

ALL MAJOR SERIES
SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
FEATURES AND PHOTOS
PERSONALITIES
MARKETPLACE
SINCE 1934

NATIONAL SPEED SPORT NEWS

Moving On Up

Lowe's Victory Gives
Burton Boost In Points

SPRINT CUP

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Almighty Allgaier Clinches Title



OCTOBER 15, 2008

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\$3

COZZE A BRIDESMAID NO MORE

Modified Veteran Finally Scores In Super DIRT Week Finale **SUPER DIRT WEEK** PAGES 3, 18-19

Flawless Coons Cashes In

Defending Champ
Wires Field En Route
To \$15,000 Triumph



USAC/POWRI
MIDGETS

PAGE 6

MO-TORING ON: Jerry Coons, Jr. wheels his Mopar-powered midget toward victory in Saturday's Gold Cup midget event at Tri-City Speedway in Illinois. The event was co-sanctioned by USAC and POWRI.

JEFF ARNS PHOTO



Can You Hear Me Now?

Burton Makes Noise In Championship Hunt At Lowe's

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — Jeff Burton, seemingly an invisible man in The Chase, made himself seen and heard Saturday night, beating back a challenge from two-time defending Sprint Cup champion Jimmie Johnson and winning the Bank of America 500 Saturday night at Lowe's Motor Speedway.

SPRINT CUP

The victory, his second of the season and his first since the spring race at Bristol, moved Burton from a near-anonymous fourth place to second in The Chase standings, 69 points behind Johnson as the 10-race championship series moves to Martinsville, Va., this Sunday.

"We are racing for wins, but we have got a championship in the backs of

our minds," Burton said. "We were just kind of laying it out there and seeing what we could make happen."

Scott Miller, crew chief for Burton's Richard Childress Racing No. 31 Chevrolet, gambled that one can of racing fuel and no tires on the final pit stop would give Burton the track position and clean air he needed to reach victory lane.

There was little margin for error, but the strategy paid dividends.

"He made a great call," Burton said of Miller. "I am sure a lot of people in the TV booth were saying, 'What in the world?' And I will be honest, I was, too. Scott made a great call, and we got what we needed to get it done."

Miller helped get Burton, who had been in the top 10 since the initial green flag, to the front, but it was the hard-driving Burton who survived a three-lap battle with Johnson affixed to his inside door panel.

"The first two-thirds (of the race) was good for us, but we were junk at the end... I was trying to get it done when I had those fresh right-side tires," said Johnson. "That's what put me on pace with him."

But once Burton dispatched the Johnson, he had an open track all the way to victory lane.

Johnson ended up fading to sixth as his No. 48 Lowe's Chevrolet became increasingly ill handling.

Kasey Kahne, who won the last two races contested at Lowe's Motor Speedway, rallied late for a second-place finish. Kahne found himself a lap down in the early going, but worked his way into contention by the end of the night.

"We had a nice try to catch the 31," Kahne said. "He was fast. We tried, but



AUTOSTOCK PHOTO

LOUD AND CLEAR: Jeff Burton celebrates his second victory of the season Saturday night at Lowe's Motor Speedway in Concord, N.C.

BURTON: CONTINUED ON PAGE 26

Affordable 305s

RaceSaver Sprints Make Money Small Part Of Series

BASSETT, Va. — The staunch rules of the RaceSaver Sprint Series can be found in a file on one of French Grimes's laptop computers. They can be found for all to view on the series' Web site — race-saver.com.

The rules are in those places because a stone tablet is a little too heavy to carry around, though that

might be the preference of Grimes, who founded the series as an affordable alternative for sprint-car racing — an alternative that he has seen work if not flourish over the past decade if

— that's a big if — all the rules are followed. "Rules are meaningless if they are not consistently enforced," is written atop the rules page at race-saver.com.

So, they are vigorously enforced by Grimes in the RaceSaver-sanctioned Virginia Sprint Series, one of seven regional or track-related series sanctioned by the RaceSaver Series.

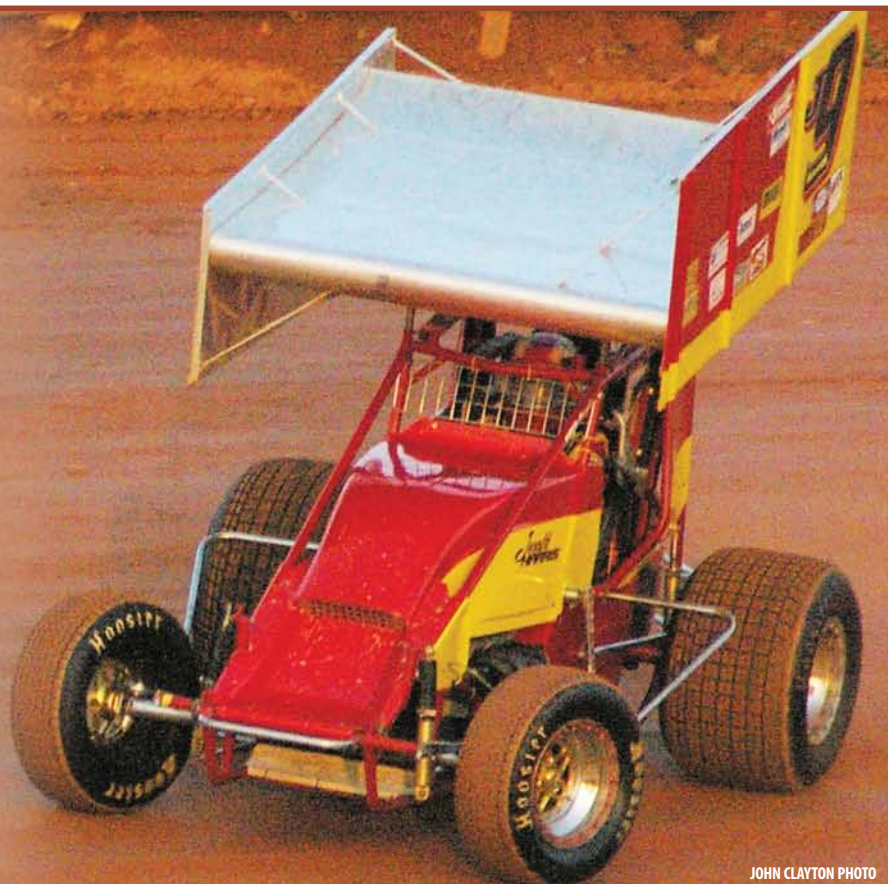
"French runs a pretty tight ship," said VSS com-

petitor Pete Kingrea.

Grimes and co-founder and driver Bill Rice developed and copyrighted those rules in 1997 during an economic time not nearly as dour as today's. Even so, the emphasis was to develop a set of rules for sprint-car racing that would make it affordable for all without allowing money to severely tip the scales of competition.

It started then with Grimes and Rice in Virginia and now has footholds in five other regions, including Pennsylvania and upstate New York along with three regions in Texas alone — Dallas, El Paso and western Texas, based in Lubbock.

Grimes would like to see the series expand further to other areas of the country. It's not because he's making a fortune off of it — the rules and sanctioning agreement are all free to whoever wants them as is the training of technical and rules officials — but rather because Grimes believes in making sprint-car racing competitive for practically anyone who



JOHN CLAYTON PHOTO

FOR LOVERS: Jerald Harris wheels his 305 sprint car around Fork Mountain Raceway in Bassett, Va., during Virginia Sprint Series action.

RACESAVER: CONTINUED ON PAGE 43

NSSN RACING LINE

The Week In Motorsports
For October 15, 2008

Youth Vs. Experience: Darrah Holds Off Rahmer At The Grove

MECHANICSBURG, Pa. — Cody Darrah stunned the Eastern sprint-car establishment with a convincing victory in the Morgan Hughes National Open Saturday night at Williams Grove Speedway.

The Red Lion, Pa., teenager led all 40 laps and earned \$12,000 for his first victory at this historic speedway.



JULIA JOHNSON PHOTO

Schumacher Rolls Past Will In Virginia NHRA Nationals

DINWIDDIE, Va. — Non-contender J.R. Todd cut to the chase. In beating Top Fuel opponent Larry Dixon in the opening round

Sunday of the National Hot Rod Ass'n's Virginia NHRA Nationals, Todd said, "I hate to take Larry out of the Countdown, but hell, they're all racing for second now."

NHRA
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BILL MOORE PHOTO

RITE ON TIME: Frank Cozze celebrates his victory in the Rite Aid 200 Sunday at the New York State Fairgrounds.

Cozze Comes Through

Gamble On Gas Finally Gets Vet Coveted Victory

By **RON HEDGER**
NSSN CORRESPONDENT

SYRACUSE, N.Y. — Frank Cozze lost one Rite Aid 200 when his fuel cell ran dry with the checkered flag about to wave, but Sunday he more than made up for it, running an amazing 129 laps

DIRTCAR

on one tank of gas to claim the 37th edition of the Rite Aid 200, the final event of Super DIRT Week at the New York State Fairgrounds.

Cozze, now the oldest winner at 53, first ran the Syracuse mile in 1976, when he was so slow he was told he couldn't run the consi and "should go home and get more experience."

Two years later, he finished second to four-time winner Gary Balough and he ran third in 1992 and 2003, but the near win was the Syracuse memory he's carried with him through the years.

"I felt really horrible then, but you have to get over it," said the Pennsylvania modified ace. "You can't come here thinking the place owes you one. You have to put in the work and improve your mileage and that's what we did. We didn't run that well in our heat but we got great gas mileage and

here, that's unbeatable."

Matt Sheppard finished second after gaining one spot when four-time winner Billy Decker blew an engine and two more when second-running Rich Laubach and Gary Tomkins both ran out of fuel. Sheppard barely made the finish himself.

"I was stumbling the last couple laps and I don't know how Frank went 12 laps further on a tank. But he did, so we congratulate him," said Sheppard. "My car was blubbering at the end of the straights, then in the turn enough fuel would slosh over to run it a while, so I figured he'd be out, too."

Another Pennsylvanian, Duane Howard, claimed third with Canadian Stewart Freisen and former winner Tim Fuller trailing. Lebanon Valley stars J.R. Heffner and Eddie Marshall were sixth and seventh, respectively, followed by Billy Dunn, Keith Flach and Justin Haers.

Sheppard got the drop on polesitter Fuller on the start and led through lap 40, when he and Cozze made their first pit visits after Shawn Reimart spun in turn four. Reimart then drove across the speedway right in front of the lead pack, drawing the third yellow of the day.

Decker and a number of other contenders had already pitted once and it became apparent that a number of strategies were in play.

Brett Hearn took the lead at that point, but he too pitted on the next yellow flag, at lap 61, putting David Herbert and Tomkins at the front of the field. With Decker already back to seventh, most of the huge crowd expected him to make his traditional "just-in-the-window" second fuel stop and ride out the race as the first car in line good to go the distance.

Cozze made what would be his final stop on lap 71, under yellow, with Tomkins pitting as well and observers thinking they couldn't go the distance from there.

Justin Haers, who had taken the lead on lap 62, hung on through lap 100 to snare the \$5,000 halfway bonus, then pitted two laps later, putting Vince Vitale in command. Amazingly, the caution used by Haers came when Alan Johnson slowed in turn four and duplicated Reimart's scary move, driving across the track right in front of the charging pack.

Decker, who had made his last stop on

COZZE: CONTINUED ON PAGE 19

Allgaier Steals Title With Wild Toledo ARCA Score

TOLEDO, Ohio — Justin Allgaier raced from ninth to first to win the dramatic and wild season-ending Hantz Group 200 Sunday afternoon at Toledo Speedway.

With the victory — his third straight — Allgaier also leapfrogged from third to first

in points, passing leader Scott Speed and Ricky

Stenhouse, Jr., to earn the ARCA RE/MAX Series national championship, ending Frank Kimmel's unprecedented eight-year reign as the series champion that began in 2000.

Allgaier maneuvered underneath Matt Carter 12 laps from the finish and drove away to earn his sixth ARCA RE/MAX Series victory of the year and eighth of his career.

"This is unbelievable," said Allgaier. "We came in hoping to protect our third-place position in points — we had Frank (Kimmel) right behind us.

"We came in with nothing to lose, so we did what we do every week; we raced as hard as we could and went for the win. As things turned out, it also brought our team the championship. I'm so proud of all these guys on this crew. They're the reason I'm up here tonight. I am so relieved this is over. Now we can really focus on the Nationwide races at Texas and Homestead. This really helps with the confidence."

Allgaier, in the family-owned No. 16 Hoosier Tire Midwest-AG Tech-Auto Xpress Chevrolet, was 110 points out of first place in the championship standings when the race



TODD RIDGEWAY PHOTO

TITLIST: Justin Allgaier celebrates his ARCA RE/MAX Series championship Sunday at Toledo (Ohio) Speedway.

began.

Speed and Stenhouse helped Allgaier's cause when they tangled first on lap 27 while running in second and third, respectively. Stenhouse got into the back of Speed as the pair headed into turn three. Speed drifted up the track and hit the wall hard, causing extensive damage to the right side of the Eddie Sharp Racing Red Bull

ALLGAIER: CONTINUED ON PAGE 43



JOE SECKA/IMS PRO PHOTO

DOG FIGHT: Justin Allgaier (16) fights Matt Carter for the lead in the closing stages of the ARCA RE/MAX season finale Sunday.

OPINIONS

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CLAYTON: Ever-steady Burton calm in championship battle. **PAGE 27**
BAKER: Hillary Will, team not going away without a fight. **PAGE 36**

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EXCLUSIVE

Chad Boat Following Father's Footsteps To Own Racing Career

He's just old enough to get his driver's license and have an after-school job at Burger King. But he's too much like his dad to flip burgers. You see the resemblance quickly. The youthful smile, reddish hair and freckles, but mostly it's in the eyes. They both have the eyes of a gunfighter.

ANCHORS AWAY
PAGES 24-25

WINNER'S LIST

Series	Winner	Where	Page
USAC Midgets	Brad Sweet	Pontoon Beach, Ill.	6
WoO Sprints	Donny Schatz	San Felipe, N.M.	8
WoO LMS	Josh Richards	Fayetteville, N.C.	8
NASCAR East	Peyton Sellers	Stafford Springs, Conn.	10
NASCAR Mods	Mike Stefanik	Stafford Springs, Conn.	10
Nationwide	Kyle Busch	Concord, N.C.	30
Formula One	Fernando Alonso	Oyama, Japan	32
USCS	A.G. Rains	West Memphis, Ark.	47

THE FINISH

"When you hit the gas, you don't think about living. You don't think about dying. You just think about winning. That's just in your DNA."

BOB TASCA III
SUSAN WADE, PAGE 35



▶ PUBLIC FORUM

Let your voice be heard

Saddened By Passing

I'd like to give my condolences to the family and friends of Paul Newman. He was a very talented actor and race-car driver.

Back in 1982-84, my boss and good friend, Andy, took me to Pocono Raceway for the NASCAR and CART races. Andy knew Dick Simon, who at the time was in CART, and we purchased garage passes. While walking through the garage area meeting all the drivers, I was fortunate enough to meet Paul Newman.

Even though it was only for a minute, it was great to meet him. It is something that I will never forget. He will be missed, but never forgotten.

Joe Cerato
Rahway, N.J.

A Great Loss

The racing community has had to endure the loss of so many over the years, but none greater than the loss of Paul Newman.

Goodbye, old friend, you will be missed and never forgotten.

Jeff Petty
Powell, Ohio

Robbed Regan

Regan Smith, you were robbed. As usual, a high-profile driver got "the call," and his antics are OK. One wonders how NASCAR would have handled (the Talladega finish) if the positions were reversed.

I am certain they would have found a way for Tony to win. Finally, a decent finish devoid of commercial interruptions, and NASCAR can't get it right.

John Julis
Riverside, Calif.

4-Crown Fun

My friend and I drove from north Jersey to the 4-Crown Nationals. This is the fourth

FORUM: CONTINUED ON PAGE 47



Share Your Opinion

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



Should France's Ambassador Complain

Stateside TV Announcers Mispronounce French-Named Race

MIDLAND PARK, N.J.

As one who struggled through high school French lessons, Ye Ed well remembers the odd nuances of the French language, especially its nouns and adjectives being of either male or female gender, unlike in English. What brings this to mind is the widespread use of "petite" in describing the recent day-long ALMS sports-car race at Road Atlanta, the Petit Le Mans. Le Mans is a masculine noun and, therefore, calls for masculine articles and adjectives, not feminine, which is what "petite" is, but masculine as in "petit," pronounced "petty." The proper pronunciation for the Petit Le Mans race is "Petty Le Mon," not "Petite Le Mon." If the name of the race were feminine, it would be La Mon, which would then call for the French feminine adjective "petite." But the name Le Mans is masculine, which calls for the masculine adjective "petit," pronounced petty, as in petit fours, the French-baked delicacy. Who cares, you ask? Ye Ed cares, for on learning that literate sports goers, when hearing this mispronunciation, look upon we race folk as dumbbells! We're not, so henceforth: "Petty Le Mans!" Please.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

It will no doubt be a long time before driver **Regan Smith** crosses the yellow line at a NASCAR track. For when Smith ducked under **Tony Stewart** on the final yards of the AMP 500 at Talladega, crossing the yellow line to pass for an ostensible victory, it took NASCAR about 30 seconds to nullify the pass and relegate Smith back to 18th place in the finishing order. This cost Smith half of what he would have won had he settled for second place. Eventual runner-up **Paul Menard** collected \$177,400 while Smith went home with \$88,650 for his 18th place, half of what Menard inherited in those final few yards of the race. Tony Stewart's first-place check was for \$270,136. One could see some empty seats at Talladega, NASCAR's longest oval, so Ye Ed now wonders if this audience drop off means lower prize money next time around.

Financial publications tell us **Jim France**, son of NASCAR founder **Bill France** and avid sports-car driver in addition to his duties as a NASCAR executive, has been making overtures to gain control of the CenterBank of Jacksonville, Fla. CenterBank, Inc., which opened in 2001 and lists \$220 million in assets, is owned by **Raymond Mason, Jr.** with whom the France family has long had business dealings. The initial filing shows France seeking 72 percent of the bank's common stock. James France is chairman and CEO of the International Speedway Corp., which owns 13 major speedways nationwide. Records



KEITH D. RIZZO PHOTO

FRENCH CAR: The French-made Peugeot race car travels around Road Atlanta during the recent Petit Le Mans American Le Mans Series event.

show the bank had a net loss of \$2.7 million in the first half of this year from loan losses. The bank, which has only one office in Jacksonville, has 42 employees. In 2007, it had a net profit of \$243,000. The France family, in addition to controlling ISC, also owns NASCAR, the world's largest auto-race sanctioning body.

The four W's — Who, What, When and Where — are the essentials of an effective press release. An important 500-word press release dealing with drag racing's \$2 million IHRA World Finals weekend at North Carolina's Rockingham Dragway was recently received. It was 11 paragraphs long and ran onto a second page. But it was not until that 11th — and final — paragraph that the event's dates — Oct. 17-19 — finally appeared! Shocking, to say the least.

We made mention in a recent column of Compressed Natural Gas as being the newest automotive fuel. Visit the Los Angeles auto show next month and eyeball Toyota's Camry hybrid with its new CNG engine.

Indy Racing League is mum on a possible new engine supplier. Following a late September meeting with five-different engine makers to discuss a new IRL powerplant, IRL President **Brian Barnhart** refused to name the companies present, other than to say current exclusive IRL engine supplier Honda was one of them. Indications are a new engine formula will be announced for the 2011 IRL season.

Figure-8 Racers Have A Unique Passion

ANDERSON, IND.

The four men sat in small folding chairs behind a couple of long tables, their feet rustling in the grass. Many of the kids lining up for autographs were too young to have seen them race, but that didn't seem to matter. They stared into the eyes of the four men with wonderment and a silent sense of awe, even if they weren't exactly sure what it was they once did.

One teenage kid asked them to sign his motorcycle helmet, while another asked them to sign his shirt. The shy ones couldn't bring themselves to speak, timidly sliding a program across the table. Others giggled and offered a high five.

It was the final Outlaw Figure-8 event of the season at Anderson Speedway, attracting an enormous crowd on a balmy autumn Saturday night. The track had invited four former Outlaw Figure-8 champs to share the role of grand marshal, and Duane Lee, Joe McKinney, Billy Simmons and Bruce Tunney seemed to thoroughly enjoy a brief return to the lime-light and a special autograph session.

Figure-8 racing is looked upon as something of a novelty by many in the sport; a reckless, silly adventure that isn't REAL

AMERICAN SCENE



DAVE ARGABRIGHT

But I'll confess something: I not only think it's real racing, but some of the toughest and most skilled competitors I've ever met were Figure-8 drivers.

Some background: Back in the 1980s, I was the PR guy at Anderson Speedway. The track has a long, storied history in Figure-8 racing that dates back to 1960. During the '80s, the weekly Figure-8 division had a roster stacked with veteran racers and Saturday night's were filled with scintillating drama and intense racing.

When the Outlaw racers came to town, the local guys really got up on the wheel. It made for great competition, and some terrific races.

From a distance, I suppose somebody could look at guys who race through a crossover and write them off as unbalanced. But when you got to know them and realized how much all of this meant to them, you began to understand that they were just like racers anywhere else: They lived for competition and were inexplicably drawn to something the rest of us would have no part of.

ARGABRIGHT: CONTINUED ON PAGE 47

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The
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Dewease Home In Pennsylvania

LIVERPOOL, PA.

For Pennsylvania sprint-car veteran Lance Dewease, there's no place like home.

For the first time in his career, Dewease spent this season racing on the road and not full-time in central Pennsylvania.

He competed with the All Star Circuit of Champions and finished second in points to Dale Blaney. He only won two races — one at Attica in Ohio and one at Butler Speedway in Michigan. For the most part he was competing on tracks he'd never seen before. He did get a big win against the World of Outlaws at The Dirt Track @ Lowe's Motor Speedway in Concord, N.C.

"We had a lot of fun going to new places," Dewease said. "Probably 90 percent of the racetracks we went to I've never been to before. It was a learning experience. I had a lot of fun racing with those guys and we enjoyed doing it."

Since the All Stars are done for the season, Dewease has been back in central Pennsylvania and swept races at Williams Grove Speedway and Lincoln Speedway Oct. 3-4.

The victories earned the 43-year-old racer more than \$9,000. At the Grove, where Dewease is a five-time champion, it was career win No. 68.

That's good enough for second all-time. The Lincoln win was No. 31. He won the Lincoln title when he drove for Al Hamilton in 2003.

Dewease said he enjoyed his time on the road, but missed his home track and running Pennsylvania's higher-paying shows. He says that won't happen next year. The team will travel, but will be home more, especially when big money is on the line.

Dewease said his plans for next season are not final and will wait until all schedules are released before the team makes a final decision.

"I don't think we are going to run full time

CHASING THE POSSE



TODD HEINTZELMAN

with the All Stars," Dewease said. "I think we are going to pick and choose. I missed a good many shows here at tracks that I love. We're not going to do that next year."

He said they will run more World of Outlaws races. Dewease moved from Pete Postupack's sprinter into Donny Owens's car at the end of last summer. His first night out in the car resulted in a win at Susquehanna Speedway.

The team decided to chase the \$50,000 top prize with the All Stars instead of going after local point championships in Pennsylvania. It looked at the beginning like Dewease would win the title and he led the points for most of the season.

It will be good for Posse fans if Dewease stays home more next season, especially for Pennsylvania Speedweek and other major events. He's always been a fan favorite and was missed this season. Dewease wasn't the only Pennsylvania driver to spend 2008 on the road. Lucas Wolfe raced with the World of Outlaws this season. His year has been difficult with a broken back setting him back about two months during the busiest part of the season. He has recorded runner-up and third-place finishes with the Outlaws recently.

While nothing is concrete right now, the rumor mill has several Posse drivers considering more traveling next season over staying home and racing for points. Even "Fast Freddie" Rahmer said he may not chase points next year.

Sprint-car champions this season include Rahmer at Williams Grove for the record eighth time; Todd Shaffer at Port Royal for the fourth time; and Brian Montieth at Lincoln for his first-career track title.

Look for many of the top teams from central Pennsylvania to make the trip to North Carolina for the World Finals at the end of the month.

Economy Will Hurt Racing

SHAMOKIN, PA.

The last time I wrote about how things were going financially, it turned out to be a pretty negative column. I even said that some highly funded teams have to do business with the white-collar Wall Street thugs we've now come to mistrust.

Yes, that's what I said. Well, things have worsened. I can't even find the words to describe what these Wall Street CEOs, 401K managers, mortgage loaners and Hedge Fund administrators have done to our economy, all thanks to personal greed.

We continue to listen to news reports on large, failed banks such as Wachovia and Washington Mutual and "hints" that another major insurer similar in size to AIG may be in trouble.

Now, trusting Americans (mostly middle class) will be asked to endure a government-led \$700 billion white-collar bailout, with "special save America's economy" taxes no doubt coming our way. And, for a matter of comparing these gigantic numbers being thrown around, 700 billion one-dollar bills laid end to end would stretch from the Earth to Mars and nearly all the way back again.

On the daily financial media outlets, certain words are being used less and less so as not to alarm the public. Things like "bank runs," "possible depression" and "mutual fund money market withdrawal implussions" are heard less frequently for obvious reasons.

But there is a silver lining in every column, and because *National Speed Sport News* is the granddaddy of all racing publications, I'll try to lay it right on the line for you from my viewpoint. Regardless of what happens in the future when it comes to our economy, and the fact that many pro racing teams rely on Fortune 500 company successes, there will always be good racing somewhere, regardless of whose name is on the side of a vehicle.

As for the "welfare state" we now call professional motorsports, the current financial "situation" could change the face of racing for years to come. It doesn't take a rocket scientist long to figure out if, for example, a Pro Stock

RACING BRIEFCASE



GREG ZYLA

drag racer pays \$58,000 to lease an engine for one event that might, and we emphasize "might," get him in a 16-car field that pays \$25,000 to win, a sponsor is probably paying the bill.

I can't really predict what NASCAR, NHRA, ARCA, ALMS, USAC, WoO or the countless other sanctioning bodies will look like in the future if we have an

extended recession or, God forbid, a depression, but I know in my heart racing will survive.

Thus, if the economic atmosphere doesn't improve, some pro teams will go through major pain, others disappear. This is inevitable based on the daily financial news as more trouble seems to be brewing.

Still, one of the very best races I attended last year took place in the parking lot of the Orange County Convention Center near Orlando, and it had nothing to do with NASCAR or IndyCar. It was a go kart race, and some of the biggest names in motorsports took the green flag for the pure love of racing. The makeshift grandstands were packed, the admission was free, and it was part of the PRI Trade Show extravaganza I've been a part of since 1986.

So, we'll chalk this column up as another "letdown" thanks to things out of our control, like greedy CEOs and investment advisors that will spoil some great team's nice deal.

One thing is for sure, and was well written by *Newsweek* columnist Daniel Gross when he said in the Oct. 6 issue; "Yes, we do have to be careful about crying 'fire' in a crowded theater. But calling this (financial mess) a meltdown is like crying 'fire' in an inferno."

For the sake of racing, however, always remember that 700 billion minutes ago, they were running some pretty prominent chariot races with full fields and packed coliseums. And as for chariot drivers talking about the "stock market" they were referring to the local livestock dealer and his herd of horses, oxen and donkeys.

Hmm. Horses, oxen and donkeys. I think I've found the words I was looking for earlier to describe those greedy Wall Street crooks.

Sanctioning Bodies Should Control Safety, Not The Drivers

BROWNSBURG, IND.

Just read the October issue of *Sprint Car & Midget* magazine and was surprised when I read the column by Doug Auld questioning the use of the HANS Device in sprint-car and midget racing.

Doug's been on the media side of this sport for a long time and by no means am I slamming his opinions. His writing is an asset to the greatest form of racing on the planet. With that said, is he qualified to give an opinion on such an important topic?

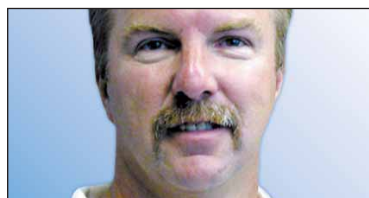
I have to disagree with his statement that the one single reason the HANS Device is so popular is because of the death of Dale Earnhardt and that NASCAR needed a political image fix. Before the death of Earnhardt, NASCAR was working very hard to bring the safety aspect

of stock-car racing into the 21st century. No doubt it was behind during that period of time, but the late Steve Peterson had many programs under way to improve safety in NASCAR. Earnhardt's death certainly put a rush on those efforts.

Before and after Earnhardt's death, we spent a lot of time crash testing seats during our composite seat validation for NASCAR. During these tests we also outfitted the dummies (not referring to race drivers) with head restraints. The HANS was by far the most effective at preventing injuries to the neck.

Doug referred to the fact that sprints and midgets crash different than Indy cars or stock cars and that head restraints are primarily for frontal impacts. He's right about that.

THE TECHNICAL SIDE



CHRIS PAULSEN

The current seats with head surrounds attenuate the side movement of the head. A HANS will take care of frontal impact. Don't ever assume that a frontal impact can't happen in a sprint car. A HANS can save a life in that situation. Saying that a sprint car doesn't have that type of crash very often, so a HANS shouldn't be

required is like saying that they rarely catch on fire anymore so why bother with a firesuit.

As for the sanctioning body mandating a HANS, it's a smart move. The cost of sanctioning a race is expensive. Insurance is a big part of that expense. Increased safety lowers insurance cost not to mention the obvious.

Doug mentioned the driver should decide if the HANS makes them safer or not. I can say this with confidence; most drivers think they know exactly what happens when they crash because they're in the car but they really don't. In a violent crash, things happen much faster than a driver could ever record in his brain.

When NASCAR showed crash test video to the drivers, they discovered they really didn't realize what their

bodies did in a crash. During my miss-spent youth, I crashed several sprint cars and I thought I knew what happened during a crash. I really didn't. Drivers don't know everything.

In reality, Dale Earnhardt was responsible for his own death. He had the crew mount the lap belt in such a way that it failed even though his good friend, Bill Simpson, told him that it wasn't mounted properly. Earnhardt thought he knew what was right.

The sanctioning body must do everything in its power to implement safety. This means helmets, firesuits, HANS Devices and proper seats. Sprint-car racing is an extreme sport. Rules governing safety must be mandated and not left to the discretion of the driver.

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DON FIGLER PHOTO

LAP TRAFFIC: Jerry Coons, Jr. (11) races by the lapped car of Caleb Armstrong during Saturday's DuPont Gold Crown Midget Nationals at Tri-City Speedway in Pontoon Beach, Ill.

Golden Crown

Coons Leads All 50 For Big Midget Payday

By **BRYAN GAPINSKI**

PONTOON BEACH, Ill. — Jerry Coons, Jr. ended a streak of late-race misfortunes by capturing the DuPont Gold Crown Midget Nationals Saturday night at Tri-City Speedway.

The event was an O'Reilly POWRI and USAC Mopar National Midget Series co-sanctioned event.

Coons led all 50 laps driving the Wilke-PAK Motorsports Spike/Mopar No. 11, collecting a \$15,000 first-place prize from midget racing's largest feature purse of the season.

Earning the pole position by winning the trophy dash for the finale of the three-day event, Coons quickly jumped into the lead at the start and held a sizeable lead when the first caution flag appeared on lap six. Two more cautions kept the field close over the next two circuits.

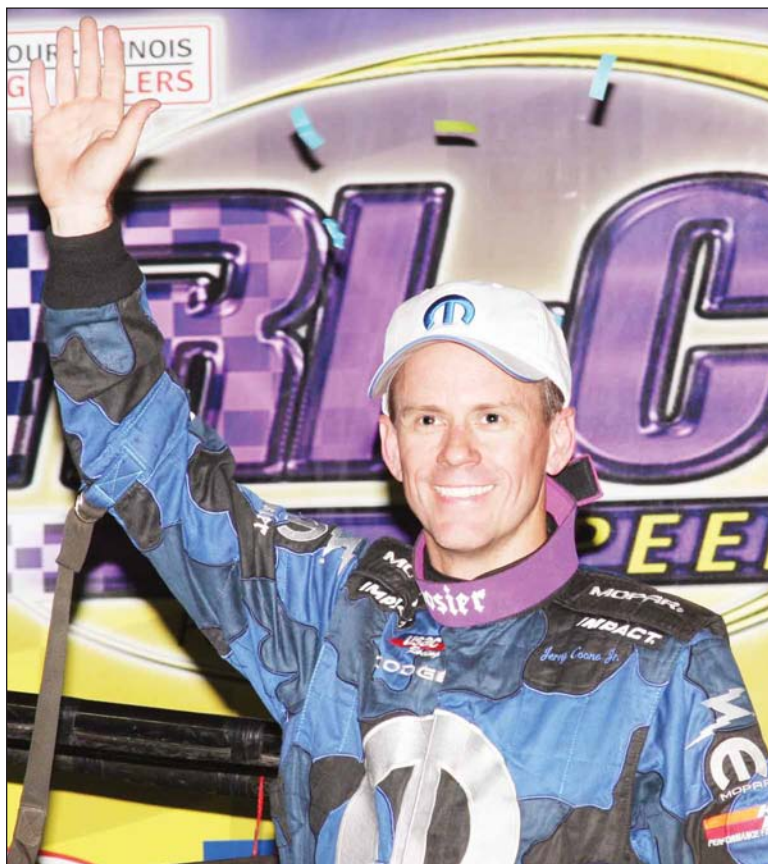
Multi-groove racing was taking place through the field behind Coons, as he led Cole Whitt, Brady Bacon, Brad Sweet and Michael Pickens after 10 laps.

The event was stopped when Zach Daum flipped on lap 17. On the restart, Pickens who was running fourth, hit the first-turn wall, flipping. Both drivers were uninjured.

Coons again continued to control the race and held a 1.2-second lead at the midway point over Whitt, Bacon and Sweet. Coons began lapping the tail of the field two laps later. Bacon and his teammate Sweet both passed Whitt on lap 30.

Coons continued setting a blistering pace. With track conditions changing, Coons's near two-second advantage began to shrink with 10 laps remaining. A caution flag for a stalled car on lap 48, set-up a two-lap duel for the win between Coons and Bacon.

Coons ran two flawless laps and edged Bacon by two car lengths at the checkered flag. Whitt, Brad Loyet and



JEFF ARNS PHOTO

VICTORY SALUTE: Jerry Coons, Jr. celebrates winning Saturday's USAC/POWRI midget race at Tri-City Speedway in Pontoon Beach, Ill.

Sweet completed the top five, as 20 cars completed the race.

"Our car was flawless. It's great to finally get a victory after all the near misses in the past two months due to mechanical problems," commented Coons in victory lane.

Coons, the defending USAC National Midget champion, currently leads both the USAC Silver Crown and National Sprint Car Series standings, with a handful of events remaining.

Tracy Hines finished 12th and leads Whitt by 39 points in the midget points, heading into the Nov. 6 Copper World Classic at Phoenix Int'l Raceway.

The summary:

C Main (10 laps): Danny Stratton, Henry Clarke, Travis Berryhill, Dakota Armstrong, Donnie Lehmann, Matt Johnson, Garrett Hood, Jimmy Glenn, Tyler Robbins, Jay Mounce, Steve Knepper, Kody Swanson, Darren Hagen, Johnny Murdock, Kellen Conover, Derek King, Ryan Hamilton, Derrick Myers, Danny Frye, Jr.

Dash (8 laps): Jerry Coons, Jr., Cole Whitt, Brad Kuhn, Brad Loyet, Chad Boat, Brad Sweet, Tracy Hines, Dave Darland.

First B Main (15 laps): Levi Jones, Steve Buckwalter, Jonathan Beason, Shane Cottle, Ryan Criswell, Chris Windom, Matt Sherrill, Dustin Morgan, Dave Camfield, Casey Shuman, Jon Stanbrough, Daniel Robinson, Austin Brown, David Gough, Berryhill, Robbins, Tony Roney, Lehmann, Stratton, Hood.

Second B Main (15 laps): Michael Pickens, Brady Bacon, J.J. Yeley, Zach Daum, Scott Hatton, Davey Ray, Caleb Armstrong, Bobby East, Chase Barber, Clarke, D. Armstrong, Johnson, Kent Schmidt, Glenn, Chad McDaniel, Brett Anderson, Mike Hess, Tim Siner, Daniel Adler, Mounce.

Feature (50 laps): Coons, Bacon, Whitt, Loyet, Sweet, Jones, Yeley, Cottle, Boat, Kuhn, Darland, Beason, Hines, Morgan, Criswell, Ray, East, Hagen, Robinson, C. Armstrong, Windom, Sherrill, Hatton, Frye, King, Pickens, Daum, Buckwalter.

Mopar Magic: Sweet Sweeps Tri-City Prelims

Thursday

PONTOON BEACH, Ill. — Brad Sweet captured Thursday night's 25-lap preliminary feature to open the 2008 DuPont Gold Crown Midget Nationals at Tri-City Speedway.

Sweet passed Cole Whitt on lap seven and led the rest of the way to beat Tracy Hines, Brad Loyet, Shane Cottle and Whitt to the checkered flag.

Sweet piloted the Kasey Kahne Racing Mopar/Team ASE Spike Speedway Mopar as he and Hines secured "locked in" spots for Saturday night's \$15,000-to-win event.

The summary:

First Heat (8 laps): Steve Buckwalter, Cole Whitt, Austin Brown, Dave Camfield, Chase Barber, Thomas Meseraull, Kent Schmidt, Tony Roney, Gary Altig, Rich Camfield.

Second Heat (8 laps): Jon Stanbrough, Tracy Hines, Scott Hatton, Brad Kuhn, Casey Shuman, Steve Knepper, Derrick Myers, Ryan Criswell, Derek King, Darren Hagen.

Third Heat (8 laps): Jonathan Beason, J.J. Yeley, Jerry Coons, Jr., Tim Siner, Travis Berryhill, Davey Ray, Daniel Adler, Jay Mounce, Danny Frye, Jr., Johnny Murdock.

Fourth Heat (8 laps): Brad Loyet, Dustin Morgan, Shane Cottle, Brett Anderson, Caleb Armstrong, Dave Darland, Dakota Armstrong, David Gough, Kellen Conover, Tyler Robbins.

Fifth Heat (8 laps): Brad Sweet, Mike Hess, Levi Jones, Chad Boat, Brady Bacon, Chris Windom, Bobby East, Donnie Lehmann, Henry Clarke, Mike Riley.

Sixth Heat (8 laps): Zach Daum, Michael Pickens, Matt Sherrill, Chad McDaniel, Ryan Hamilton, Daniel Robinson, Garrett Hood, Matt Johnson, Jimmy Glenn, Kody Swanson.

First C Main (10 laps): Lehman, Hood, Clarke, R. Camfield, Frye, Mounce, Riley, Altig, Murdock.

Second C Main (10 laps): Gough, Roney, King, Swanson, Robbins, Conover, Glenn, Hagen, Johnson.

First B Main (15 laps): Anderson, Pickens, Boat, D. Camfield, Siner, C. Armstrong, Shuman, Criswell, Lehmann, Meyers, Brown, Hood, Hamilton, Knepper, Barber, Robinson.

Second B Main (15 laps): Coons, Bacon, Cottle, Darland, Sherrill, East, Meseraull, Ray, D. Armstrong, Adler, Gough, Schmidt, Roney, Berryhill, McDaniel, Windom.

Feature (25 laps): Sweet, Hines, Loyet, Cottle, Whitt, Beason, Kuhn, Anderson, Coons, Boat, Hines, Camfield, Hess, Bacon, Morgan, Sherrill, Siner, Stanbrough, Daum, Darland, Buckwalter, Yeley, Hatton, Pickens.

Friday

PONTOON BEACH, Ill. — Brad Sweet triumphed for the second time in as many nights, winning round two of the DuPont Gold Crown Midget Nationals at Tri-City Speedway.

Sweet's second-consecutive victory set him up for a run at midget racing's biggest purse of the season, \$15,000, in Saturday night's finale of the three-day event.

Sweet captured the 25-lap preliminary-night feature for the second-straight night, leading the final four laps in his Kasey Kahne Racing Mopar/Team ASE Spike Speedway Mopar.

Jerry Coons, Jr. and Dave Darland



BRAD SWEET

took second and third after battling for the lead throughout most of the race.

Coons led laps 1-2, Darland 3-4, Coons 5-10, Darland 11-12, Coons 13-19 and Darland 20-21 before they finally yielded to Sweet.

Chad Boat and Brad Kuhn rounded out the top five at the checkered flag.

The summary:

First Heat (8 laps): Brett Anderson, Chris Windom, Brady Bacon, Casey Shuman, Ryan Criswell, Tony Roney, Kent Schmidt, David Gough, Garrett Hood, Jay Mounce.

Second Heat (8 laps): Dave Darland, Steve Buckwalter, Henry Clarke, Austin Brown, Kellen Conover, Caleb Armstrong, Shane Cottle, Daniel Robinson, Matt Johnson, Donnie Lehmann.

Third Heat (8 laps): Brad Sweet, Brad Kuhn, Michael Pickens, Mike Hess, Davey Ray, Dave Camfield, Scott Hatton, Dakota Armstrong, Ryan Hamilton, Dustin Morgan.

Fourth Heat (8 laps): Jonathan Beason, Chad Boat, Zach Daum, Daniel Adler, Cole Whitt, Chad McDaniel, Jimmy Glenn, Derrick Myers, Mike Riley, Rich Camfield.

Fifth Heat (8 laps): Jerry Coons, Jr., Chase Barber, Levi Jones, Kody Swanson, Bobby East, Tim Siner, Travis Berryhill, Danny Frye, Jr., Johnny Murdock.

Sixth Heat (8 laps): Brad Loyet, Matt Sherrill, J.J. Yeley, Danny Stratton, Steve Knepper, Jon Stanbrough, Darren Hagen, Derek King, Tyler Robbins.

First C Main (10 laps): King, Gough, Frye, Lehmann, Robbins, Johnson.

Second C Main (10 laps): Whitt, Hatton, Brown, Criswell, Daum, Swanson, Stanbrough, D. Camfield, Siner, King, Gough, Adler, Schmidt, Berryhill, Stratton, Knepper.

Second B Main (15 laps): Pickens, Jones, East, Morgan, Ray, Shuman, Hess, Robinson, McDaniel, Hagen, C. Armstrong, Roney, Glenn, Conover, Clarke, Cottle.

Feature (25 laps): Sweet, Coons, Darland, Boat, Kuhn, Bacon, Pickens, Loyet, Jones, Hatton, Buckwalter, Beason, Whitt, Criswell, Sherrill, Ray, Windom, Daum, Yeley, Barber, Brown, Morgan, East, Anderson.



ALLEN HORCHER PHOTO

POWER PLAY: Brad Sweet (49) powers under Dave Darland en route to victory Friday night at Tri-City Speedway in Pontoon Beach, Ill.



IT'S A ONCE-IN-A-LIFETIME ACHIEVEMENT. UNLESS YOUR NAME IS PHILIP MORRIS.

On September 13, Philip Morris raced his way to the 2008 NASCAR Whelen All-American Series Championship at his NASCAR Home Track, Motor Mile Speedway. On behalf of everyone in the NASCAR community, congratulations Philip on your second title in three years!



RACE REWIND

Race 60: Oct. 12

FINAL RESULTS

WINNER



Donny Schatz

Sunday

Hollywood Hills Speedway, San Felipe Pueblo, N.M.

Qualifications: 1. Donny Schatz, Stewart 15, 15.655; 2. Jason Sides, Sides 7s, 15.674; 3. Joey Saldana, Kahne 9, 15.686; 4. Chad Kemenah, Hard Eight 8k, 15.689; 5. Kerry Madsen, Vermeer 55, 15.698; 6. Brooke Tatnell, Woodward 2, 15.863; 7. Daryn Pittman, Titan 21, 15.902; 8. Steve Kinser, Kinser 11, 15.928; 9. Jason Meyers, Stockbridge 14, 16.023; 10. Sam Hafertepe, Jr., Hafertepe 15h, 16.088; 11. Jac Haudenschild, Camahan r19, 16.119; 12. Johnny Herrera, Herrera 45x, 16.166; 13. Rick Ziehl, Ziehl 20z, 16.176; 14. Paul McMahan, Parsons 6, 16.197; 15. Dion Hindi, Hindi 11h, 16.254; 16. Jason Martin, Martin 1, 16.284; 17. John Carney II, Carney 3s, 16.412; 18. Chad Corken, Corken 11c, 16.460; 19. Tony Bruce, Jr., Bruce 18, 16.547; 20. Kraig Kinser, Stewart 20, 16.552; 21. Lucas Wolfe, Allebach Sw, 16.564; 22. Terry McCarl, McCarl 24, 16.596; 23. Derrick Ortega, Ortega 35, 16.688; 24. Jordan Mattson, Mattson 24x, 16.736; 25. Colt Treharn, Treharn 77x, 16.772; 26. Patrick Bourke, Bourke 27, 16.797; 27. Ben Gregg, Gregg 22, 16.838; 28. Ronnie Smith, Smith 16, 17.093; 29. Chad Hillier, Hillier 5c, 17.438; 30. Bud Goodwin, Goodwin x15, 17.482; 31. Jody Williams, Williams 78, 17.484; 32. Randy Smith, Smith 26, 17.518; 33. Rick Johnson, Johnson 7, 17.555; 34. David Burns, Burns 52nm, 17.867; 35. Tim West, West 11w, 17.928; 36. Paul Whitehead, Whitehead 21p, 18.127; 37. Jerry Higginbotham, Higginbotham 50, 18.451; 38. Tom Stringfellow, Stringfellow 76, 18.469; 39. Jerry Johnston, Johnston 5d, 18.557; 40. Leroy Apodaca, Apodaca 6L, 19.042; 41. Julee Jamison, Jamison 3, no time.

First Heat (8 laps): Schatz, Meyers, Madsen, Wolfe, Ziehl, Treharn, Johnson, Hillier, Jamison, Higginbotham, Carney.

Second Heat (8 laps): Hafertepe, McCarl, McMahan, Tatnell, Sides, Corken, Bourke, Goodwin, Burns, Stringfellow.

Third Heat (8 laps): Pittman, Haudenschild, Bruce, Saldana, Hindi, Ortega, Gregg, Williams, Johnston, West.

Fourth Heat (8 laps): Martin, S. Kinser, Herrera, Kemenah, K. Kinser, Ro. Smith, Mattson, Ra. Smith, Whitehead, Apodaca.

Crane Cams Dash (6 laps): Schatz, McCarl, Haudenschild, S. Kinser, Pittman, Meyers, Sides, Martin, Saldana, Hafertepe.

C Main (8 laps): 1. West; 2. Burns; 3. Johnson, \$125; 4. Jamison, \$125; 5. Higginbotham, \$125; 6. Whitehead, \$100; 7. Apodaca, \$100; 8. Stringfellow, \$100; 9. Johnston, \$100.

B Main (12 laps): 1. Carney; 2. Treharn; 3. Corken; 4. Hillier; 5. Bourke, \$200; 6. Ortega, \$180; 7. Gregg, \$175; 8. West, \$160; 9. Williams, \$150; 10. Ro. Smith, \$150; 11. Goodwin, \$150; 12. Ra. Smith, \$150; 13. Mattson, \$150; 14. Burns, \$150.

Feature (30 laps): 1. Schatz, \$10,000; 2. Haudenschild, \$5,500; 3. McCarl, \$3,200; 4. S. Kinser, \$2,800; 5. Meyers, \$2,500; 6. Pittman, \$2,300; 7. Martin, \$2,200; 8. Kemenah, \$2,100; 9. Sides, \$2,050; 10. Saldana, \$2,000; 11. Herrera, \$1,500; 12. Madsen, \$1,200; 13. Hindi, \$1,100; 14. Hafertepe, \$1,050; 15. Wolfe, \$1,000; 16. Tatnell, \$900; 17. K. Kinser, \$800; 18. McMahan, \$800; 19. Hillier, \$800; 20. Bruce, \$800; 21. Carney, \$800; 22. Corken, \$800; 23. Ziehl, \$800; 24. Treharn, \$800.

STANDINGS

FIRST



Donny Schatz

Top 10

1. Donny Schatz	8,332
2. Jason Meyers	8,194
3. Steve Kinser	7,884
4. Joey Saldana	7,883
5. Jac Haudenschild	7,705
6. Craig Dollansky	7,667
7. Kerry Madsen	7,486
8. Chad Kemenah	7,483
9. Terry McCarl	7,407
10. Daryn Pittman	7,316

Schatz Nets N.M. Glory

SAN FELIPE, N.M. — Donny Schatz earned the first clean sweep of his Advance Auto Parts World of Outlaws Sprint Car Series career and his first victory in the state of New Mexico Sunday night at Hollywood Hills Speedway.

Schatz, who began the night by setting fast time, won the first heat, was victorious in the Crane Cams Dash and led all 30 laps of the feature to pick up \$10,000 for his series-leading 16th victory of the season. It was also his 86th-career WoO triumph.

He became just the second driver to win at Hollywood Hills Speedway, snapping 20-time series champion Steve Kinser's win streak at the track at seven.

"We're feeling really good right now," said the winner with a smile. "It was a great night. We did everything right. We qualified good and I think that was the key to the whole night. The track was pretty trying. We were in the perfect spot. You can make some mistakes leading, but we did everything we needed to. The crew played with the race car and we found some things and that's really what we needed on that type of track."

Schatz led from the green flag in the Armor All J&J and quickly began to pull away from Terry McCarl, who was running second. He was just about to get into lapped traffic when the first caution of the night waved on the sixth lap.

The restart saw Schatz dart to a comfortable lead over McCarl, who had his hands full with Jac Haudenschild. Near the halfway point of the 30-lap event, Schatz continued to maneuver through the lapped machines.

With 10 laps remaining, he was bottled up by a couple of lapped cars, which gave McCarl and Haudenschild a slight chance to gain some ground on him. Once he cleared the lapped cars, Schatz again powered his way to a four-second victory.

"They are always tough, especially when you only have one groove to race, and everybody is fighting for the same real estate," explained Schatz, who is closing in on his third-consecutive series championship. "You just have to wait for guys to make mistakes. You don't want to put yourself too close to somebody. I about ran into the back of a couple of guys, and I have the best brakes there are. I wonder what kind of brakes they have. You have to be smart and not put yourself in trouble, and that's what we did in the feature."

Haudenschild started third and battled McCarl for most of the race, snaring second on the 28th lap.

"The car felt good all night," said Haudenschild. "We had a good start in the dash and ran second in the feature. We are happy with that."

McCarl, who ran second for most of the race, finished third. Kinser and Jason Meyers rounded out the top five.



HEIN BROTHERS PHOTO

WINNING MOVE: Teenager Cody Darrah (89) moves around Mark Smith en route to winning Saturday night's Morgan Hughes National Open sprint-car race at Pennsylvania's Williams Grove Speedway.

Darrah Does It!

MECHANICSBURG, Pa. — Cody Darrah stunned the Eastern sprint-car establishment with a convincing victory in the Morgan Hughes National Open Saturday night at Williams Grove Speedway.

The Red Lion, Pa., teenager led all 40 laps and earned \$12,000 for his first victory at this historic speedway and chose the season's most prestigious event to get it done.

Darrah started on the pole and beat Mark Smith into the first corner of the half-mile oval.

By lap six, track champion Fred Rahmer had cracked the top five and was working well on the inside of the race track. Rahmer moved up one spot on each of the next three circuits and was in the runner-up position on lap nine.

Although Rahmer owns 79 career victories at Williams Grove Speedway,



Cody Darrah

he has never won the National Open, and with 31 laps left and a driver with precious little experience in front of him, this seemed like his best shot.

But Darrah set a blistering pace and never faltered. A fuel stop with 10 tours remaining gave Rahmer new life, but Darrah's family owned race

car wrenched by veteran crew chief Lee Stauffer, was the fastest in the field, and the winner was never challenged.

Rahmer settled for a second-place National Open finish for the third time in his career.

Brian Montieth mounted a spectacular late-race charge to finish third after starting 21st. Jim Siegel and Greg Hodnett filled the top five.

Brian Leppo was the fast qualifier for the 44-car field.

The race was originally scheduled for Sept. 26-27, but rain washed out the entire weekend. Saturday's event was run without sanction for the first time since 1998 and played to a large crowd on a near perfect fall evening.

The finish:
Cody Darrah, Fred Rahmer, Brian Montieth, Jim Siegel, Greg Hodnett, Doug Esh, Mark Smith, Alan Krimes, Todd Shaffer, Brian Leppo, Stevie Smith, Chad Layton, Danny Lasoski, Mike Erdley, Lance Dewease, Don Kreitz, Jr., Craig Keel, Aaron Ott, Pat Cannon, Nikki Young, Ed Lynch, Jr., A. J. Michael, Ryan Bohlk, Keith Kauffman, Tim Shaffer, Adam Witt.

Richards Gets To Know Fayetteville

FAYETTEVILLE, N.C. — Josh Richards didn't have any good vibes entering the Oct. 7 World of Outlaws Late Model Series event at Fayetteville Motor Speedway.

But after making a stirring drive forward from the 18th starting spot to win the 50-lap feature, the 20-year-old sensation from Shinnston, W. Va., felt a whole lot better about the four-tenths-mile oval.

"I honestly was dreading coming here," conceded Richards, who had failed to qualify through a heat on Aug. 15 before rain postponed the remainder of Fayetteville's first WoO LMS event. "I'll have to take that back now. Everything worked out great."

Richards put on an electric perform-

ance, ripping through the field to grab the lead from Shane Clanton on lap 31. He survived seven of the marathon race's 13 total caution flags over the remaining distance to secure a \$10,250 payoff.

Clanton finished 1.10 seconds behind Richards, ending his two-race WoO LMS win streak. Chub Frank finished third, followed by Vic Coffey and 20th-starter Ed Gibbons.

Point-leader Darrell Lanigan, who led laps one through four after starting from the pole, finished 11th after losing three laps late in the A-main while repairing a broken right-rear shock mount on his car.

But with his edge in the standings expanding to 150 points over Steve Francis, who retired with distributor trouble on lap 12 and finished 23rd, he

can clinch his first career tour title by entering the final three events on the schedule.

Richards was victorious for the fifth time this season in the WoO LMS.

But even more noteworthy, Richards won from the deepest starting spot of any driver in the 2008 WoO LMS. In fact, he became the first B-main qualifier to win a feature this season.

"To accomplish something like this is just awesome," said Richards, whose 11th-career WoO LMS triumph was his first since June 24 at Canandaigua (N.Y.) Speedway.

The finish:
Josh Richards, Shane Clanton, Chub Frank, Vic Coffey, Ed Gibbons, Shannon Bab, Tim Blackwell, Clint Smith, Scott Autry, David Taylor, Darrell Lanigan, Rick Eckert, Dean Bowen, Joe Isabell, Jeff Isabell, Jr., Jonathan Davenport, Jeff Smith, Craig Shuffield, Chris Blackwell, Tim Fuller, Brent Robinson, Ricky Weeks, Steve Francis, Shawn Beasley, G.R. Smith.

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– NASCAR Craftsman Truck Series driver Mike Skinner



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Mike Skinner

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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



RHONDA MCCOLE PHOTO

AMPED UP: A smirking Dale Earnhardt, Jr. hangs out in the NASCAR Sprint Cup garage at Lowe's Motor Speedway.

▶ Indy Circle Track Expo 9

The Indy Circle Track Expo 9, Swap Meet, Trade Show and Auction is scheduled for Jan. 31 at the Indiana State Fairgrounds in Indianapolis.

Last year, exhibitors from 10 states occupied more than 365 booths. Organizer Craig Dori is currently accepting registrations from vendors at www.shoestringracing.com.

In addition to exhibits from racers, manufacturers, tracks and sanctioning bodies, the show will include what is being promoted as the Last Ditch Auction, with Tom Wieck Auctions presiding over the sale of various racing parts and pieces.

Finally, the annual roundtable session, which has become a popular feature of the show, has been expanded and will be known as The Circle Track Feud. The event, which will be held in game-show fashion, will be hosted by Indianapolis Motor Speedway historian Donald Davidson and motorsports writer Kevin Eckert.

For information on any aspect of the show, log on to www.shoestringracing.com.

▶ BOOK OF THE WEEK

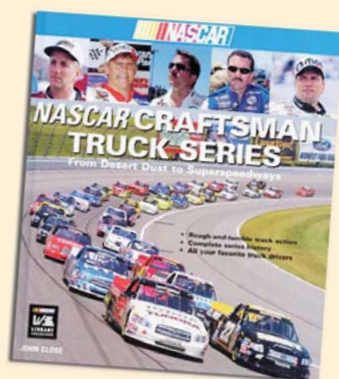
NASCAR Craftsman Truck Series: From Desert Dust To Superspeedways

By John Close

After beginning as the Super Truck Series, the NASCAR Craftsman Truck Series has become one of racing's most popular divisions, featuring some of its most exciting racing.

Published in 2007, "NASCAR Craftsman Truck Series: From Desert Dust To Superspeedways," highlights the great drivers, races and tracks that make up the series. The 160-page hardcover book includes numerous full-color photographs and is licensed by NASCAR.

\$21.95. Published by Motorbooks. Available from www.motorbooks.com.



DANA GARRETT/IRL INDYCAR PHOTO

▶ BY THE NUMBERS

242

most laps led in an IRL IndyCar race
(Dario Franchitti, Richmond 2007)

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"It doesn't really matter that (Regan) Smith was credited with 18th place or second place on Sunday. It matters that he didn't win and it may matter the rest of his life. The list of drivers who have made a living off of a single Sprint Cup victory — many which came at Talladega — is long and distinguished."

— Mike Kerchner, October 7 blog

■ NSSN staffer Liz Mellott sets the NASCAR Sprint Cup Chase to music.

Victory Lane Is Peyton's Place

STAFFORD SPRINGS, Conn. — Peyton Sellers emerged from a wild finish with his first-career NASCAR Camping World Series East victory at Stafford Motor Speedway Sunday afternoon.

Sellers, driving the No. 44 Casella Waste Systems Chevrolet, won a three-car, final-laps battle with

NASCAR EAST

NASCAR Whelen Modified Tour regular Ted Christopher and Brian Ickler for the victory in the Carquest Fall Final 150, the final race of the 2008 season. In the process, Sellers secured a starting position in the postseason NASCAR Toyota All-Star Showdown, scheduled for Jan. 23-24 at Toyota Speedway at Irwindale (Calif.).

Ickler led the field on the final restart on lap 143, but immediately spun into the infield. The race remained under green and Christopher, who had inherited the lead, appeared to be en route to the victory.

However, exiting turn four on lap 149, Christopher backed off the gas to evade Ickler's car, which was off the pace, and Sellers made contact with Christopher. Sellers was able to recover and continue, while Christopher's disabled car brought out the yellow/checkered flag.

Ickler ended up in 18th, one lap down, while Christopher was scored 20th, two laps down. Ickler had won the Coors Light Pole Award in Saturday's qualifying and led a race-high 66 laps.

Dale Earnhardt, Inc. teammates Trevor Bayne and Jesus Hernandez finished second and third, respectively, while Austin Dillon and Eddie MacDonald rounded out the top five.



DICK AYERS PHOTO

PEY-DAY: Peyton Sellers celebrates his first NASCAR Camping World Series East victory after Sunday's Carquest Fall Final 150 at Stafford (Conn.) Motor Speedway.

Matt Kobyluck, who had already clinched his first NASCAR title in the second-to-last race of the year, capped off his championship season with a seventh-place finish.

The finish:

Showing driver, car, laps completed, money won: 1. Peyton Sellers, Chevrolet, 150, \$8,000; 2. Trevor Bayne, Chevrolet, 150, \$4,315; 3. Jesus Hernandez, Chevrolet, 150, \$4,500; 4. Austin Dillon, Chevrolet, 150, \$2,500; 5. Eddie MacDonald, Chevrolet, 150, \$2,300; 6. Woody Pitkat, Chevrolet, 150, \$1,600; 7. Matt Kobyluck, Chevrolet, 150, \$1,900; 8. Jody

Lavender, Chevrolet, 150, \$1,700; 9. Jamie Hayes, Chevrolet, 150, \$1,100; 10. Ricky Carmichael, Chevrolet, 150, \$1,525; 11. Ryan Truex, Chevrolet, 150, \$1,475; 12. Mike Olsen, Chevrolet, 150, \$1,425; 13. Marc Davis, Toyota 150, \$1,400; 14. Dustin Delaney, Chevrolet, 150, \$1,350; 15. Craig Goess, Toyota, 150, \$825; 16. Kevin Swindell, Dodge, 150, \$800; 17. Alan Tardiff, Chevrolet, 150, \$775; 18. Brian Ickler, Chevrolet, 149; \$3,800; 19. Bryon Chew, Chevrolet, 149; \$725; 20. Ted Christopher, Chevrolet, 148, \$725; 21. Jeff Anton, Chevrolet, 148, \$1,225; 22. Alan Purkhiser, Chevrolet, 148, \$725; 23. Jonathan Smith, Dodge, 148, \$725; 24. Mike Johnson, Ford, 136, \$725; 25. James Pritchard, Chevrolet, 115, \$700; 26. Steve Park, Chevrolet, 104, \$1,200; 27. Charles Lewandowski, Toyota, 58, \$700; 28. Scot Bouley, Chevrolet, 41, \$700.



DICK AYERS PHOTO

MIKE CHECK: Mike Stefanik (16) takes the checkers ahead of Matt Hirschman in Sunday's Carquest Fall Final at Stafford (Conn.) Motor Speedway. It was Stefanik's eighth Fall Final victory.

Stafford Vet Stefanik Dominates Fall Final

STAFFORD, Conn. — Mike Stefanik capped off a dominant weekend at

Stafford Motor Speedway by reaching victory lane in the

Carquest Fall Final for the eighth time in his illustrious career.

Stefanik, driving the No. 16 Diversified Metals/Ace Moldings Pontiac, won the Coors Light Pole Award on Saturday and used the front-row starting position to his

advantage as he led 129 of the 150 laps in Sunday's race.

The win was Stefanik's eighth in the Fall Final, Stafford's traditional season-ending race. It was also his 20th all-time win at track and the 69th of his career overall. All three totals are NASCAR Whelen Modified Tour records.

Matt Hirschman came home second to Stefanik. With the runner-up finish, Hirschman now trails series leader Ted Christopher by just 35

points with one race remaining on the schedule. Christopher finished sixth.

Chuck Hossfeld was third, while Todd Szegedy and Eric Beers rounded out the top five.

The finish:

Mike Stefanik, Matt Hirschman, Chuck Hossfeld, Todd Szegedy, Eric Beers, Ted Christopher, Rowan Pennink, Anthony Sesely, Glenn Tyler, Kevin Goodale, Ed Flemke, Jr., Rob Summers, Jimmy Blewett, Rick Fuller, Ronniw Silk, Danny Sammons, Billy Pauch, Jr., Bobby Grigas III, Eric Goodale, Glen Reen, Doug Coby, Ken Heagy, Rene Dupuis, Joe Hartmann, Wade Cole, Jamie Tomaino, Tom Abele, Jr., Ryan Preece, Reggie Ruggiero, Frank Ruocco, Eric Berndt, Richard Savary, Jake Marosz.

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
Tony Schumacher won for the 14th time this season after making his 17th final-round appearance, but in doing so he accomplished a rare first by earning his first victory in the Virginia NHRA Nationals at Virginia Motorsports Park near Richmond. Schumacher came just shy of clinching his record fifth-consecutive Top Fuel championship.

NO. 1



AUTOIMAGERY.COM PHOTO

REST OF THE BEST

2. Scott Dixon

No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series
The IndyCar Series champ will end a two-month hiatus along with the rest of the series at the Nikon Indy 300 in Australia Oct. 25.

3. Donny Schatz

No. 15 J&J Sprint Car, World of Outlaws
Schatz earned the first clean sweep of his WoO career Sunday to cap his weekend at New Mexico's Hollywood Hills Speedway.

4. Jimmie Johnson

No. 48 Chevrolet, NASCAR Sprint Cup Series
Johnson kept his Sprint Cup point lead Saturday, but faded to sixth at the end of the Bank of America 500 at Lowe's Motor Speedway.

5. Kyle Busch

No. 18 Toyotas, NASCAR Sprint Cup/Nationwide Series
Busch's victory in Friday's Dollar General 300 was his 20th of the season among NASCAR's top three series and ninth in Nationwide races.

6. Benny Gordon

No. 66 Ford, USAR Hooters Pro Cup
The Pro Cup finally resumes its four-race championship series Saturday with Gordon trying for a third-straight victory.

7. Carl Edwards

Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series
Edwards finished fifth in the Nationwide Series race Friday night, but a faulty ignition may have doomed his Sprint Cup title hopes.

8. Justin Allgaier

No. 16 Dodge, ARCA RE/MAX Series
Allgaier won his third-straight ARCA RE/MAX Series race and clinched the series title, unseating perennial champion Frank Kimmel.

9. Jason Meyers

No. 14 KPC Sprint Car, World of Outlaws
Meyers managed yet another top-five finish Sunday in New Mexico, his 45th of the season, including eight victories.

10. Jeff Burton

No. 31 Chevrolet, NASCAR Sprint Cup Series
Burton earned his second victory of the season Saturday night at Lowe's Motor Speedway, but a steady title run has put him in contention.

Honorable Mention

After decades of trying, Frank Cozze finally won the Rite Aid 200 at Syracuse, N.Y. Teen Cody Darrah held off veteran Fred Rahmer to win the Morgan Hughes National Open at Williams Grove Speedway.

Last Week

Jeff Burton enters the rankings for the first time since his early-season success while Donny Schatz moves up to No. 3 and Carl Edwards falls to No. 7. Benny Gordon and Justin Allgaier also move up.

ALMS Attendance Is Up 6 Percent

Despite Economic Woes,
Series Sets Records

BRASELTON, Ga. — The American Le Mans Series announced attendance gains over the course of its 10-race schedule of 6 percent more than 2007.

According to the ALMS, its average race-weekend crowd was nearly 80,000. For Petit Le Mans at Road Atlanta, the series announced 113,000 fans attended the four-day event. "The record-setting crowd at Petit Le Mans powered by the Totally New Mazda 6 was a continuation of what we have seen all season — and further confirms that our fans see the American Le Mans Series as the most innovative, relevant and exciting form of motor-sport in the world," said Scott Atherton, series president and CEO.



ALMS PHOTO

THROUGH THE GATES: Some of the 113,000 fans who attended this year's Petit Le Mans at Road Atlanta watch ALMS action Oct. 3-5.

Kart Driver Licata Gets First Nod For RSWC

SACRAMENTO, Calif. — Kart racer Joey Licata has been the first of six drivers chosen for the driver development program conducted by Ron Sutton's Winner's Circle.

Licata, 17, is a six-time International Karting Federation Grand National Champion and will join a field of 36 in the 2008 Shoot-Out, which will feature competitors from the IKF, Stars of Karting Series, Superkarts USA, Legends/dwarf-car racing, quarter-midget racing and micro-sprint/three-quarters and dirt-kart racing.

The Shoot-Out application is open to all drivers ages 11-19. For more information about the program, visit www.winners-circle-racing.com.

Sweet, Hamel Earn Rookie Honors

WATERBURY, Conn. — Nick Sweet and Patrick Hamel have earned rookie-of-the-year honors in the ACT Late Model Tour and the ACT-Castrol Series, respectively.

Sweet, 23, finished a season-high second at the New England Dodge Dealer's 150 in September following a slew of top-10 finishes. He was ninth in the overall championship standings.

Hamel, 19, debuted with an eighth-place finish at Autodrome St-Eustache. Routinely in the top 10, Hamel's best finish of fourth came at Chaudiere in August. He finished seventh in the series championship standings.

Atlanta Races Offer Up Record Prize Money

HAMPTON, Ga. — The Oct. 24-26 NASCAR weekend at Atlanta Motor Speedway will offer up a record of nearly \$7 million in prize money as The Chase for the NASCAR Sprint Cup winds to the Pep Boys Auto 500.

The record purse includes \$6,799,225 in prize money for the Sprint Cup Pep Boys 500 and the NASCAR Craftsman

Truck Series in the Atlanta 200.

For ticket information, call (770) 946-4211 or (877) AMS-TIX.

11 Events Set For 2009 KONI Series

DAYTONA BEACH, Fla. — Eleven races spanning from coast to coast and across two countries will make up the 2009 Grand Am KONI Challenge Series schedule.

Seven of those races will be held in conjunction with Grand Am Rolex Sports Car Series presented by Crown Royal Cask No. 16, while the other four races will be headliners for the KONI Challenge Series.

The three-hour race at Daytona Int'l

Speedway, which traditionally attracts more than 100 cars from the Grand Sport and Street Tuner classes, will once again kick off the campaign Jan. 23.

The final two races of the season remain untouched from 2008. Teams will again trek to Miller Motorsports Park (Sept. 18-20) in Tooele, Utah, before returning for the season-ending twin six-hour races at Virginia Int'l Raceway (Oct. 2-4).

Calif. Car Club To Honor F-1 Champ Phil Hill

BUTTONWILLOW, Calif. — The California Sports Car Club will dedicate Turn 6 of Buttonwillow Raceway Park to late Formula One Champion Phil Hill.

Hill, the only American-born Formula One Champion to date, recently died at home in California at the age of 81. He had been a member of the car club since 1950.

Buttonwillow's turn six, a challenging uphill blind turn, will be renamed Phil Hill during a ceremony Oct. 25.

Drive For Diversity Hosted By South Boston

CHARLOTTE, N.C. — The sixth-annual Drive for Diversity Testing and Evaluation event, which showcased 26 drivers from all forms of racing across North America, took place Oct. 13-14 at South Boston (Va.) Speedway.

The candidates were selected from more than 200 applicants and 14 drivers will be chosen from the 26 to drive in NASCAR's Camping World Series or Whelen All-American Series in 2009. The drivers tested on track in NASCAR Camping World Series cars, driving qualifying laps and intermediate runs. They were also evaluated off the track in media- and sponsor-related activities.

Nebraska Hall Inducts Eight New Members

LINCOLN, Neb. — The Nebraska Auto Racing Hall of Fame held its 2008 induction ceremony at the Lincoln Firefighters Reception Hall in Lincoln, Neb., Oct. 3 to honor state citizens who had an outstanding history of involvement in auto racing.

Dick Berggren, executive editor of *Speedway Illustrated*, was the guest speaker at the event and shared his own involvement in motorsports throughout his career.

Mike Cacak, former sprint-car driver, was awarded the Gordie Shuck Memorial Sportsmanship award while other inductees included Joe Fahnstock, Terry Fritsch, Bob Nickolite, Joe Orth, John Wilkinson, Charlie Williams and Bill Wrich.

NUTS AND BOLTS

▶▶ **Cooper Tire** is the new tire supplier and title sponsor of the British F3 Int'l Series for the 2009 season, taking over for Avon Tyres, a brand manufactured by Cooper Tire and Rubber Company, after its 25-year title sponsorship. . . The **World Of Outlaws Late Model** Foods Vienna Sausage Showdown at The Dirt Track @ Lowe's Motor Speedway has been postponed until 7:30 p.m. Oct. 29 due to rain. The new date will precede the WoO World Finals. Pit gate will open at 1 p.m., and spectator gates open at 5 p.m. . . Tickets for the May 29-31 NASCAR weekend at **Dover Int'l Speedway** are set to go on sale Oct. 13. Call (800) 441-RACE for more information. . . The **NASCAR Craftsman Truck Series** race from Talladega broke the million-household mark at its television-ratings peak, continuing a strong, season-long trend of NCTS ratings increases on Speed. Overall, viewership was up more than 18 percent from last year. . . Driver **Chase Austin** and Rusty Wallace Racing have parted ways due to sponsorship woes. Atreus Homes had been the car's primary sponsor, but was unable to continue to provide the promised financial support. . . **Mountain Speedway** in St. Johns, Pa., has added a three-race series for any stock cars, to be run in conjunction with events currently on the racing schedule this season. For rules, visit www.mountainspeedway.com. . . **I-30 Speedway** in Little Rock, Ariz., postponed the finale of the 10th-annual GRT Race Cars Topless Modified Nationals due to rain. It has been rescheduled for March 27-28. . . The **BRP/Hoosier Race Tire Modified Tour** will hold its annual High Performance Swap meet at Sharon Speedway in Hartford, Ohio, Nov. 1. The event will begin at 9 a.m. and costs just \$3 per person. . . The **International SuperModified Ass'n (ISMA)** will hold its annual banquet Nov. 22 at Turning Stone Casino in Verona, N.Y. The deadline for room reservations is Oct. 22. For tickets and information, call (315) 668-0068

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I hereby make the following entry for the Barnett Harley-Davidson Nationals for DIRTcar Modifieds at Manzanita Speedway on November 14-15, 2008. Mail to Manzanita Speedway, P.O. Box 6908, Phoenix, AZ 85005, or visit www.ManzanitaSpeedway.US. Late Model registration will be conducted by DIRTcar at the event.

MAKE CHECKS PAYABLE TO Manzanita Speedway.

Driver's Name: _____ Address: _____
City, State, ZIP: _____ Phone: _____

Entry Fees by Nov. 6: Late Models - \$150; Modified - \$125; Late fee add \$50.

WWW.MANZANITASPEEDWAY.US



RANDY CRIST PHOTO

SUPER DAVE: David Stremme (35) works to the inside of Championship Racing Ass'n regular Brian Rievely en route to Stremme's victory Sunday in the 37th Winchester 400 at Winchester (Ind.) Speedway.

Stremme Outguns Busch At Winchester

By **KEN DE LA BASTIDE**

WINCHESTER, Ind. — In what proved to be a popular win for the near sell-out crowd at Winchester

WINCHESTER 400

Speedway Sunday, South Bend native David Stremme held off Kyle Busch to capture the 37th running of the Winchester 400.

Stremme's crew allowed him to out-race Busch on the final pit stop for the two visiting NASCAR stars on lap 326 to grab the lead, and hold off the charging Busch over the final 74 circuits for the victory.

Busch stayed glued to Stremme's rear bumper for the final laps and with 10 circuits remaining, Busch made an attempt to get underneath exiting the fourth corner, but was never able to complete the pass.

Champion Racing Ass'n regular Scott Hantz, who appeared to choose the correct tire strategy for the final run to the checkers, stopped on lap 324 and lap 343, but had to settle for third. Oklahoma driver Donnie Wilson came from three laps down to finish fourth and was followed by rookie Aaron Pierce.

Stremme, who raced in the Nationwide Series race at Lowe's Motor Speedway in Concord, N.C., Friday was forced to start from the rear of the 36-car field and patiently worked his way to the front, cracking the top 10 for the first time on lap 138.

"I'm exhausted," Stremme said after

the win. "I drove my butt off the last 30 laps. I didn't have a good car early in the race and kept working on it.

"The pit crew did a really good job," he said. "I finally got one."

One of the first calls Stremme made following his win was to his Nationwide car owner, Rusty Wallace, a former Winchester 400 winner.

"This means a lot," he said of the win. "To put my name in the record book with Rusty (Wallace) and Mark Martin. I've been trying to win this race for 10 years."

Busch said Stremme had a better pit stall and on the final stop was able to speed by him and take the lead.

"This is the first time I've finished here and completed 400 laps," he said. "On the last run, I was fighting a car that was tight in the center. I could gain on the exit of the corners, but David (Stremme) had a better motor."

Hantz said the team made a mistake by changing right-side tires for the final run, and his car got loose.

"The car was real good in the middle stages of the race," he said. "On newer tires the car struggled. The car was so loose at the finish I decided to just ride it out and take a third place. I was thinking about the championship, which I pretty much have clinched. All I have to do is start the last race."

It was a race of attrition for the first 300 laps with many of the cars that might have been in contention for a win taken out during one of the 18 caution periods.

Rick Turner, who led early, fell vic-

tim to a multi-car crash on the front straight that also eliminated his teammate, Zach Taylor. Boris Jurkovic tangled with Mitch Cobb on the front straight on lap 241, and Justin Drawdy got collected.

Brian Rievely had a strong run going when Stremme got loose going down the back straight and bumped into the turn-three wall on lap 253.

There were eight lead changes among eight different drivers with polesitter Chris Gabehart leading the first 132 laps, which was the most for the race. Gabehart came home in sixth, one lap down to the leaders.

Visiting Ohio driver Jeff Fultz suffered front bodywork damage when he tangled with Dennis Schoenfield on lap 45 on the back straight, but led from lap 197 through 244. Fultz was still in contention for the victory when he made contact with the turn-two wall on lap 322 and soldered on to a 13th-place finish.

The race was slowed a total of 18 times by the caution flag for a total of 112 laps, many of them single-car spins.

The biggest accident of the day took place on lap 207, involving Turner, Taylor, Jason Dietsch and Jason Shively. Shively went on to finish ninth.

The finish:

David Stremme, Kyle Busch, Scott Hantz, Donnie Wilson, Aaron Pierce, Chris Gabehart, Brent Jack, Justin Alsip, Jason Shively, Kenny Tweedy, Mitch Cobb, Eddie VanMeter, Jeff Fultz, Robert Maynor, Jack Smith, Brian Rievely, Justin Drawdy, Boris Jurkovic, Tommy St. John, Dennis Schoenfield, Sean Matthiis, Jason Dietsch, Zach Taylor, Rick Turner, John Heck, Jeff Lane, Terry Fisher, Jr., Chuck Barnes, Jr., Stanley Smith, Bull Baker, Adam Purdy, John VanDoorn, J.R. Roehrig, Chad Poorman, Rich Segvich, Brandin Fagin.

Light Speed: Sontag Buries Bad Luck In Bettenhausen

SCHERERVILLE, Ind. — Last year, Brett Sontag literally knocked out a light pole and himself at Illiana

BETTENHAUSEN MEMORIAL 100

Motor Speedway. Saturday night saw the Illinois driver light up the half-mile paved raceway, winning the 47th-annual Tony Bettenhausen Memorial 100.

Sontag, who set fast time during qualifying, took the lead from Tom Smith on lap 42 and never looked

back, wheeling his Ford Fusion to a redemptive victory one year after destroying his late-model stock car and suffering injuries when hitting the light standard.

"This place owes me. Two light poles in four races," Sontag said. "I tried to keep my nose clean, believe it or not. Once I got in front of Tom (Smith), I would put my foot to the floor and could feel it vibrating. I was praying during every yellow (flag period), stay together, stay together."

The 37-year-old Sontag took the checkered flag with a 1.004-second advantage over second-place finisher Smith.

Mike White finished third ahead of Eddie Hoffman in fourth and Mike Monroe in fifth.

The finish:

Brett Sontag, Tom Smith, Mike White, Eddie Hoffman, Mike Monroe, Anthony Danta, Ricky Baker, John Nutley, Andy Marchiniak, Matt Kocourek, Joe O'Connor, Jack Kalwasinski, Jerry Sharp, Bobby Gash, Chris Cooling, Brian Muick, Josh Nelms, Jeff Cannon, Blake Brown, Steve Campbell, Tyler Middleton, Tony D'Ambrose, John Senerchia, Sean Murphy, Vincent Merry, Dave Weltmeyer.

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CHRIS ECONOMAKI PHOTO

PORSCHE POWER: The No. 48 Porsche wheeled by Peter Revson and Steve McQueen heads down the Sebring Int'l Raceway straightaway during the 1970 12 Hours of Sebring.

McQueen And Revson Proved An Interesting Sebring Team

By **BOB GATES**

The 12 Hours of Sebring, 1970 is considered one of the best Sebring's ever. Mario Andretti, in a Ferrari 512S, won by a scant 22 seconds. That victory was attention grabbing, but gathering even more attention was the second-place team.

For in a Porsche 908/2, finishing first in their class, was a unique pairing. Iconic 1960s movie superstar Steve McQueen, and a promising American racer beginning to garner attention on an international scale, Peter Revson.

Peter Jeffery Revlon Revson was an heir to the Revlon cosmetics firm and took a lot of needling from his peers because of that connection. One time, according to Revson's sister, Jennifer, McQueen sent him a letter asking for lipstick. Revson didn't use Revlon money, however, but earned his rides with talent, determination and perseverance.

By Sebring, he had already run an Indianapolis 500 and in 1971 captured the pole at that famed race after an exhilarating Pole Day shootout with Mark Donahue. Before his tragic death in an F-1 car at Kyalami, South Africa, in 1974, Revson was rightly acclaimed as one of the best young talents in the world.

McQueen's acting abilities need no elaboration. And his passion for racing was genuine; he was not merely a movie star attempting to foster a tough-guy image. He had raced sports cars, formula cars and motorcycles since the early 1960s. He arrived at Sebring with a leg broken in a motorcycle race just two weeks before.

That meant the majority of the driving fell to the unheralded Revson. He responded with an incredible display of tenacity, driving at least eight hours of the 12-hour grind against a field of luminaries that, besides Andretti, included Dan Gurney, Jacky Ickx, Jo Siffert and Pedro Rodriguez. Yet, because of his celebrity, all the attention was focused on McQueen.

Andretti told Gordon Kirby in his book, "Mario Andretti, A Driving Passion," that's what partly inspired his come-from-behind charge to pass Revson and McQueen's Porsche in the closing minutes of the race.

"I was tired of hearing the guy on the PA talk about Steve McQueen. Poor Revson drove his tail off, and even at his best, McQueen was well off Revson's pace. He was doing a phenomenal job, but never got mentioned. They wanted to give Steve more credit than he deserved. So that sort of motivated me somewhat. I think Revson deserved all the credit for keeping it so competitive. He had to be so focused. I was spent. But he drove I don't know how many hours."

Because of McQueen's renown, Peter Revson's contribution at Sebring was not then well acknowledged.

But it should be recalled with admiration. It's a part of racing history.


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A visual tour through the history of motorsports

SMOKEY YUNICK

▶ One of stock-car racing's most revered figures, Henry "Smokey" Yunick was one of the most successful and innovative mechanics in the history of auto racing.

Born in Pennsylvania, Yunick is known for his Smokey's Best Damn Garage in Town, located in Daytona Beach, Fla.

While the business repaired trucks, Yunick prepared some of the best-running stock cars there.

Though Yunick's accomplishments are far too many for the space allowed

here, his cars won 57 stock-car races, including Daytona, Darlington and Atlanta. He also prepared one winning Indy car.

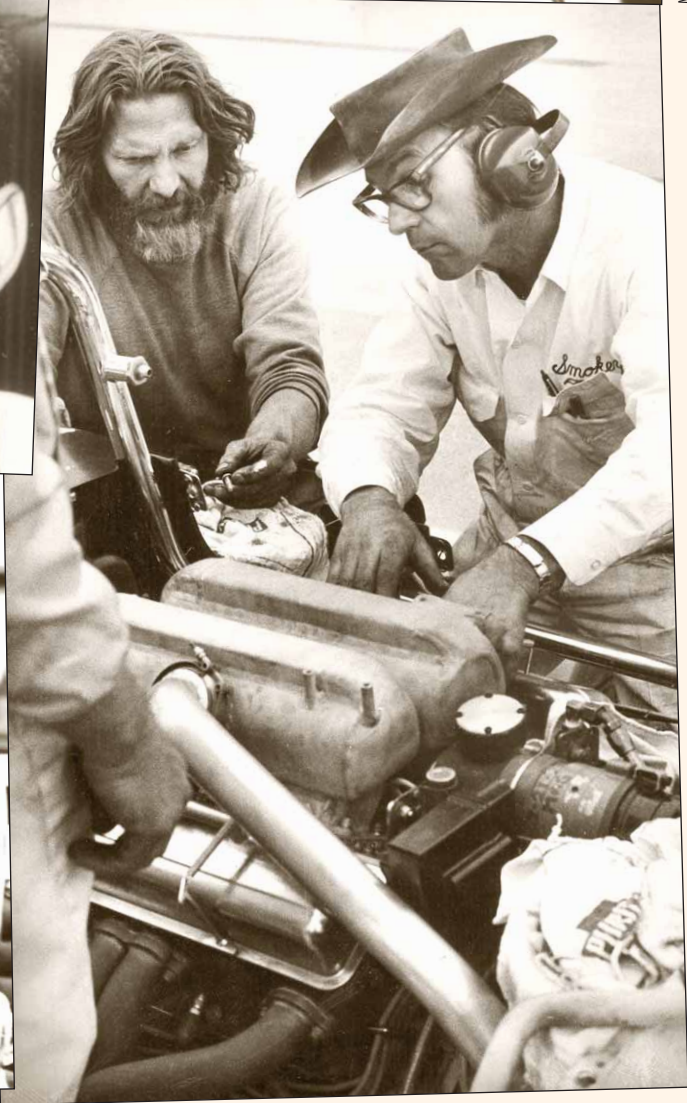
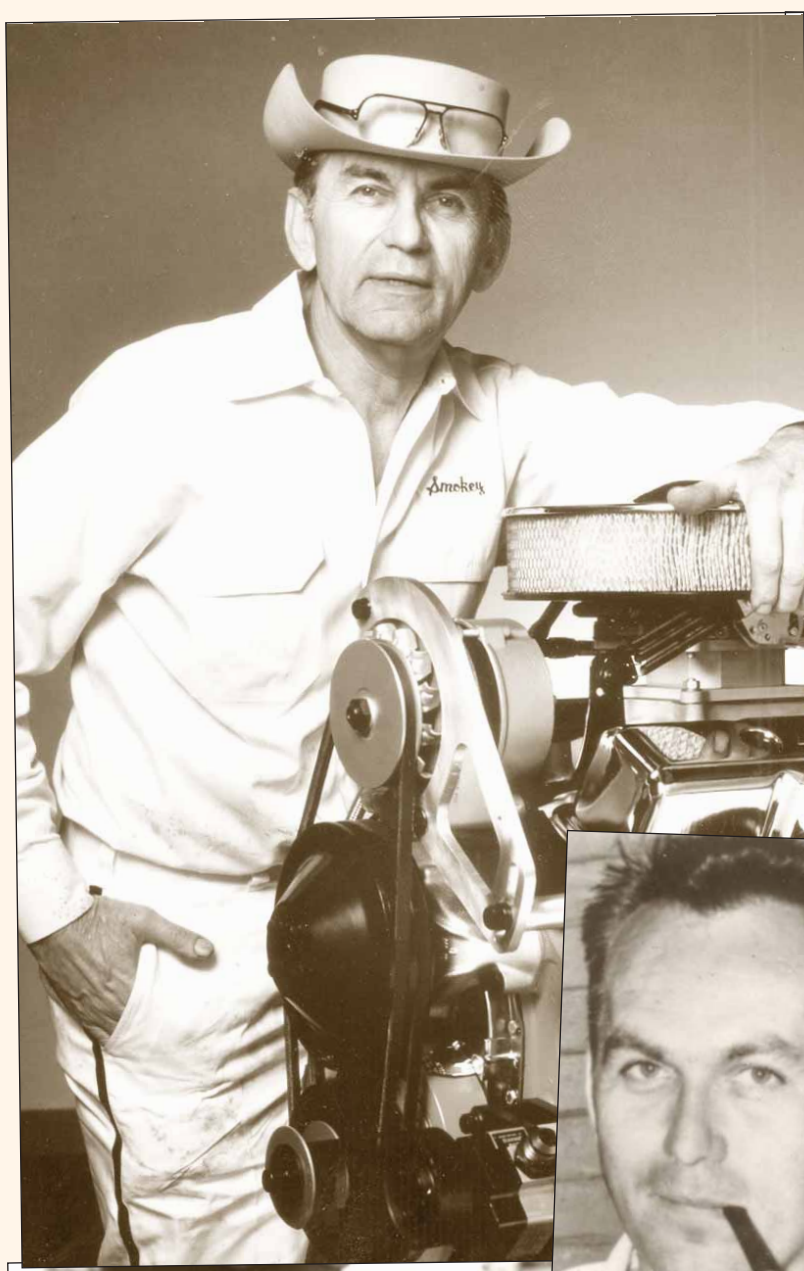
A two-time NASCAR Mechanic of the Year, Yunick has been inducted into numerous auto racing Halls of Fame, including the National Racing Hall of Fame, International Motorsports Hall of Fame and Stock Car Racing Hall of Fame.

Yunick died of Leukemia in 2001. He was 77.

Featured here (clockwise from top left): The famous motorsports mechanic; At the 1989 Performance Racing Industry Trade Show; Hard at work; With Jerry Karl at Indianapolis Motor Speedway in 1973; With the signature pipe.

— NSSN Archives

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Your guide to upcoming events

ON THE AIR

A quick look at what's on television this week: Oct 16-19.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- SCCA Pro Touring Car Championship from Road Atlanta, 3 a.m., Speed
- SCCA Pro GT Championship from Road Atlanta, 4 a.m., Speed
- NASCAR Sprint Cup Bank of America 500 (taped), 12 p.m., Speed
- Classic NASCAR: 1995 Goody's 500, 1 p.m., ESPN Classic
- "On the Edge," 4:30 p.m., Speed
- "NASCAR Now," 5 p.m., ESPN2
- "Motorsport Hour," 5 p.m., Vs.

Friday

- "NASCAR Now," 12 a.m., ESPN2
- F-1 Chinese Grand Prix practice, 2 a.m., Speed
- NASCAR Craftsman Truck Series Kroger 200 practice, 11 a.m., Speed
- NASCAR Sprint Cup Tums Quick Pak 500 practice, 12 p.m., ESPN2
- Star Mazda Series from Millville, N.J. (taped), 12 p.m., Speed
- NASCAR Craftsman Truck Series Kroger 200 practice, 1:30 p.m., Speed
- NASCAR Sprint Cup Tums Quick Pak 500 qualifying, 3:30 p.m., ESPN2
- "NASCAR Now," 5:30 p.m., ESPN2
- "Trackside," 6 p.m., Speed
- "Dale, Jr.: Shifting Gears," 8 p.m., ESPN2

Saturday

- "Formula One Debrief," 12:30 a.m., Speed
- "Inside Grand Prix," 1:30 a.m., Speed
- F-1 Chinese Grand Prix qualifying, 2 a.m., Speed
- "NASCAR Now," 2 a.m., ESPN2
- "Inside Drag Racing," 6 a.m., Ion
- NASCAR Craftsman Truck Series Kroger 200 qualifying, 10 a.m., Speed
- NASCAR Sprint Cup Tums Quick Pak 500 practice, 11:30 a.m., Speed
- "NASCAR Performance," 1:30 p.m., Speed
- "Tradin' Paint," 2 p.m., Speed

TUNE IN TO ...

The ALMS Monterey Sports Car Championships Sunday at 2 p.m. on NBC.

- "NCTS Setup," 2:30 p.m., Speed
- NASCAR Craftsman Truck Series Kroger 200, 3 p.m., Speed
- "Monterey Historic Races," 5:30 p.m., Speed
- NASCAR Sprint Cup Tums Quick Pak 500 practice, 7 p.m., ESPN2

Sunday

- NASCAR Craftsman Truck Series Kroger 200 (taped), 12 a.m., Speed
- F-1 Chinese Grand Prix, 2:30 a.m., Speed
- "On the Edge," 7 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 Tums Quick Pak 500, 1:30 p.m., ABC
- Trans-Siberian Rally (taped), 1:30 p.m., Speed
- American Le Mans Series Monterey Sports Car Championships from Mazda Raceway Laguna Seca, Calif., 2 p.m., NBC
- F-1 Chinese Grand Prix (taped), 2:30 p.m., Speed
- "Inside Drag Racing," 5 p.m., Ion
- Star Mazda Series from Road Atlanta (taped), 5 p.m., Speed
- "Motorsport Hour," 6 p.m., Vs.
- "Speed Report," 7 p.m., Speed
- "NASCAR Victory Lane," 8 p.m., Speed
- "Wind Tunnel with Dave Despain," 9 p.m., Speed
- "NASCAR Now," 10 p.m., ESPN2 — all times Eastern

MOTORSPORTS CALENDAR

- 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
- Oct. 25 Advance Auto Parts World of Outlaws
Heartland Park Topeka, Topeka, Kan., Sprint Cars
- Oct. 25 USAC-CRA Sprint Car Series
Ventura Raceway, Ventura, Calif., Sprint Cars
- Oct. 25 USAC Western Sprint Car Series
All American Speedway, Roseville, Calif., Sprint Cars
- Oct. 25 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Oct. 25 Tampa Bay Area Racing Ass'n
DeSoto Super Speedway, Bradenton, Fla., Sprint Cars
- Oct. 26 NASCAR Sprint Cup Series
Atlanta Motor Speedway, Hampton, Ga., Stock Cars
- Oct. 26 IRL IndyCar Series
Surfers Paradise, Queensland, Australia, Indy Cars
- Oct. 29-Nov. 1 World of Outlaws Late Model Series
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Late Models
- Oct. 30-Nov. 1 Advance Auto Parts World of Outlaws
The Dirt Track @ Lowe's Motor Speedway, Concord, N.C., Sprint Cars
- Oct. 30-Nov. 1 USAC-CRA, Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Oct. 30-Nov. 2 National Hot Rod Ass'n
The Strip @ Las Vegas Motor Speedway, Las Vegas, Nev., Dragsters
- Oct. 31-Nov. 1 O'Reilly United Sprint Car Series
Greenville Speedway, Greenville, Miss., Sprint Cars



ALMS PHOTO

TO THE WIRE: Audi's Rinaldo Capello (1) leads the Penske Porsche of Romain Dumas and Timo Bernhard at Mazda Raceway Laguna Seca.

MARK IT DOWN!

Oct. 18, ALMS Monterey Sports Car Championships

Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars

The battle for the 2008 American Le Mans Series titles comes down to the season-ending Monterey Sports Car Championships at the historic 2.238-mile Mazda Raceway Laguna Seca. Last season, the Audi R10 of Rinaldo Capello edged the Penske Porsche of Romain Dumas .41 second for the win.

- Oct. 31 NASCAR Craftsman Truck Series
Texas Motor Speedway, Fort Worth, Texas, Stock Cars
- Nov. 1 NASCAR Nationwide Series
Texas Motor Speedway, Fort Worth, Texas, Stock Cars
- Nov. 1 USAC Western Sprint Car, Midget Series
Las Vegas Motor Speedway, Las Vegas, Nev., Sprint and Midget Cars
- Nov. 1 Hooters Pro Cup Series
Rockingham Speedway, Rockingham, N.C., Stock Cars
- Nov. 1 Rumble Racing Series
Ohio State Fair Expo Center Coliseum, Columbus, Ohio, Midgets
- Nov. 2 NASCAR Sprint Cup Series
Texas Motor Speedway, Fort Worth, Texas, Stock Cars
- Nov. 2 Formula One World Championship
Autodromo Carlos Pace, Sao Paulo, Brazil, Formula Cars
- Nov. 6 USAC Silver Crown, Midget, Western Midgets
Phoenix Int'l Raceway, Avondale, Ariz., Midget Cars
- Nov. 6-8 ASCS Canyon Region
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Nov. 7 NASCAR Craftsman Truck Series
Phoenix Int'l Raceway, Avondale, Ariz., Stock Cars
- Nov. 7-8 USAC-CRA, Sprint Car Series
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Nov. 7-8 O'Reilly United Sprint Car Series
Columbus Speedway, Columbus, Miss., Sprint Cars
- Nov. 8 NASCAR Nationwide Series
Phoenix Int'l Raceway, Avondale, Ariz., Stock Cars
- Nov. 8 International SuperModified Ass'n
Concord Motorsports Park, Concord, N.C., Modifieds
- Nov. 8 Tampa Bay Area Racing Ass'n
Citrus County Speedway, Inverness, Fla., Sprint Cars
- Nov. 8-9 USAC National Sprint Car Series
Manzanita Speedway, Phoenix, Ariz., Sprint Cars

- Nov. 9 NASCAR Sprint Cup Series
Phoenix Int'l Raceway, Phoenix, Ariz., Stock Cars
- Nov. 13-16 National Hot Rod Ass'n
Auto Club Raceway at Pomona, Pomona, Calif., Dragsters
- Nov. 14 NASCAR Craftsman Truck Series
Homestead-Miami Speedway, Homestead, Fla., Stock Cars
- Nov. 14 ASCS Rebel Region
Ocala Speedway, Ocala, Fla., Sprint Cars
- Nov. 15 NASCAR Nationwide Series
Homestead-Miami Speedway, Homestead, Fla., Stock Cars
- Nov. 15 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Nov. 15 ASCS Rebel Region
Golden Isles Speedway, Brunswick, Ga., Sprint Cars
- Nov. 16 NASCAR Sprint Cup Series
Homestead-Miami Speedway, Homestead, Fla., Stock Cars
- Nov. 21-22 O'Reilly United Sprint Car Series
Watermelon Capital Speedway, Cordele, Ga., Sprint Cars
- Nov. 22 USAC Western Sprint Car, Midget Series
Kern County Speedway, Bakersfield, Calif., Sprint and Midget Cars
- Nov. 27 Turkey Night Grand Prix
Irwindale Speedway, Irwindale, Calif., Midget Cars
- Nov. 28-29 Turkey Derby
Wall Township Stadium, Wall, N.J., Modifieds
- Nov. 29 USAC-CRA Sprint Car Series
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Dec. 7 Snowball Derby
5 Flags Speedway, Pensacola, Fla., Late Models
- Dec. 19-20 O'Reilly POWRI National Midget Series
Kemper Arena, Kansas City, Kan., Midgets

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

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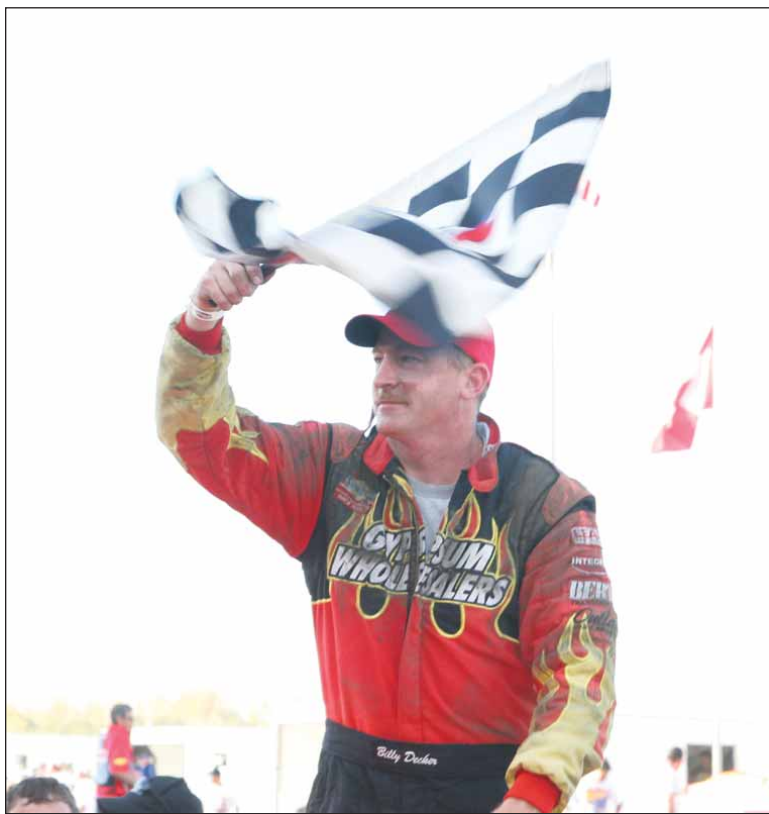
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Columbus



DIRT PHOTO

SALUTE: Billy Decker celebrates after his \$20,000 modified triumph Saturday afternoon at the New York State Fairgrounds.

Decker Holds Winning Card In Small-Block Go

By **RON HEDGER**
NSSN CORRESPONDENT

SYRACUSE, N.Y. — Syracuse master Billy Decker claimed the \$20,000 check for winning Super DIRT Week's Salute to the Troops 150 for 358 modifieds Saturday afternoon. But he won it with a breathtaking move around polesitter Vic Coffey before the race was a third over.

Coffey was leading when the duo made their mandatory pit stop on lap 27 and got back out onto the New York State Fairgrounds mile first. But a few laps later, Decker pinned Coffey behind a lapped car as they raced back through the field and became the first car in the running order with a pit stop complete.

From that point on, Decker rode easily and let the cars in front either pit or drop out, and he inherited the lead on lap 93 when Lance Willix ran out of gas.

"When we came out of the pits second, I knew I had to get him," said Decker, now a three-time winner of the event. "I knew I couldn't pull out of line and pass Vic one on one, then a lapped car pulled out of line just as we got to him and Vic had to check up. I dove under both of them and that was the race. Our car was really good, which makes moves like that look easier than they are."

Coffey chased Decker for the remainder of the race and finished a close second, followed by Decker's Gypsum Express teammate Pat Ward, Canadian Mario Clair and Wayne Jelley.

While a dozen others pitted with Coffey and Decker, including Brett Hearn, Andy Bachetti and Ward, the

majority elected to stay out and Canadian Martin Roy assumed the lead with Sheppard on his bumper for the restart. Sheppard got the jump on the green and led until he, too, pitted on lap 39, putting Roy back on top.

Back in the pack, Decker, Coffey, Hearn and Ward were running easily, saving their tires and conserving fuel while steadily moving up. When Roy finally pitted on lap 77, Patrick Dupree took command, but by then Decker was fourth with the others in tow and the cars in front still needing a stop.

Decker took the point when Willix slowed on lap 93, out of fuel, and from that point he was home clear. Hearn suffered a flat on lap 127, putting him on the tail of the field, and Sheppard passed a few cars in the late stages, but other than that, the order changed very little until the finish.

"I was hoping to pinch Billy behind a lapped car, the same way he got me, but the opportunity never came," said Coffey. "Billy wasn't going to screw up on a clear track, so that was my only hope."

Ward, on the other hand, had been working an entirely different strategy.

"I rode around and saved gas. I'd pitted early to get good track position, then followed Billy and Vic hoping they were going to have fuel problems, but it didn't happen."

The finish:

Billy Decker, Vic Coffey, Pat Ward, Mario Clair, Wayne Jelley, Matt Sheppard, Rick Laubach, Andy Bachetti, Jimmy Phelps, Jack Johnson, Martin Roy, Jeremy Wilder, Yan Bussiere, Mike Adderley, Chad Brachmann, Brett Hearn, Larry Lampman, Jr., Jim VanAnden, Lance Willix II, Al Blanchard, Mark Smoke, Carey Terrance, Tom Sears, Jr., Greg Atkins, Jimmy Horton, Steve Hough, Kenny Tremont, Larry Wright, Joe Williams, Patrick Dupree, Danny Johnson, Eric Gauvreau, John Ferrier, Dan Buri, Tommy Flannigan, Casey Swamp, Chris Shultz, Kim LaVoy, Tim Jones, Shawn Donath, Mitchell Jock, Tim Fuller, Pete Bicknell, Rick Richner.

Dirt Week Changes Impress Fans

By **RON HEDGER**
NSSN CORRESPONDENT

SYRACUSE, N.Y. — Some entrants and most fans appreciated adjustments to Super DIRT Week procedures intended to attract more cars. Modified teams were allowed one entry instead of the two or three that big money teams had relied on to get a time-trial spot when the track was fastest.

Many traditional "top-six" teams drew early numbers and were shut out while **Mitch Gibbs** and **Keith Flach**, with relatively little experience on the Syracuse mile, made the 'locked-in' group on Thursday.

Fans also liked keeping on the frontstretch, with each car dispatched by a faster time pushed off and the order readjusted.

■ The party atmosphere in the area surrounding the Syracuse mile took a downturn Thursday when a 52-year-old fan identified as **Joseph Cook** of nearby Clifton Springs was thrown off a golf cart "cutting donuts" around a small corral at one of the fairgrounds barns adjacent to the track. Cook, who apparently hit his head on the base of a fence post, died the next morning in a Syracuse hospital.

■ **Tim McCreadie**, on hand to do Rite Aid 200 color commentary for DIRT TV, spent most of Thursday being congratulated for his race-winning, fourth-turn pass at the recent Knoxville LM Nationals, a highlight of Speed TV reports last weekend.

Second-Generation Rudolph's Star On The Rise

By **AL ROBINSON**
NSSN CORRESPONDENT

SYRACUSE, N.Y. — With a few more victories like Saturday's Town Mechanical DirtCar Sportsman Championship at the New York State Fairgrounds, 17-year-old Erick Rudolph will start attracting Joey Logano-style attention.

After a highly successful summer in the asphalt-modified ranks, the third-generation driver strapped into the sportsman car driven in weekly action on the Niagara Frontier by car owner Jipp Ortiz and hammered the field seemingly without effort.

Qualifying third, he took the lead from Matt Hulsizer lap five and

turned the balance of the 30 laps into a personal showcase in his first visit to the track.

Hulsizer held on for second over Kevin Ridley, Mark D'Ilario and defending race winner and pole qualifier Sammy Reakes IV.

While almost all of Erick Rudolph's racing has been on pavement, his aptitude on the dirt should come as no surprise.

His father, Charlie Rudolph, was the 1986 Mr. DIRT champion who also enjoyed success on the asphalt.

The finish:
Erick Rudolph, Matt Hulsizer, Kevin Ridley, Mark D'Ilario, Sammy Reakes IV, Matt Williamson, Todd Town, Eric Giguere, Ryan Forte, Corey Andersen, Jean Boissonneault, John McClelland, Mark Olmstead, Jr., Tim Currier, John Pietrowicz, Jr., Anthony Rizzardo, James Friesen, Aaron Jacobs, John Venuto, Anthony Marro, Chris Raabe, Rob Knapp, John McAuliffe, Mike Ruggiero, Brad Rouse, Justin Wright, Mike Bowman, Steve Gray, Greg Panunte, Tyler McPherson, Jeremy Pitcher, Gino Postrivo, Todd Henderson.

■ **Vic Coffey** was disqualified from his second-place finish in the 358 modified race when tech inspectors disallowed the heads on his Mopar engine. Tech official **Bob Dini** said Sunday that the heads would be sent to Brodix while Coffey pursued an appeal of the ruling.

■ While many competitors complained that DIRT "cheaped out" by not bringing the street sweeper back that was used in 2007 to brush away the cinders outside the groove and widen the racing surface, they did



BILL MOORE PHOTO

CHARGING: Billy Decker (91) gets past Shawn Donath during DIRTcar 358-modified action Saturday at the New York State Fairgrounds.

appreciate the three- and four-wide racing by the pro stock drivers, who widened the groove considerably Sunday.

■ The national anthem was sung Saturday and Sunday by **Melissa Lazzaro**, every bit as good a singer as her dad, the late modified legend **Lou Lazzaro**, was a driver.

■ With teams scrambling for sponsorship at all levels of racing, it was amazing that only four teams had large banners with their sponsor's names on their haulers, backed up to pit road, for grandstand patrons to see. The teams included **Mike Perrotte** with Adirondack Auto, **Kenny Tremont** for S and S Paving, **Donnie Rifenburg** advertising Rifenburg Construction and Beer Belly Bob's and **Brett Hearn** touting Madsen Overhead Doors.

Corr Survives Late Restart For Pro Stock Title

By **AL ROBINSON**
NSSN CORRESPONDENT

Starting fourth, Orange County Fairgrounds regular Corr surged past polesitter Pete Stefanski and front-row-mate Joey Ladouceur into the lead at the green flag and was never headed despite five caution periods in 25 laps, including a restart with one lap to go.

That final restart did manage to settle the runner-up honors as Eric Marin got around Louie Jackson for second place.

Stefanski was never in contention for the win, but his fourth place wrapped up the DirtCar Pro Stock point title. Defending race winner Don Carlson took fifth.

The finish:
Sean Corr, Eric Marin, Louie Jackson, Pete Stefanski, Don Carlson, Tom Kuck, Roch Aubin, Bob Waters, Jr., Allen Peters, Nick Hilt, Jr., Rick Dempsey, Jay Casey, P.J. Peters, Jason Casey, Mike Middleton, Matt Shadic, Gilles Godard, Mike Martin, Troy Arnold, Bruno Cyr, Stephane Lebrun, Jay Corbin, Travis Back, Brett Martin, Joey Ladouceur, Nick Stone, Kenny Martin, Jr., Kevin Arnold, Junior Barnes, Denis Gauvreau, Dion Oakes, Chad Jeseo, David Papineau, Morgan David, Jocelyn Roy.

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Erick Rudolph

Hearn Tops RWR 358s

ELBRIDGE, N.Y. — Brett Hearn continued to rule the DIRTcar kingdom Friday, capturing his third checkered flag of the day by dominating the Super DIRT Week special at Rolling Wheels Raceway Park.

Hearn collected \$4,000 for his first Mr. DIRTcar 358-Modified Championship Series victory of the season, his 13th-career tour triumph at the track.

“That’s a pretty good day,” smiled Hearn after sweeping both big-block and small-block 20-lap qualifiers Friday at the New York State Fairgrounds. “And we had a little luck at the end. The panhard bar broke with about five laps to go and it lost the brakes. This made up for a little bit of the unluckiness last night, I guess.”

Polesitter Brian McDonald pulled ahead at the outset, yet it took Hearn only five laps around the fast five-eighths-mile oval to take Vinny Salerno’s No. 4 to the head of the class. From there, Hearn outlasted 10 yellow flags for his third DIRTcar small-block win of the season.

Runner-up Jimmy Phelps rallied from 22nd after winning the second of two consolation events. Chad Brachmann, Gary Tomkins and Stewart Friesen filled the top five.

The finish:

Brett Hearn, Jimmy Phelps, Chad Brachmann, Gary Tomkins, Stewart Friesen, Dale Plank, Kevin Bates, Tim McCreadie, Danny O’Brien, Pete Bicknell, Mario Clair, Rich Vinson, Randy Chrysler, John Lazore, Scott Wood, Brian McDonald, Frederic Gamache, Todd Burley, Brian Swarthout, Mark Smoke, Pierre DagenaisGatineau, Mitchell Jock, Jessica Zemken, Tim O’Brien, Lance Willix II, Larry Wight, Carey Terrance, Danny Creeden, Chris Hile, Tommy Flannigan, Tim Jones.

Tomkins Scores

BREWERTON, N.Y. — A pair of late-race yellow flags extended the Leaf Racewear 75 an extra

nine laps, and that was just what Gary Tomkins needed as he grabbed the lead from Vic Coffey with two to go and cruised to his first Mr. DIRTcar 358-Modified victory Thursday night at Brewerton Speedway.

Tomkins collected the \$3,000 top prize for his first checkered flag during a Super DIRT Week satellite event. His only other win came in a big-block triple-20 heat-race qualifier on the Syracuse Mile in 2004.

Pete Bicknell extended his point lead with a third-place finish while Dale Plank and Jimmy Phelps filled the top five.

The finish:

Gary Tomkins, Vic Coffey, Pete Bicknell, Dale Plank, Jimmy Phelps, Carey Terrance, Dan Vauter, Danny O’Brien, Bob Henry, Jr., Frederic Gamache, Chad Brachmann, Kevin Bates, Pierre Dagenais, Larry Wight, Clement Therrien, Tommy Flannigan, Greg Monica, Jessica Zemken, Randy Chrysler, Larry Lampman, Jr., Brett Hearn, John Lazore, Scott Wood, Tim Jones, Lance Willix, Mario Clair, Mark Smoke, Todd Burley, Tim McCreadie, Alan Johnson, Wallace Stacey.

COZZE: Veteran Makes Gas Last Until The End

CONTINUED FROM PAGE 3

lap 81, was back to sixth behind Vitale, Cozze, Flach, Laubach and Ric Hill, but his engine soon began missing. Cozze, who inherited the lead

when Vitale pitted on lap 124, had the crowd thinking he might have a chance if enough cautions kept the pace slow and five more yellow flags played right into his hand.

“On the yellows, I’d shut it off and coast, then when we restarted I’d run three-quarter throttle down the straights,” Cozze explained. “You can’t be jerking the throttle around. With 30 to go, I thought I might be OK, then with 10 to go Billy got to second and the crew

started telling me to wait and not gas it too much. But I wasn’t going to let anyone by easy, that was for sure.”

Gas problems surfaced at lap 175, with Frankie Caprara running out, followed by Mitch Gibbs at lap 183 and Laubach on lap 189. On 194, Donnie Corellis ran dry, with Hebert running out two laps later. Decker’s engine let go on lap 197, with Tomkins running dry and Andy Bachetti running dry within two laps.

Through all this, Cozze ran smoothly with Sheppard and Howard in pursuit.

“I was stretching my gas, waiting for both of them to drop,” said Howard. “I was actually under Sheppard once and my crew chief told me ‘don’t race anyone,’ so I let him go. I could easily have had second.”

Cozze gave much of the credit for what Hearn called “the new record for fuel mileage” to his crew, which included Davey Hoffman, brother of

longtime DIRT star Doug Hoffman, his former crew chief, Brent Tittle, who left him earlier this season and his brother Rick on the radio.

The finish:

Frank Cozze, Matt Sheppard, Duane Howard, Stewart Friesen, Tim Fuller, J.R. Heffner, Eddie Marshall, Billy Dunn, Keith Flach, Justin Haers, Ryan Phelps, Brett Hearn, Mitch Gibbs, Jimmy Horton, Andy Bachetti, Jeff Brownell, Jr., Vince Vitale, Rick Laubach, Donnie Corellis, David Hebert, Frankie Caprara, Gary Tomkins, Danny Johnson, Billy Decker, Ronnie Johnson, Roy Bresnahan, Jimmy Phelps, Bobby Varin, Ric Hill, Pat Ward, Shawn Reimert, Chris Higgins, Larry Wight, Alan Johnson, Dale Plank, Chad Brachmann, Mike Perrotte, Ryan Godown, Brian Swartzlander, Dave Rauscher, Jason Barney, Jack Johnson, Kenny Tremont, Richie Tobias, Jr., Vic Coffey, Steve Paine.

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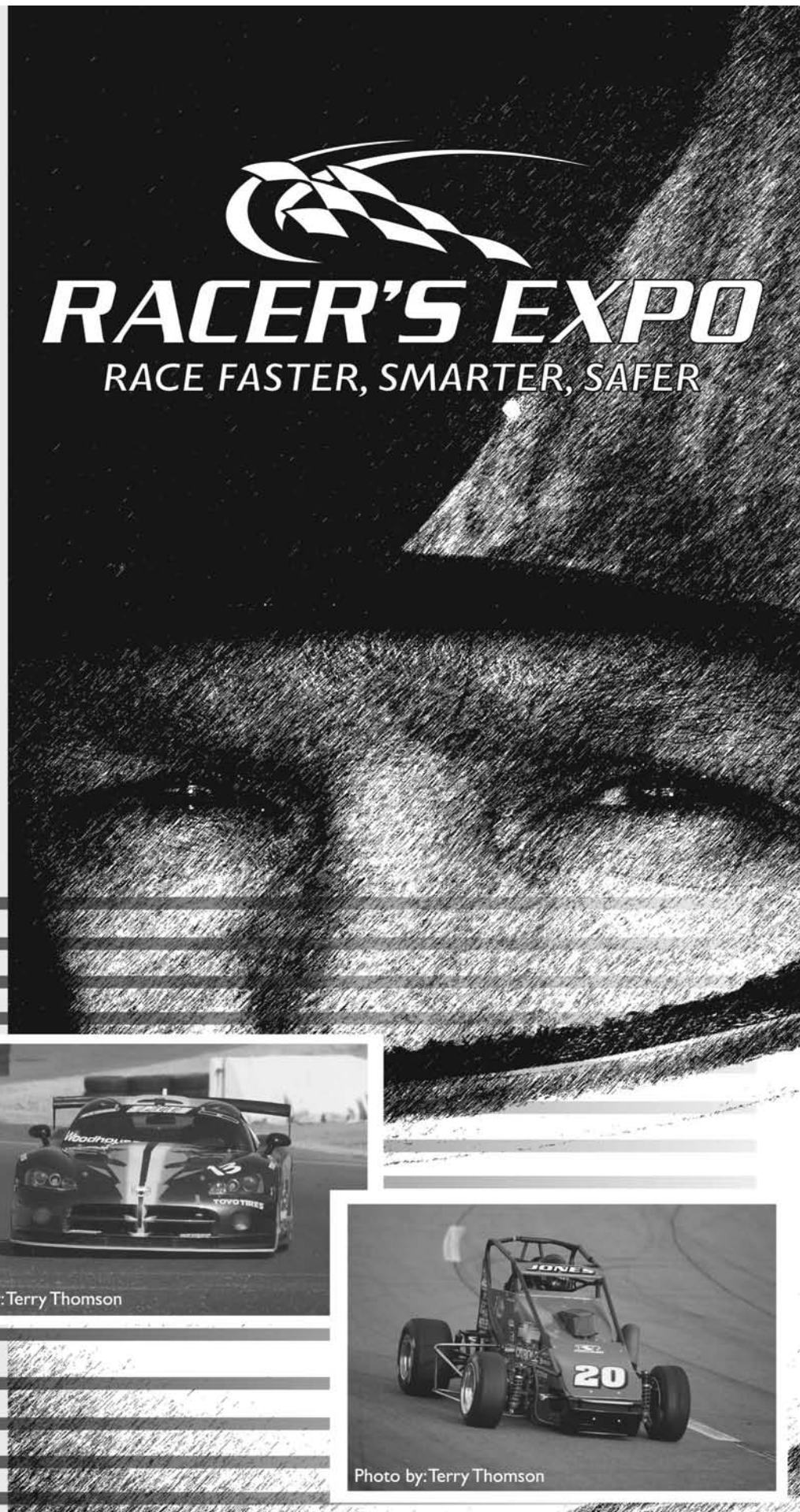
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Photo by: Terry Thomson





SCCA PHOTO

FLYING: Jason Knuteson races his way to victory in the Formula 500 class Saturday at Heartland Park Topeka (Kan.) during the 45th-annual SCCA Runoffs.

Saturday

Race 10, GT-3

Pete Peterson captured his seventh SCCA National Championship Saturday, winning the Sunoco GT-3 race at Heartland Park Topeka, part of the 45th SCCA National Championship Runoffs. Wolfgang Maik and Steve Spiers completed the top three.

Starting fifth in the No. 98 Toyota Celica, Peterson gradually moved through the field to take the lead from Spiers on lap 13, winning by 3.457 seconds.

"It was a good day," Peterson said. "My big plan was to pick off a couple at the start, but that didn't happen so I just sort of fell into line. (Mike) Cyphert spun in front of me, and then (John) Black fell out and we settled down with the three of us into a pretty darn good race."

Race 11, D Sports Racing

Crossing the finish line more than 10 seconds ahead of his nearest competitor, J.R. Osborne earned his second-consecutive D Sports Racing championship. Mark Jaremko and Tom Bootz completed the podium.

When the checkered flag waved after 18 laps, Osborne was 10.468 seconds ahead of Jaremko.

"We've just had an awful weekend," Osborne continued. "We've been up until midnight and back up at six in the morning fixing the car. I guess that's what makes it really special for me, that it all came together when it counted."

Race 12, Showroom Stock C

Chicago Region SCCA Triple Crown winner Joe McClughan won a well-fought battle with two-time Runoffs champion Joel Lipperini to win his first Showroom Stock C national championship. Bill Hagerty was third.

McClughan started from the pole in the No. 36 Mazda 3s and led the first two laps until Lipperini passed McClughan. McClughan followed Lipperini until making his winning pass on lap 15.

"It was incredibly close, side-by-side racing. It's like Joel said, 'if it's with someone you trust, with someone you've run with before, it's not an issue.' You know what's going to happen. You never turn your back on Joel Lipperini. Never. He will chase you down even with no tires on the car. I was driving as hard as I could the last two laps."

Race 13, Formula 500

Jason Knuteson captured what had been an elusive Formula 500 title on Saturday morning. Aaron Ellis and David Lapham outlasted the field to join Knuteson on the podium.

Knuteson had sat on pole for the Formula 500 class for three years, but bad luck and other misfortune kept him from claiming the class crown. This year, Knuteson clinched his title by 15.512 seconds and led all 18 laps in the No. 92 Hoosier/Mitchell Racing Scorpion S1/Rotax.

"That car literally came out of that trailer (fast)," Knuteson said. "We've been here since last Thursday and I've made one air pressure adjustment and lowered it a quarter of a turn. That car has been a rocket from the first day we got here. A win at this level is really big."

Race 14, Touring 1

Carefully dodging a disabled car on course in the closing laps, Edward Zabinski earned his and Ferrari's first Runoffs victory Saturday afternoon. John Buttermore and Scott Tucker completed the podium.

Starting second, Zabinski chased defending class champion Andrew Aquilante for 14 laps before taking the lead when Aquilante spun on lap 15.

Race 15, H Production

Dan Collishaw won his second H Production national championship. Matt Brannon and Greg Gauper completed the podium.

Driving the No. 81 Naples Valley Brand Products Austin-Healy Sprite, Collishaw battled with Tom Feller until the latter dropped out, paving way for Collishaw to win by 7.464 seconds.

"We were really evenly matched," Collishaw said. "We were really close everywhere."



SCCA PHOTO

CAMERA TIME: A camera crew congratulates Dan Collishaw after his winning drive in the H Production class.

He'd make a mistake and I'd take advantage of it. I'd make a mistake and he'd take an advantage of it. It feels great. This was my first time winning on the track. It's real special being able to do a real victory lap."

Race 16, Formula Ford

Chris Keller raced Tonis Kasemets out of the circuit's final turn and down the front straight to nip Kasemets by the nose of his Formula Ford to capture a .136-second victory. Jeremy Treadway finished third.

A late yellow flag helped Keller keep the point.

"I was definitely happy to see the yellow flag," Keller said. "If the race had gone green, we were reeling (Kasemets) in and it would have been a real close battle either way. It was a close race, wheel to wheel through most of the course. When I'd get ahead, he had a great draft to get by. If he hadn't have had that problem, who knows what would have happened."

Race 17, GT-Lite

In his 17th Runoffs start, Peter Zekert claimed his first national title, winning GT-Lite championship over Peter Shadowen and Chad Bacon.

Starting third, Zekert was the beneficiary of mechanical trouble that wiped out the front row before the green flag. Zekert led from the start and won by 4.573 seconds.

"I just kept going and one time, Lans tried to look inside of me between three and four," Zekert said. "I know when you do that and you're not all the way inside of the car, it makes four so difficult, and I saw in my mirror Lans was spinning. Then, I just told myself it was like any national here, and just clicked off lap after lap. It feels unbelievable."

Race 18, Sports 2000

Polesitter John Fergus II led flag to flag to capture his sixth Sports 2000 national championship. Bart Wolf and Fergus's son, Corey Fergus, rounded out the podium.

Piloting the No. 00 Hoosier Tires/Fergus Companies Carbir CS2, John Fergus made winning his sixth national title look easy, winning by 7.996 seconds.

"About four laps in, (Wolf) put a charge on and really got into a groove," Fergus said. "It actually cut into my lead a bit, which my crew conveyed to me, and I had to crank it up myself a bit. The car was flawless."

Sunday

Race 19, SSB

Lee Niffenegger claimed his first national championship in style, winning the Showroom Stock B title as well as the SCCA Chicago Region Triple Crown. Chad Gilsinger and Kenneth Flory completed the SSB podium in the opening race on the final day of the 45th SCCA National Championship Runoffs at Heartland Park Topeka Sunday.

Niffenegger fought a mid-race battle with Michael Scornavacchi, but when Scornavacchi hit a curb and cut a tire on lap 15, Niffenegger drove his Honda Civic Si to an 8.129-second triumph.

"(Scornavacchi) was running me down pretty quick," Niffenegger said. "I didn't block, but I did drive down to the inside and guarantee that Mike had to go around the outside going into four. We were both sliding wide and didn't touch at all, but he went off and blew a tire and that was that."

Race 20, C Sports Racing

J.R. Osborne won his first C Sports Racing national championship, sharing the podium with Chris Farrell and Jim Downing.

Osborne, who started fourth in the No. 4 Stohr WF-1/Suzuki, got a great jump at the start making it three-wide coming down the front straight heading into Turn Alpha. After taking second, Osborne, passed polesitter Farrell on lap two and went on to a 5.182-second triumph.

Race 21, American Sedan

Andrew McDermid earned his fourth-career championship in a shortened American Sedan race. McDermid battled 11-time Runoffs winner John Heinrich, who finished second, and Jason Von Kluge, who was later disqualified, handing third to Shawn Gray. Heinrich, driving the No. 58 Pontiac Firebird, slipped past polesitter McDermid in the No. 24 Felice Racing Engines Ford Mustang at the start of the race, and the two veteran drivers quickly pulled away from the field.

McDermid made his winning move on lap 11. The race was stopped after reaching its 40-minute time limit under a red flag following a single-car accident by Andrew Brown.



SCCA PHOTO

NUMBER ONE: J.R. Osborne points out he was No. 1 in the C Sports Racing class during Sunday's final day of the SCCA Runoffs at Heartland Park Topeka (Kan.).

"By about turn three, John and I were hard at it and we just never let up," McDermid said. "He'd get me in spots. I'd get him in spots. It is always a blast racing with John because he is clean. We tear each other's mirrors off and think it's funny."

Race 22, Formula Enterprises

Mark Eaton recovered from a shaky start to win the Formula Enterprises national championship in the class' debut. Eaton also took home the SCCA Chicago Region Triple Crown. Nick Evans and Brandon Aleckson completed the podium.

Starting from pole in the No. 92 Formula Enterprises, Eaton dropped a spot to Evans and Matthew Inge on the start. Eaton quickly got back around Inge and then took the lead from Evans on lap six. After Inge went off course, Eaton beat Evans by 1.391 seconds.

"I felt a lot of relief when I saw (Inge) spin off with two to go," Eaton said. "When I saw him spin again with one to go, I knew if I just didn't throw the car off I could probably win this thing."

Race 23, F Production

Runoffs rookie Rick Harris held off a hard-charging Steve Sargis by .483 second to capture his first F Production championship. Joe Walker was third.

Harris started on the outside of the front row in the No. 8 WBR Graphics and spent the early part of the race trying to gain back the two spots he lost on the start. But when race leader Sargis spun on lap 11, Harris moved into the lead and held on for the victory despite Sargis's charge back from third to finish a close second.

Race 24, Formula Atlantic

David Grant earned a hard-

fought national championship in Formula Atlantic, holding off Mirl Swan and David Wilcox.

Grant's goal, behind the wheel of the No. 12 Hoosier Tire Swift 014/Toyota starting from the outside front row, was to beat polesitter Swan to the stripe at the green flag. When Swan missed the start and bumped the rev limiter shifting to second gear Grant, passed him. Grant held on from there for a .209-second triumph.

"I'm ecstatic to win a national championship," Grant said. "I knew I had to get Mirl on the start, or it would have been almost impossible to get by him later. I lucked out and timed the start about as well as I could. One lap he'd be right up on my tail, and the next he'd be washed out behind me. He would shoot right up to me. With the aero, it's hard to get up underneath somebody and make a pass."

Race 25, GT-1

Bill Gray capitalized on a last-lap mechanical failure for Tony Ave to earn his first GT-1 national championship in 10 years and conclude the 45th annual Runoffs Sunday at Heartland Park Topeka. Ave claimed second, with James Goughary, Jr. third.

Ave, who led from the start, slowed with a fuel-pressure problem in his Mustang on the final lap. As a result, Gray pulled his Corvette alongside off the final corner and won by a mere .009 second. It was the fourth-closest finish in Runoffs history.

"I wasn't thinking about anything but holding it on the floor," smiled Gray. "To be honest with you, I didn't think I'd won, it was that close."



SCCA PHOTO

BURNING RUBBER: Andrew McDermid does a burnout after securing the win in the American Sedan class Sunday afternoon at Heartland Park Topeka.

Helio Can Go To Australia

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOORESVILLE, N.C. — Helio Castroneves is being allowed to hit the road after all.

Apparently, Castroneves is not considered a flight risk as a federal judge has approved a motion to modify bail conditions and will allow Castroneves to leave the United States for the IndyCar race in Australia at the end of this month.

U.S. Magistrate Judge William Turnoff agree to modify the conditions on Castroneves's bail. Castroneves has been charged with tax evasion.

Turnoff said he was convinced that "the dumbest thing Mr. Castroneves could do" would be to flee to his native Brazil and not show up for court, given his lucrative racing and endorsement career based in the United States.

"You have much to lose by not complying with conditions of release," Turnoff said at a hearing to Castroneves, who nodded vigorously in agreement.

Castroneves is charged with conspiracy and tax evasion for allegedly dodging U.S. taxes on about \$5.5 million in income using offshore accounts. He has pleaded not guilty and is free on \$10 million bail.

Turnoff took a shot at Castroneves's dancing title and said he would have to "tango with the U.S. Marshals" if he didn't show up for court.

The judge initially prohibited Castroneves from traveling outside the continental U.S. for races or other work, but agreed Friday to modify those conditions for the Oct. 26 contest at Surfers Paradise, Australia.

Castroneves attorney David Garvin said there was no chance he would flee prosecution, especially to a Brazil he left in 1996.

"Unless he is planning to go to the Amazon, there's no place to go in Brazil," Garvin said.

Assistant U.S. Attorney Matt Axelrod, however, believes that Castroneves has \$15 million in an account in the Netherlands and access to millions more in Brazil, where he owns Burger King restaurants and a car dealership.

"His career's at risk either way," Axelrod said. "He has extensive ties there."

Turnoff did give prosecutors until the close of business Tuesday to appeal his order to another federal judge, but the U.S. attorney's office later Friday said no appeal was planned.

Garvin also said Castroneves intends to pay the Internal Revenue Service about \$5 million in taxes after his offshore "deferred royalty contract" expires on Dec. 31. That account is central to the criminal case, which alleges that Castroneves, his sister and a Michigan lawyer created it fraudulently to evade taxes between 1999-2004.

Luczo-Dragon Hires Raphael Matos

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOORESVILLE, N.C. — Raphael Matos has been successful in every form of racing he has competed in, winning nine championships in 11 seasons throughout his career.

The 2008 Firestone Indy Lights Champion hopes to add an IndyCar Series title to that list in the future after he was named the driver at Luczo-Dragon Racing last week.

The team is co-owned by Jay Penske and Steve Luczo and ran a limited six-race schedule in 2008 with Tomas Scheckter as the driver. Scheckter qualified in the top 10 three times and was in contention for a top-five finish in the Indianapolis 500 before a broken drive shaft knocked the team out with 44 laps remaining.

As the team prepares for an 18-race schedule in 2009, Penske decided to change drivers.

"Our first two seasons we focused on ovals, and in 2008 we started to get some experience on the road courses," Penske said. "Rafa is a very talented road-course racer and that, plus our work in the off season, should greatly increase our chances of having a well balanced and competitive team for 2009."

"He has been champion in every series he has competed in. What we like about him is he has the mental strength to finish the season and not to wreck race cars. He can finish races even when he doesn't have the car to be up front. This year was the perfect example where consistency paid off for him to win the championship this year. He is awful quick on road courses but still has a lot to learn on the ovals."

With Luczo-Dragon preparing for its first full-season effort, Penske believed Matos is a young driver that can grow with the team.

"We are real excited about Rafa," Penske said. "He is truly the final ingredient for our team to be a contender for the championship over the next couple of years. This is an exciting day for our race team because not only are we taking that step to full-time status, we are adding a young



RON MCQUEENEY/INDYCAR SERIES PHOTO

MOVING UP: Raphael Matos, shown here in Indy Lights competition at Infineon Raceway in California, will make the move to the IndyCar Series with Luczo-Dragon Racing in 2009.

driver who has proven to be a champion at every level he has raced. Any time you can win four championships in six years like Rafa has done you have some special qualities. He is ready for the IndyCar Series, and we are so thrilled to have him."

Matos signed a multi-year deal with the IndyCar team after he claimed four series titles in six years, including the 2008 Firestone Indy Lights and 2007 Champ Car Atlantic Series crowns. He won the Star Mazda Championship in 2005 and won the Formula Dodge National Championship in 2003.

The 27-year-old Matos is from Belo Horizonte, Brazil, and began racing karts and winning championships in 1996. In addition to winning the Indy

Lights title, Matos served as a test driver for Andretti Green Racing's IndyCar Series program in 2008.

"I couldn't be more excited about everything. It's an unbelievable opportunity," Matos said. "We have a very good team. All the pieces are in place. We just need to build a solid base through preseason testing, put everything together and go for it. I can't wait to get started."

"I think the team and I can grow together. This team is extremely young and promising, and they have the same philosophy I have. Jay and Steve have put a lot of hard work and effort into this program. I'm the same way. I'm at the start of my IndyCar career, and I want to grow with the team. I didn't talk to any other teams."

I was pretty lucky. I had an opportunity with Luczo Dragon, and everything fell into place. I was pretty comfortable and confident than things would work out for me."

While Luczo-Dragon will enter the season as a one-car team, Penske is open to adding a second car to the 93rd Indianapolis 500.

"We have to do it with a partner to get it done effectively, but we are considering it," Penske admitted. "We are looking for somebody who has experience at the Indy 500 that can provide additional value. We need additional sponsorship to do it, but it would be a good step for Luczo-Dragon Racing if we can work that out. It's not probable yet, but there is a chance."

Meira Lands With Foyt; Barrett To Drive For Beck

By **BRUCE MARTIN**
NSSN CORRESPONDENT

MOORESVILLE, N.C. — It should come as no surprise that Vitor Meira was able to sign with an IndyCar Series team so quickly. After all, the popular Brazilian is arguably IndyCar's best driver who has yet to win a race.

But the newest driver to join the series was a big surprise as NASCAR Nationwide driver Stanton Barrett will trade in fenders for front wings with a full-season IndyCar effort in 2009 with team owner Greg Beck.

It didn't take long for Meira to land another IndyCar Series team as the popular Brazilian was signed by A.J. Foyt to replace Darren Manning in the famed No. 14 IndyCar beginning with the Oct. 26 IndyCar event at Surfers Paradise, Australia.

"I'm really excited about this opportunity to work with Vitor," said Larry Foyt, A.J.'s son who negotiated the deal to sign Meira. "We're looking forward to getting Vitor his first win in the IndyCar Series and getting A.J. Foyt Racing back into victory lane with ABC Supply."

Meira drove for Panther Racing before he was notified by email prior to the final race of the season that he would not be back in 2009. Panther replaced Meira with Dan Wheldon.

"I am definitely going into 2009 with a little extra motivation," Meira said. "I have raced against the team for many years and have heard cool things about them. Many people would give an arm and a leg just to meet A.J., and I am getting to work with him. I think that says it all."

Foyt was the owner when several drivers scored their initial triumphs

in the IndyCar Series, including Scott Sharp, Kenny Brack, Billy Boat and most recently Airton Dare. That fact is not lost on Meira, who summarized his approach to the 2009 season.

"I've always admired him because he's a hard racer who charges all day long," said team owner A.J. Foyt. "He should have won a lot of races, but he hasn't had the best luck. I believe we can change that, and I'm looking forward to working with him."

Manning, who drove the No. 14 car for the past two seasons, will not be returning to the team in 2009.

The surprise to this move is Meira appeared to be in the running to join Luczo-Dragon Racing, co-owned by Roger Penske's son, Jay, and Symantec's Steve Luczo. That team is planning a full-season effort for 2009.

As for Barrett, the former Hollywood stuntman has been com-

peting in the NASCAR Nationwide Series this season where he is 23rd in the standings after running 23 of the 30 races this season.

But after years of trying to make it as a stock-car driver, Barrett is ready to be cast in a new role in the IndyCar Series for Team 3G.

"I am thrilled to be joining Team 3G and the IndyCar Series in 2009," Barrett said. "I feel the time is right to move to the IndyCar Series. They have a lot of momentum, and I think they will continue to grow in popularity with fans and corporate marketers."

"My dad and my godfather, Paul Newman, have been a huge influence in my career, and they have always wanted me to try Indy Cars."

Team 3G is a newly formed team co-owned by racing industry veterans Greg Beck and Steve Sudler.



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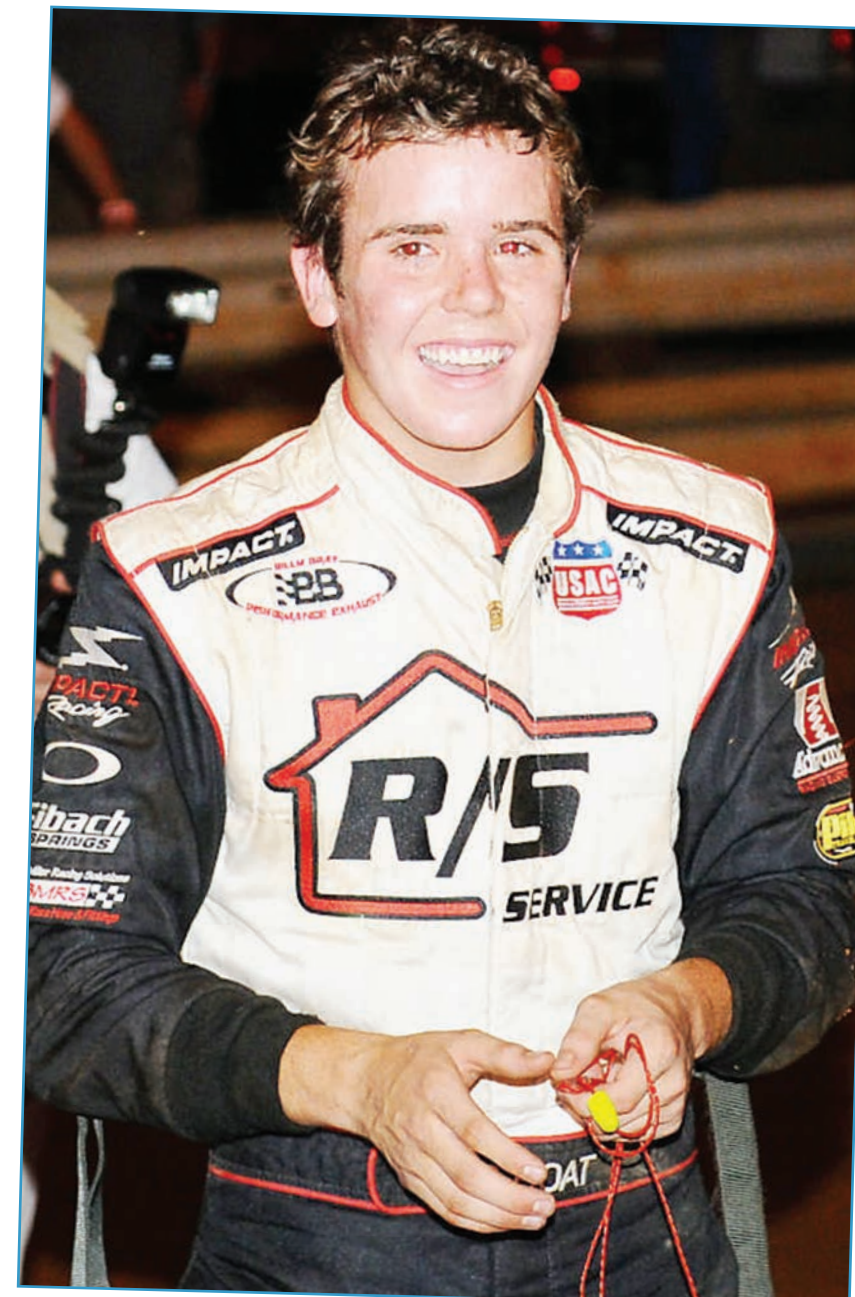
ANCHORS AWAY



TWO OF A KIND: Sixteen-year-old Chad Boat (right) is following in the footsteps of father and former racer Billy Boat (left).

Second Generation Boat Sailing Toward Stardom

By MIKE O'LEARY
NSSN CORRESPONDENT



JASON WALLS PHOTO

MAKING HIS MARK: At 16, Chad Boat became the youngest winner in USAC National Sprint Car Series history with his June victory at Hagerstown (Md.) Speedway.

He's just old enough to get his driver's license and have an after-school job at Burger King. But he's too much like his dad to flip burgers. You see the resemblance quickly. The youthful smile, reddish hair and freckles, but mostly it's in the eyes. They both have the eyes of a gunfighter.

Chad Boat is quiet and low key. He takes care of business. Billy has always been like that. Even when he was qualifying on the pole at Indy for A.J. Foyt in 1998, walking down the pit lane with fans standing and cheering on every side, Billy acknowledged with a polite wave. There wasn't a big celebration. There was still more work to be done.

In a day when the media-relations drums ballyhoo a different teenage phenom seemingly every week, it's difficult to stand out. You have to have an act to get noticed, and too frequently, the acts overstate the facts. At 16 years old, Chad Boat is quietly building an impressive résumé. But, even more important, he is building the foundation for a career.

Chad began competing in USAC's national series this year and is currently 12th in the sprint-car standings and ranks 13th in the midget division. It was a big step for someone who's still a teenager, even though he's been racing competitively for more than a decade.

He began racing quarter midgets at just 5 years old. By the time he was 9, he had won 70 features and several championships and moved to karts, where he captured championships on both dirt and pavement. He advanced to 600 c.c. mini sprints in 2004 and won the AMMA title. The next year he moved up to the Arizona Midget Racing Ass'n and was a winner. By 2006, the younger Boat

"I can teach a kid technique, and I can teach a kid to read the race track. But you can't teach a kid desire. And desire is what separates the kids that will make it from the kids that will make a splash and then go away. The desire to win and just the desire to be there, to reach the pinnacle in the sport, is really the most important thing. That's something that either you have, or... it's hard to develop that. Either a kid has it or he doesn't, and it's easy to tell them apart."

BILLY BOAT

was wheeling a full-sized sprint car. At 14, he became the youngest sprint-car winner in the Arizona Sprint Car Ass'n.

At that point, they decided to test Chad against stiffer competition and spent a good part of the next season racing on Indiana's dirt tracks. "It really is a great opportunity for a young guy," said Billy, who switches easily from businessman to chief mechanic. "One night you might be racing against any guy you would race with in USAC. It gives you an opportunity to get a lot of exposure and race against guys who race for a living."

For six weeks, the Boats kept their equipment at Panther Racing's shop while they ran three nights a week. Chad earned 14 top-10 finishes and was leading the Bloomington (Ind.) Speedway points when they headed back to Phoenix. That success was enough for them to decide to tackle USAC in 2008. "We just felt like we were ready and we felt like that was the next step," Chad explained.

They jumped in with both feet, racing sprint cars and midgets, both on dirt and pavement. "I think that overall we've had our ups and downs, and you're always going to have those racing," Chad said. He calls his USAC National Sprint Car Series victory at the challenging Hagerstown (Md.) Speedway, in only his fifth start in the series, "a really good high."

His father says that the parallels between Chad's efforts and his own career are intentional.

"I always felt and still do feel that sprint cars and midgets really teach you how to race. And it's getting that racing savvy young in your career, it's something that you always will use no matter what type of racing you do," the elder Boat explained. "By racing savvy, I mean the ability to pass, the ability to think about passes, think about how you're going to pass and think about how you're going to win — and win from the back, not just win from the front. I think that's what these cars teach you more than anything else."

Billy had a tremendous amount of racing savvy. Even though he is best remembered for his career in Indy cars, Billy matriculated on the tough CRA sprint-car circuit,

setting 24 fast qualifying times and earning eight victories. Moving to USAC's Western Midget Series, he won 41 races and set the record for the most consecutive victories in USAC history with 11 straight en route to the 1995 championship.

"I went to as many races as they'd let me miss school," Chad acknowledged. Like most youngsters, he learned a lot just watching his dad. He said, "I definitely try to carry myself like he did. I think he always raced

clean and I just try to race clean every time I'm out there and treat the other drivers as I'd like to be treated, with respect and courtesy."

But his father says the most important element is something that he isn't able to teach. "You know, I can teach a kid technique, and I can teach a kid to read the race track. But you can't teach a kid desire. And desire is what separates the kids that will make it from the kids that will make a splash and then go away," Billy said. "The desire to win and just the desire to be there, to reach the pinnacle in the sport, is really the most important thing. That's something that either you have, or...it's hard to develop that. Either a kid has it or he doesn't, and it's easy to tell them apart."

Chad's victory on the fast Hagerstown half-mile dirt track is proof that sometimes, when it's least expected, the hard work and road miles do pay off. He ran the cushion like a seasoned veteran, pulling away for an eight-car-length victory and to become the youngest USAC National Sprint Car Series winner in history.

Billy could see it coming, but he didn't know when.

"Obviously, I was a very proud dad," he said. "Also, it was just kind of a crowning achievement in what he works for and the effort that he's put through to get to that point. USAC is a tough series and to win at 16 on a track like that was a big deal for him. I've always told him that when you have that opportunity to win, you really have to give the 110 percent to take it because those opportunities don't come about every race. So, when that opportunity is in front of you, you have to grab it — and that's exactly what he did."

Chad Boat

Age: 16

Hometown: Phoenix, Ariz.

Father: Billy Boat

Race Cars: No. 30 Billy Boat Motorsports sprint cars and midgets

Start: Quarter midgets at age 5

2008 Highlights: Won first USAC sprint-car race at Hagerstown, Md.; ranks 13th in USAC sprint-car points; ranks 12th in USAC midget points

Early Career: Named 2006 National Sprint Car Rookie of the Year; won races with Arizona Midget Racing Ass'n, American Sprint Car Series and Arizona Sprint Car Ass'n; also competed in ASA Speed Truck division



JOHN DADALT PHOTO

THIRTY-SOMETHING: Chad Boat led the final 22 laps of the June 7 feature at Hagerstown (Md.) Speedway in his R-S Service/Billy Boat Performance Exhaust Maxim/Chevy to beat Cole Whitt, Jerry Coons, Jr., Robert Ballou and Damion Gardner for the win.

RACE REWIND

Race 31 of 36: Bank of America 500, Saturday, Oct. 11
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	31	Jeff Burton	AT&T Mobility Chevrolet	334	\$280,208	Running
2	15	9	Kasey Kahne	Budweiser Dodge	334	207,766	Running
3	19	2	Kurt Busch	Miller Lite Dodge	334	145,750	Running
4	11	18	Kyle Busch	M&M's/Susan G. Komen Toyota	334	141,875	Running
5	21	26	Jamie McMurray	Crown Royal Ford	334	128,775	Running
6	1	48	Jimmie Johnson	Lowe's Chevrolet	334	169,036	Running
7	3	16	Greg Biffle	3M Ford	334	101,625	Running
8	8	24	Jeff Gordon	DuPont Chevrolet	334	141,961	Running
9	14	8	Mark Martin	U.S. Army Chevrolet	334	120,358	Running
10	13	6	David Ragan	AAA Insurance Ford	334	94,875	Running
11	7	20	Tony Stewart	Home Depot Toyota	334	140,536	Running
12	5	07	Clint Bowyer	Jack Daniel's Chevrolet	334	92,725	Running
13	6	29	Kevin Harvick	Shell/Pennzoil Chevrolet	334	121,061	Running
14	18	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	334	116,383	Running
15	30	41	Reed Sorenson	Target Dodge	334	102,064	Running
16	12	11	Denny Hamlin	FedEx Office Toyota	334	107,741	Running
17	20	43	Bobby Labonte	Cheerios Racing Dodge	333	109,036	Running
18	17	83	Brian Vickers	Red Bull Toyota	333	79,550	Running
19	33	66	Scott Riggs	State Water Heaters Chevrolet	333	89,208	Running
20	22	19	Elliott Sadler	Stanley/Susan G. Komen Dodge	333	99,345	Running
21	16	12	Ryan Newman	Alltel Dodge	333	109,350	Running
22	36	77	Sam Hornish, Jr.	Mobil 1 Dodge	332	114,025	Running
23	29	01	Regan Smith	The Principal Financial Chevrolet	332	78,600	Running
24	31	55	Michael Waltrip	NAPA Auto Parts Toyota	332	85,458	Running
25	28	38	David Gilliland	Ford Drive one, Ford	332	83,633	Running
26	27	15	Paul Menard	Menards/Moen Chevrolet	331	76,675	Running
27	32	22	Dave Blaney	Caterpillar Toyota	331	80,108	Running
28	37	21	Bill Elliott	Air Force Ford	330	83,595	Running
29	23	5	Casey Mears	Pop-Tarts/Carquest Chevrolet	330	83,025	Running
30	35	7	Robby Gordon	Menards Dodge	328	85,347	Running
31	40	10	Mike Wallace	Charter Dodge	326	64,600	Running
32	26	44	David Reutimann	UPS Toyota	321	64,375	Running
33	2	99	Carl Edwards	Aflac Ford	317	112,625	Running
34	24	42	Juan Pablo Montoya	Juicy Fruit Slim Pack Dodge	296	92,033	Accident
35	41	45	Chad McCumbee	Marathon American Spirit Dodge	296	63,975	Running
36	10	88	Dale Earnhardt, Jr.	AMP Energy Chevrolet	289	71,800	Running
37	42	78	Joe Nemechek	Furniture Row Chevrolet	278	63,675	Running
38	39	96	Ken Schrader	DLP HDTV Toyota	255	71,550	Running
39	34	84	Mike Skinner	Red Bull Toyota	254	63,425	Running
40	43	70	Tony Raines	Hunt Brothers Pizza Chevrolet	203	63,300	Accident
41	9	17	Matt Kenseth	Carhartt Ford	194	110,796	Accident
42	25	28	Travis Kvapil	Hitchi Power Tools Ford	194	90,244	Accident
43	38	00	A.J. Allmendinger	Champion Mortgage Toyota	52	63,298	Accident

RACE STATISTICS

Race time: 3 hours, 44 minutes, 50 seconds
Average speed: 133.699 miles per hour
Victory margin: 0.946 second
Caution flags: 10 for 49 laps
Lead changes: 24 among 16 drivers
Lap leaders: Jimmie Johnson 1-32; Tony Stewart 33-44; Johnson 45; A.J. Allmendinger 46; Johnson 47-77; Stewart 78-103; Kyle Busch 104; Michael Waltrip 105; Matt Kenseth 106; Stewart 107-109; Busch 110-122; Ryan Newman 123-132; Johnson 133-135; Brian Vickers 136-199; Martin Truex, Jr. 200-203; Jeff Gordon 204-250; Greg Biffle 251-255; Jeff Burton 256; Stewart 257; David Reutimann 258; David Ragan 259; Robby Gordon 260; Reed Sorenson 261-266; Biffle 267-277; Burton 278-334.

TALK OF TIME TRIALS

Rain washed out Thursday night's Bojangles Pole Night activities and the field was set via the point standings. Chase leader Jimmie Johnson started on the pole, with Carl Edwards alongside.

STANDINGS



FIN.	DRIVER	POINTS
1.	Jimmie Johnson	5,878
2.	Jeff Burton	5,809
3.	Greg Biffle	5,792
4.	Carl Edwards	5,710
5.	Clint Bowyer	5,693
6.	Kevin Harvick	5,671
7.	Tony Stewart	5,650
8.	Jeff Gordon	5,633
9.	Kyle Busch	5,552
10.	Dale Earnhardt, Jr.	5,524
11.	Matt Kenseth	5,518
12.	Denny Hamlin	5,498

Progress Made At IMS Tire Test

INDIANAPOLIS — Goodyear Tire and NASCAR officials, along with NASCAR Sprint Cup Series drivers Kasey Kahne and Mark Martin, expressed optimism at the progress made during two days of tire testing at Indianapolis Motor Speedway.

Fourteen Sprint Cup Series drivers tested Oct. 6-7 at IMS as Goodyear developed a tire for the 16th Allstate 400 at the Brickyard scheduled July 26. The test comes after a miserable race this past July during which tire wear reduced the event to a series of 10-lap runs between caution flags.

This was the second Goodyear test at IMS in three weeks and, according to Stu Grant, Goodyear's general manager of worldwide racing, the effort is paying dividends.

"We tested with Kyle Petty a couple weeks ago, saw some very, very encouraging results out of that test," he said. "Now, of course, we're here with a lot more cars. We've got what we believe to be a good start toward a

2009 race recommendation. Just look at the race track; you can see there's a groove in the race track where the cars are going around, just kind of looking normal. We've got rubber debris on the outside of the groove, and we're seeing some significant improvements in wear."

Goodyear also plans to test again with multiple cars in April 2009 at IMS, Grant said.

The 2008 event was the first for NASCAR's Car of Tomorrow at IMS.

"We saw that the additional load and additional slip that the right-rear tire saw was considerably more than it was in 2007," Grant said. "Then we started to do some laboratory analysis to try to figure out, 'OK, why did we see that kind of wear debris, why did the track not rubber in?' To make a long story short, what we found out was that the additional load and slip that the right-rear tire saw changed the particle size of the wear debris."

Goodyear brought tires to this test

that lasted longer.

"The tire is more drivable than what we had," Martin said. "We certainly didn't have any complaints about the grip level that we had with the other tire, but what they've got for a controlled test tire here is faster, great grip, and it's lasting at least twice, maybe three times, the distance already."

Said Kahne: "I think it's come a long ways. They're much better as far as the grip, as far as turning. I would say you would be able to race better, too, with some of the tires we ran yesterday afternoon behind another car. I think our cars would work a little bit better. So, to me everything was good. They lasted."

"It's not an easy project for Goodyear, and they're stepping up and doing the — they're figuring out how to do it the best way they possibly can, and I think that's why we're here these couple days, and we'll be back before the Brickyard 400 next year."



PHIL CAVALI PHOTO

CHASING: Jeff Burton races around Lowe's Motor Speedway en route to a victory, which moved him to second in the NASCAR Sprint Cup Series Chase for the Championship, just 69 points behind leader Jimmie Johnson.

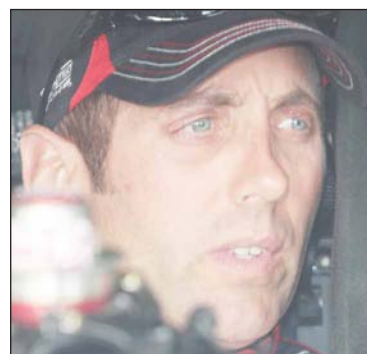
BURTON: Edwards Takes A Hit In The Points With Faulty Part

CONTINUED FROM PAGE 2

just didn't get to him. But it was still a good run for our Budweiser Dodge. It's our first top five in a while, so it feels pretty good."

Kahne finished ahead of Kurt Busch as beer-sponsored Dodges took the second and third positions. Busch's Miller Lite No. 2 Penske Dodge recovered from recent struggles to take third ahead of his brother, Kyle Busch, in the No. 18 Joe Gibbs Racing Toyota.

"It was great to be able to see the front and sniff a little bit of the lead of the race with 25 to go," said Kurt Busch. "It was a good feeling to know that it was right there, and we ended up with a solid finish. Racing in the top five is something that we haven't



RHONDA MCCOLE PHOTO

TOP 10: Greg Biffle managed a top-10 finish Saturday night to keep himself in the hunt for the Sprint Cup championship.

done as of late."

Jamie McMurray completed the top five.

Johnson's sixth-place finish was one better than Greg Biffle in seventh, so he was able to extend his lead over Biffle in The Chase. Biffle fell to third

in The Chase and is 86 points behind Johnson.

"I would have felt better if we had won tonight and been 30 points back or 40," said Biffle. "But we're not going to give up."

Jeff Gordon was eighth behind Biffle, while Mark Martin and David Ragan completed the top 10.

Carl Edwards, who entered the race second in The Chase, fell out of contention early with a faulty ignition system. Once the problem was repaired, Edwards drove the No. 99 Aflac Ford Fusion to a 33rd-place finish, falling to fourth in The Chase, 168 points behind Johnson.

It was the end of a frustrating week for Edwards, whose garage altercation with Kevin Harvick Thursday dominated the weekend news up until race time.

"I just wanted to get to the end of the race and go do some testing and go race at Martinsville," said a frustrated Edwards. "I've never been so excited to race at Martinsville in my life."

NASCAR SPRINT CUP RACE REWIND



TODD WARSHAW/GETTY IMAGES PHOTO

WASHED AWAY: The Red Bull Racing crew loads the No. 82 Toyota back in the hauler after rain canceled Thursday's qualifying and washed away a chance for Scott Speed to make the race in the car.

Speed Debut Delayed A Week

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — An altercation that reportedly turned physical between **Carl Edwards** and **Kevin Harvick** Thursday ended up in the NASCAR hauler just prior to the start of Saturday night's Bank of America 500 at Lowe's Motor Speedway.

NASCAR NOTES

The two met with NASCAR officials prior to the race to insure that any ill feelings would not spill over onto the track. They reportedly shook hands and went on with business as usual.

The incident occurred in Harvick's Nationwide Series garage and stemmed from comments Harvick made to television reporters after a late-race wreck involving several cars — including Harvick's — occurred last week at Talladega.

Edwards caused the accident while attempting to bump-draft teammate **Greg Biffle**, and Harvick called him a "pansy."

Edwards responded by sending Harvick a note via Harvick's pilot.

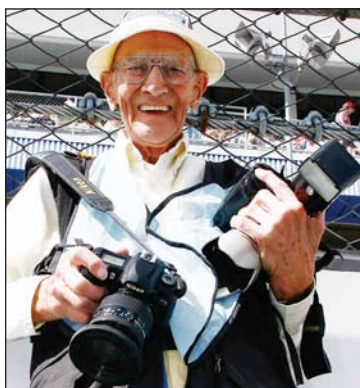
Harvick told reporters later that he was simply "defending his turf" when Edwards confronted him in the garage.

■ Two-time defending NASCAR Sprint Cup champion **Jimmie Johnson** gave fans a sneak-peek at 2009 by running next year's paint scheme of the No. 48 Lowe's Chevrolet in Saturday's Bank of America 500.

Saturday was Johnson's 250th-career NASCAR Sprint Cup start.

Dale Earnhardt, Jr. also unveiled an alternative paint scheme, a deep orange and white combination, which is a departure from this year's green and white Amp-energy-drink scheme.

Bobby Labonte, **Kyle Busch** and **Elliott Sadler** all drove primarily pink cars in order to promote breast-cancer awareness.



JASON SMITH/GETTY IMAGES PHOTO

HONORED: The late T. Taylor Warren, shown here earlier this year, was honored prior to Saturday's race.

■ The Sprint Cup debut of former Formula One driver **Scott Speed** was postponed a week when rain washed out qualifying Thursday evening.

Speed was going to attempt to qualify the No. 82 Red Bull Toyota on speed, but the lineup was set by points per NASCAR rule, leaving Speed without a spot in the field. **Mike Skinner** drove the No. 84 Red Bull Toyota, formerly piloted by **A.J. Allmendinger** until team and driver parted ways two weeks ago. Speed will be in the No. 84 for the rest of this year and presumably in 2009.

Allmendinger, still wearing his Red Bull Racing firesuit, was in the No. 00 **Michael Waltrip** Racing Toyota for a one-race deal. He was the first car to crash out of Saturday's race. Allmendinger will replace **Patrick Carpentier** in the Gillett Evernham No. 10 Dodge for the remaining five races of the season. **Mike Wallace** drove the third GEM entry at LMS.

■ Prior to the start of the Bank of America 500, a moment of silence was observed for long-time NASCAR photographer **T. Taylor Warren**, who died Oct. 8 at the age of 83.

Warren spent the better part of his life as a photographer in the sport,

even prior to NASCAR. But he is most famous for taking the definitive photograph that helped officials declare **Lee Petty** the winner of the first Daytona 500.

■ **Ryan Newman** and **Stewart Haas** Racing unveiled Thursday the U.S. Army-sponsored No. 39 Newman will drive beginning next season as well as a new, old-school logo for the **Tony Stewart** co-owned race team.

The No. 39 Chevrolet is predominantly flat black with gold accents and white numbers. A wedge of the digital camouflage pattern found on the Army Combat Uniform (ACU) decorates the bottom of the side panels.

The Army, which is leaving the No. 8 of **Dale Earnhardt, Inc.** after six years on the Nos. 01 and 8, will sponsor Newman and the No. 39 for 23 races next season. The sponsorship agreement is for six years with a series of six one-year renewable contracts per Army protocol.

Stewart said he expects to announce a second primary sponsor for the No. 39 soon.

The new Stewart Haas logo has a 1950s feel with a silver background and a flying "v" symbol and lettering reminiscent of a Chevy Bel-Air.

"I like it. I'm kind of an old-school guy," Stewart said.

■ **Kurt Busch** finished third running Dodge's new R6 engine. It was the first top-five finish for the new engine, which will see its first full season of NASCAR Sprint Cup competition in 2009.

"We've made some progress in just two races with this engine," Busch said. "It shows some signs of durability. We need that all-important horsepower."

■ Eight of the 12 drivers in The Chase finished inside the top 15, including five of the top 10. Kevin Harvick was last among them in 13th.

Burton Keeps Life & Racing Priorities Straight

CONCORD, N.C.

Who does this Jeff Burton-guy think he is? Here he is, coming in late Saturday night — or is it early Sunday morning? Either way, it's dark outside and the grandstands at Lowe's Motor Speedway are as empty as Wall Street's pockets.

And here comes Burton, talking about how all this racing stuff isn't so important in the big scheme of things, how The Chase, for all its considerable hype, is just part of a bigger game that he is "blessed" to make a living by doing.

All of this is supposed to be fun, he says.

Saturday night's Bank of America 500 was just like going to the track on Saturday morning with his 8-year-old son to race quarter-midgits — it's fun. No pressure, just fun.

What?

Listen, Jeff, don't come in here talking to us about racing and life and such like we're, well, actual grownups.

Don't tell us how fair play and sportsmanship mean something in your world. I mean, are you sure you're a professional athlete?

"I'm going to drive hard, but I'm going to race clean," Burton said. "That's what I'm gonna do. I've tried to stick with that my whole life. I'm not going to intentionally change it now."

Don't tell us that racing is a priority when you and the No. 31 Richard Childress Racing Can't-Be-Sponsored-By-A-Cell-Phone-Anymore-Because-NASCAR-Said-So Chevrolet team are at the track, but then those priorities change to include things such as family when you leave it.

"The stress level can get turned up pretty high if your whole world revolves around this," Burton said. "This isn't my whole world... I don't want it to be my team's whole world."

"When they're doing this, I want it to be the most important thing in their lives, but when they're not doing this, I don't want it to be in their lives. I want them to have freedom to spend time with their fami-

ALL THE MARBLES



JOHN CLAYTON

lies; Richard (Childress) to spend time with his grandchildren. That's what life's all about."

Burton looks out at his wife, Kim, and says to ask her: There have been no conversations about The Chase, even though he has been in the top five, though rarely mentioned as the Jimmie and Carl Show took off to rave reviews. Kim Burton shakes her head.

This is why her husband is called affectionately "the mayor of the NASCAR Garage." Maybe he's the reality check for the guys with private planes, helicopters and so many marvelous toys their lives appear more like amusement parks than actual, real lives.

There are a lot of guys in professional sports who talk that game, but Burton is one who lives it. He means every word, and he's right about it all.

Yes, he could've won a few more races if he'd used the chrome splitter here and there. Then again, he might've lost a few of his 21 Cup victories had his competitors felt the need to retaliate.

Saturday was a case in point. Johnson might have been tempted to ease up the track, tap Burton's rear-quarter panel as the two battled side by side for the lead late in the race. Johnson could've blamed it on a loose race car and a changing track.

The rest of us would either buy it or not. No matter.

But Johnson refrained because there is a respect Burton has in the garage that he doesn't always get from the rest of us.

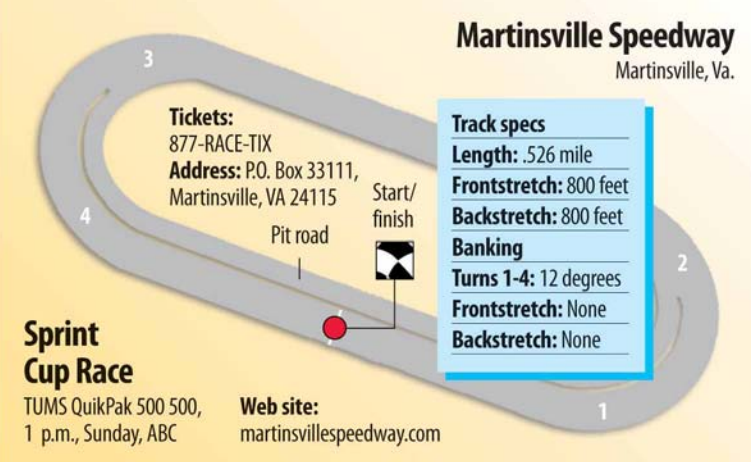
And now the ever-steady Burton, who wasn't out of the top five all night just as he was rarely out of the top five over the first portion of the season, is in the hunt for a title.

No pressure. No worries. Rock steady.

Who does this guy think he is?

He may just be the next Sprint Cup champion, and a deserving one at that.

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Ignition Failures Plague Edwards

By JOHN CLAYTON
STAFF WRITER

CONCORD, N.C. — It wasn't an ill-advised bump or a banzai dive into a turn that ended Carl Edwards's Saturday night in the Bank of America 500.

Instead, it was a stock part, a part of the car's ignition system that kept the No. 99 Aflac Ford Taurus from firing early in the race. The Taurus sputtered and stopped, removing the second-starting Edwards from the race and putting in jeopardy what had been an entertaining and hard-driving run at his first Sprint Cup title. He finished 33rd, 17 laps.

And with that frustrating finish came a major hit to the hope for a championship he had been battling his fellow competitors and seemingly himself for over the past few weeks.

"I think everybody understands that you can lose a ton of points — 200 or 300 in a space of a few weeks — and we all know that can happen.

"We don't ever give up, that's for sure, but we needed to do better than this."

After Saturday night, Edwards's title hopes are sputtering much like the No. 99. He fell from second to fourth in The Chase, 168 points behind Jimmie

Johnson, 99 points out of second (Jeff Burton) and 82 points behind third-place Greg Biffle.

Johnson, the two-time defending Sprint Cup champion who has been here before, summed up Edwards's predicament.

"If we go clean, that's going to be really tough for the 99 to overcome," said Johnson of the remaining five races in The Chase. "But if we all have trouble, then he's right back in."

A wreck triggered by Edwards a week earlier at Talladega had already damaged his hopes, leaving him 72 points behind Johnson, but still in second and within striking distance coming into Lowe's Motor Speedway.

But this time, Edwards's fate was determined by two independent ignition systems that failed simultaneously, something that both defied explanation and somehow added a perfectly flawed ending to a week that caught Edwards in an unwelcome squall of controversy after a garage altercation with Kevin Harvick Thursday.

"It's pretty amazing," Edwards said. "We have two pretty independent ignition systems, and for some reason, they both quit. I just can't believe it. We'll fight back, though. We've got a great team, and we've got to get



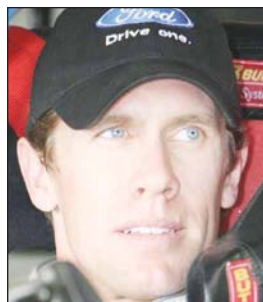
JASON SMITH/GETTY IMAGES PHOTO

PUSH TRUCK: Carl Edwards is pushed around Lowe's Motor Speedway by a tow truck as the rest of the Sprint Cup field gets ready for a restart.

a cut tire and slammed a wall early, finishing 36th. Matt Kenseth finished 41st after getting caught up in a crash while running mid-pack.

But the week was the most costly to Edwards, who — along with Harvick — may have also had the biggest headaches thanks to the headline-grabbing confrontation in the Nationwide Series garage.

"I can guarantee you that if I had the week to do over again, the last seven days would be a lot different," Edwards said. "Today's race didn't help at all."



"I can guarantee you that if I had the week to do over again, the last seven days would be a lot different. Today's race didn't help at all."

CARL EDWARDS

ON A WEEK THAT INCLUDED AN ALTERCATION WITH KEVIN HARVICK AND A 33RD-PLACE FINISH

everything we can."

As the crew worked to repair the ignition system of the No. 99, the race went on under green, and Edwards emerged from the pits 16 laps down. By mid-race, Edwards was running in the 38th position, but six of his fellow competitors in The Chase, including

Johnson and Biffle, populated the top 10.

At least Edwards was back on the track — was Dale Earnhardt, Jr., whose title hopes were much slimmer than Edwards's coming into Lowe's Motor Speedway. Earnhardt suffered

CHASE REWIND



FIRST

Jimmie Johnson

Car: No. 48 Lowe's Chevrolet

POINTS **Saturday's finish:**
5,878 Sixth
Points: +0

Chase Stats

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



SECOND

Jeff Burton

Car: No. 31 AT&T Chevrolet

POINTS **Saturday's finish:**
-69 First
Points: +2

Chase Stats

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



THIRD

Greg Biffle

Car: No. 16 3M Ford

POINTS **Saturday's finish:**
-86 Seventh
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
5	0	2	3	4



FOURTH

Carl Edwards

Car: No. 99 Aflac Ford

POINTS **Saturday's finish:**
-168 33rd
Points: -2

Chase Stats

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



FIFTH

Clint Bowyer

Car: No. 07 Jack Daniel's Chevy

POINTS **Saturday's finish:**
-185 12th
Points: +0

Chase Stats

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



SIXTH

Kevin Harvick

Car: No. 29 Shell/Pennzoil Chevy

POINTS **Saturday's finish:**
-207 13th
Points: +0

Chase Stats

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



SEVENTH

Tony Stewart

Car: No. 20 Home Depot Toyota

POINTS **Saturday's finish:**
-228 11th
Points: +0

Chase Stats

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



EIGHTH

Jeff Gordon

Car: No. 24 DuPont Chevrolet

POINTS **Saturday's finish:**
-245 Eighth
Points: +0

Chase Stats

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



NINTH

Kyle Busch

Car: No. 18 M&M's Toyota

POINTS **Saturday's finish:**
-326 Fourth
Points: +2

Chase Stats

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



10TH

Dale Earnhardt, Jr.

Car: No. 88 AMP Energy Chevy

POINTS **Saturday's finish:**
-354 36th
Points: +0

Chase Stats

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



11TH

Matt Kenseth

Car: No. 17 Carhartt Ford

POINTS **Saturday's finish:**
-360 41st
Points: -2

Chase Stats

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



12TH

Denny Hamlin

Car: No. 11 FedEx Office Toyota

POINTS **Saturday's finish:**
-380 16th
Points: +0

Chase Stats

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

Christman Rockets To Toledo Win

61 Year-Old Takes Race,
Hahn Captures Series Title

TOLEDO, Ohio — ARCA Lincoln Welders Truck Series veteran Steve Christman won the K-100 by Champion Credit Union Saturday afternoon at Toledo Speedway, while Paul Hahn secured the 2008 ARCA Lincoln Welders Truck Series championship with a fourth-place finish.

Christman, in the Bagman Racing Chassis-R&B Fabrication Chevrolet, fought off challenges from Todd Gearhart and Nick Gullatta throughout the race before stretching his lead to five lengths to earn his third-career victory.

"I'm ready to go another hundred laps," said the 61-year-old Christman. "Our truck was pushing all day, so we had to stay pretty busy just to stay where we were. Other than that, everything went really well; feels good to win this thing. Both Todd (Gearhart) and Nick (Gullatta) are really good racers; they raced me clean, and that's that. I want to congratulate Paul (Hahn) on his championship. He earned every bit of it."

Hahn hovered in the top five all the way, content with carry-



MIKE GBUR/JMS PRO PHOTO

FOR THE AGES: Sixty-one-year-old Steve Christman (19) crosses the finish line as the winner Saturday at Toledo (Ohio) Speedway.

ing home the title rather than racing for the win.

"There was no sense in pushing the issue too much," said Hahn. "Besides, I don't think we had more than a fourth-place truck here today, anyway. I'm just so relieved. We haven't raced since Salem, which was a month ago, and it was wearing on me."

"I just want to thank my crew, my dad, my sponsors' Hahn's Powder Coating, Fox Auto Parts and Howe Chassis. I was just one part in this thing; I

had a lot of support from some really hard working and talented people. Preparation was the key, and my crew never came unprepared. I'm glad it's over. Now we can enjoy the banquet."

Gullatta finished second, with Mike Young, Hahn and Gearhart filling the top five.

The finish:

Steve Christman, Nick Gullatta, Mike Young, Paul Hahn, Todd Gearhart, Tully Esterline, Kenny Kirsch, Ash Hawkins, Nathan Trepkowski, Robbin Slaughter, Paul Vander Hoff, Norm Weaver, Bill Withers, Eric Redmond, Leo Vander Hoff, Craig Meyers, Ron Wells, Randy Moyes, Jr., Tommy Adams, Duane Bischoff, Brad Yunker, Mark Otting, Tim Schafer.

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Wheels	Rear End Housing	Valves	Oil Coolers
Carb Parts	Dry Sump Tanks	Dry Sump Pans	Jesell Rockers
Oil Pumps	Hurst Shifters	Headers	Brake Fans
Jesell Lifters	Plug Wires	Driveshafts	5 Stage Oil Pumps
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SALE LOCATION: 306 Performance Road, Mooresville, NC, 28115; I-77, Exit 36, Mooresville, NC; go East on Rt 150 approx 6 mi; turn right onto 152 East; go approx 4 mi, turn right onto Wilkinson Road; then turn left onto Performance Road; Watch for Auction Signs. AUCTIONEERS NOTE: Selling DEI parts that they no longer need and will sell to the highest bidder on sale days. We will be selling approx 500-600 lot numbers each day. There is a very nice assortment of new & used parts. On behalf of our entire Staff, we invite you to a great sale! All Racer's - Dealer's - Collectors are welcome. View our website for photos. TERMS OF SALE: Terms of sale is cash, cashier checks, money orders or travelers checks. Business or Personal Checks must be accompanied by a Bank Letter of Credit submitted to cashier on Sale Days. There will be a 15% buyer's premium charged on each lot number sold, with a 5% discount given for cash. Driver's license or picture identification is required to register. All items sold "As Is, Where Is" with no guarantees or warranty expressed or implied. Owner or Auctioneer not responsible for accidents. Buyers must settle and remove all items at the end of each sale day. Announcements sale day take precedence over any printed matter.



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RACE REWIND

NASCAR NATIONWIDE SERIES

Race 31 of 35: Dollar General 300, Friday, Oct. 10
Lowe's Motor Speedway, Concord, N.C.

FINAL RESULTS

FIRST



Kyle Busch

SECOND



Jeff Burton

THIRD



Brian Vickers

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	16	18	Kyle Busch	NOS Energy Drink Toyota	200	\$73,295	Running
2	2	29	Jeff Burton	Holiday Inn Chevrolet	200	\$55,250	Running
3	42	32	Brian Vickers	Dollar General Toyota	200	\$42,050	Running
4	5	2	Clint Bowyer	BB&T Chevrolet	200	\$31,750	Running
5	3	60	Carl Edwards	Scotts Winterguard Ford	200	\$29,125	Running
6	6	33	Kevin Harvick	Rheem Chevrolet	200	\$24,150	Running
7	9	47	Kelly Bires	Samaritan's Feet Ford	200	\$31,703	Running
8	30	88	Brad Keselowski	U.S. Navy Chevrolet	200	\$28,238	Running
9	1	17	Jamie McMurray	CitiFinancial Ford	200	\$29,575	Running
10	31	7	Mike Wallace	Geico Toyota	200	\$27,968	Running
11	33	9	Kasey Kahne	Hellmann's Dodge	200	\$18,975	Running
12	12	6	David Ragan	Discount Tire Ford	200	\$18,875	Running
13	13	11	Scott Lagasse, Jr.	America's Incredible Pizza Chevrolet	200	\$24,693	Running
14	4	20	Joey Logano	Farm Bureau Insurance Toyota	200	\$26,418	Running
15	7	59	Marcos Ambrose	Kingsford Tailgate at Home Ford	200	\$24,468	Running
16	26	28	Kenny Wallace	U.S. Border Patrol Chevrolet	200	\$23,768	Running
17	8	10	Dave Blaney	Dollar General Toyota	200	\$16,850	Running
18	18	38	Jason Leffler	Great Clips Toyota	200	\$23,068	Running
19	29	1	Mike Bliss	Micosaukee Resorts Chevrolet	200	\$22,893	Running
20	36	22	Andrew Ranger	Wal-Mart/Tide/Supercuts Dodge	199	\$25,743	Running
21	35	61	Brandon Whitt	Un-sponsored Ford	197	\$22,593	Running
22	40	24	Eric McClure	Hefty Chevrolet	195	\$22,493	Running
23	41	01	Danny Efland	Shred 360 Chevrolet	194	\$22,793	Running
24	15	99	David Reutimann	Aaron's Dream Machine Toyota	194	\$15,825	Running
25	39	81	D.J. Kennington	Vector Security Dodge	193	\$22,368	Running
26	37	52	Tony Raines	Long John Silver's/Weber Chevrolet	190	\$22,118	Accident
27	43	09	John Wes Townley	Zaxby's Ford	186	\$15,525	Accident
28	22	30	Stanton Barrett	Donatos Pizza Chevrolet	186	\$21,918	Running
29	34	27	Jason Keller	Kleenex/Bi-Lo Ford	179	\$21,868	Running
30	24	40	Bryan Clauson	Fastenal Dodge	175	\$23,068	Running
31	32	64	David Stremme	AVIS Chevrolet	163	\$21,763	Running
32	19	66	Steve Wallace	5-Hour Energy Chevrolet	159	\$21,703	Running
33	10	5	Jimmie Johnson	Lowe's Chevrolet	140	\$15,200	Accident
34	14	12	Justin Allgaier	Penske Truck Rental Dodge	125	\$15,140	Accident
35	21	31	Jeff Green	Key Motorsports Chevrolet	121	\$15,110	Accident
36	20	19	Chase Miller	Verizon Wireless/Motorola Dodge	80	\$15,075	Accident
37	28	25	Bobby Hamilton, Jr.	Curly's BBQ Ford	79	\$21,508	Accident
38	25	05	Burney Lamar	31W Insulation/Certainfeed Ford	42	\$21,453	Vibration
39	27	73	Kevin Lepage	Un-sponsored Dodge	31	\$14,935	Transmission
40	23	35	Danny O'Quinn, Jr.	Un-sponsored Ford	22	\$14,915	Electrical
41	11	90	Johnny Chapman	MSRP Motorsports Chevrolet	8	\$21,358	Vibration
42	17	91	Terry Cook	MSRP Motorsports Chevrolet	8	\$21,318	Vibration
43	38	4	Derrick Cope	ALLINENERGY.COM Chevrolet	3	\$21,272	Suspension

RACE STATISTICS

Race time: 2 hours, 53 minutes, 40 seconds
Average speed: 103.647 miles per hour
Victory margin: 0.661 second
Caution flags: 13 for 58 laps
Lead changes: 12 among seven drivers

Lap leaders: Jamie McMurray 1-15; Jeff Burton 16-17;
Joey Logano 18-46; Jeff Burton 47-50; Logano 51-53;
Kyle Busch 54-58; Carl Edwards 86; Mike Bliss 87-89;
Busch 90-117; Brian Vickers 118-122; Busch 123-168;
Burton 169; Busch 170-200.

TALK OF TIME TRIALS

Jamie McMurray won the pole with a lap of 184.508 miles per hour in his No. 17 CitiFinancial Ford. Jeff Burton started second in the No. 29 Holiday Inn Chevrolet.

STANDINGS

FIRST



Clint Bowyer

SECOND



Carl Edwards

THIRD



Brad Keselowski

Top 10

1. Clint Bowyer	4,552	6. Kyle Busch	3,931
2. Carl Edwards	4,356	7. David Reutimann	3,882
3. Brad Keselowski	4,266	8. Mike Wallace	3,633
4. Mike Bliss	4,017	9. Jason Leffler	3,599
5. David Ragan	4,013	10. Marcos Ambrose	3,574

Busch Unstoppable

By Mike Kerchner
Senior Editor

CONCORD, N.C. — Nothing could stop Kyle Busch Friday night at Lowe's Motor Speedway.

Not a pair of rain delays. Not 13 yellow flags and not his 42 competitors, as Busch dominated the Dollar General 300 NASCAR Nationwide Series event that seemed as if it may never end.

In between the rain drops and flying debris, Busch led 137 of the 200 laps of the 1.5-mile superspeedway to grab his ninth victory of the season in the series, while wheeling the NOS Energy-sponsored Joe Gibbs Racing No. 18. The victory gave Busch a sweep of Nationwide Series events at the track this season and was his 20th triumph in NASCAR's top three touring divisions this year.

As well, the victory was the 19th for Toyota in the series.

"We've had a lot of phenomenal race cars this year," said Busch, who started 16th. "It's just been one of those phenomenal seasons for us on the Nationwide side. You've just got to enjoy it while you can."

Busch, who earned \$73,295 for the triumph, took the lead for the first time on lap 54 and controlled most of the remainder of the event.

A late yellow flag when 2007 NASCAR Canadian Tire Series champion Andrew Ranger crashed on lap 168 gave the leaders one final chance to pit for fresh rubber. Busch, who controlled the restarts all night long, took only two tires, but still easily ran away from competitors racing on four new Goodyears.

"You know, you're not supposed to leave any room behind you, or in front of you, I should say, on (Jeff) Burton's part. He was back there about a car length, a car length and a half, or so," Busch said. "And I could



PHIL CAVALI PHOTO

OUT FRONT: Kyle Busch leads the NASCAR Nationwide Series field Friday night at Lowe's Motor Speedway in Concord, N.C.

see him carrying up to my rear bumper and he had the momentum and I wasn't going to let him have the momentum on the restarts 'cause he'd pull low and pass me getting into (turn) one. So, I waited until he got to my rear bumper and then I went. He had to stop and I went. That's what jumbled up the field back there and everything."

Burton, who won this race in 2007, finished second in a Richard Childress Racing Chevrolet.

Brian Vickers, who crashed his primary Braun Racing Toyota during qualifying, raced a back-up car to third place.

"I'm really proud of the Dollar General guys and the Braun guys and all the guys on the team that put this

car together," Vickers said. "The way the impound deal works, when you wreck one in qualifying, it's all you can do to get it ready for the race, much less capable of running in the top three. I'm really proud of their effort there. It was a good top three, but we obviously wanted that win. Considering the circumstances we'll take it."

Point-leader Clint Bowyer brought a second RCR Chevy home in fourth, extending his point lead over Carl Edwards, who was fifth in a Roush Fenway Racing Ford.

Bowyer's victory and Joey Logano's 14th-place finish also propelled Bowyer's No. 2 RCR operation into first place in the owner's standings for the first time this season.

Dollar General Continues With Braun

By Mike Kerchner
Senior Editor

CONCORD, N.C. — Dollar General will return as primary sponsor for Braun Racing's No. 32 Toyota next season, backing the team for 18 races with **Brian Vickers** and **Burney Lamar**, who drove for Dollar General when it sponsored **Kevin Harvick**, Inc., sharing the driving.

"It's tremendously exciting for our employees," said Dollar General CEO **Rick Drilling**. "Our customer is a NASCAR customer. It's a great fit with us and NASCAR. I would like to thank **Todd Braun** and all of the employees at Braun Racing for a great season. We had a win at this track, several top fives and several top 10s. We are really excited to continue our relationship through 2009. I am also very excited and pleased that Brian

and Burney have agreed to drive the car for the year."

Braun Racing ran a third car in the Dollar General 300 with **Dave Blaney** a last-minute replacement for **Denny Hamlin** in the second Dollar General backed entry, with Vickers finishing third in the primary Dollar General car.

■ **Justin Allgaier**, who has won six ARCA RE/MAX Series races this season, made his Nationwide Series debut with Penske Racing. He qualified 13th and ran in the top five until he was collected in a multi-car accident that was not of his making.

"It's just really unfortunate," said Allgaier. "All the guys on the crew really worked hard, and we got the car where I wanted to be at. The car was really starting to come to us. Unfortunately, we got caught up in someone else's mess, and we'll just have to go onto the next race with the Penske Truck Rental Dodge."

Allgaier flew to Ohio Saturday to

compete in Sunday's ARCA finale at Toledo Speedway, where he won for the sixth time this season and stole the championship from **Scott Speed**.

■ **Unilever**, one of the world's most recognized food company's with brands including Klondike and Lipton, will sponsor JR Motorsports in 10 Nationwide Series races next season with **Mark Martin** and **Landon Cassill** sharing the driving duties.

■ **James Finch Racing** made its 500th NASCAR Nationwide Series start Friday at Lowe's Motor Speedway.

Mike Bliss started the familiar No. 1 29th and finished 19th. The team made its debut at Charlotte in October 1989 and has won 11 races through the years.

■ **Struggling to fill fields at some tracks**, the Nationwide Series saw 53 entries at Lowe's Motor Speedway. Ten cars failed to qualify.



RICK SHERER PHOTO

GOOD RUN: Greg Wilson makes his way around Eldora Speedway en route to winning Saturday's NRA finale.

Wilson Ends Tough Season On High Note With Victory

By **JIM MORRISON**

ROSSBURG, Ohio — It has been a challenging year for Greg Wilson. A competitor accustomed to frequent visits to victory lane and battling for points championships found himself with an off year.

But the Benton Ridge, Ohio, driver ended 2008 with a strong showing in the 25-lap NRA Sprint Invader 360-sprint-car feature at Eldora Speedway Saturday night that concluded on the victory stage in the final race of the track's season.

Wilson stretched out a comfortable lead in the first two-thirds of the feature, but Brock Mayes — driving the car normally steered by Dale Blaney

— finally worked his Mike Hammond Racing entry into second place.

Mayes was gaining quickly on Wilson when the red flag waved for an accident when Cory Seeling made contact with the wall and flipped. When the race resumed, Wilson pulled away for the victory. Mayes, Mike Brecht, Butch Schroeder and Mike Dussell filled the top five.

"We have had a rough year," said Wilson. "A lot of good things have happened recently. Verl Warnimont (car owner) has stood behind me and stuck with me. It means a lot to win at Eldora."

The finish:

Greg Wilson, Brock Mayes, Mike Brecht, Butch Schroeder, Mike Dussell, Tim Hunter, Dustin Daggett, Kent Wolters, Jeff Williams, Steve Irwin, Jarod Horstman, Phil Gressman, Mike Dunlap, Ron Blair, Cory Seeling, Tim Allison, Luke Hall, Ben Rutan, Joey Moughan, Mike Miller.

JR Motorsports Driver Battles To Caraway Win

ASHEBORO, N.C. — Owen Kelly turned the tables on Frank Deiny and Jason York Sunday afternoon, winning the \$10,000 top prize in the Mid-Atlantic

CARAWAY

Championship for asphalt late models.

In doing so, Kelly pulled off what could be the race of the year at North Carolina's Caraway Speedway.

Kelly, a JR Motorsports development driver, pulled off the upset with six laps left in the season finale after Deiny and York dominated the race and both tangled with less than 30 laps to go.

"It was a great opportunity and honor to drive this car

today and the way it turned out....," said Kelly, a transplanted Australian who lives in Mooresville, N.C. "We knew we had a good car, I faded a little bit and then those guys (Deiny and York) got a bit scrappy, and I just kept my boot in it."

Matt McCall finished second in the 250-lap race, which was extended to 253 circuits by a late yellow flag.

Tommy Lemons, Jr., Ryan Wilson and Kelly Kingery rounded out the top five.

The finish:

Owen Kelly, Matt McCall, Tommy Lemons, Jr., Ryan Wilson, Kelly Kingery, David Latour, Darrell Wallace, Jr., Frank Deiny, Brad Brinkley, Robert Tyler, Brent Raymer, Davin Scites, Rusty Skewes, R.D. Smith, Bob Saville, Pete Stewart, B.J. Mackey, Dustin Snow, Jason York, Mack Little, Brianne Cronath, Garrett Campbell, Mike Bledsoe, Jesse Ingle, Chuck Crump, Randy Benson, R.A. Brown, Kris Bowen, Ronnie Bassett, Chris Hairfield, Jeremy Donley, Travis Swaim.

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Seventh Heaven

Cabral Earns His 7th NEMA Victory Of Season With Seekonk Charge

SEEKONK, Mass. — Randy Cabral passed Greg Stoehr in traffic on lap 21 and went on to capture the 25-lap Northeastern Midget Ass'n feature at Seekonk's D. Anthony Memorial Sunday.

NEMA

The victory was Cabral's seventh of the season.

Coming from the 12th-starting spot, Cabral became the third and final leader of the race. Chris Abold passed

Stoehr with two laps remaining to claim second place, while Stoehr settled for third. Bobby Santos III and William Nall completed the top five.

Jesse State won the 25-lap NEMA Lites feature Saturday night.

The finish:

Randy Cabral, Chris Abold, Greg Stoehr, Bobby Santos III, William Nall, Nokie Fornoro, Adam Cantor, Chris Leonard, Joey Payne, Erica Santos, Doug Cleveland, Mike Horn, Aaron Wall, Abby Martino, Jim Miller, Howie Bumpus, John Zych, Jr., Barry Kittredge, Matt O'Brien, Brian Cleveland, Lee Bundy, Paul Luggelle, Paul Scally.

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FORMULA ONE

RACE REWIND

Race 16 of 18: Japanese Grand Prix, Sunday, Oct. 12
Fuji Speedway, Shizuoka Prefecture, Japan

FINAL RESULTS

FIRST



Fernando Alonso

SECOND



Robert Kubica

THIRD



Kimi Raikkonen

Fin.	St.	Driver	Country	Team	Laps
1	4	Fernando Alonso	Spain	ING Renault F1 Team	67
2	6	Robert Kubica	Poland	BMW Sauber F1 Team	67
3	2	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	67
4	12	Nelson Piquet	Brazil	ING Renault F1 Team	67
5	7	Jarno Trulli	Italy	Panasonic Toyota Racing	67
6	9	Sebastian Vettel	Germany	Scuderia Toro Rosso	67
7	5	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	67
8	13	Mark Webber	Australia	Red Bull Racing Renault	67
9	16	Nick Heidfeld	Germany	BMW Sauber F1 Team	67
10	10	Sebastien Bourdais	France	Scuderia Toro Rosso	67
11	15	Nico Rosberg	Germany	AT&T Williams Toyota	67
12	1	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	67
13	17	Rubens Barrichello	Brazil	Honda Racing F1 Team	66
14	18	Jenson Button	Great Britain	Honda Racing F1 Team	66
15	14	Kazuki Nakajima	Japan	AT&T Williams Toyota	66
16	20	Giancarlo Fisichella	Italy	Force India F1 Team	21
17	3	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	16
18	19	Adrian Sutil	Germany	Force India F1 Team	8
19	8	Timo Glock	Germany	Panasonic Toyota Racing	6
20	11	David Coulthard	Great Britain	Red Bull Racing Renault	0



STEVE ETHERINGTON PHOTO

SPEED MASTER: Lewis Hamilton won his sixth pole of the season in Japan.

RACE STATISTICS

Race time: 1 hour, 30 minutes, 21 seconds
Average speed: 202.788 kilometers per hour

Victory margin: 5.283 seconds

TALK OF TIME TRIALS

Lewis Hamilton snatched the pole position from Kimi Raikkonen in the final seconds of qualifying. It was Hamilton's sixth pole of the season and the 12th of his career. He also won the pole at Fuji last year.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Robert Kubica

Top 10

1. Lewis Hamilton	84	6. Heikki Kovalainen	51
2. Felipe Massa	79	7. Fernando Alonso	48
3. Robert Kubica	72	8. Sebastian Vettel	30
4. Kimi Raikkonen	63	9. Jarno Trulli	30
5. Nick Heidfeld	56	10. Mark Webber	21



STEVE ETHERINGTON PHOTO

LEADING: Fernando Alonso leads the Japanese Grand Prix in his ING Renault Sunday afternoon in Oyama.

Alonso Continues Hot Streak

Title Contenders Find Trouble Early

By DAN KNUTSON
NSSN CORRESPONDENT

OYAMA, Japan — Fernando Alonso and Renault won their second race in a row, taking the victory in the Japanese Grand Prix ahead of Robert Kubica's BMW Sauber and Kimi Raikkonen's Ferrari.

World Championship contenders Lewis Hamilton and Felipe Massa had all sorts of incidents as they seemed to try everything they could to not score points. In the end, Hamilton did not while Massa earned two.

With two races to go, Hamilton has 84 points and Massa 79. Kubica, with 72 points, still has a shot at the title, but Raikkonen, with 63, has been mathematically eliminated.

Alonso's victory in Singapore was greatly aided by the safety car. Having the McLaren Mercedes and Ferrari drivers get into trouble at the first turn in Japan helped Alonso slip into

second place behind Kubica. But, still, the Renault has improved so much that Alonso was able to pull off a well deserved win.

"We won again in a circuit that maybe is not particularly good for our characteristics," Alonso said. "I cannot believe it right now, but obviously back-to-back wins is a very nice feeling, and the team did a great job to improve the car. We are now maybe just behind Ferrari and McLaren, and this is completely amazing."

Hamilton qualified on pole alongside Raikkonen while Heikki Kovalainen's McLaren and Alonso filled row two.

After a poor start, Hamilton dropped back and then braked too aggressively into the first turn and slid straight on. That forced a number of cars including both Ferraris to go wide. Kovalainen and Raikkonen collided in the chaos. Kubica and Alonso, on the inside, snatched first and second.

On lap two, Hamilton, then sixth, tried to pass Massa at turn 11. Massa tried to re-pass and they collided. Hamilton spun and dropped to the back of the pack.

Race officials gave both drivers a

drive-through-the-pits penalty — Massa for causing a collision and Hamilton for forcing cars off the track.

"I thought it was just a racing incident," Massa said of his incident.

Hamilton said he should have been a bit more conservative at the start.

"You can always look back and wish you'd done something (differently) — I made a mistake and I paid for it," he told ITV. "That sort of thing happens; you've just got to keep your head up and keep going."

Hamilton kept going and finished 12th. Massa squeezed by Mark Webber's Red Bull late in the race to take eighth, and that became seventh when officials questionably penalized Sebastien Bourdais for colliding, ironically, with Massa. Bourdais was coming out of the pits and ended up racing side-by-side for position with Massa in turn one.

Alonso ran second until the first pit stops. But a shorter stop because of a lighter fuel load allowed Alonso to get in front. Then, in clean air, the Renault driver built up a big enough gap to hold the lead and go on to win his 21st F-1 race.

Mosley, FOTA Set Cost Reduction Meeting

By DAN KNUTSON
NSSN CORRESPONDENT

OYAMA, Japan — FIA President Max Mosley met with Ferrari's Luca di Montezemolo, chairman of the Formula One Teams' Ass'n, to discuss the current situation in F-1. Mosley will meet with all FOTA representatives after the Chinese Grand Prix to discuss what F-1 must urgently do in light of the worldwide economic crises.

The main topics of the meeting will

be very significant and urgent reductions in costs, future technical regulations for chassis and drive train, and maintaining the competitive element.

"It has become apparent, long before the present economic difficulties, that F-1 was unsustainable," Mosley said in a BBC interview. "You can't run a business where the outgoings are two to three times the income. Not for very long."

"We're likely to lose two or three more of the independent teams. F-1

cannot continue like that, that's been obvious for some time. At the moment we've got 20 cars. If we lost two teams we'd have 16, three teams 14. It then would cease to be a credible grid."

Mosley added that some of the big teams could face problems as well because the profits of the manufacturers are down so they will no longer be willing to pay \$200 to \$400 million a year for a F-1 team.

All the teams agree costs must be cut, but they can't agree how to do it.



STEVE ETHERINGTON PHOTO

ON THE GAS: The Formula One field charges up a hill during Sunday's Japanese Grand Prix.

Bridgestone Tires Go Green

By **DAN KNUTSON**
NSSN CORRESPONDENT

OYAMA, Japan — To show support for the FIA's "Make Cars Green" campaign, the grooves of Bridgestone's dry-weather tires were painted green for the Japanese Grand Prix weekend.

The FIA said in a statement that the "campaign aims to reduce the impact of motoring on the environment in a number of ways, such as through the promotion of fuel efficient driver behavior; the introduction of new technologies to help motorists monitor their environmental impact; the improvement of tire design to help save energy; and by encouraging the global use of unleaded and sulphur free fuels."

Felipe Massa said F-1 can contribute to those goals.

"The sport should always be at the forefront of new technology," he said, "and we should try to lead by example with energy efficient systems. From a racer's point of view, as long as the sport is competitive and on the cutting edge that is what the drivers and the fans want. If we maintain this and help the environment at the same time, that can only be good for everyone involved."

■ The latest proposed 2009 schedule is: March 29, Australia; April 5, Malaysia; April 19, Bahrain; May 10, Spain; May 24, Monaco; June 7, Turkey; June 21, Great Britain; June 28, France; July 12, Germany; July 26, Hungary; Aug. 23, Europe (Valencia); Aug. 30, Belgium; Sept. 13, Italy; Sept. 27, Singapore; Oct. 11, Japan; Oct. 18, China; Nov. 1, Brazil; Nov. 15, Abu Dhabi.

■ To cut costs, the FIA will propose that the teams use a number of

standard components such as gearboxes and brakes. Suggestions that there be a standard engine as well — virtually identical except for the name plate — have been opposed by the manufacturers. The FIA also wants to equalize horsepower between all the engines in 2009.

■ BMW Sauber has confirmed that **Robert Kubica** and **Nick Heidfeld** will be back in 2009.

"The decision was not easy as I had hoped for initially," said team boss **Mario Theissen**. "Initially, we expected to make the decision in the summer break, but then Nick had quite a difficult season, especially in qualifying. He wasn't able to get the perfect lap time together and so we decided to postpone the decision."

"At the same time, I gave him every support to overcome this weakness and so when we saw a significant improvement in the last two or three races, we could be confident that he was back on form. He was back to his latest performance and that led us to the decision right after Singapore."

■ The BMW announcement means that **Fernando Alonso** has no chance of joining that team, but he said it was never really an option.

"It was never a serious approach because they were quite happy with their drivers," he said. "And for me it was not the time to talk because I prefer to wait until the end of the season and concentrate on driving for Renault, which is my job this year. So, it was not the time to make decisions."

■ **Kimi Raikkonen** insists he is still motivated despite his up-and-down races. "I haven't lost anything," he said. "We had a good start to the season, but, of course, we made a few mistakes, a few bad choices,

and we never recovered."

■ Force India is in serious negotiations with McLaren and Mercedes about the privateer team running Mercedes engines in 2009 as well as getting additional technical support. It's rumored that the deal would include McLaren protégé **Paul di Resta** driving for Force India.

■ Following Felipe Massa's disastrous pit stop in Singapore, Ferrari reverted to using the man-held "lollypop" system to release its drivers from the pits instead of the red/green light system. Honda, meanwhile, has begun experimenting with its own pit light system, but is still using a lollypop.

■ Former team manager **Marco Piccinini**, who has been a FIA Deputy President for Sport for many years, has resigned to focus on his other professional commitments.

Meanwhile, it's rumored that **Jean Todt** may leave Ferrari to take up a senior post at the FIA.

■ **Bernie Ecclestone's** daughter, **Tamara**, posed nude albeit appropriately covered by a checkered flag for an ad campaign for PETA telling people not to wear fur.

■ Honda is content to wait for Fernando Alonso to decide if he wants to drive for them in 2009. He has been offered a contract with the Japanese team, but won't make any decisions until after the end of the season. GP2 driver **Bruno Senna** is talking with Honda and will get a test with Honda in November.

■ Red Bull's test driver **Sebastien Buemi** drove the medical safety car in Japan and will do so again in China and Brazil. Regular driver **Dr. Jacques Tropenat** is taking some time off.

No North America Events Have F-1 Teams Fuming

OYAMA, JAPAN

In 2009, for the first time in the history of the F-1 World Championship which began in 1950, there is no race scheduled in North America.

The Indianapolis 500 was part of the championship from 1950 to 1960, and from 1959 to 2008 there were F-1 grand prix races in the USA and/or Canada every year.

The news that the Canadian Grand Prix was not on the calendar next year was a surprise even to the organizers of the extremely popular Montreal event. And the reaction from everybody, from the fans to the Canadian government to the F-1 teams to the car manufacturers to the sponsors, was first that of shock and anger followed swiftly by demands that the race be reinstated.

"We understand that there is a contractual difference between Grand Prix du Canada and Mr. Bernie Ecclestone, between \$10 million and \$20 million," Montreal Mayor Gerald Tremblay said in a news conference.

Ecclestone admitted there was a contract problem, but would not go into details. The timing of all this, just before the national elections in Canada, was perfect as both the ruling conservative party and the liberal party have vowed to save the race.

BMW's Mario Theissen echoed the thoughts of all the teams and manufacturers when he said they are not happy about not being in North America.

"The U.S. is the most important and biggest car market for BMW and I think for the industry as a whole," he said. "It has always been difficult to set foot into the U.S., but Canada has always been a very strong F-1 supporter."

"I have seen the race in Montreal as an operational base to get a second race up and running in the U.S., and

ACROSS THE POND



DAN KNUTSON

so we would, rather than drop the Canada race, use it or expand the operations in North America to have a Canadian plus at least one U.S. race."

Honda is not pleased either. "On Canada, we are hugely disappointed — it's difficult to emphasize by how much," Honda's Nick Fry said. "We would like to see it back on the calendar as soon as possible."

"We need to look at North America on a more strategic basis. As soon as we were down to one race on the continent, things inevitably were going to get difficult because the costs of transportation and appearing just once across the other side of the Atlantic were huge. We need to look at how we're not just going to get back Canada, but how we get back to America, potentially more than once, as it is such an important market."

NICK FRY, HONDA

The newly formed Formula One Teams Ass'n plans to work closely with Ecclestone and the FIA to get the Montreal race back in 2009. There is a very good chance that will happen.

"Montreal is a great city," Jenson Button said. "It's one of the best races to go to; for the nightlife, it's a lot of fun."

Timo Glock had success on the Montreal track in both F-1 and Champ Car.

"It was one of the best races on the calendar, and it's a shame we will be missing it," he said.

F-1 bills itself as the "World Championship," but is it really that without races in the USA and Canada?

The doubleheader in Montreal and Indianapolis was a superb showcase for F-1, and both races should be reinstated as soon as possible.

UP NEXT

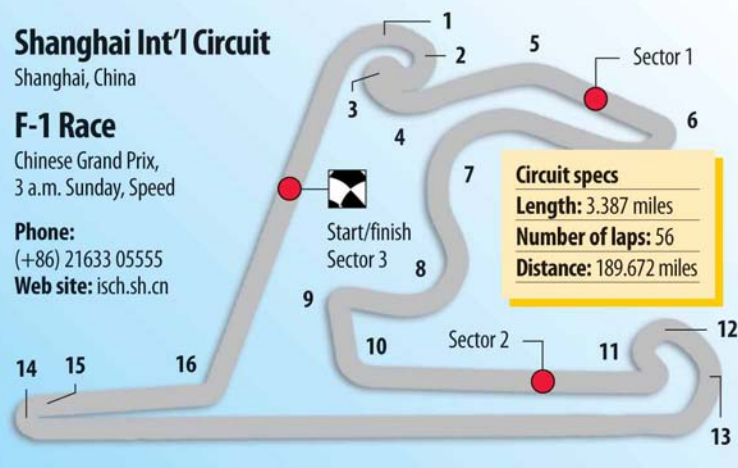
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Pro Stock Class Breaks Records

BY SHEENA BAKER AND SUSAN WADE

DINWIDDIE, Va. — **Jeg Coughlin** said his team “changed everything but the paint and the driver” on his JEGS.com Chevrolet Cobalt after his disappointing 13th-place showing Friday night for the Virginia NHRA Nationals at Virginia Motorsports Park. Although the defending Pro

NHRA NOTES

Stock champion wasn't sure how that would work out — “I was rolling up there, hoping something else didn't go wrong, but that feeling went away real quick when I did the burnout,” he said — the Cagnazzi Racing crew made exactly the right calls.

Coughlin responded by recording his career-best elapsed time at 6.554 seconds to secure the No. 2 qualifying spot behind **Greg Anderson**, who ran an identical e.t. but took the top spot in the quickest field in Pro Stock history — the first all 6.5-second field — with a faster speed. Anderson registered 210.21 mph in his KB/Summit Racing Pontiac GXP, and Coughlin clocked a 209.10.

Coughlin's 6.554 represented the third-quickest e.t., ever in the class. He received credit for it because he posted it before Anderson did.

“I could just feel how sharp the motor was. She was raring to go,” Coughlin said of his suddenly cooperative car. “There was a crispness to the sound it was making that I hadn't heard in a couple of races. I knew it was flying. I was just waiting for the finish line to get there so I could hear what we had run. I knew it was going to be a big number, and I was right. There was a lot of hustling behind the scenes to make me look good out there.

“It's an honor just to be in this field, let alone to be the No. 2 qualifier,” Coughlin said.

This marked the first time that the Pro Stock field saw a driver — up-and-coming rookie **Rickie Jones**, with a 6.59-second pass — fail to qualify with a pass in the 6.50 range.

■ **Ashley Force** will receive the 2008 Female Athlete of the Year Award from the **Jim Murray Memorial Foundation** at its 10th anniversary Tribute to Living Legends of Sports and Media Awards Dinner Oct. 30 at the Beverly Hilton Hotel.

■ Beginning at the ACDelco Las Vegas NHRA Nationals Oct. 30-Nov. 2, all nitro Funny Cars must use the Electrimotion Safety Shutoff Controller.

The controller, designed by **Dave Leahy** of Delaware, Ohio-based Electrimotion, senses manifold burst panel failure and simultaneously activates the fuel shutoff, shuts off ignition and deploys parachutes. Testing on the mechanism began in Reading, Pa., and the controller has been utilized by several Funny Car teams, including **Jim Head**, **Robert Hight**, **Del Worsham** and **John Force**.

Use of this system is part of NHRA's ongoing efforts to improve



AUTOIMAGERY.COM PHOTO

FIGHTING HIS WAY: Dave Connolly's fourth win of the season moved him to third in Pro Stock points with two races to go.

safety and was one of the areas of focus outlined earlier this year.

■ **David Powers** Motorsports and **Rob Flynn**, crew chief on the **Rod Fuller**-driven Caterpillar dragster, have reached a mutual agreement to part ways at the end of the season.

“Both **Tim Buckley** and myself want to thank Rob Flynn for the great job he's done for our team,” said team owner David Powers. “Rob has done an outstanding job with the Caterpillar car, nearly winning the championship last season. We wish him well in his future endeavors in NHRA drag racing. We're searching for a dynamic crew chief that can complement the leadership that **Lee Beard** has brought to our organization.”

■ **Tim Wilkerson's** Levi, Ray & Shoup crew has added a little green to its pit décor, courtesy of **Jack Beckman**.

Beginning with the O'Reilly Super Start Batteries NHRA Fall Nationals in Dallas last month, Funny Car's No. 1 and 2 competitors in points began a friendly wager, betting a dollar for whoever reached the finish line first during qualifying, even making references to “Talladega Nights” and using ‘el Diablo’ and ‘Magic Man’ as names for each other.

After Wilkerson beat “Fast Jack” to the line and received his first dollar, Beckman's Valvoline/Mail Terminal Services crew took up the challenge, going double or nothing. When qualifying ended, Wilkerson had earned another five dollar bills, all of which are hanging from the canopy in the team's pit to “irritate Jack,” Wilkerson said.

In good spirit after the first qualifying session Friday at VMP, Wilkerson's crew hung a dollar from the Valvoline canopy.

“That thing against Wilkerson,

that's to interject a little bit of fun,” Beckman said. “Wilkerson's got a few more of our dollars, but he still owes us a dollar (after the second round of qualifying Friday), so that'll give us two dollars. It's a little levity in a very serious moment.”

“I think they're tuning it up just to get their dollars back,” Wilkerson laughed of Beckman's crew. “Problem is, we left (the dollars) up at Dallas and we won the race, so we're not taking them down, not till we get beat.”

For the record, Wilkerson added the dollar he owed Beckman to the MTS canopy Sunday afternoon.

■ **Scott Revell**, partner of Wilson Manifolds and Palm Beach Int'l Raceway — formerly Moroso Motorsports Park in Jupiter, Fla. — has signed a deal with **Ken Black** to be the title sponsor of **Hillary Will's** Top Fuel dragster for the three final events of 2008.

Wilson Manifolds already has a strong association with Black through KB Racing's Pro Stock efforts of Greg Anderson and **Jason Line**, and Will's dragster featured the colors of the Kingdom of Bahrain at the Carolinas Nationals last month to promote the state-of-the-art, \$200 million auto-parts-manufacturing facility Wilson Manifolds is building on the island in the Persian Gulf.

“I think they made the right choice. Our car is running great, and we can end up really high in the points. We will end up high in the points,” Will said of her team, which has operated this season without sponsorship and is seeking a full-time sponsor for 2009. “We'll show them that they've made a good choice. And if I can leave Michigan and go and race there in the winter in Florida, I'll be happy.”

Despite Economy, Tasca Not Pushing Panic Button Yet

DINWIDDIE, VA.

Bob Tasca III isn't an imposing figure. If he were a boxer, he'd be a super welterweight or middleweight.

But the slightly built man from the U.S.'s tiniest state packs a heavy-weight punch with his words and his unique position as a racer and a businessman with his finger on the pulse of economic revitalization.

Tasca is more than just the driver of the Motorcraft-Quick Lane Shelby Mustang Funny Car who has been nominated for rookie-of-the-year honors. He is the next generation of high-performance Ford/Lincoln/Mercury dealers, whose Seekonk, Mass., and Cranston, R.I., empire includes the Mazda and Volvo lines.

And when he talks of how serious he is about racing, automatically he's more than credible when he speaks encouragingly about Ford's prospects in our struggling economy.

“I'm going to tell you something,” the racer in Tasca said in his straightforward way. “When you hit the gas, you don't think about living. You don't think about dying. You just think about winning. That's just in your DNA. The world doesn't exist for that four seconds. All you care about is that win light coming on. That is it. I mean that from the bottom of my heart.”

So trust this member of the Ford technology, Ford product, Lincoln Mercury product and accessories product committees for not pushing the panic button. Despite a seemingly free-falling economy that has severely affected domestic auto manufacturers, a traditional barometer for American financial health, he said, “Ultimately, Ford Motor Company will be a strong company coming out of this thing.”

It would seem that Tasca the businessman and his alter-ego, Tasca the racer, have opposite mindsets. At the race track, he's used to computing his fuel consumption in gallons per mile. But at the dealerships, his livelihood revolves around such concepts as fuel economy, conservation, “greening” — notions as foreign to drag racing as driving in circles and having fuel and tire strategies.

However, he said, “In trying times

THE STRAIGHTLINE



SUSAN WADE

that we're certainly we're all in right now, there isn't a better focus for a dealer than what we're doing at the race track.

“We don't propose that these cars are fuel efficient. This is a platform that NHRA has to bring sponsors and consumers and distributors and customers together to strengthen and grow and brand and create brand awareness,” Tasca said. “It's the excitement that the sport brings that generates the interest to the consumers. Once we get them here, the message, whether we're doing Quick Lane training or Motorcraft training, it's the benefits of the product.”

As for Ford, Tasca said its strategy “is that they have hybrids and they are going to grow their hybrid brands. But they have a technology called Eco-boost. And you're going to see more of it next year from Ford in the MKS and the Flex, where they're able to take V-6s and make them act like V-8s and they're able to take four cylinders and make them act like six cylinders, performance-wise.

“The American consumer is pretty interesting. They want their cake and want to eat it, too. You can't blame them,” he said. “How do you do that? How do you give someone superior fuel economy, but when you hit the gas you can actually pass somebody? With Eco-boost, which is direct-injection turbo technology, Ford Motor Company has just done a phenomenal job leveraging that technology to give superior fuel economy and at the same time superior performance. You'll see that technology roll out more mass-scale.

“Their strategy is spot-on. The issue is time. It takes time. It's letting some things unfold. Over the next 12-18 months, you'll see most of it unfold.

“I like Ford's strategy,” Tasca said, “because they're not putting all their eggs in one technology (basket). They're not saying, ‘OK, hybrid's everything, and we're going to bet the ranch on that.’ They're looking at multiple technologies because I don't think there's perfect clarity on what the perfect solution is right now.”

UP NEXT

ACDelco Las Vegas NHRA Nationals, Oct. 30-Nov. 2, The Strip @ Las Vegas (Nev.) Motor Speedway

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Tim Wilkerson

PRO STOCK



Jeg Coughlin

Top Three

1. Tony Schumacher	2,527
2. Hillary Will	2,315
3. Antron Brown	2,283

1. Tim Wilkerson	2,404
2. Jack Beckman	2,353
3. Cruz Pedregon	2,335

1. Jeg Coughlin	2,374
2. Kurt Johnson	2,300
3. Dave Connolly	2,297

Current Battle Of Will Is With Tough Racing Economy

DINWIDDIE, VA.

IN THE GROOVE

With crisp autumn temperatures making for quick run after quick run this weekend, it was Hillary Will's KB Racing Top Fuel dragster that brought a little bit of South Florida heat to Virginia Motorsports Park with her three-race sponsorship deal with Palm Beach Int'l Raceway and Wilson Manifolds.

The partnership brings both a little color to Will's sponsorless black rail as well as some financial benefits for team owner Ken Black, who has been funding the team from his own pocket. It's also a bright spot for a group facing an uncertain future with no backer lined up for next season despite being second in points with two races to go and having claimed a Wally for the team's first victory earlier this season at Heartland Park Topeka.

"Ken Black has invested a lot of money into this team and I want to see him get a return on his investment. I want to bring some dollars back to him. He deserves that," Will said. "Our team deserves it, and I think we'd be a good marketing partner for somebody. We've proven that. We're showing that every time we're at the track. I think it's going to happen. I'm staying positive that we're going to get something. I really want to keep our team together to run again next year. Otherwise, I'll be parked and I won't have a ride for next year. I'm staying hopeful."

But Will, who graduated magna cum laude from Wheaton College with a degree in economics, knows better than most the reality of the current economic situation facing the motorsports community, not just drag racing.

"It doesn't take a degree to figure out that we've got to bring in money. That's just the bottom line. Our team owner has funded us out of his pocket for the last three years and he deserves to be able to bring in some revenue. We're a good, top-caliber team and we can get exposure for somebody. I don't need a degree to be able to tell you that."

Without a sponsor for next season, the team has already begun to sketch out plans to cut back its operation, though Will admits it's hard for her "to imagine missing any races."

"We're going to have to scale back seriously," said Jim Oberhofer, crew chief on Will's drag-



SHEENA BAKER

ster. "Ken and Kenny (Black's son) said they'd like to run both Pomona [races], both Las Vegas [races] and maybe Phoenix. After that, it's going to be a struggle. Ken wants to keep Hillary on the pay roll and he wants to keep a couple of us guys around in case we find something, so there'll be three guys that'll be

around on the car, plus Hillary.

"We have a lot of things going on, a lot of people kicking tires — a lot of people are really interested in Hillary," Oberhofer added. "We've got a lot of good people out looking for deals for us. We're crossing our fingers and we're hoping by the end of October, early November we'll have something."

Still, not having a sponsor signed for next season is not the ultimate death knell for a driver or a team. The best example of that came this season in Pro Stock when Torco Racing Fuels left Dave Connolly's Cagnazzi Racing team high and dry weeks before the season began.

Though he missed the first five races of 2008 until Charter Communications came on board with last season's third-place team, Connolly has four wins this season — including Sunday's Virginia Nationals — and fought his way into the Countdown and currently sits third in points. Seeing Connolly's success gives Jim "O" hope for next season.

"We want to keep this car running. It's running good. We think we have a legitimate shot of contending for the championship next year," Oberhofer said. "We still have a slim chance this year, but we'd like to finish second if we could. Taking out Tony (Schumacher) will be tough this year, but we just want to keep this deal going and see if we can't get out there and butt heads with these guys and contend."

"I think we have everything we can do to do that, but I just think it would be nice to have a major sponsor on the car or some way of getting us through the whole year so that Ken Black and his son don't have to pay for the whole thing."

With her runner-up showing Sunday in her third final-round appearance this season, Will and her KB Racing team are proving they're not going away without a fight.

Tracks Must Adapt To Changing Technology Of Road Racing

CHARLOTTE, N.C.

RAMBLING ROAD

There is a growing conflict within all of motorsports that was in clear evidence at Road Atlanta's Petit Le Mans event earlier this month.

At heart of that conflict is the inability of racing facilities to accommodate the ever increasing vehicle performance provided by an ever increasingly sophisticated technology. In short, while the sport has been built on a need for speed, the places at which it takes place can't deal with the speeds now achievable.

This problem has forced drag racing to cut the length of its runs and has led NASCAR to make changes to its cars and regulations, limiting performance in order to provide better safety for both its participants and spectators. Similarly other disciplines in the industry have followed suit. However, road courses are unique in that they must house not just a single class of vehicle, but a multitude of classes with far differing performance capabilities. Moreover, the quality and levels of talents possessed by those driving in those differing classes is equally disparate.

In the end, the disparity in abilities in judgment, talent and performance create an environment in which accidents are an inevitability. More important, it is a situation which has existed for many years. This, despite the best efforts of many to eliminate its causes, began in the wake of the worst accident in the history of racing: The 1955 crash at the 24 Hours of Le Mans, which left more than 80 spectators dead.

That disaster was largely caused by a much slower car getting in the way of a much faster competitor on the then-narrow Le Mans pit straight, launching the quicker machine over its less capable counterpart into the crowd.

Clearly track owners and promoters in concert with the sanctioning bodies have done everything possible to make things safe. Yet there are limits. For example, even with the most stringent of restrictions, the 1.5-mile Lime Rock Park, long a traditional venue for prototypes, has come to the point where it is simply too short for these sophisticated machines, a fact quite evident this past July when the American Le Mans Series visited the northwestern Connecticut facility.



BILL OURSLER

In Lime Rock's case, there isn't the space for the faster prototypes and their slower GT opposite numbers to stay out of each other's way even with the course's newly installed chicanes. This year's Petit showed that larger, more spacious tracks such as Road Atlanta aren't immune to these same problems.

Consider for a moment the fact that the faster of the prototypes, both in LMP1 and LMP2 were qualifying in the 1:08s to 1:07s, about four to five seconds a lap quicker than during the days of the Camel GT Prototype era. To be fair to Road Atlanta, in some measure the increase in speed there is due to the extra grip provided by the resurfacing of the track prior to 2007.

Still, that doesn't alter the basic issues, for such repaving is a necessity that can't be avoided. Today the computer age of design has given the engineers the ability to create and develop vehicles with cornering speeds unthinkable in the past.

If all the cars and all their drivers were equal in their capabilities, then the problems of this increase in performance might not even exist. But that's not the reality. All too often, a slower car balks a faster one because both are deeply involved in their own battles for leadership in their particular classes. And all too often the result is massive chaos and carnage.

Happily, today's technology has increased driver safety in equal measure with performance. Where in the past major accidents often led to death or serious injuries, now the norm is to see those involved walk away, often with nothing but minor scratches and bruises.

With the costs of making the physical changes necessary to correct the problem becoming ever more prohibitive, rulemakers and industry managers must get together to find alternative solutions; one's not necessarily wedded to the tradition of multi-class competition.

Put another way, what the road-course segment of the sport needs to do is to "think out of the box in order to get out of the box."

Whatever the answers, though, they must be found soon, or the sport, especially road racing, could well wither and die.

Another Inconsistent NASCAR Ruling Cost Regan Smith His First Victory

VALLEY STREAM, N.Y.

RACING JOURNAL

Just as I was hoping to get through a column without any NASCAR mess, the sanctioning body did it again. NASCAR officials can't help themselves, and neither can I.

I'm talking about the recent race at Talladega (Ala.) Superspeedway. Between all the accidents and the blown tires, which I guess weren't Goodyear's fault, came the finish, which was dictated by the officials.

NASCAR changes and makes up so many rules, you can't keep track of them. When Johnny Benson went under the "out of bounds" line during the Daytona truck race, it was ruled OK because he could "see the checkered flag."

At Talladega, coming off the final turn, Tony Stewart pulled a block on Regan Smith. This isn't popular, but basically the leader can do what he

wants. Smith had a choice, knock Smoke out of the way or dive below the line, which he chose. His momentum carried him to the lead...and across the finish line first.

NASCAR came up with another version of the same rule. They ruled the pass invalid and Stewart, a Chase driver, got the win. It was bad enough they took the win away from Smith, but docked him to 18th. How fair was that?

Regan Smith is a rather unheralded rookie. Yet he drove a smart, superb race. He didn't wipe out his teammates or a good part of the field the way the more experienced Carl Edwards did. I bet if he were a Chase driver, he wouldn't have had his runner-up finish taken away.

Smith's ride is vulnerable. There is no sponsorship for his team next year and his ride at Talladega would



GARY LONDON

have been a boost. Thanks again, NASCAR.

NASCAR's restrictions don't allow for anyone beyond its top-35 millionaires club to make a race. Only four car owners placed teams in the 12 qualified spots in The Chase.

Many teams have a program for upcoming drivers. How do these guys get rides? Take Brad Keselowski, a

very promising driver. If Mark Martin stays with Hendrick in 2010, how does he race in Cup? Yes, Dale, Jr. can add a Cup team, but most others aren't in that position.

Most of these young drivers will never get a chance. They'll have to play video games with Joel Kauffman, Boston Reid and Bobby Santos III.

Once again, qualifications got rained out at Charlotte. Another victory for the top 35. At Watkins Glen (N.Y.) Int'l, the same thing happened. They had practice later that day. They can't find a couple of hours to qualify?

Mark my words, there will be a car shortage in Cup next year. Why bother to finance a team? Ask Boris Said. He's been fast enough to make races, but he can't. So if he doesn't get to race, how does he get in to the

top 35?

The Chutzpah of the year goes to whoever wrote the TV ad for next year's Daytona 500, calling it, "The world's most prestigious auto race."

■ It looks like Super DIRT weekend at Syracuse has lost most of its luster. Ever since Glenn Donnelly sold out, the modified gentry, the most ardent bunch of racers I know, are being thrown under the bus.

■ With Bobby Hillin back after an eight-year layoff, did Kyle Petty take a swing at him for old time's sake?

■ Bob Miller wraps up his Thunder on the Hill season with a five features only show this Saturday at Pennsylvania's Grandview Speedway. Hope to see you there.

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ASCS PHOTO

COLORFUL: Brian Brown and his team celebrate Brown's victory Saturday in the inaugural Cowtown Sprint Nationals.

What Can Brown Do?

... Take Surprise Victory in Cowtown Sprints

KENNEDALE, Texas — Brian Brown's first weekend of O'Reilly American Sprint Cars on Tour National series competition as both car owner and driver paid dividends in the form of the inaugural Cowtown Sprint Nationals championship following a stirring victory in Saturday night's 35-lap event.

ASCOT

Brown snared the \$5,000 winner's share in dramatic fashion, wrangling the lead from point-leader Jason Johnson as the white flag waved over the quarter-mile oval.

Brown held on over the final circuit to secure a narrow win over Johnson, with Jack Dover rallying from 10 rows deep to finish third. Brown led the feature field to the green flag from the pole position aboard his Ostrich-powered Super Clean No. 21 Maxim and paced the opening round in front of fellow front-row starter Jason Johnson after the initial start was waved off.

Brown's early lead was short-lived however, as Johnson charged

by on the topside of the track to take command on the second round.

Pursuing an 11th ASCoT National win of the year, Johnson reached lapped traffic by the seventh round as he slipped away from Brown.

A series of yellow flags slowed the middle portion of the race, with the last coming on lap 31.

Johnson appeared destined for victory lane until moving to the upper reaches of the track on the 34th lap. Johnson's lead quickly vanished as Brown took quick advantage, pulling alongside exiting turn four on the low side and into the lead as the white flag waved.

Brown became the 14th different winner in 29 ASCoT races this season. Johnson, Dover, Gary Wright and Wayne Johnson filled the top five.

The finish:

Brian Brown, Jason Johnson, Jack Dover, Gary Wright, Wayne Johnson, Kenneth Walker, Nick Smith, Ray Allen Kulhanek, Gary Taylor, Brian McClelland, Kolt Walker, Trey Robb, Matt Covington, Zach Chappell, Eric Baldaccini, Joe Wood, Jr., Travis Rilat, Gavin Punch, Garry Lee Maier, Koby Barksdale, Kathryn Minter, Michael Lang, Billy Melton, Brad Welborn.

Punch Delivers One In Texas

KENNEDALE, Texas — Aussie native Gavin Punch picked a prime time to capture his first O'Reilly American Sprint Cars on Tour National feature win by wiring the field in Friday night's inaugural Cowtown Sprint Nationals 30-lap preliminary feature.

ASCOT

Punch held off persistent advances from the talented trio of Brian Brown, Gary Wright and Jason Johnson to secure the win atop the high-banked Cowtown Speedway clay oval, with those four locked into Saturday night's \$5,000-to-win Cowtown Sprint Nationals finale.

"Man, that track was so fast tonight," a breathless Punch explained. "I've gotta thank my parents so much for this one. They just went back to Australia a few days ago, they've put so much into this though and this couldn't have happened with-

out them."

Punch made it into the feature redraw by virtue of winning the second of six heats for the stacked 45-car field and drew the front-row outside.

Campaigning in the ASCS ranks since 2001, Punch outgunned polesitter Ryan Hall for the point at the drop of the green flag and never looked back in his 21st-career ASCS National Tour feature start.

"I knew they were on me. I was just concentrating on hitting my marks each lap," Punch said.

But they didn't come fast enough, with Brown finishing second at the checkered flag. Four-time series champion Wright was third, with Johnson fourth. Wayne Johnson rounded out the top five.

The finish:

Gavin Punch, Brian Brown, Gary Wright, Jason Johnson, Wayne Johnson, Nick Smith, Travis Rilat, Dusty Murray, Justin Melton, Matt Covington, Zach Chappell, Kevin Ramey, Claud Estes, J.P. Bailey, Gary Taylor, Eric Baldaccini, Kenneth Walker, Koby Barksdale, Ryan Hall, Garry Lee Maier, Marvin Lough, Matt Clevenger.



TIM MORAN PHOTO

CHALLENGED: Curt Michael (5g) passes Mark Bitner en route to victory in Saturday night's Rislone 360 Sprint Car Challenge at Rolling Wheels Raceway in Elbridge, N.Y.

Last-Lap Gamble Lifts Michael

By AL ROBINSON
NSSN CORRESPONDENT

ELBRIDGE, N.Y. — Curt Michael was headed for the checkers or the wrecker on the final corner of Saturday night's 25-lap Rislone 360 Sprint Car Challenge at Rolling Wheels Raceway.

URC

The six-time United Racing Company champion had made up half a straightaway on fellow URC runner and nearly race-long leader Trevor Lewis in two laps and entered the last turn with Lewis trapped behind three lapped cars. Michael's problem, of course, was that those same lapped cars left him only the smallest open-

ing on the bottom.

He went for it and he made it, leading only the last 100 yards. Lewis tangled with a lapped car, but held on for second.

ASCS Patriot champion Bryan Howland was third, followed by Empire Super Sprints stalwart Doug Emery to give each of the three clubs co-sanctioning the race a car in the top four. URC's Ed Aikin was fifth.

"I had to go for it. It was my only chance," Michael said. "Trevor was so superior all night. This one is for the crew. They haven't given up on me all year, so I wasn't going to give up on them on the last lap."

Mark Bitner, Jason Barney, Alain Bergeron, Kenny Adams and Lance Yonge were sixth through 10th, with

Bergeron coming from 23rd and Yonge from 26th and last in the feature lineup.

The 76-car field was a record for this always well-supported satellite event to Super DIRT Week, and was believed to be the largest field of 360 sprint cars ever assembled in the Northeast.

Jeremy Quick lived up to his name in the flip-filled CRSA 305 sprint-car feature, leading all the way from the pole to top Anthony Brennan and Danny Ody.

The finish:

Curt Michael, Trevor Lewis, Bryan Howland, Doug Emery, Ed Aikin, Mark Bitner, Jason Barney, Alain Bergeron, Kenny Adams, Lance Yonge, Michael Parent, Blake Breen, Jeff VanDusen, Jimmy Broadrick, J.J. Grasso, Brett Schoenly, Kyle Wilson, Dave Dykstra, Brian McDonald, Jared Zimbardi, Kramer Williamson, Steve Poirier, Robbie Stillwaggon, Josh Weller, Michael Carber, Jeff Cook, Bobby Breen.

Button Ends 22-Year Cayuga Drought

By AL ROBINSON
NSSN CORRESPONDENT

WEEDSPORT, N.Y. — Timing was everything for Gordy Button as the veteran captured Friday night's ASCS Patriot Region 360-sprint-car feature at the Cayuga County Fairgrounds Speedway.

Button, who last won at the Weedsport oval in 1986, was credited with leading all 25 laps despite two near-miss passing attempts by run-

ner-up Rick Wilson. Bobby Breen, Mark Bitner and Robbie Stillwaggon completed the top five.

Starting on the pole, Button was trapped in traffic and cleanly passed by Wilson on lap nine, but the lap was voided by a caution when Trevor Lewis stopped in turn one. Wilson drew alongside the leader six laps later only to lose momentum avoiding a lapped car. In the process, Wilson lost second to a charging Chris Coyle. Still in traffic, Coyle appeared to have a shot at Button until his right-front tire went down with six laps remain-

ing.

With the track opened in front of him, Button led Wilson to the checkered flag by four car lengths.

Bryan Howland finished 12th, but clinched the ASCS Patriot Region title just by qualifying for the feature. A Patriot record 52 cars participated in the Super Dirt Week satellite event.

The finish:

Gordy Button, Rick Wilson, Bobby Breen, Mark Bitner, Robbie Stillwaggon, Jeff Cook, David Gravel, Shawn Donath, Steve Poirier, Tommy Wickham, Tim Kelly, Bryan Howland, Don Adamczyk, Blake Breen, Jeff VanDusen, Chris Coyle, Kyle Moffitt, Joe August, Jr., Michael Parent, Jared Zimbardi, Trevor Lewis, Michael Carber.

Sherman Marches To His 12th Victory Of Season

TUCSON, Ariz. — Jeremy Sherman made it a dozen Discount Tire Co. American Sprint Car Series Canyon Region victories on the season by topping Saturday night's 30-lap feature at

USA Race Park.

Sherman started outside the front row and drove Fred Bryan's F&E Development No. 77 to victory lane in the non-stop affair.

Sherman was chased to the line by R.J. Johnson, with Nathan High,

Charles Davis, Jr. and Jeremy Reagles rounding out the top five finishers.

The finish:

Jeremy Sherman, R.J. Johnson, Nathan High, Charles Davis, Jr., Jeremy Reagles, Mike Martin, Andrew Reinbold, Mike Leslie, Jay Irvine, Ronnie Clark, Carson Ditsch, Derek Williams, Bobby Taylor, Steve Tellas, Rex Calderwood, Jody Wirth, Daniel Hutto.

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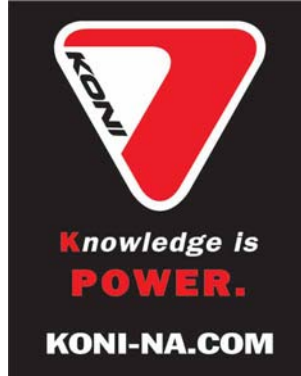
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RACE SAVER: Big Budgets Don't Necessarily Mean Success

CONTINUED FROM PAGE 2

wants to compete.

While the rules and all that goes along with RaceSaver sanctioning are free, Grimes says the only way it will work is with the strict enforcement of the rules created around General Motors' 305 small-block engine.

"We run this deal with an iron fist," he said. "From a competition standpoint, we've been extremely successful because it's an iron fist."

Race teams can essentially begin their RaceSaver Series careers by finding an approved 305-engine block and then adding the Brodix-produced cylinder heads, which are made specifically for the series. Grimes credited Brodix owner J.B. Brotherton for standing behind the RaceSaver Series concept and continuing to produce the cylinder heads for the group.

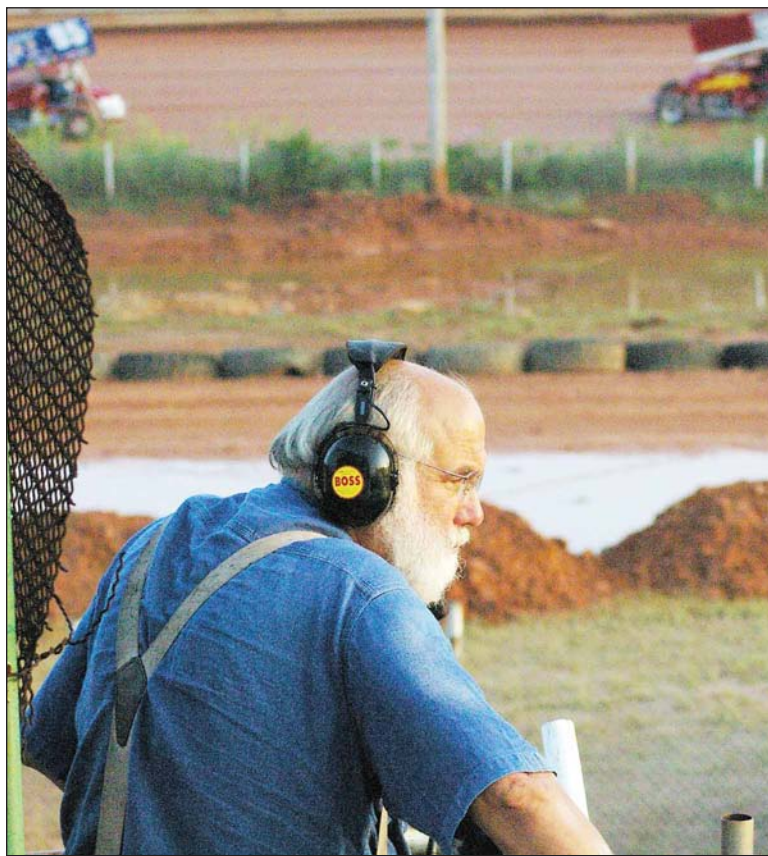
Whether that engine block comes from a dealership or a junkyard really depends on the team budget. Add in a rolling chassis and a competitor can go racing for around \$10,000, said driver Jerald Harris.

But teams have found that given the RaceSaver rules, money does not necessarily equal a competitive advantage.

"We bought a second-hand engine from another team for \$6,500 — it had cost \$14,000 new — and found out that it had about six more horsepower than an old engine we had about \$300 in," said Harris, who had used the cheaper engine consistently for several years before purchasing the more expensive model.

Such a minor difference is hardly worth such a major investment, and that is the idea behind the series, which also makes a point to spread the purse more equally among competitors.

Racers can not only spend a mod-



JOHN CLAYTON PHOTO

SPRINTER: French Grimes, founder of the RaceSaver Sprint Series, watches a Virginia Sprint Series event at Fork Mountain Raceway.

icum of money to get started in the series, but they can also be as competitive as their driving and car setups will allow. The rules are designed to make money at best a small part of the equation.

"You can be competitive and that means a lot to you as a driver," said Harris.

For instance, according to RaceSaver rules, the last starter will receive at least half of the winner's purse whereas many series pay the last driver 10-20 percent of the winner's share.

No one is getting rich, but everyone is racing for about \$150 per week excluding towing costs, and having more racers involved with limited

costs is the whole idea behind the series. In the Dallas, Texas, region at least, there is no points championship, so drivers are not compelled to race when circumstances dictate that they be away from the track.

Smiley Sitton, series director in the Dallas area (Sprint Series of Texas), has watched his car count explode from a dozen cars to about 50 since joining the RaceSaver Series in 2005. Like Grimes, he is a strict advocate of the series' rulebook and believes it and fan-friendly promotion during tough times to be the keys to his series' growth.

"This isn't for guys who want a steppingstone to the World of Outlaws," Sitton said. "This is more for guys

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going in the other direction. There are guys who have been there, done that, but they found that sprint-car racing cost so much that it wasn't fun anymore or that another form of racing was just cost prohibitive."

Racing the 305-cubic-inch engines is nothing new for sprint cars, but the 305s have been loosely organized at best. Officials at some tracks have cherry-picked the RaceSaver rules that are to their liking, but have found the loopholes that are opened are not necessarily good things.

"A number of tracks use some of the rules, but that just doesn't work well," said Grimes, who also competes regularly in the RaceSaver-sanctioned Virginia Sprint Series.

But when the rules are observed, Grimes said he likes what he sees as he hopes for larger fields and continued growth for the series across the country, including for his own RaceSaver 305 Nationals, which were recently held as more of a regional competition at Grimes's Fork Mountain Speedway in Bassett, Va.

Maybe it will be in the central U.S. — in Missouri, Kansas or Oklahoma.

"It's something that we definitely have on the table," said Sitton. "It's just a question of getting there."

RULES

Some of the basic rules as found on racesaver.com:

■ Blocks, GM 305 V-8s with approved casting numbers.

■ Max C.I. 315.9 No Tolerance. Stroke 3.480 + - .020. Max. bore 3.801.

■ No girdles, rev kits or valve-train stabilizers; tappet access for inspection required.

■ 305 SPEC head: Absolutely NO changes. NO machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish. Must retain all original dimensions & configurations including; Valves, springs, retainers, stems, & guides. The ONLY work allowed is: Reseating the valves. NO top cuts that extend into the aluminum of the chamber. NO under the seat relief cuts. NO work that enlarges the as delivered throat size, 1.810 Int. & 1.345 Ex. (+ or -.010). NO bowl changes. NO CHANGES! Every dimension of these heads has a gauge dimension that must be met for them to be certified. Change any one of them and you will be disqualified. The stamped identification marks may not be altered.

■ Compression Ratio: 10.25 to 1 absolute maximum. C.R. checked w/ Whistle, or by pouring the assembled cylinder. Absolute minimum assembled cylinder volume: 70 cc. Heads may NOT be milled! Only exception is pre-approved milling to repair surface. All repairs must be pre-approved. Contact RACE SAVER before attempting repairs. A repair authorization number will be issued. After repair, heads must be recertified and marked accordingly. Original serial numbers and certification marks must be intact. They may not be altered or obscured. Any & all repairs MUST be pre-approved and heads recertified. If any spec head is found to be modified; it must be replaced with a certified spec head.

■ Frame and body must have a sprint car appearance. Wheel base 80 inches minimum, 95 inches maximum.

■ Minimum weight with driver, after race 1575 lbs. Starting weight must allow for fuel burn off. Ballast weight must be located between the front motor plate to 12 inches behind rear motor plate.

ALLGAIER: With Contenders Out, Allgaier Fights Way To Title

CONTINUED FROM PAGE 3

Toyota.

After returning to the track a lap down and well off the pace, Speed retaliated, turning right into Stenhouse as the lead pack, which still included Stenhouse at the time, moved by to put Speed another lap down.

"Stenhouse started it, and he isn't going to win this championship with that attitude," Speed said. "That was ridiculous. That was the most blatant thing I ever saw in my life. Honestly, it's just ARCA. That's just how it is."

Stenhouse said his initial contact with Speed was not intentional.

"I hit the rumble strips in (turns) one and two, and that made me get into the brakes in three and four," Stenhouse said. "Speed was there when my car rode up the race track, but it really wasn't intentional. I didn't really expect him to come after me after that, but when I saw him slow-



ARCA PHOTO

DOWN AND OUT: ARCA RE/MAX Series officials and members of the safety crew attend to Scott Speed (2) and Ricky Stenhouse, Jr. after the two tangled in Sunday's series finale at Toledo (Ohio) Speedway.

ing down on the track, I knew that I was in trouble."

ARCA officials parked Speed for rough driving for the remainder of the race. He had already been on driving probation stemming from inci-

dents earlier in the season and finished 34th. Stenhouse returned to competition 69 laps down and eventually finished 25th.

With Speed and Stenhouse gone from the championship mix, Allgaier,

on a new mission, went on the charge, swapping the lead with Carter once before taking it for good with 12 laps remaining. Carter trailed Allgaier to the finish.

Kimmel, in the Ford Drive One-

Germane Tooling Ford, finished third on the heels of Carter and ahead of Patrick Sheltra and Tom Hessert, who rounded out the top five. Kimmel, who was fourth in points heading into the race, also jumped to second in final points.

"What a great day out there," said Kimmel, who had been the champion every year since 2000. "I just can't believe everything that happened out there today. I'm really happy for Justin (Allgaier) — what a great deal for them. I want to congratulate that whole crew. They certainly never gave up and persevered. Our car was really good today; I'm very pleased. I had a great time today."

The finish:

Showing driver, car, laps completed: 1. Justin Allgaier, Chevrolet, 200; 2. Matt Carter, Ford, 200; 3. Frank Kimmel, Ford, 200; 4. Patrick Sheltra, Chevrolet, 200; 5. Tom Hessert, Ford, 200; 6. John Wes Townley, Ford, 200; 7. Bryan Silas, Chevrolet, 200; 8. Tayler Malsam, Dodge, 200; 9. Parker Kligerman, Dodge, 200; 10. Todd Bowsler, Ford, 200; 11. Ken Butler III, Toyota, 199; 12. Justin Lofton, Dodge, 198; 13. Todd Hoddick, Dodge, 198; 14. Phil Bozell, Dodge, 198; 15. David Ragan, Ford, 197; 16. Donny Kelley, Chevrolet, 197; 17. Norm Benning, Chevrolet, 194; 18. Matt Kurzejeski, Ford, 194; 19. Brad Smith, Ford, 193; 20. Brandon Thomson, Dodge, 192; 21. Dexter Bean, Chevrolet, 192; 22. Ali Owens, Chevrolet, 185; 23. Bobby Gerhart, Chevrolet, 174; 24. Ken Schrader, Dodge, 173; 25. Ricky Stenhouse, Jr., Ford, 131; 26. Brian Scott, Chevrolet, 91; 27. Michael Simko, Chevrolet, 90; 28. Andy Hanson, Dodge, 90; 29. Gabi DiCarlo, Chevrolet, 82; 30. Luke Hall, Dodge, 79; 31. Terry Jones, Dodge, 69; 32. Darrell Basham, Chevrolet, 59; 33. Grant Enfinger, Ford, 52; 34. Scott Speed, Toyota, 34; 35. Nur Ali, Dodge, 1.

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Auctions 31

KLADIS LIVING ESTATE AUCTION. "Oldest Living Indy 500 Driver!" Sunday, October 19, 2008 10:00am CST. Located at 1390 North Cooper Road New Lenox, IL. From I-80 exit onto US 30 and go east two miles. Turn north on N. Cedar Rd for one mile. Then east on Francis Rd for 1/4-mile to Cooper and turn north to sale. "Watch for signs!" Two Vintage Race Cars "Sell @ 10:45" IMCA Sprint Car: driven and owned by Ken Rubright, won 1954/55 national championship, when Ken passed away from a stroke after a race the car was parked in his barn until Danny bought it in 1978 and stored it ever since, 283 Corvette motor punched out to 301, 4" bore; Midget Sidewinder-1st sidewinder of it's type to be made! Converted in 1970, prior to that straight engine, BMRA circuit champion, made by Eggers & Vetting Engineering and original driver is current Midget Racing Hall of Fame President, Converted by Ron Cantebury of E. Moline, IL, set number of track records and driven by Mr. Cantebury until 1972 when purchased by Mr. Kladis, has been on the track in past eight yrs., Pontiac iron duke motor. Race Car Parts ~ Original Indy 500 Photos ~ Racing & Car Collectibles. Original 1946 Indy 500 race photos with Danny Kladis and Granatelli Bros., Clark Gable, Roy Roger & Dale Evans, and Hollywood figures, other 40's-70's race car photos, experimental fuel injection system by Bendix, Ford 429/460 AFB carburetor, two barrel carburetors, 351 water pump housing, Lincoln steering gear, transmission parts, Ford Falcon racing engine w/ injections, various 4 & 6 cyl blocks, 3- Offy counterweights for crank shaft, 2- Houdaille shocks, Franklin steering gear, Offy Bendix magneto, Offy valve compressor, 2- Offy valves, Offy tools, H&H brake caliper w/discs, Evans Denver steering gear assembly, set of #4 & #5 Bud Winfield cam shafts, 8- 110 Offy pistons, Pat Warren quick change gears, Pat Wareem hub w/ knock offs, several new racing tires "Indy profile", 15+ 40's-70's race championship trophies, 1960-70's Ford training brochures, NASCAR International competitor permits, 80's Indy 500 passes, Kladis Racing helmet & suit, other early racing licenses, Santa Fe Speedway jacket, midget dog clutch, new SESCO rods, updraft carburetor, 40's race car saprk plugs, and much more!! Tractors ~ Motorcycles ~ Car: Ford 601 Powermaster w/ loader & backhoe, Ford 8N w/ Simplicity sickle mower, Ford 8N, 2- Kawasaki motorcycles, 1999 Mercury Sable wagon w/ 46k miles. Antiques ~ Collectibles ~ Tools: The house and barn of items too numerous to mention. Visit our Website for more information! Auctioneer Note: Mr. Kladis was a long time collector and all of the buildings are full. This is a very partial listing and anything could be found in the meantime. This is a rare opportunity to buy items from a Hall of Fame race car driver and the oldest living Indy 500 race car driver! For more history on Mr. Kladis, photos, or auction info go to our website. See you at the auction! Kraft Auction Service. Jonathan Kraft Lic.441.001494. (219) 973-9240. KraftAuctions.com. Lunch and Restroom Available.

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Star Mazda Slate Adds Ovals In '09

13 Races On Tap

BRASELTON, Ga. — The Star Mazda Championship presented by Goodyear released its 13-race 2009 schedule earlier this month at Road Atlanta.

The series will kick off with its traditional date at the 57th annual Mobil 1 12 Hours of Sebring March 20 and will conclude with the Oct. 10 Monterey Sports Car Championships at Mazda Raceway Laguna Seca.

The most substantial change to the schedule involves the series' return to ovals for the first time since 2006 with 100-lap events at The Milwaukee Mile and Iowa Speedway.

The schedule: March 20, Sebring Int'l Raceway, Sebring, Fla.; April 25, Virginia Int'l Raceway, Danville, Va.; May 16, Miller Motorsports Park, Tooele, Utah; June 13-14, New Jersey Motorsports Park, Millville, N.J.; June 20, The Milwaukee Mile, West Allis, Wis.; July 10, Iowa Speedway, Newton, Iowa; July 25-26, Autobahn Country Club, Joliet, Ill.; Aug. 16, Grand Prix de Trois-Rivieres, Trois-Rivieres, Quebec; Aug. 29, Mosport Int'l Raceway, Bowmanville, Ontario; Sept. 25, Road Atlanta, Braselton, Ga.; Oct. 10, Mazda Raceway Laguna Seca, Monterey, Calif.



David Odell

Odell Enjoys Rainy Night In Georgia

SENOIA, Ga. — David Odell won Saturday night's ASA Late Model Series Southern Division

event at New Senoia Raceway. Chris Dilbeck paced the first 15 laps, but Odell took over on lap 16 and led through four caution flags when rain brought a premature end to the event after 50 laps.

Colt James, who started ninth, finished second, with Justin Larson, Dustin Dunn and fast-qualifier Jimmy Lang rounding out the top five.

The finish: David Odell, Colt James, Justin Larson, Dustin Dunn, Jimmy Lang, Blake Lehr, Chris Dilbeck, Chad Pierce, Bobby East, Will Hannah, Jeremy Gerstner, Jessica Murphy, Steven Nasse, John Gerstner, Kurt Jett, Bob Varney.

Butler Does It

PUNTA GORDA, Fla. — Keith Butler drove through the field to win Saturday night's Checkerred Flag Sprint Series feature at Charlotte County Motorsports Park.

Butler started seventh and took the lead on lap four. From there, he paced the remainder of the 30-lap event on the three-eighths-mile asphalt oval.

Gary Gimmler finished second, ahead of Scott Adema, Mark Gimmler and Amanda Ferguson, who led the first three circuits.

The finish: Keith Butler, Gary Gimmler, Scott Adema, Mark Gimmler, Amanda Ferguson, David Slawiak, Bryan Riddle, Dustin Henderson, Billy Boyd, Jr., Dustin Perez, Dakotah Stephens, Mickey Kempgens.

Schedule Set For Mustangs

TOOELE, Utah — The Ford Racing Mustang Challenge for the Miller Cup will return for a second season in 2009, growing to 10 races. "Mustang Challenge had a fantastic inaugural season this year, and we're pleased to be a part of the series' growth in 2009," said Grand Am President Roger Edmonson.

The schedule: March 14-15, Homestead-Miami Speedway, Homestead, Fla.; April 18-19, Barber Motorsports Park, Birmingham, Ala.; May 2-3, New Jersey Motorsports Park, Millville, N.J.; May 16-17, Mazda Raceway Laguna Seca, Monterey, Calif.; June 13-14, Edmonton Grand Prix, Edmonton, Alberta; June 20-21, Mid-Ohio Sports Car Course, Lexington, Ohio; July 25-26, Autobahn Country Club, Joliet, Ill.; Sept. 19-20, Miller Motorsports Park, Tooele, Utah.

Inman Lauded

CONCORD, N.C. — Legendary crew chief Dale Inman was awarded the NASCAR Smokey Yonick Award, acknowledging outstanding achievement in motorsports, prior to the start of the Bank of America 500 at Lowe's Motor Speedway last Saturday night.

Inman's illustrious NASCAR career spanned 40 years as he guided Richard Petty to seven championships and 198 of Petty's 200 career wins. Inman earned an eighth championship, the most of any crew chief in the sport's history, in 1984 with Terry Labonte.

NSSN THE FINAL LAP

TODD RIDGEWAY PHOTO
READY TO ROLL: Justin Allgaier gives a thumbs up before Sunday's ARCA RE/MAX season finale at Toledo (Ohio) Speedway. Allgaier went on to win the race and the title.



HHP/HAROLD HINSON PHOTO

PINS AND NEEDLES: Kim Burton anxiously keeps tabs on husband Jeff during the closing laps of Saturday's Bank of America 500 at Lowe's Motor Speedway in Concord, N.C. (Below) Ethan Barrow makes hard contact and flips at Lawrenceburg (Ind.) Speedway.



ROBERT SELL PHOTO



STEVE ETHERINGTON PHOTO

DOUBLING UP: An excited Fernando Alonso celebrates after winning his second-straight race in Sunday's Formula One Japanese Grand Prix.

ARGABRIGHT: Figure-8 Racing Is Much More Than A Novelty

CONTINUED FROM PAGE 4

One of these days, I should write a book about the weekly Figure-8 racers at Anderson, circa 1985. I'd have to sign an affidavit swearing the characters were real because if I wrote the truth nobody would believe me.

They were a bona fide bunch of ras-cals and racers, scoundrels and saints. None could wear the black hat every night, but each one had just enough warts to make them fascinating, fun-loving characters.

They loved racing — that much was obvious; they lived and breathed for that 15-lap burst of adrenaline every Saturday night that seemed to be the highlight of the entire week.

I was a rookie kid trying to get their names in the paper; and I quickly realized two things: They were far

more interested in racing each other than doing interviews (although every one of them were helpful and cooperative), and on any given night, about half of the bunch really, really, really didn't like the other half.

Most of all, I grew to love those guys, because they were real. Completely, certifiably real. When they crawled into their car and pulled on the helmet, they never looked at Figure-8 racing as a novelty or simple entertainment. It was just racing, when you busted your guts to beat the other guys, willing to risk everything you had to make it happen.

It was all about pride, and in all the words written since, that still resonates with me. When you distill it down, of all the reasons to race, pride is the best damned reason of all.

It was great to see Lee, McKinney, Simmons and Tunney this weekend. It made me long for a much broader reunion, when we could get the weekly guys from, say, '85 or '86 back together. It would be a wonderful

conversation, although — when I recall their level of intensity — I don't know if it's good for guys in their 60s to be down on the ground fighting with each other anymore.

I can still reel off the names, from memory: Bob Fields, Herb Rose, Dick Hinshaw, Gene Huston, Darwin Blankenship, Gene Cook, Johnny Keller, Bill Lemon, Jerry Brawner, Joe McKinney, Mike Riddle, Joe Beaver, Rick Tharp, Danny Cluxton, Jerry Burton, Junior Shirley, Butch Campbell, Chuck Burton, Bruce McFall, Tom Hughes, Larry Fisher... I suppose I might have forgotten a name or two, but not many.

Those are more than names to me. They are faces, voices, sounds and colors. I can still hear Denny Adams's voice pouring from the loudspeakers, piercing through the summer night as everyone is standing, looking onto the track as the roaring cars captured everyone's complete attention.

Novelty?

Call it what you want. To me, it was so much more.

FORUM: Readers Call Things They See Them

CONTINUED FROM PAGE 4

time for us, and we can't wait for the next one.

The racing was great. The people are the best. The Outlaws show wasn't bad, but no passing.

USAC Sprints and Silver Crown were excellent, but the midjets stole the show. Driving there and back was well worth it.

One last thing: Please, *NSSN*, tell the IRL to let the people vote on what they would rather attend, oval or street racing.

Frank Orsillo
Wharton, N.J.

Call It As It Is

Dr. Jerry Punch, how do you live with yourself when the tape shows and the driver says the tire exploded — yet you say it was cut?

The owners and drivers should demand that

the inner liners and tires are capable of racing before they come to the track. Too much has been torn up because of the failure of the Goodyear racing tire.

Jim Schmitt
Liberty, Mo.

Dust In The Wind

Jack Miller, I feel your pain.

On Sept. 27, I convinced my fiancée to attend the Cotton Classic at Kings Speedway in Hanford, Calif. I was excited to see such a great lineup of open-wheel classes in one night — 410 winged sprint cars, winged and non-winged 360 sprint cars and midjets.

As soon as we walked through the concession area of the front stretch, I knew it was going to be a rough night. The cloud of dust hanging over the track was the worst I have ever seen.

The track conditions were also by far the worst I've ever seen. The grade change entering turn one had to be at least six inches. Sitting in the stands near turn one, I'm surprised I did not see any cars get a little airtime. The hole on the bottom of the track between turns one and two was

even worse, just ask Rod Tiner. The ruts and holes do happen, but most tracks will come out and try to work the track between races. This did not occur on this particular night.

Last but not least, the dust was amazingly bad. It's a good thing the track announcer does a good job of describing the action as we could not see what was happening in turns three and four. The track did not look like anything had been done to it after Friday night's program. Actually, it looked like nothing had been done to it all year.

What was funny was to see the water track come out and spray water on the area surrounding the track, but not actually on the track. What good did that do?

To make matters worse, the track announcer was trying to convince everybody that this type of dust is normal and happens at tracks all over the Midwest. It doesn't.

My hero for the night was, I think, John Sarale, for coming out with a floodlight attached to the top of his midjet. That might be the greatest thing I've seen all year.

Chad Mercer
Fresno, Calif.

Rains Makes Short Commute

WEST MEMPHIS, Ark. — A.G. Rains towed less than five miles from his home to collect a huge win and a

USCS

\$3,000 paycheck in the O'Reilly United Sprint Car Series Trick or Treat Fall Nationals Saturday night at Riverside Int'l Speedway.

The victory was Rains's first-career

triumph in O'Reilly USCS competition and came over a competitive field of 34 cars from five states.

Rains led all 35 laps of the main event after winning the drag race to turn one against polesitter Ronny Howard.

Multi-time Riverside track champion Eddie Gallagher finished in the runner-up spot after chasing Rains

over the final 30 laps. Ricky Hood finished third after starting sixth, while Jeff Swindell took fourth and Tim Sites completed the top five.

The finish:

A.G. Rains, Eddie Gallagher, Ricky Hood, Jeff Swindell, Tim Sites, Terry Gray, Chris Williams, Derek Hagar, Marshall Skinner, Tim Crawley, Henry Gustavus, Phillip Faulkner, Raymond Stull, Justin Carver, Wade Human, Anthony Nicholson, Ronny Howard, Bryce Vowan, DeWayne Prince, Wade Oliver, Ray Bugg, Zack Pringle.

Anderson Clinches Title With Victory

BUCKNER, Mo. — John Anderson won the battle and the war on Saturday night at Nevada Speedway.

MLRA LM

Anderson charged from his 10th-starting spot to capture the

O'Reilly Midwest Late Model Racing Ass'n feature and earn his first series championship.

Jason Bodenhamer had a strong run to finish second, with David Turner third, Joe Kosiski fourth and 2008 MLRA Rookie of the Year Brantlee

Gotschall fifth.

The finish:

John Anderson, Jason Bodenhamer, David Turner, Joe Kosiski, Brantlee Gotschall, Dustin Mooneyham, Denny Woodworth, Billy Humble, Robert Coffman, Gary Gorby, Bill Koons, Steve Johnson, P.J. Haskins, Al Purkey, Shawn Harker, Alan Vaughn, Jordan Holloway, Corey Zeitner, Donnie Timmerman, Brett Wood, Rusty Skaggs.

Morris Claims Second NASCAR Weekly Title

DAYTONA BEACH, Fla. — For the second time in three years, Philip

NASCAR

Morris won his final late-model feature on the very last weekend of the season to win the NASCAR Whelen All-American Series championship by the slimmest of margins.

Morris's victory at his home track of Motor Mile Speedway in Radford, Va., Sept. 13 gave him the precious points needed to secure the 2008 NASCAR Whelen All-American Series championship.

He won the title by two points over runner-up Brian Harris of Davenport, Iowa, 955 to 953. Morris became only the second driver in the history of the NASCAR Whelen All-American Series program to win the title more than once.

Morris also won the championship in 2006. Larry Phillips won five championships between 1989-96.

"This means everything," said Morris, who was third in the national standings last year. "It was just a hard-fought year with a lot of sacrifice. We tested almost every week — sweating in the grueling heat, trying to win this thing. From day one, we were watching the national points. It was a lot that went into it and to culminate it with the national championship is just awesome.

"We've been trying to win the NASCAR Whelen All-American

Series championship since 1998," Morris said. "When we finally won one in 2006, I thought nothing would top that. Until today. And then I realized this was even bigger."

Morris finished the season with 14 wins, 23 top fives and 26 starts. He also won his sixth late-model championship at Motor Mile, a .416-mile asphalt oval.

"I really enjoyed our last race at Motor Mile," Morris said. "I wanted to win our national championship race. It was probably the hardest there we had there all year long. We never knew, even on the final lap, if we'd get the win. But we knew we had to win.

"It was great to earn the championship in front of my hometown fans. And it's going to be great to represent Motor Mile Speedway at the banquet in Las Vegas, because it's just a first-class facility."

Harris had 20 wins, 35 top fives and 36 top 10s in 38 starts while running his dirt-late model at three Iowa tracks.

Marty Ward of Greenville-Pickens Speedway in Greenville, S.C., finished third with 927 points. Keith Rocco, who races at three Connecticut tracks (Waterford Speedbowl, Stafford Motor Speedway and Thompson Int'l Speedway), finished fourth with 880 points. Jeff Strunk of Grandview Speedway in Bechtelsville, Pa., rounded out the top five with 868.

Texan Cary Stapp Wears ASA Crown

DAYTONA BEACH, Fla. — Texan Cary Stapp won the 2008 Joe Gibbs Driven Racing Oil

ASA

Member

Track National

Championship.

"You are kidding me," Stapp stated when American Speed Ass'n President Dennis Huth informed the 32-year-old competitor from Thunderhill Raceway located in Kyle, Texas. "I have been waiting for this call since Saturday night."

Stapp edged California driver Linny White by a point average of 5.1794 to White's 5.0947.

Stapp ended his championship run on a winning note and ended up with eight victories and 15 top fives in the super stock division at Thunderhill.

White, who competes at Orange Show Speedway in San Bernardino, Calif., did everything he could to overtake Stapp in the championship race, winning a pair of features on the final night of the season. But still he came up just short.

Stapp, a 32-year-old electrician, considers racing a hobby and never thought he would get an opportunity

like the ASA Member-Track Championship will give him — a test session with Joe Gibbs Racing.

"This is a once in a lifetime chance," Stapp stated. "I never thought that I would get to do something like this. Just being a local Texas guy, I never thought I would get a chance to show my talents to Joe Gibbs and his team."

"On behalf of Joe Gibbs Racing, we would like to congratulate Cary Stapp on being the first Joe Gibbs Driven Racing Oil ASA Member-Track champion," J.D. Gibbs, president of Joe Gibbs Racing stated. "We are very proud to sponsor this season-long event and look forward to giving Cary a chance to get behind the wheel of a Joe Gibbs Toyota and make the most of the opportunity."

The Joe Gibbs Driven Racing Oil American Speed Ass'n Member-Track National Championship used a unique formula system to create the point averages for each driver. In order to be eligible for the championship, a driver must be a 2008 track champion and have the highest point average.

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