

ALL MAJOR SERIES
SPRINTS AND MIDGETS
RESULTS AND PREVIEWS
RACING NATION
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SINCE 1934



NATIONAL SPEED SPORT NEWS

Schatz Ends Title Run
With Finals Triumph

WORLD OF
OUTLAWS

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No Mistakes: Hamilton
Champion By One Point



FORMULA ONE

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STEVE ETHERINGTON PHOTO

NOVEMBER 5, 2008

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\$3



AUTOIMAGERY.COM PHOTO

ON TOP: Tony Schumacher hoists his sixth (fifth consecutive) NHRA Top Fuel World Championship trophy Saturday at The Strip @ Las Vegas Motor Speedway.

ARMY OF ONE

Schumacher Clinches Fifth-Straight
NHRA Top Fuel Crown

NHRA

PAGES 3, 30-31

Atlantic Championship Under New Ownership

ATLANTIC
CHAMPIONSHIP

PAGE 3





HHP/HAROLD HINSON PHOTO

GUN SHOW: Carl Edwards celebrates his second-straight Sprint Cup victory Sunday at Texas Motor Speedway.

Featherfooter

Edwards Gets Texas Sweep With Gas Gamble

By **BRUCE MARTIN**
NSSN CORRESPONDENT

FORT WORTH, Texas — Carl Edwards will be the first to admit it's not his nature to lift off the accelerator of his race car. But when he was told the only way he was going to win at Texas was to save fuel, Edwards had the right touch.

SPRINT CUP

He was able to save enough fuel to make to the finish and win Sunday night's Dickies 500. Edwards became the first driver to sweep both NASCAR Sprint Cup Series races at Texas Motor Speedway and his eighth victory of the season tied Kyle Busch for most Cup wins in 2008.

But most importantly, Edwards's win — combined with Jimmie Johnson's 15th-place finish — has narrowed the gap in The Chase for the Championship.

Edwards entered the race trailing Johnson by 183 points. He trimmed that to 106 back with two races to go.

It took a little bit of coaxing from Edwards's crew chief, Bob Osborne, to



LYNNE RICHARDS PHOTO

LEAD DOG: Carl Edwards (99) leads Paul Menard (15) and Clint Bowyer during Sunday's Dickies 500 at Texas Motor Speedway.

make sure there was enough left in the tank to get to the checkered flag.

"I've never had Bob yell at me for going too fast, but he did tonight," Edwards said. "I just was so nervous that we were missing something. I thought there was no way we can go this slow, save this much fuel and still be leading the race. Of all the ways you can win a race, fuel mileage isn't the

most exciting one. But we had the dominant car all day.

"The car was very fast. We got behind on that last pit stop, but it was very cool to still win this thing."

Edwards had his Ford out front five times for 212 laps in the 334-lap contest and drove to victory for the second

EDWARDS: CONTINUED ON PAGE 26



USAC PHOTO

'A NATURAL FIT'

USAC Tapping Into Youth With Quarter Midgets

When Kevin Miller took the reins at USAC less than a year ago, he stated that change would occur with a new focus and a new approach. Not straying from that concept,

By **BOB GATES**

INSIDE LOOK

USAC will be sanctioning quarter-midget racing in 2009. While perhaps not a racing-world shaking proclamation, it was somewhat unique. It would be akin to the World of Outlaws announcing that it's adding go-karts to its sanctioning efforts or NASCAR adding Thunder Cars to develop talent.

on Sept. 19 a somewhat surprising announcement was made.

It's an established fact that quarter-midget racing is an excellent way for children to acquire racing skills. Accomplished drivers such as Pancho Carter, Johnny Parsons, Jr., Jeff Gordon, Robbie Stanley, Ryan Newman, and Bobby and Terry Labonte to name only a few, got their start in the diminutive open-wheel cars.

USAC, however, is the first major sanctioning body to officially recognize this potential and to make them an integral part of its organization. This decision

NATURAL: CONTINUED ON PAGE 34

NSSN RACING LINE

The Week In Motorsports
For November 5, 2008

Madden Smokes Field In First Topless Go For WoO Late Models

CONCORD, N.C. — Shannon Babb did his best to thwart Chris "Smokey" Madden's attempt to run away with his fourth victory at The Dirt Track @ Lowe's Motor Speedway Oct. 29.

WoO LMS
PAGE 6

But a last-lap charge by Babb off the final turn wasn't enough to stop Madden, who edged Babb by .077 second to win the World of Outlaws Late Model Series Armour Foods Vienna Sausage Showdown.



RHONDA MCCOLE PHOTO

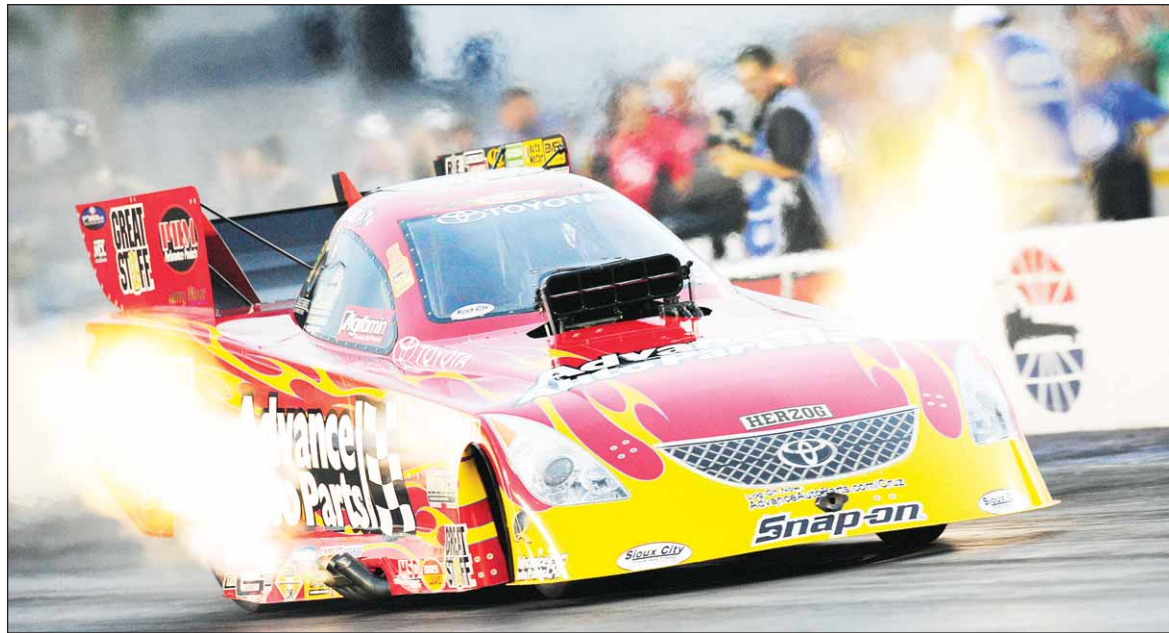
California Dreaming: Hockett Tops Oval Nationals

PERRIS, Calif. — Jesse Hockett was a man on a mission Saturday night at Perris Auto Speedway during the 40-lap running of the 13th annual Budweiser Oval Nationals. Charging from 19th starting spot, "The Rocket" took the lead three laps from the finish to become only the second non-California driver to win the Oval Nationals.

USAC SPRINTS
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Cruz Control



DAVID ALLIO PHOTO

ADVANCE: With his second-straight victory Sunday at The Strip @ Las Vegas Motor Speedway, Cruz Pedregon took control of the Funny Car point lead by eight points over Tim Wilkerson.

Pedregon Steals Funny Car Point Lead With Vegas Triumph

LAS VEGAS — Funny Car driver Cruz Pedregon guided his car into the points lead with a win Sunday at the ACDelco Las Vegas NHRA Nationals. Top Fuel POWERade Series world champion Tony Schumacher, Pro Stock's Jeg Coughlin and Pro Stock Motorcycle's Chris Rivas joined Pedregon in the winner's circle at The

Strip @ Las Vegas Motor Speedway with only one race remaining in the Countdown to 1 playoffs.

Pedregon, driving his Advance Auto Parts Toyota Solara, gained the points lead by defeating Robert Hight. His 4.100 seconds at 304.67 miles per hour run was strong enough to move him past Tim Wilkerson and into the top spot in the point standings. The last time Pedregon won a championship

was 16 years ago in 1992. This is his second win of the season and 25th of his career.

"I didn't hardly sleep at all last night," said Pedregon. "I went up there and just tried to maintain my emotions. It seems like every round was like a championship round. We got the win against Robert. It was a

CRUZ: CONTINUED ON PAGE 30



RHONDA MCCOLE PHOTO

ALL OUT: Donny Schatz led wire to wire to score the victory in the final night of the Vault World Finals Saturday in Concord, N.C.

Schatz Concludes Season With Win

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — Donny Schatz put the lid on his third-consecutive Advance Auto Parts World of Outlaws Sprint Car Series championship Saturday night at Lowe's Motor Speedway.

WOO SPRINTS

INSIDE
Tatnell tops sprints; Bloomquist and Richards split LMS.

PAGES 6, 18-19

22nd overall victory of the 2008 season.

Driving Tony Stewart's No. 15 Armor All J&J, Schatz had clinched

the title with a second-place finish on Friday night, but wasn't satisfied. He dominated the Crane Cams Dash to earn the pole and then led every circuit of the four-tenths-mile dirt track.

"This is great," Schatz said. "This is definitely how we want to end the year. We came in here the other night a little nervous and we couldn't get the motors going. The last two nights my guys have learned so much and this car has been so good. It's really been going like it was earlier this year."

Schatz won by nearly a straightaway over his Tony Stewart Racing teammate Kraig Kinser, who took second from Jason Sides on a lap-20 restart, completing the second sweep of the

SCHATZ: CONTINUED ON PAGE 18

Atlanta Businessman Purchases Atlantic Championship Series

BROWNSBURG, Ind. — After 35 seasons, the Cooper Tires presents The Atlantic Championship powered by Mazda will get a new start in 2009, thanks to the sale of the open-wheel racing series to Atlanta businessman Ben Johnston.

ATLANTIC

Johnston purchased Atlantic Racing Series, LLC from owners Kevin Kalkhoven and Gerald Forsythe, who retained the rights to the series after the Champ Car World Series dissolved earlier this year.

Johnston, 53, also owns Alpharetta, Ga.-based Media Brokers, Inc., which specializes in media planning and buying. He is a longtime road-racing enthusiast and owns eight regional titles in

SCCA Atlantic competition. Johnston also made one start in the Atlantic Championship in 2005.

"It is very exciting to play a part in the future of such a historic racing series," Johnston said. "The Atlantic staff and teams are the best racing has to offer and we are honored to have the continued sponsorship of Cooper Tires and Mazda. It will be a fantastic season."

Atlantic Championship President Vicki O'Connor, who has operated the series since 1985, will continue to oversee operations at the organization's Brownsburg, Ind., headquarters.

The series plans a schedule of 10 to 12 events for 2009, with an official schedule announcement expected shortly. Also expected in the near future is an announcement regarding television

coverage for the 2009 season.

Series partners Cooper Tire & Rubber Company and Mazda North American Operations applauded the sale to Johnston. Mazda just completed its third season as the series' exclusive engine supplier and sponsor, while Cooper Tire wrapped up its second season as presenting sponsor and official tire.

"Cooper Tire is thrilled to have Ben on-board as the series owner," stated Chris Pantani, director of Motorsports for Cooper Tire. "His vision for the series is a breath of fresh air, and Cooper Tire looks forward to working closely with Ben and the other series partners for a successful 2009 season."

"The Atlantic Championship is the top rung of the MAZDASPEED Motorsports

Development Ladder," added Robert Davis, Mazda's senior vice president, product development and quality. "We have greatly enjoyed our past three years with the Atlantic Championship and are looking forward to continuing that partnership with Cooper Tire and the new series owner. We greatly appreciate the heritage of the series. Our team members have been attending Atlantic races as far back as 1976 and we want to do our part to carry on the tradition."

The Atlantic Championship is the longest-running open-wheel, driver-development series in North America and celebrated its 35th anniversary season in 2008, with Finnish rookie Markus Niemela taking the series championship in the final race of the season.

OPINIONS

ECONOMAKI: Republican Party getting racing dollars. **PAGE 4**
WALTZ: NASCAR needs to readjust schedule for the future. **PAGE 27**
MARTIN: Johnson's dominance brings on Chase debate. **PAGE 43**

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EXCLUSIVE

Car Builder's Guide: What's New For 2009

NSSN's annual Car Builder's Guide is a marketplace of performance parts, accessories and services. See what's new, what's coming and what's legal.

CAR BUILDER'S GUIDE
PAGE CB1



WINNER'S LIST

Series	Winner	Where	Page
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WoOLMS	Josh Richards	Concord, N.C.	6
USCS	Tim Crawley	Greenville, Miss.	14
Hooters Pro Cup	Clay Rogers	Rockingham, N.C.	14
Formula One	Felipe Massa	Sao Paulo, Brazil	20
Nationwide	Kyle Busch	Fort Worth, Texas	24
USAC W. Midget	Zach Schiff	Las Vegas, Nev.	25
Craftsman Truck	Ron Hornaday, Jr.	Fort Worth, Texas	32

THE FINISH

"Thank you for putting up with me, and I promise I won't bitch about anything until Volusia."

DONNY SCHATZ



▶ PUBLIC FORUM

Let your voice be heard

London Nailed It

Gary London of Racing Journal sure hit the nail on the head after Regan Smith got run down under the yellow line at Talladega.

First, on the last lap, anything should go. I didn't see any black flag displayed for Smith.

One point Mr. London didn't make was that NASCAR and Toyota have their hands in each other's pockets.

NASCAR has lost another viewer. Go, NHRA! It's not so boring.

Frederick W. Brown
Sparta, Mich.

Hamiltons Out Of Line

After watching the conclusion of the Nationwide Series race at Memphis, it's pretty easy to see why Bobby Hamilton, Jr. is having trouble finding a sponsor.

Sure, Landon Cassill ran into him, but it always seems to be OK when Hamilton runs into Cassill during a race. Hamilton had a physical altercation with Cassill on pit road, and to top it off, Hamilton's lovely wife gave Cassill the finger. Boy, these two are made for each other. Hamilton and his wife are such a classy couple; it's hard to see why they can't attract sponsors.

Ken Bagenstose, Jr.
Temple, Pa.

USAC, Silver Crown Input

My first contact with the sport was Silver Crown cars, but they were called Big Cars or Champ Cars then and had Offy Indy power and Indy-car drivers.

Bowe's Seal Fast, D.A. Lubricant, Willard Eatery, Leader Card, Windmill Truckers and other corporate and private owners campaigned them on the mile fairgrounds and dirt tracks leading to the AAA-USAC national driver title.

Trenton, Indy and Milwaukee ran the roadsters. That's all gone now — along with drive-ins, convertibles and all that made the 1950s the best of years. No haulers then,

FORUM: CONTINUED ON PAGE 43



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.



Donations, Donations

Republicans Benefit The Most At Election Time

MIDLAND PARK, N.J.

The list of political donations by sporting figures crafted by *Sports Business Journal*, reveals — when it comes to motorsports — Republicans fared better than Democrats. Some \$5 million in sports contributions was made in the last 12 months, says the report, listing key givers in bracketed (not specific) amounts. The \$28,500-\$55,999 bracket shows **Roger Penske's** gift to the Republican Party. In the \$4,600-\$28,499 bracket **Chip Ganassi**, Chip Ganassi Racing, **Tony George** and the IRL are listed, each making their gifts to the Republican Party. In the \$2,300-\$4,599 bracket are **Mike Helton** of NASCAR, **John Menard**, Menard's Racing and **Richard Petty** of Petty Enterprises, again to the Republican Party. Nowhere are any donations to Democrats shown.

EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

The latest step in Porsche's inexorable quest for control of Volkswagen was last week when Porsche upped its VW ownership to 42.6 percent from 35 percent. Porsche reported it currently holds options to acquire another 31.5 percent of VW.

Volkswagen stock grew 260.48 euros per share to a staggering 472 euros (\$609) on the announcement.

Where would Ye Ed be without constant readers like **Al Zuber** of Central New Jersey? Zuber's latest missive contained a New York City newspaper clipping detailing NASCAR's **Brian France** making a cool \$8 million on a New York City apartment. The report tells us the apartment at 54 Central Park West he bought for \$10.793 million was "flipped" only months later for \$18.8 million! It is a seven-room condo with three bedrooms and three-and-a-half baths offering outstanding views of Central Park and the East River. It had a \$21 million asking price, which included a maid's room and guest suite on a lower floor, which was sold for an additional \$780,000! Not exactly Daytona!

Another constant reader is Massachusetts's **Walt Renner**, who advises colorful Bay State driver **Rene Charland**, now a nursing home resident, will celebrate his 80th birthday on Nov. 13 at the Wilkinson's Nursing Home at 4988 State Hwy 20, Amsterdam, N.Y. 12010. Charland is a four-time NASCAR sportsman champion, having won the title from 1962 through 1965.

Other constant readers include **Sid Rutty** of Australia and



STEVE PETERS PHOTO

THE CHAMPS: World of Outlaws Late Model Series champion Darrell Lanigan (left) and World of Outlaws Sprint Car Series champion Donny Schatz share a moment during Saturday's World Finals Brunch at NSSN headquarters.

Californian **Floyd Busby**. Rutty tells us this year's Bathurst 1,000 Super V8 race went to Ford teammates **Craig Lowndes** and **Jamie Whincup** with a victory in the six-and-one-half-hour race being Lowndes's third-straight and fourth overall in his many tries in this classic event. Attendance was counted at 187,000, largest in the Pacific. Lowndes has a unique feel for the track and the race — he's been in it for years — and at dawn every race day he walks the entire mountainside five-mile circuit, full length!

Nearly 100 members of the short-track racing industry gathered Saturday morning at the headquarters of this newspaper for the second annual World Finals Brunch. Among those in the house were World of Outlaws Sprint Car Series champion **Donny Schatz** and World of Outlaws Late Model Series title winner **Darrell Lanigan**. It was interesting how the late-model contingent, which included **Steve Francis**, **Shane Clanton** and **Josh Richards**, stuck together at the same table, while Schatz dined with his

ECONOMAKI: CONTINUED ON PAGE 43

Season Over, USAR Is Still Sponsor Hunting

ROCKINGHAM, N.C.

Gene Cox, president and commissioner of the USAR Pro Cup series, is a true believer; he believes in the series he has presided over for more than a decade the way an evangelist believes in spreading the gospel.

He is the keeper of the flame, the caretaker of series founder Robert Brooks's dream — that of an alternative series for race-car drivers who haven't found the bright lights and big bucks of NASCAR and for fans who don't want to take out a second mortgage for a glimpse of Dale, Jr. through binoculars.

Yes, Gene Cox believes.

He believes his series puts a good product on the track, something its drivers proved during Saturday's Black's Tire American 200 at Rockingham Speedway, which featured two lead changes over the final 20 laps (the last of 12 lead changes over the 200 trips around Rockingham's mile), a fight for the lead until the end, a crash that ended with a 200-yard roof skid by an uninjured Matt Merrell and an obligatory post-race altercation in the garage.

Now, Cox just needs to find someone to put their money where

ALL THE MARBLES



JOHN CLAYTON

his belief is.

With the departure of the Hooters restaurant chain as the series' title sponsor — the only sponsor the series has known since its birth in 1996 — the future of USAR Pro Cup is in doubt. Rockingham, which was recently saved from an extinction of its own when Andy Hillenburg bought it at auction and unchained its doors, may have hosted the final Pro Cup race.

That is, unless Cox and his people can find a sponsor willing to put up around \$2 million to keep the series alive in 2009.

"If I had \$2 million, I'd do it myself," said Cox. "Now, if it were my last \$2 million, I might have to think about it a little, but if it wasn't, I'd do it. I believe this series can continue to grow. I know it can be something special with the right partnership."

Since Hooters announced its decision to take its marketing in other directions, Cox has been entertaining potential sponsors, some of whom were in attendance on a beautiful fall day at Rockingham.

CLAYTON: CONTINUED ON PAGE 43

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CHRIS ECONOMAKI
Editor and
Publisher Emeritus

CORINNE ECONOMAKI
President/Publisher

MIKE KERCHNER
Senior Editor

SHEENA BAKER
Production Editor

JOHN CLAYTON
Staff Writer

CHRIS SESSIONS
Advertising Manager, National

LIZ MELLOTT
Advertising Manager,
Tracks & Series

SARA BARKMAN
Graphic Designer/
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The
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Bureau

Season-Ending Biggies Bring Excellent Racing

CHICAGO

Kokomo (Ind.) Speedway's recent Kokomo Klash attracted 282 entries for the two-day show with non-winged sprint cars, sportsman stocks, thunder cars, mini sprints, midgets, street stocks, late models and open-wheel modifieds squeezing into every available pit space during the weekend action.

In operation since 1947, the quarter-mile oval is currently owned and operated by Jim O'Connor and his family. O'Connor, the former front-running Chicago area dirt-late-model star, took over the Kokomo facility in 2004 and has made a number of improvements to the raceway, primarily reconfiguring the racing surface.

Previously, the O'Connor family operated the Kankakee Motor Speedway, the scene of many of O'Connor's earlier racing triumphs, and Crown Point (Ind.) Speedway, which fell to "urban sprawl" after the O'Connors hosted the last race there in October of 2005.

CHICAGO CHIPS



STAN KALWASINSKI

O'Connor was busy during the weekend, greeting fans at the main gate, checking on track conditions during the events or simply helping out in the concessions area, trying to keep the food and drink lines moving.

Some of the feature winners over the

weekend included two-time track champion Jon Stanbrough, Jerry Coons, Jr., Shawn Toczek and Jeff Babcock.

Brett Sontag captured the annual Tony Bettenhausen Memorial late-model 100 lapper at Illiana Motor Speedway in Schererville, Ind. Oct. 11. The veteran area speedster, who picked up his third late-model championship this year at the Grundy County Speedway in Morris, Ill., scored the victory at the half-mile paved oval over Tom Smith.

Both Sontag and Smith used Ford crate engines under their hoods, again adding fuel to the fire about the advantage crate engines have at Grundy and Illiana. Sontag and Smith were one-two in the points at Grundy this year and crate engines powered a number of late-model feature winners at Illiana in 2008.

It's definitely Midwest stock-car racing's event. Over the years, LaCrosse Fairgrounds Speedway in West Salem, Wis., has nurtured and grown its annual Oktoberfest racing weekend into one of the premier racing events in the country.

Season-ending events for both the ASA Late Model Series North Division and ASA Midwest Tour series highlighted the four days of racing in early October.

Veteran Steve Carlson, who lives in West Salem, was the winner of the ASA Northern Division 100 lapper on Saturday with Minnesota's Dan Fredrickson claiming the rain-delayed ASA Midwest Tour 100-lap chase on Sunday, giving Frederickson the Midwest Tour driving crown.

Congratulations to Eddie Hoffman and car owners Tom and Lisa Kmak for winning this year's ASA Late Model Series Northern Division championship.

With four tour victories this season, "Fast Eddie" claimed his first ASA driving title of his career during Oktoberfest weekend. The Wheaton, Ill. driver and his TK Racing-owned/Lisa Thomas Salon-sponsored Ford Fusion soldiered to a 10th-place finish after suffering a flat tire while running fifth in Saturday's 100-lap contest.

Due to health issues, John McKarns was unable to be on hand the entire Oktoberfest weekend. McKarns, who headed up the once-popular ARTGO late model series from 1979 through 1997, is partners with Jody Deery of Rockford Speedway in the promotional duties at the LaCrosse facility.

McKarns and his wife, Sue, had flown up from their Florida home for the event, but had to make emergency travel arrangements back to Florida. A week or so later, McKarns underwent intermediary hip-screw surgery needed because of his battle with cancer. He is currently recuperating at home.

Time Flies: Gary's Been Writing For 45 Years

VALLEY STREAM, N.Y.

Maybe time does fly when you are having fun! I remember my grandmother saying that if you get a hobby, you should stick to it. Apparently, I have. This week marks my 45th anniversary at *National Speed Sport News*.

I started in the middle of a big funk. The two stock cars I owned were totaled. The time I spent going to races cost me my job and Walter Bull didn't want me back at *Illustrated Speedway News* because of some toes I stepped on.

It was a lot for an 18 year old to handle. I wrote to Chris Economaki about covering the coming season of TQ midget races at Island Garden, and I was back in business.

That series helped me build my writing "chops." It was very frenzied racing: Seven-second laps and guys trying to kill each other to win \$125.

Since there was no other racing going on, I was able to write comprehensive race reports. A couple of years later came this column.

RACING JOURNAL



GARY LONDON

Virtually everything in racing has changed in 45 years — very little for the better. I know many are tired of we veterans griping about today's racing, but we were there, and we know what has happened.

Two things have ruined racing: Technology and easy credit. Modifieds were always my first love, and in the 1960s, there were scads of them and many places to race them. Now most of the tracks have gone and the cost of a modified has gone up 12 fold as opposed to the purses. Hardly anybody can afford to race anymore.

Will Cagle, who raced for a living, told me years ago that it cost him about \$100 a night to race. First place paid anywhere from \$500-\$800. Sounds paltry? Look at the profit one could make and what you could buy in the 1960s with \$400.

This occurred because manufactured modifieds began to be available. Then came the engine builders. At that time, companies were mailing out credit cards to virtually everybody. Believe me, there are those still paying off a \$25,000 engine that blew up years ago.

No one got rich in those days, but very few went broke. The modified gentry did exactly what happened to the midget fraternity before them. It ruined the sport. Also, the early modifieds all looked different and there were several choices under the hood. Now, they all look alike, and don't resemble any kind of highway car. They handle so well that anyone can drive one and hardly anybody can pass.

There are some special people I need to salute. I have had a great relationship with Chris Economaki. I respect the way he makes this into a newspaper and not a fan-club newsletter. He has always stuck by everything I have ever written, even when he didn't agree with it. We all know his contribution to this sport has been overwhelming.

Then there are my friends: My boyhood chum, Dick Schaefer, who was a part of so many race memories. Jeannie Reimuller has been the big sister I never had. John Roth has been my closest friend for 40 years. Steve Barrick has been a longtime sounding board for my racing activities, and then there's Marty Himes, who works 24/7 to maintain our love for those wonderful early days. I've been lucky. I have lots of other long-time pals.

Although they aren't with us anymore, I will never forget Thelma and Leroy Ackerman, who were like my second parents and put me up at their home many days as we traveled to races. I miss them a lot.

A special thanks to the many readers who have stuck by me. We have a great sport, mostly because of the people in it. I will always try to help make it better.

Hoping the next 45 years go down easy at 25 Emerson Place, Valley Stream, N.Y. 11580. E-mail to Racewri 771@AOL.com.

Another Great Season For Dennis Erb, Jr.

EAST LEROY, MICH.

After Dennis Erb, Jr. wrapped up his second consecutive UMP DIRTear Series title with a \$5,000 victory at Eldora Speedway Oct. 4, he still wasn't done. The next weekend, just days before his 36th birthday, Erb also captured the Northern Allstars Late Model Series championship with a win and a fourth-place finish in the final two races of the year.

Add to that his second UMP Summernationals championship in a row this past summer and 16 victories in 2008 (as of this writing) and one could say Erb has had one hell of a good year.

The win at Eldora was important simply because wins at Eldora are. It was Erb's first-ever triumph at the Rossburg, Ohio, speedplant, and he held off two of the track's best drivers, Matt Miller and Jeep VanWormer, to win.

Standing on that hallowed victory stage was a big deal, Erb said. It also was a big deal for fans of the quiet driver.

Dennis Erb hails from northern Illinois, a tough region in a tough state that has long been a proving ground for dirt late-model drivers.

BETTER THAN THIS



PAUL FLETCHER

Tougher-than-nails drivers racing hell-bent for leather is the norm on that black Midwestern dirt.

It's been that way for decades.

Erb is one of the best to come out of that region. He's paid his

dues for more than 15 years. For the past several of those years, Erb and crew chief Heather Lyne have competed in 80-90 races a year, and the wins have totaled double-digit figures. Erb is very likely good enough to travel and find success on one of the major late-model touring series, but don't look for that to happen anytime soon.

His 2009 schedule will mirror this season's: Another run at the Summernationals, other UMP specials in the region, touring series events when they're not too far away and a few select major events.

It's hard to pass up the races in his region, he said, unless somebody provides him with a big expense budget. I'm surprised someone hasn't already done that.

I started paying attention to Erb about five years ago after I moved north. During that time, I've watched him win at several tracks with an array of different series against some of the best drivers in the business.

Erb is at home on the Summernationals tour. The heart of UMP country is just south of his hometown of Carpentersville, Ill., and many of those races are held on the tracks he cut his teeth on, following in the footsteps of his father Dennis Erb, Sr.

The elder Erb died in 1997, about the same time his son was becoming a regional standout. He would've been proud.

Later in October, after the UMP and Northern Allstars championships were behind him, Erb traveled southeast to Ohio's K-C Raceway and qualified for his third Dirt Track World Championship. He finished 15th in a race he rarely attends, but has made twice before, in 1998 and 2006.

Another of Erb's biggest accomplishments was taking the 2006 Winternationals title at Florida's East Bay Raceway Park. Erb left Florida that year with the Lucas Oil Late Model Series point lead and held it until he dropped off the tour when the Midwestern UMP season began.

Some 200 late-model victories into his career, Erb is comfortable with his place in the sport, and he should be. He's liked by fans and respected by drivers both in his region and outside of it. As a five-year fan, I'd kinda like to see him make another go at a major traveling series. He would do well, I think.

But on the other hand, for a guy paying most of his own bills, it makes nothing but good sense to race closer to home, especially when there are special events held every weekend within a few hours on tracks he knows like the back of his hand.

And like he said, with all the success, why do anything different?

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RHONDA MCCOLE PHOTO

TOPLESS TANGO: Chris Madden (44m) holds off Shannon Babb in the closing laps of the Oct. 29 World of Outlaws Late Model Series event at The Dirt Track @ Lowe's Motor Speedway.

TOPLESS TRIUMPH

WoO's LM Topless First To Madden

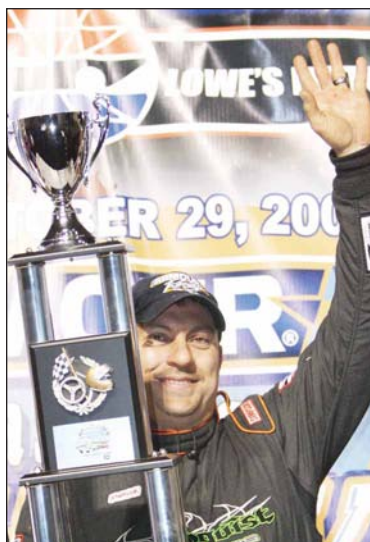
By SHEENA E. BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Shannon Babb did his best to thwart Chris "Smokey" Madden's attempt to run away with his fourth victory at The Dirt Track @ Lowe's Motor Speedway Oct. 29.

But a last-lap charge by Babb off the final turn wasn't enough to stop Madden, who edged Babb by .077 second to win the World of Outlaws Late Model Series Armour Foods Vienna Sausage Showdown presented by Ferris Commercial Mowers.

Madden pocketed \$16,150 — including a \$6,000 'passing' bonus for winning from the sixth-starting spot — for the score in the rain-postponed 50-lap feature, the first "topless" event for the series. It was Madden's fourth triumph with the Outlaws, but first this season.

Driving the No. 44m Hamricks of Gaffney (S.C.) Bloomquist chassis, Madden took the lead from Tim Fuller on a lap-four restart and set sail, opening a full straightaway lead over the rest of the pack during a 24-lap green-flag run. A rash of yellows in the final 22 laps killed Madden's drive and allowed the field to close on



Chris Madden

his bumper. Each time, the Gaffney, S.C., native powered away when the green flag waved. But as the laps wound down, it was clear that Babb was on a mission, charging from 14th-starting spot to the top three with seven circuits of the four-tenths-mile oval remaining.

"All those cautions killed us," Madden said. "I was hoping it was going to stay green so we could keep our comfort zone. We had really gotten away from everyone; at one point, I could even see Babb (on the same

straightaway). But those double-file restarts just kept bunching us up."

When the green flag waved on lap 43, Babb powered the No. 18 Traeger Grills/Brade Buddy Rocket around Dale McDowell for second and set his sights on Madden. Lap after lap, Babb drove deep into the turns, but couldn't quite get an advantage on Madden.

With the white flag in the air, Babb dived to the inside of Madden coming out of turn four and the two drag raced to the line, nearly colliding with the faltering machine of Chub Frank.

McDowell held on for third, followed by 12th-place starter and four-time Dirt Track winner Scott Bloomquist. Shane Clanton was fifth.

The win was Madden's first WoO victory since Aug. 23, 2007 at Volunteer Speedway in Bulls Gap, Tenn., and tied him with car owner Bloomquist for most wins at the track.

Engine failure ended point-leader Darrell Lanigan's night early with a 22nd-place finish. But with only show-up points counting for the topless event, Lanigan's second DNF of the season did little to derail his chances of clinching his first WoO title by starting Friday night's Vault World Finals at The Dirt Track.

The finish:

Chris Madden, Shannon Babb, Dale McDowell, Scott Bloomquist, Shane Clanton, Josh Richards, Davey Johnson, Clint Smith, Mike Knight, Justin Rattliff, Rick Eckert, Ken Schrader, Chub Frank, Dan Schlieper, Eddie Carrier, Jr., Joe Isabell, Donnie Moran, Ricky Elliott, Vic Coffey, Ricky Weeks, Tim Fuller, Darrell Lanigan, Jonathan Davenport, Steve Francis, Brian Shirley, Eric Wells, Tim Allen, Jimmy Owens.

Bloomquist Wires Field While Lanigan Clinches Championship In Halloween Treat

By SHEENA E. BAKER
PRODUCTION EDITOR

CONCORD, N.C. — "The Voodoo Child" Scott Bloomquist worked a little Halloween black magic on the World of Outlaws Late Model Series Friday night, going wire to wire to claim the opening night of the Vault World Finals at The Dirt Track @ Lowe's Motor Speedway.

Bloomquist pocketed \$10,150 for his 18th-career series triumph, his first since winning the first night of the inaugural World Finals last season. It

was also his fifth score at the four-tenths-mile oval, making him the winningest late-model driver on the clay track.

"I think I was probably as good, or better, than I've ever been here," Bloomquist said. "I looked over to my (crew) guys to see how far ahead I was when the cautions were out, but I really didn't feel like I needed to do that because I thought, 'Man, if anybody can run faster than this, then hell, they deserve it.' I didn't see how I could run much faster."

Starting on pole for the 50-lap fea-

ture, the Mooresburg, Tenn., driver was the class of the field, running away with the show from the drop of the green flag as Matt Miller, Dale McDowell, Shane Clanton and Shannon Babb jockeyed for top-five positions. Even lapped traffic and six cautions couldn't slow down Bloomquist's self-built No. 0 Miller Brothers Coal Team Zero machine as he ran unchallenged to win by 2.112 seconds over McDowell.

"The car was just super. The car rotated so sweet going in (the corners) and throttled up with as much trac-

Richards Bookends Late Model Season

By MIKE KERCHNER
SENIOR EDITOR

CONCORD, N.C. — Josh Richards put perfect bookends on the World of Outlaws Late Model Series season Saturday night at The Dirt Track @ Lowe's Motor Speedway, winning the 50-lap feature on the final night of the Vault World Finals.

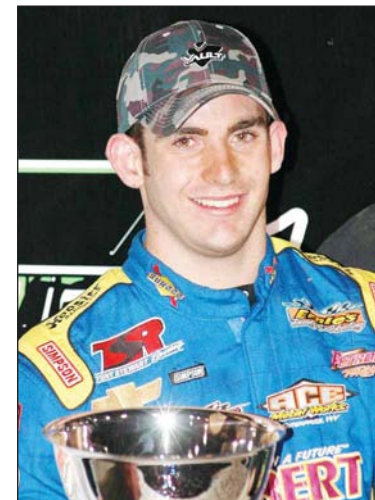
The \$10,000 triumph in the season finale for the touring late-model series was his sixth triumph of the season. Richards, of Shinnstown, W. Va., had started the WoO season in victory lane at Volusia Speedway Park in February.

Richards started eighth and steadily worked his way to the front, taking the lead from Earl Pearson, Jr. on lap 36 of the four-tenths-mile dirt track.

Richards had to hold off a final charge from Pearson when the yellow flag waved for the sixth and final time with 47 laps complete. Pearson went to the cushion on each of the final three laps, but could not complete a pass of Richards.

The victory gave Richards second in the championship standings and his six victories tied him with Steve Francis for the most in the series this season.

"This is the topper of my career. I was nervous. We had to defend second in points and to come out here and win was just amazing," Richards said. "We were able to catch Earl in lapped traffic and get by him."



Josh Richards

Pearson finished second, with Dale McDowell, who led laps two through 31 before giving up the point to Pearson, finishing third.

Donnie Moran romped from 13th to finish fourth, while 2007 series champion Steve Francis blasted from 19th to finish fifth.

Darrell Lanigan, who clinched the series championship on Friday night, completed his title-winning season with a seventh-place finish.

The finish:

Josh Richards, Earl Pearson, Jr., Dale McDowell, Donnie Moran, Steve Francis, Chub Frank, Darrell Lanigan, Steve Shaver, Josh McGuire, Scott Bloomquist, Tim McCreddie, Rick Eckert, Shannon Babb, Chris Madden, Tim Fuller, Jonathan Davenport, Clint Smith, Shane Clanton, Michael England, Matt Miller, Dan Schlieper, Vic Coffey, Ricky Weeks, Mike Balzano, Danny Johnson, Davey Johnson, Jeff Rine, Jimmy Owens, Ricky Elliott.



LEE SMITH PHOTO

BIG TROPHY: World Racing Group CEO Brian Carter hands Darrell Lanigan his WoO Late Model Series championship trophy Saturday night at The Dirt Track @ Lowe's Motor Speedway.

tion as if it was a wet race track," Bloomquist said. "I was amazed at how good it felt."

Seventh-place starter Jimmy Owens powered his own Bloomquist chassis toward the front to make a run at the leader, cutting Bloomquist's lead to less than a second at one point, but any hope of victory for the No. 20 team ended on lap 43 with a rearend failure.

Babb followed McDowell to the line for third ahead of a fast-closing Tim McCreddie and Miller.

By starting Friday's feature, Darrell

Lanigan clinched his first World of Outlaws Late Model Series championship. It was far from a perfect night, though, for the Union, Ky., driver, who used a provisional to start 25th.

"I'm happy, but mostly I'm relieved," Lanigan said after racing to an 11th-place finish. "I don't have to worry about the points anymore."

The finish:

Scott Bloomquist, Dale McDowell, Shannon Babb, Tim McCreddie, Matt Miller, Ricky Elliott, Steve Shaver, Earl Pearson, Jr., Donnie Moran, Josh Richards, Darrell Lanigan, Chub Frank, Jonathan Davenport, Tim Fuller, Mike Balzano, Jeff Rine, Rick Eckert, Tommy Kerr, Jackie Boggs, Bob Gordon, Jimmy Owens, Don O'Neal, Clint Smith, Davey Johnson, Shane Clanton, Jeff Smith, Josh McGuire, Steve Francis.

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KEN SIMON PHOTO

CALIFORNIA DREAMIN': Jesse Hockett (2) passes Damion Gardner on the outside en route to winning Saturday's Budweiser Oval Nationals at Perris (Calif.) Auto Speedway.

'Rocket' Strike

Hockett Invades For Oval Nationals Win

By ROBERT MAYSON

PERRIS, Calif. — Jesse Hockett was a man on a mission Saturday night at Perris Auto Speedway during the 40-lap running of the 13th annual Budweiser Oval Nationals. Charging from 19th starting spot, "The Rocket" took the lead three laps from the finish to become only the second non-California driver to win the Oval Nationals.

"It was a wild night," said the Missouri driver after the event that was co-sanctioned by the USAC National Sprint Car Series and the Lucas Oil USAC-CRA Sprint Car Series. "Last night, I kind of felt like I gave one away and these guys gave me a great car again tonight. Whatever it took to get a win that's what I was going to do. No more friends. I've given up a lot of inches and I've take some too, but tonight I wasn't going to give up an inch and I had to take every inch I could get. This is a very prestigious race and it's just awesome to be able to come out and win it for Duke and Scott McMillan."

Driving Duke McMillan's No. 2 Maxim which is dedicated to the memory of J.F. McCray, Hockett's road to the \$12,500 first prize began by having to first transfer out of the B main thanks to a poor opening night that resulted in a 15th finish in the semi.

"We weren't very good the first night (Thursday) and we made some big changes with the shocks and we were definitely better last night," Hockett explained. "We made a few more changes for tonight and the track kind of came to us. I had a few lucky breaks tonight and had some good cautions at the end which really helped."

The early stages of the race looked like it was going to be a battle between teams as much as drivers with pole-sitter Tyler Brown setting the pace while his Gardner Motorsports teammate Blake Miller ran second ahead of Tony Stewart Racing teammates Tracy Hines and Levi Jones.

But things changed rapidly dur-

ing a lap-17 restart after teammates Hines and Jones tangled and flipped in turn two. The situation also changed for Team Gardner five laps later when Miller developed a shock problem that eventually forced him to retire from the race.

Hockett was still working his way to the front when he had contact with David Cardey racing for fourth. Cardey ended up hitting the wall and flipping.

"I hated that deal with David Cardey because I wouldn't want anyone to do that to me, but I knew I was running out of laps," Hockett admitted. "Like I said, I've given a lot of inches through the years and there's usually time to back off. I don't know if he had enough time to or not, but I had to do what I had to do because I came out here to win."

Brown held a comfortable lead until Jerry Coons, Jr. used a restart to take the lead on lap 28. Brown stayed close until hitting the wall on lap 36.

Hockett got past Damion Gardner following the restart and began challenging Coons. Hockett moved into the lead with three laps remaining, while Coons and Gardner made contact, with Gardner's car damaged in the process.

Hockett pulled away on the restart, beating Coons, the USAC National Sprint Car Series point leader, to the checkered flag.

Kevin Swindell, who started 23rd, Brad Sweet and Darren Hagen rounded out the top five.

The summary:

D Main (15 laps): Cody Williams, Rusty Carlile, Brian Camarillo, Brandon Thomson, Brent Camarillo, Matt Stewart, Brian Kinney, Lawrence O'Connor, Ludvig Solberg IV, Royal Adderson, Adam Frith-Smith, Hunter Scheurenburg.

C Main (20 laps): Cory Kruseman, Matt Mitchell, Robert Ballou, Greg Bragg, Dustin Morgan, Brady Short, Brett Burdette, Henry Clarke, Jordan Hermansader, Alan Ballard, Rodney Argo, Seth Wilson, Carlile, Bri. Camarillo, C. Williams, Solberg, Christian Stover, Shane Cottle, Brent Camarillo, Kinney, Kyle Hirst, Thomson, O'Connor, Stewart.

B Main (20 laps): Brad Sweet, Mike Spencer, Chad Boat, Dave Darland, Cole Whitt, Daron Clayton, Jesse Hockett, Josh Ford, Thomas Meseraull, Brady Bacon, Kevin Swindell, Chris Windom, Danny Sheridan, Morgan, Jeff Bland, Jr., Casey Shuman, Ballou, Mitchell, Bragg, Short, Clarke, Burdette, Tim Kaeding, Kruseman.

Feature (40 laps): Hockett, Jerry Coons, Jr., Swindell, Sweet, Hagen, Bud Kaeding, Boat, Meseraull, Darland, Spencer, Tony Jones, Schuerenburg, Sheridan, Bacon, Ford, Damion Gardner, Tyler Brown, Blake Miller, David Cardey, Rickie Gaunt, Tracy Hines, Levi Jones, Whitt, Windom, R.J. Johnson, Morgan, Clayton, Cottle.



HEIN BROTHERS PHOTO

4 THE LEAD: Tony Jones (4) uses the inside groove to get around race leader Blake Miller Thursday night during the 13th annual Budweiser Oval Nationals at Perris (Calif.) Auto Speedway. Jones went on to win.

Jones Continues Perris Success Story

PERRIS, Calif. — Tony Jones continued his winning ways at Perris Auto Speedway Thursday, grabbing an opening-night 25-lap victory to kickoff the 13th annual Budweiser Oval Nationals.

Jones's latest PAS triumph marked the fifth time in the last six Lucas Oil USAC-CRA Sprint Car events that he has driven the Alexander Trucking/La Villa Restaurant No. 4 DRC to victory. It also marked the third USAC National Sprint Car win of his career. "We had 62 cars out here tonight, and to be able to go out and do what we did pumps up the whole crew and it pumps me up too," Jones said. "It's nice to come out on top, but there's a couple more nights left here and we can't lose our focus."

Jones charged to the lead by the ninth lap and held off Blake Miller for the win.

Damion Gardner, who had snapped Jones's four-race winning streak 12

days earlier, finished third. USAC National series point leader Jerry Coons, Jr. was fourth and USAC-CRA point leader Mike Spencer completed the top five.

The summary:

Qualifications: 1. Mike Spencer, Chaffin 50, 16.757; 2. Rickie Gaunt, Gardner 93, 16.820; 3. Tyler Brown, Gardner 96, 16.952; 4. Jerry Coons, Jr., Dynamics 69, 16.976; 5. Thomas Meseraull, Baldwin 5, 17.004; 6. Casey Shuman, Foster 32x, 17.036; 7. Blake Miller, Gardner 93, 17.042; 8. Brady Bacon, Kahne 99, 17.051; 9. Nic Faas, Faas 117, 17.066; 10. Tony Jones, Alexander 4, 17.070; 11. Levi Jones, Stewart 20, 17.071; 12. Kevin Swindell, Rolfe 10x, 17.075; 13. Dave Darland, 28 Racing 2b, 17.076; 14. Daron Clayton, Crosso 83, 17.076; 15. Shane Cottle, Contos 4, 17.086; 16. David Cardey, Crosso 38, 17.088; 17. Jeff Bland, Jr., R & B 10t, 17.168; 18. Cory Kruseman, Kruseman 21k, 17.169; 19. Rip Williams, Jory 44, 17.192; 20. Greg Bragg, Serlich 92, 17.241; 21. Damion Gardner, Leffler 71, 17.256; 22. Josh Ford, Ford 73, 17.257; 23. Chad Boat, Boat 30, 17.261; 24. Chris Windom, Windom 17, 17.270; 25. Darren Hagen, R & B 10, 17.286; 26. Alan Ballard, Stansberry 75, 17.301; 27. Rodney Argo, Argo 19, 17.312; 28. Cole Whitt, Kunz 67k, 17.317; 29. Cody Williams, Jory 3, 17.326; 30. Jesse Hockett, McMillan 2, 17.338; 31. Kyle Hurst, Finkenbinder 3f, 17.340; 32. Seth Wilson, Wilson 17x, 17.340; 33. Danny Sheridan, Kittle 18, 17.344; 34. Brad Sweet, Kahne 99, 17.345; 35. Brett Burdette, Burdette 17b, 17.380; 36. Tracy Hines, Stewart 21, 17.387; 37. Matt Mitchell, Mitchell 37x, 17.398; 38. Dustin Morgan, Kunz 67, 17.400; 39. Bud Kaeding, BK 29, 17.432; 40. R.J. Johnson, Martin 15, 17.475; 41. Tim Kaeding, Roth 83jr, 17.493; 42. Jordan Hermansader, Rase 32, 17.522; 43. Brian Camarillo, CamLand 22c, 17.528; 44. Charles Davis, Jr., Smiley 8a, 17.529; 45. Henry Clarke, Kruseman 41k, 17.592; 46.

Christian Stover, Van-Dike 83x, 17.627; 47. Robert Ballou, Smiley 2a, 17.641; 48. Rusty Carlile, Carlile 51x, 17.670; 49. Hunter Scheurenburg, Priestley 7, 17.675; 50. Casey Riggs, Riggs 37, 17.680; 51. John Aden, Blair 12, 17.773; 52. Brady Short, Riggs 36, 17.782; 53. Nadine Gardner, Gardner 16, 17.968; 54. Brian Kinney, Persall 85, 18.045; 55. Brandon Thomson, Thomson 19t, 18.174; 56. Royal Adderson, Adderson 40, 18.256; 57. Ronnie Case, Case 08, 18.272; 58. Adam Frith-Smith, Frith, Smith 62, 18.338; 59. Brent Camarillo, CamLand 51c, 18.385; 60. Ludvig Solberg IV, Persall 84, no time; 61. Matt Stewart, Everhart 55, no time; 62. Lawrence O'Connor, Adderson 10x, no time.

C Main (10 laps): T. Kaeding, Hermansader, Clarke, Scheurenburg, Short, Ballou, Stover, Aden, Riggs, Adderson, N. Gardner, Brent Camarillo, Davis, Solberg, Brian Camarillo, Kinney, Thomson, Frith-Smith, Case, Carlile.

First Heat (10 laps): Hines, D. Gardner, Ballard, Spencer, Cardey, L. Jones, Shuman, Hurst.

Second Heat (10 laps): Ford, Gaunt, Miller, Mitchell, Wilson, Bland, Argo, Swindell.

Third Heat (10 laps): Boat, Whitt, Brown, Bacon, Morgan, Kruseman, Darland.

Fourth Heat (10 laps): Clayton, Sweet, B. Kaeding, Windom, Coons, C. Williams, R. Williams, Faas.

Fifth Heat (10 laps): Hagen, T. Jones, Johnson, Meseraull, Cottle, Burdette, Bragg, Hockett.

Semi (12 laps): Cardey, L. Jones, Darland, Coons, Swindell, Cottle, Bragg, Bland, Kruseman, Burdette, R. Williams, T. Kaeding, Morgan, Clarke, Hockett, Shuman, C. Williams, Argo, Hermansader, Hurst, Faas, Scheurenburg, Wilson, Sheridan.

Feature (25 laps): T. Jones, Miller, Gardner, Coons, Spencer, Cardey, Sheridan, Sweet, Whitt, B. Kaeding, Hagen, Hines, Brown, Windom, Ford, Johnson, Darland, Clayton, Meseraull, Jones, Gaunt, Mitchell, Boat, Scheurenburg, Cottle, Bacon, Ballard, Morgan.

Cardey Celebrates With First USAC Triumph

PERRIS, Calif. — David Cardey celebrated his 33rd birthday Friday by winning a 25-lap preliminary feature for the 13th annual Budweiser Oval Nationals at Perris Auto Speedway.

The popular victory was the first USAC National Sprint Car victory of Cardey's career and first Lucas Oil USAC-CRA victory of the season.

"Man, what a birthday present," Cardey said in victory lane. "The more fuel we burned, the better the car got. We've had a good car the last couple of races and tonight we were finally able to show it."

Driving the Glenn Crosso/ITI Performance No. 38 Viper, Cardey started on the pole with Jesse Hockett to his outside. Aggressively attacking the cushion in Duke McMillan's No. 2 Maxim, Hockett secured the lead on the opening lap exiting turn four. Hockett held the top spot until Cardey slipped under him exiting turn four on the ninth circuit.

Damion Gardner flexed his muscles during a lap-11 restart and put his Leffler Racing/Pace Electronics No. 71 Beast into the lead. Hockett followed Gardner past Cardey on the restart and moved back ahead of the low-grooving Gardner on lap 17.

Hockett and Gardner fiercely battled wheel to wheel for the lead until Robert Ballou brought out a red flag after a frightening flip along the back-straight. Remarkably, Ballou walked away from the accident, but did receive medical treatment for a finger injury.

The restart provided more two-wide excitement with Gardner holding on to the lead by the narrowest of margins. Anticipating a turn-one slide-job from Hockett, Cardey dove to the bottom of the racing surface and passed both drivers for the lead and the eventual win, less than three laps from the finish.

Gardner settled for second, while Jerry Coons, Jr. slipped ahead of Hockett for third in the closing laps.

The summary:

Qualifications: 1. Levi Jones, Stewart 20, 16.993; 2. Jerry Coons, Jr., Dynamics 69, 17.001; 3. Chad Boat, Boat 30, 17.167; 4. Tyler Brown, Gardner 96, 17.190; 5. Tony Jones, Alexander 4x, 17.196; 6. Rickie Gaunt, Gardner 93j, 17.226; 7. Matt Mitchell, Mitchell 37x, 17.307; 8. Brady Bacon, Kahne 99, 17.308; 9. Blake Miller, Gardner 93, 17.320; 10. Cory Kruseman, Kruseman 21k, 17.345; 11. Greg Bragg, Serlich 92, 17.351; 12. Damion Gardner, Leffler 71, 17.390; 13. Cole Whitt, Kunz 67k, 17.403; 14. Chris Windom, Windom 17, 17.422; 15. Bud Kaeding, BK 29, 17.445; 16. Dustin Morgan, Kunz 67, 17.518; 17. Shane Cottle, Contos 4, 17.530; 18. Jesse Hockett, McMillan 2, 17.532; 19. David Cardey, Crosso 38, 17.560; 20. Mike Spencer, Chaffin 50, 17.602; 21. Alan Ballard, Stansberry 75, 17.609; 22. Rodney Argo, Argo 19, 17.611; 23. Kevin Swindell, Rolfe 10x, 17.627; 24. Tim Kaeding, Roth 83jr, 17.635; 25. Brad Sweet, Kahne 99, 17.668; 26. Rip Williams, Jory 44,

17.693; 27. Tracy Hines, Stewart 21, 17.767; 28. Thomas Meseraull, Baldwin 5, 17.787; 29. Seth Wilson, Wilson 17x, 17.800; 30. R.J. Johnson, Martin 15, 17.803; 31. Dave Darland, 28 Racing 2b, 17.844; 32. Casey Shuman, Foster 32x, 17.878; 33. Brett Burdette, Burdette 17b, 17.941; 34. Darren Hagen, R & B 10, 17.947; 35. Henry Clarke, Kruseman 41k, 17.971; 36. Josh Ford, Ford 73, 17.996; 37. Jeff Bland, Jr., R & B 10t, 18.052; 38. Brady Short, Riggs 36, 18.060; 39. Danny Sheridan, Kittle 18, 18.089; 40. Robert Ballou, Smiley 2a, 18.091; 41. Rusty Carlile, Carlile 51x, 18.149; 42. John Aden, Blair 12, 18.221; 43. Daron Clayton, Crosso 83, 18.251; 44. Charles Davis, Jr., Smiley 8a, 18.270; 45. Brent Camarillo, CamLand 51c, 18.332; 46. Nic Faas, Faas 117, 18.416; 47. Cody Williams, Jory 3, 18.464; 48. Casey Riggs, Riggs 37, 18.468; 49. Christian Stover, Van-Dike 83x, 18.483; 50. Adam Frith-Smith, Frith-Smith 62, 18.499; 51. Brian Camarillo, CamLand 22c, 18.514; 52. Matt Stewart, Everhart 55, 18.546; 53. Brandon Thomson, Thomson 19t, 18.572; 54. Kyle Hurst, Finkenbinder 3f, 18.647; 55. Brian Kinney, Persall 85, 18.698; 56. Jordan Hermansader, Rase 32a, 18.802; 57. Ludvig Solberg IV, Persall 84, 19.002; 58. Nadine Gardner, Gardner 16, 19.301; 59. Royal Adderson, Adderson 40, 19.520; 60. Lawrence O'Connor, Adderson 10x, 20.027; 61. Hunter Scheurenburg, Priestley 7, no time.

C Main (10 laps): Clayton, Faas, Hurst, Stover, Bri. Camarillo, Davis, Bre. Camarillo, Hermansader, Thomson, Stewart, Solberg, Frith-Smith, N. Gardner, Adderson, Kinney, Aden, C. Williams, O'Connor, Riggs.

First Heat (10 laps): Hines, Shuman, L. Jones, Bland, Morgan, Ballard, Bragg.

Second Heat (10 laps): D. Gardner, Short, Meseraull, Coons, Burdette, Argo, Mitchell, Cottle.

Third Heat (10 laps): Swindell, Hagen, Sheridan, Hockett, Whitt, Boat, Bacon, Wilson.

Fourth Heat (10 laps): T. Kaeding, Johnson, Cardey, Ballou, Windom, Miller, Brown, Clarke.

Fifth Heat (10 laps): Sweet, Darland, Ford, B. Kaeding, Spencer, Carlile, Kruseman, T. Jones.

Semi (12 laps): Boat, Brown, Miller, Gaunt, T. Jones, Bacon, Whitt, Bragg, Spencer, Windom, Clayton, Morgan, Kruseman, Ballard, Burdette, Cottle, Hurst, Argo, Clarke, Carlile, Wilson, Stover, Mitchell, Faas.

Feature (25 laps): Cardey, D. Gardner, Coons, Hockett, L. Jones, Gaunt, Miller, Hines, Johnson, B. Kaeding, Brown, T. Kaeding, Sheridan, Boat, Swindell, Shuman, Darland, Hagen, Ballard, Ford, Meseraull, Spencer, Cottle, Sweet, Bland, Ballou, Short, Whitt.

Way to Go!



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▶ THIS AND THAT

▶ PHOTO OF THE WEEK



JUSTIN LEEDY PHOTO

BLACK MAGIC: Scott Bloomquist waits for his turn on track Friday, the opening night of the second-annual Vault World Finals at The Dirt Track @ Lowe's Motor Speedway.

▶ LUCAS STICKS WITH BRAINERD

GLENDORA, Calif. — Lucas Oil Products, an industry leader in lubricants and fuel treatments, has renewed its multi-year agreement for title sponsorship of the NHRA national event at Brainerd Int'l Raceway.

The Lucas Oil NHRA Nationals will be held Aug. 13-16 in the popular resort area of Brainerd in central Minnesota. The \$1.5 million race, which will be televised by ESPN2 and ESPN HD, is the 16th of 24 events in the NHRA Full Throttle Drag Racing Series for 2009.

Lucas Oil has sponsored the popular race since 2003.

"Lucas Oil continues to be a valuable partner in NHRA Drag Racing and we appreciate their tremendous support of NHRA, the teams and our fans," said Gary Darcy, NHRA senior vice president of sales and marketing. "The extension of its title rights sponsorship of the highly popular event at Brainerd Int'l Raceway is yet another example of their commitment to NHRA."

▶ BOOK OF THE WEEK

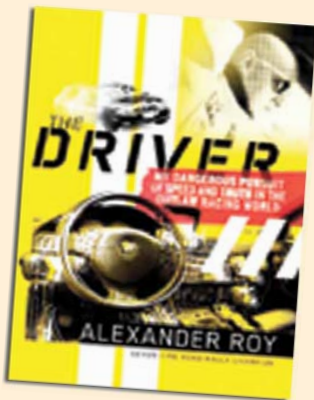
The Driver: My Dangerous Pursuit of Speed and Truth in the Outlaw Racing World

By Alexander Roy

Alex Roy tells his own story. The story of an average guy who becomes an international rally racer and breaks a 23-year-old driving record from New York to Los Angeles.

Roy also gives a revealing look at the underground society of rally racers where millionaires, software moguls, princes and movie stars get their kicks competing in underground rallies around the world.

This 326-page paperback book includes a collection of full-color photographs. \$14.95. Published by HarperPaperbacks. Available from www.teampolizei.com.



▶ BY THE NUMBERS

126

cars that made qualifying attempts for the WoO Vault World Finals



Kraig Kinser (20) and Jason Meyers

▶ WHAT'S @ NATIONALSPEEDSPORTNEWS.COM



"Well, my question is, if NASCAR isn't Formula One, why do the same two drivers keep winning all the time?"
— Sheena Baker, October 31 blog

■ Longtime NASCAR sponsor Eastman Kodak, Co. is ending its 22-year sponsorship in NASCAR and putting more sports-marketing dollars into professional golf.

■ Larry McClure, a founding member of Morgan-McClure Motorsports, was indicted Oct. 28 on charges of federal tax law violations

It's Gabehart At Nashville

To Win Adam Petty Memorial 200 Lapper At Music City Oval

BY KEN DE LA BASTIDE

NASHVILLE, Tenn. — Indiana driver Chris Gabehart took the lead for the final time with nine laps remaining and then survived a two-lap

CRA LM

shootout to capture the Champion Racing Ass'n portion of the Adam Petty Memorial All American 200.

In only his second start of the season, Gabehart followed up his sixth-place finish in the Winchester 400 with the victory at the Music City Motorplex.

Donnie Wilson took the lead from John VanDoorn on lap 166 with an outside pass down the backstraight with Gabehart moving into the second spot less than 15 laps later.

On the restart, Wilson was not able to pull away from Gabehart, who finally made the pass for the lead on lap 191 with an inside move entering turn three.

But there would be plenty of drama before the checkered flag finally waved. On lap 194, Jack Landis spun coming off the fourth corner, bringing out the eighth caution flag and setting up a five-lap dash for the win.

Gabehart got a good jump on Wilson on the restart, but the driver with the quickest car in the final stages was Boris Jurkovic, who moved into the second spot with two laps remaining when the final caution flag waved after Keith Gardner spun in turn four. That set up a two-lap shootout between Gabehart and Jurkovic. On the final restart, Gabehart pulled

away from Jurkovic to win by .244 second with Wilson, Scott Carlson and Jason Hogan rounding out the top three.

Gabehart started from the outside of the front row next to polesitter Mitch Cobb and led the first 19 laps of the race. He led again from lap 57 to 108 and ran in the top 10 for the entire race.

"I felt we had the best car," Gabehart said after the win. "I wanted to get tires as late as possible and stopped for the last time with 60 laps remaining. After the last stop, I was able to pick my way back to the front."

Gabehart said Wilson was unable to keep his car on the bottom, which opened up the low line for the final pass and the win.

"I knew Boris had a fast car," he said of the final restart. "But I knew he would race me hard but clean."

Gabehart said his mounts have always been fast at the Music City Motorplex but has not been able to score the win.

"It's an honor to win a guitar," he said. "This is such an historic place."

Jurkovic survived a spin on lap 143 and a series of early pit stops to manage the second-place finish.

"The car bogged down on the restart," Jurkovic said of the run to the checkers. "I had the car geared for a long run. I drove as hard as I could." Jurkovic said the spin was caused by him being over anxious and trying too hard in the middle of the race.

Wilson led from lap 166 to lap 190 after starting third, but at the finish

his Chevrolet needed tires.

"This was a good run for us," he said. "I finally finished on the lead lap here. If it hadn't been for that caution lap with 50 to go, who knows what would have happened."

"Chris (Gabehart) had better tires than we did. I was a sitting duck."

Rounding out the top 10 were Jake Ryan, VanDoorn, Dennis Schoenfeld, Nathan Haseleu and Zach Taylor. Schoenfeld gained the most spots in the event after starting 32nd in the 36-car field.

Gabehart led the first 19 laps before turning it over to Josh Vadnais as the result of an inside pass entering turn one. Vadnais stopped on lap 57, which gave the lead back to Gabehart.

Vadnais's day would end on lap 64 during another caution period when he made contact with a tire at the entrance to pit road.

Gabehart led until lap 109 when he pitted and turned over the point to 2007 All American winner VanDoorn. VanDoorn led until lap 166 when Wilson grabbed the point with an outside pass.

There were seven lead changes among five different drivers. Gabehart averaged 80.719 miles per hour. The race was slowed a total of nine times for 54 laps.

The finish:

Chris Gabehart, Boris Jurkovic, Donnie Wilson, Scott Carlson, Jason Hogan, Jake Ryan, John VanDoorn, Dennis Schoenfeld, Nathan Haseleu, Zach Taylor, Johanna Long, Alex Haase, Johnny Brazier, Josh Bauer, Keith Gardner, Josh Krug, Wayne Anderson, Scott Hantz, Justin Drawdy, Logan Ruffin, Gary Helton, Robert Maynor, Jeff Lane, Jack Landis, Joe Ross, Eddie Mercer, Kenny Tweedy, John Coffman, Travis Sauter, Stanley Smith, Heath Hindman, Steve Arpin, Mitch Cobb, Ryan Crane, Josh Vadnais, Chuck Barnes, Jr.

Campbell Plays Winning Tune

BY KEN DE LA BASTIDE

NASHVILLE, Tenn. — Brian Campbell only led 12 laps of the ASA Southeast Asphalt portion of the Adam Petty

ASA SE LM

Memorial 200, but he led the final circuits to score his first win at the Music City Motorplex.

Campbell took advantage of the mid-point break to put himself in position for the victory, and he made it pay off.

With 17 laps remaining, Campbell was running third behind leader Chris Wimmer and Jason Hogan. On the final restart, Hogan looked to get underneath Wimmer, which allowed Campbell to move to the outside line. He slipped outside of Hogan with 15 laps remaining and then powered around Wimmer down the back straight with 12 laps left and pulled away for the victory.

"The outside line works better here late in the race," Campbell said while holding the traditional guitar given to the victors at the Music City Motorplex. "When the 92 (Hogan) ducked to the bottom, they both gave me the outside."

Campbell said for the first half of the race he was sitting back, and on the break made numerous little adjustments to the Chevrolet.

"We knew what the adjustments would do from the practice sessions," he said. "Winning this ranks right up there with The Milwaukee Mile and at Bristol."

Wimmer started eighth in the 36-car field and ran in the top-two spots for the final 160 laps of the event. His Chevrolet lost power late in the race.

"When we unloaded, the car was fast," he said. "We made some changes, but went back to the original setup. The car stayed good all day."

Wimmer said he was content to follow early leader John Ellen.

"We had a better car," he said. "We decided to sit and wait, and after we got into the lead, we checked out."

Hogan said the cars from the ASA Midwest Tour had a horsepower advantage, but was pleased with the third-place finish.

"Our car was free in the center of the corners," he said. "The Midwest rules are a little different, which gave them an advantage. We tried to adjust for that, but we will have to re-evalu-

ate it for next year."

Hogan said there was good, hard racing with both Wimmer and Campbell in the later stages of the race.

"They are both talented race-car drivers," he said. "It was just good racing."

Eddie Hoffman led the first 33 laps after starting on the outside of the front row, but he slowed on lap 35 and lost several laps in the pits before eventually retiring.

He gave way to Ellen, who made the pass for the lead on the outside entering turn one. Ellen led until lap 156 when he was passed by Wimmer.

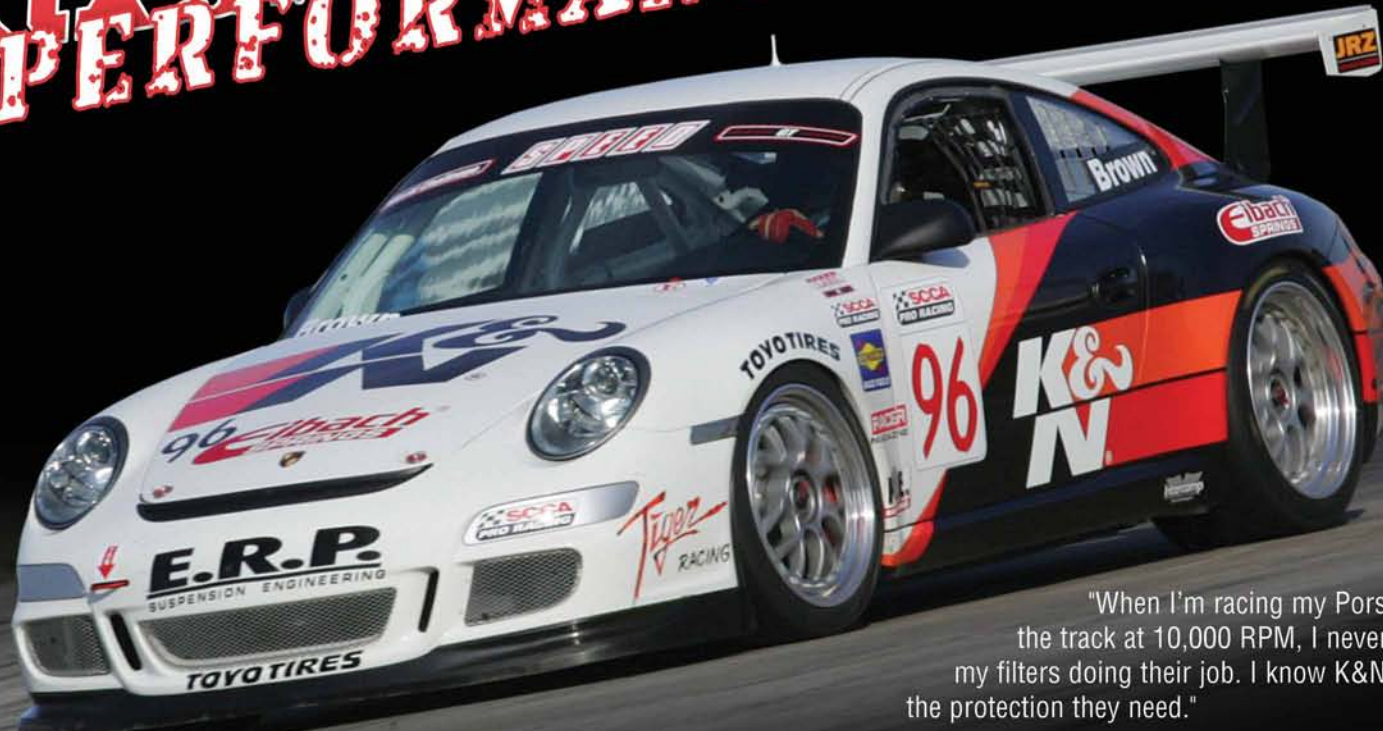
Rounding out the top 10 were Ellen, Colt James, who started 30th, Andrew Morrissey, Griffin McGrath, Kyle Calmes and Paul Kelley.

Drivers from the Midwest took six of the top-10 positions. The race was slowed 12 times for 51 laps and saw four lead changes among five drivers.

The finish:

Brian Campbell, Chris Wimmer, Jason Hogan, John Ellen, Colt James, Andrew Morrissey, Griffin McGrath, Kyle Calmes, Paul Kelley, Chevy White, Casey Roderick, Weston Griffith, Dakota Stroup, Nick Neville, Greg Haue, Daniel Victory, Jerry Bedley, Jeff Storm, Tyler Miles, Tommy Martins, Russell Fleeman, Derek Strong, Jimmy Lang, Dillon Oliver, Ryan Crane, Preston Peltier, Nicholas Formosa, Josh Weston, Mark Kraus, Eddie Hoffman, Max Gresham, Boris Jurkovic, Dan Fredrickson, Willie Allen, Jerrod Foley, Mike Alexander, Jr.

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- PAUL BROWN



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- JOEL MILLER

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What's making news in motorsports

POWER RANKINGS

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

Tony Schumacher

Needing only to qualify to sew up a record sixth Top Fuel title, the top-qualifying Schumacher swept to his 15th victory of the season, tying yet another record and easily putting the wraps on a fifth-straight Top Fuel championship. The triumph was the 56th of Schumacher's Top Fuel career.

NO. 1



DAVE KOMMEL PHOTO

REST OF THE BEST

2. Donny Schatz

A dominant victory in the World Finals was Schatz's 18th of the season one day after he clinched a third-straight WoO crown.

3. Jimmie Johnson

Johnson finished 15th at Texas and watched a huge chunk of his commanding Sprint Cup point lead disappear.

4. Scott Dixon

Dixon has a new teammate in Dario Franchitti, and Chip Ganassi now has the last two series champions in his stable for 2009.

5. Carl Edwards

Edwards's eighth victory of the season trimmed nearly 80 points off Jimmie Johnson's Sprint Cup points lead, but it may not be enough.

6. Kyle Busch

Busch's full weekend of races included a Nationwide Series victory, his record 21st triumph among NASCAR's top three series this season.

7. Lewis Hamilton

Hamilton, who saw a driving title slip away at Brazil a year ago, became F-1's youngest World Driving Champion Sunday at 23.

8. Benny Gordon

Gordon became one of only three repeat champions in the 12-year history of USAR Pro Cup with a fifth-place finish at Rockingham.

9. Felipe Massa

Massa came up one point shy of the World Driving Championship despite winning six grands prix this year, including the season finale.

10. Justin Allgaier

The ARCA RE/MAX Series champion is now learning the ropes as a Penske development driver, finishing 21st in the O'Reilly Challenge.

Honorable Mention

Jesse Hockett made the trip from his home state of Missouri count by capturing the 13th annual Budweiser Oval Nationals Saturday at Perris (Calif.) Auto Speedway.

Last Week

Donny Schatz moved up a spot, flip-flopping with Jimmie Johnson. Justin Allgaier also slipped three spots to No. 10 as Felipe Massa re-entered the rankings and Lewis Hamilton moved up.

ARCA Returns To Music City Roots

Series Heads Back To Music City After 17-Year Absence

NASHVILLE, Tenn. — The ARCA RE/MAX Series will return to the Music City Motorplex at the Tennessee State Fairgrounds for a 200-lap event, ending a 17-year hiatus.

The race is scheduled for June 20 and will mark the 24th appearance of the series since the inaugural ARCA race was held there in 1959.

Nelson Stacy won the inaugural 300-lap ARCA RE/MAX Series race at the Fairgrounds June 21, 1959. Twenty-two more RE/MAX Series events followed, producing winners such as Don White, Harold Smith, Jack Bowsher, Keith Ploughe, Andy Hampton, Red Farmer, Coo Coo Marlin, Ramo Stott, Bruce Gould, Woody Fisher, Moose Myers, Marvin Smith, Bob Schacht and David Green, who, in the Rulo Brothers No. 39, won the last ARCA race there in 1992.

"I think this is really a dramatic occurrence," said Track Promoter Joe Mattioli III. "Having the ARCA RE/MAX Series at the Fairgrounds can hopefully rekindle the magic of 50 years ago. And, at the same time, it allows the RE/MAX Series to essentially step back to its heritage; the series has a great history at this track."

McClure Indicted On Tax Charges

ABINGDON, Va. — Larry McClure, longtime general manager of Morgan-McClure Motorsports, which his family co-owned, has been indicted by a federal grand jury after being charged with wire fraud, mail fraud and federal tax crimes.

The indictment came down Oct. 28 and McClure faces a penalty of 115 years in prison and as much as \$2.75 million in fines. He faces three counts of filing a false tax return, two counts of obstructing a tax investigation and a single count of wire fraud.

The charges stem from the 2002, 2003 and 2004 calendar years. Morgan-McClure Motorsports closed in January.

Miller Motorsports Park Sets Its 2009 Schedule

TOOELE VALLEY, Utah — Miller Motorsports Park has announced its schedule of events for the 2009 racing season.

The fourth season of racing at Miller Motorsports Park will begin May 15-17 with the Utah Grand Prix featuring the American Le Mans Series and also includes visits from the Grand Am Rolex Sports Car Series and the NASCAR Camping World Series West.

The schedule:

May 15-17, American Le Mans Series Utah Grand Prix; May 22-24, WERA Motorcycle Roadracing; May 29-31, HANSpree FIM Superbike World Championship; July 31-Aug. 1, NASCAR



DAVID E. HEITHAUS PHOTO

THEY'RE BACK: The ARCA RE/MAX Series, above at Joliet, Ill., in September, will return to the Music City Motorplex in Nashville for the first time in 17 years when it visits June 20, 2009.

Camping World Series West; Aug. 8-9, SCCA Great Salt Race; Sept. 4-6, Cycle Fest; Sept. 10-13, National Auto Sports Ass'n (NASA) National Championships; Sept. 18-20, Grand Am Rolex Sports Car Series; Sept. 18-20, Porsche Club of America.

Edwards, Pastrana Team For Race of Champions

CONCORD, N.C. — NASCAR's Carl Edwards and motocross standout Travis Pastrana will team up to represent Team USA Dec. 14 at the 2008 Race of Champions at London, England's Wembley Stadium.

The back-flipping duo will take on an all-star lineup including Michael Schumacher, Troy Bayliss and Sebastien Loeb.

"It's great to be able represent the United States in the Race of Champions this year in England," said Edwards. "I've never been to Europe and expect it will be spectacular. To race with the top

drivers in the world is the opportunity of a lifetime. I will be teaming up with X Games Champion Travis Pastrana, which will be a great experience in itself. He's the man, and the goal is to bring back a trophy. I can't wait. It should be a lot of fun."

Team USA will attempt to capture its first Race of Champions Nations Cup title since 2002.

Pace American Buys J&L Cargo Express

BANNOCKBURN, Ill. — Pace American, Inc., a nationally recognized manufacturer of enclosed motorsport, cargo and specialty trailers, recently completed its acquisition of Bristol, Ind.-based J&L Cargo Express.

"With this acquisition, we are continuing to further our ongoing strategy to strengthen and grow Pace American's industry-leading market share position," said Pace American CEO Mitchell Bender. "Like our other brands, Cargo Express

has long been recognized for its superior product quality, comprehensive selection and exemplary customer service, so, needless to say, we're very pleased to welcome them to our family."

In addition to retaining its own independent brand identity, Cargo Express's existing dealer network and staff will remain unchanged. The brand will also continue to be managed by Cargo Express President and General Manager Lyle Miller.

DARF Auction Raises Money For Fund

DAYTON, Ohio — The Dayton Auto Racing Fan Club's (DARF) Oct. 28 auction of racing merchandise and memorabilia raised \$4,644 for the organization's fund to aid injured drivers and others in the sport.

The fund has helped more than 140 individuals and families over the years.

DARF also announced that tickets for its annual Banquet of Champions, which is scheduled for Dec. 6 at Conover Hall in Franklin, Ohio, are on sale for \$25 each. To order or for more information, call (937) 335-1730.

Palm Beach Drag Strip Set To Re-Open

JUPITER, Fla. — Palm Beach Int'l Raceway will hold its inaugural event Nov. 8 as it welcomes competitors and fans for a test and tune on the new all-concrete drag-race surface.

Gates will open at 9 a.m. with races set to run from 10 a.m.-5 p.m. Race entry will be \$50 and crew/spectator entry is \$15 each. Children under 12 are admitted free when accompanied by a parent.

Also scheduled for Nov. 9, "Big Daddy" Don Garlits and his Swamp Fuel Rat IV top-fuel dragster, the first drag car to exceed the 200-mph mark in 1964, will be featured in the Dick Moroso Classic Car Show and Nostalgia Drag Race.

Visit www.racepbir.com or call (561) 622-1400 for more information.

NUTS AND BOLTS

Wisconsin's Cedar Lake Speedway has changed the dates of the 2009 USA Nationals to July 30-Aug. 1 so as not to conflict with the running of other major late-model events around the country. Tickets and camping reservations for the previously announced dates will be honored. . . The American-Canadian Tour Late Model Championship will return to Maine's Beech Ridge Motor Speedway for a 150-lap event July 25, 2009, ending a 16-year absence from the facility. . . Longtime Indianapolis Motor Speedway business partner Ice Miller, an Indianapolis-based law firm, will serve as title sponsor for the Speedway's Centennial Gala, which is scheduled for Feb. 27 at the Indiana Convention Center in downtown Indianapolis. The gala will kick off the Speedway's three-year Centennial-era celebration. . . The 61st annual Rislone URC Awards Banquet will be held at the Lancaster (Pa.) Host Dec. 6. For more information and tickets, visit www.urcsprints.com. . . Goodyear and the Star Mazda Series have agreed on a deal that will keep the tire company as the series' exclusive tire supplier for the next five seasons. . . Jean-Paul Cyr and Brian Hoar will be teammates under the RPM Motorsports banner in ACT Late Model competition next season. . . Correction: A caption on page 30 of the Oct. 29 issue of National Speed Sport News incorrectly identified a photograph of A.J. Foyt IV as Ryan Hunter-Reay. It was Foyt in the photo. We regret the error.

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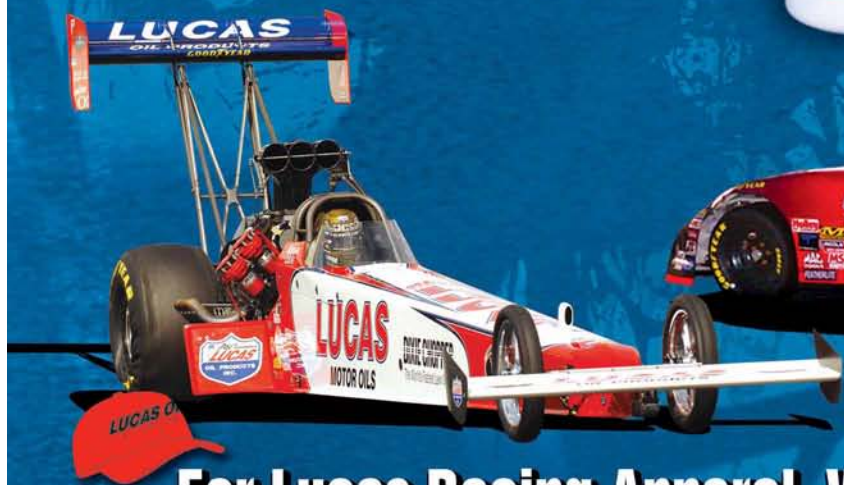
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KATHY BOND PHOTO

WAY TO GO: Black's Tire American 200 winner Clay Rogers (54s) and newly crowned Hooters USAR Pro Cup champion Benny Gordon congratulate one another after Saturday's race at Rockingham (N.C.) Speedway.

Rogers Saves Best For Last

By JOHN CLAYTON
STAFF WRITER

ROCKINGHAM, N.C. — Though the questions surrounding the USAR Hooters Pro Cup Series all had to do with finality, the operative word for Clay Rogers was “finally.”

HOOTERS

After a long season, Rogers waited until the final laps before managing to take the lead and then went on for his first victory of the season Saturday afternoon at the season-ending Black's Tire American 200 at Rockingham Speedway.

INSIDE

Pro Cup drivers awaiting word on future of series.

PAGE 33

“This is an emotional win for me,” said Rogers. “I’ve won a race every year in my career since 1989, and it didn’t look like it was going to happen this year the way our luck was going lately.”

Rogers’s luck changed on lap 194, when race leader Drew Herring, a series rookie who appeared headed for his first victory, came upon lapped traffic that fanned out in front of him just before entering turn one.

Herring had to slow, but Rogers did not. Rogers passed Herring, who had taken the point with 20 laps remaining en route to the series’ rookie championship, and held off a couple of challenges from the rookie over the final laps to earn the \$12,000 victory. Meanwhile, Benny Gordon, who

gave up the lead to Herring on lap 180, finished fifth to win his second-career USAR Pro Cup Series title — perhaps the final one as the USAR faces an uncertain future without a sponsor thus far for 2009 — and the \$150,000 championship prize.

Hooters, the restaurant chain that has been the title sponsor for the series since its inception in 1996, announced several weeks ago that it would not return as entitlement sponsor.

Gordon won the series championship comfortably after challenger Mark McFarland fell out of the race after completing 196 laps. McFarland sustained damage to his race car during an accident primarily involving Matt Merrell and Derrick Kelley that brought out the only red flag of the race.

After joining Bobby Gill and Rogers as the only two-time series champions, Gordon, who finished every competitive lap in the series this season, said he had a chance to capture his seventh victory of the season, but chose not to push the issue in the waning laps with the championship at stake.

“I had somebody remind me that I was chasing a steak, not a hot dog,” he said.

Gordon finished the season with six wins, 11 top fives and 12 top 10s. He also led a series-high 898 laps, led 12 of the 13 races in which he competed and recorded an average finish of 3.15 on the year.

So, Gordon followed Rogers, Herring, Tom Hessert and Caleb

Holman to the finish line. Hessert finished third after leading a race-high 85 laps. Herring’s performance on the Rockingham mile was the Benson, N.C., driver’s second runner-up finish on the longer tracks on the Pro Cup schedule. He also finished second at The Milwaukee Mile.

The aim, Herring said, was to win the rookie championship, which was accomplished, but he was also frustrated because his first series victory was within his grasp and slipped away in lapped traffic.

“I thought we were going to get (Rogers) back a couple of times, but I’d get underneath him and he was able to pull away on the straightaway,” Herring said. “The guys on this crew worked their tails off all weekend on this car, and it’s really a shame that we couldn’t get this victory.”

“But we’ll take second this weekend, and we got rookie of the year — that was our main focus.”

The finish:

Showing driver, car, laps completed, money won: 1. Clay Rogers, Chevrolet, 200, \$12,000; 2. Drew Herring, Ford, 200, \$8,000; 3. Tom Hessert, Chevrolet, 200, \$6,000; 4. Caleb Holman, Chevrolet, 200, \$4,500; 5. Benny Gordon, Ford, 200, \$5,000; 6. James Buescher, Chevrolet, 200, \$3,500; 7. A.J. Frank, Chevrolet, 200, \$3,000; 8. Derek Kale, Chevrolet, 200, \$2,800; 9. Jeff Agnew, Chevrolet, 200, \$2,600; 10. J.P. Morgan, Chevrolet, 200, \$2,400; 11. Michael Ritch, Ford, 200, \$2,200; 12. Michael Kidd, Chevrolet, 197, \$2,100; 13. Jay Fogleman, Ford, 196, \$2,000; 14. Mark McFarland, Chevrolet, 196, \$1,900; 15. Tim Baine, Jr., Ford, 196, \$1,800; 16. Mikey Kile, Chevrolet, 195, \$1,700; 17. Sam Fulline, Chevrolet, 194, \$1,700; 18. Ronnie Souders, Chevrolet, 186, \$1,700; 19. Allen Purkhiser, Ford, 185, \$1,700; 20. Bryan Silas, Ford, 182, \$1,700; 21. Larry Barrett, Chevrolet, 182, \$1,600; 22. Joe Harrison, Jr., Chevrolet, 180, \$1,600; 23. Matt Merrell, Chevrolet, 174, \$1,600; 24. Derrick Kelley, Ford, 162, \$1,600; 25. Woody Howard, Chevrolet, 132, \$2,600; 26. Carl Long, Ford, 132, \$1,500; 27. Bobby Gill, Ford, 122, \$1,500; 28. John Gibson, Ford, 117, \$1,500; 29. Gary St. Amant, Chevrolet, 117, \$1,500; 30. Trevor Bayne, Chevrolet, 103, \$1,500; 31. Dana White, Chevrolet, 91, \$1,500; 32. Matt Hawkins, Ford, 78, \$1,500; 33. Brett Butler, Ford, \$1,500; 34. Matt Lofton, Chevrolet, 54, \$1,500; 35. Joey Coulter, Ford, 17, \$1,500.

umph.

Marshall Skinner was third, ahead of Terry Gray and Rickey Hood.

The finish:

Tim Crawley, Danny Wood, Marshall Skinner, Terry Gray, Rickey Hood, Ronny Blair, Kenny Coke, Mark Shirshakan, Anthony Nicholson, Jon Stinson, Justin Carver, Wes Michael, Lee Moore, Raymond Stull, Chris Williams, Ronny Howard, Michael Craddock, Derek Hagar, Eddie Gallagher, Dewayne Prince, Ray Bugg.

Crawley completed his clean sweep run by winning the six-car, six-lap Lucas Oil Power Dash to land himself on the K&N Filters Pole for the 40-lap Gumbo Nationals finale.

He then led every lap of the feature event, beating Danny Wood to the checkered flag for the \$4,000 tri-

Crawley Scores Sweep Of Gumbo Nationals

GREENVILLE, Miss. — Tim Crawley completed a sweep of the weekend’s O’Reilly Auto Parts United Sprint Car Series presented by

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Lucas Oil Gumbo Nationals Saturday night.

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A look back at the formative years of racing



AL BISHOP PHOTO

JUMPIN’ JACK: Jack Johnson, who was the first New Yorker to win at Syracuse in 1979, is shown here at Canandaigua (N.Y.) Speedway in 1987.

Jack Johnson Was The First New Yorker To Win Syracuse

By RON HEDGER

Until Jack Johnson won the 1979 DIRT modified classic now known as the Rite Aid 200, no New Yorker had been to victory lane at the New York State Fair mile in Syracuse.

Florida’s Buzzie Reutimann won the inaugural event in 1972 and repeated in 1973. He was followed by New Jersey star Billy Osmon, Pennsylvania legend Dick Tobias and another Floridian, Gary Balough, who won three consecutive years.

“They intimidated us!” recalled Johnson, who is still winning races on the difficult DIRT modified circuit today. “Then, we went to Flemington, and I won the Flemington 200 my first time there. After that, I knew they weren’t invincible.”

“My sponsor, Bob Deming, and I bought a body and frame from Pennsylvania’s Dave Kneisal for 1979 and won a bunch of races. We wanted to go to Syracuse with a good engine, so my mechanic, JoJo DeSorbo, and I went to Atlanta to see camshaft and carburetor specialist John Reed, who built engines for Junior Johnson and other NASCAR guys. He was the nicest guy in the world, though. He told us our big blocks belonged in boats and tractors.”

Not much was done to ready the car for competition. “All we did was sandblast the car and paint everything,” recalls crewman Joe Bellomo. “No special body like today. Reed came to Syracuse with us to adjust the valves and took care of the motor all weekend. We only did one pit stop in those days because it was still 125 miles, so it was pretty easy on our end.”

When asked how the race went, Johnson pulled up mental images like it was yesterday.

“Buzzie (Reutimann) and I were up front, then Will Cagle got there, too. Back then, if you were good, you could pull out and pass, and I blew by both of them. The best I’d finished there before was eighth, so that really felt good. Everybody got drunk after the race and JoJo crashed the truck and trailer. All in all, it was quite an event.”

Johnson would go on to win Syracuse again in 1984 and New Yorkers Merv Treichler, Alan Johnson, Bob McCreadie, Danny Johnson, Billy Decker, Kenny Tremont, Jr., Vic Coffey and Tim Fuller have won since, but “Jumpin’ Jack” will always be the first.


Jack’s success continued in 1980, when he won nearly three dozen features. But it wasn’t because he got rich at Syracuse.

“What we won didn’t pay for the motor,” Johnson remembered. “It was \$11,000, and today, it would be \$40,000.”

Some things never change.

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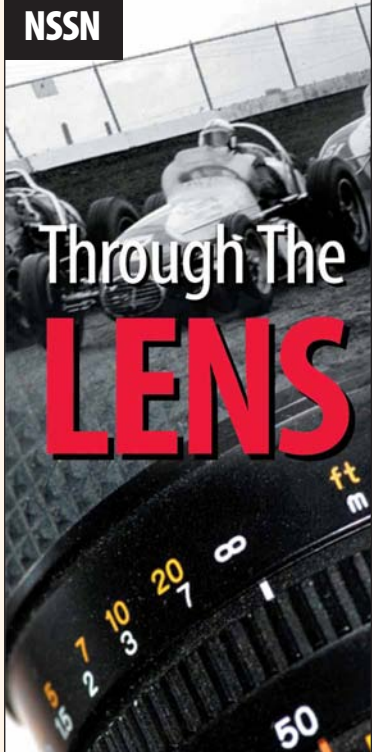


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Through The LENS

A visual tour through the history of motorsports

AYRTON SENNA

▶ Brazilian Formula One driver Ayrton Senna was not only one of the most successful Formula One drivers in history, but he became a cult hero in his country.

His death during the 1994 San Marino Grand Prix had an impact on race fans around the world and in particular, in his native Brazil where a crowd estimated at one million people lined the streets for his state funeral.

Senna became a hero to his countrymen after winning three F-1 titles and 41 grands prix during an F-1 career that began in 1984.

Prior to moving to Formula One, Senna won various other championships, including the 1983 British Formula 3 title.

Featured here (clockwise from top left): With helmet in 1984; On track during the June 1992 Canadian Grand Prix at Circuit Gilles Villeneuve in Montreal; In 1992; Conferring with the Williams Renault team in February 1994; Offering a wave at Portugal's Autódromo do Estoril in 1987; Making his way around the paddock in 1990; At Germany's Hockenheimring in June 1982.

— NSSN Archives

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

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Your guide to upcoming events

MOTORSPORTS CALENDAR

- Nov. 6 USAC Silver Crown, Midget, Western Midgets
Phoenix Int'l Raceway, Avondale, Ariz., Silver Crown and 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 Motorsport 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, Avondale, 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
Toyota 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. 11-13 Convention Holiday Classic
Volusia Speedway Park, Barberville, Fla., Late Models, Modifieds and Sprint Cars
 - Dec. 19-20 O'Reilly POWRI National Midget Series
Kemper Arena, Kansas City, Kan., Midgets
 - Dec. 19-20 Rumble Racing Series
SeaGate Centre, Toledo, Ohio, Midgets
 - Dec. 26-27 Rumble Racing Series
Memorial Coliseum Expo Center, Fort Wayne, Ind., Midgets
- ### 2009 Major Races
- Jan. 1 Polar Bear 150
Rockingham Speedway, Rockingham, N.C., Street Stocks
 - Jan. 4 Ice Bowl
Talladega Short Track, Talladega, Ala., Late Models
 - Jan. 13-17 Chili Bowl
Tulsa Expo Raceway, Tulsa, Okla., Midgets
 - Jan. 23 KONI Challenge Series
Daytona Int'l Speedway, Daytona Beach, Fla., Sports Cars
 - Jan. 24-25 Grand Am Rolex Series
Daytona Int'l Speedway, Daytona Beach, Fla., Sports Cars
 - Jan. 29-31 American Sprint Car Series
East Bay Raceway Park, Gibsonton, Fla., Sprint Cars
 - Feb. 2-7 Lucas Oil Late Model Series
East Bay Raceway Park, Gibsonton, Fla., Late Models
 - Feb. 5-8 NHRA Full Throttle Drag Racing Series
Auto Club Raceway at Pomona, Pomona, Calif., Dragsters
 - Feb. 7 NASCAR Sprint Cup Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
 - Feb. 10-11 410 Sprint Cars
East Bay Raceway Park, Gibsonton, Fla., Sprint Cars
 - Feb. 12 NASCAR Sprint Cup Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
 - Feb. 12-14 UMP Modifieds
East Bay Raceway Park, Gibsonton, Fla., Modifieds
 - Feb. 13 NASCAR Camping World Truck Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
 - Feb. 14 NASCAR Nationwide Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
 - Feb. 15 NASCAR Sprint Cup Series
Daytona Int'l Speedway, Daytona Beach, Fla., Stock Cars
 - Feb. 19-21 Crate Late Models
East Bay Raceway Park, Gibsonton, Fla., Late Models
 - March 21 American Le Mans Series
Sebring Int'l Raceway, Sebring, Fla., Stock Cars
 - March 29 Formula One World Championship
Albert Park, Melbourne, Australia, Formula Cars
 - April 4-5 Firestone Indy Lights Series
Streets of St. Petersburg, St. Petersburg, Fla., Indy Cars
 - April 5 IRL IndyCar Series
Streets of St. Petersburg, St. Petersburg, Fla., Indy Cars
 - April 19 IRL IndyCar Series
Streets of Long Beach, Long Beach, Calif., Indy Cars
 - May 16 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
 - May 24 NASCAR Sprint Cup Series
Lowe's Motor Speedway, Concord, N.C., Stock Cars
 - May 24 IRL IndyCar Series
Indianapolis Motor Speedway, Indianapolis, Ind., Indy Cars
 - June 3 Prelude To The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
 - June 5-7 The Dream
Eldora Speedway, Rossburg, Ohio, Late Models
 - July 17-18 Advance Auto Parts World of Outlaws
Eldora Speedway, Rossburg, Ohio, Sprint Cars
 - July 26 NASCAR Sprint Cup Series
Indianapolis Motor Speedway, Indianapolis, Ind., Stock Cars
 - Aug. 12-15 Knoxville Nationals
Knoxville Raceway, Knoxville, Iowa, Sprint Cars
 - Sept. 2-7 NHRA Full Throttle Drag Racing Series
O'Reilly Raceway Park, Clermont, Ind., Dragsters
 - Sept. 11-12 World 100
Eldora Speedway, Rossburg, Ohio, Late Models
 - Oct. 10 IRL IndyCar Series
Homestead-Miami Speedway, Homestead, Fla., Indy Cars
 - Oct. 10 American Le Mans Series
Mazda Raceway Laguna Seca, Monterey, Calif., Sports Cars
 - Oct. 10-11 Firestone Indy Lights Series
Homestead-Miami Speedway, Homestead, Fla., Indy Cars
 - Nov. 12-15 NHRA Full Throttle Drag Racing Series
Auto Club Raceway at Pomona, Pomona, Calif., Dragsters
 - Nov. 15 Formula One World Championship
Yas Marina Circuit, Abu Dhabi, Formula Cars
 - Nov. 20 NASCAR Camping World Truck Series
Homestead-Miami Speedway, Homestead, Fla., Stock Cars
 - Nov. 21 NASCAR Nationwide Series
Homestead-Miami Speedway, Homestead, Fla., Stock Cars



AUTOIMAGERY.COM PHOTO

MAN OF STEELE: Dave Steele powers around Phoenix Int'l Raceway during last year's Copper World Classic.

MARK IT DOWN!

Nov. 6, USAC Copper World Classic

Phoenix Int'l Raceway, Avondale, Ariz., Silver Crown and Midget Cars

The United States Auto Club converges on Phoenix Int'l Raceway for the 33rd Copper World Classic. Last season, Dave Steele returned to USAC's Midget Series and ended a five-month hiatus with a victory in the 25-mile feature. Cameron Dodson topped the 100-mile go for the Silver Crown Series.

ON THE AIR

A quick look at what's on television this week: Nov. 6-9.

Thursday

- "NASCAR Now," 12 a.m., ESPN2
- NASCAR Sprint Cup Dickies 500 (taped), 12 p.m., Speed
- Classic NASCAR: 1990 Checkers 500, 1 p.m., ESPN Classic
- "NASCAR Now," 5 p.m., ESPN2
- "Motorsport Hour," 5 p.m., Vs.

Friday

- "NASCAR Now," 12 a.m., ESPN2
- NHRA ACDelco Las Vegas Nationals (taped), 2 a.m., ESPN2
- "NASCAR Live," 11 a.m., Speed
- NASCAR Nationwide Series Hefty Odor Block 200 practice, 11:30 a.m., Speed
- NASCAR Sprint Cup Checker O'Reilly Auto Parts 500 practice, 2 p.m., ESPN2
- NASCAR Nationwide Series Hefty Odor Block 200 practice, 3:30 p.m., Speed
- NASCAR Craftsman Truck Series Lucas Oil 150 qualifying, 4:30 p.m., Speed
- NASCAR Sprint Cup Checker O'Reilly Auto Parts 500 qualifying, 5:30 p.m., ESPN2
- "NCTS Setup," 7:30 p.m., Speed
- NASCAR Craftsman Truck Series Lucas Oil 150, 8 p.m., Speed
- "Trackside," 10:30 p.m., Speed

Saturday

- "Formula One Debrief," 12:30 a.m., Speed
- "NCTS Setup," 1:30 a.m., Speed
- NASCAR Craftsman Truck Series Lucas Oil 150 (taped), 2 a.m., Speed
- "Trackside," 11 a.m., Speed
- NASCAR Nationwide Series Hefty Odor Block 200 qualifying, 12 p.m., Speed
- NASCAR Sprint Cup Checker O'Reilly Auto Parts 500 practice, 1:30 p.m., Speed
- "NASCAR Live," 2:30 p.m., Speed
- NASCAR Sprint Cup Checker O'Reilly Auto Parts 500 practice, 3

TUNE IN TO ...

The World of Outlaws Late Model Series season finale (taped) at 9 p.m. Saturday on Speed.

p.m., ESPN2

- Star Mazda Series from Mazda Raceway Laguna Seca (taped), 3 p.m., Speed
- "NASCAR Countdown," 4 p.m., ESPN2
- Volkswagen Jetta TDI Cup (taped), 4 p.m., Speed
- NASCAR Nationwide Series Hefty Odor Block 200, 4:30 p.m., ESPN2
- "Tradin' Paint," 8 p.m., Speed
- "NASCAR Performance," 8:30 p.m., Speed
- World of Outlaws Late Models Vault World Finals from Concord, N.C. (taped), 9 p.m., Speed

Sunday

- "F-1 Debrief," 4 a.m., Speed
 - NASCAR Nationwide Series Hefty Odor Block 200 (taped), 4:30 a.m., ESPN2
 - "NASCAR Now," 10 a.m., ESPN2
 - "NASCAR Confidential," 10:30 a.m., Speed
 - "Tradin' Paint," 11:30 a.m., Speed
 - "NASCAR Performance," 12 p.m., Speed
 - "NASCAR in a Hurry," 12:30 p.m., Speed
 - "NASCAR RaceDay," 1 p.m., Speed
 - "NASCAR Countdown," 3 p.m., ABC
 - NASCAR Checker O'Reilly Auto Parts 500, 3:45 p.m., ABC
 - "Formula One Debrief," 6 p.m., Speed
 - "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



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RACE REWIND

WORLD OF OUTLAWS SPRINT SERIES

Races 64 and 65: Oct. 31 and Nov. 1

FINAL RESULTS

WINNER



Brooke Tatnell

WINNER



Donny Schatz

Friday

The Dirt Track @ Lowe's Motor Speedway, Concord, N.C.

Qualifications: 1. Jason Meyers, Stockbridge 14, 12.293; 2. Daryn Pittman, Titan 21, 12.403; 3. Steve Kinser, Kinser 11, 12.404; 4. Ed Lynch, Jr., Lynch 2L, 12.444; 5. Fred Rahmer, Clemons 51, 12.478; 6. Wayne Johnson, Styres 77x, 12.489; 7. Tim Shaffer, Call Motorsports 83a, 12.497; 8. Lucas Wolfe, Allebach 5w, 12.508; 9. Terry McCarl, McCarl 24, 12.524; 10. Donny Schatz, Stewart 15, 12.527; 11. Brooke Tatnell, Woodward 2, 12.531; 12. Cody Darrah, Darrah 89, 12.581; 13. Jac Haudenschild, Carnahan r19, 12.585; 14. Greg Hodnett, Cline 22, 12.600; 15. Rob Chaney, Hammer 24h, 12.622; 16. Chad Kemenah, Hard Eight 8k, 12.633; 17. Danny Lasoski, Nace 6n, 12.659; 18. Kraig Kinser, Stewart 20, 12.662; 19. Jason Sides, Sides 7s, 12.670; 20. Lee Sowell, Sowell 51s, 12.693; 21. Chad Hillier, Hillier 5c, 12.694; 22. Alan Cole, Cole 35, 12.695; 23. Kerry Madsen, Vermeer 55, 12.710; 24. Paul McMahan, Parsons 6, 12.719; 25. Lee Jacobs, Jacobs 59, 12.725; 26. Joey Saldana, Kahne 9, 12.739; 27. Niki Young, Niederer 10n, 12.740; 28. Lance Dewease, Catocin 30c, 12.749; 29. Sam Hafertepe, Jr., Hafertepe 15h, 12.840; 30. Danny Smith, Smith 4, 12.857; 31. Josh Weller, Weller 63, 12.888; 32. Jimmy Stinson, Stinson 83, 12.901; 33. Jessica Zemken, Zemken 1z, 12.915; 34. Brian Leppo, Leppo 71, 12.925; 35. Tony Bruce, Jr., Bruce 18, 12.934; 36. Scott Flammer, Flammer 37, 12.951; 37. Mark Smith, Smith 7m, 12.975; 38. Brandon Martin, Martin 11m, 12.988; 39. Glenn Styres, Styres 0, 12.994; 40. Greg Wilson, Warnimont w20, 13.019; 41. T.J. Winegardner, Winegardner 11t, 13.028; 42. Lynton Jeffrey, Jeffrey 12, 13.126; 43. Brian Ellenberger, Ellenberger 20e, 13.151; 44. Craig Folmar, Stambaugh 81, 13.248; 45. Brian Smith, Smith 11s, 13.273; 46. Louie Carufel, Carufel 47x, 13.571; 47. John Memmer, Memmer 4m, 13.732.

First Heat (8 laps): McCarl, Haudenschild, Meyers, Rahmer, Hillier, M. Smith, Lasoski, Hafertepe, Jacobs, Zemken, Winegardner, B. Smith.

Second Heat (8 laps): Schatz, Pittman, Hodnett, Saldana, D. Smith, Jeffrey, K. Kinser, Martin, Cole, Leppo, Johnson, Carufel.

Third Heat (8 laps): Tatnell, Sides, Shaffer, S. Kinser, Chaney, Young, Madsen, Bruce, Ellenberger, Weller, Styres.

Fourth Heat (8 laps): Kemenah, Darrah, Lynch, Wolfe, McMahan, Dewease, Stinson, Wilson, Sowell, Flammer, Folmar.

Crane Cams Dash (6 laps): McCarl, Tatnell, Schatz, Darrah, Pittman, Haudenschild, Meyers, S. Kinser, Sides, Kemenah.

C Main (10 laps): 1. M. Smith; 2. Martin; 3. Jeffrey, \$125; 4. Wilson, \$125; 5. Ellenberger, \$125; 6. Winegardner, \$100; 7. Styres, \$100; 8. Carufel, \$100; 9. B. Smith, \$100; 10. Folmar, \$100; 11. Memmer, \$100.

B Main (12 laps): 1. Johnson; 2. Lasoski; 3. K. Kinser; 4. Sowell; 5. Cole, \$200; 6. Madsen, \$180; 7. Hafertepe, \$175; 8. Dewease, \$160; 9. Bruce, \$150; 10. Young, \$150; 11. Leppo, \$150; 12. Zemken, \$150; 13. Weller, \$150; 14. Flammer, \$150; 15. Jacobs, \$150; 16. Stinson, \$150; 17. Martin, \$150; 18. M. Smith, \$150.

Feature (30 laps): 1. Tatnell, \$10,000; 2. Schatz, \$5,000; 3. McCarl, \$3,000; 4. S. Kinser, \$2,700; 5. Darrah, \$2,500; 6. Pittman, \$2,200; 7. Haudenschild, \$2,000; 8. Meyers, \$1,800; 9. Rahmer, \$1,600; 10. Johnson, \$1,450; 11. Shaffer, \$1,300; 12. Kemenah, \$1,200; 13. Lynch, \$1,100; 14. McMahan, \$1,000; 15. Wolfe, \$950; 16. Madsen, \$200; 17. D. Smith, \$850; 18. K. Kinser, \$750; 19. Saldana, \$725; 20. Hodnett, \$700; 21. Chaney, \$700; 22. Hafertepe, \$700; 23. Sowell, \$700; 24. Hillier, \$700; 25. Sides, \$700; 26. Lasoski, \$700.

STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Steve Kinser

Top 10

1. Donny Schatz	9,026	6. Kerry Madsen	8,100
2. Jason Meyers	8,894	7. Craig Dollansky	8,069
3. Steve Kinser	8,600	8. Terry McCarl	8,068
4. Joey Saldana	8,462	9. Chad Kemenah	8,058
5. Jac Haudenschild	8,385	10. Daryn Pittman	7,940



DICK AYERS PHOTO

UP TOP: Brooke Tatnell (2) works the high side of The Dirt Track as Terry McCarl tries the low side during Friday's World Finals in Concord, N.C.

Sub Tatnell Holds Off Charging Schatz

By SHEENA E. BAKER
PRODUCTION EDITOR

CONCORD, N.C. — Brooke Tatnell found out there is no substitute for winning in the Advance Auto Parts World of Outlaws Sprint Car Series.

Filling in for WoO regular Craig Dollansky, Tatnell powered the No. 2 Aggressive Hydraulics Maxim to a .474-second victory over Donny Schatz on the opening night of the Vault World Finals Friday at The Dirt Track @ Lowe's Motor Speedway. The Australian picked up \$10,000 for the victory, the ninth of his career and the first of the season.

"This really means a lot to us," said Tatnell, who was tapped to drive Larry Woodward's No. 2 when Dollansky suffered a compound fracture in his upper right arm during a WoO visit to Eldora Speedway in September. "We should have gotten one earlier this year with basically our own team and it didn't happen that way. These guys have believed in me. Whether I have made mistakes or things have gone wrong, everyone has patted each other on the back, said not to worry about it, that we would get it the next time and would be all right. To have Craig and Larry and everyone on this team to have faith in me and for me to be the driver they wanted in the car, to win is a great payback for them."

Rolling off second, Tatnell jumped to the lead at the start of the 30-lap feature ahead of Pennsylvania young-gun Cody Darrah, Schatz and polesitter Terry McCarl. Tatnell's sprint car

began smoking going into turn one on the second lap, but he continued to hold off the No. 89 of Darrah despite the "nerve wracking" smoke and oil that covered the floorboard of the No. 2.

Though lapped traffic allowed Darrah to close in on the leader, Tatnell continued to pace each circuit of the four-tenths-mile oval. Behind him, third-place starter Schatz drove his No. 15 Armor All J&J around McCarl and Darrah into second by the halfway point. A caution with 10 laps to go bunched the field up one final time, but a three-way battle for second between Schatz, McCarl and Darrah allowed Tatnell to pull away again. Schatz used lapped traffic to score the wire-to-wire triumph.

With the second-place finish, Schatz clinched his third-straight series championship, joining Steve Kinser as the only drivers to capture three-consecutive titles.

"We're happy we got the title, but we were here to win the race tonight," Schatz said. "I thought we had a good chance to. The car was awesome before that yellow came out. I didn't do my job after the yellow. The last 10 laps, I didn't run the car right. I let the tires cool off and never got them back, and that's my fault. We're pumped to have the championship, but we gave away a race and that's not what our job is and we are disappointed with that."

McCarl held on for third, followed by Kinser and Darrah, who notched his career-best World of Outlaws finish.

Jason Sides, who was driving a research-and-development car for Steve Kinser Racing, rounded out the top five. While Schatz was never challenged for the lead, it didn't mean he wasn't racing. While working lapped traffic, he split a pair of lapped cars running side by side. "There are times I tell myself not to do that, but when you come out of stuff like that, it is fun to have done that," Schatz said. "That's what these people come out here to see us do."

The race was slowed by two yellow and two red flags, including a red flag on lap 20 when Rob Chaney flipped and was then contacted by the car driven by Kerry Madsen. While shaken up, Chaney was uninjured.

WoO Honors Champ With \$200K Check

By MIKE KERCHNER
SENIOR EDITOR

CHARLOTTE, N.C. — The curtain officially fell on the 30th anniversary Advance Auto Parts World of Outlaws Sprint Car Series season Sunday night at the Hilton University Place as Donny Schatz was crowned series champion for the third-consecutive year.

Schatz picked up a check for \$200,000, a 50-pound trophy and other hardware, cracking a few jokes, praising his team and car owner, Tony Stewart in the process.

"You are the man," Schatz told championship crew chief Ricky Warner in accepting the championship. "Thank you for putting up with me, and I promise I won't bitch about anything until Volusia (when the 2009 season opens in February)."

Schatz was the final honoree on the evening, which saw the drivers and team owners in the top 20 in the standings recognized, with Jason Meyers, Steve Kinser, Joey Saldana and Jac Haudenschild claiming top-five honors.

Lucas Wolfe was honored with the Kevin Gobrecht Rookie of the Year Award, while the Ted Johnson Award for Outstanding Contribution was presented to early-days World of Outlaws driver Rick Ferkel, who worked as an official with the series for many years and now mentors up-and-coming drivers, including Sam Hafertepe, Jr. who the Ohio Traveler is currently hooked up with.

"Without Ted Johnson, none of us would be here," Ferkel reminded the room full of guests.

After completing their final weekend with their world-famous tow vehicle — Working Woody — Art and Carol Malies were honored with the inaugural Outlaw Award. As well, WoO announcer Johnny Gibson received the Service of Excellence Award.

Promoter of the Year honors went to driver Craig Dollansky and his wife, Julie, for their work promoting events at Clay County Fairgrounds in Iowa and Princeton Speedway in their native Minnesota.

Sonny Kratzer, who turns the wrenches on the No. 55 wheeled by Kerry Madsen, received the Crew Chief of the Year award.

Madsen picked up the KSE Hard Charger award, Chuck Merrill (Maxim Chassis) received the Chassis Builder Challenge award and Ron Shaver (Shaver Specialties) received the Crane Cams Engine Builders Challenge award. Chad Kemenah won a drawing for a new golf cart from Jake's Carts.



Donny Schatz

WORLD OF OUTLAWS SPRINT SERIES RACE REWIND



DICK AYERS PHOTO

ONE & TWO: Donny Schatz (15) and Jason Meyers run side by side during Saturday's World Finals at The Dirt Track @ Lowe's Motor Speedway. Schatz won the championship while Meyers finished second.

Schatz Wraps Up Third Title

By **MIKE KERCHNER**
SENIOR EDITOR

CONCORD, N.C. — **Donny Schatz** wrapped up his third-consecutive Advance Auto Parts World of Outlaws Sprint Car Series championship with a second-place finish on Friday night of the Vault World Finals at The Dirt Track @ Lowe's Motor Speedway.

Schatz put an exclamation point on the championship by leading Saturday night's season finale flag to flag for his 18th WoO triumph of the season.

"I'm the luckiest guy in the world to be standing up here," Schatz said after the victory. "There are probably a lot of guys that could drive this car better than me, but I'm the one standing up here. It's fun to win all these races."

While it was the third-straight title for Schatz, it was his first driving for NASCAR driver **Tony Stewart**, who previously won the WoO championship with driver **Danny Lasoski** in 2001.

"It was tough leaving our family-owned team, but this year has been special for my parents, being able to enjoy the season without some of the pressure they had in the past. It was also great winning another championship for ParkerStore, which has been with me since 1999. We're all going to cherish this accomplishment for quite a while."

■ **Craig Dollansky** will join **Kasey Kahne** Racing next season as a teammate to **Joey Saldana**. Dollansky's current crew, led by crew chief **Mike Woodring**, will also make the move with him.

"We're real excited for next year," said Dollansky. "I am looking forward to going to Kasey Kahne Racing. I have Mike (Woodring), **Rob (Beattie)** and **Lester (Groves)** going with me. Keeping the chemistry of the race team together was very impor-

tant to me. Working together with the crew from the (No.) 9 car, it should be two pretty strong race teams."

■ Advance Auto Parts World of Outlaws Sprint Car Series officials announced next season's schedule will feature 80 events, highlighted by a brand new event added to the Month of Money.

The yet-to-be-named, two-day program at I-55 Raceway in Pevely, Mo., will be held Aug. 7-8 — one week before the Knoxville Nationals.

Seventeen multi-day events are part of the schedule, with new twin-race events added at Lawrenceburg (Ind.) Speedway and Knoxville (Iowa) Raceway.

After opening at Volusia Speedway Park Feb. 6, the series will return to Las Vegas Motor Speedway for the first time in several years in March and then head west to sanction the Mini Gold Cup at Silver Dollar Speedway for the first time.

The full schedule will be released in mid-November.

■ **Jason Meyers** and **Don O'Neal** were the big winners on the opening night of the Vault World Finals at The Dirt Track @ Lowe's Motor Speedway.

Meyers banked \$3,400 for winning the sprint-car portion of Breaking the Vault Dashes, which featured match races among the top qualifiers and top-ranked drivers in World of Outlaws points.

Meyers, who also set fast time Thursday for both qualifying sessions, went undefeated (9-0) in the match races, earning \$300 each of the first eight rounds and \$1,000 for winning the finale.

Don O'Neal defeated **Jimmy Owens** in round seven and went on to win the late-model portion of the dashes, picking up \$1,600 for his team.

■ Jason Meyers's Elite Racing team has hired engine builder **Charlie Garrett** to be part of the No. 14 team

in 2009.

■ **Lance Dewease**, who won the May WoO sprint-car event at The Dirt Track @ Lowe's Motor Speedway, failed to qualify for the feature on both nights during the Vault World Finals.

■ Oklahoma sprint-car driver **Wayne Johnson** got a special reward for winning the Canadian Sprint Car Nationals at Ontario's Ohsweken Speedway. Track owner and promoter **Glenn Styres**, also a successful racer in Canada, brought two cars to North Carolina, with Johnson steering the No. 77x and Styres at the wheel of his familiar No. 0.

■ **Danny Lasoski** was in yet another different car this weekend. The former World of Outlaws champion, who has raced from coast to coast in various cars this season, manned **Jim Nace's** No. 6n out of Central Pennsylvania at The Dirt Track @ Lowe's Motor Speedway.

■ **Craig Dollansky**, who suffered a compound fracture of his arm in a crash at Eldora Speedway in September, tried to return to the driver's seat at Heartland Park Topeka Oct. 25, but couldn't get the job done. Thus, Australian **Brooke Tatnell** was back in the car for the World Finals.

■ The white No. 7s **Jason Sides** drove during the World Finals was actually a car owned by **Steve Kinser** Racing, which was being utilized by Sides as a research-and-development project for the Kinser team.

■ The famed Pennsylvania Posse was well represented at LMS with **Fred Rahmer**, **Lance Dewease**, **Alan Cole**, **Mark Smith**, **Niki Young**, **Greg Hodnett**, **Cody Darrah**, **Brian Leppo** and **Josh Weller** among those making the pull from the Keystone state. Fourteen drivers in the 48-car field, which represented 18 states, Canada and Australia, call Pennsylvania home.

Slack Back At The Dirt Track In Different Role

CONCORD, N.C.

It wasn't difficult to see. Roger Slack was conflicted as he stood on the top level of the grandstands at The Dirt Track @ Lowe's Motor Speedway and watched the crowd file in the four-tenths-mile dirt track he helped build from the ground up.

The Armour Foods Vienna Sausage Showdown Oct. 29 was the first racing event ever held at the track that Slack was not calling the shots. The Canadian-born racing promoter resigned from his job as vice president of events at the multi-faceted motorsports facility in July.

Since then, he's been traveling North America visiting friends and seeing race tracks and racing events he'd never seen.

But now he was back at the track he called home for so long. While he was working as a pit reporter for Speed, who could blame Slack if he was a little emotional, but he was not regretful.

"I was visiting all these tracks and one night it hit me as I was signing the waiver at the pit gate," Slack said, smiling widely. "I'm Roger Slack, not Roger Slack of Lowe's Motor Speedway."

But while Slack had moved on, racing at The Dirt Track under the direction of Seamus Curley, son of longtime New England promoter Tom Curley, moved on in seamless fashion.

■ An advertisement in the Oct. 29 issue of *National Speed Sport News* was the talk of the pit area Thursday at The Dirt Track @ Lowe's Motor Speedway. The ad, which was created and purchased by Lucas Oil, promoted the Lucas Oil ASCS Dirt Series presented by K&N Filters, but featured a photograph of many World of Outlaws regulars preparing to take the green flag at the 2007 Knoxville Nationals.

While many simply wondered why Lucas Oil chose that artwork, others felt the advertisement was an intentional stab at the World of Outlaws.



DICK AYERS PHOTO

FOUR ABREAST: The Advance World of Outlaws Sprint Car Series field does the traditional four-abreast salute to the fans Friday night at the World Finals in Concord, N.C.

FROM THE DESK



MIKE KERCHNER

While it was most likely an honest — but significant — mistake by the creative department at Lucas Oil, we feel for the quality drivers who race on the ASCS national tour that were not recognized in this ad.

Jason Johnson, who won the ASCS title this year, had one of the best seasons of any driver in America. It would be nice to see someone run an ad congratulating him on a stellar season, which saw him win 11 ASCS national events and another seven ASCS regional races. Johnson also

won races with several other sanctioning bodies, bringing his total to 21 victories for the season. He's among the many who will contend for the sixth annual Economaki Champion of Champions award presented by Speedway Motorsports, Inc.

Now a three-time World of Outlaws champion, Donny Schatz, who won Saturday's WoO finale, is also a contender for the award. Schatz, who also has 22 victories, including 18 in WoO competition,

this season, won the award in 2007.

"I was visiting all these tracks and one night it hit me as I was signing the waiver at the pit gate. I'm Roger Slack, not Roger Slack of Lowe's Motor Speedway."

ROGER SLACK

■ The Vienna Sausages Showdown that started the four-day program at The Dirt Track saw participation from a large number of NASCAR competitors, with Ryan Newman, Ken Schrader, Jason Leffler, Austin Dillon and David Gilliland all competing.

Newman was unhurt in a wild flip during one of the B mains in the dirt-late-model event that was run "topless" (roofless). Schrader was the only driver in the group to qualify for the feature.

■ Darrell Lanigan clinched his first World of Outlaws Late Model Series championship on Friday night during the Vault World Finals. He won the title campaigning a Ford engine in his No. 29, but tried out a Chevrolet powerplant in Saturday's season finale, finishing seventh.

RACE REWIND

FORMULA ONE

Race 18 of 18: Brazilian Grand Prix, Sunday, Nov. 2
Autodromo Carlos Pace, Interlagos, Brazil

FINAL RESULTS

FIRST



Felipe Massa

SECOND



Fernando Alonso

THIRD



Kimi Raikkonen

Fin.	St.	Driver	Country	Team	Laps
1	1	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	71
2	6	Fernando Alonso	Spain	ING Renault F-1 Team	71
3	3	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	71
4	7	Sebastian Vettel	Germany	Scuderia Toro Rosso	71
5	4	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	71
6	10	Timo Glock	Germany	Panasonic Toyota Racing	71
7	5	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	71
8	2	Jarno Trulli	Italy	Panasonic Toyota Racing	71
9	12	Mark Webber	Australia	Red Bull Racing	71
10	8	Nick Heidfeld	Germany	BMW Sauber F-1 Team	70
11	13	Robert Kubica	Poland	BMW Sauber F-1 Team	70
12	18	Nico Rosberg	Germany	AT&T Williams	70
13	17	Jenson Button	Great Britain	Honda Racing F-1 Team	70
14	9	Sebastien Bourdais	France	Scuderia Toro Rosso	70
15	15	Rubens Barrichello	Brazil	Honda Racing F-1 Team	70
16	20	Adrian Sutil	Germany	Force India F-1 Team	69
17	16	Kazuki Nakajima	Japan	AT&T Williams	69
18	19	Giancarlo Fisichella	Italy	Force India F-1 Team	69
19	11	Nelson Piquet	Brazil	ING Renault F-1 Team	0
20	14	David Coulthard	Great Britain	Red Bull Racing	0



STEVE ETHERINGTON PHOTO

QUICK TRIP: Felipe Massa started his Brazilian Grand Prix off right by winning the pole for his home race.

RACE STATISTICS

Race time: 1 hour, 34 minutes, 11 seconds
Average speed: 194.865 kilometers per hour

Victory margin: 13.298 seconds

TALK OF TIME TRIALS

Felipe Massa won the pole at his home grand prix for the third-consecutive year. Jarno Trulli qualified second while Massa's championship rival Lewis Hamilton lined up fourth alongside Kimi Raikkonen.

STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Kimi Raikkonen

Top 10

1. Lewis Hamilton	98	6. Nick Heidfeld	60
2. Felipe Massa	97	7. Heikki Kovalainen	53
3. Kimi Raikkonen	75	8. Sebastian Vettel	35
3. Robert Kubica	75	9. Jarno Trulli	31
5. Fernando Alonso	61	10. Timo Glock	25



STEVE ETHERINGTON PHOTO

SPOILS OF VICTORY: The McLaren Team and Lewis Hamilton celebrate winning the World Driving Championship by just one point over race winner Felipe Massa Sunday afternoon.

Final-Lap Drama

Hamilton Claims Title By One Point Over Massa

By DAN KNUTSON
NSSN CORRESPONDENT

INTERLAGOS, Brazil — What a dramatic finish!

Lewis Hamilton snatched the World Championship out of the clutches of Felipe Massa in the very last moments of the Brazilian Grand Prix in what will go down as one of the most thrilling and nail-biting last-lap, last-corners championship showdowns in Formula One history.

It was so close that at first members of the Ferrari camp and Massa's family thought he had clinched the championship, only to learn moments later he had lost it.

It was so close that Hamilton wasn't sure he'd won it as he crossed the finish line.

"I was shouting: 'Do I have it, do I have it?' and then they came on when I was at turn one, and they told me,

and I was ecstatic," Hamilton said.

Hamilton won by a single point over Massa to bring McLaren Mercedes its first Drivers' World Championship since Mika Hakkinen took the title in 1998.

"The race finishes at the checkered flag," a philosophical but emotional Massa said. "We finished in front, and we have to be very proud of that. We missed by one point, but that is racing. I know how to win, and I know how to lose. It is another day of my life. I will learn a lot from this day, but I am very emotional."

Ferrari did, however, win the World Constructors' Championship for the eighth time in 10 years.

Massa did everything right. He started from the pole and won the race ahead of Fernando Alonso (Renault) and Ferrari teammate Kimi Raikkonen. Trailing Hamilton by seven points when he arrived in Brazil, Massa had to win the race to have any hope of winning the championship.

But if Massa won and Hamilton finished fifth, then Hamilton would be the champ. As the race wound down, Massa led and Hamilton was fourth. Game over? No way!

It started to rain with six laps to go.

Most of the drivers dived into the pits for intermediate rain tires on lap 65 or 66. Massa waited until lap 67 and retook the lead. Toyota drivers Jarno Trulli and Timo Glock stayed on dry-weather tires.

The order was Massa, Alonso, Raikkonen, Glock, Hamilton and Sebastian Vettel. Then Vettel demoted Hamilton to sixth.

Luckily for McLaren and unfortunately for Ferrari, the rain increased and on the final lap, Glock was about 20 seconds slower than the cars on rain tires. Glock slipped to sixth as Vettel moved to fourth and Hamilton retook fifth in the final corners.

Had Glock purposely slowed so that Hamilton became champion?

"People who think I would decide the championship or I would let Lewis pass, they do not have a real idea about racing," Glock said. "First of all, you cannot plan a race like this. And on the other side, I drove my race, and I think everybody else did as well. That is it, that is racing."

The race was a rollercoaster of emotions for the Ferrari and McLaren teams and fans around the world. And especially for Massa and Hamilton.

Coulthard Calls It Quits; Barrichello Still Waiting

By DAN KNUTSON
NSSN CORRESPONDENT

INTERLAGOS, Brazil — David Coulthard raced a F-1 car for the last time in Brazil after a career that spanned 15 seasons and 246 grands prix.

Meanwhile, the Brazilian Grand Prix may have been the last F-1 race for Rubens Barrichello, but not if he has anything to do with it.

The emotions started to get to Coulthard, who plans to retire, when he left home for his final grand prix and realized that this part of his life was coming to an end.

"I am not stopping because I don't

love driving grand prix cars or I don't love racing," DC said, "but I recognize that my journey has reached its natural conclusion. So, when I walk out of the paddock on Sunday that will be it."

Coulthard's car was painted in the "Wings for Life" foundation colors.

The foundation promotes research into spinal cord injuries.

Honda wants to sign Fernando Alonso for 2009, and it will also test several young drivers such as Bruno Senna before deciding if it will rehire Barrichello.

"I don't want to stop," said Barrichello, who made his F-1 debut in 1993. "I won't stop because I think I deserve better. I am driving better

than I used to when I finished second in the championship behind Michael (Schumacher).

"The job done this year has been quite good. If it wasn't for minor problems, I'd have more than 20 points with a car we can see is not good at all. I cannot sell the experience or the speed as that is a proven point.

"But what I can sell is my motivation. The day I feel that I don't have it anymore is the day I will stop."

But Barrichello is on hold while Honda checks out its options.

Coulthard's final race ended on lap one when Nico Rosberg punted him into the barriers. Barrichello finished 15th.



STEVE ETHERINGTON PHOTO

RAINY DAY BLUES: Felipe Massa leads the Formula One field through a turn during the rain-soaked Brazilian Grand Prix Sunday afternoon.

F-1 Teams Unite To Cut Costs

By **DAN KNUTSON**
NSSN CORRESPONDENT

INTERLAGOS, Brazil — Unity. That was the phrase of the weekend among the teams, and indeed they say it is the mantra of the future as they all stick together and work with the FIA and **Bernie Ecclestone** to sharply cut costs and improve F-1's overall image.

"We are very unified in our objectives," McLaren's **Ron Dennis** said.

"Cost saving is, of course, directly to the benefit of the teams. All of the teams have to work together, and we have seen unprecedented levels of cooperation between the teams."

The first objective is to focus on cutting costs for 2009, and then the focus will switch to the longer term. The teams are working on a package that would allow smaller teams to lease engines for five million euros (\$6.3 million) a season. They insist there is no friction with the FIA.

"The FIA, Bernie and the teams are working together for the best of F-1," Renault's **Flavio Briatore** said. "It's not a controversial position between us and **Max (Mosley)**."

The Formula One Teams Ass'n was due to meet again this week to continue their unified discussions.

Here in Brazil, Ferrari Team Principal **Stefano Domenicali** downplayed a statement by the Ferrari Board of Directors that the team would consider pulling out of F-1 if the FIA demanded standard engines.

■ Sometime this week we should finally know what **Fernando Alonso** plans to do in 2009. Asked on Thursday in Brazil when we can expect some news about his future, he replied: "I think next week."

■ **Sebastien Bourdais** continues to wait to see if Toro Rosso wants him back in 2009. "Obviously, there is nothing I can do that will change their way of thinking other than driving the best I can," he said.

"They will make a decision when they feel it is time for them, and if I need one before then, I will be straightforward and ask them what they want to do."

■ **Nelson Piquet** is "confident" he will be back with Renault in 2009. "I have a good chance," he said. "The team is quite happy. The boys are on my side, so I don't see any reasons why I would be under threat. It has been a tough season, obviously, but I am learning a lot and improving a lot and discovering a lot of new things. I am sure we will be OK."

■ The Canadian contestant in Red Bull's Formula Una beauty pageant didn't make it to the finals in Brazil. Told she needed a visa to get into Brazil, she said she had one. However, when North American airport officials asked to see it, she produced her Visa card rather than a Brazilian entrance-visa stamp in her passport. She was not allowed to board the plane.

■ This was the last time F-1 cars raced on grooved tires, which have been around since 1998. Slick tires return in 2009.

■ **Bernie Ecclestone** turned 78 Oct. 30. The czar of F-1 shows few signs of slowing down and says he will run F-1 until he dies. And he says he doesn't plan to die.

■ A couple of practical jokers presented **Lewis Hamilton** with a toy black cat when he was appearing at a PR

function in the city. They joked that they were trying to give Hamilton a bad-luck jinx.

■ The FIA and McLaren Mercedes have slammed a Spanish Web site called "Burst Hamilton's Tire" that contains thousands of hate messages against the British driver. "The FIA's position is very clear," a FIA statement said, "discrimination and prejudice can have no place in sport or in society. Everyone in our sport will join us in condemning these abusive and hateful comments."

■ When a Brazilian radio reporter rushed up to **Sebastian Vettel**, put a mike out and said, "We are live on the radio," Vettel quipped to the listeners: "Yes, we are all alive here!"

■ **Michael Schumacher** told the BBC that **Kimi Raikkonen** might have solved his car set-up problems sooner at Ferrari if he wasn't so independent.

"In a way it is his strength that he has a very focused vision, and maybe sometimes it doesn't always help him," Schumacher said. "We could maybe help him more if he would ask for it."

■ A 1997 McLaren F-1 road car sold for \$4.1 million in a London Auction.

One of the 64 examples of the McLaren supercar built, it originally retailed for \$1 million. It was on display in the McLaren F-1 showroom in London's Park Lane for some years, so it has very low-mileage.

■ As he has done in the past, MotoGP champion **Valentino Rossi** will test a Ferrari F-1 car. He said again that he has no plans to switch from bikes to cars, and the test is merely for fun.

Nothing Could Have Prepared McLaren For Brazil

INTERLAGOS, BRAZIL

McLaren spent more than two weeks going over every possible tactical and operational possibility that might strike Lewis Hamilton during Brazilian Grand Prix. For example, what if he punctured a tire in turn four on lap 34? But even McLaren could not have predicted the wild finish that happened in Brazil. And when it was over, Hamilton was the youngest World Champion at 23 years and 300 days old, breaking the record of 24 years and 58 days set by Fernando Alonso when he clinched the title in 2004.

"I came, I saw and we did what we needed to do," said Hamilton, who could be forgiven for mixing up phrases in the excitement of winning the crown.

"I thought my heart was going to explode," he said of the exciting last lap. And once he knew he was champion, could he describe his feelings?

"I don't think I can," he said. "I'm very emotional. I've cried. My heart's feeling so much strain right now, and I think that was the same for everyone."

"I don't think it has hit home yet. I just had the most intense race of my life; my heart is still racing. I'm just so thankful for the opportunity the team gave me. Huge respect to McLaren and Mercedes-Benz for giving me a wonderful opportunity and my family, who came here and supported me, and the all the people back home as well. Without them, I wouldn't be doing this."

To add to the emotions, Hamilton clinched the title on the home ground of his hero Ayrton Senna.

Hamilton is the first British driver to win the crown since Damon Hill in 1996.

"I think he is going to be difficult to

ACROSS THE POND



DAN KNUTSON

stop from now on," Hill said.

It was nice to see the sporting gestures from both McLaren and Ferrari. No bitterness, no politics. Ferrari Team Principal Stefano Domenicali paid a visit to the McLaren garage to offer his congratulations, and Lewis's father, Anthony, went down to see the Ferrari team.

Win or lose, Massa is a true sportsman.

"I don't think it has hit home yet. I just had the most intense race of my life; my heart is still racing. I'm just so thankful for the opportunity the team gave me."

LEWIS HAMILTON
ON WINNING THE
WORLD CHAMPIONSHIP

"Congratulations to Lewis," Massa said. "Whoever gets the most points deserves the title."

"We did a great job today," Massa added. "It's not every day you can win your home Grand Prix. It's the second time that I won, and I'm very proud of the job done and of my team. We won the Constructors' Championship, and for me, that's a big, big achievement."

"You always need to remember the difficult moments. Today was a great moment, but at the same time, it was a difficult one, so it was a fantastic day to remember and to learn even more on this day."

Domenicali sang Massa's praises after the race.

"Felipe has matured a lot," he said. "He is really a great driver. To lose the championship by one point, I know he is hurting inside. But I saw a great spirit in him. He did the maximum."

Massa planned to have a few caipirinhas, the local lethal cocktail, on Sunday night with family and friends. And then he said it would already be time to be planning for next season.

And the same is true for McLaren and Hamilton. Bring on 2009.



STEVE ETHERINGTON PHOTO

FINAL RIDE: David Coulthard climbs from a Formula One car for the final time during Sunday's Brazilian Grand Prix.



HARRY CELLA PHOTOS



NO OVERNIGHT SUCCESS

*After 10 Years Of Trying,
Phelps Has Kicked Down The Door*



BILL MOORE PHOTO



HARRY CELLA PHOTO

We constantly hear chatter about teenagers bursting onto the racing scene, destined to become big stars. But most soon disappear and are forgotten, while many who quietly devoted a few years to learning their trade become long-term stars.

New York DIRT hero Jimmy Phelps is a prime example. He honed his skills in the family modified, then moved to the high-profile Troyer Engineering "house car," a collaboration of Troyer's Billy Colton, car owners John Holland and Al Heinke and famed crew chief Randy Kisacky. With six Advance Auto Parts Super DIRTcar series wins, he's a 10-year overnight success.

"My father and my uncle Roger were racing before I was born," offers Phelps, now 33. "When I turned 16, I ran a four cylinder at Brewerton for half a season, then did three seasons in a sportsman. I've been in the 358s and big blocks ever since.

"A lot of guys have trouble jumping to the tour, but fortunately, central New York has been a hotbed so long that even at the local level, you have to run against the McCreadies, Alan and Danny Johnson, Billy Decker and Tim Fuller. You get a taste of the tour every week."

Phelps's break came with the H-and-H Racing No. 98h after others struggled in the car, at the time a "work in progress" as Troyer sought to return to prominence.

"We had some big name drivers that didn't work out, though we didn't have the equipment we do now," admits Holland. "We did things a little differently. We bought a Troyer car when they weren't so popular and did a lot of engine work with Bob Bruneau, who had a great asphalt résumé, but wasn't known for DIRT engines.

"We could have hired somebody like Brett Hearn, but we decided to get a driver about to break out. Jimmy had been mentioned before and he was a breath of fresh air for us: personality-wise, relationship-wise and driving-wise.

"He doesn't crash and he doesn't burn people up. That's valuable, but hard to get. To get good help to work on the car, you need a driver who doesn't burn them out. If the driver insults or degrades them, they're going somewhere else and Jimmy understands that.

"I think it's from his upbringing. He's respectful. He recognizes that Randy and Billy deserve respect for what they've done with a number of drivers. That's incredibly valuable. I've seen guys win

the series and at the end, the crew hates the driver and won't even go to the banquet. That's not something we want to be a part of." Colton's thoughts on Phelps are similar. "He's got a lot of talent, gets everything he can out of the equipment, gets along with the other racers and his feedback is exceptional," Colton said. "But it's not just the driving. He does a great job representing our company and the car owners.

"The last year and a half, it's been about tweaking setups at big-block tour events. Once you get in a point battle, you show up, get two practice laps, time trial and run your heat and the feature. We actually do more development work on Jimmy's own cars now than on the house car. Our house cars are more about component development. With wins at both levels, he definitely makes people want

our product."

"Both programs are important," reflects Phelps. "My parents have kept me in good equipment and kept me going when I was wrecking and running in the back. My family, my friends and my sponsors got me into the position to do the tour events. But without the weekly deal, you're not as sharp and crisp and ready to compete at the level you need to be at on the road. Sunday nights at Weedsport are still very important to me and to Troyers.

"As we started running up front, guys knew we'd run 'em clean. You always have your issues, but I think you get what you give and I try to respect everyone out there, whether it's a tour race or a weekly show."

A winner of four Rite Aid 200s on the Syracuse mile and some 10

"I race because I love the competition. I'm not a glory guy or a thrill seeker. I like to feel at the end that I was the best that day. That's why I race."

JIMMY PHELPS

tour events in 2008, Billy Decker has become the standard by which DIRT drivers are measured.

"Jimmy's done a good job! He grew up on a lower profile team, with a limited budget, and learned how to race and take care of his equipment," Decker says. "When you throw his knowledge and talent in with a Troyer deal, it makes him a formidable foe.

"You don't get to be good on the road overnight. When I was cutting my teeth, Jack Johnson, Bob McCreadie and Danny and Alan Johnson made it really tough. It's the job of us veterans today to make it tough on the young guys coming in and Jimmy passed all the tests. He's not a crasher and he races smart. That's why he wins races."

Kisacky has led teams that put up big numbers with Alan Johnson and Gary Tomkins, among others.

"Jimmy is as good as any of them," Kisacky says. "He really excels on the faster tracks, like Syracuse. He times great and the speed doesn't seem to bother him. It was an interesting year on the shorter tracks, as we did better out of town where we'd struggled before and didn't run quite as well at home. Some of that is probably from experimenting with stuff we thought would be better, but overall, we've been a top-five car every week."

Phelps claimed the Syracuse pole in 2007 and ran seventh in the Rite Aid 200. This year, he timed in fourth before suffering mechanical ills in a 200 that many feel he's destined to win soon.

"You dream about that, but I thought that would never be reality for me," Phelps says. "I felt that even if we did get to the traveling series, we wouldn't have the equipment to win Syracuse. A lot of great drivers have been in that same situation.

"I'd like to get a Syracuse win for the team before we're done and I really want my name on that list of winners."

Phelps has plenty of motivation when he climbs behind the wheel of a race car.

"I've got a wife and two kids at home, another on the way and a mortgage to pay, so the money helps," Phelps says. "But I race because I love the competition. I'm not a glory guy or a thrill seeker. I like to feel at the end that I was the best that day. That's why I race.

"John Holland, Al Hanke, Billy Colton and others have put their faith in me. We've already proven that we belong here and I think the wins will start adding up and the championships will come, at a time not too far around the corner.

"I used to be in awe of guys like Decker, the Johnsons and Hearn and I still catch myself in that mode a little bit. But it doesn't take away from my confidence. I know when we roll onto the track that I can beat those guys.

"We were in the knocking-on-the-door mode, where you have to put yourself in the position to win. Now we've accomplished that, won a few and we're ready to open the door all the way."



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GUIDE**

November 5, 2008

**NATIONAL
SPEED
SPORT
NEWS**

FABRICATOR MAN

Cecil Tipton Is Hanging Bodies, But Has Other Projects, Too!

By JACK FLOWERS
NSSN CORRESPONDENT

CONCORD, N.C. — Webster's Dictionary defines fabricator as: 1. assembler; 2. inventor for deception.

There's no doubt Cecil Tipton is an assembler and, if you've ever seen his work, there's little doubt any of his work was ever invented for deception.

The only thing Tipton's work ever was invented for was to run faster than any other fabricator in motorsports.

Tipton, now 48, has been involved in motorsports for the better part of his life.

He's one of the longest-running, independent fabricators still doing business with NASCAR teams.

Since April of 1994, Tipton has operated AeroFab Motorsports on Central Avenue in Concord, N.C. He employs four people full time.

Tipton was always an independent fabricator.

He started out in his hometown of Crossville, Tenn., working for Joe Ruttman's Slender-U NASCAR team in 1987.

Before getting involved in NASCAR, Tipton helped his dad, Roscoe, run a Chevrolet, which they built themselves for Saturday night races in and around Crossville.

Roscoe Tipton worked for a team that won the Indianapolis 500 with Troy Ruttman, Joe's brother, driving.

"That's where I learned fabrication," said Tipton, "working for my dad.

"My dad ran a hot-rod shop, and I remember pumping gas when it was 54 cents a gallon.

"When Slender-U came to town, I was hired by a guy named Ronnie Grayson. He wanted to know what I could do, and I made a couple of pieces for them from patterns I had made and they hired me."

Tipton later worked for Kenny Bernstein's King Racing, the Stavola Brothers and Robert Yates Racing.

Tipton recalls the time with Yates and crew chief Larry McReynolds, now a motorsports announcer.

"That was during the time Ernie (Irvan) was making his comeback after his near-fatal accident," said Tipton. "That was the first time I ever worked with Ernie. That was a remarkable deal, and Ernie sure left a lasting impression on me for what he did. Ernie was a darn good shoe."

Through the years, Tipton says he figures he's done something for just



AEROFAB MOTORSPORTS AND MIKE KERCHNER PHOTOS

PUTTING IT TOGETHER: (Top) A NASCAR Nationwide Series car and body nears completion at AeroFab Motorsports in Concord, N.C. (Above left) AeroFab owner Cecil Tipton, who has been fabricating race cars and other products for nearly 30 years, finishes a piece in his shop. (Above right) One of the custom-built choppers that Tipton and AeroFab have begun building in recent years sits on display.

about everyone in NASCAR at one time or another.

"At the same time, the sport sure has changed," said Tipton. "I know everything goes through stages of change, but this is no longer as much fun as it used to be. And I'm not sure the changes that have come about in NASCAR are changes that are good for the sport."

Since 1992, Tipton said he believes

NASCAR Sprint Cup teams have had budgets that have increased from \$3 million to \$4 million a year to their current level of \$18 million to \$22 million a year.

"It's out of hand and NASCAR really needs to put a stop to it before it runs NASCAR out of business," said Tipton. "There's a lot of waste in the sport."

Most NASCAR teams at this day-

and-time employ their own fabricators, doing away with the need for independent fabricators such as Tipton.

"One of the best things NASCAR ever did was to get rid of all those templates they had for every car and come up with a single template in 2005," said Tipton. "Now, most everything has to fit that one template and there's no getting around it. When

they had so many templates, every team out there had to build something the other ones didn't have. A racer will spend his last penny — lunch money — on a race car. That has been proven down through the years.

"And they've made it to where you can't touch that car they're now running. Eventually, it'll be the best thing they've ever done, once they get all of the bugs worked out of it.

"NASCAR brought about today's car because all the teams were spending money out of sight. It got to the point that car owners had to decide what they would rather have — more cars or less employees. The answer was less employees and this new car is giving them that opportunity."

Tipton says from what he's seen today, the teams that get ahead of the others are the ones who test with their own driver and not outside drivers.

"It's the old-school way, but it works," says Tipton. "You go test, trial and error, and you do it with your own driver, not an outsider.

"If you're gonna be good in this business, you've got to have a test team that will run several laps every time they test. And I've said that for NASCAR to make this testing fair for everyone, they should open up the track they're running at that week a day early and let every team come and test, if they want to. That way, it doesn't cost every team an arm and a leg to go testing. They all can share the expense and since these motels have three-four night minimums, that'll give the teams an extra night in the motels."

Tipton figures he has trained 37 fabricators of which all are working for teams, except for three, who are his competitors.

With the business changing as much as it has lately, Tipton says he "has all kinds of irons in the fire."

Among those is building motorcycles, which have been recognized by various 'cycle outlets.

Then, there's a strip, which mounts on the rear of these big semi rigs to help with fuel mileage.

"We've had some positive feedback from the truckers who've done our testing for us," said Tipton.

But the extra-curricular project Tipton takes a lot of pride in is one that's saving lives of highway construction workers throughout the country.

It's a robotic flagger that work crews operate with a remote control, keeping the human element out of harm's way.

"Duke Energy has ordered several for its work crew," said Tipton.

Eddie Dickerson, a longtime NASCAR fabricator who now works for Roy Hill's drag-racing school, said, "A fabricator is a little bit of an artist. He's a certain breed of a person."

"A successful motorsports fabricator is an assembler who doesn't invent for deception."

2008 CAR BUILDER'S GUIDE ... RACING PRODUCT SECTION

Do you need to be in the know on what's new and exciting, what's coming, what's going and what's legal for the 2009 racing season? If so, then don't worry, the staff at *National Speed Sport News* has done the research and compiled our findings into our annual 2008 Car Builder's Guide just for you!

DART MACHINERY

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Special High Performance Small Block

Dart's new Special High Performance (SHP) small block meets the need for an affordable, precision-machined, cast-iron block with superior features. Designed for high-performance and heavy-duty applications producing up to 600 horsepower. The SHP block is the ideal starting point for hot rodders, drag racers, circle-track competitors, off-roaders, and high-performance marine enthusiasts. Two part numbers cover the vast majority of small-block engine combinations: 31161111 (4" bore) and 31161211 (4.125" bore).



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Quality Aluminum Cabinets

C-Tech's lightweight, quality aluminum cabinets, used by motorsports professionals, are now available for the home garage.

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New J Bar for modifieds

Rod End Supply announces a NEW J Bar for the modifieds that is made of chromo steel (not DOM tubing). It is tig welded and has a 7/8" adjuster (not a 3/4"). It is 2-1/2 pounds lighter than the other

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Wilwood Disc Brake Products

East Enterprises stocks a complete inventory of Wilwood Disc Brake Products for midget, sprint and Silver Crown race cars.

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East Team use of Wilwood products assures our customers the latest technology and information on Wilwood Disc Brakes.



J Bars on the market. It has a black-powder coated finish and comes in 3 sizes: JBAR 17.5 (17.5" to 20.25"), JBAR 19.75 (19.75" to 21.75") and JBAR 21.62 (21.625" to 24.00"). This J Bar was tested and approved by Johnny "The Jet" Saathoff.



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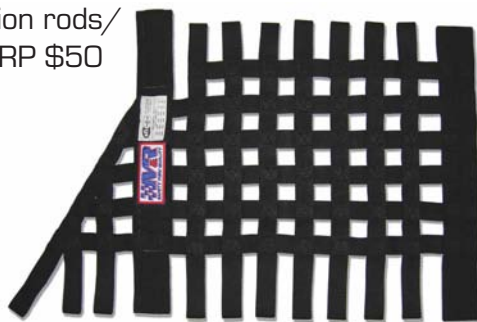
800.524.2560
www.mrproducts.com

New NASCAR Style 1" Angular and Rectangular Window Nets

M&R Products had released NASCAR-style 1" angular and rectangular window nets. The assembly is SFI 27.1 certified and is available in black, blue, red and silver.

Features include 1" nylon ribbon with 1" box pattern design; ease of adjustability with 2" Velcro straps and is offered in two sizes, 23" w x 16" h rectangular; and 18"/26" w x 16" h with side angle (pictured).

Also available is a large selection of window-net installation rods/kits. MSRP \$50 each.



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There Is Much To Consider When Building A New Car

The season is coming to a close for most racing organizations. When the checkered waves on the last race, it's time to start the thought process for the upcoming season. During the so-called "off-season" is the time to build new cars and rebuild the cars that have been raced. Take time to plan your execution during the off time so it's productive. The winter goes by quick and before you know, it's time to load up and go racing.

If you're building a new car, think about things you must do before receiving your new chassis. Order parts and components early to ensure fast delivery. The slow months for manufacturers are September, October and November.

This is also the time components are being updated and redesigned. It's a great time to bargain shop.

Manufacturers will be willing to discount prices because it's a slow sales time. Getting parts in hand early will help with any fabrication that may be necessary to fit the new component.

THE TECHNICAL SIDE



CHRIS PAULSEN

Thorough preparation during the off-season will always pay off during race season. Building spares and rebuilding various components is best done during this time so when the season starts, your full efforts go into

making the race car fast and winning races.

I remember as a young sprint-car mechanic in the '70s and early '80s, watching Karl Kinser and the way he went about racing. His off-season prep was incredible. While many were catching their breath from running 120 races, he was busy getting ready for the following year. It was very noticeable from mid-season on. While most others were worn down, Kinser was just as strong the second half as the first. Sammy Swindell was also very good at working hard all winter and being prepared during the entire race season.

The off-season is the time to not only build cars and spares, but also to work on support equipment like tools, trailers, trucks, etc. It's much easier to do those things in the winter than to stop working on the race car mid-season to service trailers and equipment.

A must-do in the off-season is to make a trip to the PRI (Performance Racing Industry) trade show in Orlando. This is where you're going to see the latest every manufacturer has to offer. The racing industry uses the PRI show to unveil its latest designs. This is also a good time to meet up with people in the industry. It's a one-stop, see-it-all show and if it's built for a race car, chances are it will be at PRI. Also, it's a good place to see the latest in trailers, tools, machinery, and most anything that you need to compete in racing. Our hats are off to Steve Lewis and his staff, who produce PRI.

Visit your local racing parts dealer. A good parts dealer will always be up on the latest components coming from the manufacturers.

Good dealers carry anything you would typically need for your wintertime rebuilds. You may have to pay a little more for products from the dealer but it's worth it for the convenience. It's very time consuming to source products and that time is better spent doing the work on your race car. Your dealer has already done it. Keep in mind the adage of "tripping over a hundred-dollar bill to pick up a dime."

If you're rebuilding your existing race car, make sure you drain, flush, clean, and dry all components in the brake system. Calipers and master cylinders should be rebuilt with new seals.

Letting brake fluid sit in a system all winter is not good. Brake fluid attracts moisture like a sponge. It will literally get moisture from the humidity in the air and when this occurs, the boiling point drops substantially.

Cooling systems also need the same attention. Water that sits anywhere in your cooling system can corrode the aluminum surfaces and leave mineral deposits, thus making the cooling system less efficient.

For the best chances of a successful race season, work hard during the off-season. Get organized so you can concentrate on the most important thing during the season, winning races.

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G-Force South Locker Assembly

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The internals of the G-Force South unit are also substantially stronger due to the use of upgraded materials and closer manufacturing tolerances throughout. All heat-treating and additional metal processing is done with the same care and precision that transmission parts demand.

G-Force South also uses only shot-peened springs that have undergone an REM micro-

polishing process. After each locker is hand assembled, it is placed on a checking fixture that allows the operator to check the unit in each direction and a variety of loading and slip conditions. This guarantees the end user a proven unit every time.

IMPACT RACING

317.852.3067

www.impactraceproducts.com

The New Eurosport

Opening the three ram-air crown vents on the new Eurosport helmet creates a jet stream of airflow over the head. Open cockpit helmet designs require an understanding of the relationship between laminar airflow and turbulence. The Eurosport works that formula to create a stable helmet platform.

With the increase of interest and size of race classes such as karting, sports car, sprint car, midget and formula-type cars, the Eurosport is a match for an expanding group of open-cockpit racers.

Although the Eurosport offers features for open-cockpit race cars, the triple adjustable crown vents, chin bar vents and wide eye port design work in any race-car cockpit. It's an American made, American design solution for the racer who competes in several classes.

Impact Racing is an Indianapolis based manufacturer of motorsports safety products including helmets, driving gloves, driving shoes, driving suits, restraint systems, racer and race fan accessories. Impact Racing is a Bill Simpson company.



EJECT SHOCK DOCTOR

www.shockdoctor.com

Eject emergency Helmet Removal System

Shock Doctor, Inc., with Bell Racing Company, is the first helmet manufacturer to provide racers with Shock Doctor's Eject Helmet Removal System, which provides emergency neck and spine protection after a motorsports crash. Drivers will now be able to purchase a Bell Auto Racing helmet with Shock Doctor Eject Helmet Removal System factory installed.

The Eject Helmet Removal System is a safety system that allows for quick emergency removal of a helmet, helping to prevent a possible increase in neck and spine injuries to a racer. Shock Doctor manufactures the small Eject plastic bladder and tube system that fits into a special top pad of selected Bell Racing helmets. By using a separate portable air inflation device, the bladder is simply inflated, filling space between the head and the top of the helmet, gradually pushing the helmet off of the head, rather than pulling the helmet off from outside, which, even with the head and neck stabilized, can increase the possibility of damaging head and neck movement. The device is so discrete; there is no compromise in the fit or performance of the helmet.

The eject helmet removal system is offered at \$99.95, which includes installation.



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Holley HP Billet Mechanical Fuel Pumps

Holley Performance Products has a new line of HP mechanical fuel pumps for small- and big-block Chevy and small-block Ford engines.

Holley HP mechanical fuel pumps are CNC machined from 6061-T6 billet aluminum for durability and good looks. The HP mechanical pumps flow

170 gallons per hour capable of fueling a 1,000 horsepower engine. The three-valve design utilizes high-pressure check valves for stable fuel



pressure and high-volume flow throughout the engine's RPM range. The fuel pump bases are independent of each other. Bases can be rotated from the top for ease of installation and to accommodate any fuel system-plumbing layout. The Holley HP mechanical fuel pump design makes it rebuildable to ensure a lifetime of performance.

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MELLING SELECT PERFORMANCE

www.mellingselectperformance.com

Melling Billet Circle Track Oil Pump

Melling Select Performance introduces an aluminum billet oil pump for circle track racing applications. The pump fits a 7" deep pan and is available in both standard volume (10050-700CT) and high volume (10055-700CT), which is a 25 percent increase over stock.

The Melling Billet Circle Track Oil Pump fea-



tures a lightweight billet 6061-T6 aluminum housing and cover with a protective anodized hard coat. The internal gears are also coated for added durability. The drive shaft is manufactured from chrome-moly steel. The pump also features Melling's patented extended pump shaft support. The pickup screen has been integrated into the pump body, offset for circle track racing and features a stainless steel wire mesh.

This pump has multiple pressure settings and is CNC manufactured to exact tolerances and surface finishes. The supercharged inlet allows for improved performance at high RPM's. This pump includes a 12550 chrome moly intermediate shaft, stud kit and +10 pound and -10 pound relief springs. Patent No. 5,810,571.

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formance like no other.

It delivers unbeatable performance in all impacts and secures the driver in the seat with its patented SAS (Seatbelt Anchoring System), a feature no other device on the market offers.



U.S. RACE GEAR

866.478.4530
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New Helmets from Bell, Impact and G-Force

U.S. Race Gear has introduced new helmets from Bell, Impact and G-Force.

Bell Racing's model is the Vortex 2 with side-air and top-air variations. The new models have several of the same features as the first generation of Vortex helmets, with some additions and are equipped with the SRV shield system and a Pro Series Interior.

G-Force Racing has replaced all helmets with a new line that incorporates a light-weight composite shell, G-Flow ventilation system and reinforced mounting points for helmet restraint systems. In addition, the SA rated helmets are now available in matte black.



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T&D Machine Products, manufacturers of shaft-mount rocker arms, has a roller rocker system for the Edelbrock 409 cylinder head. This set uses a substantially more rigid one-piece mounting stand that encompasses both intake and exhaust rockers. Sound engineering is behind this rigid one-piece stand that requires zero machining; it is an absolute bolt on.

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706.864.0312

New Compact Combination Master Cylinder Kit

Wilwood Disc Brakes has a new compact high-performance combination master-cylinder kit for competition racing applications and after-market upgrades.

The kit provides multiple installation options, including remote or direct-mount reservoir.

A remote-mount hose and mounting hardware are included for up to four set-up combinations.

The new kit features an ultra-compact 3.37" (85.6 mm), 3/4" (19 mm), 13/16" (20.6 mm), 7/8" (22.2 mm), 1" (25.4 mm) and 1-1/8" (28.6 mm). The master cylinder provides 1.12" (28.5 mm) of usable push-rod stroke. Ultra-tight tolerance cut-off ports deliver immediate activation and responsive feel. The internal return spring's design and high pre-load tension ensure smooth drag-free performance. A 7 oz. (207 ml), and 10 oz. (296 ml) reservoir are supplied.



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RACE REWIND

NASCAR NATIONWIDE SERIES

Race 33 of 35: O'Reilly Challenge, Saturday, Nov. 1
Texas Motor Speedway, Fort Worth, Texas

FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	4	18	Kyle Busch	Farm Bureau Insurance Toyota	200	\$71,895	Running
2	1	60	Carl Edwards	Save-a-Lot Ford	200	58,225	Running
3	6	5	Mark Martin	Delphi Chevrolet	200	40,125	Running
4	8	20	Joey Logano	GameStop Toyota	200	40,268	Running
5	12	6	David Ragan	Discount Tire Ford	200	27,475	Running
6	21	2	Clint Bowyer	BB&T Chevrolet	200	24,525	Running
7	14	88	Brad Keselowski	U.S. Navy Chevrolet	200	30,903	Running
8	19	99	David Reutimann	Aaron's Dream Machine Toyota	200	21,395	Running
9	25	59	Marcos Ambrose	Kingsford Tailgate at Home Ford	200	27,718	Running
10	5	64	David Stremme	Loan Star Title Loans Chevrolet	200	29,093	Running
11	29	00	Josh Wise	NAPA Toyota	200	18,625	Running
12	33	7	Mike Wallace	Geico Toyota	200	24,893	Running
13	15	29	Scott Wimmer	Holiday Inn Chevrolet	200	24,418	Running
14	22	32	Denny Hamlin	Hass Avocados from Mexico Toyota	200	17,125	Running
15	18	40	Juan Pablo Montoya	Fastenal Dodge	199	17,650	Running
16	3	25	Bobby Hamilton, Jr.	Un-sponsored Ford	199	23,243	Running
17	9	38	Jason Leffler	Great Clips Toyota	198	23,118	Running
18	7	21	Stephen Leicht	Prilosec OTC/Walmart Chevrolet	198	16,525	Running
19	36	27	Jason Keller	Kleenex Ford	198	22,868	Running
20	24	70	Mark Green	ForeTravel/Biomet Chevrolet	198	24,143	Running
21	13	12	Justin Allgaier	Mobil 1 Dodge	198	16,450	Running
22	26	47	Kelly Bires	STP/O'Reilly Auto Parts Ford	197	22,493	Running
23	35	9	Chase Miller	Verizon/Motorola Dodge	197	22,768	Running
24	43	30	Stanton Barrett	Nos Energy Drink Chevrolet	197	22,243	Running
25	31	11	Scott Lagasse, Jr.	Jason Aldean Chevrolet	196	22,268	Running
26	16	28	Kenny Wallace	U.S. Border Patrol Chevrolet	196	21,968	Running
27	20	1	Mike Bliss	Micosukee Resorts Chevrolet	196	21,843	Running
28	23	66	Steve Wallace	5-Hour Energy Chevrolet	195	21,743	Running
29	2	33	Kevin Harvick	Camping World Chevrolet	194	15,200	Running
30	27	22	Marc Davis	Supercuts Dodge	194	21,868	Running
31	40	81	D.J. Kennington	Mahindra Tractors Dodge	194	21,563	Running
32	38	24	Eric McClure	Hefty Odor Block Chevrolet	193	21,503	Running
33	42	01	Danny Efland	Lowery Plumbing Chevrolet	191	21,468	Running
34	39	4	Derrick Cope	JVC Chevrolet	178	21,433	Running
35	11	17	Jamie McMurray	CitiFinancial Ford	175	14,910	Running
36	34	23	Robert Richardson, Jr.	North Texas Pipe Chevrolet	77	14,875	Electrical
37	10	10	Brian Vickers	Dollar General Stores Toyota	52	14,840	Axle
38	41	52	Donnie Neuenberger	Quaker City Castings Chevrolet	43	21,253	Accident
39	28	90	Johnny Chapman	MSRP Motorsports Chevrolet	11	21,203	Ignition
40	37	61	Brandon Whitt	Un-sponsored Ford	9	21,168	Fuel Pump
41	17	73	Kevin Lepage	Un-sponsored Dodge	8	14,640	Ignition
42	30	35	Danny O'Quinn, Jr.	Un-sponsored Ford	5	14,600	Brakes
43	32	49	Kertus Davis	Kenneth Campbell Chevrolet	4	14,529	Brakes

RACE STATISTICS

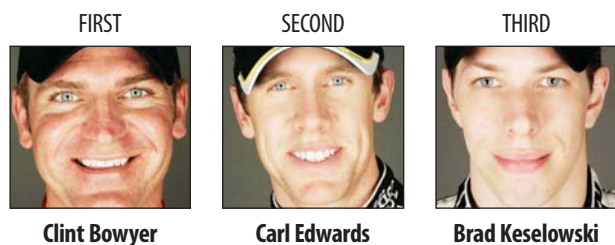
Race time: Two hours, seven minutes, 45 seconds
Average speed: 140.900 miles per hour
Victory margin: .253 second
Caution flags: Five for 20 laps
Lead changes: 10 among four drivers

Lap leaders: Carl Edwards (Pole); Kevin Harvick 1-22; Kyle Busch 23-49; Harvick 50; Busch 51-114; Edwards 115; Busch 116-150; Edwards 151; Busch 152-180; Joey Logano 181; Busch 182-200.

TALK OF TIME TRIALS

With a lap of 28.708 seconds and 188.101 miles per hour, Carl Edwards notched the pole for Saturday's O'Reilly Challenge, his fourth pole of the season. Kevin Harvick started second alongside Edwards on the front row.

STANDINGS



Top 10			
1. Clint Bowyer	4,817	6. David Reutimann	4,194
2. Carl Edwards	4,726	7. Kyle Busch	4,126
3. Brad Keselowski	4,524	8. Mike Wallace	3,881
4. David Ragan	4,310	9. Jason Leffler	3,838
5. Mike Bliss	4,250	10. Marcos Ambrose	3,830



ARDTIMES: Kyle Busch (18) races by Kevin Harvick during Saturday's O'Reilly Challenge at Texas Motor Speedway.

Busch Victory Ties Ard In Record Book

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — Kyle Busch tied Sam Ard for the single-season victory record with his 10th NASCAR Nationwide Series triumph of the season in Saturday's O'Reilly Challenge at Texas Motor Speedway and announced he would give \$100,000 to the former driver's family.

Ard is suffering from Alzheimer's Disease.

"It means a whole lot," Busch said after defeating Carl Edwards by .253 second. "Sam Ard is one of the pioneers of this deal and to be tied with him at 10 wins is something that is pretty spectacular and really, really special to me. He is in Florence, S.C., with his wife, Jo, with Alzheimer's, and I just want to say, 'Hey,' to him."

"I told myself during this race that I knew he had health issues and stuff like that, and I'm going to go ahead and give him \$100,000, and I'm going to try to help him out and see what I can do. It's not much, but it's something that can try to help cure him and everything he's going through."

Busch's Toyota Camry dominated the race, leading five times for 174 laps in the 200-lap contest. Busch led the final 19 laps. By comparison, Kevin Harvick led twice for 23 laps while Edwards was in front two times for two laps and Joey Logano led one time for one lap.

Mark Martin's Chevrolet was third

followed by Logano's Toyota and David Ragan's Ford.

The race had five cautions for 20 laps and Busch won at an average speed of 140.900 miles per hour.

Busch pretty much won the race when he was first off pit road during a caution period after Denny Hamlin sent Juan Pablo Montoya spinning across the frontstretch on lap 180. Busch pitted during that caution period, taking two tires during the stop, which allowed him to take first place coming off pit road. That allowed Busch an easy ride to victory.

"That was all she wrote, man," Busch said. "My tongue is hanging out. Last night, it was my truck's tongue that was hanging out, and tonight it's mine. I had a phenomenal race car. It was a great job by all these guys on this Farm Bureau Insurance Toyota. It was just great all day."

"We had a stretch there where we got a little bit loose, made some adjustments on it and got it back to where it was handling really well. Carl Edwards caught up to us a little bit, but man, fortunately for us, we were able to hang on there. This is a record-setting day for myself and Sam Ard."

While Busch met Ard just one time, he knows enough about the history of the Nationwide Series to understand what that driver meant to the sport.

"He came to a race — I think it was maybe Homestead, NASCAR had some champions of the past years

there, and when Sam was there I shook his hand and said hello to him and told him what he means to this sport," Busch recalled. "That was about the only time I've had to interact with him. I know his record of 10 wins, and I know what he's done for the sport. I know what all that is and how he built the Nationwide Series. His name is one of the lead names you look at along with Tommy Houston, Mark Martin and Tommy Ellis and all those guys. It's a pretty cool list of names to look at and see who's built this series."

Busch admits his success in NASCAR Craftsman Trucks, Nationwide and Sprint Cup has yet to sink in this season.

"That will probably during the off-season," Busch said. "We'll just look back on this season and say, 'Man, that was pretty phenomenal.' I don't know if I could ever do it again, but to be accustomed to winning this year hasn't really sunk in yet like you said. It will as soon as the years come about where I'm only winning once or twice or sometimes maybe none."

Edwards made a race of it at the end when he put on four fresh tires and was beginning to track down Busch's Toyota, but ran out of laps. He did trim 25 points off series-leader Clint Bowyer's lead.

Bowyer finished sixth and leads Edwards by 91 points with two races remaining.

Holmes Claims Second West Championship

SACRAMENTO, Calif. — Eric Holmes took home his second championship trophy in the NASCAR Camping World Series West during a special awards ceremony in the Sacramento Convention Center Saturday.

The championship celebration culminated with the 34-year-old, second-generation driver from Escalon, Calif., being presented the prestigious NASCAR championship ring by NASCAR Managing Director of Racing Operations George Silbermann.

Holmes is now two-for-two, having won championships both seasons he ran the full schedule of events in the NASCAR Camping World Series West — 2006 and 2008.

In addition to the championship

ring and trophy, Holmes also won this year's Coors Light Pole Award, the Camping World Happy Camper Award and the Aero Exhaust Lap Leader Award.

Other championship awards included the presentation of the Champion Owner trophy to Bill McAnally, who won three-consecutive titles between 1999 and 2001. Brad Shaffer, vice president Western Division of Genuine Parts Company, was on hand to receive the Champion Sponsor trophy for NAPA Auto Parts. The Lunati Champion Crew Chief Award, meanwhile, went to the team's crew chief, Ty Joiner.

In addition to the championship hardware, there were many other honors presented during the ceremony.

Jeff Barkshire of Auburn, Wash., took home the Sunoco Rookie of the

Year Award and the third-place trophy overall. Second-place honors went to Jason Bowles of Ontario, Calif.

Moses Smith of Tempe, Ariz., received the prestigious Most Popular Driver Award. For the first time, balloting for the Most Popular Driver Award was conducted online. A participant in NASCAR's Drive for Diversity program, Mike Gallegos of Wheat Ridge, Colo., received the Driver Achievement Award.

This year's Sportsmanship Award went to car owner Jim Offenbach, whose Golden Gate Racing Team has a driver development program with Richard Childress Racing. Jim Inglebright of Fairfield, Calif., received this year's POWERade Award. The Featherlite Most Improved Driver Award went to Austin Cameron.

Indoor Man: Stanbrough Goes Inside For First Midget Triumph

By Ron Ware

COLUMBUS, Ohio — Jon Stanbrough has spent 20 years carving a reputation as one of the nation's best non-winged sprint-car drivers.

Saturday night, in a race that resembled some sort of roller derby, the 41-year-old Hoosier put a few more notches on his belt on the tenth-mile track in the Ohio Expo Center Coliseum.

Stanbrough, slamming and banging his way through traffic, outran Geoff Kaiser to capture the Buckeye Bowl Indoor Midget Nationals for his first-career victory in a midget, his first on anything other than

BUCKEYE BOWL

Regier Reigns In Vegas Finale

LAS VEGAS — Troy Regier closed out the 2008 Supermodified Racing Ass'n

SMRA

Las Vegas Motor Speedway last Saturday.

Regier took the lead from Justin Belfiore on the inside in turn two on lap 16. Belfiore was unable to fight back, falling out of the race just laps later for overheating.

Two caution flags did nothing to ruin Regier's run from that point on as he led the final 34 laps.

In the closing laps, lapped traffic was unrelenting to the leader and the second-place car of Brian Warf was able to make up some ground, but not enough to dethrone Regier from the top spot.

The finish:
Troy Regier, Brian Warf, Jeff Russell, Eric Silsby, A.J. Russell, Nick Haygood, Dale Lanborn, Pat Whittet, Amy Barnes, Matt Gilbert, Kirk Wartman, Harold Evans, Jim Birges, Justin Belfiore, Bobby Dalton, Rich Castor, Jr.

Schiff Wires Bullring Foes

LAS VEGAS — Zach Schiff led all 30 laps in the USAC Western Midget race at The Bullring @

WESTERN MIDGETS

Las Vegas Speedway Saturday en route to the victory.
Evan Margeson, Bobby East, Brad Loyet and Paul Zimmerly made up the remainder of the top five.

East, Adam Kramer and P.J. Jones were the heat winners.

Two races remain in the USAC Midget season.

The finish:
Zach Schiff, Evan Margeson, Bobby East, Brad Loyet, Paul Zimmerly, Davey Hamilton, Steve Matthews, Mike Faccinto, Dan Bedford, Scott Pierovich, Shannon McQueen, Chase Barber, Robby Rossett, Nic Faas, Adam Kramer, Mike Murquitto, C.J. Sama, David Byrne, Levi Roberts, P.J. Jones, Mark Atkinson.

dirt and his first indoors — all in one fell swoop.

Stanbrough, who started alongside Kaiser on the front row of the 12-car feature, made it happen with a hard-charging style that included occasional use of his front nerf bar.

After running on Kaiser's tail most of the way, Stanbrough finally darted by with an

inside pass entering turn one on lap 35.

Stanbrough pulled away to win by a half-lap in the 50-lap feature, with Kaiser settling for second, followed by newly crowned USAC Ford Focus champion Kyle Hamilton, 55-year-old Kevin Olson and Team Penske development-driver Billy Wease.

Sharing the spotlight with

Stanbrough were Billy Murphy, who won the 600cc non-winged modified midget 50-lapper, and sprint-car veteran Matt Westfall, who came from the back to win the Slingshot by Tobias feature. Zack Riddle doubled in karts.

The finish:
Jon Stanbrough, Geoff Kaiser, Kyle Hamilton, Kevin Olson, Billy Wease, Tim Jedrzejek, Brandon Knupp, Ryan Klingenhofner, Matt Westfall, Joe Liguori, Tom Tolbert, Lou Cicconi, Jr.



RICK SHERER PHOTO

ON TOP: Jon Stanbrough won Saturday night's indoor midget race in Columbus, Ohio.

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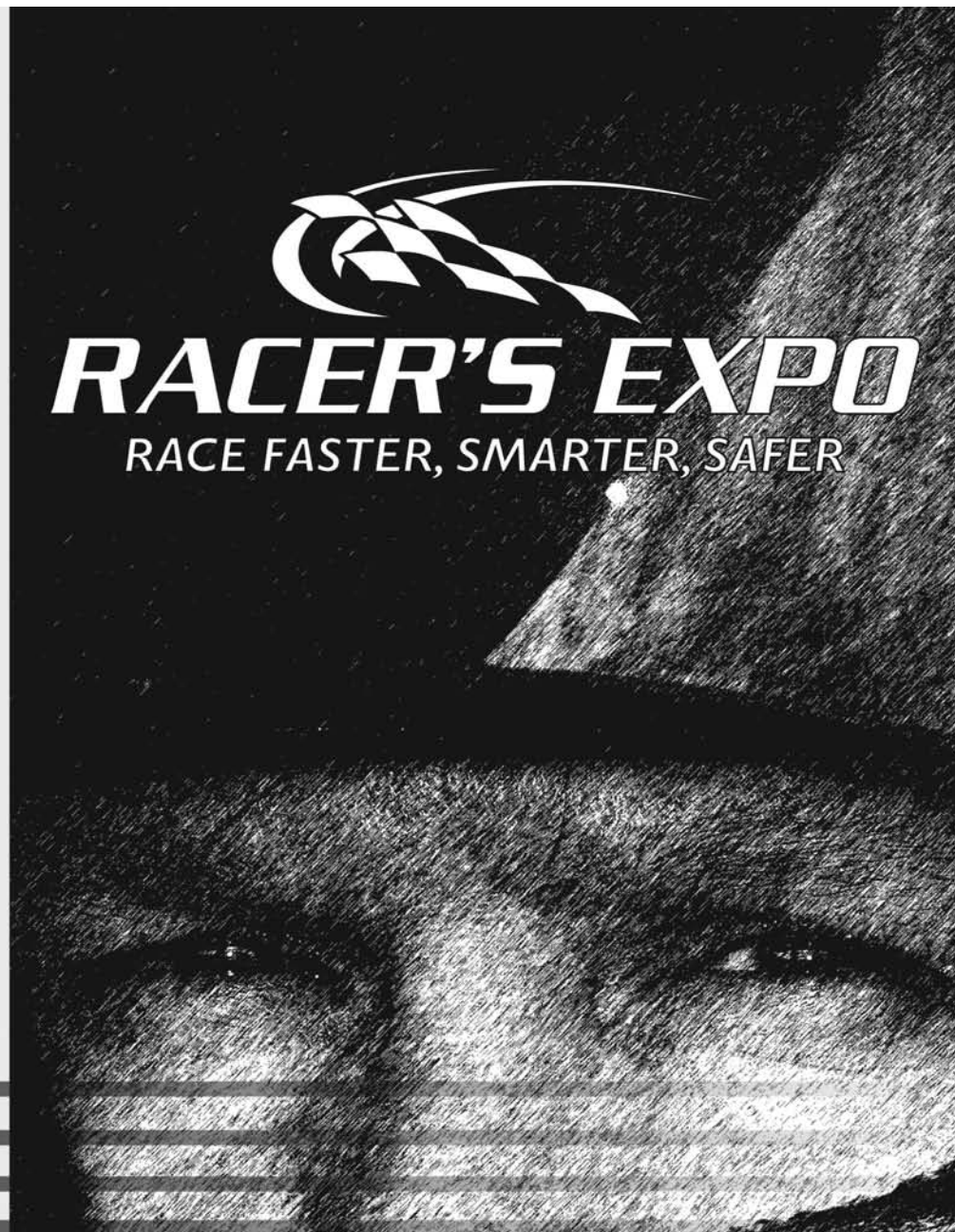


Photo by: Terry Thomson



Photo by: Terry Thomson



Photo by: Terry Thomson

RACE REWIND

Race 34 of 36: Dickies 500, Sunday, Nov. 2
Texas Motor Speedway, Fort Worth, Texas

FINAL RESULTS

FIRST	SECOND	THIRD
		
Carl Edwards	Jeff Gordon	Jamie McMurray

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	16	99	Carl Edwards	Office Depot Ford	334	\$496,300	Running
2	1	24	Jeff Gordon	DuPont/Nicorette Chevrolet	334	389,961	Running
3	4	26	Jamie McMurray	Crown Royal Ford	334	228,025	Running
4	3	07	Clint Bowyer	Jack Daniel's Chevrolet	334	219,300	Running
5	19	16	Greg Biffle	3M Ford	334	177,775	Running
6	29	18	Kyle Busch	M&M's Toyota	334	166,675	Running
7	23	29	Kevin Harvick	Shell / Pennzoil Chevrolet	334	191,311	Running
8	2	1	Martin Truex, Jr.	Bass Pro Shops Chevrolet	334	165,358	Running
9	6	17	Matt Kenseth	DeWalt Ford	334	170,016	Running
10	12	44	David Reutimann	UPS Toyota	334	128,400	Running
11	18	6	David Ragan	AAA Ford	334	124,875	Running
12	20	8	Mark Martin	U.S. ARMY Chevrolet	334	147,033	Running
13	38	31	Jeff Burton	AT&T Mobility Chevrolet	333	156,783	Running
14	14	5	Casey Mears	CARQUEST/Kellogg's Chevrolet	333	120,700	Running
15	7	48	Jimmie Johnson	Lowes/Kobalt Tools Chevrolet	333	156,861	Running
16	8	20	Tony Stewart	Home Depot Toyota	333	149,811	Running
17	17	11	Denny Hamlin	FedEx Office Toyota	333	139,566	Running
18	13	83	Brian Vickers	Red Bull Toyota	332	112,125	Running
19	37	25	Brad Keselowski	GoDaddy.com Chevrolet	332	99,775	Running
20	5	88	Dale Earnhardt, Jr.	AMP Energy Chevrolet	332	113,675	Running
21	24	47	Marcos Ambrose	Little Debbie Toyota	332	121,158	Running
22	11	15	Paul Menard	Menards/Johns Manville Chevrolet	332	110,675	Running
23	21	77	Sam Hornish, Jr.	Penske Truck Rental Dodge	332	146,250	Running
24	28	9	Kasey Kahne	Budweiser Dodge	331	133,116	Running
25	10	66	Scott Riggs	State Water Heaters Chevrolet	331	118,508	Running
26	36	10	A.J. Allmendinger	Country Crock Dodge	331	101,550	Running
27	15	55	Michael Waltrip	NAPA Toyota	331	115,408	Running
28	31	12	Ryan Newman	alltel Dodge	331	139,925	Running
29	41	22	Dave Blaney	Caterpillar Toyota	331	112,408	Running
30	32	96	Ken Schrader	DLP HDTV Toyota	331	108,950	Running
31	39	21	Bill Elliott	Little Debbie Ford	330	115,595	Running
32	42	28	Travis Kvapil	Academy Sports + Outdoors Ford	330	127,264	Running
33	33	84	Scott Speed	Red Bull Toyota	330	99,350	Running
34	25	01	Regan Smith	Principal Financial Group Chevrolet	329	105,600	Running
35	30	19	Elliott Sadler	Stanley Tools Dodge	329	122,795	Running
36	22	7	Robby Gordon	Mapei/Menards Dodge	329	113,772	Running
37	9	41	Reed Sorenson	Target Dodge	328	123,239	Running
38	27	78	Joe Nemechek	Furniture Row Chevrolet	328	95,825	Running
39	35	43	Bobby Labonte	Cheerios/Betty Crocker Dodge	328	132,561	Running
40	43	02	Joey Logano	Home Depot Toyota	327	95,425	Running
41	40	2	Kurt Busch	Miller Lite Dodge	267	95,205	Engine
42	34	38	David Gilliland	CitiFinancial Ford	266	95,005	Parked
43	26	42	Juan Pablo Montoya	Texaco/Havoline Dodge	262	123,098	Accident

RACE STATISTICS

Race time: 3 hours, 28 minutes, 26 seconds
Average speed: 144.219 miles per hour
Victory margin: 8.310 seconds
Caution flags: Five for 26 laps
Lead changes: 16 among nine drivers
Lap leaders: Jeff Gordon 1-15; Clint Bowyer 16-48;
David Reutimann 49-52; Dale Earnhardt, Jr. 53; Bowyer 54-56; Carl Edwards 57-111; Reutimann 112; Brian Vickers 113-117; Edwards 118-144; Greg Biffle 145; Edwards 146-240; Kyle Busch 241; Edwards 242-263; Busch 264; Jamie McMurray 265-320; Biffle 321; Edwards 322-334.

TALK OF TIME TRIALS

Jeff Gordon was fastest in practice and backed it up with his fourth pole of the season Friday afternoon at Texas Motor Speedway. Gordon drove his DuPont Chevrolet to a lap of 188.469 miles per hour.

STANDINGS

FIRST	SECOND	THIRD
		
Jimmie Johnson	Carl Edwards	Greg Biffle

Top 12

1. Jimmie Johnson	6,366	7. Kevin Harvick	6,087
2. Carl Edwards	6,260	8. Matt Kenseth	5,973
3. Greg Biffle	6,223	9. Tony Stewart	5,962
4. Jeff Burton	6,154	10. Kyle Busch	5,938
5. Jeff Gordon	6,111	11. Dale Earnhardt, Jr.	5,937
6. Clint Bowyer	6,099	12. Denny Hamlin	5,935

Montoya, Gilliland Spur Crash

Gilliland Parked After Incident,
Wrecked Montoya Finishes Last

By **BRUCE MARTIN**
NASN CORRESPONDENT

FORT WORTH, Texas — When David Gilliland cut down on Juan Pablo Montoya on the backstretch at Texas Motor Speedway, it triggered a vicious crash on lap 263 that ended Montoya's race and got Gilliland parked for the rest of the contest.

After the race, Gilliland was summoned to the NASCAR transporter where he was lectured on the incident.

"It's a shame we've got some tore up race cars and we got parked, but I got up in front of him — my spotter said I was clear — and I kind of slid up in front of him and he jacked my rear wheels off the ground going down the back straightaway and then got into me again going into turn one and two and jacked me up way up the track," Gilliland said. "I was trying to let him go and got a good run off the corner and just kind of misjudged it coming down across him. I was going to let him go, so I feel real bad for those guys.

"I guess they were running on the lead lap and now our team is parked, so I feel real bad for my team and Yates Racing. It's unfortunate because we had a pretty good day that we had going."

Because of the crash, Montoya finished last in the 43-car race.

"I was running high the lap before and he went inside of me," Montoya said. "He ran straight to the wall and I tried to get away. He put me into the wall. So, I went into turn one and I punted him just a little bit to say, 'Hey, you're running like 50 laps behind.' I hit him a little bit. If I had wanted to wreck him, I would have wrecked him. He came out and just wrecked us. It's very disappointing. It has been great for everybody at Ganassi; we've got great cars now. It's just frustrating

EDWARDS: Johnson's Lead Cut With Two Races To Go

CONTINUED FROM PAGE 2

week in a row, keeping a streak alive of the Atlanta winner driving to victory at Texas for the fourth year in a row. Edwards started it in 2005, Tony Stewart did it in 2006 and Johnson accomplished it last year.

Johnson was unable to lead a single lap and finished 15th, one lap down to the race winner.

"That's racing," Johnson said. "We got off on the first run or two of the race and got down a lap. Then with the lack of cautions, we could just never get back on the lead lap. I ran around Greg Biffle, Kyle Busch and Clint Bowyer all day long and they finished in the top five. If things could



PHIL CAVALI PHOTO

DONE DEAL: Juan Pablo Montoya walks from his race car after a crash with David Gilliland ended his day in Sunday's Dickies 500 at Texas Motor Speedway.

to have that happen. "It was like he said I'm better than him, so I'm going to wreck him. The decent thing is not doing it, but if I

had wrecked him, it would have been fine.

"It's frustrating when people do things like that."

have been different, we could have been up there, but we just got behind at the start of the race and could never get back."

It will be difficult for Johnson to clinch the championship next Sunday at Phoenix, but he still holds a commanding lead in The Chase. Johnson needs to leave Phoenix with a 196-point lead to officially clinch his third-straight title. That means Johnson has to beat Edwards by 90 points and third-place Greg Biffle by 52 at Phoenix to clinch.

If Johnson leaves Phoenix with a 162-points lead, he would need only to start the season finale at Homestead to clinch the championship.

If Johnson finishes seventh of better in the next two races, he will clinch the title no matter what any other driver does.

"There are two races left," Johnson said. "I have known all along we were going to have to fight every week for this thing. We had a nice big points lead and we still have a great points

lead, but in racing, anything can happen and usually does. Today didn't go our way; it went the way the No. 99 (Edwards) needed.

"I hate it. We are definitely disappointed with the performance tonight on our first couple of runs. After that, we were comparable, we were fair, we were doing what we needed to. We could just never get back on the lead lap and that is the way it goes."

Edwards's 15th-career victory was the first time a Ford driver has won eight races in a season since Rusty Wallace in 1994. He is only the 10th driver in Ford NASCAR history to win at least eight Cup races in a season.

While the end of the race was determined by fuel mileage with the contenders having to pit in the closing laps, Edwards defeated pole-winner Jeff Gordon by 8.310 seconds. Jamie McMurray was third followed by Bowyer's Chevrolet and Biffle's Ford.

The average speed was 144.219 miles per hour and the race was slowed just five times for 26 laps of caution.

NASCAR SPRINT CUP RACE REWIND



LYNNE RICHARDS PHOTO

GETTING CLOSER: Jeff Gordon (24) makes a move on David Reutimann Sunday during the Dickies 500 at Texas Motor Speedway. Gordon is still without a victory in 2008 and winless at Texas.

Gordon Still Winless In 2008

*Fuel Strategy Backfires
For Earnhardt, No. 88 Team*

By **BRUCE MARTIN**
NSSN CORRESPONDENT

FORT WORTH, Texas — Jeff Gordon remains winless for the season and is closer to not winning at least one race per season since his rookie year in 1993. But he scored a first at Texas Motor Speedway when he won the

NASCAR NOTES

"I know it's late in the season, we haven't won yet, but that doesn't mean we're laying down. We're certainly not going to do that. It's just like going for the pole on Friday, we're doing everything we possibly can.

"I would be a little bit more excited about our chances if we had run up front and ran in that second position all night or all day. We are going to look at any possible way to win races. We're going to try to make the car go as fast as we can. When we have that opportunity to make it on fuel, you know, we're going to take the opportunity. That's what we did tonight.

"But I'm still disappointed that, you know, we struggled with the handling. I had my hands full. Some of it's me; some of it's the team and the setup. That's something we've got to work on coming back to Texas. But I look forward to the next two opportunities to try to win. Tonight's an obvious sign that we can still win. No matter how the car's running, we can still win. We'll go to the next two and do everything we can to try to win."

Gordon has never won at Texas so

that is why he thought the second-place finish felt like a victory.

"It sure does," Gordon said. "What a crazy day. I'm real proud of (crew chief) Steve Letarte and all the guys on this team for not giving up. We struggled. We were good when we were out front at the beginning and fell back to fifth and we just kept trying to free it up through the middle and one time I got too loose and lost all the track position and lost a lap. I had to fight our way back to get on the lead lap."

■ Jimmie Johnson had a rather graphic description of his race on Sunday when his ill-handling car went down one lap, and he went on to finish 15th.

"It's like getting kicked in the balls over and over," Johnson said. "That sucked. The first three runs, we were just terrible. After that, we got the car better and I ran in the top four, top six throughout the rest of the race, but just never had a chance to get a lap back. We were close a couple times, maybe a car or two away. We just got off at the start of the race, with all the green-flag running, we just couldn't get back on a lead lap. But we made the car better and ran well. We just don't have the finish to show for it."

While Jeff Gordon's fuel strategy paid off, the same could not be said for his teammate, Dale Earnhardt, Jr., who finished 20th after having to pit for fuel eight laps from the finish.

"I told (crew chief) Tony Eury, Jr., you know, don't worry about that (being short on fuel)," Earnhardt said. "We all tried to win the race, and we win as a team and lose as a team. We need to figure out the fuel mileage deal because Jeff Gordon stayed out as well, and just figure out what we need to do. We probably just should have started saving a little bit earlier."

er."

■ Greg Biffle questioned why he had to pit for fuel and teammate Carl Edwards was able to make it to the finish and win the race.

"If they were the same, they would have got the same mileage," Biffle said after finishing fifth. "So if they're the same, you get the same mileage. If they're not the same, you don't get the same mileage, so I don't know what is different. They may have the same jetting and what not, but, in any event, I'm not complaining. We got a top five here and gained points on the 48 (Johnson). The 99 (Edwards) is gambling. If the 99 would have run out, we would have gained on everybody, so we're pretty excited about that."



Greg Biffle

■ Kyle Busch finished sixth for his second-straight top-10 finish.

"It was a good race car, it was decent," he said. "Clean air was so important here and we had to get up front. We never really got there. We got there once, but then it kind of got demoralized because of the pit stops that came there at the end of the race with the last caution-flag pit stop. Those guys took two tires and just got track position on us. We battled all day to get up there and then we got shuffled back. It was the best we could do with the car we had."

■ Germain Racing, which won the 2006 Craftsman Truck Series championship with Todd Bodine, will step up to the Sprint Cup Series next season, fielding Geico-sponsored Toyotas for Italian road-racing veteran Max Papis.

Earnhardt, Jr. Talking Sense About NASCAR

HARRISBURG, N.C.

Who would have thought Dale Earnhardt's youngest son would grow up to be the voice of reason in NASCAR?

But that is exactly what's happened and Dale Earnhardt, Jr. solidified his position as that voice during the Texas weekend when he noted, "What's happened is we have saturated the market with race after race after race."

The sport's most popular driver compared the NASCAR Sprint Cup Series to the NFL, pointing out that the NFL schedule is just long enough to leave fans wanting more. Exactly where the saturation point is on the NASCAR schedule is open for debate, but thousands of empty seats at recent races show the sport has definitely exceeded it.

During the mid- and late-1990s, the sport could do no wrong. Tracks added seats and fans filled them. NASCAR added races and no one blinked. Sponsorship money poured in by the millions and the number of people watching the races on television soared.

It was a boom time and everyone in the sport was taking advantage of the opportunity. Or in other words, they were doing everything possible — including adding races — to make as much money as they could.

Between 1992 and 2002, the NASCAR Sprint Cup Series schedule grew from 29 races to 36. It was also during the same period that ownership of the series' race tracks changed considerably.

The 1992 Cup Series schedule consisted of 16 race tracks, only four of which were part of a single publicly traded company. At that time, International Speedway Corporation owned Daytona, Talladega and Darlington and had an ownership interest in Watkins Glen. The other facilities were owned by private companies. Compare that to today.

Now there are 22 race tracks on the NASCAR Sprint Cup Series schedule and 20 of them are owned by publicly traded companies. ISC has 12, Speedway Motorsports, Inc. owns seven and Dover Int'l Speedway is

HIGH GROOVE



KEITH WALTZ

part of Dover Motorsports, Inc. Only Pocono and Indianapolis are privately owned.

The track ownership situation has changed the dynamic of the sport. Gone are the days when race tracks dropped from the schedule because they could no longer afford the purse and sanction fees required by NASCAR. In fact, \$10 to \$12 million is a number often thrown around when discussing how much a single Cup date can add to a company's bottom line.

Management of these public companies have shareholders to which they must answer, and they spend more time focusing on analyst expectations and earnings per share than they do qualifying speeds and laps led. The economic impact of each race on the area surrounding the race tracks must also be factored into the equation.

The fact that moving or eliminating a NASCAR Sprint Cup Series date can impact thousands and thousands of people has limited NASCAR's ability to adjust the schedule.

The ability of Bill France, Sr. and Bill France, Jr. to make decisions that they believed were in the best long-term interests of the sport is the foundation upon which NASCAR was built.

It's time for the sanctioning body's current generation to follow the family tradition. NASCAR officials need to sit down with representatives from its race tracks, sponsors and television partners and look five to 10 years down the road. They need to draw a road map that will take them into the future and they need to listen to people like Dale Earnhardt, Jr.

Continuing to run a 36-race schedule that stretches from February to November is not in the best long-term interest of NASCAR Sprint Cup racing. Earnhardt isn't the only one in the garage area to realize that fact; he's just the first to stand up and say it out loud.

UP NEXT

Track specs

- Length: 1 mile
- Frontstretch: 1,179 feet
- Backstretch: 1,551 feet
- Banking**
- Turns 1-2: 11 degrees
- Turns 3-4: 9 degrees
- Frontstretch: 3 degrees
- Backstretch: 9 degrees

Phoenix Int'l Raceway
Avondale, Ariz.

Tickets:
(866) 408-7223

Address: P.O. Box 13088, Phoenix, AZ 85002

Web site:
phoenixraceway.com

Start/finish

Pit exit

Sprint Cup Race
Checker O'Reilly Auto Parts 500, 3 p.m. Sunday, ABC

Tough Day Doesn't Discourage Johnson

By **BRUCE MARTIN**
NSSN CORRESPONDENT



HHP/ERIK PEREL PHOTO

STILL ON TOP: Jimmie Johnson leads the NASCAR Sprint Cup standings by 106 points.

FORT WORTH, Texas — Jimmie Johnson finally had a mediocre race in The Chase, but with a 106-point lead and two races remaining, he still has the look of a champion for a third-straight season.

Johnson's Chevrolet was never in contention in Sunday's Dickie's 500 at Texas Motor Speedway and fell down a lap early in the race. He finished 15th and, combined with Carl Edwards's victory, his huge points lead has been trimmed.

But Johnson remains in control, and if he finishes seventh or better in each of the final two races of the season, he will join Cale Yarborough as the only drivers to win the championship three years in a row.

"This team is great at trying to come back," Johnson said of his Hendrick Motorsports team. "We never quit. I think that really pays off. At the end of races, we make our car better, and today we had to do that again."

Johnson was out of the top 30 after getting lapped before his team was able to adjust the car during pit stops. But Johnson was never able to get back on the lead lap and had to settle for an uncharacteristic 15th-place finish.

"The first three runs we started really loose and made an adjustment," Johnson said. "We were running in the top 10, and the second time out after that, we were still pretty loose. We came in and made another big adjustment."

"At that point, we got very tight with the car. Once that happened, I was a sitting duck. Then we had at least one more green-flag stop and we just got way behind."

Crew chief Chad Knaus was able to solve the

problem with tire-pressure adjustments and Johnson's Chevrolet began to be competitive, but never could get back on the lead lap.

"I ran a lot with Clint Bowyer, Greg Biffle and Kyle Busch, and I ran with the guys that ran in the top five basically all day; I just couldn't get any further and get to the 99 (Edwards) to try to get my lap back," Johnson explained. "Without any cautions throughout the day, I just couldn't count on that Lucky Dog to come through."

Johnson nearly gave his crew chief a "heart

attack" when he narrowly avoided a collision on pit road with Travis Kvapil's Ford.

But Johnson was left shaking his head after Edwards was able to gamble on fuel mileage and run the final 69 laps on one tank of fuel.

"They had a good chance to make up points on us," Johnson said. "They didn't have to win the race. I feel that they knew they were going to make it. I think at the end they were saving fuel. They were playing that card. If it worked, great. If not, they still were going to get a bunch of

points on us.

"I don't think those guys were swinging for the fences like that. I think they are a little more calculated with it than that because they were going to make a bunch of points on us."

Even with a poor race on Sunday, Johnson could afford it. He is in great position to win a third-straight title and looks to rebound for the final two races at Phoenix and Homestead.

"With a points lead that we had, there is a level of comfort there that I don't have to outrun the 16 (Biffle) or the 99 (Edwards) or the 31 (Jeff Burton) to be the champion," Johnson said. "It was just about making sure we did our jobs to be competitive."

"That is the pressure I've put on myself. The first three runs of the race today we weren't competitive, especially the third run. We messed up. We just didn't have it. That got us behind and we could never recover. I'm more frustrated in the fact we didn't do the job we needed to today than the fact that I lost points. If I lose five or 10 or 20 points at a time to those guys because they win and I finish fourth or fifth, I can handle that. But to go out there and not perform, get caught a lap down and stay there all day, that's the part I'm frustrated with."

Johnson is pragmatic enough to realize there are 700 miles of racing left over two more contests and a lot can happen. But he remains confident he can prevail.

"We have to go to Phoenix and my goal is to outrun those guys," Johnson said. "My goal is to win the race, try to lead the most laps, gain points on those guys so that we go to Homestead with as many points as we can. I hope it works out that way."

"No telling that it will, but that's what we're working on."

CHASE REWIND



FIRST

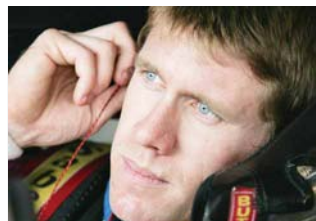
Jimmie Johnson

Car: No. 48 Lowe's Chevrolet

POINTS **Sunday's finish:**
6,366 15th
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	1	2	5	7



SECOND

Carl Edwards

Car: No. 99 Office Depot Ford

POINTS **Sunday's finish:**
-106 First
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	2	6	6



THIRD

Greg Biffle

Car: No. 16 3M Ford

POINTS **Sunday's finish:**
-143 Fifth
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	2	4	6



FOURTH

Jeff Burton

Car: No. 31 AT&T Chevrolet

POINTS **Sunday's finish:**
-212 13th
Points: +0

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	1	3	5



FIFTH

Jeff Gordon

Car: No. 24 DuPont Chevrolet

POINTS **Sunday's finish:**
-255 Second
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	2	0	3	6



SIXTH

Clint Bowyer

Car: No. 07 Jack Daniel's Chevy

POINTS **Sunday's finish:**
-267 Fourth
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	0	2	4



SEVENTH

Kevin Harvick

Car: No. 29 Shell/Pennzoil Chevy

POINTS **Sunday's finish:**
-279 Seventh
Points: -2

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	0	0	5



EIGHTH

Matt Kenseth

Car: No. 17 DeWalt Ford

POINTS **Sunday's finish:**
-393 Ninth
Points: +1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	0	3	5



NINTH

Tony Stewart

Car: No. 20 Home Depot Toyota

POINTS **Sunday's finish:**
-404 16th
Points: -1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	1	1	2



10TH

Kyle Busch

Car: No. 18 M&M's Toyota

POINTS **Sunday's finish:**
-428 Sixth
Points: +2

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	0	2	3



11TH

Dale Earnhardt, Jr.

Car: No. 88 AMP Energy Chevy

POINTS **Sunday's finish:**
-429 20th
Points: -1

Chase Stats

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



12TH

Denny Hamlin

Car: No. 11 FedEx Office Toyota

POINTS **Sunday's finish:**
-431 17th
Points: -1

Chase Stats

Starts	Poles	Wins	Top 5	Top 10
8	0	0	2	3

CURB RECORDS

COUNTRY MUSIC LABEL OF THE YEAR POINTS PAGE



Richard Petty's Curb/STP Pontiac
• Winner at Daytona



Dale Jarrett with his Curb/
Busch Grand National Car

Dale Earnhardt with his Curb Records
Winston Cup Championship Car



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



Joey Saldana - 25 Victories
2007 Runner-up World of
Outlaws Championship



Jason Keller - 2008-2009
Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



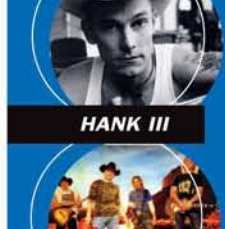
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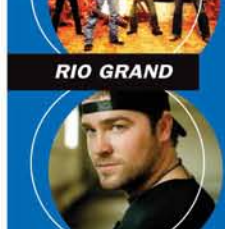
STEVE HOLY



WYNONNA



STAR DE AZLAN



HANK III



RIO GRAND



LEE BRICE



HEIDI NEWFIELD



LEANN RIMES



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

Sprint Cup

1. Jimmie Johnson	6,366
2. Carl Edwards	6,260
3. Greg Biffle	6,223
4. Jeff Burton	6,154
5. Jeff Gordon	6,111
6. Clint Bowyer	6,099
7. Kevin Harvick	6,087
8. Matt Kenseth	5,973
9. Tony Stewart	5,962
10. Kyle Busch	5,938
11. Dale Earnhardt, Jr.	5,937
12. Denny Hamlin	5,935
13. David Ragan	4,074
14. Kasey Kahne	3,811
15. Martin Truex, Jr.	3,671
16. Ryan Newman	3,574
17. Brian Vickers	3,476
18. Jamie McMurray	3,474
19. Kurt Busch	3,426
20. Casey Mears	3,330

Nationwide

1. Clint Bowyer	4,817
2. Carl Edwards	4,726
3. Brad Keselowski	4,524
4. David Ragan	4,310
5. Mike Bliss	4,250
6. David Reutimann	4,194
7. Kyle Busch	4,126
8. Mike Wallace	3,881
9. Jason Leffler	3,838
10. Marcos Ambrose	3,830

Craftsman Truck

1. Johnny Benson	3,489
2. Ron Hornaday, Jr.	3,483
3. Todd Bodine	3,266
4. Erik Darnell	3,136
5. Matt Crafton	3,133
6. Mike Skinner	3,123
7. Rick Crawford	3,113
8. Dennis Setzer	2,924
9. Jack Sprague	2,910
10. Terry Cook	2,804

IndyCar Series

1. Scott Dixon (champion)	646
2. Helio Castroneves	629
3. Tony Kanaan	513
4. Dan Wheldon	492
5. Ryan Briscoe	447
6. Danica Patrick	379
7. Marco Andretti	363
8. Ryan Hunter-Reay	360
9. Oriol Servia	358
10. Hideki Mutoh	346

Indy Lights

1. Raphael Matos (champion)	510
2. Richard Antinucci	478
3. Ana Beatriz	449
4. Arie Luyendyk, Jr.	428
5. J.R. Hildebrand	409
6. Dillon Battistini	385
7. Pablo Donoso	360
8. Logan Gomez	358

9. James Davison	333
10. Sean Guthrie	322

Formula One

1. Lewis Hamilton (champion)	98
2. Felipe Massa	97
3. Kimi Raikkonen	75
3. Robert Kubica	75
5. Fernando Alonso	61
6. Nick Heidfeld	60
7. Heikki Kovalainen	53
8. Sebastian Vettel	35
9. Jarno Trulli	31
10. Timo Glock	25

WoO Sprints

1. Donny Schatz (champion)	9,026
2. Jason Meyers	8,894
3. Steve Kinser	8,600
4. Joey Saldana	8,462
5. Jac Haudenschild	8,385
6. Kerry Madsen	8,100
7. Craig Dollansky	8,069
8. Terry McCarl	8,068
9. Chad Kamenah	8,058
10. Daryn Pittman	7,940

WoO Late Models

1. Darrell Lanigan (champion)	5,866
2. Josh Richards	5,706
3. Steve Francis	5,686
4. Shane Clanton	5,660
5. Chub Frank	5,626
6. Shannon Babb	5,556
7. Rick Eckert	5,522
8. Clint Smith	5,472
9. Tim Fuller	5,323
10. Vic Coffey	4,583

NHRA Top Fuel

1. Tony Schumacher (champion)	2,645
2. Hillary Will	2,369
3. Antron Brown	2,360
4. Cory McClenathan	2,332
5. Larry Dixon	2,328
6. Rod Fuller	2,275
7. Brandon Bernstein	2,273
8. Doug Herbert	2,255
9. Doug Kalitta	2,177
10. Dave Grubnic	2,162

NHRA Funny Car

1. Cruz Pedregon	2,449
2. Tim Wilkerson	2,437
3. Robert Hight	2,410
4. Tony Pedregon	2,387
5. Jack Beckman	2,385
6. Ashley Force	2,329
7. John Force	2,248
8. Ron Capps	2,208
9. Mike Neff	2,206
10. Gary Densham	2,186

NHRA Pro Stock

1. Jeg Coughlin	2,492
2. Greg Anderson	2,369
3. Kurt Johnson	2,354

4. Dave Connolly	2,349
5. Mike Edwards	2,314
6. Jason Line	2,311
7. Allen Johnson	2,308
8. Greg Stanfield	2,276
9. V. Gaines	2,202
10. Ron Krisher	2,125

NHRA Motorcycle

1. Matt Smith	2,393
2. Eddie Krawiec	2,374
3. Chris Rivas	2,354
4. Angelle Sampey	2,275
5. Andrew Hines	2,260
6. Steve Johnson	2,251
7. Chip Ellis	2,231
8. Craig Treble	2,199
9. Matt Guidera	2,146
10. Karen Stoffer	2,113

ARCA RE/MAX

1. Justin Allgaier (champion)	4,985
2. Frank Kimmel	4,935
3. Scott Speed	4,925
4. Matt Carter	4,895
5. Ricky Stenhouse, Jr.	4,880
6. Patrick Sheltra	4,330
7. John Wes Townley	4,295
8. Tom Hessert III	4,215
9. Tayler Malsam	4,160
10. Ken Butler III	4,115

USAC Silver Crown Series

1. Jerry Coons, Jr.	392
2. Dave Darland	372
3. Brian Tyler	335
4. Shane Cottle	303
5. Levi Jones	292
6. Tracy Hines	280
7. A.J. Fike	245
8. Shane Hollingsworth	242
9. Mat Neely	224
10. Bud Kaeding	199

USAC W. Midget

1. Nic Faas	895
2. Scott Pierovich	745
3. Robby Josett	644
4. C.J. Sarna	576
5. Ernie Bartley III	471
6. Shannon McQueen	470
7. Randi Pankratz	408
8. Paul Zimmerman	328
9. Daniel Bedford	284
10. Josh Ford	280

USAC W. Midget

1. Benny Gordon (champion)	812
2. Mark McFarland	747
3. Jay Fogleman	663
4. Drew Herring	619
5. Michael Ritch	596
6. Caleb Holman	581
7. Jeff Agnew	579
8. Bobby Gill	564
9. Derek Kale	560
10. Clay Rogers	540

USAR Pro Cup

1. Jason Johnson (champion)	3,943
2. Gary Wright	3,876
3. Wayne Johnson	3,765
4. Zach Chappell	3,656
5. Garry Lee Maier	3,431
6. Eric Baldaccini	3,285
7. Nick Smith	3,165
8. Kenneth Walker	2,958
9. Travis Rilat	2,897
10. Gary Taylor	2,715

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5. Michael Ritch	596
6. Caleb Holman	581
7. Jeff Agnew	579
8. Bobby Gill	564
9. Derek Kale	560
10. Clay Rogers	540

8. Brady Bacon	1,030
9. Dave Darland	1,014
10. Mike Hess	877

IHRA Nitro Funny Car

1. Terry Haddock (champion)	748
2. Andy Kelley	642
3. Matt Hagan	634
4. Paul Lee	613
5. Steven Macklyn	492
6. Jeff Diehl	469
7. Jack Wyatt	406
8. Dale Creasy, Jr.	392
9. Todd Simpson	347
10. Cory Lee	282

IHRA Top Fuel

1. Spencer Massey (champion)	918
2. Bruce Litton	829
3. Terry McMillen	760
4. Mike Strasburg	738
5. Bobby Laguna, Jr.	713
6. Kevin Jones	483
7. Tim Bochuk	400
8. Scott Palmer	342
9. Mitch King	217
10. Chris Karamesines	128

O'Reilly ASCoT

1. Jason Johnson (champion)	3,943
2. Gary Wright	3,876
3. Wayne Johnson	3,765
4. Zach Chappell	3,656
5. Garry Lee Maier	3,431
6. Eric Baldaccini	3,285
7. Nick Smith	3,165
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4. Drew Herring	619
5. Michael Ritch	596
6. Caleb Holman	581
7. Jeff Agnew	579
8. Bobby Gill	564
9. Derek Kale	560
10. Clay Rogers	540

USAC-CRA Sprint

1. Mike Spencer	1,473
2. Blake Miller	1,427
3. Danny Sheridan	1,363
4. Tony Jones	1,146
5. Tyler Brown	1,066
6. Garrett Hansen	1,039
7. David Cardey	963
8. Cory Kruseman	952
9. Josh Ford	839
10. Alan Ballard	627

USAC-CRA Sprint

1. Mike Spencer	1,473
2. Blake Miller	1,427
3. Danny Sheridan	1,363
4. Tony Jones	1,146
5. Tyler Brown	1,066
6. Garrett Hansen	1,039
7. David Cardey	963
8. Cory Kruseman	952
9. Josh Ford	839
10. Alan Ballard	627

USAC-CRA Sprint

1. Bryan Howland (champion)	2,412
2. Jared Zimbardi	2,318
3. Chris Muhleisen	2,114
4. Scott Kreuter	1,891
5. Blake Breen	1,851

Lucas Oil LM

1. Earl Pearson, Jr. (champion)	7,240
2. Bart Hartman	6,475
3. Steve Casebolt	6,370
4. Billy Drake	5,915
5. Justin Rattliff	5,600
6. Scott James	5,555
7. Terry Casey	5,465
8. Dan Schlieper	5,445
9. Freddy Smith	5,040
10. Jimmy Owens	4,660

NASCAR Camping World West

1. Eric Holmes (champion)	2,098
2. Jason Bowles	2,050
3. Jeff Barkshire	1,955
4. Mike David	1,919
5. Jim Inglebright	1,840
6. Moses Smith	1,823
7. Austin Cameron	1,770
8. David Mayhew	1,724
9. Johnny Borneman	1,699
10. Jason Patison	1,630

Whelen Modified

1. Ted Christopher (champion)	2,441
2. Matt Hirschman	2,314
3. Todd Szegedy	2,260
4. Chuck Hossfeld	2,260
5. Ronnie Silk	2,158
6. Eric Beers	2,115
7. Matt Stefanik	2,102
8. Rowan Pennink	2,016
9. Jimmy Blewett	1,969
10. Ryan Preece	1,948

USAC W. Midget

1. Nic Faas	895
2. Scott Pierovich	745
3. Robby Josett	644
4. C.J. Sarna	576
5. Ernie Bartley III	471
6. Shannon McQueen	470
7. Randi Pankratz	408
8. Paul Zimmerman	328
9. Daniel Bedford	284
10. Josh Ford	280

USAC W. Midget

1. Kenny Adams	2,040
2. Matt Tiffany	1,972</

RACE REWIND

NATIONAL HOT ROD ASS'N

Race 23 of 24: ACDelco Las Vegas NHRA Nationals, Oct. 30-Nov. 2 The Strip @ Las Vegas Motor Speedway, Las Vegas, Nev.

FINAL RESULTS

TOP FUEL



Tony Schumacher

FUNNY CAR



Cruz Pedregon

PRO STOCK



Jeg Coughlin

Top Fuel

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Clay Millican	3.878	311.85	def.	8	Brandon Bernstein	3.872	312.93
10	David Grubnic	3.976	297.81	def.	7	J.R. Todd	4.068	307.65
6	Hillary Will	3.877	311.77	def.	11	Doug Kalitta	3.924	306.81
3	Rod Fuller	3.829	317.72	def.	14	Tim Boychuk	3.963	292.90
1	Tony Schumacher	3.824	316.52	def.	16	Joe Hartley	6.648	102.29
2	Antron Brown	3.843	315.54	def.	15	Troy Buff	3.928*	299.86
5	Cory McClenathan	3.859	310.64	def.	12	Morgan Lucas	3.967	299.13
4	Larry Dixon	3.845	313.37	def.	13	Terry McMillen	4.638	167.38

SECOND ROUND

4	Larry Dixon	3.827	311.99	def.	5	Cory McClenathan	3.841	314.39
2	Antron Brown	3.839	317.19	def.	10	David Grubnic	3.874	309.49
3	Rod Fuller	3.813	318.32	def.	6	Hillary Will	4.648	199.23
1	Tony Schumacher	3.851	295.92	def.	9	Clay Millican	3.898	310.48

SEMIFINAL

1	Tony Schumacher	3.833	305.15	def.	4	Larry Dixon	3.899	305.56
3	Rod Fuller	3.821	314.46	def.	2	Antron Brown	5.960	104.96

FINAL

1	Tony Schumacher	3.806	314.53	def.	3	Rod Fuller	3.821	315.19
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Funny Car

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
6	Cruz Pedregon	4.196	292.58	def.	11	Jack Beckman	5.694*	121.16
5	Tony Pedregon	4.133	295.59	def.	12	Bob Tasca III	4.134	303.64
2	John Force	4.178	295.21	def.	15	Jeff Arend	4.141	305.22
1	Robert Hight	4.082	303.84	def.	16	Tony Bartone	6.484	100.29
14	Gary Densham	4.265	280.25	def.	3	Jerry Toliver	6.334	103.35
4	Ashley Force	4.207	293.54	def.	13	Ron Capps	4.655	173.25
7	Melanie Troxel	4.134	301.81	def.	10	Gary Scelzi	4.123	299.33
9	Mike Neff	4.152	294.95	def.	8	Tim Wilkerson	5.810	120.56

SECOND ROUND

6	Cruz Pedregon	4.180	303.16	def.	14	Gary Densham	4.691*	175.00
5	Tony Pedregon	4.132	300.26	def.	4	Ashley Force	4.097	307.23
1	Robert Hight	4.079	301.27	def.	9	Mike Neff	6.754	94.04
2	John Force	4.077	309.77	def.	7	Melanie Troxel	4.150	304.87

SEMIFINAL

6	Cruz Pedregon	4.092	305.36	def.	2	John Force	4.111	300.86
1	Robert Hight	4.115	298.80	def.	5	Tony Pedregon	4.151	300.53

FINAL

6	Cruz Pedregon	4.100	304.67	def.	1	Robert Hight	4.111	304.67
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Pro Stock

FIRST ROUND

Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Dave Connolly	6.719	205.04	def.	8	Warren Johnson	6.756	205.38
12	Ron Krisher	6.762	204.20	def.	5	V. Gaines	6.745	204.23
7	Mike Edwards	6.728	204.70	def.	10	Jim Yates	6.749	203.89
6	Kurt Johnson	6.734	204.88	def.	11	Richie Stevens	6.773	204.35
14	Greg Stanfield	6.735	204.39	def.	3	Jason Line	6.722	205.69
4	Allen Johnson	6.722	204.66	def.	13	Vinnie Deceglie	6.771	203.92
2	Greg Anderson	6.722	205.22	def.	15	Justin Humphreys	6.743*	204.73
1	Jeg Coughlin	6.719	204.60	def.	16	Rickie Jones	6.747	203.86

SECOND ROUND

14	Greg Stanfield	6.719	204.88	def.	6	Kurt Johnson	6.748*	204.94
4	Allen Johnson	6.716	204.63	def.	12	Ron Krisher	6.747	204.17
2	Greg Anderson	6.728	205.47	def.	7	Mike Edwards	6.741*	204.63
1	Jeg Coughlin	6.710	204.70	def.	9	Dave Connolly	6.717	205.54

SEMIFINAL

14	Greg Stanfield	6.737	204.39	def.	2	Greg Anderson	24.669	26.11
1	Jeg Coughlin	6.719	204.51	def.	4	Allen Johnson	6.744	204.01

FINAL

1	Jeg Coughlin	6.708	205.07	def.	14	Greg Stanfield	9.459*	97.79
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*—Denotes red light



DAVID ALLIO PHOTO

WALLY TIME: Jeg Coughlin, Cruz Pedregon, Tony Schumacher and Chris Rivas share the winner's circle Sunday.

Wilk, Tasca Form 'Mini Empire'

By NSSN Staff

LAS VEGAS — Funny Car drivers Tim Wilkerson and Bob Tasca III have announced a two-car alliance for the 2009 NHRA Full Throttle Drag Racing Series season.

The two team owners will continue to manage their own teams individually, and Wilkerson will continue to operate his Springfield, Ill., race shop. But they will have adjacent pits, share information and resources, and use all-new equipment (including clutch and blower dynamometers) at Tasca Racing's new facility in Concord, N.C.

The alliance means that Wilkerson, one of General Motors' most steadfast drag-racing clients, will run a Ford Mustang body next season.

"We're very happy Tim has decided to run a Ford Mustang next year and partner with Tasca Racing," said Brian Wolfe, director of Ford Racing Technology. "It says a lot when someone the caliber of Tim decides to switch over to our product. We believe this alliance between Tim's and Bob's operations will help both teams be better, and we believe it will help make our Ford presence in NHRA even stronger."

Tasca, whose family of Ford dealers has developed a reputation in busi-

ness for relentless pursuit of being No. 1 in its Northeast markets, said of the move, "I really feel that we're creating our own little mini empire here, and it's going to be a force to be reckoned with next year. I've always been determined to create a championship-caliber program. That's what I've been focused on from day one and what I committed to for Ford Motor Company.



Tim Wilkerson

"It has become very apparent that a two-car team is a huge advantage. These alliances aren't taken lightly. It's something that we've thought through, we've strategized, we looked at the pros and cons of, and I can just tell you that the two teams coming together in every sense of the word makes me proud to stand behind Tim Wilkerson," Tasca said Saturday during qualifying for the ACDelco Las Vegas Nationals.

An excited Wilkerson, the icon of independents for his no-nonsense approach and steady improvement in on-track performance during the past few years, explained his reason for

teaming with Tasca by using the four-letter "magic" word — data.

"Getting at-track information really seems to be the problem for single-car teams, which really is based on just the time frame that you have to run your car at the track and the amount of people you have to compare data with. It just seems like you can't get enough data out here. We know that the multi-car teams really have us with our backs against the wall in that aspect," Wilkerson said.

"Bob has a lot to bring to the table on the business side because he has a lot of contacts and a great business sense, and he's going to be a

huge asset. He's got a great selling point to me that way, and of course my selling point to him is that I'm a veteran racer," he said. "I know that he would have liked to have two cars the day he started, but sometimes you've got to do a little bit of crawling before you can get up and walk. And hopefully, we can help get him off the walking mode and into the full stride next season."



Bob Tasca III



DAVID ALLIO PHOTO

CAGNAZZI MATCHUP: Jeg Coughlin completes his burnout during the second round of Pro Stock eliminations Sunday at The Strip @ Las Vegas Motor Speedway. Teammate Dave Connolly lines up in the far lane.

CRUZ:

Coughlin Nearly Clinches Fourth Pro Stock Title

CONTINUED FROM PAGE 3

good race. I was afraid I might see the Dodger Blue of his (Hight) fender. I was praying for the win light to come on because that was a tough race."

Schumacher put an exclamation point on his season by accomplishing everything he could in one weekend in his U.S. Army dragster. He defeated Rod Fuller in the finals with a run of 3.806 at 314.53. In one weekend,

Schumacher was the No. 1 qualifier, clinched the championship and won his 15th race of the season. Schumacher now has 56 career wins.

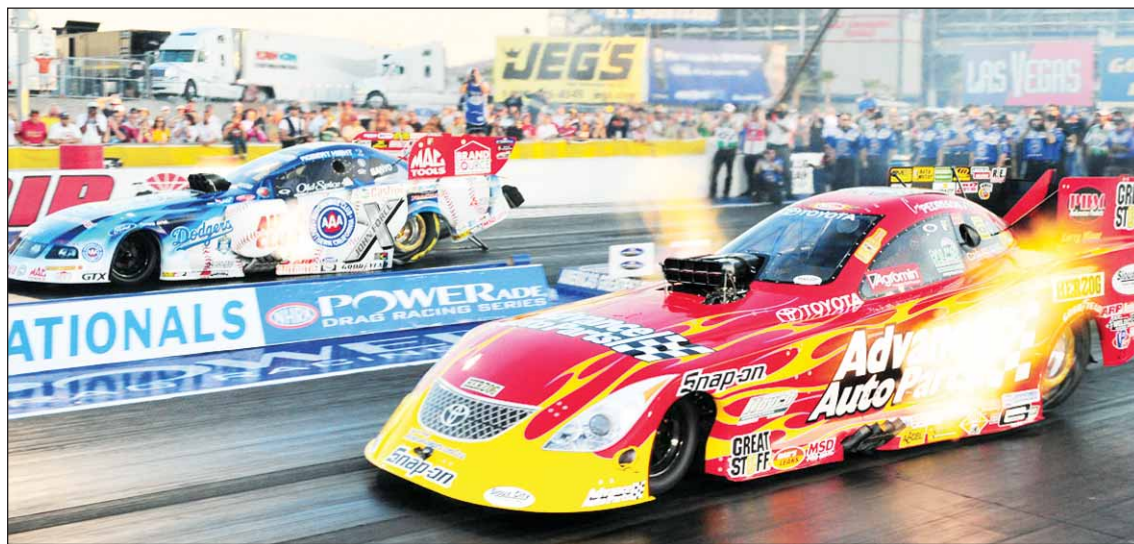
"Every race we have won it's getting harder and harder to do it because the bar is so high," said Schumacher. "I had a good car and we won. It was perfect, just perfect. It's how it's been all year long."

Coughlin all but clinched his second-consecutive and fourth POWERade Series world championship when he defeated Greg Stanfield in the finals. His run of 6.708 at 205.07 in his JEGS.com Chevy Cobalt was merely a formality after Stanfield lit the red light at the start. Coughlin has three wins in 2008 and 41 wins in his career.

"It (the win) definitely took a ton of pressure off our shoulders," said Coughlin. "Nearly a four-round lead is awesome. With the likes that are behind us, like Dave Connolly, my teammate, we knew certainly he was capable of winning. We couldn't take anything for granted."

Rivas, on his G-Squared/S&S Drag Specialties V-Twin, helped himself move closer to his first championship. His winning run of 7.052 at 185 moved him within 39 points of defending POWERade Series world champion Matt Smith.

"This feels pretty incredible," said Rivas. "I honestly didn't expect it (to be in contention for a championship). The team is so strong."



AUTOIMAGERY.COM PHOTO

THE FINAL ROUND: Cruz Pedregon (near lane) took out Robert Hight in the final round of Sunday's ACDelco Nationals at The Strip @ Las Vegas Motor Speedway.

Funny Car Fight Turns Around

Wilkerson Falters; Pedregon & Hight Gain Ground

LAS VEGAS — **Cruz Pedregon's** victory, **Jack Beckman's** red light against him, **Tim Wilkerson's** first-round stumble and **Robert Hight's** runner-up finish Sunday at the ACDelco Nationals gave a dramatic new look to the National Hot Rod Ass'n Funny Car championship chase.

Wilkerson and his Levi, Ray & Shoup team arrived at The Strip @ Las Vegas Motor Speedway with the POWERade standings lead, but left No. 2, eight points behind Pedregon, who has won two-straight races after a 62-race drought.

Wilkerson smoked the tires against **Mike Neff** and handed the rookie the victory for the first time in their six match-ups.

"We were just too greedy," Wilkerson said. "It was a little too aggressive out there. It went out there 150 feet and started to spin the tires. I thought I had it gathered up, but when I stepped back on it, it pulled them lose again. I lifted up off the gas pedal a little, but I just didn't get off it long enough. We took out a few pistons because I pedaled three times and it wasn't digging that. We've got a good car, but we can't get beat first-round. That's all there is to it."

Beckman, meanwhile, gave Pedregon the first of two free passes Sunday on the way to victory. The Valvoline/Mail Terminal Services Dodge Charger driver put his chances of winning his first Funny Car championship in jeopardy by leaving the starting line 54-thousandths of a second too early.

"It was simply a driver's mistake. I didn't do my job," Beckman said. "I let the crew down. I'm very sorry to the guys who bust their butts because that's not what you get paid to do as a driver. They won't let us run it over so we have to pick up the pieces and go on."

So rather than eliminate Pedregon, who entered the race in third place,

directly behind him, Beckman fell to fifth.

Hight, who had never won a round of eliminations at the fall Las Vegas race in his previous three attempts, narrowly missed moving into second place. He's third, 39 points behind Pedregon and 17 behind Wilkerson, as he closed his points gap by 53 and his new gap is less than two rounds of racing.

"We picked up three rounds. I'm greedy. I would have liked to have picked up four. The biggest thing for me is we have a shot at Pomona this year. We didn't really have a shot last year without setting a national record or having Tony Pedregon not qualify," Hight said.

■ Although Robert Hight has performed well at The Strip @ Las Vegas Motor Speedway, he hasn't forgotten his 2006 experience in the ACDelco Las Vegas Nationals. It haunted him again Saturday as he learned that as No. 1 qualifier he would face No. 16 **Tony Bartone**. That was the same scenario two years ago, when he was in the championship fight against **John Force** and **Ron Capps**. "We had a killer car, and my car died on the burnout," Hight said.

That added memory only made the pressure greater, for Hight knew he and his team would have to make every point count. They swiped the No. 1 qualifying position from his boss and father-in-law, John Force, Saturday. But it was only partial victory for Hight. "We could be perfect from here on out and still not win this championship," he said. "We need to win this race, go to Pomona, be No. 1 and then win. That still might not be enough. We know we have to do everything perfectly."

This meeting with Bartone produced a result nothing like the '06 unraveling. Bartone struck the tires of his Chevy Impala early and Hight breezed into the second round.

■ All **Jeg Coughlin** has to do to repeat his Pro Stock title and clinch his fifth championship is qualify for the season-ending Auto Club Finals

at Pomona, Calif. His victory Sunday in the JEGS.com Chevy Cobalt over red-lighting **Greg Stanfield** pushed his lead to 123 points.

"This takes a ton of pressure off our shoulders," Coughlin said. "We had just about a four-round lead coming in and that was awesome, but after last year when we came from behind and took it at the end there in Pomona, we knew we didn't want to make any mistakes this weekend."

■ **Tony Schumacher** caused a bit of a stir recently by saying he might be interested in driving a Funny Car next season. With crew chief **Alan Johnson**, who tuned him to five of his six championships, leaving **Don Schumacher** Racing to form his own one dragster/one Funny Car team, Schumacher said he toyed with the idea, but might stay in the Top Fuel class, especially if rumors are true that Johnson might drive his Al-Anabi-sponsored dragster. All that led Tim Wilkerson, who competed against Schumacher when they both drove in the Top Alcohol Funny Car class, to register his opinion.

Said Wilkerson, "He can surely step into one of them things and do a good job. I'm sure about that. If I was him, I'd want to continue racing against A.J. That would be a fun deal to be able to beat him at his own game, if I was him. That would be my main goal, to show the world that just because A.J. left don't mean we're going to stumble. I'd make sure they were unhappy about the day they all left. I'd make their life as miserable as I could. I'm not saying that to be mean or anything. I just think that they had a great team there that they split up. I'd make sure they had the worst time they could making it successful on the other side."

■ In Funny Car eliminations, all four John Force Racing Mustangs advanced past the first round for only the second time this season.

— Susan Wade contributed to this report.

With Another Title, Schumacher May Try Funny Cars

SEATTLE

When Tony Schumacher was a teenager, he kept his parents off-balance to the point they enrolled him in a military academy, afraid he would become a ne'er-do-well.

Of course, he wised up, ditched his admittedly selfish adolescent attitude and has done his part for nearly a decade in building the National Hot Rod Ass'n's most successful Top Fuel team — while developing an almost reverential respect for his primary sponsor, the United States Army.

Simply by qualifying Saturday for the ACDelco Las Vegas Nationals at The Strip @ Las Vegas Motor Speedway, Schumacher earned his record sixth Top Fuel championship and fifth in a row.

However, he still is keeping folks, including his father and team owner Don Schumacher, off-balance.

Knowing since August that celebrated crew chief Alan Johnson will bolt at the end of this campaign — and that crew members Jason McCulloch and Brian Husen will go with him — the U.S. Army team has plotted changes for 2009. But about three weeks ago, Tony Schumacher threw a monkey wrench into the conversation. He suggested that perhaps he should drive a Funny Car.

"If A.J. is gone, we've won every race and record, why shouldn't we go to Funny Car? I love a new challenge," he reasoned.

Said Don Schumacher, "We got a lot of parts and pieces." The team also has a void with Gary Scelzi retiring from the Mopar/Oakley Charger cockpit.

Then again, Tony Schumacher said, the rumor that Johnson might drive as well as tune his own dragster as teammate to newly announced Funny Car hire Del Worsham is a splendid idea to stay put.

"I'd love to run against him," Schumacher said.

"More than likely I'll stay in Top Fuel, just because as much as you hear 'A.J. A.J. A.J. won a championship,' there has been a lot of stuff that led us to the championship for many years. So I do want to be part of the team that gets to race against him — not egotistically, not to go out

THE STRAIGHTLINE



SUSAN WADE

and say ha-ha, but to let people know there are other great people out there," Schumacher said. "What wins those races is not just a good tune-up. It's eight guys who build that car without mistakes. We can build that again. We can build great people. We have great people in our shop."

Maybe because he has been lucky at Las Vegas, he also figured Johnson's odds would be slim of duplicating the U.S. Army team's achievements.

"Believe me, A.J. is not going to go out there and win 14 or 16 races. He's not going to do that — I don't care who he puts in the car. This was just a crazy, awesome year for one particular team. That's it. Those numbers aren't going to come up again," he said.

A bit wistfully, Schumacher said, "Neither side of this team — mine or A.J.'s, going in our own directions — is ever going to have this chance again. This really was just a perfect season. When everything wasn't perfect, somebody else would make a mistake against us. It's like the 1980 Olympics."

Referring to the U.S. hockey team's "Miracle on Ice" gold-medal performance that dethroned the dominant Soviet skaters, Schumacher (who, incidentally, grinds it out every week in an adult hockey-house league in suburban Chicago) said, "When those guys were done... They all went their own ways and did their own deals. But they always have that time. It was such a big time, big for everybody. I don't think what we do changes the world in any way, shape or form, except in the world of drag racing."

Schumacher and his team undisputedly have had a dramatic impact on the sport, under pressure that he described as "just flat enormous." He said he and his team want to "set the bar so high that it's impossible to break." Yet he said, "In Junior Dragsters... people... are going to be setting their sights on these records we're setting right now."

UP NEXT

Automobile Club of Southern California NHRA Finals, Nov. 13-16, Auto Club Raceway at Pomona, Calif.

STANDINGS

TOP FUEL



Tony Schumacher

FUNNY CAR



Cruz Pedregon

PRO STOCK



Jeg Coughlin

Top Three

1. Tony Schumacher	2,645
2. Hillary Will	2,369
3. Antron Brown	2,360

1. Cruz Pedregon	2,449
2. Tim Wilkerson	2,437
3. Robert Hight	2,410

1. Jeg Coughlin	2,492
2. Greg Anderson	2,369
3. Kurt Johnson	2,354

RACE REWIND

NASCAR CRAFTSMAN TRUCK SERIES

Race 23 of 25: Chevy Silverado 350K, Friday, Oct. 31
Texas Motor Speedway, Fort Worth, Texas

FINAL RESULTS

FIRST



Ron Hornaday, Jr.

SECOND



Kyle Busch

THIRD



Johnny Benson

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	7	33	Ron Hornaday, Jr.	VFW Chevrolet	147	\$69,250	Running
2	3	51	Kyle Busch	Micosukee Resorts Toyota	147	47,550	Running
3	20	23	Johnny Benson	Toyota Certified Vehicles Toyota	147	34,570	Running
4	10	30	Todd Bodine	Lumber Liquidators Toyota	147	20,485	Running
5	9	6	Colin Braun	Con-way Freight Ford	147	16,885	Running
6	26	59	Terry Cook	Team ASE/Harris Trucking Toyota	147	15,285	Running
7	4	09	Travis Kvapil	Zaxby's Ford	147	11,335	Running
8	17	5	Mike Skinner	XM/Toyota Tundra Toyota	147	12,485	Running
9	25	16	Brian Scott	Albertson's Toyota	147	12,385	Running
10	18	22	Scott Speed	Red Bull Toyota	147	13,710	Running
11	1	14	Rick Crawford	Circle Bar Truck Corral Ford	147	14,360	Running
12	24	11	David Starr	Zachry Toyota	147	11,985	Running
13	11	18	Dennis Setzer	Carter County Dodge Dodge	147	11,885	Running
14	15	81	Donny Lia	NationRides.com Chevrolet	147	11,785	Running
15	19	60	Jack Sprague	Wylor.com Toyota	147	12,810	Running
16	21	10	Brendan Gaughan	International MaxxFord Diesel Ford	147	11,760	Running
17	13	13	Shelby Howard	FarmPaint.com Chevrolet	147	11,460	Running
18	12	99	Erik Darnell	Northern Tool + Equipment Ford	146	11,360	Running
19	27	88	Matt Crafton	Menards Chevrolet	145	11,260	Running
20	22	9	Paul Tracy	Bombardier Learjet Toyota	144	11,860	Running
21	23	63	Jack Smith	Dave Porter Truck Sales Ford	113	8,810	Running
22	14	15	Ryan Lawler	Ergon Hyprne Toyota	106	9,710	Running
23	16	8	Chad McCumbee	Malcolmson Construction Chevrolet	105	9,610	Running
24	29	40	Jeff Green	Key Motorsports Chevrolet	64	8,510	Accident
25	28	08	Jason White	GunBroker.com Dodge	62	8,410	Engine
26	31	36	J. C. Stout	Mittler Bros. Machine Ford	27	8,310	Overheating
27	30	0	Butch Miller	ASI Limited Chevrolet	25	8,210	Rear End
28	32	57	Norm Benning	Un-sponsored Chevrolet	21	8,110	Vibration
29	5	07	Max Papis	GEICO/Construct Corps Toyota	16	8,010	Accident
30	2	2	Cale Gale	American Commercial Chevrolet	1	7,910	Accident
31	6	21	Jon Wood	Air Force Ford	1	7,835	Accident
32	8	7	T. J. Bell, Jr.	Home4theHolidays.org Chevrolet	1	7,810	Accident
33	34	41	Ryan Matthews	Un-sponsored Dodge	1	7,795	Vibration
34	33	89	Mike Harmon	Lafferty Performance Chevrolet	0	7,785	Engine

RACE STATISTICS

Race time: 1 hour, 44 minutes, 49 seconds
Average speed: 126.220 miles per hour
Victory margin: .957 second
Caution flags: Five for 26 laps
Lead changes: Seven among three drivers

Lap leaders: Rick Crawford (Pole); Kyle Busch 1-50; Ron Hornaday, Jr. 51-55; Busch 56-58; Travis Kvapil 59-61; Busch 62-95; Kvapil 96-107; Hornaday 108-147.

TALK OF TIME TRIALS

With a lap of 30.197 seconds at 178.826 miles per hour, Rick Crawford captured the pole for Friday's Chevy Silverado 350K. It was Crawford's fifth-career Truck Series pole and his first of 2008. Cale Gale joined Crawford on the front row, and Kyle Busch, Travis Kvapil and Max Papis rounded out the top five.



RUSTY JARRETT/GETTY IMAGES PHOTO

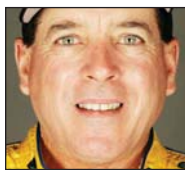
STANDINGS

FIRST



Johnny Benson

SECOND



Ron Hornaday, Jr.

THIRD



Todd Bodine

Top 10

1. Johnny Benson	3,489	6. Mike Skinner	3,123
2. Ron Hornaday, Jr.	3,483	7. Rick Crawford	3,113
3. Todd Bodine	3,266	8. Dennis Setzer	2,924
4. Erik Darnell	3,136	9. Jack Sprague	2,910
5. Matt Crafton	3,133	10. Terry Cook	2,804



LYNNE RICHARDS PHOTO

TRUCKIN': Ron Hornaday, Jr. (33) dives under Kyle Busch (51) during the closing laps of Friday's NASCAR Craftsman Truck Series race at Texas Motor Speedway in Fort Worth.

Friday Night Title Fight

Hornaday Narrows Benson's Lead To Just Six Points

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — Ron Hornaday, Jr. admitted it's more fun to be the hunter than the hunted after he won Friday night's NASCAR Craftsman Truck Series Chevy Silverado 350K at Texas Motor Speedway.

By winning for the 39th time in his career, Hornaday is just six points behind Johnny Benson in the battle for the 2008 NCTS championship with two races remaining.

Hornaday's Chevrolet beat Kyle Busch's Toyota Tundra by .957 second. Benson's Toyota was third, followed by Todd Bodine's Toyota and Colin Braun's Ford.

But Hornaday's victory included a sidetrack when he was caught on pit road during a caution period and dropped off the lead lap earlier in the race.

"I thought we were down and out again when the yellow flag caught us in the pits there and put us down a lap, but I knew we had a good truck and (crew chief) Rick Ren made a



Ron Hornaday, Jr.

great call," Hornaday recalled. "He did something to the track bar. I don't know if he went up or down and I'm not going to argue with him anymore. I argued with him until the green flag dropped. The thing was a rocketship again and just went where it wanted to go."

Hornaday was able to dodge some trouble, including a spinning truck by Cale Gale during a multi-truck crash on the third lap.

"I thank the Lord for missing Cale,"

Hornaday said. "Cale was just in a bad spot there. They saw that rookie stripe and they took advantage of him. I don't know if somebody got in the grass and got into Cale and made it three-wide through the tri-oval. He got turned and I barely got by him."

"Luckily, he stood on the gas and I squeaked by him and it looked like the rest of the field didn't."

Hornaday led the final 40 laps of the race, but it was Busch who led the most — three times for 67 laps.

Even with the win, however, Hornaday couldn't take away the point lead from Benson.

"It's going to be a heck of a finish to this season," Hornaday said. "I just can't shake (Benson). This is fun."

Hornaday is the reigning series champion and held the points lead until he ran out of fuel with two laps remaining in the Oct. 18 race at Martinsville, Va., and finished 29th, allowing Benson to take over the top spot.

In the past two races, Hornaday has finished first and second and Benson not far behind in seventh and third, respectively.

"It was a decent run for us. We were around those guys (up front) most of the night. You sit there and run wide-open around the track the whole race and it makes it pretty difficult (to do better)," Benson said. "It was pretty obvious we were not on an equal footing tonight."

Unsure About Future, Tracy Considers Retirement

By BRUCE MARTIN
NSSN CORRESPONDENT

FORT WORTH, Texas — Paul Tracy competed in Friday night's NASCAR Craftsman Truck Series race at Texas Motor Speedway for Germain Racing, but a hole in the front of his grill affected the aerodynamics of his Toyota Tundra early in the race.

Tracy finished 20th.

But Tracy's heart is in a high-speed open-wheel car, and he was the biggest name that was left without a ride when the IndyCar Series absorbed what was left of the Champ Car Series in February. Forsythe Racing decided not to join IndyCar, and Tracy was unable to participate because he was under contract to the team.

Once he was released from that contract, there were no prime IndyCar rides available.

Tracy showed he still has the ability

to drive an IndyCar when he drove a Vision Racing machine in the street race at Edmonton, Alberta, at the end of July to a fourth-place finish.

Tracy and team owner Derrick Walker hoped it would be the first step toward a full-time ride for 2009, but with a slumping United States economy, the combination has been unable to find sponsorship.

That has Tracy considering retirement.

"Something will shake out," Tracy said. "If it doesn't, I don't want to retire, but if my career has come to an end, I can say that I've achieved everything I've ever wanted to achieve. It comes to an end sooner or later for everybody. I would like to race another couple of years in IndyCar and maybe some endurance races."

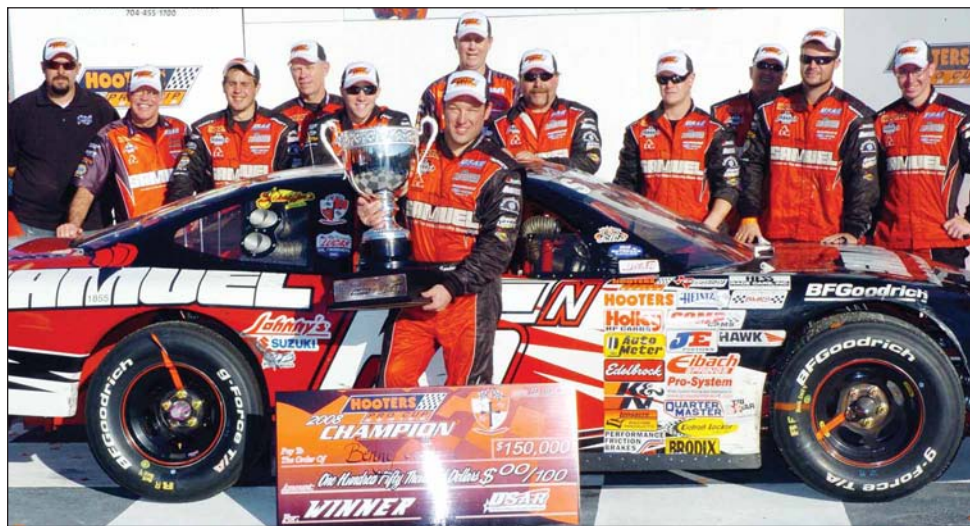
"I proved what I can do at Edmonton, but it's tough now. Because of the economy, there are

only four teams in IndyCar that are flush with sponsors. It's a long off-season for them, so there is still time for things to happen. I'm talking to some people, and we'll see what happens."

Tracy said he last talked to Walker about a month ago, and the team owner had to lay off most of his employees last week.

"He can't afford to keep them over the winter, but everybody is trying. I'm trying to find sponsors, and he is trying to find sponsors, but with this economy, it's tough on everybody," Tracy said. "It would be nice for my own selfish reasons to be in there and get a hand, but Tony George (founder of the Indy Racing League) doesn't have to do that now because he has 26 cars on the grid, so he doesn't have to."

"It's expensive to run in IndyCar. It's tough. But it is also expensive to run in NASCAR, too."



KATHY BOND PHOTO

CHAMP: Hooters USRA Pro Cup champ Benny Gordon and team members pose with the championship trophy and \$150,000 check after winning the series title for a second time.

Fogleman Celebrates Milestone

By JOHN CLAYTON
STAFF WRITER

ROCKINGHAM, N.C. — Veteran driver **Jay Fogleman** made the 200th start of his Hooters USRA Pro Cup career in Saturday's inaugural Black's Tire American 200.

USRA NOTES

Fogleman, who started driving in the series in 1998, was presented a cake by series officials prior to the race to celebrate the milestone.

He recalled his early days with the fledgling series, which began competition in 1996.

"We didn't have any sponsors," Fogleman said. "We didn't have anything — we were just a bunch of guys who decided to go racing in this series."

After 200 starts and a decade in Pro Cup, Fogleman also said he can see the end of his career as a driver, but hopes to turn over the wheel to son **Tate** in the near future.

"If I can keep it competitive for another two or three years, then I'll hand it over to him because he'll be ready to do something by that time," Fogleman said.

■ Virginia driver **Woody Howard** won the pole for the Black's Tire American 200 during Friday qualifying.

Howard turned in a lap of 150.088 miles per hour, a 23.99-second tour of the historic Rockingham mile. He was the only driver to reach the 150-mph mark.

Rookie **Matt Merrell** qualified second (149.988 miles per hour) and **Drew Herring** was third (149.669 mph).

■ The **Pete Knight** Racing crew, the over-the-wall team for **Mark McFarland's** No. 81s Chevrolet, won Friday's Pit Crew Challenge with a 22.46-second stop, claiming a \$2,000 bonus and the Pro Cup Pit Crew

Championship for the 2008 season.

The rest of the top five in Friday's competition included Heritage Motorsports (**Derek Kale**), Henderson Motorsports (**Caleb Hoffman**), Mac Hill Motorsports (**Mikey Kile**) and Team 7 Motorsports (**Jeff Agnew**).

■ Rockingham Speedway owner **Andy Hillenburg** said official attendance figures would not be known until this week, but estimated a crowd of 8,000-11,000 showed up for Saturday's inaugural Black's Tire American 200.

"I'm pleased," said Hillenburg. "It's our first Pro Cup race. (The series) runs at Kenly and Myrtle Beach, but a lot of people here are unfamiliar with it. But these fans came out and saw a great show, and next time they'll come back and bring a friend with them."

A post-race concert featuring country singer **John Anderson** was also held in the infield.

■ The post-Halloween scary moment of the day happened after a lap-173 restart when series rookie **Matt Merrell** ended up on his roof coming out of turn two, bringing out the first red flag of the race.

Running fourth, Merrell tapped the wall and then got tangled with the lapped car of **Derrick Kelley**, who had moved up into a higher groove and left

Merrell no room. After making contact with Kelley, Merrell climbed the wall and skidded on his side while sandwiched between the wall and Kelley. Finally, Merrill landed on his roof, skidding several more yards before coming to rest on the back straight.

Merrell climbed from the car and walked to a waiting ambulance unassisted.

■ Rockingham Speedway officials announced Saturday that the venerable facility will host two ARCA RE/MAX Series dates in 2009, including the series' season finale. The series debuted at Rockingham in May 2008.

In 2009, Rockingham will play host to an April 19 date as well as the season finale Oct. 11, which will mark the end of the series' 22-race schedule.

Joe Gibbs Racing driver **Joey Logano** won the inaugural race at Rockingham in May.

"Our first (ARCA) event was a huge success — the biggest ARCA race in their 56-year history," said Rockingham Speedway Owner **Andy Hillenburg**.

"The ARCA people loved the race, and that's why we were able to get the points championship here."

Hillenburg also said the facility's quarter-mile track is preparing to host full Legends and bandolero seasons in 2009.

Drivers Waiting For Word On Next Year

By JOHN CLAYTON
STAFF WRITER

ROCKINGHAM, N.C. — Regardless of what happens to the USRA Pro Cup Series in 2009, vagabond driver **Carl Long** will race — a little bit here, a race or two there — like he always does.

But if Pro Cup doesn't return due to a lack of sponsorship with the departure of the Hooters restaurant chain, Long just won't be enjoying it quite as much.

"You get to come do this stuff and have something called fun," said Long, whose career still takes him to the fringe of NASCAR's top two series. "With the political side and the pressure and all you're involved with on the other side that I'm involved with over there on the other side, you don't have fun much over there anymore. With the fun you have over here doing this, you hate to see a series like this go away."

For other drivers in the series, it is both an enjoyable passion and a way to make a living. Faced with the possibility of the discontinuation of the series next year, most in the garage are weighing their options as they wait for Pro Cup officials to make an announcement about the future in the coming weeks.

"I talked to my boss (car owner **Eddie Asbury**) the other day, and he said we'd talk about (the future)," said **Jeff Agnew**, who won the series title in 1998 and is one of the few drivers to have won more than \$1 million over the course of his Pro Cup career. "That's the way we started this deal 11 years ago — we talked and said, 'Let's go racing a little bit.'"

At 43, Agnew's options are limited as are those of some teams which find themselves on shoestring budgets and may face substantial changes if Pro Cup were to go away. Those changes could include the expensive proposition of scrapping the Pro Cup cars and having to build new ones to fit the rules of other series such as ARCA, ASA Late Model, ASA Racing or either of NASCAR's regional series.

"We would probably run as many ARCA races as we could afford to, but we probably wouldn't be able to run a full season," said Pro Cup rookie **Matt Merrell**, who ended Saturday's season-ending Black Tires American 200 at Rockingham Speedway skidding on his roof.

Merrell said a competitive Pro Cup program costs in the neighborhood of \$500,000, but the move to ARCA would be closer to \$1.5 million to run competitively for an entire season.

"They race on so many different tracks, and on the super-speedways, you need a lot more equipment," Merrell said.

P.J. Morgan said a move to a new cars could be devastating for some teams, so he will consider his options, which include NASCAR Camping World East and Nationwide series races, while keeping his fingers crossed that Pro Cup returns in one form or another. "We're all racers, and we all want to be out there," said Morgan. "If our venues aren't here and our cars can't run, that's going to be really tough because you've got to make that initial investment all over again...It means we have to find somewhere else to run and spend a lot more money, so I hope they can come up with something quick."

Making the move to NASCAR isn't an easy one — just ask Long, whose NASCAR career has been a struggle to find sponsorships and make Sprint Cup and Nationwide series fields.

"I'm fortunate enough to have cars in other series that I can go race," Long said. "I've got a Cup car and a (Nationwide) car; I just don't have the money to race 'em."

"These guys here have a car and sponsorships that are for the local mid-Atlantic region, and they're able to go racing. That's what we do."



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Auto-Racing Safety Is Getting Better, But It's Not There Yet

BALLSTON SPA, N.Y.

November marks our 30th year in the pages of *National Speed Sport News*, so we decided to look back at our first effort to see what has changed.

Not surprisingly, we couldn't find a copy of that first column, but we did come across an excerpt that Stew Reamer ran in his Racing Promotion Monthly newsletter that refreshed our memory.

The subject was safety, as Mike Grbac, Dick Tobias and Freddy DeSarro had been killed that season and a number of others seriously hurt. We looked at areas where we thought tracks and sanctioning bodies could do a better job of protecting their participants and design trends that needed to be reversed in building cars.

While what we wrote was certainly not the impetus for change, it's obvious that wholesale improvements have been made.

Take the subject of track lighting, where we talked about "the speed of the '70s under the lights of the '50s."

Most tracks today have vastly improved lighting, but few would say the lights were added to improve driver vision. More often, lighting was upgraded to make it feasible to

shoot video, with drivers benefiting as well.

We also discussed rotting wooden fence posts and boards and standard caution light systems. We're happy to say that most speedways have replaced the wood with concrete, that still damages cars, but doesn't "suck them in" like wood did. And most importantly, these barriers keep cars out of the crowd.

Many older short tracks still have the same steel posts supporting the frontstretch wheel fences and the same safety cables that were installed when the tracks were built decades ago. What are the chances that the posts are now rusted through at ground level?

Caution lights, too, are more advanced, with most tracks having multiple lights in various flashing and rotating iterations that draw attention immediately. Add in the one-way, tower-to-driver RACEceiver communication systems now common at short tracks, and pile-in wrecks and lengthy yellow-flag periods to align the field have become a thing of the past.

Another consideration at the time was the proliferation of narrow chassis in dirt modifieds. Where four curved bars had been required in

THE LONG LOOK



RON HEDGER

each door, the move to fabricated two-by-four frames instead of junkyard frames led to much narrower cars with but one bar in each door.

Thankfully, Gary Balough soon came along with his ultra-wide 'Batmobile,' which led to today's narrow chassis with wide bodies that offer a substantial crush zone. Add in the diagonal bracing that cars use today, and safety is greatly improved.

The other benefit from the manufactured chassis common in the upper divisions of racing, is that all the welding is top notch, something missing when cars were homebuilt. Unfortunately, the entry-level classes still have inexperienced racers showing up with poorly welded chassis of weird design.

The biggest improvement regarding

driver safety has been seats. Whether they're from Butler, Kirkey or Randy LaJoie, today's seats offer greatly improved support for the driver's body while also keeping his head from moving around. Add in a head-and-neck restraint and there is no comparison to the past.

One of the drivers injured in 1978 was my brother (Randy), who drove over the wheel of a spinning car at Oswego (N.Y.) Speedway and got as high as the crossbar on the elevated infield light poles before landing hard, folding his back over what was then a "state of the art" seat. Today, he'd scramble out, shaken but unhurt, without the back injury and "race track rheumatism" that plagues him to this day.

The news on seats is much better than the news on speedway fires. While the number of fires has gone down dramatically since fuel cells and check balls replaced homemade gas tanks in the upper divisions, they are still much too common.

Entry-level divisions continue to use some very shaky tanks and connections and when there is a fire, most tracks still lack adequate equipment to contain the flames and protect the driver.

Not all the blame can go on the

speedways. Saturday night's excellent World of Outlaws telecast from Concord, N.C., had in-car coverage of a driver racing with bare hands. This, at the highest level of short-track racing, where everyone knows what can happen.

Weekly drivers from coast to coast are fully aware of the fire equipment on hand where they race and few, if any, refuse to race until it is improved.

Some will point to the short-track technical inspectors as the weak link in the system, saying they should park unsafe cars until they're fixed. But realistically, most tech guys are so busy weighing cars, looking for cheaters in the ever more tightly regulated beginner and intermediate classes and trying to figure out what the devious "A"-class guys have come up with, that they have little time to check belts, brackets, welding, gas tanks and fuel lines.

Racers have to take some responsibility for their own welfare, and if unsure how to do something properly, seek out someone with more knowledge.

Things are much better than they were, but there is still room for improvement.

information and taking it back to their membership so they can vote on establishing a charter with USAC. There is a tremendous amount of interest out there in what we're doing and about the potential this new series has."

Promotion will be key in establishing the Point 25 midgets as a legitimate part of the USAC hierarchy. There has already been, and will continue to be, many cross-promotional events between the Point 25 series and the other USAC National Series. In some instances, the small cars will run on the same race dates with the larger cars.

"We want to make the tie in between the Point 25 series and our other series," explains Smith. "Our long-term vision is to have a large, vibrant, growing USAC with a single focus from all its various entities."

Because of the proliferation of young drivers, some have criticized USAC of late for becoming an organization that panders to rich daddies who can buy winning rides for their kids.

Nothing could be further from the truth.

USAC is indeed striving to tap the huge resource in young people by providing legitimate racing opportunities, but it's also establishing rules to make its individual series cost effective.

The future certainly appears promising for a racer entering USAC at the entry level in 2009: A true career path with an obtainable destination, an opportunity to spend an entire career with a single racing organization.

And, with the work and effort USAC is putting into its "destination series," is it possible that today's young guns could be lining up for an Indianapolis 500 in a field of 33 high-speed, designed for large-ovals Gold Crown cars?

In today's ever changing racing world, nothing is beyond the realm of probability.

NATURAL:

Point 25 Midgets Could Bring In Career USAC Drivers

CONTINUED FROM PAGE 2

emphasizes how the USAC leadership has made a determined commitment to tap into and grow its fan base with the youth movement that is currently permeating all of auto racing.

Never in the history of the sport have there been so many young people involved in the upper echelons of racing. USAC, NASCAR, Indy Car — even Formula One — have drivers who are still in their teens yet competing and winning on a routine basis.

Capitalizing on this phenomenon has been USAC's plan from the time its new leadership took over. And quarter midgets, or Point 25 Midgets as USAC now identifies them, have been a part of that thinking from nearly that time.

"Honestly, when Kevin and I came in last December, the quarter midgets weren't something that was immediately on our agenda," states Jason Smith, USAC vice president of race operations. "But by about February, we started thinking about them. After all, when you look at the whole inventory of USAC racing, quarter midgets are really a natural fit."

What USAC has done with its latest move is to slip the last rung of the ladder into place that would allow aspiring drivers to begin and then climb to the pinnacle of their careers within USAC.

They could start with the Point 25 Midgets and make a natural progression to the new, still being developed Gold Crown Series that will run aerodynamic cars on high-speed ovals as well as road courses for substantial amounts of prize money.

"We have the quarter midgets in



USAC PHOTO

GETTING AN EARLY START: Many of today's top racing drivers got their starts in quarter midgets just like these, which are now being sanctioned by USAC for the first time.

place and the Gold Crown Series moving forward," remarks Smith. "With that, an aspiring racer could begin racing in Point 25 midgets when they're five, move to the Junior Ford Focus cars when they're 12; at 14 to the full-blown, Ford Focus midgets, then when they're 16, move into one of the national series — sprint car, midgets, the Silver Crown cars — and then into the Gold Crown Series."

USAC Development Director James Spink was assigned to put the new Point 25 series together and to administer its launch, an opportunity Spink is obviously excited about. He

realizes that his new, entry-level series very well could be the foundation for a new USAC that will provide a clear career path with an obtainable destination for drivers.

"When the quarter-midget folks saw the new directions and new focus USAC was taking," explains Spink about the groundwork laid for the Point 25 series, "many clubs began coming to us and encouraging us to get more involved with quarter midgets. And then, as we laid out the structure, they were even more enthused with where we were headed."

The structure USAC has established

with the Point 25 midgets is national in scope. The country is quartered into regional divisions; the East Coast, West Coast, Midwest and Mountain. Each area will compete for a district championship, and then there will be a big, season-ending race to establish a national champion. The details of this special event are on going and are expected to be released by Thanksgiving.

"We've already added five established quarter-midget clubs," says Spink about the positive reaction to and the quick growth of the new series. "And we're talking to others daily. Club presidents are gathering

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Coons Chasing Two Titles

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One of the nicest people in any pit area, Jerry Coons, Jr., is soft-spoken, polite and genuinely enjoys his many fans.

But in contrast to his quiet confidence, Coons has a deeper quality. Like a gently flowing river, the surface may appear serene, but beneath that layer there is a lot going on. And with the Arizonian, his greatest strength could be his dogged determination.

A decade ago, he was a young charger with a résumé full of sprint-car and midget racing who had moved to Indianapolis to advance his racing career. In 1998 and 1999, he ran full seasons in the USAC National Midget Series, and in other years he took advantage of opportunities as they presented themselves. But then something always seemed to happen, like a team disbanding or a promising ride not materializing. Stuff like that.

If Coons became discouraged, he didn't let it show. His approach was to work harder and race harder. He competed whenever he could, with USAC, Badger and various other groups. He won races in cars fielded by Keith Kunz and John Lawson. When Tracy Hines began to race with NASCAR, Jerry was hired to drive the Wilke-Pak midget.

With Coons and Hines sharing the driving duties, Wilke won the USAC entrant's title in 2005, and Coons won the driver's title in 2006 and 2007. His introduction to the Hoffman sprint-car team was similar, filling in for Hines when needed, and this year he finally became the full-time wheelman for the Hoffmans.

It appears that the years of

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MIKE O'LEARY

patience and perseverance may be about to pay off for Coons. As USAC enters its final month of competition, he is well positioned to claim not only the sprint-car championship but also the Silver Crown title. He leads close point battles in both series.

"There's definitely a little more breathing room in the Silver Crown series," he admits, "but not a lot. We've got a real good team and we're going to go test at Phoenix. We can easily run in the top five if everything goes well, and that would be enough to secure that one. In the sprint cars, it's going to come down to the checkered flag on Saturday night at Manzanita.

"Really, we didn't expect to be leading the Silver Crown points like this," Coons says with a smile. After winning the season opener, he leads Dave Darland by 20 points in the chase with only the Nov. 6 Copper World Classic at Phoenix Int'l Raceway remaining. The RW Motorsports team had just become comfortable with USAC's "new generation" cars in 2007 when USAC changed the rules and they had to buy new pavement cars again. Then Toyota came on board with their new engine. "We really felt like we were starting all over again against guys that had a lot of time in the Silver Crown cars and it was going

to be another learning curve for us," Coons said.

Coons leads Levi Jones, the defending champion, by only 89 points heading to Manzanita Speedway for the season finale.

His three victories top the division, and he has had only one finish outside the top 10 since mid-June.

The USAC sprint-car season will ultimately come down to the final laps of the last race and Manzanita has been a good track for both Jones and Coons. Jones has only finished outside the top five in the Western World once over the last three years and wrapped up the 2005 title with a brilliant run there.

As for Coons, Manzanita is his home track and last year he swept both nights of the Western World finale.

But Coons has experienced nothing but frustration in trying to repeat the back-to-back midget championships and National Midget Driver of the Year crown. He is not in point contention and didn't even win a USAC midget feature until mid-October.

Teething problems with the Mopar Hemi has been partly to blame, he says. "It's just part of new things. You don't find things until the car is on the race track."

It's a remarkable story. The years of working toward an opportunity with a contending team are past.

Now if Coons earns both titles, he will only be the fifth driver in USAC history to have won championships in all three national divisions during their careers, joining Tony Stewart, J.J. Yeley, Pancho Carter and Dave Darland.

And significantly, if midget point leader Tracy Hines prevails, he will also join that group.



A weekly report of action from across America



Florida
Georgia
North Carolina
South Carolina
Tennessee

New Smyrna Speedway

New Smyrna Beach, Fla.
Nov. 1, 2008

Modified

1. Alan McCafferty
2. Jerry Symons
3. Kurt Jett

Sportsman

1. Donald Williams, Jr.
2. Timothy Todd, Jr.
3. Phillip Luizzo

Late Model

1. Alan Bruns
2. Todd Allen
3. Rusty Eberle

Strictly Stock

1. Steve Pierce
2. Richard Goodrich
3. Robert Pence

Truck

1. Cody Blair
2. Logan Bordeau

Travelers Rest Speedway

Travelers Rest, S.C.
Nov. 2, 2008

Late Model

1. Zack Mitchell
2. Tim Mangum
3. Owen Osteen

Limited

1. Lamar Jordan
2. Donnie Atkins
3. Buddy Berry

Stock 8

1. Timmy Smith
2. Kenneth Bowers
3. Tim Rackley

Renegade

1. Nikita Treadwell
2. Dwight Smith

Pure Stock

Southern New Mexico Speedway

Las Cruces, N.M.
Nov. 2, 2008

Modified

1. Jason Hughes
2. Tommy Weder, Jr.
3. Eddie Martin

Manzanita Speedway

Phoenix, Ariz.
Nov. 1, 2008

Enduro

1. Jim Miller
2. Jason McGee

The Bullring @ Las Vegas Motor Speedway

Las Vegas, Nev.
Nov. 1, 2008

Bandolero

1. Ian Anderson
2. Michael Morris

Late Model

1. Bear Rzesnowiecky
2. Jim Pettit
3. Dan Holtz



Delaware
Maryland
New Jersey
Pennsylvania
Virginia
West Virginia

Susquehanna Speedway Park

Newberrytown, Pa.
Nov. 1, 2008

120cc Rookie Quarter Midget

1. Cassidy Michael
2. Kasey Kreider
3. Kyle Craker

120cc Quarter Midget

1. Austin Deibler
2. Nicholas Sweigart
3. Chase Gutshall

160cc Quarter Midget

1. Darren Schott
2. Dallas Schott
3. Shjon Dove

Kart

1. Garrett Udpick
2. Jake Moser
3. Jonathan Myers

Champ Kart

1. Brandon Lepley
2. Darrell Rohrbaugh
3. John Mackison

Hampton Coliseum

Hampton, Va.
Nov. 1, 2008

Top Dog Feature

1. Adam Florian
2. Scott Prillaman
3. Denver Alvis

Arena Feature

1. Brandon Wood
2. Larry Murphy
3. Charlie Green

Mountain Speedway

St. Johns, Pa.
Nov. 1, 2008

6/8 Cylinder

1. Justin Henley
2. Chris Shafer
3. Adam Torres

4-Cylinder

1. Sam Ryan
2. Dave Bentley, Jr.
3. Jim White

Trophy Truck

1. Jeff Gregor
2. Woot Lawrence
3. Kevin Nowak

Strictly Stock

1. Nick Ross
2. Ricky Ross
3. Nick Shaw

Strictly Stock Dash

1. Jared Landers
2. Hunter Rasdon
3. Cody Rowland

1. Nick Ross
2. Ricky Ross
3. Nick Shaw



Alabama
Arkansas
Louisiana
Mississippi
Texas

I-37 Raceway

Pleasanton, Texas
Nov. 1, 2008

Outlaw Modified

1. Lawrence Mikulencak
2. Josh Majek
3. Brian Rye

SportMod/Limited Modified

1. J.J. Jennings
2. Brandon Blaylock
3. Chris Swenson

Pure Stock

1. Justin Henley
2. Chris Shafer
3. Adam Torres

Front Runner Enduro

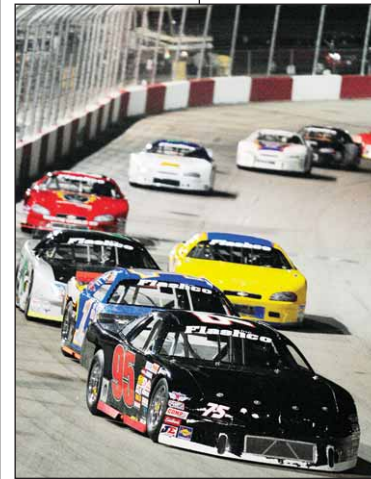
1. Less Bettos
2. T.J. Yagalla
3. Kevin Yagalla

Greenville Speedway

Greenville, Miss.
Nov. 1, 2008

Modified

1. Jared Landers
2. Hunter Rasdon
3. Cody Rowland



DAVID ALLIO PHOTO

OUT FRONT: Bear Rzesnowiecky leads the way @ The Bullring at Las Vegas Motor Speedway.

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RVs/Campers 18



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Books/Magazines 22

Win It or Wear It
ALL-TIME GREAT SPRINT CAR TALES
by Joyce Standridge
with Dick Berggren

BRAND NEW FROM COASTAL 181! *Win It or Wear It*, by Joyce Standridge, is a headlong rush into the thrilling world of sprint car racing over the last 50 years. Stories both humorous and poignant from sprint racing's most extraordinary characters - Jimmy Sills, Lynn Paxton, Rick Ferkel, Hooker Hood, Curt Michael, Bubby Jones, Lealand McSpadden, Shane Carson and many more. Soft cover, 256 pp, 375 B&W photos. S-945 Price: \$24.95 +\$6 S&H. www.coastal181.com. (877) 907-8181 toll free.

THE RACES ARE OVER. It's wintertime. You've got the blues. Let the Kurt Maxxon Series help you get to spring. Check it out at KurtMaxxonRacing.com or write to Kurt Maxxon Racing, PMB 306, 5100 No 27th St, Lincoln, NE 68521.

Videos/Photos 23



YOUR CAR into art \$14.99. At www.SpeedMeetsArt.com we take the most wicked cars, convert them to art and blaze them onto metal paper. You won't believe your eyes! Shop from our online catalog of art or we can make your favorite photo into art. (440) 590-2929, sales@speedmeetsart.com.

Positions Wanted 26

LOOKING FOR a fresh job opportunity. Experienced engine builder, assembler, machinist, mechanic, dyno operator, parts procurement, and can travel as a track tuner. Presently in North Carolina, will relocate for right opportunity. Please call Scott Larson (704) 660-1939. s.l.k.01@att.net.

SPRINT CAR MECHANIC, specialize in 360 ASCS and have 410 exp. also. Would love to start a new development team for the 2009 ASCS national tour with the right backing and help. Contact info: (405) 410-9523 or poppbottles70@aol.com.

Rides Available 27

AFFORDABLE 2009 rental opportunities available for funded drivers with Championship ARCA RE/MAX Series team. Single or multiple events, testing available. Call (937) 322-5631.

GET APPROVED for ARCA Daytona race in February 2009! Test in December 19, 20, 21. Opportunity available to funded drivers. Test one, two or three days. Test and race special! Highly competitive team available for all or select races. Also available to funded drivers, we are prepared to race NASCAR trucks and NASCAR Nationwide races. Contact Bob Schacht Motorsports or visit us at <http://bobschacht-motorsports.com>. (704) 660-1280, PS7554@aol.com.

KAPLAN/GENNUSO RACING sprint cars for rent. See advertisement in Performance Edge Marketplace.

TEST AT Daytona in December with Championship ARCA RE/MAX Series team. Perfect opportunity for funded drivers seeking approval for the '09 February race event. Single day or three-day test available. Call (937) 322-5631.

Trade Shows 30

INDY CIRCLE TRACK EXPO IX: Swap meet - Trade show - Auction. Biggest racers show in the Midwest! Saturday, January 31, 2009 at the Indiana State Fairgrounds - Indianapolis, IN. Call (317) 381-9931 or visit www.shoestringracing.com.

Auctions 31

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Real Estate 32

IMMACULATE DAYTONA BEACH home located three miles south of the Daytona International Speedway in Pelican Bay Estates, secure gated community with two golf courses (select furniture available). Details at MLS# 473254 or (386) 756-6800.

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Real Estate 32

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BROWNSBURG HOUSE w/ shop for sale. Sitting on almost one acre. Two to three miles from race shops in Brownsburg. Great neighborhood, three bedroom, fireplace, will sell furnished or unfurnished. Very nice and clean. 30x40 steel frame shop, heat, air 330 amp power, easy access for hauler. \$154,900, possible finance. Call Duncan (425) 344-0141, Gary (360) 929-7410.



COMMERCIAL WAREHOUSE space for lease two miles west of IRP in Indy. Tilt-up walls, 25' ceiling, three phase, 125' deep units, divisible from 3,750' - 15,000'. Rig friendly, easy access to interstate. Perfect for race teams and racing related businesses. Ask about very aggressive incentives from the town of Brownsburg to relocate. Call (317) 840-4437 or e-mail dixonproperties@aol.com.

Real Estate 32

GREAT COMMERCIAL PROPERTY IN ROWAN COUNTY FOR RACING INDUSTRY... Only 13 miles from Kannapolis' new Biotech Research Center & 1.5 miles from I-85 off Webb Rd. Over 18,000 sq. ft. combined space. HIGH QUALITY PAINT BOOTH W/WELDING SHOP. Completely fenced w/electric gate & 440 upgraded power. City sewer & water. \$875,000. (704) 701-4854.

LOOKING TO purchase a dirt or asphalt oval operating track in the Southeast. (413) 246-8452 or spdway1@aol.com.

Business Opportunities 33

LOOKING TO EARN extra cash for yourself, a race track or for a fundraiser and have a love of racing? If so, selling is the opportunity you've been waiting for. By selling "America's Weekly Motorsports Authority" at racing events in your area, you can earn extra cash while at the same time watching some of the best racing America's short tracks have to offer. For more information contact Lisa Gassew at (704) 455-8041 or via email at lisag@national-speedsportnews.com.

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Sponsorships 34

CALIFORNIA SPRINT car driver with '09 USAC Western Midget ride seeking sponsors! PLEASE CALL ADAM FRITHSMITH @ (559) 676-8298. wingless_62@yahoo.com.

Nosbisch Wins; Whitener Closes On Collins's Lead

CLEWISTON, Fla. — With the points season down to two races, the top teams of the United Dirt Late Model Challenge Series returned to New Hendry County Speedway with Johnny Collins looking to extend his 130-point lead over Mark Whitener.

But Keith Nosbisch took the victory in the topless-optional race, and Whitener's third-

place finish allowed him to cut slightly into Collins's lead. Collins finished sixth.

Nosbisch passed leader Shan Smith on a late restart and held on for the \$7,000 victory with Smith in second. Whitener, Dillon Wood and Jeff Choquette rounded out the top five.

The finish: Keith Nosbisch, Shan Smith, Mark Whitener, Dillon Wood, Jeff Choquette, Johnny Collins, Josh Peacock, Kent Corbin, Jordy Nipper, Roger Crouse, Dennis Williams, Adam Bedenbaugh, Tim Powers, Phillip Cobb, Billy Costello, Jack Nosbisch, Ryan Bernhardt, Shane Williams, Travis Rhoden, Ryan Mitchell, Jeff Mathews, Justin Choquette.

Butler Does It Again

PUNTA GORDA, Fla. — Keith Butler took the lead on lap six of the Checkered Flag Sprint Series race at Charlotte

CFSS Motorsports

Park Saturday and went on to win the 30-lap feature.

Only one caution fell between Butler and the finish, but the restart proved unfruitful for

second-place finisher and early heat-winner Mickey Kempgens.

David Slawiak finished third, while Mark Gimmler and Gary Gimmler completed the top five.

The finish: Keith Butler, Mickey Kempgens, David Slawiak, Mark Gimmler, Gary Gimmler, Bryan Riddle, Amanda Ferguson, Billy Boyd, Jr., Stephen Srinwald, Dustin Henderson, Shawn Namor, Mike Koss, Robert Parrow, Scott Adema.

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STEVE ETHERINGTON PHOTO

TASTE OF VICTORY: Brazilian Felipe Massa celebrates his triumph in the Formula One season-ending Brazilian Grand Prix Sunday. (Below) Speed's Ray Dunlap (left) gets in the spirit of Halloween during his interview of NASCAR Craftsman Truck Series driver David Starr Friday at Texas Motor Speedway.



LYNNE RICHARDS PHOTO



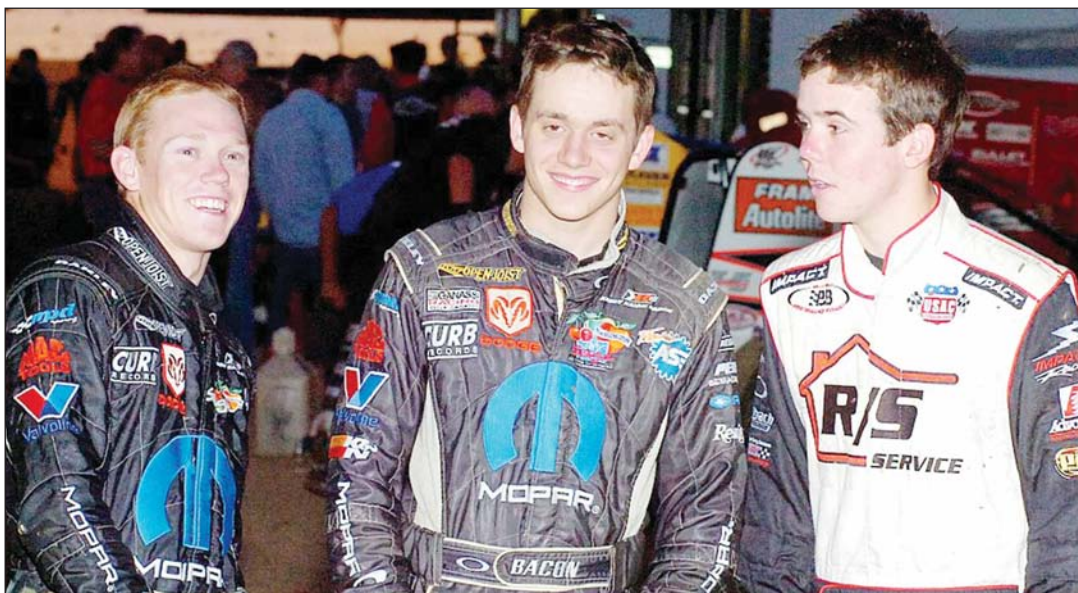
BOBBY ARMBRUSTER PHOTO

DIGGING DEEP: Josh Richards (1) dives to the inside of Jimmy Owens during the World of Outlaws Vault World Finals at The Dirt Track @ Lowe's Motor Speedway in Concord, N.C.



JUSTIN LEEDY PHOTO

A LITTLE HELP: Three-time series champion Donny Schatz gets a push to the track prior to the finale of the World of Outlaws Vault World Finals Saturday at The Dirt Track @ Lowe's Motor Speedway.



HEIN BROTHERS PHOTO

YOUNG GUNS: Brad Sweet (left), Brady Bacon and Chad Boat hang out prior to Saturday's Budweiser Oval Nationals for the USAC National Sprint Car Series at Perris (Calif.) Auto Speedway.

ECONOMAKI:

There Really Isn't Much To The Paint Change On No. 24

CONTINUED FROM PAGE 4

Tony Stewart Racing teammate **Kraig Kinser**. It was also interesting to see those who work with engines seated together at one table, with **Paul Kistler**, **Don Ott** and All Pro Cylinder Heads principals **Bob** and **Susie Williams** at the same table. World Racing Group leaders **Tom Deery**, **Brian Carter** and **Ben Geisler** were also in the room as were representatives of the National Sprint Car Hall of Fame.

From **Floyd Busby** we learn much about the boon in vintage midget racing in northern California. BCRA (Bay Cities Racing Ass'n) has a well-developed vintage midget program ready for the 2009 season. Whoever produced the BCRA Vintage Midget 2009 calendar deserves a pat on the back. It contains dozens of color photos of drivers and their old midgets. Great for fans.

NASCAR's pit-road traffic cops were busier than ever at Atlanta Motor Speedway's recent Pep Boys

CLAYTON:

USAR Pro Cup President Is Keeping The Faith

CONTINUED FROM PAGE 4

So far, no sale. But Cox believes something good will happen, maybe because after a decade of working and racing, he has to think positively for the sake of a staff dependent on sponsorship for their jobs and for some drivers and teams who are waiting to find out if they'll be racing next year. "I feel like somebody's going to step up to the plate and either take control, purchase the series outright or come in as a sponsor," Cox said. "We've had some people show some interest, but we don't have anything on the dotted line yet."

FORUM:

Readers Think The Chase Is A Joke

CONTINUED FROM PAGE 4

just real race cars and drivers. In 1963, Indy turned right and Champ Cars were left behind. NASCAR built grassroots racing and super speedways. USAC did not. So, now we're trying to put lipstick on Ol' Bessie and call her new and improved? Dave Argabright says USAC wants our input. OK, that's easy — just let your fingers do the walking. Across from his editorial is a picture of the new-and-improved asphalt speedway race cars pushing off at Thompson. From "specials" to "supers," there's your answer — for the last 35 years.

Dick Lee
Seattle, Wash.

Auto 500 Sprint Cup race, issuing 11 one-lap penalties, a record high, for pit-road speeding.

How about a check for \$81,262 for finishing last! That's what **Scott Riggs** got for placing 43rd and last in the recent Pep Boys 500. Winner **Carl Edwards** took home \$357,800, reinforcing Ye Ed's view that Edwards is a special guy, in and out of the car, in light of the way he got out of the weekly short-track scramble he was involved in around his Missouri home. What did he do? He bought a classified in this newspaper. Team owner **Jack Roush** read it, answered it, and became Edwards's only NASCAR car owner — so far. The power of advertising!

Big change? Not really. A long-considered revision in the paint job of **Jeff Gordon's** No. 24 DuPont Chevy that will grace his Sprint Cup car next season was considered long and hard by the DuPont execs, said **Larry Deas**, in charge of the company's motorsport. The No. 24 car's 2009 basic color will be black, marking only the second paint-scheme change on the car in the 15 seasons DuPont — Gordon's only sponsor — has backed the Hendrick Motorsports Team Chevy. The change is expected to play a significant role in the sale of No. 24 merchandise: hats, jackets and

"Some of the car owners could get together and take it over — that's one option that could happen. Something is going to come about. I believe that — I really do. It's too good of a series for it to just pass by."

There are problems and possibilities for the series, which needs a better TV package to showcase both sponsors and drivers.

But it also has a good mix of established drivers and young up-and-comers to market if given the opportunity — guys such as rookie-of-the-year **Drew Herring**, a youngster who talks in a measured Tar Heel drawl and fell in love with Rockingham's mile because "the faster the better."

And there are more and more recognizable drivers without NASCAR seats who could help bring fans to the stands if current trends among its top series continue to leave some very talented people on the sidelines.

Down On Restrictor Plates

I'm not a fan of restrictor-plate racing. There is too much follow-the-leader and good cars dropping to the back of the field at the start of the race to try and avoid the big accident.

To slow the cars down and make racing more exciting for the race fans, why doesn't NASCAR go to a narrower tire instead of the restrictor plate? Narrower tires would force the drivers to get out of the throttles and use their brakes to drive their cars through the corners.

During caution flags, why not close the pits to all cars during the caution-flag period except those cars that were involved in the action that brought out the caution flag? This would force the teams to follow their pre-race pit-stop strategy and not bunch up the field as much as it does now. This would also make the pits less congested during pit stops.

I love NASCAR racing, but it bothers me to see how restrictor-plate racing has ruined the four races at Daytona and Talladega speedways.

Also, can you tell me the purpose of the wide

allied items. Gordon merchandise sales are second only to those of **Dale Earnhardt, Jr.** say those in the know, who now ponder if this change could make **Jeff Gordon** No. 1 in that field. Those close to the situation say DuPont considered the paintwork change for seven months before giving it the go ahead.

Top Fuel driver **Terry McMillen**, who has focused his Hoosier Thunder Motorsports energies mainly on his dragster and Funny Car teams in the International Hot Rod Ass'n, had an international cheering section in his camp at The Strip @ Las Vegas Motor Speedway at this past weekend's ACDelco Nationals. **Dan Ribba** and **Johan Söderlund** of Swelube, Amalie Oil's largest distributor in Switzerland, brought 32 of their top clients to the United States for this event. "It was great to see Dan and Johan again," McMillen said. "Drag racing in Europe is a big deal for them and for Amalie. Having a chance to exchange stories with them for awhile today was really interesting." They saw Swiss Top Fuel driver **Urs Erbacher**, the European champion, barely miss the field. Although Erbacher's best pass was two mph faster than that of 16th and final qualifier **Joe Hartley**, his elapsed time was one-thousandth of a second too slow.

Also, the Pro Cup cars have performed well at larger venues such as Iowa, Milwaukee and Rockingham, something that gives the series an edge over other short-track series and could capture the imagination of fans.

"We have fans who are following us now from race to race," Cox said. "We've built that and we have the best competitors anyone could work with, so we're focusing on doing everything we can to find sponsorship for next 2009. I wish we could put a time limit on that, but we can't."

So, the meetings will take place in the coming weeks, and Cox will make his pitch. That's the easy part because he believes every word of it.

Hopefully, someone will share the faith.

yellow strip that runs across the thread area and the sidewall of the Goodyear tires?

Thank you for the great newspaper. I'm a long-time subscriber to *National Speed Sport News*.

Ted Sinks
Nelsonville, Ohio

Jokes? Not Laughing

In a letter on Oct. 22, 2008, Carol Thompson is exactly correct: The Lucky Dog is a joke to racing. The Chase is a joke. Why? There are four teams with three drivers from each team. It's a Hendrick, Roush, Childress, Gibbs show. That's all. I live 1.5 hours from Daytona and quit going seven or eight years ago. I go to Ocala on Friday nights (\$12 admission, \$9 for seniors, which is what I am.) Citrus Speedway has \$12 admission and \$9 for seniors. These tracks want people to see real racing.

Get rid of big teams and let the small-team owners get a good shot at the show.

Andy Kalle
Inverness, Fla.

Should NASCAR Change The Chase To Stop Johnson?

FORT WORTH, TEXAS

Jimmie Johnson can't help but laugh when he considers how obsessed people have become trying to find a way to revise The Chase as the NASCAR Sprint Cup driver moves closer to his third-straight championship.

It's almost as if NASCAR is being urged to once again revise the rules for The Chase just to make sure another driver other than Johnson wins it in the future.

Even after finishing 15th in Sunday night's Dickies 500 at Texas Motor Speedway combined with Carl Edwards victory has cut Johnson's lead to 106 points with two races remaining, it would still take a monumental collapse for Johnson to lose the title this season.

Johnson's trip to Texas experienced its first pothole of The Chase, but it wasn't enough to derail his championship drive.

But while so many people are already conjuring up new ways to determine the championship, Johnson just sits back and laughs.

"Yeah, it's funny to see how that pops up," Johnson said. "We've worked very hard to be in this position and it's an honor to be here, and hopefully we can continue down this road and keep everybody talking about the system and all those things that come with it. We've worked very hard and I know everybody has listened to me over the last 34 weekends talking about how hard we've worked this year."

"At the end of the day, we all know we didn't get off to a good start. And we had to work very hard to be in this position. We're here and we're proud of it. So, it is interesting to hear the comments and it makes me laugh that our sport can be susceptible to that whole reality TV buzz that's coming along and if you don't like it, let's have a fan vote and let's change it. And it seems like it's kind of going that way."

Johnson believes public opinion would have him "voted off the island." But this is racing and the championship is earned on the race track, not through a fan vote of text messaging.

"If nobody likes it, let's just have Sprint run an ad on TV and they can text who they want to qualify on the pole and who they want to win the race and all these crazy things," Johnson said. "I mean it's really crazy. Racing is about earning your points and earning wins. We made an adjustment to the points system a few years back to make it more competitive. What else are we going to change?"

Johnson better hope NASCAR doesn't make "the fan vote" part of who wins the championship because Dale Earnhardt, Jr. would win the title every year.

That may be the only way the "fan favorite of NASCAR" wins a championship.

"Yeah, the No. 88 would win every year," Johnson said, referring to Earnhardt. "But it has that feel to it that people are considering this reality TV craze in our sport. And sports are about earning whatever that given prize is. And if I were sitting

LAST WORD



BRUCE MARTIN

out where Carl (Edwards) is, and I don't think Carl is saying these things, but I would be looking at myself and what went on with the team."

The only way to get a proper reading on how The Chase plays out is over a five-to-seven-year period. If after that time, it needs to be changed then review it at that time.

"How do we understand what to change and how to make it better if we can't watch it and look at it for seven years or eight years and see how it's working, and really get a good look at how it is working and not working?" Dale Earnhardt Jr. asked. "How can we really know what to change and make the right change? We shouldn't keep changing and changing until we stumble on the right spot and the right options and the right ways to have things."

"I think we leave the things as they are. Jimmie (Johnson) just had a great season. They've just been that good. It is kind of foolish to want to make changes. This is kind of how we got in this spot in the first place. It's just going to snow ball into more and more corruption and disagreement if we continue to change and change and change just because a guy has such a great year."

But yearly tweaks and rules changes often look like "knee-jerk" reactions or changes for the sake of making a change.

Jeff Gordon won four NASCAR Cup titles under the old points system that kept the same points for the entire season and rewarded the driver at the end of the year that had the most points. Gordon has never won a title with the current Chase format, but doesn't believe it needs to be changed just because Johnson has found a way to capitalize on the current system.

"Why do you have to tweak it when a guy does good? That's what I don't understand," Gordon said. "I don't think that has anything to do with it. Here's a guy who didn't win the most races and wasn't leading it going into The Chase, and they've outperformed everybody."

"To me, The Chase format is still fantastic. There are little tiny tweaks here and there that maybe could be made, but, for the most part, I think it's very solid."

So when Johnson wins his third-straight title this season, or if he should falter and Carl Edwards wins the championship over the final two races of the year, just leave The Chase alone for a while before making any more changes.

It's only over the course of time that a proper determination to the success — or failure — of this concept can be made.

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