years.

This may be the only race we get to attend this year. It could not have been a better trip to the races.

*Buck & Betty Rice
Grand Saline, Texas*

We Want Ovals

I agree with Dave Patterson — what is the matter with the IRL? Ten years to get a following, eight road races next year? We want oval races.

Putting 230-mph race cars on street and road courses is Mickey Mouse. I will always support IMS, its legacy and all it stands for. IMS is hallowed ground, and 2009 will be my 36th race there.

Penske and the rest of his fat cats left once and tried to bury IMS and failed. Now, the new group Penske and Ganassi lead want their own rules.

We have many talented drivers here in the USA, but without deep pockets they will never get the chance at the Brickyard. Put Sarah Fisher in a top car and see what she could do. Money is more important at Indy and in the IRL than talent.

I live closer to DuQuoin and that is where real racing happens. I live six miles from Kansas Speedway and do not attend the IRL race. Belleville is 240 miles away and has the best open-wheel drivers there every summer. Why don't Penske and Ganassi drivers attempt the midgets at Belleville if they're world class? Wouldn't that be embarrassing?

*Dale Young
Basehor, Kan.*

Somebody Say 'Cry Babies?'

In the Sept. 10 issue of *NSSN* was a nice piece of irony. Dave Argabright wrote a very good article about the Boone IMCA Super Nationals where there are no "cry babies." You spin out, you go to the trailer, and there are stories about guys coming from 30th to second in a nightly feature.

On the next page on the back of Dave's column was a report on the World 100 by Paul Fletcher about Earl Pearson, Jr., Jimmie Owens, Tom McCreadie and Scott Bloomquist whining about a six-car inversion in their heat races.

Apparently, our premier dirt late-model drivers think they shouldn't have to work for a win. Heaven forbid they actually have to pass somebody. Maybe the promoter should just give the fast qualifier the winner's trophy and the check and give the fans an early start home.

The guys in Boone are running for \$2,000 to win with 300-plus cars. The late-model World 100 paid \$41,000.

*Bob Clvinger
Maryville, Tenn.*

Stewards Were Right

Thank you, Dan Knutson ("Across the Pond," Sept. 17, 2008), for finally pointing out what I thought was so, so obvious. While Lewis Hamilton did give back the position to Kimi (Raikkonen) after cutting the chicane, he was right on Kimi's tail and was able to draft and pass him at the next corner.

He would not have been that close to Kimi coming out of the chicane if he hadn't cut it.

In all the reading online and listening to TV during and after the race, this was never mentioned. Thanks, Dan, for pointing out the obvious.

*David Crandon
Corona, Calif.*

Brown Grabs 81 Sprint-Car Victory, But Peters Wears Second Crown

PARK CITY, Kan. — Brian Brown took advantage of a late-race restart to snare the O'Reilly/NCRA Sprint Car feature while vet-

eran Mike Peters locked up his second series championship Saturday night at 81 Speedway.

Jack Dover, who inherited the lead on the final restart when Zach Chappell's engine let go,

finished in the runner-up spot after Brown took the lead on the high sides of turns three and four after the restart.

Gary Taylor finished third, and A.J. Selenke took fourth. Peters's fifth-place finish was

enough to clinch the title.

The finish:

Brian Brown, Jack Dover, Gary Taylor, A.J. Selenke, Mike Peters, Mike Chadd, Don Droud, Jr., J.D. Johnson, Chad Humston, David Wheeler, C.J. Johnson, Marc Robe, Jon Freeman, Brent Swift, Luke Granston, Larry Neighbors, Gavin Punch, Zach Chappell, Cody Foreshee, Dwight Schroeder.



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OCTOBER 7TH-12TH, 2008
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OCTOBER 7-12

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- Elevation 2 **\$40**
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- Elevation 1 **\$45**
- Elevation 2 **\$50**

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- GENERAL - All Week **\$15**
- 1-DAY **\$10**

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AAA				
RR				
2ND	SEATS 1-71	SEATS 1-84	SEATS 1-84	SEATS 1-71
AA				
S-W	SEATS 1-71	SEATS 1-84	SEATS 1-84	SEATS 1-71
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B-R				

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