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RESULTS AND PREVIEWS  
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PERSONALITIES  
MARKETPLACE

SINCE 1934



# NATIONAL SPEED SPORT NEWS

Biffle Takes Round One  
With Late-Race Move

SPRINT CUP

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SEPTEMBER 17, 2008

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\$3



# MAGIC NUMBER

Schumacher Passes Amato As  
Top Fuel's Winningest Driver

NHRA

PAGES 3, 24-25

# Blaney Doubles Up With Title, Triumph

ALL STARS

PAGE 2

**ARMY OF ONE:** Tony Schumacher won Sunday's NHRA Carolinas Nationals at the zMAX Dragway @ Concord (N.C.) to become the winningest Top Fuel driver in NHRA with 53 victories. Here Schumacher coasts through the shut-down area after defeating Larry Dixon (right lane) in the second round.



HHP/HAROLD HINSON PHOTO



JIM MORRISON PHOTO

**SECOND TO NONE:** Dale Blaney (2) moves to the low side of Blake Feese during Saturday's Hoosier Fall Classic at Lawrenceburg (Ind.) Speedway.

# Blaney Crowned All Star Champion

By JIM MORRISON

LAWRENCEBURG, Ind. — Dale Blaney had already accepted he'd win the All Star Circuit of Champions driving title with a third-place finish in the 35-lap Hoosier Fall Classic Saturday night at Lawrenceburg Speedway.

He was third behind Tim Shaffer and Blake Feese when the final lap began at the three-eighths-mile oval.

Things changed quickly when Feese attempted a slide job on the leader entering the third turn in an effort to win the \$10,000 first-place money. He failed, colliding with Shaffer's car and sending them both flipping through the third turn.

"I was content for the last three or four laps that I was just not going to screw up here, just run third and get it over with," said Blaney in victory lane. "We were running fifth and then Brock (Mayes) had a problem, and then Lance (Dewease) had a problem. I really couldn't see what happened out there with those guys."

"I was amazed when I saw those guys tangled up. I thought 'Well, geez, I have only got two to go.'"

With a green-white-checked situation, Blaney got a good restart over Randy Hannagan and drove to victory.

"You hate to win a race like that," said Blaney. "You like to win it fair and square, but it is 35 laps on the same track and stuff happens."

Hannagan, who started mid-pack, said it was unfortunate that the final restart came with a lapped car between himself and Blaney.

"It gave Dale a good lead on that restart, and it was just kind of hard to work him down," said Hannagan. "But Dale has been tough all year."

For the second time in less than a week, Hannagan finished second to Blaney. Reed was third, Brian Paulus fourth and Danny Smith finished fifth.

Blaney said his George Fisher Racing team has been fortunate this year, winning 10 features, including nine with the All Stars. Unlike last season when the driving title was won by just two points, Blaney had it locked up before the feature started.

**The finish:**

Fast Time: Spud Gustin, 11.628 seconds.  
First Heat: Lee Jacobs, Tom Busch, Brock Mayes, Randy Hannagan, Jesse Hockett, Spud Gustin, Ron Blair, Ty Deckard, Lee Stark, Tim Hunter, Miranda Throckmorton, Cale Connelly.

Second Heat: Todd Kane, Brian Paulus, Bill Rose, Blake Feese, Rob Chaney, Jerry Bland, Jr., Brandon Martin, Hud Horton, Aaron Huggins, Keith Baxter, Eddie Sloan.

Third Heat: Brandon Wimmer, Ryan Myers, Byron Reed, Tim Shaffer, Dale Blaney, Brian Ellenberger, Cole Duncan, Kody Kinser, Joey Moughan, Dustin Morgan, Brad Greer.

Fourth Heat: Chad Blonde, Lance Dewease, Jerrod Hull, Joss Moffatt, Ryan Bunton, Danny Smith, Greg Wilson, Shawn Westerfeld, Dean Jacobs, Chase Briscoe, Paul May, Jr.

Feature: Blaney, Hannagan, Reed, Paulus, Smith, Dewease, Hockett, Kane, Myers, L. Jacobs, Bunton, Shaffer, Feese, Rose, Ellenberger, Gustin, Wimmer, Mayes, Blonde, Moffatt, Busch, Chaney, Hull, Hunter.

# NO BOUNDARIES

## Page Jones Not Giving Up On Race Of Life

**W**restling an overpowered sprint car through the mud and ruts, banging wheels with 20 other guys on a half-mile dirt oval takes equal measures of guts and talent, finesse and aggression. It's the stuff of heroes.

In 1994, 22-year-old Page Jones, son of All-American racing hero Parnelli Jones, was endowed with such singular attributes. Perhaps one of the most naturally talented young open-wheel racers of that era, he already had seven USAC National Midget victories and a National Sprint Car Series win.

By BOB GATES  
NSSN CORRESPONDENT

### INSIDE LOOK

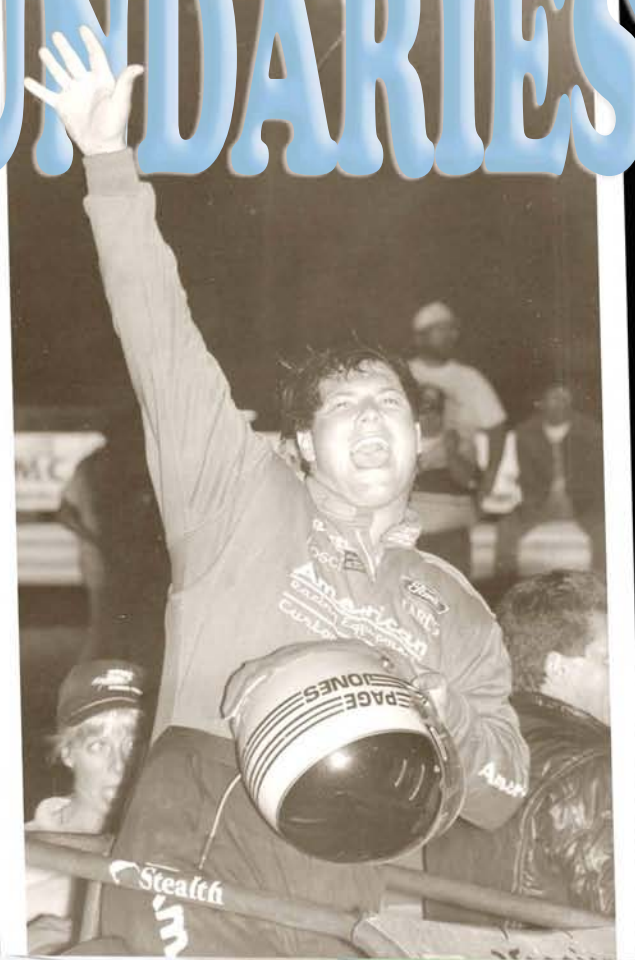
"He was very talented," observed Parnelli. "He could back a car into a corner as good as anyone I've ever seen and was so talented in a midget, I just couldn't believe it."

Page's future appeared limitless. He longed to follow in his father's legendary footsteps, either to Indianapolis or NASCAR. He'd already tested the ARCA waters and done well. Ford was interested in him. "He probably would have gotten the deal Kenny Irwin ended up getting," explained Parnelli.

He was a good one, on the way to becoming a great one.

But, on Sept. 25, 1994, Page's world stopped turning. During the 14th annual 4-Crown Nationals at Eldora Speedway, he was to run in all three of the USAC open wheel features, midget, sprint car and Silver Crown.

He finished fourth in the midget event, and then hopped into Darrell Guiducci's sprint car for that race. He rushed to an early lead. Then, suddenly, while working through slower traffic, his car stepped out and caught the third-turn wall. It flipped, coming to a rest on its side. That was survivable. But Dave Darland, desperately out of racing room, clipped the overturned car, and his right-rear tire smashed into Page's head.



TOP: TOM DAVEY PHOTO

KEVIN HORCHER PHOTO

**UP AND COMING:** Page Jones times in during an August 1994 USAC Silver Crown race at the Illinois State Fairgrounds. (Top) Jones celebrates a victory in 1993.

Rushed to a nearby hospital, Page was given little chance to survive.

"The first three days they didn't know if he was going to live or not," said Parnelli. "When he

BOUNDARIES: CONTINUED ON PAGE 29

# NSSN RACING LINE

The Week In Motorsports For September 17, 2008

## Out Of Controversy, Hornaday Emerges Camping World Victor

LOUDON, N.H. — While it almost seemed lost between the pre-race drug allegations and the post-race fisticuffs, there really was a NASCAR Craftsman Truck Series race at New Hampshire Motor Speedway Saturday.

Ron Hornaday, Jr., the central figure in the pre-race controversy, won the Camping World RV Rentals 200 after leading 149 of the 200 laps.



HHP/BRIAN CLEARY PHOTO

## Haudenschild Out Duels Dollansky At Lucas Oil

WHEATLAND, Mo. — Jac Haudenschild used every inch of the race track to win the inaugural Advance Auto Parts World of Outlaws Sprint Car Series event at Lucas Oil Speedway Sunday night.

Haudenschild and Craig Dollansky traded the lead five times on the three-eighths-mile dirt track.

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# No Average Joe

## Win No. 53 Puts Schumacher At Top Of Top Fuel Winner's List

By **SUSAN WADE**  
NSSN CORRESPONDENT

CONCORD, N.C. — Drag racing infiltrated the nucleus of NASCAR nation with record-setting, nail-biting, dramatic Sunday final rounds worthy of their hype and the hoopla of the inaugural NHRA Carolinas Nationals at the palatial zMax Dragway @ Concord.

Tony Schumacher became the National Hot Rod Ass'n's most successful Top Fuel driver, winning his 53rd Wally statue, breaking his tie with retired legend Joe Amato.

**NHRA**

"I am blessed to drive that race car," Schumacher said of the U.S. Army Dragster. "It's going to hit me later. I'm very aware of it. It's not something that comes overnight. I know what a great team we have, and I know what it took to do it. And I know what a great driver Joe Amato is."

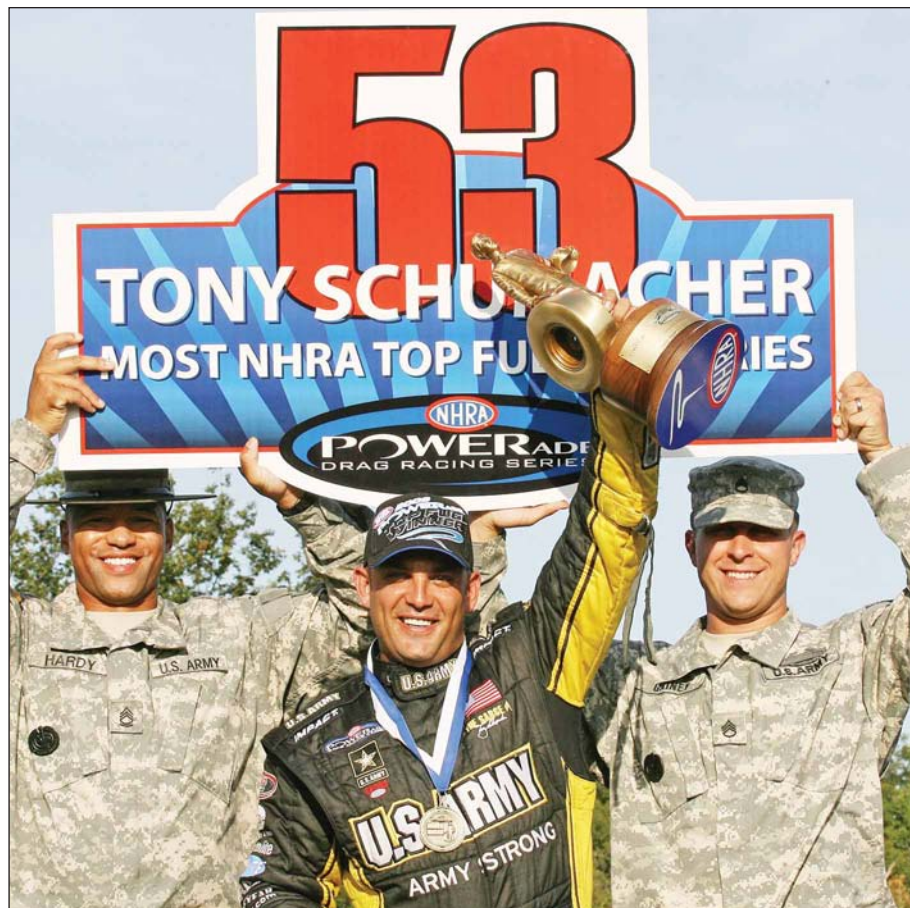
Amato, speaking by telephone from his home near Scranton, Pa., said Sunday night, "He's got the record. More power to him. It's hard to keep records in this day and age. There's no sadness. It is what it is. There's more racing — it's a whole different world today."

"What's sad is that the other guys have to race against him. He runs right over everybody. They're just dominating," he said. "I wouldn't say we dominated. I think of all the times I lost by something dumb happening. But he drives the car well. He doesn't make mistakes. They don't have a monkey driving the car, that's for sure."

Amato, preparing for a Republican Party campaign fundraiser at his home this Thursday that will feature First Lady Laura Bush, said, "There's life after racing."

Schumacher earned his seventh-straight victory and extended his class-record round-win streak to 28 and his season total

**SCHUMACHER:** CONTINUED ON PAGE 24



HHP/HAROLD HINSON PHOTO

**TOP DOG:** Tony Schumacher, who captured his 53rd Top Fuel victory Sunday at the zMAX Dragway @ Concord (N.C.), is now the class's winningest driver.

## IHRA Parent Company Sold

VIENNA, Va. — Feld Entertainment, Inc. has purchased Live Nation Motor Sports, Inc., a division of Live Nation, Inc., which owned several motorsports entities, including the International Hot Rod Ass'n.

Feld Entertainment Motor Sports will continue operations in Aurora, Ill., and will maintain its current management, tour schedules, promotional partnerships

**IHRA**

and performance structure. As the newest addition to Feld Entertainment, Feld Entertainment Motor Sports will continue to produce Monster Jam Series, Monster Energy AMA Supercross, FIM Championship and other high-energy motorsports events, including the AMA Arenacross Series, Freestyle Motocross and IHRA-sanctioned events, including Knoll Gas Nitro Jam, Thunder Jam and Street Warriorz.

"Today marks the single biggest expansion of Feld Entertainment in more than 40 years," said Kenneth Feld, chairman and CEO of Feld Entertainment. "With the addition of Motor Sports, Feld Entertainment can now offer families everywhere an even wider range of live family entertainment options. The edge-of-the-seat excitement of all the Motor Sports events appeals to families in the U.S. and around the world. We plan to take Monster Jam and all the Motor Sports spectaculars to more domestic and international markets than ever before."

Feld Entertainment also produces Ringling Bros. and Barnum & Bailey, Disney On Ice, Disney Live! and Doodlebops Live.

## Rossi Tops Weather-Plagued Indy MotoGP

By **BOB GATES**

INDIANAPOLIS — Beyond the fact that Valentino Rossi won the first motorcycle race at Indianapolis Motor Speedway since 1909 while breaking the record for the most MotoGP wins with his 69th victory,

**MOTOGP**

weather was the big story during Indy's MotoGP weekend.

Indy has seen some unusual, event-affecting weather through the years, but nothing like Sunday. The monster hurricane, Ike, came ashore in Texas, yet spawned cells that slammed the Speedway with bizarre weather conditions. It forced the cancellation of the 250cc race, shortened the MotoGP

main event from 28 laps to 20 and caused injuries to some fans when a huge merchandising tent collapsed under gale-force winds.

But for as many problems as the wickedly inclement weather created, it demonstrated to an American audience just why the rest of the world is agog at MotoGP racing. After the deluge that canceled the 250cc race, the Speedway got the track in good shape for the start of the main event. But 60-mile-per-hour winds, whipping from two different directions, and more rain plagued the mid-point of the event.

Five-time MotoGP World Champion Rossi likened the racing as akin to playing Russian roulette, and added, "They were the worst conditions I've

ever raced in. There were beer cans, and bottles and broken glass blowing in front of my bike. I just hoped I didn't hit anything."

In those adverse conditions, the GP riders still put on an incredible show. Rossi's tracking down and then overtaking crowd favorite and early leader American Nicky Hayden in the swirling mist and wind was an awesome thing to behold.

Those in the crowd who had never seen a MotoGP race left with a new respect for the incredible bravery and skill of those who have to be the most daring competitors in motorsports. That demonstration should thrill Indianapolis Motor Speedway offi-

**ROSSI** CONTINUED ON PAGE 29



DAVID E. HEITHAUS PHOTO

**DOG FIGHT:** Valentino Rossi (46) tries to make a pass on Nicky Hayden during Sunday's MotoGP event at Indianapolis Motor Speedway.

### OPINIONS

**ECONOMAKI:** Ask for lemon meringue pie and ye shall receive. **PAGE 4**  
**BAKER:** Was ballyhooed strip worth all the fuss and publicity? **PAGE 4**  
**KNUTSON:** Not many offering Hamilton sympathy. **PAGE 27**

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### EXCLUSIVE

#### Levi Jones Closing In On Making Sprint Car History With Third Title

Parnelli Jones, Larry Dickson, Steve Butler, Sheldon Kinser and Robbie Stanley.

**LEAVE IT LEVI**  
**PAGE 28**

This is the roll call for a very exclusive club. If Levi Jones can retain the USAC National Sprint Car Series point lead through the final seven events, he will join this group of drivers who have won the series title three times.

### WINNER'S LIST

Series	Winner	Where	Page
NASCAR West	Jason Fensler	Tracy, Calif.	6
NASCAR East	Eddie MacDonald	Loudon, N.H.	6
ARCA RE/MAX	Frank Kimmel	Salem, Ind.	10
Atlantic	Carl Skerlong	Millville, N.J.	10
WoO LMS	Shane Clanton	Pevely, Mo.	13
USAC Midgets	Tracy Hines	Anderson, Ind.	14
WoO Sprints	Donny Schatz	Spencer, Iowa	18
USCS	Tim Crawley	Malden, Mo.	29

### THE FINISH

"You could have a three-mile shut-off area that goes uphill into a lot of shaving cream. You could always make something safer, but it wouldn't be practical to have a drag race there."

**JACK BECKMAN**



## ► PUBLIC FORUM

Let your voice be heard

### Special Thank You

As the supermodified racing season winds down and some teams chase championships and other victories, the pit area for the PPG Vibrance Collection Midwest Supermodified Ass'n will forever be a little emptier without friend and competitor Terry Gibson.

Gibson lost his life in a crash earlier this year at Toledo Speedway. The Gibson family passed along this note to all of their competitors, friends and fans:

*"On behalf of Linda, Ryan, Lindsay, Mom and Dad, sister and brothers, I want to thank everyone for their prayers, thoughts, phone calls flowers and donations with the loss of my brother, Terrence.*

*"The shock and knots in our stomach are beginning to loosen their grip on us. Now, it's on to healing and getting on with life like we have to, and I know Terrence certainly would want us to. While to a lot of you, he wasn't blood family, he was a brother-in-law, businessman, competitor, friend and most of all, a Christian.*

*"Terrence touched a lot of people. His effect hasn't even begun to show an ounce on our day-to-day life. His Sunday phone call I miss already. His time here was short, but time will heal our hearts and souls. Terrence was all about family, so I believe that Terrence's lesson for any and all of us is to fix any family differences you may have. Lean on each other, cry on someone's shoulder. I know he is in heaven with our Lord and Savior and watching over our shoulders.*

*"Again, thank you everybody.  
Yours in racing,  
Gene Lee Gibson"*

(Submitted by Lee Booze Bellevue, Ohio)

### IRL Blows Call

The IRL has become a joke! What kind of nitwit decision is it for a race official to penalize a driver for so-called blocking?!

FORUM: CONTINUED ON PAGE 39



### Share Your Opinion

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



# Lemon Meringue Pie

## Ye Ed's Payback For Brainerd Raceway's Anniversary Remarks

BRAINERD, MINN.

A casual reference by Ye Ed to a lemon meringue pie during the weekend's 40th anniversary party, marking the founding of Brainerd Int'l Raceway and announcement of its new 13-turn championship road course that is now completely separate from its drag strip, resulted in the presentation of such a pie at Saturday night's banquet. Some 300 gathered in a huge tent on the raceway grounds to hear the remarks of this writer and repeat Indy 500 winner **Bobby Unser** and those of new track owners, **Jed and Kristi Copham** detail this historic Upper Midwest racing facility. First known as Donnybrooke, its original 10-turn 3.1-mile circuit, still in use, utilized the drag strip as a straightaway. No longer, as the new owners wish to run road racing and drag racing at the same time. The huge dinner-time gathering included

### EDITOR'S NOTEBOOK



CHRIS ECONOMAKI

Learning Center. It was a great event and the 2-1/2 hour drive north from the Twin Cities was through some of the loveliest countryside extant — there are 400 lakes within a 20-mile radius of BIR! Crossing the Mississippi was an eye-opener as at this point it is little more than a stream in width. The new Brainerd 2.5-mile road circuit is lined with FIA-approved concrete walls originally used at the now-shuttered Denver street circuit. Transporting this equipment from Denver to Brainerd required 123 truckloads, the Cophams noted. We got a kick out of hearing a local radio announcer describing Minnesota as "a state where nothing is allowed," alluding to the many regulations the BIR owners had to meet. The installation of the Denver walls and other steps taken to modernize the track should result in both SCCA and FIA certification for the new circuit, track VP and GM **Scott Quick** remarked. All in all, a great visit.

Brainerd may lose its Upper Midwest racing exclusivity if big plans for construction of a major racing complex in Big Lake, Minn., some 40 miles northwest of Minneapolis, go through. Proponent is the International Motorsports Entertainment and Development, Corp. of Coons Rapids, Minn. This \$30 million project would accommodate 90,000 fans with enlargement capability to more than 150,000 say its backers. The Upper Midwest



HHP/HAROLD HINSON PHOTO

**IN THE SEATS:** Fans take in the action Sunday at the new zMAX Dragway located in Concord, N.C., on the grounds of Lowe's Motor Speedway.

has long welcomed motorsports with the Minnesota State Fair's half-mile oval's races attracting sell-out crowds in the 1960s and 1970s as has the Brainerd circuit.

Constant reader **Mike Rudder** of Griffin, Ga., asked why, on a Formula One car, does the front-facing part of the rear wing look like a piano keyboard? He suspects it has to do with down-force, but admits to being curious. Any know?

In small print, figures detailing the business side of this country's auto industry would have us believe Americans spent \$38.1 billion (billion not million!) on auto accessories in 2007, says SEMA (Specialty Equipment Manufacturer's Ass'n). This market has grown an average seven percent a year since 1996, says SEMA.

It is hard for Ye Ed to call the wheels on his daily driver "rims," but that's becoming the accepted word. Back in May of 1994, Aaron Rents opened its first rim-and-tire store in Atlanta called RIMCO. Now, 14 years later, there are 30 company-owned RIMCO stores plus eight franchise outlets around the country.

ECONOMAKI: CONTINUED ON PAGE 39

## Did The zMAX Dragway Live Up To The Hype?

CONCORD, N.C.

It's been touted "the Bellagio of drag strips." Speedway Motorsports, Inc. officials have said the best of their facilities have been incorporated into the track's features, and NHRA officials have ballyhooed it as innovative and the wave of the future.

Now with the inaugural NHRA Carolinas Nationals in the books, how did the zMAX Dragway @ Concord measure up compared to all of the hype and publicity it received going into its first event?

The amenities at the facility are second to none. With a standing-room-only crowd Saturday and a sellout on Sunday, there were plenty of restrooms and concession stands to accommodate the spectators. As normal at any Bruton Smith-owned venue, zMAX Dragway and Lowe's Motor Speedway employees were everywhere, ever helpful in assisting fans and the media. Shuttles hauled spectators from parking lots to the main gates, and there were plenty of opportunities for the fans, many of whom were experiencing drag racing for the first time, to take in all of the action at the track.

Still, some cited an echo within the bowl-shaped facility, making it difficult to understand the public address system. Within

### IN THE GROOVE



SHEENA BAKER

fort levels when it comes to safety, especially for a community still reeling from the loss of Funny Car driver Scott Kalitta in June. Talking to drivers, there are two main areas of concern at the zMAX facility.

The dragway features one of the longest shut-down areas and largest gravel pits in all of NHRA. Competitors praised the design of the gravel pit and how it would contain a car should a driver get into trouble beyond the nearly half-mile of shut-down area. But beyond the gravel trap is a sharp drop-off and a

BAKER: CONTINUED ON PAGE 39

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The  
Audit  
Bureau

## Carolina Drag Strip Was Ready For Massive Crowd

CONCORD, N.C.

I've seen a couple of NASCAR tracks built from the ground up. I've been to about 45 NASCAR tracks when they've had their first races. And, let me tell you, in every case, each one of these tracks still had things to be done. None were ready to be opened.

That was not the case with the zMAX Dragway @ Lowe's Motor Speedway, which hosted the inaugural NHRA Carolinas Nationals Sept. 11-14.

The \$60-million structure is the temple of vroom that's the lavish brainchild of Speedway Motorsports, Inc. chairman O. Bruton Smith.

Not the first thing was lacking at this facility, which had sold-out crowds Sept. 13 and 14.

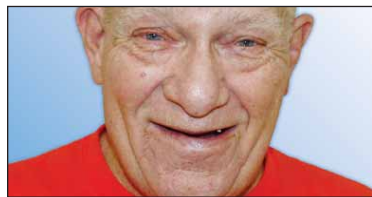
"It's absolutely gorgeous, the most beautiful thing you've ever seen," said Greg Anderson, a three-time NHRA Pro Stock

champion. Anderson's house is only two miles from the drag strip.

"It's almost like Bruton said, 'I'm not worried about making money,'" said Anderson. "I just want everyone to have a good time.' It went over like gang-busters."

The facility, which features four lanes of

### SAY IT WITH FLOWERS



JACK FLOWERS

concrete racing surface, is already being touted as bigger and better than the U.S. Nationals, near Indianapolis, Ind., which was held two weeks prior to the Carolinas Nationals.

"That's the biggest race and this might upstage it," said Anderson, after seeing crowds of more than 30,000 on each of the final two days. "It's got so much buzz and everyone is so excited. The position on the calendar isn't going to hurt. That'll add a lot of drama and make such a big spectacle."

Smith, who owns other NHRA drag strips at Las Vegas Motor Speedway, Bristol (Tenn.) Motor Speedway and Infineon Raceway in Sonoma, Calif., didn't skimp on building a stage worthy of hosting such a crucial stop during the NHRA's 24-race season.

The 30,000-seat venue was built to where it's easily expandable to a 60,000-seat facility.

Its 60-foot scoring towers are the tallest in NHRA with 60-inch green bulbs, which track officials claim have a visibility of four to five miles.

There are 4,350 flip-down seats in the John Force Grandstands, and two pedestrian tunnels beneath the track, providing access to the professional and sportsman pits.

"That is more pit space than any strip in America," said General Manager Christian Byrd, who's dad, Jeff, is the president/general manager of Bristol Motor Speedway, one of Smith's eight tracks that host NASCAR races.

"From the restrooms to the skyboxes to the concourses, the finished work is amazing. Bruton felt it was that important to move drag racing to the next level."

With three other drag strips to draw off of, SMI engineer Steve Swift said the crew that built zMax had plenty of things from which to learn.

"Every company which had a part in building this place has had a representative out here for this opening weekend, just in case anything went wrong," said Swift. "So far, it's just been a few minor things; nothing major and nothing we can't handle or fix."

Noting the granite floors, marble countertops and leather couches in the 34,000-square-foot scoring tower (with 16 additional luxury suites and a rooftop viewing area for VIPs), Anderson says, it's as if Smith "was building his own house to live."

There's one thing zMax Dragway is lacking, said Lori Worley, in charge of communications at Bristol. "This is spectacular and beautiful," said Worley. "They've got a lot of things I'd love to have, but they don't have my mountains."

It's hard for a track to have everything.

## Financial Situation Is Worse On Wall Street

COAL TOWNSHIP, PA.

Wall Street is where many of racing's top corporate sponsors, in all shapes and sizes, do business on a daily basis via a company's publicly traded stocks and bonds. Compared to the state of racing, things are currently much worse on Wall Street.

However, racing and Wall Street are, in many instances, married to each other and the success of one depends on the success of the other.

Concurrently, I have this impending feeling that if the corporate Wall Street types keep screwing up as they have been, racing will become an expendable afterthought and some major sponsor monies will disappear quickly, regardless of contract durations.

On Wall Street, the pros have a way of getting out of financial messes by utilizing other people's money (i.e.: average Joe loses money while the white-collar thug makes money). Just ask

shareholders of stocks like Washington Mutual, AIG or Fannie Mae, the latter which last traded Friday at 74 cents a share, down from a yearly high of \$68.60 for the exact same share of stock. Better yet, ask an employee who has money taken from his check every week for his 401K plan how he or she's been doing

### RACING BRIEFCASE



GREG ZYLA

lately. You probably won't get a good response.

In professional motorsports, teams use sponsoring company monies for a three-fold purpose: first, to deliver a consumer message to the fan/viewer and move product; second, to compete in a popular major league spectator sport for prize money; and third, to gainfully employ thousands of great people both on and off the track.

High performance and racing also produce a great business-oriented trump card, specifically, our multi-billion dollar hardcore racing aftermarket. (Just visit PRI's Trade Show in December in Orlando, and you'll see firsthand who we are under one gigantic roof.)

However, to participate with the big boys, Wall Street types many times come into play. And, when \$20-million deals are signed, there's sometimes a downside called the Wall Street-trained PR (public relations/marketing) person who comes along with the deal to help interact.

These people right away know more than Childress, Hendrick, Petty, Economaki, Wheeler and Roush.

Most have much bigger egos than the drivers they represent, although the pro race teams smartly employ their own PR people who learn to meld or train these inept individuals. Granted, when big money is involved, a fair amount of brown nosing comes with the deal.

Still, most feel it's worth the downside of dealing with some of these people, as racing is still the most exciting sport of all. I don't care if you're running a John Force Mustang Funny Car, Jack Roush 3M Cup car, Steve Lewis Toyota midget or a Tony Stewart Chevy sprint car, it's all great to this scribe.

Wall Street, meanwhile, needs to adapt racing's all time adage, "when the green flag drops, the BS stops," and see what happens. Wall Street types simply can't keep putting chewing gum fixes into the gigantic cracking financial dam they themselves created.

These pros may wear different uniforms, ala corporate COO, New York agency executive or company investment advisor; but when it comes to who they answer to, it's usually the Wall Street-trained CEO who runs the company.

In ending, Wall Street mismanagement and market manipulation will one day come home to roost. Granted, Fortune 500 companies want to deliver consumer impressions at the cheapest cost per thousand, and racing indeed delivers in spades.

The downside is the fact that modern day race teams are now gigantic, money-addicted operations in search of the next cash fix, usually from the one and the same publicly owned company run by the Wall Street pros we've come to distrust.

## Jackson 100 Is Still One Of Racing's Special Events

EAST LEROY, MICH.

There was a time when the Jackson 100 held a firm grip on its place in dirt late-model racing.

A highly regarded event at an excellent racing facility, there was never any doubt that the third weekend in August would be a date that many top touring drivers annually marked on their calendars.

Through the 1980s, under the guidance of promoter Roger Williams, Brownstown Speedway and the Jackson 100 became famous, if not legendary. Every year, the purse for one of the premier events in the Midwest got bigger, as did the car count, until it finally soared to more than 100.

Since the days of Williams, the Jackson County, Ind., fair-grounds facility has seen a few promoters come and go. To many, the track and race have lost their stature. Purses and car counts have fluctuated up and down, and fans have grumbled about everything from track conditions to the price of a hot dog.

Some have said that other races have left the Jackson 100 in the dust when it comes to purse structure, and that Brownstown management is far behind in upgrades. A few years ago, a fan remarked to me that the Jackson was nothing more than "just another \$10,000-to-win

### BETTER THAN THIS



PAUL FLETCHER

race."

We could debate these things from now on, but there's no need. The track and race are what they are.

This weekend will be the 29th running of the Jackson 100. It has a new date, an increased purse and it's once again under the sanctioning of the Lucas Oil Late Model Series.

Is the Jackson 100 back? That's kind of a hard question to answer because, in my eyes, it never left.

I fell in love with the place and the race almost a quarter-century ago and haven't missed a Jackson 100 since. I've often said if drivers were required to race backwards for \$100 to win, I'd be in attendance, and that's the truth.

I will admit right now that attending the Jackson 100 is not the same as it was in its heyday through the 1980s and early 1990s. There are a number of reasons for that. I've changed, the track's changed and the roster of drivers is quite different. Dirt-late-model racing as an industry is at a much different place than it once was.

But Brownstown is still a pretty damn good time.

Out of all the Jackson 100s I've watched, there were two that were less than enjoyable: 2007, when Matt Miller led all 100 laps, and in 2003, when four-time Brownstown track champion Jim Curry won his last of three late-summer classics.

Both those races featured a track that was virtually impossible to pass on, not at all typical of the 56-year-old facility, which for years has featured some of the most exciting multi-groove racing in the country.

It would be next to impossible to write about the Jackson 100 and not mention Steve Barnett, possibly the best modern-era Brownstown driver to not win the thing. Barnett, a three-time track champion, raced in the first Jackson 100 in 1980 and has qualified for 24 events. The Franklin, Ind., veteran has finished second three times and has nine other top-10 finishes.

Before last year's race, Barnett said he wasn't putting any pressure on himself to win. It would be nice to see him snag a victory before he eventually retires.

I don't know what to expect during this year's Jackson 100. Its re-scheduling to a weekend less congested with big-dollar events and a record \$20,000 in first-place money can't hurt and it might give the race a needed boost, at least in the eyes of those who think it needs one.

It doesn't really matter to me how the race is considered by others. All I know for sure is that I will travel 300 miles south this weekend to attend my favorite race of the year. It will be whatever it will be.

And whatever that is, it'll probably be all right with me.



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DICK AYERS PHOTO

**HI THERE:** Jimmy Blewett (19) has a mirror full of Ted Christopher Saturday during the NASCAR Whelen Modified Tour New Hampshire 100 at New Hampshire Motor Speedway. Christopher went on to win the event, his 10th-career victory at the track.

# Teddy's Perfect 10

## Christopher Wins For 10th Time At New Hampshire

LOUDON, N.H. — Ted Christopher reached victory lane at New Hampshire Motor Speedway for the fifth time in his NASCAR Whelen Modified Tour career and 10th time overall Saturday evening in the New Hampshire 100.

Christopher, who finished second to Chuck Hossfeld by just .001 second at NHMS in June, grabbed his third victory of the year and extended his point lead to 99 points over Matt

Hirschman.

"Last time — to lose by inches — it was definitely hard to take, but this thing today was really good," Christopher said. "My car was rolling through the center so much better and came off real good. It was a really good car."

With the win, Christopher also extended his own track record for victories to double digits. It was the 30th win of his NASCAR Whelen Modified Tour career, fifth-most all-time.

Jimmy Blewett led seven times in

the race, but had to settle for a runner-up finish. Ryan Preece tied his career-best finish by placing third.

Rob Summers, who received relief-driving help from Donny Lia, was credited with fourth, while Danny Sammons was fifth.

**The finish:**

Ted Christopher, Jimmy Blewett, Ryan Preece, Rob Summers, Danny Sammons, Matt Hirschman, Erick Rudolph, Woody Pitkat, Jamie Tomaino, Eric Beers, Tommy Farrell, Ken Heagy, Todd Szegedy, Glenn Tyler, Billy Pauch, Jr., Ed Flemke, Jr., Jake Marosz, Bobby Grigas III, Ronnie Silk, Ryan Newman, Richard Savary, Rowan Pennink, Renee Dupuis, Gary McDonald, Reggie Ruggiero, Anthony Sesely, Mike Stefanik, Tom Abele, Jr., Chuck Hossfeld, Kevin Goodale, Joe Hartmann, Donny Lia, Wade Cole, Doug Coby, Glen Reen, Rick Fuller, Charles Pasterjak, Bobby Santos.

# MacDonald Finishes Off A Heluva Good! Sweep

LOUDON, N.H. — Eddie MacDonald drove around Steve Park for the lead coming out of turn four to the white-flag lap en route to winning the Heluva Good! Fall 125 Saturday morning at New Hampshire Motor Speedway.

The win gave the Rowley, Mass., driver a season sweep of the NASCAR Camping World Series East events at the 1.058-mile oval.

He is the third driver to accomplish that feat, following Mike McLaughlin in 1992 and Joey Logano in 2007. MacDonald led four times for 59 laps.

Park held on for second, followed by point-leader Matt Kobyluck. Matt Hirschman, making his NASCAR Camping World Series East debut, finished fourth, and rookie Austin Dillon rounded out the top five.

Kobyluck leads second-place Dillon by 192 points with two races remaining.

**The finish:**

Showing driver, car, laps completed and money won: 1. Eddie MacDonald, Chevrolet, 125, \$15,050. 2. Steve Park, Dodge, 125, \$10,500; 3. Matt Kobyluck, Chevrolet, 125, \$9,100; 4. Matt Hirschman, Dodge, 125, \$7,500; 5. Austin Dillon, Chevrolet, 125, \$7,315; 6. Joe Polewarczyk, Chevrolet, 125, \$5,800; 7. Mike Olsen, Chevrolet, 125, \$7,300; 8. Trevor Bayne, Chevrolet, 125, \$5,500; 9. Bryon Chew, Chevrolet, 125, \$4,800;



HOWIE HODGE/NASCAR PHOTO

**MAC-GOOD:** Eddie MacDonald celebrates in victory lane after winning Saturday's Heluva Good! Fall 125 at New Hampshire Motor Speedway.

10. Jeff Anton, Chevrolet, 125, \$5,100; 11. Dustin Delaney, Chevrolet, 125, \$4,000; 12. Max Dumarey, Chevrolet, 124, \$4,200; 13. Craig Goess, Toyota, 124, \$3,500; 14. Jeffrey Earnhardt, Chevrolet, 124, \$3,876; 15. Derek Thorn, Ford, 124, \$3,100; 16. Ricky Carmichael, Chevrolet, 123, \$3,500; 17. Alan Tardiff, Chevrolet, 123, \$2,900; 18. Marc Davis, Toyota, 123, \$3,350; 19. Jesus Hernandez, Chevrolet, 123, \$3,300; 20. Peyton Sellers, Chevrolet, 123, \$4,796; 21. James Pritchard, Dodge, 123, \$2,750; 22. Brad Leighton, Chevrolet, 122, \$2,600; 23. Ryan Duff, Chevrolet, 122, \$2,675; 24. Jamie Hayes,

Chevrolet, 122, \$3,159; 25. Scott Bouley, Chevrolet, 122, \$2,600; 26. Jody Lavender, Chevrolet, 121, \$3,100; 27. Todd Peck, Chevrolet, 114, \$2,600; 28. Antonio Perez, Dodge, 93, \$2,600; 29. Brian Ickler, Chevrolet, 91, \$3,100; 30. Ryan Black, Ford, 72, \$2,600; 31. Jeremy Clark, Chevrolet, 65, \$2,600; 32. Jonathan Smith, Dodge, 46, \$2,600; 33. John Salemi, Chevrolet, 45, \$2,600; 34. Alex Kennedy, Chevrolet, 34, \$2,600; 35. Mike Johnson, Ford, 31, \$2,600; 36. Joe Masessa, Chevrolet, 22, \$2,600; 37. Jason Cochran, Chevrolet, 22, \$2,600; 38. Laine Chase, Chevrolet, 13, \$2,600.

# Wong Is Right

## Fensler Comes Off Pit Box To Secure Win For Team, First NASCAR West Triumph

TRACY, Calif. — Jason Fensler's move from the pit box to the cockpit paid off Saturday night.

Fensler captured his first-career victory in the NASCAR Camping World Series West, taking Saturday's Golden State Steel & Stair

**NASCAR WEST** 200 at Altamont Raceway Park.

Fensler, who has spent the season on top of the pit box making calls for the Speed Wong Racing team, made the most of the opportunity to get behind the wheel of a second entry by the team on his home track and delivered car owner Darryl Wong his first series win.

"I had a lot of butterflies at the beginning of the race," admitted Fensler, who was competing in just his fourth race in the series over the course of a 15-year racing career that has also included a late-model stock-car championship. "I knew we had a good race car, but you've got to have luck."

Eric Holmes, who led 131 laps and appeared headed to a victory that would pad his lead in the championship standings, dashed into the pits with a flat tire on lap 133. Mike David inherited the lead, but also encountered problems and later had to pit with a flat tire. He ended up finishing 17th.

While other front runners were encountering problems, Fensler was able to gain the top spot and avoid any trouble. After initially starting eighth, he made his way forward and settled into the top five early in the event, passing Austin Cameron for the lead on lap 160.

After suffering two early flat tires, David Mayhew battled back for a second-place finish, .510 second behind Fensler. Series rookie Jeff Barkshire followed in third and Holmes battled back for a fourth-place finish. Cameron settled for fifth.

**The finish:**

Showing driver, car, laps completed, money won: 1. Jason Fensler, Ford, 200, \$6,500; 2. David Mayhew, Chevrolet, 200, \$6,000; 3. Jeff Barkshire, Dodge, 200, \$4,015; 4. Eric Holmes, Toyota, 200, \$4,050; 5.



Jason Fensler

Austin Cameron, Toyota, 200, \$3,250; 6. Johnny Boremnan, Chevrolet, 200, \$3,000; 7. Jason Patison, Ford, 200, \$2,850; 8. Paulie Harraka, Toyota, 200, \$2,250; 9. Daryl Harr, Chevrolet, 200, \$3,200; 10. Mike Gallegos, Chevrolet, 200, \$2,500; 11. Moses Smith, Toyota, 200, \$2,250; 12. Jim Wam, Chevrolet, 200, \$2,200; 13. Ryan Philpott, Ford, 200, \$1,650; 14. Terry Henry, Chevrolet, 200, \$1,625; 15. Jim Inglebright, Chevrolet, 200, \$2,100; 16. Wes Banks, Ford, 200, \$1,575; 17. Mike David, Toyota, 199, \$2,650; 18. Jeff Jefferson, Chevrolet, 196, \$2,000; 19. Jason Bowles, Ford, 196, \$3,450; 20. Pat O'Keefe, Chevrolet, \$1,400; 21. Josh Bews, Ford, 192, \$1,375; 22. Paul Pedroncelli, Jr., Chevrolet, 158, \$1,350; 23. Auggie Vidovich, Chevrolet, 149, \$1,325; 24. Ross Strmiska, Chevrolet, 89, \$1,300; 25. Todd Souza, Chevrolet, 83, \$1,275; 26. Jamie Dick, Chevrolet, 49, \$1,750; 27. Jack Sellers, Chevrolet, \$1,225; 28. Jonathan Hale, Chevrolet, \$1,200.

# Winless Skid Ends For Myers In Southern National Mod Go

KENLY, N.C. — NASCAR Whelen Southern Modified Tour driver Burt Myers snapped a nagging losing streak Saturday night at Southern National Raceway Park.

Myers' victory by a comfortable 3.040-second margin of victory over second-place finisher Tim Brown ended a 13-race winless skid for the popular driver dating back to his last Whelen Southern Modified Tour win Aug. 4, 2007 at Bowman Gray Stadium.

Myers led the first two laps until L.W. Miller took command on the third lap. Myers regained the lead from Miller and never looked back en

route to the victory.

"We had an awesome race car tonight and getting to celebrate like this is what it's all about," Myers said following his fifth-career Whelen Southern Modified Tour victory. "We've had a great car all year long, but it has seemed to lose a little bit of speed as we get deeper and longer in race runs. Tonight was just perfect and the car had all kinds of grip in it. All I needed to do was take my time and be careful."

Rounding out the top five behind Myers and Brown were Miller, Andy Seuss and George Brunnhoelzl.

**The finish:**

Burt Myers, Tim Brown, L.W. Miller, Andy Seuss, George Brunnhoelzl, Jason Myers, Buddy Emory, Thomas Stinson, John Smith, Frank Fleming, Bobby Hutchens, Brian King, Scott Rigney, Rich Kuiken, Jr., Brian Loftin.

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## RACE REWIND

## NASCAR CRAFTSMAN TRUCK SERIES

Race 18 of 25: Camping World RV Rental 200, Saturday, Sept. 13  
New Hampshire Motor Speedway, Loudon, N.H.

## FINAL RESULTS

FIRST



Ron Hornaday, Jr.

SECOND



Johnny Benson

THIRD



Travis Kvapil

Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	2	33	Ron Hornaday, Jr.	Camping World Chevrolet	200	\$61,750	Running
2	1	23	Johnny Benson	Toyota Certified Toyota	200	42,975	Running
3	19	09	Travis Kvapil	Zaxby's Ford	200	28,595	Running
4	8	99	Erik Darnell	Northern Tool & Equipment Ford	200	19,835	Running
5	7	14	Rick Crawford	Circle Bar Truck Corral Ford	200	16,135	Running
6	4	51	Kyle Busch	Miccosukee Resorts Toyota	200	11,235	Running
7	14	11	David Starr	K&N Filters Toyota	200	14,610	Running
8	25	16	Brian Scott	Albertsons Chevrolet	200	13,760	Running
9	9	2	Jack Sprague	Camping World Chevrolet	200	12,660	Running
10	24	7	T.J. Bell	Home 4 the Holidays Chevrolet	200	13,210	Running
11	13	8	Chad McCumbee	Malcolmson Construction Chevrolet	200	11,510	Running
12	3	88	Matt Crafton	Menards/Sylvania Chevrolet	200	11,210	Running
13	23	9	David Reutimann	Construct Corps Toyota	200	8,935	Running
14	21	13	Shelby Howard	FarmPaint.com Chevrolet	200	11,135	Running
15	6	5	Mike Skinner	Toyota Tundra Toyota	200	12,235	Running
16	10	18	Dennis Setzer	AutoServ Dealerships Dodge	200	10,960	Running
17	15	59	Ted Musgrave	Team ASE/Harris Trucking Toyota	200	10,885	Running
18	11	60	Terry Cook	Wylor.com Toyota	200	10,835	Running
19	5	30	Todd Bodine	Lumber Liquidators Toyota	200	10,785	Running
20	16	10	Brendan Gaughan	International MaxxForce Diesel Ford	199	11,635	Running
21	20	15	Jason White	GunBroker.com Toyota	199	10,485	Running
22	22	21	Keven Wood	Air Force Ford	198	9,210	Running
23	32	17	Timothy Peters	Premier Racing Dodge	197	8,185	Running
24	12	22	Michael Annett	Pilot Travel Centers Toyota	197	9,160	Running
25	26	40	Paul Poulter	Key Motorsports Chevrolet	195	8,135	Running
26	29	91	J.C. Stout	Sewer Specialties Co. Chevrolet	194	8,110	Running
27	31	12	Mario Gosselin	Calorosso & Sons Chevrolet	193	8,085	Running
28	17	6	Colin Braun	Con-way Freight Ford	185	8,060	Accident
29	18	81	Donny Lia	NationRides.com Chevrolet	150	8,035	Accident
30	27	08	Bobby Dotter	GunBroker.com Dodge	51	7,990	Radiator
31	28	07	Butch Miller	ASI Limited Chevrolet	18	7,980	Axle
32	30	0	Mike Olsen	Unponsored Chevrolet	4	7,970	Ignition
33	33	57	Norm Benning	Unponsored Chevrolet	1	7,960	Rear End

## RACE STATISTICS

Race time: 2 hours, 9 minutes, 11 seconds  
Average speed: 98.279 miles per hour  
Victory margin: .960 second  
Caution flags: Nine for 37 laps  
Lead changes: 14 among eight drivers  
Lap leaders: Johnny Benson (pole); Ron Hornaday, Jr.

1-2; Benson 3-8; Hornaday 9; Benson 10-14; Hornaday 15-60; Matt Crafton 61-69; Hornaday 70-126; Travis Kvapil 127-130; Erik Darnell 131-132; Todd Bodine 133; David Starr 134-136; Terry Cook 137; T. Kvapil 138-157; Hornaday 158-200.

## TALK OF TIME TRIALS

Rain washed out Friday's NASCAR Camping World Series East race, which was rescheduled for Saturday morning when the NASCAR Craftsman Trucks were to qualify. With qualifying canceled to accommodate the postponed race, Johnny Benson, first in owner's points, started on the pole by NASCAR rule.



AUTOSTOCK PHOTO

## STANDINGS

FIRST



Johnny Benson

SECOND



Ron Hornaday, Jr.

THIRD



Matt Crafton

## Top 10

1. Johnny Benson	2,771	6. Erik Darnell	2,454
2. Ron Hornaday, Jr.	2,697	7. Mike Skinner	2,441
3. Matt Crafton	2,529	8. Jack Sprague	2,371
4. Rick Crawford	2,462	9. Dennis Setzer	2,280
5. Todd Bodine	2,458	10. Terry Cook	2,272



PHIL CAVALI PHOTO

**TEMPERS FLARE:** Crew members from Germain Racing and Red Horse Racing were involved in a scuffle after Saturday's NASCAR Craftsman Truck Series race at New Hampshire Motor Speedway.

## It's Two Straight For Hornaday

By AL ROBINSON  
NSSN CORRESPONDENT

LOUDON, N.H. — While it almost seemed lost between the pre-race drug allegations and the post-race fisticuffs, there really was a NASCAR Craftsman Truck Series race at New Hampshire Motor Speedway Saturday.

Ron Hornaday, Jr., the central figure in the pre-race controversy, won the Camping World RV Rentals 200 after leading 149 of the 200 laps. It marked Hornaday's second victory in a row, with both races carrying the title of the primary sponsor on his Kevin Harvick-owned Chevrolet.

Meanwhile, fines, point penalties and even suspensions seemed likely to be announced Tuesday from NASCAR headquarters following the pit-road brawl involving crew members from Todd Bodine's and David Starr's Toyotas. Bodine was not personally involved in the fighting, but Starr was on both the delivering and receiving end during the fracas.

Point-leader Johnny Benson minimized the damage to his series lead by taking the runner-up spot, nearly one second behind Hornaday.

Benson and Hornaday started on the front row after qualifying was can-

celed to accommodate the rescheduled NASCAR Camping World Series race Saturday morning. Unofficially, Toyota driver Benson holds a 74-point lead over Hornaday with seven races remaining.

Fords completed the top five with Roush Fenway teammates Travis Kvapil and Erik Darnell third and fourth ahead of Rick Crawford.

An unusually subdued performance by Kyle Busch ended with a sixth-place finish, trailed by Starr, Brian Scott, Jack Sprague and T.J. Bell.

Before he took to the track on Friday, Hornaday appeared at a press conference responding to charges that he had used performance enhancing drugs. He explained his prescription in question had been for a long-term medical condition, which turned out to have been improperly diagnosed.

At the same conference, NASCAR officials pronounced themselves satisfied that no rules or policies had been violated.

"It's been a long week, but I've got to thank everybody who has supported me on this deal," Hornaday said after the victory.

Hornaday's only extended period out of the lead came as the result of a full round of green-flag pit stops that cycled Kvapil to the lead on lap 138.

Hornaday regained the top spot on the next restart and needed only to put down the mild challenge Benson offered during the final stages. Hornaday noted, "Johnny was running sixth or seventh again and I don't know what he does in the last 50 laps, but here he comes along."

The winner added rhetorically, "He always saves the best for the last 50 laps, doesn't he?" In fact, Benson was fourth with 30 laps remaining, took third from Darnell at lap 178 and second from Kvapil on a restart with eight circuits to go.

Starr assisted on three late-race spins by Donny Lia, David Reutimann and Bodine, with the latter registering his displeasure by employing his front bumper as the trucks entered pit road after the checkered flag.

As Bodine and Reutimann were Germain Racing teammates for the day, the Germain crew was waiting to greet Starr and settle the score. The free-for-all erupted quickly, flaring again after NASCAR officials first appeared to have things under control.

The pushing, shoving and trash talking continued for several minutes in full view of the grandstands as Bodine sat on the pit wall nearby.

## Hornaday Says Drug Use Treated Illness

By AL ROBINSON  
NSSN CORRESPONDENT

LOUDON, N.H. — Ron Hornaday, Jr., a 50-year-old blue-collar racer with a reputation as a stand-up guy, seemed an unlikely candidate for the allegations of performance-enhancing drug use that were circulated last week.

After a joint press conference involving Hornaday and NASCAR officials at New Hampshire Motor Speedway Friday, Hornaday put the issue to rest and went back to work, winning the Camping World RV Rentals 200 for the Craftsman Truck Series on Saturday. Hornaday is the defending champion of the series and trails point-leader Johnny Benson by 74 points.

Accompanied by truck owners Kevin and Delana Harvick, Hornaday discussed his medical history in

detail, specifically unexplained weight loss that began in 2004. He was prescribed a testosterone cream, which he used from December 2004 to January 2006 without curing the problem.

At the Harvicks' insistence, he was tested at Wake Forest University Hospital and diagnosed with Graves disease, a condition that causes excessive production by the thyroid gland. Its symptoms include weight loss and bulging of the eyes. Left untreated, it can become life threatening.

Hornaday is currently taking an anabolic steroid under prescription to control the condition and has regained the lost weight and strength.

NASCAR spokesman Jim Hunter pronounced the sanctioning body satisfied that Hornaday had neither vio-

lated its drug policy nor gained an advantage by the use of prescribed medication.

"Our substance-abuse experts have told us the prescription Ron Hornaday used did not enhance performance nor impair his judgment," Hunter stated.

"I don't (even) take aspirin," Hornaday stressed, adding, "I love my beer, but I don't drink the night before a race and I don't drink at the track. You guys know I have nothing to hide."

A sidebar to the Hornaday story was the report that NASCAR will soon announce revisions to its drug policy, which first went into effect nearly 20 years ago. The updated NASCAR policy is expected to permit conditions like Hornaday's to be addressed on a case-by-case basis.



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## ▶ THIS AND THAT

### ▶ PHOTO OF THE WEEK



JOE SECKA/JIMS PRO PHOTO

**TAKING TIME:** NHRA Funny Car driver Melanie Troxel spends time with a young fan during the inaugural NHRA Carolinas Nationals at the zMAX Dragway @ Concord (N.C.).

### ▶ CORVETTE WILL BE BACK FOR MORE!

Corvette Racing will step up to compete in two divisions in the American Le Mans Series in 2009 with its eyes on racing in the new GT division in 2010.

Corvette will run a limited schedule in the GT1 class in the first half of 2009 while preparing for the 24 Hours of Le Mans in June. After Le Mans, the team will enter the GT2 category to prepare for a full-season program under new international GT class regulations in 2010.

"The GT1 class has been a platform for GM Racing and our partners to develop the most technically sophisticated race cars in our history," GM Racing Road Racing Group Manager Steve Wesoloski said. "We intend to apply the tremendous success we have had in the GT1 category to make the next-generation Corvette C6.R a strong contender in the new GT class."

The new GT Corvette C6.R will be based on the Corvette ZR1, utilizing the production model's chassis and body design.

### ▶ BOOK OF THE WEEK

#### Gotta Race!

By Ken Schrader, with Joyce Standridge

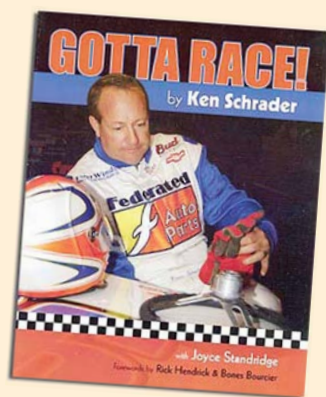
There is little doubt that Ken Schrader is a racer's racer. He races everywhere and whenever he wants.

This 320-page softcover book documents his history in racing from the short tracks of Missouri to USAC and on to the NASCAR Sprint Cup Series.

Published in 2006, the book includes more than 35 years of statistics relating to the popular driver from Fenton, Mo.

The book also includes more than 300 black-and-white photographs.

\$23.95. Published by Coastal 181. Available from [www.coastal181.com](http://www.coastal181.com).



### ▶ BY THE NUMBERS

# 2

final points of 2007 Grand Am champs **Alex Gurney** and **Jon Fogarty** over Scott Pruett

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"In the end, what were racing fans left with? Another controversy in Formula One racing — Spygate, Max Mosley and a Belgian debacle."  
— **Mike Kerchner, September 9 blog**

"By far the best race of the weekend, the IndyCar event left fans wanting more, which they will get when the series fulfills its pledge for a non-points race in Australia, which was always one of the more popular stops on CART's schedule."  
— **John Clayton, September 11 blog**



ARCA PHOTO

**QUITE FRANK-LY:** Frank Kimmel celebrates his ARCA RE/MAX victory Saturday night at Salem (Ind.) Speedway.

## Some Home Cookin'

### Hoosier Kimmel Heats Things Up At Salem

SALEM, Ind. — ARCA RE/MAX Series veteran Frank Kimmel gave his hometown fans exactly what they came to see — a victory in the Eddie Gilstrap Motors 200 by Advance Auto Parts Saturday night at Salem Speedway.

However, it turned out to be much more than just another win for the local Clarksville, Ind., legend.

"This one's pretty emotional," said Kimmel. "It's been more than four years since we've won here, and to do it here at home means more than I can say. It's also my dad's birthday; he turned 80 today, so this one's for him. This could not have played out any better for the Kimmel Racing team. We've been fortunate to win a lot of races, but this one ranks up there as one of the best — maybe the best."

Kimmel, in the Clarksville Schwinn Cyclery-Fastline Performance Ford, survived the typical Salem short-track carnage and led the final 62 circuits en route to his ninth victory at Salem and 74th series triumph of his career. The victory also puts Kimmel just five wins shy of Iggy Katona's all-time victory mark of 79.

"The car was really, really good on long runs," added Kimmel. "The last 50 laps or so I was holding my breath, especially through all of that lapped traffic."

Matt Carter, in the Stine Seed-Hantz Group Ford, finished two seconds behind the winner.

"Frank had a better handling car than we did tonight," said Carter. "But if I had to lose to someone there's no one else I'd rather finish second to than Frank Kimmel. It was a good run for us, but to be honest the car was not that good. I don't know if

we missed on air pressures or what." Dexter Bean, with a badly damaged Glock Chevrolet, battled back from a spin on the backstretch that triggered a multi-car pile-up on lap 139 and finished third.

"It was definitely rough racing, but hey, that's Salem," said Bean. "I lost it coming out of two and spun on the backstretch and it really should have ended our night. We had a real good racecar and the team got the Glock Chevy back on track so that we could still manage a good run."

Justin Allgaier and Sean Caisse rounded out the top five.

Ricky Stenhouse, Jr., who earned his third consecutive SIM Factory Pole Award, was running directly in front of point-leader Scott Speed when contact between the two sent Stenhouse's Aflac Ford hard into the backstretch wall. Stenhouse, after spending several laps on pit road for repair, finally returned to competition, finishing 17th, 26 laps down.

Shortly after Stenhouse wrecked, Speed found himself in the middle of the aforementioned multi-car wreck on the backstretch, which left his Red Bull Toyota with damage all the way around. However, Speed was able to stay on the lead lap, finishing eighth and maintaining his point lead with just three races remaining.

**The finish:**

Showing driver, car and laps completed: 1. Frank Kimmel, Ford, 200; 2. Matt Carter, Ford, 200; 3. Dexter Bean, Chevrolet, 200; 4. Justin Allgaier, Chevrolet, 200; 5. Sean Caisse, Toyota, 200; 6. Brett Hudson, Chevrolet, 200; 7. John Wes Townley, Ford, 200; 8. Scott Speed, Toyota, 200; 9. Bryan Silas, Chevrolet, 200; 10. Michael Phelps, Dodge, 200; 11. Patrick Sheltra, Chevrolet, 200; 12. Justin Lofton, Dodge, 196; 13. Gabi DiCarlo, Toyota, 196; 14. Darrell Basham, Chevrolet, 195; 15. Kory Rabenold, Chevrolet, 191; 16. Brad Smith, Ford, 182; 17. Ricky Stenhouse, Jr., Ford, 174; 18. Donny Kelley, Chevrolet, 174; 19. Ken Butler III, Toyota, 164; 20. Taylor Malsam, Dodge, 152; 21. Josh Clemons, Ford, 139; 22. Tom Hessert III, Ford, 136; 23. Jeff Caudell, Chevrolet, 95; 24. Mike Harmon, Chevrolet, 86; 25. Terry Jones, Dodge, 71; 26. Matt Merrell, Dodge, 40; 27. James Hylton, Dodge, 4; 28. Dale Shearer, Ford, 3; 29. Greg SeEVERS, Chevrolet, 2; 30. Tim Mitchell, Chevrolet, 0.

## Christman Magical In Salem Trial

SALEM, Ind. — ARCA Lincoln Welders Truck Series veteran Steve Christman raced from the 10th-starting position to win the Advance Auto

Parts 50 Saturday afternoon at Salem Speedway.

Christman took the lead for the final time on lap 28 and then held off Nick Gullatta to earn the hard-fought victory, his first at Salem.

"Can't think of anyone else I'd rather be battling with out there other than Nick (Gullatta)," said Christman. "He races me hard, but always clean. Our truck was really working. I could put it about anywhere I needed to."

Mike Young, who was part of the lead-pack battle much of the way, finished third behind Gullatta. Paul Hahn in fourth and Ash Hawkins in fifth completed the top five.

**The finish:**

Steve Christman, Nick Gullatta, Mike Young, Paul Hahn, Ash Hawkins, Nathan Trepkowski, Robbin Slaughter, Bill Withers, Tim Schaefer, Kenny Kirsch, Duane Bischoff, Ron Wells, Mark Otting, Tommy Adams, Paul Vanderhoff, Tully Esterline, Brian Ross, Norm Weaver.

## Rookie Carl Skerlong Maxes Out New Jersey

MILLVILLE, N.J. — In a dominating performance at New Jersey Motorsports Park's Thunderbolt Raceway, Carl Skerlong claimed his

first career Cooper Tires presents The Atlantic Championship

powered by Mazda victory in the inaugural Mazda Formula X.

With the victory, Skerlong became the sixth-different winner in nine Atlantic races this season.

Skerlong led every session in which he participated throughout the weekend, earning the maximum number of championship points (34) from the weekend, taking bonus points for being the fastest qualifier in both qualifying sessions and also earning a bonus point for turning the race's fastest lap in addition to his 31 points for the victory.

Rookie Markus Niemela finished 2.464 seconds behind Skerlong at the checkers.

Meanwhile, Jonathan Summerton completed his third-straight podium run with a third-place finish.

Kevin Lacroix and Junior Strous rounded out the top five.

**The finish:**

Carl Skerlong, Markus Niemela, Jonathan Summerton, Kevin Lacroix, Junior Strous, Tom Sutherland, Greg Mansell, David Martinez, Jonathan Bomarito, Frankie Muniz, Simona De Silvestro, Leon Mansell, Douglas Soares, Dominick Muermans, Henri Karjalainen, James Hinchcliffe, Rich Zober, Eric Jensen, Dan Cameron.

# 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



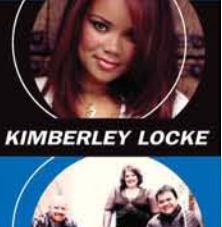
Joey Saldana - 12 Victories  
2007 Runner-up World of  
Outlaws Championship



Brad Coleman  
2008 Baker/Curb Nationwide Series



TIM MCGRAW



KIMBERLEY LOCKE



HANK WILLIAMS JR.



NATALIE GRANT



JO DEE MESSINA



HAL KETCHUM



PLUMB



LYLE LOVETT



CLAY WALKER



RODNEY ATKINS



ASHLEY GEARING

## Sprint Cup

1. Carl Edwards	5,220
1. Jimmie Johnson	5,220
3. Greg Biffle	5,190
4. Dale Earnhardt, Jr.	5,170
4. Jeff Burton	5,170
6. Denny Hamlin	5,148
7. Tony Stewart	5,147
8. Kyle Busch	5,146
9. Clint Bowyer	5,137
10. Kevin Harvick	5,134
11. Jeff Gordon	5,121
12. Matt Kenseth	5,043
13. Kasey Kahne	3,177
14. David Ragan	3,118
15. Martin Truex, Jr.	2,964
16. Brian Vickers	2,917
17. Ryan Newman	2,908
18. Kurt Busch	2,772
19. Jamie McMurray	2,705
20. Bobby Labonte	2,621

## Nationwide

1. Clint Bowyer	4,088
2. Carl Edwards	3,881
3. Brad Keselowski	3,809
4. Mike Bliss	3,604
5. David Ragan	3,583
6. David Reutimann	3,564
7. Kyle Busch	3,478
8. Mike Wallace	3,254
9. Marcos Ambrose	3,206
10. Jason Leffler	3,202

## Craftsman Truck

1. Johnny Benson	2,771
2. Ron Hornaday, Jr.	2,697
3. Matt Crafton	2,529
4. Rick Crawford	2,462
5. Todd Bodine	2,458
6. Erik Darnell	2,454
7. Mike Skinner	2,441
8. Jack Sprague	2,371
9. Dennis Setzer	2,280
10. Terry Cook	2,272

## 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

## Formula One

1. Lewis Hamilton	78
2. Felipe Massa	77
3. Robert Kubica	64
4. Kimi Raikkonen	57
5. Nick Heidfeld	53
6. Heikki Kovalainen	51
7. Fernando Alonso	28
8. Jarno Trulli	26
9. Sebastian Vettel	23
10. Mark Webber	20

## WoO Sprints

1. Donny Schatz	7,474
2. Jason Meyers	7,366
3. Craig Dollansky	7,181
4. Joey Saldana	7,072
5. Steve Kinser	7,023
6. Jac Haudenschild	6,868
7. Kerry Madsen	6,700
8. Chad Kamenah	6,672
9. Terry McCarl	6,551
10. Daryn Pittman	6,511

## WoO Late Models

1. Darrell Lanigan	5,399
2. Steve Francis	5,273
3. Shane Clanton	5,225
4. Josh Richards	5,201
5. Chub Frank	5,143
6. Rick Eckert	5,079
7. Shannon Babb	5,075
8. Clint Smith	5,043
9. Tim Fuller	4,896
10. Vic Coffey	4,185

## NHRA Top Fuel

1. Tony Schumacher	2,202
2. Antron Brown	2,156
3. Cory McClenathan	2,117
4. Larry Dixon	2,108
5. Hillary Will	2,085
6. Rod Fuller	2,082
7. Doug Herbert	2,054
8. Brandon Bernstein	2,053
9. Doug Kalitta	2,024
10. Dave Grubnic	2,013

## NHRA Funny Car

1. Cruz Pedregon	2,134
2. Jack Beckman	2,132
3. Tony Pedregon	2,131
4. Robert Hight	2,127
5. Tim Wilkerson	2,121
6. Ashley Force	2,085
7. Ron Capps	2,042
7. Gary Densham	2,042
9. Mike Neff	2,033
10. John Force	2,010

## NHRA Pro Stock

1. Kurt Johnson	2,158
2. Greg Anderson	2,143
3. Jeg Coughlin	2,127

## NHRA Motorcycle

1. Matt Smith	2,148
2. Steve Johnson	2,114
3. Angelle Sampey	2,112
4. Eddie Krawiec	2,106
5. Andrew Hines	2,095
6. Chip Ellis	2,084
7. Matt Guidera	2,072
8. Chris Rivas	2,067
9. Craig Treble	2,022
10. Karen Stoffer	2,014

## ARCA RE/MAX

1. Scott Speed	4,325
2. Ricky Stenhouse, Jr.	4,235
3. Matt Carter	4,190
4. Frank Kimmel	4,110
5. Justin Allgaier	4,070
6. Tom Hessert III	3,505
6. John Wes Townley	3,505
8. Ken Butler III	3,490
9. Patrick Sheltra	3,485
10. Tayler Malsam	3,460

## USAC Silver Crown Series

1. Jerry Coons, Jr.	335
2. Dave Darland	312
3. Brian Tyler	278
4. Shane Cottle	249
5. Tracy Hines	247
6. Levi Jones	244
7. A.J. Fike	218
8. Shane Hollingsworth	200
9. Mat Neely	195
10. Ricky Stenhouse, Jr.	187

## USAC Silver Crown Series

1. Mike Hess (champion)	1,675
2. Scott Hatton	1,515
3. Brandon Waelti	1,382
4. Jerry Coons, Jr.	1,188
5. Bubba Altig	1,155
6. Aaron Fiscus	1,104
7. Davey Ray	1,098
8. Joe Wipperfurth	993
9. Chad DeSelle	925
10. David Gough	904

## Badger Midget

1. Mike Hess (champion)	1,675
2. Scott Hatton	1,515
3. Brandon Waelti	1,382
4. Jerry Coons, Jr.	1,188
5. Bubba Altig	1,155
6. Aaron Fiscus	1,104
7. Davey Ray	1,098
8. Joe Wipperfurth	993
9. Chad DeSelle	925
10. David Gough	904

## National Midget Driver Of The Year

1. Tracy Hines	1,155
2. Brad Loyet	1,012
3. Brad Kuhn	1,005
4. Bobby East	979
5. Jerry Coons, Jr.	926
6. Dave Darland	904
7. Brady Bacon	873

## USAC National Midget

1. Tracy Hines	1,041
2. Cole Whitt	930
3. Bobby East	898
4. Levi Jones	873
5. Brad Sweet	864
6. Brady Bacon	853
7. Darren Hagen	788
8. Jerry Coons, Jr.	659
9. Dave Darland	649
10. Brad Kuhn	642

## NASCAR West

1. Eric Holmes	1,933
2. Jason Bowles	1,865
3. Jeff Barkshire	1,837
4. Mike David	1,749
5. Jim Inglebright	1,706
6. Austin Cameron	1,670
7. Moses Smith	1,658
8. Johnny Borneman	1,590
9. David Mayhew	1,586
10. Jim Warn	1,509

## NASCAR East

1. Matt Kobyluck	1,810
2. Austin Dillon	1,618
3. Trevor Bayne	1,585
4. Jesus Hernandez	1,575
5. Marc Davis	1,508
6. Steve Park	1,482
7. E.MacDonald	1,475
8. Ricky Carmichael	1,460
9. Brian Ickler	1,447
10. Peyton Sellers	1,433

## POWRi Midget

1. Brett Anderson	2,070
2. Brad Loyet	1,680
3. Zach Daum	1,585
4. Mike Hess	1,540
5. Bubba Altig	1,395
6. Derek King	1,375
7. Nick Knepper	1,260
8. Daniel Robinson	1,095
9. Austin Brown	1,040
10. Davey Ray	960

## USAC-CRA Sprint

1. Mike Spencer	1,173
2. Garrett Hansen	1,039
3. Danny Sheridan	1,035
4. Blake Miller	1,020
5. Cory Kruseman	858
6. Tyler Brown	837
7. Tony Jones	790
8. David Cardley	695
9. Josh Ford	590
10. Nic Faas	471

## Lucas Oil LM

1. Earl Pearson, Jr.	6,590
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## Whelen Southern Modified

1. Brian Loftin	1,265
2. L.W. Miller	1,233
3. Tim Brown	1,230
4. Burt Myers	1,228
5. Jason Myers	1,140
6. Andy Seuss	1,131
7. Frank Fleming	1,126
8. Brian King	1,117
9. George Brunnhoelzl	1,060
10. John Smith	1,000

## Whelen Modified

1. Ted Christopher	1,805
2. Matt Hirschman	1,706
3. Chuck Hossfeld	1,638
4. Todd Szegeydy	1,633
5. Ronnie Silk	1,614
6. Eric Beers	1,581
7. Mike Stefanik	1,557
8. Jimmy Blewett	1,524
9. Rowan Pennick	1,463
10. Ryan Preece	1,459

## USAC W. Midget

1. Nic Faas	832
2. Scott Pierovich	683
3. Robby Josett	612
4. C.J. Sarna	572
5. Shannon McQueen	470
6. Ernie Bartley III	428
7. Randi Pankratz	354
8. Paul Zimmerly	328
9. Daniel Bedford	284
10. Josh Ford	280

## Sprints On Dirt

1. Brett Mann	2,754
2. Ben Rutan	2,716
3. Dain Naida	2,656
4. Tim Norman	2,586
5. Ryan Grubaugh	2,579
6. Gregg Dalman	2,316
7. Joe Bares	2,289
8. Louie Carufel	2,164
9. Dustin Daggett	2,094
10. Gary Fast	1,915

## ASCS Rocky Mt.

1. Derrick Ortega	1,862
2. Jeremy McCune	1,663
3. Colt Treham	1,592
4. Bob Schaeffer	1,584
5. Chad Corken	1,583
6. Danielle Ossenfort	1,570
7. Jake Ossenfort	1,551
8. Dustin Hall	1,344

## USAC W. Sprint

1. Tanner Swanson	752
2. JoJo Helberg	642
3. Eric Humphries	625
4. Nick Rescino, Jr.	621
5. Porter Smith	610
6. Tony Hunt	390
7. Brian McClish	357
8. Tim Skoglund	355
9. Greg Anderson	326
10. Snake Livernash	321

## ASCS Canyon

1. Jeremy Sherman	2,776
2. Charles Davis, Jr.	2,654
3. Mike Martin	2,558
4. R.J. Johnson	2,542
5. Nathan High	2,510
6. Josh Pelkey	2,452
7. Andrew Reinbold	2,439
8. Mike Leslie	2,420
9. Justin Fisher	2,129
10. Steve Tellas	1,961

## URC Sprint Series

1. Curt Michael	2,043
2. Dave Ely	1,782
3. J.J. Grasso	1,737
4. Chris Coyle	1,613
5. Mark Bitner	1,481
5. Ed Aikin	1,481
7. Davey Sammons	1,470
8. Robbie Stillwaggon	1,459
9. Becca Anderson	1,441
10. Jason Clauss	1,370

## ASCS Rebel

1. Kenny Adams	1,902
2. Matt Tiffany	1,822
3. Bryn Gohn	1,794
4. Samantha Taylor	1,748
5. Gavin Thomas	1,606
6. Michael Miller	1,492
7. Red Stauffer	1,458
8. Tyler Godwin	1,190
9. Danny Martin, Jr.	862
10. Brian Maddox	778

## ASCS Southwest

1. Rick Ziehl	1,262
2. Shawn Sander	1,260
3. Cody Cambensy	1,224
4. Ronnie Clark	1,214
5. Ben Gregg	1,182
6. Steve Martin	1,171
7. Joshua Williams	1,170
8. Mike Rux, Jr.	1,156
9. Jessica Van Dyke	1,101
10. John Gaston	1,042



SELAH



STEVE HOLY

What's making news in motorsports

## POWER RANKINGS

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

### Tony Schumacher

*U.S. Army Dragster, NHRA Top Fuel*  
Schumacher may own every significant NHRA Top Fuel record before he's done. He eclipsed Joe Amato's record of 52 career victories at the inaugural Carolinas Nationals, while extending his record class-round winning streak to 28 en route to his seventh-straight Wally.

# NO. 1



RHONDA MCCOLE PHOTO

## REST OF THE BEST

### 2. Scott Dixon

*No. 9 Target Chip Ganassi Dallara-Honda, IndyCar Series*  
Dixon's second IndyCar Series title came with six victories and a near miss in the season finale at Chicagoland.

### 3. Kyle Busch

*No. 18/51 Toyotas, NASCAR Sprint Cup/Craftsman Truck Series*  
A part failure cost Busch dearly as The Chase got under way. The former points leader finished 34th and is now eighth in the standings.

### 4. Jimmie Johnson

*No. 48 Chevrolet, NASCAR Sprint Cup Series*  
Johnson is peaking once again as The Chase begins, starting it with a second-place finish after leading the most laps at New Hampshire.

### 5. Carl Edwards

*Nos. 99/60 Fords, NASCAR Sprint Cup/Nationwide Series*  
Edwards's third-place finish left him in a tie atop The Chase standings along with Johnson, 30 points ahead of race-winner Greg Biffle.

### 6. Donny Schatz

*No. 15 J&J Sprint Car, World of Outlaws*  
Schatz captured his 14th victory of the season Sept. 10 and followed that up with a runner-up finish at Lucas Oil Speedway Sunday.

### 7. Johnny Benson

*No. 23 Toyota, NASCAR Craftsman Truck Series*  
Benson finished second at New Hampshire and now has three wins, a second, a third and a fourth in his last six races.

### 8. Jason Meyers

*No. 14 KPC Sprint Car, World of Outlaws*  
Meyers is back to his steady run of top-five finishes, taking a third and a fourth during a rainy week of competition.

### 9. Helio Castroneves

*No. 3 Team Penske Dallara-Honda, IndyCar Series*  
Castroneves ended his season without the elusive IndyCar Series title, but won two of three races to end the season on a high note.

### 10. Shane Clanton

*No. 25 Rocket, World of Outlaws Late Model Series*  
With a victory Saturday at the Pepsi Nationals, Clanton has won two straight and three of four races, including the prestigious World 100.

## Honorable Mention

With F-1 heavyweights struggling, Sebastian Vettel delivered a stunning victory at Monza for Toro Rosso...With controversy swirling around him, Ron Hornaday, Jr. won a second straight in NASCAR Trucks.

## Last Week

Kyle Busch's woes dropped him to third in this week's rankings. Meanwhile, Donny Schatz moved up to sixth, and dirt-late-model racer Shane Clanton enters the countdown at No. 10.

# Race Of Champions Put On Slate

## Tuesday's Chili Bowl Lineup Will Feature Past Champs

TULSA, Okla. — The Chili Bowl Race of Champions has been added to the Tuesday night schedule for the 2009 Chili Bowl Midget Nationals Jan. 13-17 at the QuikTrip Center's Tulsa Expo Raceway.

Organizers had previously announced Tuesday's slate would include only a full qualifying event rather than a pre-qualifier for Chili Bowl rookies and newcomers, as has been the case over the past two years. Now, the schedule will include the qualifiers as well as the Race of Champions, which will feature past Chili Bowl winners facing off on the quarter-mile oval.

The list of eligible and active past winners includes Damion Gardner (2008), Tony Stewart (2007, 2002), Cory Kruseman (2004, 2000), four-time champion Sammy Swindell, Tim McCreadie (2006), Tracy Hines (2005), Jon Heydenreich (1990) and Scott Hatton (1988).

## Team Owner Blackmer Purchases Berlin Lease

MARNE, Mich. — Mike Blackmer, a race-team owner and businessman from Jenison, Mich., has signed a letter of intent to purchase the lease to operate Berlin Raceway from Michigan Whitecaps Racing, Inc.

Whitecaps bought a 25-year lease from the Berlin Fairboard in 2000. Blackmer, 46, will take over the remaining 17 years of the lease. Financial terms were not disclosed. The Whitecaps will reportedly remain involved at the track, operating food, beverage and souvenir departments.

Blackmer, who has been involved in racing at the .438-mile paved oval since the 1980s, told the *Grand Rapids* (Mich.) Press, he expects the deal to be finalized by November.

## Runoffs Contingency Deals Top \$1.3 million

TOPEKA, Kan. — More than \$1.3 million in cash and prizes from contingency sponsors will be available to competitors at this year's Sports Car Club of America National Championship Runoffs.

Racers will have 39 contingency programs to choose from at this year's Runoffs.

The 45th SCCA National Championship Runoffs are set for Oct. 6-12 at Heartland Park Topeka.

## Jessica Simpson To Perform At LMS

CONCORD, N.C. — Singer, actress and reality television star Jessica Simpson will perform at the NASCAR Sprint Cup Bank of America 500 weekend Oct. 11 at Lowe's Motor Speedway.

Simpson will perform a 40-minute pre-race concert and sing the national



DOUG JOHNSON PHOTO

**CHILI RECEPTION:** Tony Stewart, popping a wheelie during this year's Chili Bowl, is one of several active drivers eligible for the Race of Champions at the 2009 event in Tulsa, Okla.

anthem prior to the start of the 500-mile race Oct. 11. The concert is free with the purchase of a ticket to the Bank of America 500.

## Kanaan, Andretti Set For Petit Le Mans

INDIANAPOLIS — Andretti Green Racing has set its three-driver lineup for the No. 26 XM Radio Acura in the 11th running of Petit Le Mans Oct. 4 at Road Atlanta.

Marco Andretti and Tony Kanaan will join primary driver Franck Montagny in the American Le Mans Series LMP2 entry.

The event marks the first start in ALMS for Kanaan this season and his first drive at Petit Le Mans. Mechanical difficulties sidelined the AGR entry early

in last year's event, preventing Kanaan from appearing in the event. Andretti is making his third appearance in ALMS this season.

## Selinsgrove To Open With RoC Mod Tour

BINGHAMTON, N.Y. — Selinsgrove Speedway will open its 2009 season March 20-21 with a Race of Champions Dart Dirt Modified Tour weekend.

The March 20 show will feature the tour's small-block modifieds in a 40-lap feature paying \$2,200 to win. On March 21, the big-block modifieds will run a 50-lap feature with \$4,000 going to the winner.

"We were very happy with RoC, their staff, the racing, and how well the modified drivers presented themselves earli-

er this year," said Selinsgrove Speedway Promoter Charlie Paige. "It was only natural to have them back in 2009, and now with an opportunity to race on two successive nights, I can't wait."

## Georgia Race Track To Reopen Sept. 20

COCHRAN, Ga. — According to the track's Web site, Cochran Motor Speedway will reopen Sept. 20.

The track was closed indefinitely after a fan was killed and four others were injured when struck by a tire and part of an axle that flew from a race car during an Aug. 30 race. Cynthia Nobles, 43, died of her injuries two days later at The Medical Center of Central Georgia.

According to reports, the speedway was found to be in violation of state regulations, which prohibit spectators in the pit area. The track had been closed indefinitely by state officials, but ownership was allowed to apply to the State Insurance and Fire Safety Commission to reopen.

## Frankel Earns IMCA National Championship

VINTON, Iowa — Two wins on the final weekend of the season and a track title bonus helped make Jason Frankel a national champion.

The Quincy, Ill., driver reigns over IMCA's J & J Steel Late Model division. His first national crown came in a tight contest with Todd Cooney, the 1997 and 2002 king. Completing the top five were Ray Guss, Jr., Mike Murphy and three-time champ Darrel DeFrance.

Frankel earns a \$5,500 share of the \$21,300 point fund to be paid to top 20 drivers in the national standings. He won a dozen features and picked up 19 bonus points along with the track title at Quincy Raceway. Frankel also topped the standings at 34 Raceway in West Burlington, Iowa.

## NUTS AND BOLTS



**Federated Auto Parts** has signed an extension that will keep the company as title sponsor of the Federated Auto Parts 300 NASCAR Nationwide Series race at Nashville (Tenn.) Superspeedway for three more years. Federated has sponsored a NASCAR race at Nashville for the last 13 years. . . **SCCA Pro Racing** will remain as the sanctioning body of the **Playboy Mazda MX-5 Cup** through 2011 after reaching an agreement with Playboy and Mazda North American Operations. . . The European Patent Office has granted a patent that recognizes the uniqueness of the **HANS Device** design. The patent has taken more than nine years to secure and covers nineteen European countries. It protects the fundamental HANS Device design and technology, which is now familiar to racers worldwide. . . Indianapolis-based **PitFit Training** is offering a round of Driver Fast Fitness classes beginning Sept. 30, running through Dec. 22. The classes, which have been developed with racers of all ages and at all fitness levels in mind, are scheduled Mondays, Wednesdays and Fridays with two sessions available at 8 a.m. and 12 p.m. USAC members receive \$50 off registration, which closes Sept. 25. For information, visit [www.pitfit.com](http://www.pitfit.com). . . Ohio's Millstream Speedway will host the third race of its comeback season Sept. 28 with 410 sprints, 305 sprints and stock cars/dirt trucks on the schedule for the **Millstream Fall Fun Fest**. Gates will open at 3 p.m. and racing begins at 6 p.m. . . The **World of Outlaws Sprint Car Series** event rained out Saturday at Heartland Park Topeka has been rescheduled for Oct. 25. . . Despite a broken right wrist suffered during World 100 preliminaries, WoO late-model driver **Clint Smith** will continue to race in a cast.

# Hot Clanton Can Drive 55

PEVELY, Mo. — And the beat goes on for Shane Clanton.

With rain from the remnants of Hurricane Ike closing in, the surging Clanton outdueled Chub Frank and Josh Richards in a stirring late-race battle to capture Saturday night's 26th-annual Pepsi Nationals at I-55 Raceway.

Clanton, 33, beat the impending weather to make the 50-lap feature his second-straight victory on the World of Outlaws Late Model Series.

It was his third win in the last five tour events and came one week after he scored the biggest triumph of his career in the UMP DIRTcar Racing-sanctioned World 100 at Eldora Speedway in Rossburg, Ohio.

"I'm pretty excited right now," said Clanton, who earned \$10,150 for his fourth WoO LMS win of 2008. "I was dreading coming out here because we all thought it was going to rain out and I've always called this state 'Misery,' not 'Missouri,' because I've just always had so much trouble when I race here.

"But when your car's working good, your luck's good and your team is gelling, then you tend to have things kind of work out better. We're in that zone right now."

Clanton steered his RSD Enterprises Rocket car forward from the seventh-starting spot, grabbing the lead on lap 30 when he took advantage of a slight slip by race-long

pacesetter Frank. He held off the challenges of Frank and Richards over the remaining distance to register his 10th-career WoO LMS victory.

Frank, who started from the pole, settled for second, several car lengths behind Clanton after he lost ground during the

final circuits while engaged in a tight tussle for position with Richards. It was the best WoO LMS run for the 46-year-old Frank since he was a runner-up on July 20 at the Belleville (Kan.) High Banks.

Richards finished third, ahead of Jason Feger, who

posted his best-career WoO finish in fourth. Shannon Babb was fifth.

The finish:

Shane Clanton, Chub Frank, Josh Richards, Jason Feger, Shannon Babb, Dennis Erb, Jr., Rick Eckert, Tim Fuller, Brian Shirley, Steve Francis, Darrell Lanigan, Billy Faust, Vic Coffey, Clint Smith, Ken Schrader, Jeff Johns, Jason McBride, Tim Manville, Ed Dixon, Denny Woodworth, Joe Isabell, Sean Beardsley, Bryan Collins, Jeff Isabell, Jr.



DON FIGLER PHOTO

**ON A ROLL:** Shane Clanton (25) works inside of Chub Frank during Saturday's Pepsi Nationals at Missouri's I-55 Raceway.

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## Ivey Tops Memorial

BRUNSWICK, Ga. — Tyler Ivey led every lap at Golden Isles Speedway on Saturday

night, winning the Bill M i s h o e Memorial, his first United Dirt Late Model Challenge Series win.

Ivey started on the outside of row one and used the track position to his advantage, taking the lead from pole-sitter Mark Whitener.

As Ivey pulled away, Whitener had his hands full, battling Johnny Collins for the second position. The two made contact several times before Collins prevailed at the finish.

Whitener was third with Jackie Nosbisch and Keith Nosbisch closing out the top five.

Ivey, Jackie Nosbisch, Brandon Cameron and Mark Whitener won earlier heat races.



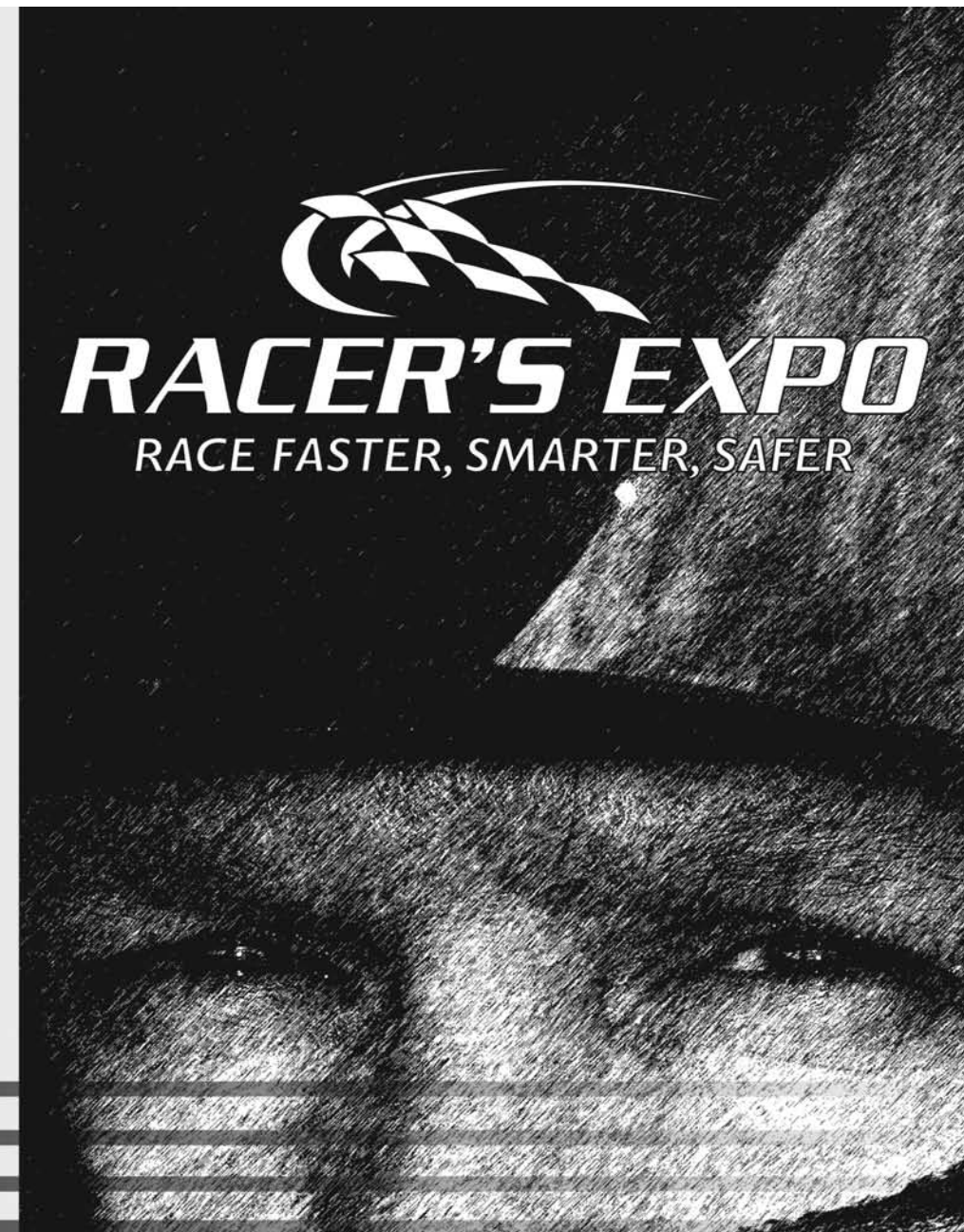
Photo by: Terry Thomson



Photo by: Terry Thomson



Photo by: Terry Thomson



# Hines Survives Anderson's 100

Makes Winning Move On Lap 90

ANDERSON, Ind. — Tracy Hines won Saturday night's 100-lap Mopar USAC National Midget championship feature at Anderson Speedway.

Thirty-seven competitors were on hand, competing for spots in the 22-car feature field on the quarter-mile asphalt oval.

Mike Murgoitio jumped into the lead from the pole and ran a solid race at the front of the field in an event that was slowed by five yellow flags.

While Murgoitio set the pace, Hines, Chris Windom, Bobby East and Darren Hagen battled for spots in the top five.

Hines moved into second with about 15 laps to go and started to reel in Murgoitio. Hines made the winning pass on lap 90, at the same time that Murgoitio's mount failed, sending him to the pit.

Hines led under the checkered flag, with Dakota Armstrong second. Brian Olson, Darren Hagen and Kody Swanson rounded out the top five.

The summary:

Qualifications: 1. Darren Hagen, Nine Racing 9, 11.513; 2. Dakota Armstrong, C & A 7a, 11.571; 3. Bobby East, Klatt 4, 11.578; 4. Bradley Galedrige, Galedrige 29, 11.610; 5. Chris Windom, Kunz 67, 11.615; 6. Mike Murgoitio, Murgoitio 10, 11.633; 7. Tracy Hines, Stewart 21, 11.643; 8. Ricky Ehrgott, Rev 1 8, 11.654; 9. Brian Olson, Olson 77, 11.657; 10. Parker Klingerman, Perona/Cunningham 44, 11.666; 11. Brad Kuhn, Mentgen 07, 11.686; 12. Kyle Hamilton, Hamilton 33, 11.705; 13. Brady Bacon, Kahne 99, 11.722; 14. Stephanie Mockler, East 6, 11.723; 15. Adam Kramer, Kramer 2, 11.736; 16. Mario Marietta, Marietta 85, 11.737; 17. Shane Hmiel, RFMS 32, 11.748; 18. Cole Whitt, Kunz 71, 11.758; 19. Zach Schiff, East 5, 11.777; 20. Kody Swanson, Nine Racing 19, 11.786; 21. Levi Jones, Stewart 20, 11.787; 22. Chad Boat, Boat 30, 11.790; 23. Brad Sweet, Kahne 49, 11.801; 24. Travis Young, Young 11y,



DAVID SINK PHOTO

**CENTURY MAN:** Tracy Hines turns a lap on his way to victory in Saturday's 100-lap Mopar USAC National Midget championship feature at Anderson (Ind.) Speedway.

11.818; 25. James Robertson, Steele 3, 11.821; 26. Kevin Swindell, Pedregon 75, 11.840; 27. Joe Liguori, Owen 28, 11.927; 28. Slade Miller, Miller 16, 11.994; 29. Mario Clouser, MCM 06, 12.056; 30. Justin Overfelt, Zephyr 78, 12.072; 31. Danielle Dickson, Perona/Cunningham 54, 12.138; 32. Alfred Galedrige, Jr., Galedrige 26, 12.217; 33. Kevin Studley, Studley 57, 12.265; 34. Chris Phillips, Phillips 64, 12.551; 35. Mark Overpeck, Overpeck 21m, 12.957; 36. Dave Fuhrman, Fuhrman 32x, 13.513.

First Heat (10 laps): Jones, Hmiel, Bacon, Olson, Hagen, Clouser, Windom, Robertson, Studley.

Second Heat (10 laps): Boat, Whitt, Mockler, Murgoitio, Armstrong, Klingerman, Swindell, Overfelt, Phillips.

Third Heat (10 laps): Schiff, East, Hines, Kuhn, Sweet, Kramer, Liguori, Dickson, Overpeck.

Fourth Heat (10 laps): Swanson, Young, Ehrgott, Hamilton, Marietta, Miller, B. Galedrige, A. Galedrige, Fuhrman.

Semi (12 laps): Hagen, Armstrong, Windom, B. Galedrige, Kramer, Swinell, Robertson, Klingerman, Marietta, Dickson, Clouser, Phillips, Liguori, A. Galedrige, Overpeck, Studley, Sweet, Miller, Overfelt, Fuhrman.

Feature (100 laps): Tracy Hines, Armstrong, Olson, Hagen, Swanson, Hamilton, Bacon, Mockler, Jones, East, Windom, Murgoitio, Schiff, Swindell, Kuhn, Galedrige, Young, Kramer, Ehrgott, Whitt, Hmiel, Boat.

# Jones's Late Gamble Brings Perris Payoff

PERRIS, Calif. — Defending Lucas Oil USAC-CRA Sprint Car Series champion Tony Jones used a last-lap pass of veteran racer Rip Williams to win Saturday night's event at Perris Auto Speedway.

"I took a shot at it, and it stuck," Jones said after collecting his second-straight Perris Auto Speedway win. "The harder I drove the car, the better it felt, and I was so frustrated with myself knowing what I did wrong to let Rip get by me that I was going to give him everything I had. I knew I was either going to hang it off the fence or get one heck of a drive."

Williams had taken the lead from rookie hotshot Nic Faas on lap 27 and led three laps of the half-mile oval before Jones made his winning move.

Williams finished second, ahead of point-leader Mike Spencer, Josh Ford and David Cardey.

The summary:

Qualifications: 1. Rickie Gaunt, Gardner 93j, 16.648; 2. Blake Miller, Gardner 93, 16.766; 3. Josh Ford, Ford 73, 16.793; 4. Mike Spencer, Chaffin 50, 16.838; 5. Alan Ballard, Stansberry 75, 16.883; 6. Tony Jones, Alexander 4, 16.945; 7. Garrett Hansen, Preistley 7, 16.948; 8. Danny Sheridan, Kittle 18, 16.962; 9. Rip Williams, Jory 3, 17.012; 10. Greg Bragg, Sertich 92, 17.118; 11. Nic Faas, Faas 117, 17.123; 12. Henry Clarke, Kruseman 41k, 17.145; 13. Cory Kruseman, Kruseman 21k, 17.166; 14. Tyler Brown, Gardner 96, 17.365; 15. Cody Williams, Jory 44, 17.373; 16. David Cardey, Crosso 38, 17.423; 17. Ronnie Case, Case 8, 17.460; 18. Nadine Gardner, Gardner 16, 17.481; 19. Alex Schutte, Kruseman 5k, 17.490; 20. Jordan Hermansader, Rase 32, 17.538; 21. Jonny Bates, Crosso 83, 17.602; 22. Royal Adderson, Adderson 40, 17.655; 23. Rodney Argo, Argo 19, 17.742; 24. Austin Mero, Kruseman 71k, 17.831; 25. Ludvig Solberg IV, Persall 84, 17.834; 26. Todd Hunsaker, Hunsaker 6, 17.842; 27. Kenny Perkins, Perkins Ok, 17.989; 28. Donnie Gansen, Gansen 7g, 17.998; 29. Brein Kinney, Persall 85, 18.387; 30. Mike Collins, Collins 04, 18.918; 31. Joe Gunderson, Bellegante 23, no time.

First Heat (10 laps): Solberg, R. Williams, Kruseman, Ballard, Case, Kinney, Gaunt, Bates.

Second Heat (10 laps): Bragg, Jones, Brown, Adderson, Gardner, Collins, Hunsaker, Miller.

Third Heat (10 laps): Argo, Schutte, Faas, Ford, Hansen, Perkins, C. Williams, Gunderson.

Fourth Heat (10 laps): Cardey, Sheridan, Gansen, Spencer, Hermansader, Clarke, Mero.

Semi (12 laps): Clarke, Hansen, Case, Hermansader, C. Williams, Bates, Hunsaker, Kinney, Perkins, Mero, Gunderson, Gardner, Collins, Gaunt.

Feature (30 laps): Jones, R. Williams, Spencer, Ford, Cardey, Clarke, Argo, Sheridan, Schutte, Brown, Bragg, Hermansader, Gansen, Bates, Adderson, C. Williams, Case, Faas, Solberg IV, Ballard, Hansen, Kruseman.



Tony Jones

# Helberg Holds Back Green For Victory

TRACY, Calif. — JoJo Helberg applied the pressure to race leader Eric Humphries and was rewarded afterward with a satisfying victory Saturday in the 95.7 The Wolf Challenge at Altamont Motorsports Park.

Eric Humphries and was rewarded afterward with a satisfying victory Saturday in the 95.7 The Wolf Challenge at Altamont Motorsports Park.

The 50-lap USAC Western States Sprint Car Series feature marked the first time that the USAC sprints joined the NASCAR Camping World Series West on the same program.

Humphries, second in the point standings, led the entire race up until lap 42 when his engine expired. Helberg took the point and extended

his lead on the ensuing restart over second-running Nick Green.

Tanner Swanson finished third ahead of Paul Zimmerly in fourth, while Greg Anderson rounded out the top five.

The finish: JoJo Helberg, Nick Green, Tanner Swanson, Paul Zimmerly, Greg Anderson, Tim Skoglund, Audra Sasselli, Eric Humphries, Porter Smith, Nick Rescino, Jr., Jimmy Riddell, Tony Hunt, Shauna Hogg.

## A LESSON IN HISTORY

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A look back at the formative years of racing



INDIANAPOLIS MOTOR SPEEDWAY PHOTO

**AT THE SPEEDWAY:** Marshal Teague in the car and the Sumar Special team at Indianapolis in 1957.

## Chapman Root Played A Brief, But Important Role In Racing

By Bob Gates

Terre Haute, Ind., born Chapman Root was from a generation of Indy car owners, long gone now, who raced strictly as a hobby. He was wealthy. When he turned 21, he inherited his grandfather's fortune, which was made designing and manufacturing the iconic, narrow-waisted Coca-Cola bottle.

Like most Hoosiers, he became enamored with racing while listening to and attending the Indianapolis 500. When his friend, banker Don Smith, started promoting races at the Terre Haute "Action Track," Root became even more interested, hungry to get involved himself.

That desire resulted in an introduction to Ed Walsh by Speedway President Wilbur Shaw and led Root and Smith to purchase Walsh's Indianapolis car. Casting about for a team name, they converted their wives' first names, Sue Smith, and Mary Root, to Sumar Racing.

Jimmy Daywalt drove the first Sumar car to a sixth-place finish and rookie-of-the-year honors, in the 1953 500. For 1954 Root entered a three-car team. Only Daywalt made the field, but he had a fine month, qualifying in the middle of the front row and leading before getting caught up in someone else's crash.

Unfortunately, that was the high-water mark for Root's Indy efforts for two years. In 1955 Root had Frank Kurtis build an exquisitely beautiful, streamlined car. But Daywalt struggled with it, never getting it to its expected potential. Then, in 1956 Daywalt only managed a 24th-place finish.

Root's fortunes improved dramatically, however, when he hired young gun, Pat O'Connor, after the 1956 500. O'Connor performed immediately, taking the Darlington 200 miler in July, and putting the Sumar car on the pole at Indy in 1957.

O'Connor won again at Trenton that fall and was a considerable favorite to win Indy in 1958. Tragically, however, he was killed in the infamous, first lap, third-turn melee that damaged a third of the field.

Root developed a close, personal relationship with his drivers, and O'Connor's death was deeply painful. Nine months later, tragedy again struck when he lost another driver, and a close friend, Marshal Teague.

Teague, who had driven Root's cars at Indianapolis, convinced Root to let him run the streamliner in the Indy car show at the newly opened Daytona Speedway in February of 1959. Running laps at more than 170 miles per hour, Teague lost control of the car and died in the devastating crash.

What little passion for racing remained for Root after O'Connor's death was ripped away with Teague's. Root made two more half-hearted Indianapolis appearances, then quietly dropped out of racing after the 1960 500.

Despite Chapman Root's sudden departure, his was an important contribution to the rich history of American racing.

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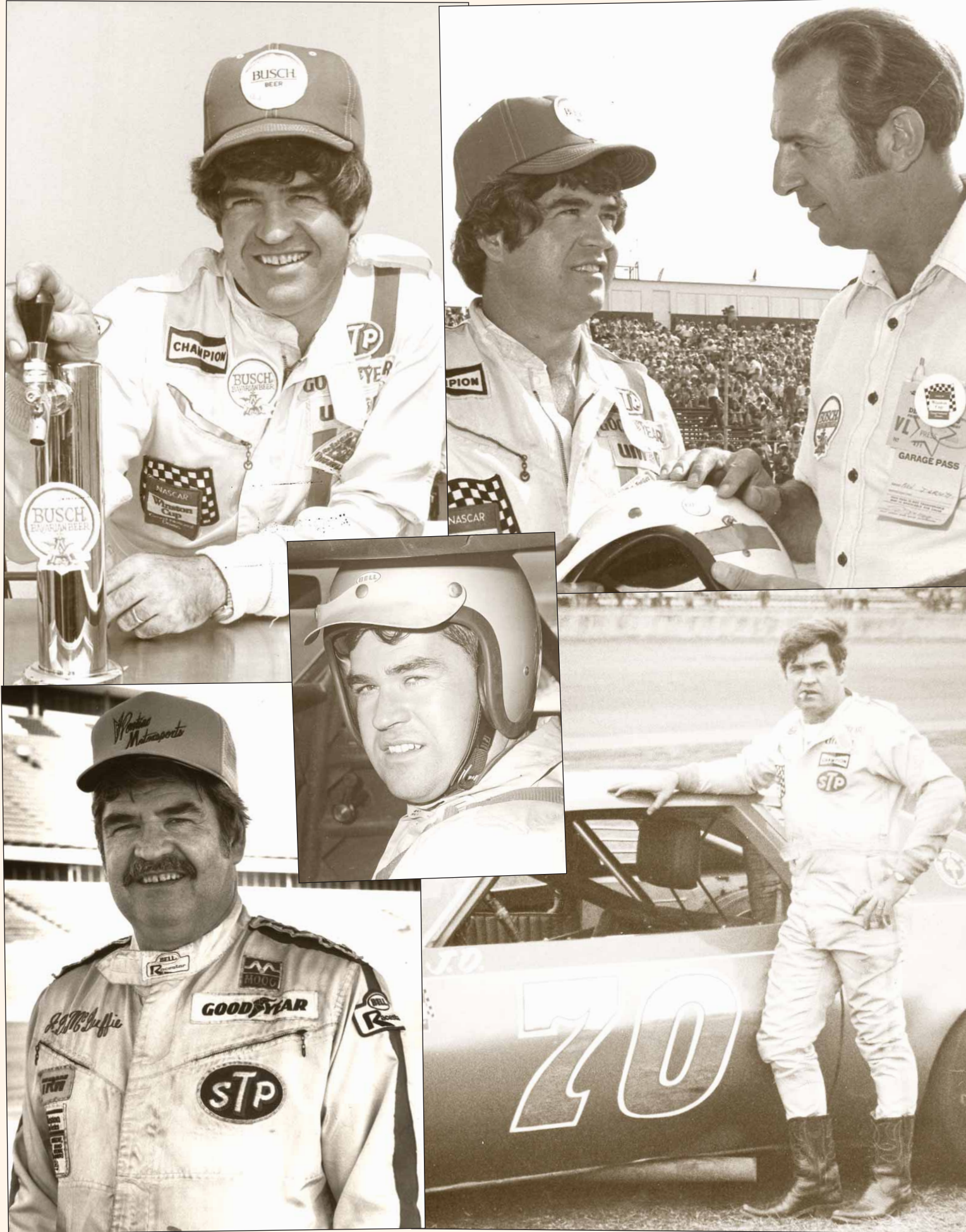
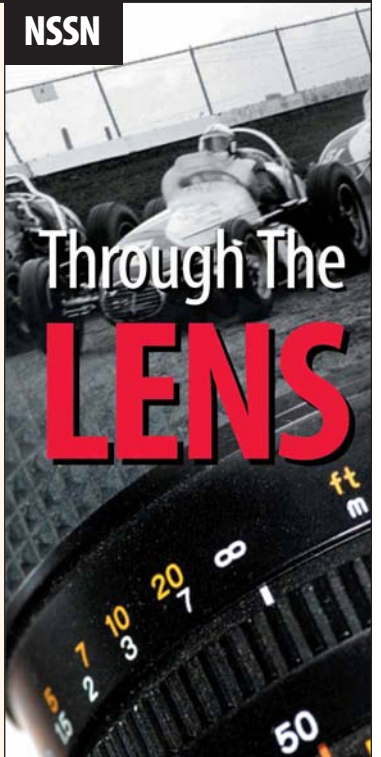


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**NSSN**

# Through The LENS

*A visual tour through the history of motorsports*

## J.D. MCDUFFIE

▶ While he never won a NASCAR race, J.D. McDuffie is one of the most beloved stock car racers in the history of the sport. The Sanford, N.C., native was killed in a violent crash during the August 1991 NASCAR Cup Series event at Watkins Glen, N.Y. He was 52 years old.

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.

McDuffie made 653 starts in NASCAR's senior circuit during a 27-year career. Driving his familiar No. 70 with sponsors the likes of Rumble Furniture, McDuffie collected 106 top-10 finishes, and while he never won, he won one pole, which came at Dover, Del., in 1978. McDuffie finished ninth in the Cup standings in 1971.

Featured here (clockwise from top left): Showing off his Busch Pole Award, his first and only, at Dover (Del.) Int'l Speedway in 1978; Receiving the Busch Pole Award sticker, placed on his helmet by two-time Cup champion Ned Jarrett; With his No. 70 in 1977; In 1989; Behind the wheel and ready to race.

— NSSN Archives  
Correction: A photograph identified as Eddie Sachs in the Sept. 10 edition of Through The Lens was not Sachs, but driver Mike Nazaruk, who was wearing a uniform emblazoned with Sachs's name. We regret the error.

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**NATIONAL SPEED SPORT NEWS**



Your guide to upcoming events

## ON THE AIR

A quick look at what's on television this week: Sept. 18-21.

### Thursday

- Championship Off Road Racing (taped), 3 a.m., Speed
- NASCAR Sprint Cup Sylvania 300 (taped), 12 p.m., Speed
- Classic NASCAR: 1994 Pepsi 400, 1 p.m., ESPN Classic
- "Motorsport Hour," 5 p.m., Vs.
- "NASCAR Now," 5 p.m., ESPN2

### Friday

- "NASCAR Now," 12:30 a.m., ESPN2
- NASCAR Sprint Cup Camping World RV 400 practice, 11 a.m., Speed
- "Get Back to Dirt," 12:30 p.m., Speed
- NASCAR Sprint Cup Camping World RV 400 qualifying, 3 p.m., ESPN2
- "NASCAR Now," 4:30 p.m., ESPN2
- "NASCAR Live," 5 p.m., Speed
- NASCAR Nationwide Series Camping World RV Sales 200 practice, 5:30 p.m., Speed
- "Trackside," 7 p.m., Speed
- NASCAR Nationwide Series Camping World RV Sales 200 practice (taped), 9 p.m., Speed
- "Trackside," 10:30 p.m., Speed

### Saturday

- "NASCAR Now," 1 a.m., ESPN2
- "Inside Drag Racing," 6 a.m., Ion
- NASCAR Nationwide Series Camping World RV Sales 200 qualifying, 11 a.m., Speed
- Grand Am Rolex Series SunRichGourmet.com 1000, 1 p.m., Speed
- "NASCAR Countdown," 3 p.m., ESPN2
- NASCAR Nationwide Series Camping World RV Sales 200, 3:30 p.m., ESPN2
- NASCAR Sprint Cup Camping World RV 400 practice, 6 p.m., Speed
- "Tradin' Paint," 8 p.m., Speed
- "NASCAR Performance," 8:30 p.m., Speed

### TUNE IN TO ...

The Grand Am Rolex Series SunRichGourmet.com 1000, the series' season finale, at 1 p.m. Saturday on Speed.

- "NCTS Setup," 9 p.m., Speed
- NASCAR Craftsman Truck Series Qwik Liner Las Vegas 350, 9:30 p.m., Speed
- NHRA O'Reilly Super Start Batteries Fall Nationals qualifying (taped), 10 p.m., ESPN2

### Sunday

- NASCAR Nationwide Series Camping World RV Sales 200 (taped), 1:30 a.m., ESPN2
  - "NCTS Setup," 2 a.m., Speed
  - NASCAR Craftsman Truck Series Qwik Liner Las Vegas 350 (taped), 2:30 a.m., Speed
  - "Tradin' Paint," 9:30 a.m., Speed
  - "NASCAR Now," 10 a.m., ESPN2
  - "NASCAR Performance," 10 a.m., Speed
  - "NASCAR in a Hurry," 10:30 a.m., Speed
  - "NHRA Race Day," 11 a.m., ESPN2
  - "NASCAR RaceDay," 11 a.m., Speed
  - "NASCAR Countdown," 1 p.m., ABC
  - NASCAR Sprint Cup Camping World RV 400, 2 p.m., ABC
  - "Get Back to Dirt," 4 p.m., Speed
  - "Inside Drag Racing," 5 p.m., Ion
  - "Motorsport Hour," 6 p.m., Vs.
  - World of Outlaws Late Model Series from Franklin, Pa. (taped), 6 p.m., Speed
  - "Speed Report," 7 p.m., Speed
  - NHRA O'Reilly Super Start Batteries Fall Nationals (taped), 7 p.m., ESPN2
  - "NASCAR Victory Lane," 8 p.m., Speed
  - "Wind Tunnel with Dave Despain," 9 p.m., Speed
  - "NASCAR Now," 10 p.m., ESPN2
- all times Eastern

## MOTORSPORTS CALENDAR

- Sept. 17 NASCAR Whelen Southern Modified Tour  
Caraway Speedway, Asheboro, N.C., Modifieds
- Sept. 18-21 National Hot Rod Ass'n  
Texas Motorplex, Ennis, Texas, Dragsters
- Sept. 19 Advance Auto Parts World of Outlaws  
Eldora Speedway, Rossburg, Ohio, Sprint Cars
- Sept. 19 NASCAR Camping World East Series  
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 19 NASCAR Whelen Southern Modified Tour  
Ace Speedway, Altamahaw, N.C., Modifieds
- Sept. 19 O'Reilly American Sprint Cars on Tour  
Tri-City Speedway, Granite City, Ill., Sprint Cars
- Sept. 19 Empire Super Sprints  
Autodrome Edelweiss Speedway, Cantley, Quebec, Sprint Cars
- Sept. 19-20 Lucas Oil Late Model Series  
Brownstown Speedway, Brownstown, Ind., Late Models
- Sept. 19-20 ASCS Northwest Region  
Grays Harbor Raceway, Elma, Wash., Sprint Cars
- Sept. 19-20 ASCS Rocky Mountain Region  
Aztec Speedway, Aztec, N.M., Sprint Cars
- Sept. 19-20 O'Reilly United Sprint Car Series  
Dillon Motor Speedway, Dillon, S.C., Sprint Cars
- Sept. 19-21 International Hot Rod Ass'n  
Toronto Motorsports Park, Toronto, Ontario, Dragsters
- Sept. 20 NASCAR Nationwide Series  
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 20 NASCAR Craftsman Truck Series  
Las Vegas Motor Speedway, Las Vegas, Nev., Stock Cars
- Sept. 20 Advance Auto Parts World of Outlaws  
Sharon Speedway, Hartford, Ohio, Sprint Cars
- Sept. 20 Grand Am Rolex Series  
Miller Motorsports Park, Tooele, Utah, Sports Cars
- Sept. 20 USAC Sprint Car, Midget, Silver Crown Series  
Eldora Speedway, Rossburg, Ohio, Sprint, Midget, Silver Crown Cars
- Sept. 20 USAC Western Midget Series  
Altamont Raceway Park, Tracy, Calif., Midget Cars
- Sept. 20 USAC-CRA Sprint Car Series  
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Sept. 20 Hooters Pro Cup Series  
Iowa Speedway, Newton, Iowa, Stock Cars
- Sept. 20 Advance Auto Parts Super DIRTcar Series  
Canandaigua Speedway, Canandaigua, N.Y., Modifieds
- Sept. 20 O'Reilly American Sprint Cars on Tour  
West Plains Motor Speedway, West Plains, Mo., Sprint Cars
- Sept. 20 ASCS Sooner Region  
Creek County Speedway, Sapulpa, Okla., Sprint Cars
- Sept. 20 ASCS Coastal, Rebel Regions  
Deep South Speedway, Loxley, Ala., Sprint Cars
- Sept. 20 United Racing Company  
Delaware Int'l Speedway, Delmar, Del., Sprint Cars
- Sept. 20 Empire Super Sprints  
Mohawk Int'l Raceway, Hogsburg, N.Y., Sprint Cars
- Sept. 20 Interstate Racing Ass'n  
Oshkosh Speedzone, Oshkosh, Wis., Sprint Cars
- Sept. 20 Bay Cities Area Racing Ass'n  
Madera Speedway, Madera, Calif., Midget Cars
- Sept. 20-21 Northeastern Midget Ass'n  
Beech Ridge Speedway, Scarborough, Maine, Midgets
- Sept. 21 NASCAR Sprint Cup Series  
Dover Int'l Speedway, Dover, Del., Stock Cars
- Sept. 21 Advance Auto Parts World of Outlaws  
Lebanon Valley Speedway, West Lebanon, N.Y., Sprint Cars
- Sept. 21 Atlantic Championship  
Miller Motorsports Park, Tooele, Utah, Atlantic Cars
- Sept. 21 Grand Am Koni Challenge Series  
Miller Motorsports Park, Tooele, Utah, Sports Cars
- Sept. 21 NASCAR Whelen Modified Tours  
Martinsville Speedway, Martinsville, Va., Modifieds
- Sept. 21 Advance Auto Parts World of Outlaws  
Orange County Fair Speedway, Middletown, N.Y., Sprint Cars



GRAND AM PHOTO

**TITLE FIGHT:** The Gainsco duo of Jon Fogarty and Alex Gurney (99) took the Grand Am championship by two points over Scott Pruett (01) in 2007.

## MARK IT DOWN!

### Sept. 20, Grand Am Rolex Series SunRichGourmet.com 1000

Miller Motorsports Park, Tooele, Utah, Sports Cars

The battle for the 2008 Grand Am Rolex Series title comes down to the seven-hour SunRichGourmet.com 1000 at Utah's Miller Motorsports Park. This year's dominant duo of Scott Pruett and Memo Rojas hold a 38-point lead over last season's champs Alex Gurney and Jon Fogarty going into the season finale.

- Sept. 26 ASCS Gulf South Region  
Motorama Speedway, Beaumont, Texas, Sprint Cars
- Sept. 26 International SuperModified Ass'n  
Delaware Speedway, Delaware, Ontario, Modifieds
- Sept. 26-27 Advance Auto Parts World of Outlaws  
Williams Grove Speedway, Mechanicsburg, Pa., Sprint Cars
- Sept. 26-27 O'Reilly American Sprint Cars on Tour  
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Sept. 26-27 ASCS Canyon, Southwest Regions  
Manzanita Speedway, Phoenix, Ariz., Sprint Cars
- Sept. 26-27 ASCS Northwest Region  
Yakima Dirt Track, Yakima, Wash., Sprint Cars
- Sept. 26-27 Bay Cities Area Racing Ass'n  
King's Speedway, Hanford, Calif., Midget Cars
- Sept. 26-28 National Hot Rod Ass'n  
Memphis Motorsports Park, Memphis, Tenn., Dragsters
- Sept. 26-28 Speed World Challenge Series  
Thunderbolt Raceway, Millville, N.J., Sports Cars
- Sept. 27 NASCAR Nationwide Series  
Kansas Speedway, Kansas City, Kan., Stock Cars
- Sept. 27 USAC Western Sprint Car, Midget Series  
Altamont Raceway Park, Tracy, Calif., Sprint and Midget Cars
- Sept. 27 USAC-CRA Sprint Car Series  
Perris Auto Speedway, Perris, Calif., Sprint Cars
- Sept. 27 Advance Auto Parts Super DIRTcar Series  
Rolling Wheels Raceway, Elbridge, N.Y., Modifieds
- Sept. 27 ASCS Gulf South Region  
Houston Raceway Park, Baytown, Texas, Sprint Cars
- Sept. 27 ASCS Southern Tour, Rebel Region  
Screven Speedway, Sylvania, Ga., Sprint Cars
- Sept. 27 O'Reilly POWRi National Midget Series  
Macon Speedway, Macon, Ill., Midget Cars
- Sept. 27 International SuperModified Ass'n  
Berlin Raceway, Mame, Mich., Modifieds
- Sept. 27 Interstate Racing Ass'n  
Sheboygan County Fair Park, Plymouth, Wis., Sprint Cars
- Sept. 27 Tampa Bay Area Racing Ass'n  
DeSoto Super Speedway, Bradenton Fla., Sprint Cars
- Sept. 28 NASCAR Sprint Cup Series  
Kansas Speedway, Kansas City, Kan., Stock Cars
- Sept. 28 Formula One World Championship  
Singapore Street Circuit, Singapore, Formula Cars
- Sept. 28 USAC National Sprint Car Series  
Winchester Speedway, Winchester, Ind., Sprint Cars
- Sept. 28 ARCA RE/MAX Series  
New Jersey Motorsports Park, Millville, N.J., Stock Cars
- Sept. 28 NASCAR Camping World East Series  
Stafford Motor Speedway, Stafford Springs, Conn., Stock Cars
- Sept. 28 NASCAR Whelen Modified Tour  
Stafford Motor Speedway, Stafford Springs, Conn., Modifieds
- Sept. 28 American-Canadian Tour  
Thunder Road Int'l Speedway, Barre, Vt., Late Models
- Oct. 1-4 Speed World Challenge Series  
Road Atlanta, Braselton, Ga., Sports Cars
- Oct. 3 ARCA RE/MAX Series  
Talladega Superspeedway, Talladega, Ala., Stock Cars
- Oct. 3 Lucas Oil Late Model Series  
Rome Speedway, Rome, Ga., Late Models
- Oct. 3 O'Reilly American Sprint Cars on Tour  
Central Arizona Raceway, Casa Grande, Ariz., Sprint Cars
- Oct. 3 O'Reilly POWRi National Midget Series  
Tri-City Speedway, Granite City, Ill., Midget Cars

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





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## RACE REWIND

Races 53 and 54: Sept. 10 and Sept. 14

## FINAL RESULTS

WINNER



Donny Schatz

## September 10

Clay County Fairgrounds, Spencer, Iowa

**Qualifications:** 1. Jason Meyers, Stockbridge 14, 13.437; 2. Joey Saldana, Kahne 9, 13.469; 3. Danny Lasoski, Lasoski 33, 13.548; 4. Sam Hafertepe, Jr., Hafertepe 15h, 13.560; 5. Terry McCarl, McCarl 24, 13.605; 6. Kerry Madsen, Vermeer 55, 13.618; 7. Chad Kemenah, Hard Eight 8k, 13.642; 8. Paul McMahan, Parsons 6, 13.649; 9. Donny Schatz, Stewart 15, 13.655; 10. Kraig Kinser, Stewart 20, 13.684; 11. Craig Dollansky, Woodward 2, 13.699; 12. Brian Brown, Brown 21x, 13.700; 13. Lucas Wolfe, Allebach 5w, 13.710; 14. Steve Kinser, Kinser 11, 13.711; 15. Jason Sides, Sides 7s, 13.727; 16. Chad Hillier, Hillier 5c, 13.750; 17. Jac Haudenschild, Camahan r19, 13.751; 18. Brooke Tatnell, Forbrook 5, 13.773; 19. Daryn Pittman, Titan 21, 13.779; 20. Dusty Zomer, Zomer 5z, 13.827; 21. Rager Phillips, Phillips 9p, 14.052; 22. Billy Alley, Alley 22, 14.091; 23. Scott Winters, Winters 23w, 14.106; 24. Matt Wasmund 14.125; 25. Tony Bruce, Jr., Bruce 18, 14.183; 26. Justin Zimmerman, Zimmerman 7k, 14.240; 27. Gordy Vogelae, Vogelae 33x, 14.382; 28. Russ Hall, Hall 29, 14.910.

**First Heat (8 laps):** K. Kinser, Kemenah, Meyers, Hafertepe, Wolfe, Pittman, Hillier, Bruce, Hall, Alley.

**Second Heat (8 laps):** McMahan, Saldana, Dollansky, McCarl, S. Kinser, Winters, Zomer, Zimmerman, Haudenschild.

**Third Heat (8 laps):** Brown, Schatz, Madsen, Lasoski, Sides, Tatnell, Phillips, Vogelae, Wasmund.

**Crane Cams Dash (6 laps):** K. Kinser, Brown, Schatz, Saldana, Meyers, McMahan, Kemenah, McCarl, Lasoski, Hafertepe.

**B Main (10 laps):** 1. Haudenschild; 2. Hillier; 3. Zomer; 4. Wasmund; 5. Bruce; 6. Zimmerman; 7. Hall; 8. Phillips; 9. Alley; 10. Vogelae; 11. 160.

**Feature (30 laps):** 1. Schatz, \$10,000; 2. K. Kinser, \$5,500; 3. Saldana, \$3,200; 4. Meyers, \$2,800; 5. Brown, \$2,500; 6. McMahan, \$2,300; 7. Hafertepe, \$2,200; 8. McCarl, \$2,100; 9. Haudenschild, \$2,050; 10. Madsen, \$2,000; 11. Lasoski, \$1,500; 12. Kemenah, \$1,200; 13. Sides, \$1,100; 14. Wolfe, \$1,050; 15. S. Kinser, \$1,000; 16. Dollansky, \$900; 17. Pittman, \$800; 18. Tatnell, \$800; 19. Hillier, \$800; 20. Zomer, \$800; 21. Phillips, \$800; 22. Hall, \$800; 23. Bruce, \$800; 24. Wasmund, \$800; 25. Winters, \$200; 26. Zimmerman, \$180.

WINNER



Jac Haudenschild

## Sunday

Sept. 14, Lucas Oil Speedway, Wheatland, Mo.

**Qualifications:** 1. Jason Meyers, Stockbridge 14, 13.019; 2. Donny Schatz, Stewart 15, 13.037; 3. Paul McMahan, Parsons 6, 13.068; 4. Terry McCarl, McCarl 24, 13.088; 5. Jac Haudenschild, Camahan r19, 13.090; 6. Kerry Madsen, Vermeer 55, 13.110; 7. Kraig Kinser, Stewart 20, 13.148; 8. Steve Kinser, Kinser 11, 13.157; 9. Lucas Wolfe, Allebach 5w, 13.193; 10. Tyler Thompson, Thompson 11t, 13.241; 11. Craig Dollansky, Woodward 2, 13.289; 12. Sam Hafertepe, Jr., Hafertepe 15h, 13.313; 13. Daryn Pittman, Titan 21, 13.319; 14. Joey Saldana, Kahne 9, 13.327; 15. Randy Martin, Martin 14x, 13.330; 16. Jason Sides, Sides 7s, 13.337; 17. Chad Kemenah, Kemenah 8k, 13.393; 18. Tony Bruce, Jr., Bruce 18, 13.465; 19. Brian Brown, Brown 21x, 13.471; 20. Chad Hillier, Hillier 5c, 13.475; 21. Curtis Evans, Evans 1p, 13.639; 22. Dan Oswalt, Oswalt d1, 13.774; 23. Stu Snyder, Snyder 21h, 13.791; 24. Chris Morgan, Morgan 7c, 13.874; 25. Brad Graham, Graham 04, 14.240; 26. Steven Cross, Cross 19s, 14.257.

**First Heat (8 laps):** K. Kinser, Meyers, McCarl, Sides, Pittman, Brown, Thompson, Graham, Oswalt.

**Second Heat (8 laps):** Dollansky, Haudenschild, Schatz, S. Kinser, Saldana, Hillier, Snyder, Kemenah, Cross.

**Third Heat (8 laps):** Wolfe, Hafertepe, Madsen, McMahan, Bruce, Morgan, Martin, Evans.

**Crane Cams Dash (6 laps):** Dollansky, Haudenschild, Meyers, Hafertepe, Schatz, McCarl, K. Kinser, Wolfe, McMahan, Madsen.

**B Main (10 laps):** 1. Kernenah; 2. Martin; 3. Evans; 4. Thompson; 5. Snyder; 6. Graham; 7. Cross, \$200; 8. Oswalt, \$180.

**Feature (35 laps):** 1. Haudenschild, \$10,000; 2. Schatz, \$5,500; 3. Meyers, \$3,200; 4. K. Kinser, \$2,800; 5. Dollansky, \$2,500; 6. McCarl, \$2,300; 7. Saldana, \$2,200; 8. S. Kinser, \$2,100; 9. Madsen, \$2,050; 10. Wolfe, \$2,000; 11. Sides, \$1,500; 12. Pittman, \$1,200; 13. McMahan, \$1,100; 14. Kernenah, \$1,050; 15. Bruce, \$1,000; 16. Evans, \$900; 17. Snyder, \$800; 18. Hafertepe, \$800; 19. Hillier, \$800; 20. Thompson, \$800; 21. Brown, \$800; 22. Martin, \$800; 23. Morgan, \$800; 24. Graham, \$800.

## Haud Conquers Wheatland

WHEATLAND, Mo. — Jac Haudenschild used every inch of the race track to win the inaugural Advance Auto Parts World of Outlaws Sprint Car Series event at Lucas Oil Speedway Sunday night.

Haudenschild and Craig Dollansky traded the lead five times on the three-eighths-mile dirt track.

Haudenschild took the lead for the first time on the 18th lap, charging around Dollansky in turn four. Dollansky powered his way down the front straightaway and took the lead heading into turns one and two on the very next lap.

Dollansky opened a slight lead as he sliced through traffic. Haudenschild caught him again on the 24th lap and took the top spot. Dollansky battled right back, and on the next lap was again back out front.

Haudenschild snagged the lead for the final time on the 26th lap as he powered his way around Dollansky on the front straightaway and completed the pass in turns one and two with a couple of wheels in the air.

"The car felt good tonight and has been fast all year long," said Haudenschild. "Leonard Lee (crew chief) has had the car working real good. We just can't ask for more, and we have everything we need to win."

Dollansky led from the green flag, with Haudenschild taking second from fast-qualifier Jason Meyers on lap 11.

Haudenschild and Dollansky then began their epic battle in traffic over the next 15 laps. The pair sliced in and out of traffic, often



KEN SIMON PHOTO

**PINK PANTHER:** Jac Haudenschild (r19) battles inside Craig Dollansky Sunday night at Lucas Oil Speedway in Wheatland, Mo.

using lapped cars as picks as they battled for the top spot.

"You were in traffic the whole race tonight," noted the winner. "You have to get through it and I had a couple of close calls. The track got a little rough in the middle of the race, but we were getting through there pretty good. The track was really racy."

With the laps winding down, Donny Schatz began to reel in Haudenschild when the caution flag waved with three laps remaining. Haudenschild used a strong restart to hold off Schatz down the stretch and pick up the \$10,000 win.

"You never really like to see a restart with three to go," Haudenschild said. "They know

where you are going to start and know where you are running on the track. They know everything you are going to do. You just have to drive your race and see what happens."

It was Haudenschild's third victory of the season and the 49th of his WoO career.

Schatz finished second.

"My car was really good, and I just wasn't running it through the middle hard enough," said Schatz. "We had a good shot at him at the yellow and I just pushed too hard and got my corners all messed up. If he would have made a mistake, I would have been by. He didn't make any mistakes the last three laps."

Meyers finished third ahead of Kraig Kinser and Dollansky.

## Schatz Edges TSR Teammate In Iowa

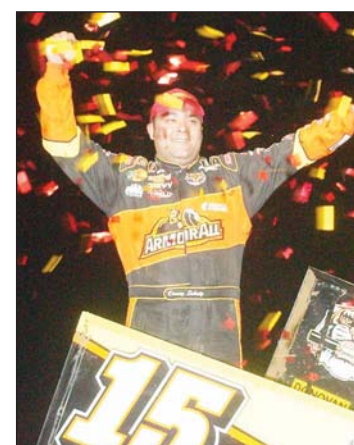
SPENCER, Iowa — Donny Schatz may not have led the most laps Sept. 10 at Clay County Fairgrounds, but he led the most important ones, the last four, as he edged his teammate Kraig Kinser to pick up his 14th Advance Auto Parts World of Outlaws Sprint Car Series victory of the season.

His car got faster as the 30-lap event, which went green-to-checkers non-stop, wore on.

Schatz, who was running third, passed Joey Saldana and Kinser, who was leading, on lap 27 to take the lead. Schatz pulled away for the 84th WoO victory of his career, worth \$10,000 to Tony Stewart Racing, which swept the top two spots for the first time.

"It was a good night for us and we needed that," said the winner. "It's bittersweet to have to beat your teammate, but it is racing. My job is to win and his job is to win. It's pretty cool to have a TSR one-two night. I'm pretty sure the boss will be happy tonight. I'll let those guys call him and maybe we all won't be in trouble tomorrow."

Kinser started on the pole and led from the green flag. The leaders were in lapped traffic by just the sixth lap and had to negotiate it for the majority of the 30-lap contest.



JEFF BYLSMA PHOTO

**WING DANCE:** Donny Schatz celebrates his victory Sept. 10 at Iowa's Clay County Fairgrounds.

Traffic gave Saldana a chance to close in on Kinser first, and then Schatz.

"It's fun racing in lapped traffic," Schatz said with a smile. "Kraig (Kinser) was doing a hell of a job. I guess when you are in second, you are sitting in the cat bird's seat in that situation. I was good on the bottom and the top and his car just wouldn't stay on the bottom. I went where they weren't and I went

on the bottom and they got bottled up. It got me a good run and I was able to get by them."

Schatz, aboard the Armor All J&J, fell back to fifth near the halfway point of the race, but fought his way back to the front.

"You don't give up," Schatz pointed out. "Sometimes you have to lose some to gain some. When your car is decent, you can lose that spot and when you get back by easily, you know you have a decent car. We just kept on trucking and we had to run those guys down. The race was definitely different at the end than it was at the beginning. You have to keep the car underneath you and this is where these guys do wonders with my race cars. I would have liked to have seen 40 laps, but all it took us was 30. I'm just glad to get a victory."

Kinser led the first 26 laps of the race and finished second to record his fifth-straight top-five finish aboard the Bass Pro Shops Maxim.

"It was a good night for the team," said Kinser. "It feels good to get to second, but even with a teammate ahead of you, it still stings. We had a good car tonight and they had a good car as well."

Jason Meyers and Brian Brown rounded out the top five.



JEFF BYLSMA PHOTO

**INSIDE:** Donny Schatz (15) dives inside of teammate Kraig Kinser to take the lead Sept. 10 at Iowa's Clay County Fairgrounds.

## STANDINGS

FIRST



Donny Schatz

SECOND



Jason Meyers

THIRD



Craig Dollansky

## Top 10

1. Donny Schatz	7,474	6. Jac Haudenschild	6,868
2. Jason Meyers	7,366	7. Kerry Madsen	6,700
3. Craig Dollansky	7,181	8. Chad Kemenah	6,672
4. Joey Saldana	7,072	9. Terry McCarl	6,551
5. Steve Kinser	7,023	10. Daryn Pittman	6,511

## UP NEXT

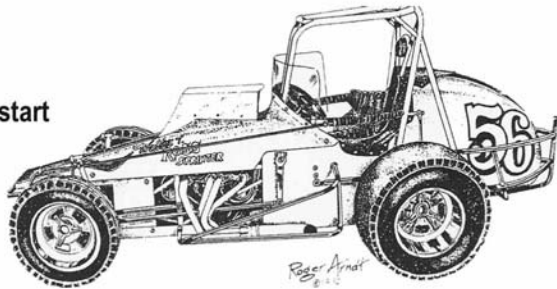
Sept. 19, Eldora Speedway, Rossburg, Ohio

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The entire program – from start to finish – was awesome! Thanks for the memories, Kerry & Sheila Ross Fasig Carmichael, California



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# RACE REWIND

## NASCAR SPRINT CUP

Race 27 of 36: Sylvania 300, Sunday, Sept. 14  
New Hampshire Motor Speedway, Loudon, N.H.

### FINAL RESULTS



Fin.	St.	No.	Driver	Car	Laps	Money	Status
1	9	16	Greg Biffle	Dish Network Turbo HD Ford	300	\$233,575	Running
2	3	48	Jimmie Johnson	Lowe's Chevrolet	300	221,911	Running
3	2	99	Carl Edwards	Office Depot Ford	300	179,150	Running
4	7	31	Jeff Burton	AT&T Mobility Chevrolet	300	159,708	Running
5	4	88	Dale Earnhardt, Jr.	AMP/National Guard Chevrolet	300	113,125	Running
6	20	2	Kurt Busch	Miller Lite Dodge	300	101,125	Running
7	18	1	Martin Truex, Jr.	Bass Pro Shops/Tracker Chevrolet	300	128,108	Running
8	8	20	Tony Stewart	Home Depot Toyota	300	131,561	Running
9	6	11	Denny Hamlin	FedEx Express Toyota	300	121,016	Running
10	11	29	Kevin Harvick	Shell/Pennzoil Chevrolet	300	132,111	Running
11	13	9	Kasey Kahne	Budweiser Dodge	300	113,716	Running
12	5	07	Clint Bowyer	Jack Daniel's Chevrolet	300	96,225	Running
13	21	43	Bobby Labonte	Cheerios Racing Dodge	300	118,161	Running
14	10	24	Jeff Gordon	DuPont Chevrolet	300	125,911	Running
15	27	44	David Reutimann	UPS Toyota	300	80,225	Running
16	24	28	Travis Kvapil	Valvoline Ford	300	106,239	Running
17	22	42	Juan Pablo Montoya	Juicy Fruit Slim Pack Dodge	300	106,058	Running
18	15	8	Aric Almirola	U.S. Army Chevrolet	300	112,008	Running
19	33	66	Scott Riggs	State Water Heaters Chevrolet	300	95,708	Running
20	43	70	Johnny Sauter	Haas Automation Chevrolet	300	81,200	Running
21	28	15	Paul Menard	Menards/Sylvania Chevrolet	300	85,000	Running
22	30	41	Reed Sorenson	Target Dodge	299	103,914	Running
23	29	01	Regan Smith	DEI/Principal Financial Chevrolet	299	86,850	Running
24	23	19	Elliott Sadler	Staterpillar Dodge	299	102,445	Running
25	32	55	Michael Waltrip	NAPA Toyota	299	92,458	Running
26	38	7	Robby Gordon	Jim Beam Dodge	299	97,758	Running
27	35	00	Michael McDowell	Champion Mortgage Toyota	299	86,533	Running
28	14	6	David Ragan	AAA Insurance Ford	298	80,525	Running
29	37	21	Bill Elliott	Motorcraft Ford	298	90,545	Running
30	36	77	Sam Hornish, Jr.	Mobil 1 Dodge	298	117,225	Running
31	39	10	Patrick Carpentier	Berlin City Auto Group Dodge	298	71,950	Running
32	40	96	Joey Logano	Home Depot/DLP HDTV Toyota	297	79,200	Running
33	31	22	Dave Blaney	Caterpillar Toyota	297	81,497	Running
34	1	18	Kyle Busch	M&M's Toyota	288	88,800	Running
35	16	83	Brian Vickers	Red Bull Toyota	287	78,600	Running
36	17	12	Ryan Newman	Kodak Dodge	285	112,450	Engine
37	25	5	Casey Mears	Kellogg's/Carquest Chevrolet	269	88,175	Running
38	34	84	A.J. Allmendinger	Red Bull Toyota	264	69,975	Accident
39	19	26	Jamie McMurray	Crown Royal Ford	230	77,850	Running
40	12	17	Matt Kenseth	Carhartt/DeWalt Ford	228	117,341	Accident
41	26	38	David Gilliland	Ford Drive One Ford	228	69,530	Accident
42	41	45	Chad McCumbee	American Spirit Motor Oil Dodge	228	69,405	Accident
43	42	78	Joe Nemechek	Furniture Row Racing Chevrolet	218	69,665	Accident

### RACE STATISTICS

Race time: 3 hours, 34 seconds  
Average speed: 105.468 miles per hour  
Victory margin: .505 second  
Caution flags: Eight for 37 laps  
Lead changes: 14 among eight drivers  
Lap leaders: Kyle Busch 1-3; Carl Edwards 4-37;  
Michael McDowell 38; Edwards 39-65; Jimmie Johnson 66-84; Tony Stewart 85; Johnson 86-88; Dale Earnhardt, Jr. 89-157; Johnson 158; Brian Vickers 159; Greg Biffle 160-164; Earnhardt 165-174; Biffle 175-215; Johnson 216-288; Biffle 289-300.

### TALK OF TIME TRIALS

Sprint Cup qualifying at NHMS was rained out on Friday, leaving the Sylvania 300 lineup to be set by car owner points. That meant the first race of The Chase would start with the 12 Chase drivers occupying the top six rows.

### STANDINGS



### Top 12

1. Carl Edwards	5,220	7. Tony Stewart	5,147
1. Jimmie Johnson	5,220	8. Kyle Busch	5,146
3. Greg Biffle	5,190	9. Clint Bowyer	5,137
4. Dale Earnhardt, Jr.	5,170	10. Kevin Harvick	5,134
4. Jeff Burton	5,170	11. Jeff Gordon	5,121
6. Denny Hamlin	5,148	12. Matt Kenseth	5,043



PHIL CAVALI PHOTO

**COMING THROUGH:** Greg Biffle (16) charges past Jimmie Johnson (48) on his way to victory at Sunday's Sylvania 500 at New Hampshire Motor Speedway, the first race in the NASCAR Sprint Cup's Chase.

# Biffle Proves He's A Contender

By AL ROBINSON  
NSSN CORRESPONDENT

LOUDON, N.H. — Labeled the dark horse in The Chase for the Sprint Cup, Greg Biffle shed that disguise and emerged as a major contender by winning Sunday's Chase opener, the Sylvania 300 at New Hampshire Motor Speedway.

Three drivers led more laps, but Biffle saved his car and led the laps that counted on his way to a half-second victory over two-time defending series champion Jimmie Johnson.

Chasers Carl Edwards, Jeff Burton and Dale Earnhardt, Jr. were next in line to give the title contenders a sweep of the top-five places.

Kurt Busch, the winner at NHMS in June, was the best non-Chase finisher in sixth, ahead of Martin Truex, Jr. Tony Stewart, Denny Hamlin and Kevin Harvick.

The remaining four Chase participants were scattered throughout the field, with two of them taking serious hits in the point race. Clint Bowyer was 12th and Jeff Gordon 14th, but Kyle Busch came home 34th after a day of disasters, and Matt Kenseth was scored 40th following his involvement in a lap-228 crash.

Among them, Biffle, Johnson, Edwards and Earnhardt led 295 of the 300 laps and each appeared dominant at some point in the race. While the first 220 laps were run nearly caution free, the yellow flags piled up in the closing stages and it became apparent that Biffle was strongest on short runs. That proved to be the winning formula.

"I really just took care of my car through the middle part of the race," Biffle related. "I ran pretty hard when I was trying to catch Junior to get the lead.

"Then, the 48 (Johnson) caught us," the winner continued. "I just decided to run a while and wait toward the end. My car just kept getting better and better as the day went on."

In his pursuit of Johnson, Biffle for-



Greg Biffle

mulated his plan of attack.

"He (Johnson) wasn't getting away from us at the point I was saving. So, I knew that about 15 (laps) to go I was going to have to start pressing to try and catch him. I knew I was going to have to race the 48 at pretty tight quarters."

The final restart at lap 289 provided Biffle with the opportunity he needed. Tucking under Johnson in turn one and clearing his opponent in turn two, he was on his way to his first victory of the season, his first at the New Hampshire oval and a six-place jump in the standings.

Seeded ninth for The Chase, he emerged third, just 30 points behind co-leaders Edwards and Johnson.

"We'd love to be in victory lane celebrating right now, but in the big picture, second place is not a bad day at the office," reflected Johnson. "The only weakness we had all day was on

the restarts. From the start of the race we were loose in spots. It would take a while to get the tires up and going."

For Kyle Busch, the point-leader and pole-starter after time trials were rained out on Friday, and the consensus choice for The Chase title, the hits started early and just kept on coming.

After losing the lead to Edwards on lap four, he began to drift back and soon the reason became evident. The M&M's Toyota was leaning visibly in the corners. A sway-bar mounting was broken and the car was almost uncontrollably loose.

He stayed on the lead lap until the competition caution scheduled on lap 35 to check tire wear on the track made green by morning rain.

Struggling two laps down, Busch spun off turn two on lap 83, taking Jamie McMurray and David Ragan along with him.

The long stop to repair the damaged left-rear corner put him eight laps in arrears, and he lost another four circuits by the finish. Also lost was his point lead, turned into an eighth-place standing, although a manageable 74 points behind the co-leaders with nine races to go.

The competition caution, the Kyle Busch crash and a debris sighting were the only slowdowns until lap 223 when Joe Nemechek tagged the inside wall on the front straight. The restart precipitated a grinding crash that began when Sam Hornish, Jr. dived to the apron, stacking cars five deep with the inevitable results.

Kenseth, Chad McCumbee and David Gilliland were out on the spot and Casey Mears's car sustained heavy damage. The red flag was required for nearly 11 minutes.

The remaining cautions were for single-car incidents involving A.J. Allmendinger; Ragan and Patrick Carpentier.

Biffle collected \$233,575 for his afternoon's work, which took just 34 seconds over three hours, not counting the red-flag time.

## NASCAR SPRINT CUP RACE REWIND



HHP/BRIAN CLEARY PHOTO

**HEIR APPARENT:** Joey Logano (96) leads Tony Stewart during the NASCAR Sprint Cup Series weekend at New Hampshire Motor Speedway. Logano will inherit Stewart's No. 20 Home Depot Toyota when Stewart departs Joe Gibbs Racing at the end of 2008.

## Roush Gets The Truck & The Duck

By **AL ROBINSON**  
NSSN CORRESPONDENT

LOUDON, N.H. — The Roush Fenway Racing sponsor lineup in the Sprint Cup Series for 2009 will include both The Duck and The Truck.

After previously revealing that the AFLAC Insurance group would assume primary sponsorship of **Carl Edwards's** No. 99 Ford, a press conference on Friday announced UPS as the new backer for **David Ragan** and Roush Fenway's original marquee entry No. 6. Sponsored by AAA Insurance in recent seasons, the No. 6 enjoyed successful runs under Stroh's, Folger's, Valvoline and Viagra colors during the 19-year tenure of **Mark Martin** behind the wheel.

UPS, meanwhile, became identified with **Dale Jarrett** and **Robert Yates** Racing's No. 88 Ford before moving with Jarrett to the No. 44 Toyota of **Michael Waltrip** Racing in 2007. Jarrett retired early in the 2008 campaign, leaving **David Reutimann** as the UPS standard bearer.

"When Dale announced his retirement, it gave us an opportunity to really sit down and look at our whole program," explained UPS Director of Sponsorship **Ron Rogowski**. "We think David (Ragan) can help us replace Dale, if that's even possible given Dale's iconic position within the sport."

■ Sunday winner **Greg Biffle** had a close call in his pit during the race when he nearly accelerated away with a crew member out of his line of sight working on the front of the car. The crew member was identified as **Collin Pasi**, a Roush Fenway engineer.

Crew chief **Greg Erwin** described the incident by saying, "We were trying to save on the brakes a little bit and trying to get a little bit of tape on the

right-brake duct."

Biffle realized the situation, disengaged the clutch, and Pasi scrambled to safety.

■ **Tony Stewart** was in a better frame of mind than at Richmond, despite the eighth-place finish that kept him winless for 2008.

"I'm real proud of the guys," he said of the crew he castigated last week. "They got us track position to get us an opportunity to get back on the lead lap with the lucky dog. It just shows how the complexion of this sport can change from week to week. Last week, it was a mistake in the pits and this week it was a mistake on the driver's part."

Stewart was hit with a pass-through penalty on lap 158 for speeding while exiting the pits.

■ Much interest surrounded the Cup Series debut of **Joey Logano**, the 18-year old who has set the Nationwide Series alight for **Joe Gibbs** Racing. Amazingly, in the region that has sent the likes of **Ron Bouchard** and **Ricky Craven** to NASCAR stardom, the Middletown, Conn., native was the only New England driver in the race.

He was assigned the Hall of Fame Racing Toyota No. 96, driven until recently by **J.J. Yeley**, but carrying Home Depot livery in place of DLP high-definition television for this race.

He started 40th based on owner's points and finished 32nd.

"Not what I wanted, that's for sure. It was a tough one," Logano said. "We tried hard, but it just wasn't there the whole time."

Asked what he learned, Logano replied, "Just a lot of give and take. There's a lot of take, believe me."

■ Speaking of rookies, the touted 2008 class loaded with open-cockpit stars has failed to live up to its pre-season billing. The effort of **Jacques Villeneuve** never got started, **Dario**

**Franchitti** was left rideless when Ganassi Racing closed down the No. 40 Dodge team and neither **Sam Hornish, Jr.** in the Penske Racing Dodge No. 77 nor **Patrick Carpentier** in the Gillett Evernham Dodge No. 10 has shown consistent competitiveness, Carpentier's pole at NHMS in June notwithstanding.

**Regan Smith** in the DEI Chevrolet No. 01 has emerged as the front runner, scoring his eighth Raybestos Rookie of the Race Award at NHMS with a 23rd-place finish and staying in front of the rookie standings for the 10th-consecutive race. Yet, Smith ranks only 33rd in the overall Sprint Cup standings. Hornish and Carpentier are next, followed by **Michael McDowell**, who joined the field in mid-season.

■ **Ryan Newman**, whose pre-NASCAR racing background took him from midgets to USAC Silver Crown cars, was given a chance to return to the open-wheel ranks by driving the **Tom Baldwin** Tribute No. 7ny owned by DEI crew chief **Kevin "Bono" Manion** in Saturday's NASCAR Whelen Modified Tour race.

Newman made his mark by qualifying for the pole at 127.453 miles per hour and running in the lead draft until he was involved in a multi-car accident triggered by the leaders trying to go on both sides of a lapped car just 13 laps short of the checkers. Newman's modified debut ended with a 20th-place finish.

■ No driver led 100 laps in the Sylvania 300, the first time that has occurred in this event since **Rusty Wallace** was the top leader with 84 laps in 1999. **Clint Bowyer** led 222 laps in 2007 and **Jeff Gordon** 257 laps in 2001, but the record never to be broken was set in 2000 when **Jeff Burton** paced all 300 circuits. It marked the first time that feat had been achieved in a Cup Series race since 1966, when the late **Darel Dieringer** led all 400 laps at North Wilkesboro (N.C.) Speedway.

## There Are 31 Other Drivers Every Sunday

LOUDON, N.H.

Whether you liken its arrival to Christmas morning or the April 15 deadline to file Form 1040 with the Internal Revenue Service, the 2008 Chase for the NASCAR Sprint Cup is here.

No more Race to the Chase, no more "if the race ended now" point projections. The first hand was laid on the table Sunday in New Hampshire and Greg Biffle raked in the first stack of chips while Kyle Busch saw his stash depleted.

But there are still 31 non-Chasers taking the green flag every weekend, rendered obscure to irrelevant from the media standpoint but going through the same routine as the chosen 12.

In that respect, NASCAR's playoff system is much closer to college football's bowl season than the pro sports playoffs or the NCAA Final Four. If Georgia's or Michigan's gridiron squad fails to make the prestige- and money-laden BCS bowl level, they don't turn in their pads and slip away into the night. They play in a bowl game in December that carries a dot-com name or the title of a fast food chain.

If you expected to be spending the holiday season amid the bright lights of Pasadena or Miami, playing in Boise or Shreveport may not be an attractive proposition, but the coach stresses that it builds character. What he really means is that jobs for next year, including his own, are at stake.

So, it is with NASCAR's non-Chasers. At NHMS on Sunday only two of them, top-10 finishers Kurt Busch and Martin Truex, Jr., spent any appreciable time on camera.

Solid runs by Kasey Kahne, Juan Pablo Montoya and Bobby Labonte got less attention than Kyle Busch's ride swaying through the corners like a 1967 Ford Galaxie with bad shocks.

But in a business where stardom has a short shelf life (google "Jeremy Mayfield" for evidence), you've got to press on.

With that background, a few reasons follow not to throw in the towel if the brass ring of The Chase is out of reach.

Reason 1 — Keep a Job/Get A Job. Most of the dominoes of the Silly

HERE AND THERE



AL ROBINSON

Season have fallen in place now that the Stewart Haas and Penske situations have been clarified, but there are still a few seats potentially open for 2009. The Gillett Evernham No. 10, the Petty Enterprises No. 45 should Kyle Petty retire fully, the Michael Waltrip No. 00 and the Red Bull No. 84 come to mind. In each case the incumbent can strengthen his hold on the seat by stepping it up a notch in the shadows of The Chase elite.

Reason 2 — Keep A Sponsor/Get A Sponsor. The money tree no longer bears fruit as easily as it did a decade ago, but there are partial-season budgets that may be expanded and budgets from other racing series or other sports venues that may be tapped. Most of the teams mentioned above fit this category as well, plus the Bill Davis No. 22 and both cars from the Yates Racing garage. Grab a top-10 finish, get some TV time and your sponsor presentation looks much more interesting.

Reason 3 — Top 35, baby. Nothing short of a big check makes planning for 2009 easier than a guaranteed start in the Daytona 500. Looking a bit deeper, the guaranteed start for the first five races makes it possible to get a flying start on the season and avoid the weekly struggle to go fast enough Friday to still be around on Sunday when the stands fill and the cameras go on. Most specifically, this is Robby Gordon territory, plus the Red Bull No. 84 and, incredibly, the Penske Racing No. 77. The Davis No. 22 is on the good side of the line, but not enough to coast to the finish.

Reason 4 — Pride. Yes, that concept still exists. Nowhere does it burn more brightly than in the No. 9 garage. In a system designed to reward winners, five drivers with no victories made The Chase and Kasey Kahne with two wins missed the cut. Revenge is said to be a dish best served cold, and Kahne would like nothing better than to spray champagne on a cool fall evening in Atlanta or Homestead. So would Dodge, the manufacturer shut out of The Chase.

### UP NEXT

#### Dover Int'l Speedway

Dover, Del.

##### Track specs

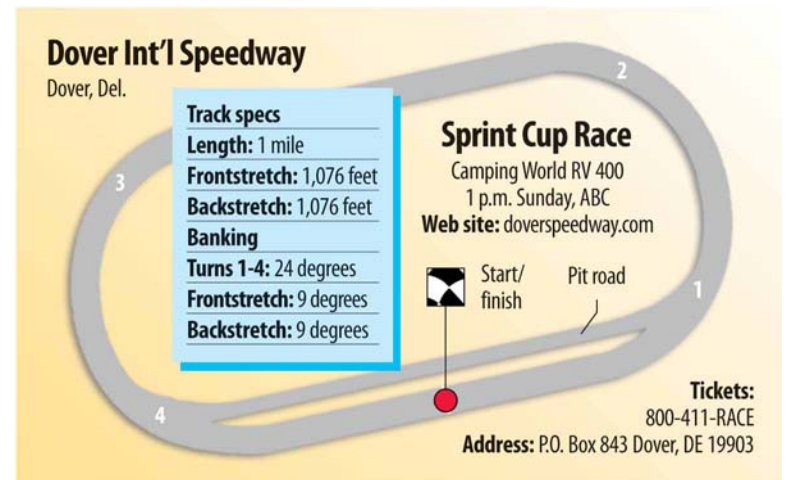
Length: 1 mile  
Frontstretch: 1,076 feet  
Backstretch: 1,076 feet  
Banking  
Turns 1-4: 24 degrees  
Frontstretch: 9 degrees  
Backstretch: 9 degrees

#### Sprint Cup Race

Camping World RV 400  
1 p.m. Sunday, ABC  
Web site: [doverspeedway.com](http://doverspeedway.com)

Start/finish Pit road

Tickets:  
800-411-RACE  
Address: P.O. Box 843 Dover, DE 19903



# Winning Key To Surviving The Chase

By AL ROBINSON  
NSSN CORRESPONDENT

LOUDON, N.H. — The Chase for the NASCAR Sprint Cup pits the top-12 drivers from the first 26 races of the season head-to-head in a 10-race battle for the title. It's that simple.

Well, maybe not. Both the tweaking of The Chase format and the basic nature of selecting a dozen competitors in a field of 43 as title contenders can complicate the issue. The law of unintended consequences is constantly on the horizon.

Getting in The Chase is the easiest part to understand. Rank in the top 12 of the Sprint Cup standings after 26 races, i.e., after Richmond's annual September night race, and you're in.

Everybody in The Chase is credited with 5,000 points at the start, meaning 13th-place Kasey Kahne could literally go on a 10-race winning streak at 190 points per win and not move up to 12th.

But The Chase does not start with a 12-way tie for the lead. Each race win is worth 10 bonus points at seeding time. Thus, eight-race winner Kyle Busch was credited with 5,080 points, six-time winner Carl Edwards with 5,050 (because of a 10-point penalty assessed early in the year), Jimmie Johnson with 5,040, and Dale Earnhardt, Jr., Jeff Burton, Denny Hamlin and Clint Bowyer with 5,010.

Remember the law of unintended



HHP/ERIK PEREL PHOTO

**HARD KNOCKS:** Kyle Busch, who dominated the 26-race regular season in the NASCAR Sprint Cup Series and who entered Sunday's Sylvania 300 leading the standings, slipped to eighth in points after a 34th-place finish.

consequences? In the year The Chase format was revised to reward winning, five drivers made The Chase field with no wins. Tony Stewart, Greg Biffle, Jeff Gordon, Kevin Harvick and Matt Kenseth rolled off

Sunday at NHMS tied at the 5,000-point mark.

Here's where it gets subtle or confusing, depending on your point of view. Points scored during The Chase go back to the regular NASCAR point distribution to the whole field. Matt Kenseth, for example, was last among The Chasers on Sunday after crashing out and finishing 40th overall. He earned 43 points for 40th place to be added to his Chase total, giving him 5,043 to carry to Dover next week.

In a sense, Chasers are living in two parallel worlds, racing against each other for the championship and the rest of the top-12 positions in the standings, but against the whole field for the number of points earned at a given race. Every driver who is not in The Chase can affect the outcome of The Chase simply by where he finishes, not to mention the potential for a non-Chaser to lose control or lay down an oil slick that repeats Kenseth's fate Sunday.

The good news, if you happen to be Busch or Kenseth, is that the other 10 Chasers have an equal opportunity to finish 32nd or 40th during the remaining nine races. Jimmie Johnson left NHMS two years ago further in the hole than Busch is today.

Ho do you avoid the mathematical pitfalls of The Chase?

In the words of Oakland Raiders owner Al Davis, "Win baby, just win." The rest takes care of itself.

## CHASE REWIND



FIRST

**Carl Edwards**

Car: No. 99 Office Depot Ford

**POINTS** Sunday's finish:  
5,220 Third  
Points: +1

**Chase Stats**

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



FIRST

**Jimmie Johnson**

Car: No. 48 Lowe's Chevrolet

**POINTS** Sunday's finish:  
5,220 Second  
Points: +2

**Chase Stats**

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



THIRD

**Greg Biffle**

Car: No. 16 3M Ford

**POINTS** Sunday's finish:  
-30 First  
Points: +5

**Chase Stats**

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



FOURTH

**Dale Earnhardt, Jr.**

Car: No. 88 AMP Energy Chevy

**POINTS** Sunday's finish:  
-50 Fifth  
Points: +0

**Chase Stats**

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



FOURTH

**Jeff Burton**

Car: No. 31 AT&T Chevrolet

**POINTS** Sunday's finish:  
-50 Fourth  
Points: +0

**Chase Stats**

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



SIXTH

**Denny Hamlin**

Car: No. 11 FedEx Toyota

**POINTS** Sunday's finish:  
-72 Ninth  
Points: -2

**Chase Stats**

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



SEVENTH

**Tony Stewart**

Car: No. 20 Home Depot Toyota

**POINTS** Sunday's finish:  
-73 Eighth  
Points: +1

**Chase Stats**

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



EIGHTH

**Kyle Busch**

Car: No. 18 M&Ms Toyota

**POINTS** Sunday's finish:  
-74 34th  
Points: -7

**Chase Stats**

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



NINTH

**Clint Bowyer**

Car: No. 07 Jack Daniel's Chevy

**POINTS** Sunday's finish:  
-83 12th  
Points: -5

**Chase Stats**

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



10TH

**Kevin Harvick**

Car: No. 29 Shell/Pennzoil Chevy

**POINTS** Sunday's finish:  
-86 10th  
Points: -2

**Chase Stats**

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



11TH

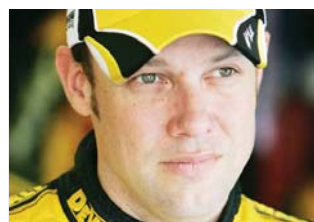
**Jeff Gordon**

Car: No. 24 DuPont Chevrolet

**POINTS** Sunday's finish:  
-99 14th  
Points: -3

**Chase Stats**

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



12TH

**Matt Kenseth**

Car: No. 17 DeWalt Tools Ford

**POINTS** Sunday's finish:  
-177 40th  
Points: -4

**Chase Stats**

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

## Dover Still Rock Solid

RAPID CITY, S.D. — Jack Dover delivered a win with yet another American Sprint Car Series Regional Tour victory in Saturday night's 25-lap ASCS Rocky Mountain Region event at Black Hills Speedway.

Crowned the 2008 ASCS Midwest Region champion less than one week earlier, the 18-year-old took command on the second round and never looked back en route to his eighth-over-

all ASCS triumph of the season. Dover took the checkered flag in front of Dustin Hall, with Brent Kronfuss and Kevin Ingle next across the stripe. Seventeen-year-old Derrik Ortega moved one stop closer to the series championship by advancing from 21st to fifth.

**The finish:**  
Jack Dover, Dustin Hall, Brent Kronfuss, Kevin Ingle, Derrik Ortega, Jeremy McCune, Willy Hernandez, Danielle Ossenfort, D.J. Brink, Jake Ossenfort, Nick Haygood, Colt Treham, Jamie Turpin, Adam Speckman, Mark Sweet, Don Stoutner, Bob Schaeffer, Chad Peterson, Brian Fuchs, Randi Miller, Matt Heizerling, Shane Liebig, Zach Merritt, Chad Corken, Robbie Wolfgang, Clint Anderson.

## Steve Wins SSP Battle Of Buckwalters

**BY MARK KIELBLOCK**  
NEWBERRYTOWN, Pa. — Bruce Buckwalter owned just about all of Saturday night's 20-lap ARDC feature at Susquehanna Speedway Park.

All but the last two turns, that is. That's when his cousin, Steve, made a daring dive inside of Bruce to take the lead in turn three of a last-lap shoot out to snatch the victory away.

The yellow flag waved on the final lap when another car

stopped on the track, setting up the thrilling finish.

"I hated to take it from my cousin, but that's racing," Steve Buckwalter said. "I don't know if I could've gotten him if that caution hadn't come out."

Bruce Buckwalter finished second, ahead of Andy Martin, Shane Penny and Frank Polimeda.

**The finish:**  
Steve Buckwalter, Bruce Buckwalter, Andy Martin, Shane Penny, Frank Polimeda, Donnie Trent, P.J. Gargiulo, Tracy Readinger, Carey Becker, A.J. Ernesto, Nick Wean, Steve Craig, Stephanie Stevens, Drew Heistand, Steve Lenig, Randy Momroe, Jr., Zack Martini, Scott Zipp, Dave Shirk, Bobby Goerner, Brett Conkling, Jimmy Commock, Brett Arndt, Eric Heydenreich, Greg Robinson, Jack Spence.

## VonDohren Takes \$20K

BECHTELSVILLE, Pa. — Craig VonDohren held off a furious late-race charge by Doug Hoffman to capture his fourth BPG Racing Freedom 76 Modified Classic triumph Saturday night at Grandview Speedway.

The victory paid \$20,000 to VonDohren, who saw Hoffman cut what had once been a straightaway lead down to practically nothing by the final laps.

But VonDohren had completed a charge of his own, working his way to the point after starting 21st, passing Hoffman for the lead on lap 50. Duane Howard was third with Dan Manmiller trailing in fourth. Kerry Kratz completed the top five.

**The finish:**  
Craig VonDohren, Doug Hoffman, Duane Howard, Doug Manmiller, Kerry Kratz, Kevin Hirtler, Jeff Strunk, Ray Swinehart, Jason Hamilton, Tom Umbenhauer, Terry Meitzler, Jimmy Horton, Ryan Godown, Brett Hearn, Kyle Weiss, Kenny Gilmore, Jon Kellner, Sr., Danny Erb, John Stangle, Sean Merkel, Kenny Brightbill, Shawn Reimert, Troy Wink, Rick Schaffer, Todd Smith, Danny Hieber, Tommy Scheetz, Jr., Meme DeSantis, Randy Stourdt, Mike Gular, Brian Kressley.

## Edwards, Dempsey Split New Jersey Rounds

### Saturday

MILLVILLE, N.J. — John Edwards snapped the three-race winning streak of Peter Dempsey with a victory Saturday in Round 9 of the 2008 Star Mazda Championship at New Jersey Motorsports Park.

Edwards started from the outside of the first row and held off polesitter Joel Miller, who finished second. Dempsey completed the podium. Miller led for the first 21 laps of the 32-lap event, building as much as a three-second gap over Edwards, but lapped traffic proved to be Miller's undoing. "Luck was on my side this time and I caught the traffic right where it was good for me

and bad for Joel," said Edwards. "I had the pace to run with him, but both of us were off in the dirt battling for the lead and I came out in front. After that, traffic again helped me build a lead, and I just focused on managing my race and never looked back."

Finnish driver Valle Makela, making his first Star Mazda Championship start, finished fourth, while Tom Gladdis completed the top five.

### Sunday

MILLVILLE, N.J. — Peter Dempsey rolled to his fourth victory in the last five races with a lucky but dominant win in Round 10 of the Star Mazda Championship Sunday at New Jersey Motorsports Park.

The victory came just one day

after Dempsey's three-race winning streak was snapped by John Edwards, who finished in third behind Alex Ardoin.

"I didn't have quite the pace to win the race, but I could run with the leaders," said Dempsey, who started from third on the grid and cruised to a 14.659-second margin of victory. "I had a bit of luck when Joel Miller spun and dropped back a couple of places, and another bit when a car spun in front of Edwards and he had to swerve off track to avoid contact. That put me through into first and from there on it was just taking care of the tires and not making any mistakes."

Miller ended up finishing fourth after his spin, while Charles Hall completed the top five.

## Pennetta Starts On Pole, Wins For First Time

CHEYENNE, Wyo. — Jace Pennetta won his first Rocky Mountain Midget Racing Ass'n event on Saturday at the Big County

Speedway. Starting from the pole position, Pennetta led all 25 laps en route to victory lane.

The race was slowed by a caution flag with nine laps remaining, but fast qualifier

Brent Rees had nothing for him on the restart.

Rees, Kyle Rayburn, Justin Mallo and Keith Rauch were the top five.

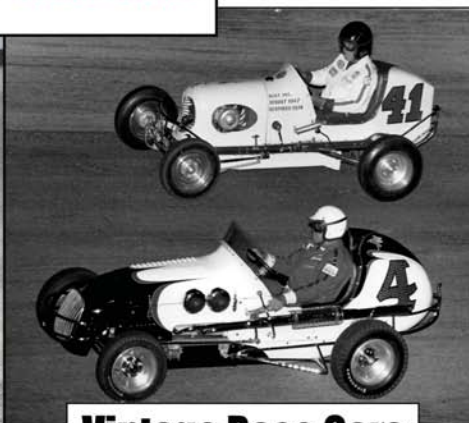
Rauch and Tony Rossi won the heat races.

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## RACE REWIND

Race 19 of 24: NHRA Carolinas Nationals, Sept. 11-14  
zMAX Dragway @ Concord, Concord, N.C.

### FINAL RESULTS

**TOP FUEL**



Tony Schumacher

**FUNNY CAR**



Jack Beckman

**PRO STOCK**



Justin Humphreys

### Top Fuel

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
9	Tony Schumacher	3.873	315.93	def.	8	David Grubnic	4.423	291.57
10	J.R. Todd	4.335	236.55	def.	7	Brandon Bernstein	4.366	231.83
5	Doug Herbert	3.930	314.39	def.	12	Morgan Lucas	5.251	147.07
3	Antron Brown	3.915	302.38	def.	14	Troy Buff	5.903	109.73
2	Cory McClenathan	3.877	314.24	def.	15	Clay Millican	4.032	308.28
4	Hillary Will	3.945	310.55	def.	13	Bob Vandergriff, Jr.	4.054	289.88
11	Rod Fuller	3.942	308.35	def.	6	Doug Kalitta	3.965	307.58
1	Larry Dixon	3.887	307.93	def.	16	Doug Foley	3.863	313.58
SECOND ROUND								
4	Hillary Will	3.944	311.20	def.	5	Doug Herbert	3.974	303.91
3	Antron Brown	4.071	274.00	def.	11	Rod Fuller	10.057	70.68
2	Cory McClenathan	3.882	314.53	def.	10	J.R. Todd	8.013	98.66
9	Tony Schumacher	3.915	308.71	def.	1	Larry Dixon	4.262	256.21
SEMIFINAL								
9	Tony Schumacher	3.909	307.72	def.	4	Hillary Will	9.666	77.39
3	Antron Brown	4.243	247.43	def.	2	Cory McClenathan	4.258	246.03
FINAL								
9	Tony Schumacher	3.882	317.64	def.	3	Antron Brown	3.923	309.42

### Funny Car

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
16	Tony Pedregon	4.173	301.07	def.	1	Frank Hawley	5.007	156.19
3	Del Worsham	4.154	302.41	def.	14	Gary Scelzi	4.637	224.28
4	Ashley Force	4.164	304.19	def.	13	Tim Wilkerson	4.187	291.82
2	Robert Hight	4.142	301.81	def.	15	Jeff Arend	4.196	305.22
5	Cruz Pedregon	4.116	305.70	def.	12	Bob Tasca III	5.194*	151.99
11	Jack Beckman	4.110	304.67	def.	6	Jim Head	4.293	291.32
10	Ron Capps	4.153	301.74	def.	7	Melanie Troxel	4.856	168.49
8	Mike Neff	4.207	303.71	def.	9	Gary Densham	4.219	292.77
SECOND ROUND								
16	Tony Pedregon	4.350	243.28	def.	8	Mike Neff	10.066	74.44
11	Jack Beckman	4.155	298.87	def.	3	Del Worsham	5.368	214.89
5	Cruz Pedregon	4.153	301.07	def.	4	Ashley Force	4.119	303.64
2	Robert Hight	4.241	286.74	def.	10	Ron Capps	4.371	255.87
SEMIFINAL								
11	Jack Beckman	4.150	301.81	def.	2	Robert Hight	4.104	304.60
5	Cruz Pedregon	4.186	301.81	def.	16	Tony Pedregon	4.893	170.08
FINAL								
11	Jack Beckman	4.130	302.82	def.	5	Cruz Pedregon	4.162	302.08

### Pro Stock

FIRST ROUND								
Qual.	Driver	E.T.	Speed	Def.	Qual.	Driver	E.T.	Speed
11	Justin Humphreys	6.754	206.07	def.	6	Rob Mansfield	6.722	207.11
8	Greg Anderson	6.731	206.29	def.	9	Dave Connolly	6.749	206.57
7	Jason Line	6.697	207.34	def.	10	Mike Edwards	6.742	206.32
1	Kurt Johnson	6.701	207.43	def.	16	Vinnie Deceglie	6.712	206.01
13	V. Gaines	6.721	206.26	def.	4	Richie Stevens	6.734	206.39
14	Jim Yates	6.727	205.69	def.	3	Warren Johnson	6.691	206.26
12	Steve Spiess	6.750	205.69	def.	5	Allen Johnson	6.764	206.04
2	Jeg Coughlin	6.713	206.64	def.	15	Greg Stanfield	6.737	205.63
SECOND ROUND								
11	Justin Humphreys	6.714	206.20	def.	14	Jim Yates	6.728	205.88
13	V. Gaines	6.733	205.57	def.	12	Steve Spiess	6.727	205.82
1	Kurt Johnson	6.694	207.34	def.	8	Greg Anderson	6.708	207.37
2	Jeg Coughlin	6.712	206.04	def.	7	Jason Line	6.725	206.73
SEMIFINAL								
11	Justin Humphreys	6.707	205.82	def.	2	Jeg Coughlin	6.708	205.47
1	Kurt Johnson	6.688	207.15	def.	13	V. Gaines	6.720	205.29
FINAL								
11	Justin Humphreys	19.849	42.40	def.	1	Kurt Johnson	BROKE*	

\* — Denotes red light



**SOLO:** Justin Humphreys scored an improbable first win Sunday when Kurt Johnson's engine failed to fire.

## SCHUMACHER:

### Johnson, Pedregon Take Over Class Point Leads

CONTINUED FROM PAGE 3

to 60 (one shy of Kenny Bernstein's standard).

He shared the winner's circle with Don Schumacher Racing teammate Jack Beckman (Funny Car), as well as first-time winner Justin Humphreys (Pro Stock) and Steve Johnson (Pro Stock Motorcycle).

The race was the first in the six-stage Countdown to the Championship.

In a battle of the top-two drivers in the Top Fuel standings and the only two in the class to win multiple times this year, Schumacher beat Antron Brown on the 1,000-foot course with a 3.882-second, 317.64-mile-per-hour pass in the U.S. Army Dragster. Brown challenged with a 3.923/309.42 in the Matco Tools Dragster to lose by just four-hundredths of a second.

Schumacher is the only driver to win every event since the nitro classes limited their racing to 1,000 feet in reaction to Scott Kalitta's fatal accident in June. The point leader recorded his 14th final-round appearance of the season, tying Larry Dixon's 2002 mark for most in a single season. He and Beckman gave DSR its 19th double victory and ran the organization's winning total to 118 since 1998.

Brown, making his fifth final-round appearance of the season, trails Schumacher by 46 points.

Cruz Pedregon assumed the Funny Car points lead with his runner-up finish to Beckman.

At stake for Beckman was more than gaining his third victory of the season in his fourth-consecutive and sixth-overall final round of the season. He would have fared no worse than fifth place in the standings if he had lost, but his victory by one-thousandth of a second vaulted him to second place. He is merely two points behind Pedregon with five races left in the playoff format.

Beckman drove the Mail Terminal Services Dodge Charger to a 4.130-second effort at 302.82 mph, while Pedregon pushed his Advance Auto Parts Toyota Solara to a 4.162/302.08.

"We've tried to race smart lately. It was almost a survival of the fittest out there. It was a case of mental toughness," Beckman said, considering the 90-degree temperatures, the newness of the racing surface and the ante in this extremely tough division.

In the Funny Car class, only 13 points separate the top-five competitors.

"I am amazed at the race track," Beckman said. "I had no idea it was going to be this fast this soon."

When Tim Wilkerson lost to Ashley Force in the first round, he stood to lose his points lead. By the end of the second round, he had dropped to third and by the end of the day wound up fifth.

The Pro Stock final had its share of drama before the cars could even stage. Kurt Johnson's ACDelco Cobalt, which carried him to the No. 1 qualifying position with a meet-best 6.680-second elapsed time, refused to start. That handed Humphreys a solo



HHP/HAROLD HINSON PHOTO

**FAST MAN:** Jack Beckman celebrates his victory in Sunday's NHRA Carolinas Nationals at the zMAX Dragway @ Concord (N.C.).

## Kalitta Donates \$50,000 To BRAKES

CONCORD, N.C. — Connie Kalitta and Doug Herbert have a bond beyond drag racing, losing sons this year. Herbert's two sons, Jon and James, died in a late January car accident in Huntersville, N.C. Kalitta's son, two-time Top Fuel champion Scott Kalitta, was killed during Funny Car qualifying June 21 at Englishtown, N.J.

Herbert, partly as grief therapy and partly as an effort to impress upon young drivers the necessity of responsible driving, began a program called BRAKES — Be Responsible And Keep Everyone Safe. Connie Kalitta presented Herbert a check Saturday for \$50,000 — proceeds from the sale of items to remember his own son, Scott.

"For Connie to do this to help BRAKES is really awesome," Herbert said. "Scott and I were friends and he was good friends with Jon and James from the time they were little. Scott would have wanted to do something to help people, so it's really neat that he (Connie) did that. The money they donated will help us save some kids' lives."

"First of all, I want to thank all the great racing fans and all the NHRA drivers and teams for all of their tremendous support for me and Scott's family and Kalitta Motorsports," Connie Kalitta said. "This has been a very trying time for all of us, but we would not have been able to get through it without everyone's help."

— Susan Wade

pass for his career-first victory. But Humphreys' RaceRedi Pontiac GXP — with power from Kurt and Warren Johnson's shop — broke just off the line and rolled to a 19.849-second elapsed time at 42.40 mph.

"That's not the way we wanted to get our first win," Humphreys said. "Kurt's kind of a teammate. I wanted him to be in the other lane. I wanted to race him heads-up. It's definitely not as exciting when you make a solo run, but I was excited to be in the winner's circle. A Wally is a Wally, and a win is a win."

Johnson, making his 72nd final-round appearance and fifth of this season, left with the point lead, displacing Greg Anderson.

Snap-on/Wyotech Suzuki rider Steve Johnson won his second-straight Pro Stock Bike event when Eddie Krawiec red-lit on his Vance & Hines Harley-Davidson and lost his bid for a first Wally trophy by two-thousandths of a second.

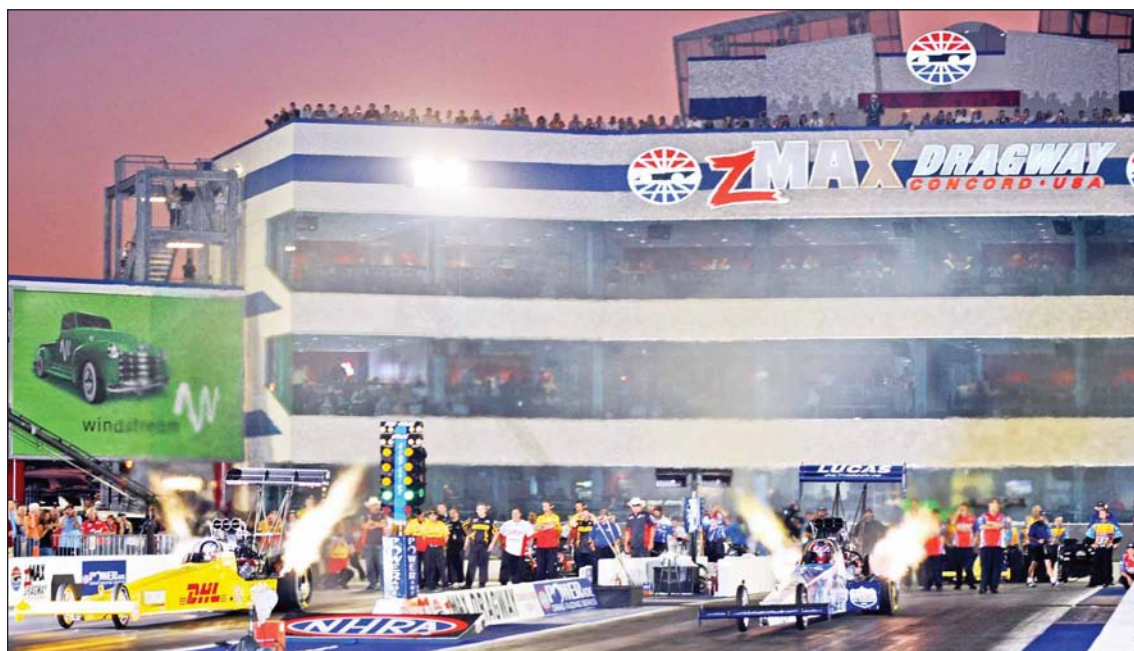
"I'm so proud of my lights!"

Johnson said after running a 7.029-second elapsed time at 191.46 mph. "I didn't know I won the race until the cameraman told me."

The five-star facility that SMI head Bruton Smith calls "the Bellagio of drag strips" honored legend John Force by dedicating the west grandstand in his name. However, Force failed to qualify for the event, his fourth DNQ of the season.

"This is hard for me. I didn't qualify at Indy," Force said. "We have been struggling all year, and we just made it into the Countdown. We had the same opportunities as everybody else. We just didn't get the job done. I'd like to say I am sorry and I apologize to Bruton Smith and the NHRA fans because when they give you an arena like this, which is the greatest facility in the history of our sport and that brings in what I was told more than 50,000 fans, and I don't get to be a part of it. I'm embarrassed...But I don't let nothing get me down."





JOE SECKA/JMS PRO PHOTO

**COLORFUL:** David Grubnic (left) and Morgan Lucas take off during the second round of Top Fuel qualifying Friday night at the zMAX Dragway @ Concord (N.C.).

## Opening Race Draws A Crowd

By SUSAN WADE AND SHEENA BAKER

CONCORD, N.C. — Among the interested spectators taking in this weekend's inaugural NHRA Carolinas Nationals at the zMAX Dragway @ Concord were NASCAR team owners **Rick Hendrick**, **Joe Gibbs** and **Bill Davis**, as well as drivers **Dick Trickle**, **David Stremme**, **John Andretti**, **Jeremy Mayfield**, and **Mike, Rusty** and **Steve Wallace**.

Team Penske was well represented, as both IRL IndyCar driver **Ryan Briscoe** and Penske Racing President **Tim Cindric** took in the action. Dirt-late-model ace **Scott Bloomquist**, Carolina Panthers owner **Jerry Richardson** and legendary wrestler **Ric Flair** were among those who came to check out NHRA's first drag race in North Carolina since 1998.

■ Add Tasca Racing to the growing list of NHRA teams based in the Charlotte area.

Team officials broke ground Sept. 2 for a race shop in Concord, scheduled for completion in February.

"I see the Charlotte area as a great place to build our new racing home," said **Bob Tasca III**, owner and driver of the Motorcraft/Quick Lane Funny Car. "We'll have the nation's premier racetrack five minutes from our doorstep, and the location allows for our team to return home for more than half the races in the season and to have a home shop to work out of between races."

The Charlotte area, the base for a majority of NASCAR teams, is already home to the Pro Stock efforts of **Cagnazzi Racing** and **KB Racing** and Top Fuel's **Doug Herbert**.

■ Pro Stock driver **Tom Hammonds** will serve as a member of the North Carolina A&T State University Motorsports Advisory Council. The council's task is to provide ongoing

advice and consultation to the motorsports department by proposing program initiatives for recruitment, training and retention of young men and women who have selected motorsports as their career. Members will be active in securing and providing internships and co-op experiences to bridge the gap between classroom learning and real-world knowledge.

The former NBA star, the only African-American owner and driver of a race team in professional motorsports, will serve for two years.

■ **Larry Dixon's** name has been mentioned in rumors as one of the drivers whom new team owner **Alan Johnson** is considering for his Al-Anabi-backed team. However, Dixon said he is staying put at **Don Prudhomme's** Snake Racing operation. He said Johnson did contact him — inquiring about renting shop space in one of landlord Dixon's Brownsburg, Ind., buildings.

■ The NHRA reported that Alcohol Funny Car driver **Bill Naves** of Salisbury, N.C., was examined and released from onsite emergency medical care Saturday afternoon following a high-speed crash at the top end of the track. The parachutes on his Shooting Star Dodge Avenger failed to deploy, and the car hit the sand trap. The first of three catchnets stopped the car.

■ In a cooperative deal with Wilson Manifolds, **Hillary Will's** KB Racing dragster featured the colors of the Kingdom of Bahrain at the Carolinas Nationals.

Wilson Manifolds associate **Scott Revell** wanted the North American motorsports world to learn about their new partner in the Middle East. Wilson and Revell are building a state-of-the-art, \$200 million auto-parts-manufacturing facility in Bahrain.

Said team owner **Ken Black**,

"Hillary's race car not only promotes the Kingdom of Bahrain to our American audience, its involvement in the motorsport-manufacturing plant with Wilson and Revell, but also highlights the close ties between the USA and Bahrain — America's vital friend in the Middle East."

Bahrain, an island in the Persian Gulf, is now recognized as the foremost financial hub of the Middle East and the home of Formula One and drag racing in the Gulf.

■ When Pro Stock Motorcycle competitor **Steve Johnson** walked into a dinner celebrating Simpson Racing Product's 50th anniversary Thursday evening at the Speedway Club at Lowe's Motor Speedway, he was accompanied by a very impressive date aboard a little red wagon: his U.S. Nationals Wally.

When asked why he had brought the golden figurine to the dinner, Johnson quipped, "The invitation said R.S.V.P for two."

■ Part of the festivities at the NHRA Carolinas Nationals included an on-track duel between NAPA teammates **Ron Capps** and **Michael Waltrip**.

Capps, in an NHRA Super Comp dragster, faced off against the two-time Daytona 500 winner and his Toyota Camry on the quarter-mile. Both drivers struggled to gain traction after their burnouts, and Waltrip hit the wall, damaging the nose of his Camry. Capps took the win at 9.85 e.t., 115.14 miles per hour over Waltrip's 11.21, 79.38.

Capps's victory reversed the outcome of a similar NHRA vs. NASCAR match up the previous week between Capps's **Don Schumacher** Racing teammate **Tony Schumacher** and NASCAR Sprint Cup point-leader **Kyle Busch**, who beat the Sarge in three races down the all-concrete strip.

## Bruton Puts On Quite The Show; Ike Won't Stop NHRA

CONCORD, N.C.

**B**ruton Smith built drag racing's grandest showbox — or, as reigning Pro Stock Motorcycle champion, North Carolina favorite-son and no-relation Matt Smith put it, "Bruton outdone himself."

But the architect of zMax Dragway showed more to his personality than a commitment to excellence and superior business savvy. He proved he wanted to have a little fun at what he called "our first hoo-rah" at the track.

Feigning surprise at the spectacle of the packed pits, manufacturers midway and massive grandstands that are colorful with or without the best crowd the National Hot Rod Ass'n has seen in some time, B. Smith said to sanctioning body President Tom Compton, "I was truly amazed. You don't do that often, do you?"

Compton, the perfect foil for the sly Smith, said, as if Smith didn't know, "We do it 24 times a year."

Smith, with an I'll-be-darned tone, replied, "I am really amazed. What a sport. How many months would it take for them to all leave?"

Compton seemed perplexed, not picking up on where Smith was going with his line of questioning. After hemming and hawing, he answered, "A couple of days."

Referring to his NASCAR race at Lowe's Motor Speedway across the street, Smith said, "I got a feeling some of 'em will still be here for the Oct. 11th race, the Bank of America 500." Who says drivers are the only ones who can plug their agendas and sponsors so smoothly?

Then Smith spun his mischievous magic even more. Basking in compliments about the top-drawer facility and flawless staff, he ventured, "Maybe one day...somewhere...I don't know...We might build another one of these."

Compton eagerly asked, "Up toward New England?"

"No —," Smith said as he prepared to visit his New Hampshire Motor Speedway for Sunday's Sylvania 300 that kicked off the NASCAR Sprint Cup Chase. "We're busy up there right now. I was thinking Pomona might be a good location."

### THE STRAIGHTLINE



SUSAN WADE

With a hint that he and his pal Tom are trying to spice up the TV package, Smith dropped plenty of news nuggets into his conversation with Compton and the media. What was more important was that his initials aren't B.S. for nothing — and that's a compliment.

The NHRA needs his personality, needs his spunk. He said this race "is the biggest I have ever attended, and I've attended quite a number of them."

He needs to show up at more of them.

If we didn't have enough meritment from the host, we got it, ironically enough, from a driver who didn't make the field. John Force, perhaps regaling the media with one-liners to keep from crying at his disappointment, reeled off some entertaining lines, including one about NASCAR driver and businessman Tony Stewart.

Said Force, "Tony Stewart, now that he's his own boss, somebody's going to get slugged. Know what I'm sayin'? We're going to get him off medication and he's going to start fighting. That's what I love about him. I've been fined 10-thousand. I didn't even slug nobody. I just got in their face."

■ Come Hell or high water, the NHRA is heading to Texas.

The decision to run this weekend's O'Reilly Super Start Batteries Fall Nationals at the Texas Motorplex at Ennis as scheduled in the wake of Hurricane Ike was, perhaps, a no-win proposition. Would the sanctioning body appear insensitive and further tax the already burdened Motorplex area, which absorbed thousands of storm refugees at hotels and shelters and faced gasoline shortages, or would it reschedule race two of the Countdown and add a financial hardship to its racers, sponsors and fans?

Officials, after speaking with Motorplex owner Billy Meyer, announced Saturday that it would observe business as usual.

### UP NEXT

O'Reilly Super Start Batteries NHRA Fall Nationals, Sept. 18-21, Texas Motorplex, Ennis, Texas

### STANDINGS

#### TOP FUEL



Tony Schumacher

#### FUNNY CAR



Cruz Pedregon

#### PRO STOCK



Kurt Johnson

### Top Three

1. Tony Schumacher	2,202
2. Antron Brown	2,156
3. Cory McClenathan	2,117

1. Cruz Pedregon	2,134
2. Jack Beckman	2,132
3. Tony Pedregon	2,131

1. Kurt Johnson	2,158
2. Greg Anderson	2,143
3. Jeg Coughlin	2,127

## RACE REWIND

FORMULA ONE

Race 14 of 18: Italian Grand Prix, Sunday, Sept. 14  
Autodromo Nazionale di Monza, Monza, Italy

## FINAL RESULTS

FIRST



Sebastian Vettel

SECOND



Heikki Kovalainen

THIRD



Robert Kubica

Fin.	St.	Driver	Country	Team	Laps
1	1	Sebastian Vettel	Germany	Scuderia Toro Rosso	53
2	2	Heikki Kovalainen	Finland	Vodafone McLaren Mercedes	53
3	11	Robert Kubica	Poland	BMW Sauber F-1 Team	53
4	8	Fernando Alonso	Italy	ING Renault F-1 Team	53
5	10	Nick Heidfeld	Germany	BMW Sauber F-1 Team	53
6	6	Felipe Massa	Brazil	Scuderia Ferrari Marlboro	53
7	15	Lewis Hamilton	Great Britain	Vodafone McLaren Mercedes	53
8	3	Mark Webber	Australia	Red Bull Racing Renault	53
9	14	Kimi Raikkonen	Finland	Scuderia Ferrari Marlboro	53
10	17	Nelson Piquet	Brazil	ING Renault F-1 Team	53
11	9	Timo Glock	Germany	Panasonic Toyota Racing	53
12	18	Kazuki Nakajima	Japan	AT&T Williams Toyota	53
13	7	Jarno Trulli	Italy	Panasonic Toyota Racing	53
14	5	Nico Rosberg	Germany	AT&T Williams Toyota	53
15	19	Jenson Button	Great Britain	Honda Racing F-1 Team	53
16	13	David Coulthard	Great Britain	Red Bull Racing Renault	52
17	16	Rubens Barrichello	Brazil	Honda Racing F-1 Team	52
18	4	Sebastien Bourdais	France	Scuderia Toro Rosso	52
19	20	Adrian Sutil	Germany	Force India F-1 Team	51
20	12	Giancarlo Fisichella	Italy	Force India F-1 Team	11



STEVE ETHERINGTON PHOTO

**FAST TORO:** Sebastian Vettel qualifies in wet conditions at Monza, Italy Saturday.

## RACE STATISTICS

Race time: 1 hour, 26 minutes, 47 seconds  
Average speed: 212.039 kilometers per hour

Victory margin: 12.500 seconds

## TALK OF TIME TRIALS

In a wet qualifying session at Monza, Sebastian Vettel and the Toro Rosso team won their first ever F-1 pole. At 21 years and 73 days Vettel is the youngest driver to win an F-1 pole, beating the record held by Fernando Alonso.

## STANDINGS

FIRST



Lewis Hamilton

SECOND



Felipe Massa

THIRD



Robert Kubica

## Top 10

1. Lewis Hamilton	78	6. Heikki Kovalainen	51
2. Felipe Massa	77	7. Fernando Alonso	28
3. Robert Kubica	64	8. Jarno Trulli	26
4. Kimi Raikkonen	57	9. Sebastian Vettel	23
5. Nick Heidfeld	53	10. Mark Webber	20



STEVE ETHERINGTON PHOTO

**CORNERING:** Sebastian Vettel leads Heikki Kovalainen through the circuit Sunday at Monza, Italy, to become the youngest winner in Formula One history.

## Vettel Becomes Youngest Winner

By DAN KNUTSON  
NSSN CORRESPONDENT

MONZA, Italy — Sebastian Vettel scored a sensational win in the Italian Grand Prix as he and the privateer Toro Rosso Ferrari team beat the big guns to both win their first F-1 race.

The only teenager to score a F-1 point and the youngest driver to win a pole, Vettel is now also the youngest grand prix winner at 21 years and 74 days. Fernando Alonso had held the record after winning the 2003 Hungarian Grand Prix at 22 years and 26 days.

"For sure, this is the best day of my life," Vettel said. "These emotions, I will never forget; it is so much better than you might think it is. I can just say a big, big thank you to the guys in the team; they did a fantastic job. Who would have thought it at the start of the season? It is fantastic. I am speechless."

Heikki Kovalainen finished second in his McLaren Mercedes and Robert Kubica took third in his BMW Sauber.

It was raining at the start of the 79th Italian Grand Prix, and the field ran two laps behind the safety car before being turned loose.

From pole position, Vettel had a clear view and he was able to pull out



Sebastian Vettel

a gap over Kovalainen and Mark Webber, who had qualified second and third.

Yes, Vettel qualified with light tanks and he was the first to pit at the end on lap 18. But he had the pace in the tricky wet conditions and only lost the lead for four laps to Kovalainen on the first round of stops. After that, Vettel was never headed as he headed for his historic victory.

"Unbelievable!" Vettel said. "The whole race we had no problems; the car was working really fine. I had a fantastic race, a really good strategy. The lap back to the pits and the podium ceremony were unbelievable."

The track dried throughout the race

but never enough for the drivers to switch to dry-weather tires.

Kovalainen was unhappy with second.

"In today's weather conditions, I struggled to keep temperature in the brakes," he said, "and in the opening stages of the race, I had problems with the extreme-wet tires."

Kubica, meanwhile, was pleased to have gone from 11th to third, thanks in part to a one-stop strategy.

Fernando Alonso, Nick Heidfeld, Felipe Massa, Lewis Hamilton and Mark Webber rounded out the top eight.

Rain in qualifying and poor timing when making their runs meant that Kimi Raikkonen started 14th and Hamilton 15th. Once again proving he is a master in the wet, Hamilton charged up to second, but finished seventh.

"If it had kept on raining, I feel pretty confident I probably could have even won," he said, "but, as the circuit dried out, my tires overcooked and I had to defend my position from Mark Webber."

Raikkonen finished ninth. He struggled with tire temperatures in the wet but set the fastest lap on the final lap of the race when the track was at its driest.

## Ferrari Secures Raikkonen &amp; Massa Through 2010

By DAN KNUTSON  
NSSN CORRESPONDENT

MONZA, Italy — Ferrari and Kimi Raikkonen have extended their contract to the end of 2010. Felipe Massa also has a deal until 2010.

Retirement was not an option, Raikkonen insisted.

"I always had a contract for next year anyway," he said. "I never said I was going to retire, it came from you guys (the media)."

"I still enjoy it. I still drive as well as I can. Sometimes when the results are not coming it is not such good fun, but it doesn't mean that I don't enjoy it. It was not a very difficult choice."

Fernando Alonso said at Monza he had a gut feeling for quite some time that Raikkonen would stay at Ferrari.

"It was just a rumor," he explained, "a voice that was around, that Kimi would extend the contract for 2010 as well. In a way, sooner or later, I was expecting to see the official statement. So, it was not a surprise."

Alonso said that he has not been in contact with Ferrari and his first priority is to stay with Renault.

"When I joined them last year, it was because I believe in this team," he said. "It was because I believe we can win races as we did two years ago. This year was not as good as we thought, and I need to see if the R29

will be any better. If not, I will try to choose my best possibility for next year. But, this is not changed by what happened today."

With no decision about 2009 yet, Alonso has no intention of thinking even longer term.

"When you (the press) were talking about 2010 and 2011 and all these decisions, for me it seemed crazy," he said. "We are in the middle of 2008 and I cannot put my future thinking into two years forward."

After Renault, Alonso's best options are BMW and Honda. Both teams say that they will wait for Alonso to make a decision before finalizing their driver line-ups.



STEVE ETHERINGTON PHOTO

**DETERMINED:** The FIA will hear McLaren's appeal of Lewis Hamilton's (above) penalty at the Belgian Grand Prix on Sept. 22. Hamilton holds a slim one-point lead over Felipe Massa after Sunday's Italian Grand Prix.

## Hamilton Appeal Hearing Set

By **DAN KNUTSON**  
NSSN CORRESPONDENT

MONZA, Italy — An unembarrassed **Max Mosley** made a low-key visit to Monza. It was only his second trip to a grand prix (the other being Monaco) since news of his sex scandal broke in March.

**F-1 NOTES** The FIA President was anything but low-key in his remarks to the British press, however, calling the *Daily Mail* and *The Sun* "gutter press" for the way they covered the story.

Mosley reiterated that he believes he was set up by enemies within the racing world, and he has a detective agency working on the case.

As for the **Lewis Hamilton/Spa** controversy, Mosley was in Peru when it happened and he denied any FIA bias.

"Any suggestion there is a bias for or against any team or driver is completely untrue," he said. "I think it's a reflection...of the stupidity of the people who say it because they haven't really thought the thing through and put themselves in the position of the people who have to make these very difficult decisions."

Mosley planned to step down when his term ended in October 2009, but he says he has received a number of requests to run for reelection.

■ The FIA has clarified a grey area in the rules following the controversy at Spa. If a driver gains a position by cutting a chicane, and then hands that position back to the driver he just passed, he must then wait for at least one corner before re-attacking. This way there would be no question of the driver behind gaining an advantage as officials ruled Lewis Hamilton did at Spa.

■ **Steve Hallam**, an engineer who has spent more than two decades in F-1 with teams such as Lotus and McLaren, is leaving the latter to take

up a position in NASCAR with Toyota.

■ The FIA will hear McLaren's appeal on Lewis Hamilton's Belgian GP penalty Sept. 22, the Monday before the Singapore GP. There's a chance the appeal will be thrown out as Hamilton's post-race 25-second penalty was based on a drive-through-the-pits penalty, and the rules state that the latter cannot be appealed.

■ Torrential rain, unusual during the Italian GP weekend, washed out the end of the first practice session on Friday as parts of the pits and track flooded.

■ Former Long Beach race promoter and CART boss **Chris Poole** visited the Monza paddock.

■ Debate over the 2009 F-1 calendar continues as the teams are insisting on a three-week break in August while **Bernie Ecclestone** is refusing to budge on that or on suggestions that the season start earlier than March 29.

■ The FIA did a complete teardown and inspection of the engine **Felipe Massa** used to win the Belgian GP and found that it conformed with the specifications of the V-8 Ferrari submitted for homologation prior to the season.

■ Three-time World Champion **Niki Lauda**, 59, recently married **Birgit Wetzinger**, 29, who worked as a flight attendant on his airline. They were already linked as she donated one of her kidneys to Lauda for a transplant operation three years ago.

■ **Riccardo Patrese**, 54, who last raced in F-1 in 1993, got a chance to test a modern Honda F-1 car at Jerez.

■ Is the FIA biased in favor of Ferrari and against McLaren? "It is

tough to stand here and say we don't have a fair competition out there. I think we do," **Mark Webber** said. "I think it is fair."

FIA President Max Mosley said: "I'd love to see Lewis win the championship. (But that) doesn't mean we are going to help him or hinder him; we are going to be completely neutral."

■ **Giancarlo Fisichella** says he and Force India are close to finalizing his contract for 2009.

■ The 10 teams in the newly formed Formula One Teams Ass'n met at Monza Thursday. Ferrari's **Luca di Montezemolo** was appointed as chairman and Toyota's **John Howett** as vice-chairman.

"FOTA is committed to the development of F-1 and will work together with FIA and the commercial rights holder to enhance the spectacle of the sport whilst reducing cost and increasing revenue," a FOTA statement said.

The teams agreed on these primary objectives:

1. To promote the development of F-1 and enhance its worldwide image and reputation.
2. To represent, defend and promote the interests of its members.
3. To allow its members to debate, within FOTA, any issue regarding the F-1 industry and/or F-1 racing.
4. To cooperate with the FIA, in particular by submitting proposals for amendments to current technical and sporting regulations or for new regulations.
5. To cooperate with the commercial right holders Bernie Ecclestone-CVC.

FOTA established three commissions: A Sporting Working Group headed by McLaren's **Martin Whitmarsh**; a Technical Working Group, headed by Honda's **Ross Brawn**; and a Commercial Working Group, headed by Renault's **Flavio Briatore**.

## Hamilton Gets Little Sympathy In Paddock

MONZA

Lewis Hamilton got little sympathy from his fellow drivers here in the Monza paddock following the Belgian Grand Prix, where officials gave him a 25-second penalty that dropped him from first to third place.

To recap: Hamilton cut the final chicane at Spa and passed Kimi Raikkonen. As required, Hamilton duly let Raikkonen back in front. But then the McLaren driver immediately attacked the Ferrari driver and retook the lead going into turn one, the La Source Hairpin.

So, did Hamilton get an advantage by cutting across the chicane even though he briefly ceded the lead to Kimi?

Yes, was the resolute answer from the other drivers, although some believed the penalty was too harsh for the violation.

True, Lewis then let Kimi ahead on the pit straight. But the drivers said that

Hamilton would never have been close enough to Raikkonen to pass him into turn one if he had followed him through the chicane.

"Lewis clearly was in a good position to attack at La Source because of missing the chicane at the previous corner," Mark Webber said when I asked him about the incident. "Speeds over the start/finish line are totally irrelevant. Kimi was at full throttle. Having missed the previous corner, Lewis could tune his attack. It made it a lot easier for him to attempt an overtaking move."

Fernando Alonso agreed.

"Lewis had an advantage by doing that," he said. "If he did the chicane properly, he would never have crossed the line one meter behind Kimi. You lose five or 10 meters and then you cannot overtake in turn one."

"We always said we would give back the position, but at the same time as giving back the position you cannot

## ACROSS THE POND



DAN KNUTSON

take advantage of what you did one corner before. If you give back the position, take the slipstream and overtake the guy into the next corner, you still have an advantage because of what you did."

Webber also said that Hamilton had attacked and re-passed too soon.

"It is like here at Monza," he said. "If I miss the first chicane and let the guy back through, jump back on his tail and do him at the second chicane, then I would never have done

*Irate fans called the FIA the "Ferrari International Assistance" and the media, especially in Britain, were voracious in their condemnation of the FIA and the race stewards.*

that if I hadn't jumped the first chicane. That is something I should be penalized for, and it is exactly what Lewis did."

Niki Lauda's outburst following the Belgian Grand Prix summed up the feelings of many of the fans and media who were outraged that Hamilton had been

booted back to third place.

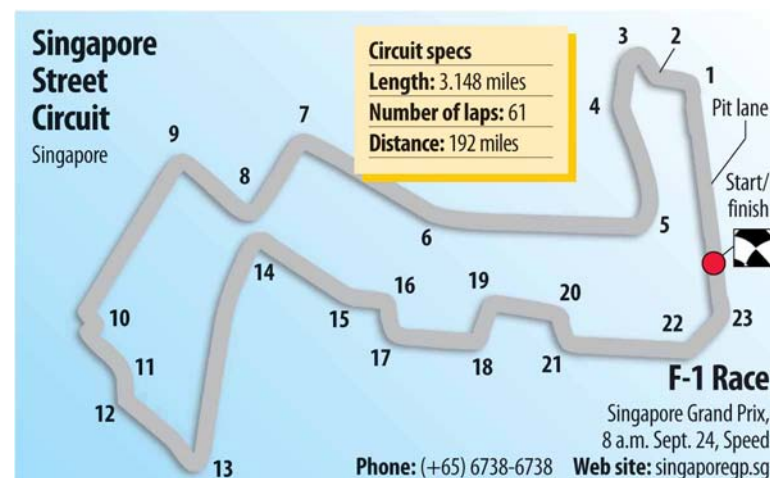
Lauda told the German media that it was "the worst judgment in the history of F-1" and added that it was "absolutely unacceptable" that the stewards "can influence the World Championship in this fashion."

Irate fans called the FIA the "Ferrari International Assistance" and the media, especially in Britain, were voracious in their condemnation of the FIA and the race stewards.

A few days later in the Monza paddock, however, there was a noticeable swing of opinion on the affair, and quite a number of people were now accepting the fact that Hamilton did indeed gain an advantage by his maneuver.

Ironically, FIA's race director Charlie Whiting twice (unofficially) assured McLaren over the radio during the race that Hamilton had acted correctly only for the FIA race stewards to later rule completely the opposite.

## UP NEXT



# CHASING HISTORY

By **MIKE O'LEARY**  
NSSN CORRESPONDENT

## Levi Jones Is Edging In On Joining Elite Group Of Three-Time Titlists

**P**arnelli Jones, Larry Dickson, Steve Butler, Sheldon Kinser and Robbie Stanley.

This is the roll call for a very exclusive club. If Levi Jones can retain the USAC National Sprint Car Series point lead through the final seven events, he will join this group of drivers who have won the series title three times.

While Butler is the only four-time champion, it has been 15 seasons since Stanley became the last member of the group.

That's prestigious company for the young racer from Olney, Ill., a friendly southeastern town about 30 miles west of the Indiana state line. The soft-spoken Jones has a ready smile and has developed a strong following of loyal fans at every race track. But he knows that winning this year's sprint-car championship can be the most important of his career.

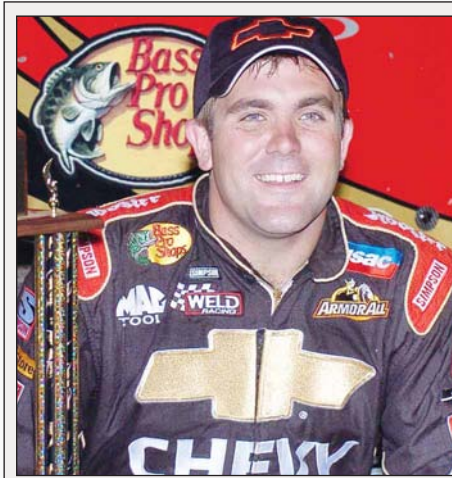
Jones earned his first USAC sprint-car title while driving for Scott Benic in 2005 and his second with Tony Stewart Racing last year. He said that this year's chase is different because he has been there before and knows the pressures that the final races can bring.

"I expect to win the championship, myself, and I put a lot of pressure on myself," explained Jones. "Especially after once you've done it once, you just try to keep things rolling and stay on top. That's the hardest thing to do, stay on top — once you're on top."

Jones scored two early-season victories and took control of the points race with a fourth-place finish at Richmond (Va.) Int'l Raceway in late June. He has held the point lead since. His closest competition through the stretch drive will be two-time USAC midget champion Jerry Coons, Jr., who is driving for the Hoffman family, the team with the most victories in USAC sprint-car history, young Cole Whitt and Jones's teammate at Stewart Racing, Tracy Hines. Coons trails by only 13 points, Whitt by 66 and Hines by 100.

"I'm excited for these last races of the year," Jones says. "My team and I have come up with a plan. We're building up a new car to change up a few things that I think will make us better."

Jones's team is led by veteran chief mechanic Rob Hart. "He's into it," Jones said of Hart. "He's done everything. He's really good with the motors. It's



ERIC THOMPSON PHOTO

### LEVI JONES

**Team:** Tony Stewart Racing

**Hometown:** Olney, Ill.

**Birthdate:** June 10, 1982

**USAC standings:**

- National Sprint Car — First
- National Midget Car — Fourth
- Silver Crown — Sixth

**USAC Career Highlights:**

- 2005 and 2007 National Sprint Car Champion
- 2006 National Sprint Car Runner-Up
- 2001 Sprint Car Most Improved Driver
- 2004 and 2008 Indiana Sprint Week Champion
- National Sprint Car Wins: 13
- National Midget Car Wins: 2

still called motorsports and you have to have an engine to win, too, and I really like that."

"He's as good as any of them," Hart said of his driver. "He's definitely as good as any of the rest of them in this division. He needs a push now and then to prove it, because he's not as sure of himself."

To which Jones responded with a laugh, "He's (Hart) typical New Yorker, kind of that way. But, you also have to remember, too, that we're in the championship. If I have a third-place car, I'll run third. I'm not going to destroy it trying to get one more spot and run 20th on those nights that we had a fifth-place car. I'll get a fifth place out of it."

Ohio's Eldora 4-Crown Nationals and the Old Timer's Weekend at Winchester (Ind.) will wrap up USAC's Midwestern season, with the series heading west to close the season with the

Oval Nationals at Perris (Calif.) Auto Speedway and the Western World Championship at Manzanita Speedway in Phoenix.

"Winchester and Eldora are pretty big in the scheme of things," Jones said. "If we can go to Winchester and Eldora and have good runs, it will carry momentum into Perris and Manzanita for us. We kind of slipped up the last time at

Winchester and I've got something to prove."

Winchester is the only remaining pavement race, and it has Jones's attention. He admits that other teams have been racing on pavement longer than TSR and their experience gives them an advantage.

"You look at Keith Kunz's cars when we go to places like Winchester and Salem. It doesn't matter who's driven, they've won there," he explains. "The guys who have driven are definitely good, but it doesn't seem to matter. The Hoffmans are really good on the pavement. There's just little things that make the race car fast. I'm not going to change the way I drive tonight, or tomorrow or the next two weeks. I've won races in the past, I win races now and I'll win races in the future. I don't think you're going to change the way somebody drives in those races. It's just getting the balance and getting the thing to feel the way the driver wants it to feel."

Through the last five seasons, Tony Stewart Racing has won three USAC National Sprint Car Series owner's titles, 37 features and driver's championships for J.J. Yeley, Jay Drake, Josh Wise and Jones. "This is definitely the place where you want to drive," Jones said.

Like many of the past TSR drivers, Jones is interested in NASCAR racing. He hopes that another USAC title will open some doors.

"It would mean a lot," he said. "There are not very many guys who have done it. To be able to win three sprint car championships by the time I'm 26 has to mean something. Hopefully, somebody in Charlotte will recognize that."



PHIL RIDER PHOTO

## BOUNDARIES:

### Page Jones Says Racing Is Still Part Of Him

CONTINUED FROM PAGE 2

did, this lady, she was a social worker or something at the hospital, said, 'I guarantee you he's never going to walk out of here. He'll have to have 24-hour care for life. He'll never be the same.'

"Man, I wanted to smack her upside the head," Parnelli exclaimed. "They gave us the worst scenario in the world. But we never accepted that Page was not going to get well. Especially his mother, Judy. I think that set the tone for him to get to where he's at today."

Page readily agrees, noting that his family and friends have been key to what has been remarkable progress from where he was physically and mentally 14 years ago. Another contributor, he insists, are his recollections of what happened after all the crashing stopped.

"For a few moments after the accident, I thought I had died," related Page of his memories of that day, his voice strained, but resolved. "For a moment I went to heaven, and I saw Kara Hendrick. (Hendrick died racing in 1991.) She said, 'Page, go back. It's not your time yet. There are still things for you to do.'"

Some might consider that only the ramblings of a brain severely damaged, swollen, inflamed, pressing against his skull. Yet, Page considers it miraculous, and that vision inspires him still. Pushes him, motivates him, as he seeks those things he has yet to do.

From the hospital in Ohio, the Joneses moved Page to Daniel Freeman Hospital in Inglewood, Calif. He spent two years there, an exceptionally tough two years as Page struggled in frustration against the unseen brain abnormality that so severely imprisoned him.

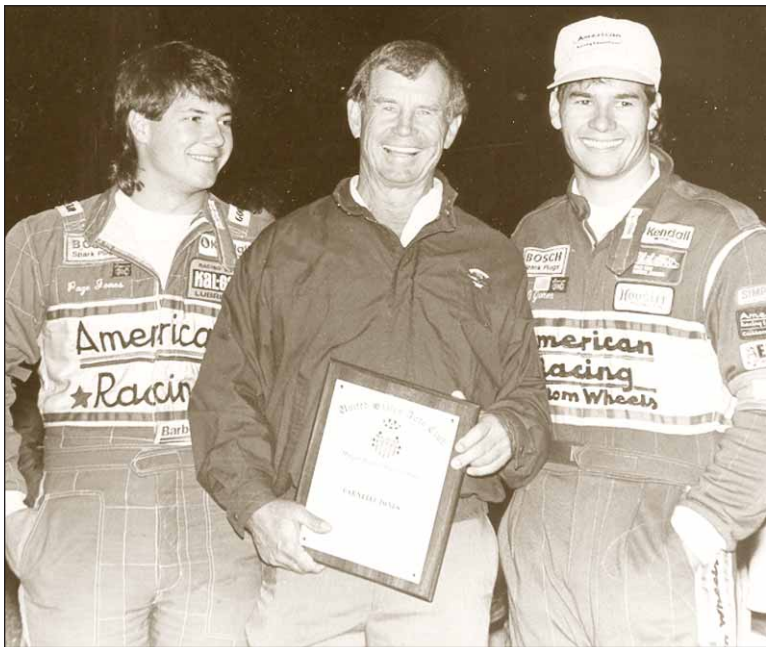
"One thing he did," chuckled Parnelli, recalling one method Page used to release the pent-up tension, "was to take his teeth and rip his T-shirts off. He went through more than 150 shirts. When his friends heard about it, they kept sending more. He never ran out. Someone even sent him one with a dotted line that said, 'Tear here, Page'."

"After two years with brain damage," stated Parnelli bluntly, "they kick you out. They feel like they've done all they can."

The medical community might have given up on Page, but not the Joneses. They tirelessly searched for programs for Page, and found them at Wishard Hospital in Indianapolis and at the Rusk Institute for Acquired Brain Injuries in New York City.

Shortly after leaving the California hospital, Iggly Estrada was hired to drive Page, act as a companion and an aid in his continued physical and cognitive therapy. The changes Estrada has witnessed in the past 12 years are dramatic.

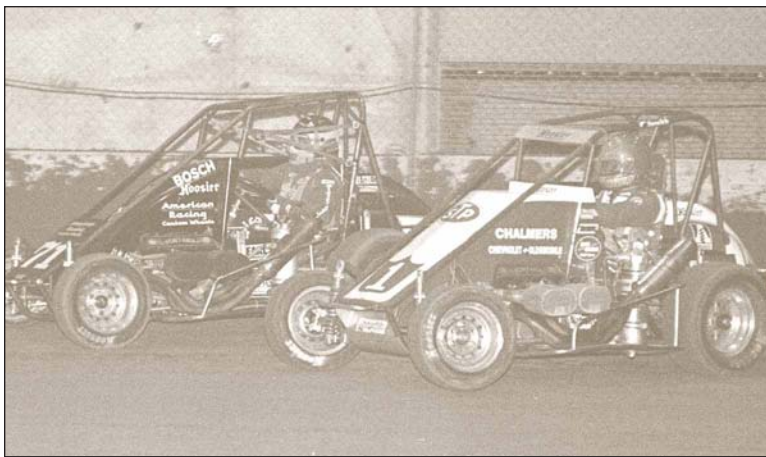
"When I first started working with Page, I had to watch him every second," explained Estrada. "Now, he can do a lot of things that I had to help him with before. His speech is better. His balance is better. He can walk down stairs without help. He has his license and drives some."



STEVE REMINGTON PHOTO

**RACING ROOTS:** Page (left) and P.J. (right) gather around father and racing legend Parnelli as he receives an award at Ascot Park in 1990. (Below) Page (71) battles brother P.J. during the 1994 Chili Bowl feature.

KEVIN HORCHER PHOTO



Page has even driven race cars since the accident. Parnelli took him to a driver's school at Willow Springs Raceway a few years after his accident, and Page recently hot-lapped a midget at Ventura.

"He remembered what he was supposed to do and actually looked pretty good out there," said Parnelli proudly.

Page has also married. His wife Jamie's and Page's families have long been friends. That friendship budded into romance on a joint family trip to Africa, and they married in 2001. They have two children, a son, Jimmy, age 4, and a daughter, Joie, 8 months. Jamie, Jimmy and Joie are the joy of Page's life and an essential motivation on his continuing journey toward recovery.

Yet, as important as is the support from family and friends, the therapy and all the programs, it's what's deep inside Page that has made the crucial difference.

"I think what made Page a great racer is what's helped him," observed Estrada. "He has no boundaries. He always gives it everything he's got. Even if he thinks he can't do something — and there have been times I've seen that — he pushes right on

*"He has no boundaries. He always gives it everything he's got. Even if he thinks he can't do something — and there have been times I've seen that — he pushes right on through. He never gives up. It's like he's got to finish that race, and he's got to finish in first place."*

IGGY ESTRADA

me."

The racing analogy that he uses about his life, perhaps, emphasizes that best. "My version of it is that I'm not done with racing because I still have the race of life to go," stated Page softly and simply of the difficult struggle that still lies in front of him.

For his exploits on the race track we, rightfully, praised Page as heroic. Yet, when it's all boiled down, racing is still only a sport.

What Page is doing now, under the most adverse of circumstances, is the very essence of life itself. While battling a condition that has left many completely debilitated, he strives to raise his family and enjoy life's simple pleasures with friends and loved ones.

That's real hero stuff.

Page Jones's heroic status didn't end on that late September afternoon 14 years ago, it was elevated.

# Second To None

## Varin Breaks Through With \$10K Score

By MIKE MALLET

VERNON, N.Y. — There is an old saying that says, "Good things come to those who wait."

Bobby Varin has waited all season to get to Utica-Rome Speedway's victory lane. He's had several second-place finishes since his last victory in July 2007. But his wait finally came to an end Saturday night as Varin captured the 19th running of the Snofest 2009/Dart Machinery New Yorker 200.

The victory in the speedway's most prestigious event paid Varin \$10,000. "We had a bunch of second-place finishes and it seemed like we were always second best," said Varin. "We

picked the right one to win here tonight."

Varin took the lead for good soon after the second half of the race began following a 45-minute rain delay. He survived a four-way battle for the lead with early leader Pat Ward, Mitch Gibbs and Ronnie Johnson.

Johnson finished second, 7.036 seconds behind Varin at the stripe. Gibbs, who surrendered the lead to Varin for good on lap 118, finished third, while Ward and Jimmy Phelps rounded out the top five.

The finish:

Bobby Varin, Ronnie Johnson, Mitch Gibbs, Pat Ward, Jimmy Phelps, Paul Kinney, Ted Lamb, Jr., Jamie Christian, Gus Schmidt, Jr., Jack Miller, Jack Johnson, Ken McGuire, Roger West, Jeremy Vunk, Dave Rauscher, Jim Davis, Casey Williams, Paul Jensen, Willy Decker, Stewart Friessen, John Ramsey, Mike Ricci, Mike Mahaney, Wade Decker, Don Mattison, Jason Rood, Matt Janczuk.

# Crawley Sweeps Malden On Way To Claiming Title

Friday

MALDEN, Mo. — Tim Crawley drove the Ward Racing No. 88 to victory in the 20-lap Missouri State Championship preliminary event Friday night at Malden Speedway.

It was Crawley's ninth O'Reilly USCS Mid South Thunder Tour victory of the season.

USCS

Crawley started

third and took the lead from rookie Mark Shirshakan on the third lap and raced around the top groove of the three-eighths-mile dirt track to dominate the event.

Marshall Skinner finished second, ahead of Terry Gray, Lee Sowell and Shirshakan.

The finish:

Tim Crawley, Marshall Skinner, Terry Gray, Lee Sowell, Mark Shirshakan, Dustin Barks, Anthony Nicholson, Justin Carver, Kent Buckley, Chris Williams, Wade Oliver, Rickey Hood, Ronny Howard, Dylan DeJournett, David DeJournett, Clint Weiss, Greg Merritt, Derek Hager, Dewayne Prince, Jimmy Brewer, Jim Eubanks, Wes Shepard.

Saturday

MALDEN, Mo. — Tim Crawley's third-consecutive O'Reilly United Sprint Car Series victory delivered him the Missouri State Championship Saturday night at Malden Speedway.

The 25-lap feature victory was also Crawley's 10th of the season on the O'Reilly USCS Mid South Thunder Tour.

Crawley led a parade of past Missouri State Champion winners to the finish line. Marshall Skinner (2000) finished in the second spot ahead of Terry Gray (2001) in third. Derek Hager came home fourth, while Kent Buckley completed the top five.

The finish:

Tim Crawley, Marshall Skinner, Terry Gray, Derek Hager, Kent Buckley, Lee Sowell, Chris Williams, Mark Shirshakan, Anthony Nicholson, Garry Bell, Wade Oliver, Greg Merritt, Justin Carver, Ronny Howard, Clint Weiss, Dylan DeJournett, David DeJournett, Kenny Coke, Ricky Hood, Wes Shepard, Dustin Barks.

## ROSSI:

### Rossi Overtakes Hayden For Brickyard Triumph

CONTINUED FROM PAGE 3

cials who wanted this first race to successfully lay the foundation for many future MotoGP events.

The size of the crowd was impressive in spite of the weather. Those there were wildly enthusiastic about the event they were a part of. Clothed in team colors, waving a myriad of international flags, they created a festive, fun atmosphere, even under gray skies, as they greeted their favorites with raucous cheering and blaring air horns.

The rider with the most fan appeal was undoubtedly the personable, charismatic Rossi.

"More popular than the Pope in Italy," commented an anxious fan.



Valentino Rossi

At one point, a young couple emerged from the crowd expectantly cradling an infant, as if hoping to present it for Rossi's blessing. Rossi obliged by kissing the baby on the head and posing with the youthful family. "We're just huge Valentino Rossi fans," the mother explained breathlessly.

Competitors with rock-star personalities, brave racers and a festive race weekend bodes well for the future of MotoGP racing at Indianapolis.



A weekly report of action from across America

**MIDWEST**

- Indiana
- Illinois
- Kentucky
- Michigan
- Minnesota
- Missouri
- Ohio
- Wisconsin

**Ponderosa Speedway**

Junction City, Ky. Sept. 12, 2008  
**Late Model**  
 1. Greg Johnson  
 2. P.J. Feistritz  
 3. Bryan Bernhardt  
**Super Late Model**  
 1. Dustin Linville  
 2. Victor Lee  
 3. Wayne Chinn  
**Modified**  
 1. Jason Wheatley  
 2. Benji Lee  
 3. Josh Lucas  
**Sportsman**  
 1. Bartley Grant  
 2. Gerald Haynes, Jr.  
 3. Logan Whitis

**Columbus Motor Speedway**

Columbus, Ohio Sept. 13, 2008  
**Late Model**  
 1. Chad Pendleton  
 2. Mike Stacy  
 3. Donnie Hill  
**Modified**  
 1. Shane Shirk  
 2. George Lindsay  
 3. David Carter  
**Sport Stock**  
 1. Richard Gleason  
 2. Bruce Holmes  
 3. Beau Davis  
**Crazy Compact**  
 1. Michael Hylar  
 2. James Colley  
 3. Christian Bullock

**Lebanon Midway Speedway**

Lebanon, Mo. Sept. 13, 2008  
**Modified**  
 1. Jamie Ragland  
 2. Justin Neuman  
 3. Tony Jackson, Jr.  
**Factory Stock**  
 1. Ben Solberg  
 2. Dusty Rhoads  
 3. Brian Webster  
**B-Mod**  
 1. J.C. Morton  
 2. Steve Muienberg  
 3. Jamie Barker  
**Bomber**  
 1. Brandon Knudtson  
 2. Shawn Strong  
 3. Joe Francis  
**Super Stock**  
 1. Ben Newell  
 2. J.C. Newell  
 3. Travis Hill  
**Sprint Car**  
 1. J.P. Compton  
 2. Kyle Carpenter  
 3. Keith Breedlove

**Malden Speedway**

Malden, Mo. Sept. 12, 2008  
**Modified**  
 1. Robert Powers  
 2. Ashley Newman  
 3. Ronnie Vernon  
**Modified Dash**  
 1. Casey Rowland  
 2. Ashley Newman  
 3. Hunter Rasdon  
**Sprint Car**  
 1. Tim Crawley  
 2. Marshall Skinner  
 3. Terry Gray

**Malden Speedway**

Malden, Mo. Sept. 12, 2008  
**Modified**  
 1. Robert Powers  
 2. Ashley Newman  
 3. Ronnie Vernon  
**Modified Dash**  
 1. Casey Rowland  
 2. Ashley Newman  
 3. Hunter Rasdon  
**Sprint Car**  
 1. Tim Crawley  
 2. Marshall Skinner  
 3. Terry Gray

**Malden Speedway**

Malden, Mo. Sept. 13, 2008  
**Modified**  
 1. Hunter Rasdon  
 2. Brad Buck  
 3. Paul Reeder  
**Modified Dash**  
 1. Ashley Newman  
 2. Robert Powers  
 3. Hunter Rasdon  
**Crate Late Model**  
 1. Todd Hall  
 2. Billy James  
 3. Kyle Berry  
**Hobby Stock**  
 1. Jamie Robards  
 2. Doug Moore  
 3. Kyle Berry  
**Pure Street Stock**  
 1. Mikey Lack  
 2. Jeff Beeson  
 3. Matt Brown  
**E-Mod**  
 1. Josh Greene  
 2. Adam Hemby  
 3. Todd Gibbs  
**Mini Stock**  
 1. Jimmy Newsome  
 2. Jimmy Null  
 3. Derrick Durrall  
**Sprint Car**  
 1. Tim Crawley  
 2. Marshall Skinner  
 3. Terry Gray

**Berlin Raceway**

Marne, Mich. Sept. 12, 2008  
**Modified**  
 1. Brian Bergaker  
 2. Travis Eddy  
 3. Jake Meyerink  
**Late Model**  
 1. Terry Senneker  
 2. Tom Thomas  
 3. Tim DeVos  
**Four-Cylinder**  
 1. Ben Kleis  
 2. Brett DeKraker  
 3. Darrell Holtzlander

**Paducah Int'l Raceway**

Paducah, Ky. Sept. 12, 2008  
**Super Late Model**  
 1. Jason Feger  
 2. Terry English  
 3. Brian Shirley  
**Modified**  
 1. Randle Sweeney  
 2. Rod Reed  
 3. Todd Miller  
**Crate Late Model**  
 1. Tait Davenport  
 2. Josh Harris  
 3. Nick Lyons  
**Street Stock**  
 1. Steve Maisel  
 2. Mike Watson  
 3. Paul Howard  
**Warrior**  
 1. Keaton Downing  
 2. Jeffrey Bailey  
 3. Chase Copeland

**Cedar Lake Speedway**

New Richmond, Wis. Sept. 10, 2008  
**Modified**  
 1. Taylor Leuthner  
 2. Matt Leer  
 3. Ron Jones  
**Street Stock**  
 1. Chris Peterson  
 2. Corey Rosen  
 3. Devin Neske

**Lebanon Midway Speedway**

Lebanon, Mo. Sept. 14, 2008  
**Super Stock**  
 Feature No. 1  
 1. J.C. Newell  
 2. Ben Newell  
 3. Danny Newell  
 Feature No. 2  
 1. Ben Newell  
 2. Travis Hill  
 2. J.C. Newell  
**Bomber**  
 Feature No. 1  
 1. Brandon Knudtson  
 2. Shawn Strong  
 3. Joe Francis  
 Feature No. 2  
 1. Brandon Knudtson  
 3. Brandon Waters  
**B-Mod**  
 Feature No. 1  
 1. Rod Jones  
 2. Marc Marcussi  
 3. Todd Canter

**Bluegrass Speedway**

Bardstown, Ky. Sept. 13, 2008  
**Sportsman**  
 1. Roger Cecil  
 2. Logan Whitis  
 3. Sam Huffer  
**Super Late Model**  
 1. Dustin Neat  
 2. Brad Neat  
 3. Jason Keltner  
**Modified**  
 1. Jason Wheatley  
 2. Josh Lucas  
 3. Jason Wheatley  
**Street Stock**  
 1. Robbie Settles  
 2. Justin Trinkle  
 3. Willie Edelen

**Skyline Speedway**

Stewart, Ohio Sept. 13, 2008  
**410 Sprint Car**  
 1. Jimmy Stinson  
 2. Adam Strausser  
 3. Jimmy Nier  
**Modified**  
 1. Jeremy Berwanger  
 2. Darren Glover  
 3. Robin Dustin  
**Late Model**  
 1. Chris Ganes  
 2. Tony Roush  
 3. Andy Bond  
**Pure Stock**  
 1. Jeff Fornash  
 2. Gary Gould  
 3. Ryan Wilson  
**Four Cylinder**  
 1. Mike Strickland  
 2. Dennis Adkins  
 3. Shawn McClain  
**Mod Lite**  
 1. Rod Jones  
 2. Marc Marcussi  
 3. Todd Canter

REGIONAL NOTES

**Greg Skaggs** captured his 15th modified victory of the season Sept. 6 at Oklahoma's Outlaw Motor Speedway, doing so in dominant fashion. "He is so hot. His consistency is just beyond belief," said track manager Eric Shannon. "What he has done this season might not be duplicated anytime soon." . . . A 10-year wait to get to victory lane ended Sept. 6 for **Caleb Bisacky**, who won for the first time in the late-model division at Michigan's Berlin Raceway. . . **Alan Dellinger's** victory in the 12th-annual CSOnline Applefest 100 at Pennsylvania's Tri-City Speedway Sept. 7 was redemption for the driver, whose 2006 victory in the event was stripped due to an engine infraction. Dellinger earned a race recored \$3,350 in prize money for the victory. . . The Sept. 5 late-model feature at Virginia's **Eastside Speedway** took six attempts to get underway before the carnage, which included several multi-car wrecks, ended. One of the pileups ended with veteran **David "Hippy" Sibold** on his roof. "It's been 30 years since I've been upside down," Sibold said. "I didn't like it then, and I still don't like it." . . . **Shane Wettengel** added two Heartland Park Topeka (Kan.) track titles to his collection Sept. 7, winning both the hobby-stock and factory-stock championships. . . **John Anderson's** wingless sprint-car championship at Marysville (Calif.) Raceway Park came without a single victory, but Anderson was inside the top five all season. . . **Chad Poole** earned his 10th modified victory of the season Sept. 6 at Ohio's Shady Bowl Speedway. . . **Mike White** claimed his fifth late-model championship Sept. 6 at Illiana Speedway in Schererville, Ind. Also at Illiana, **John Nutley** won the limited late-model title by a single point over **Johnny Senerchia**. Nutley led by 37 points coming into the night, but Senerchia won his heat and the 30-lap feature, while Nutley suffered a flat tire and finished seven laps down.

**St. Francois County Raceway**

Farmington, Mo. Sept. 13, 2008  
**Sprint Car**  
 1. Tommy Worley, Jr.  
 2. Joey Montgomery  
 3. Tim Montgomery  
**Modified**  
 1. Brent Thompson  
 2. David Shepard  
 3. Alan Conner  
**Pure Street**  
 1. Shane Blair  
 2. John Bohn  
 3. Bill Skaggs  
**Multi**  
 1. Sam Miller  
 2. James Scott  
 3. David Chilton  
**Dwarf**  
 1. Vince Conway  
 2. Justin Buchholtz  
 3. Ron Wick

**Anderson Speedway**

Anderson, Ind. Sept. 13, 2008  
**Kenyon Midget**  
 1. Caleb Armstrong  
 2. Dalton Armstrong  
 3. Dillon Welch  
**Front Wheel Drive Pro**  
 1. Nick Warner  
 2. Randy Hoppes  
 3. Todd Yanberry  
**Front Wheel Drive Figure 8**  
 1. Ricky Sharp  
 2. Josh Sharp  
 3. Andy Keller

**Lincoln Park Speedway**

Putnamville, Ind. Sept. 14, 2008  
**Sprint Car**  
 1. Dickie Gaines  
 2. Billy Puterbaugh  
 3. Todd Kimmell  
**Modified**  
 1. Ray Humphrey  
 2. Paul Bumgardner  
 3. Travis Shoulders  
**Super Stock**  
 1. Greg Amick  
 2. Troy Clark  
 3. Chris Hillman  
**Bomber**  
 1. C.J. Bryan  
 2. Lloyd Walls  
 3. Kevin Kemp



CAREY FOX PHOTO

**GAINES GAINS:** Todd Kimmell (33) is passed by Dickie Gaines, who went on to take the sprint-car victory Saturday night at Lincoln Park Speedway in Putnamville, Ind.

**SOUTHERN**

- Alabama
- Arkansas
- Louisiana
- Mississippi
- Texas

**Heart O' Texas Speedway**

Elm Mott, Texas Sept. 12, 2008  
**Modified**  
 1. G.W. Egbert  
 2. Benji Kirkpatrick  
 3. Trevor Egbert  
**Hobby Stock**  
 1. Markiss Harcrow  
 2. David Bizzonette  
 3. Nathan Sodek  
**Street Stock**  
 1. Brandon Geurin  
 2. David Khoury  
 3. Ed Thompson  
**Pure Stock**  
 1. Jerry Whitley  
 2. Melvin Kemp, Jr.  
 3. David Andrews  
**Cruiser**  
 1. Heath Zucha/J.J. Jenkins  
 2. Jeff Woodruff  
 3. Mike/Michael Van Cleave  
**Jr. Mini Stock**  
 1. Dillon Payne  
 2. Garret Rawls  
 3. Brandon Kreder  
**Wing Modified**  
 1. David Williams  
 2. Ronnie Reese  
 3. Ritchie Robins

**Fort Payne Motor Speedway**

Fort Payne, Ala. Sept. 13, 2008  
**Late Model**  
 1. Gar Dickson  
 2. Robert Gant  
 3. Kyle May  
**Hobby**  
 Feature No. 1  
 1. Kyle Reid  
 2. Crawford Watkins  
 3. Don Templeton  
 Feature No. 2  
 1. Davey Arnold  
 2. Darrell Wright  
 3. Harold Lang  
**Pony Stock**  
 1. Ryan Willman  
 2. Brandon Willbanks  
 3. Jeff Phillips

**NORTHEAST**

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

**Seekonk Speedway**

Seekonk, Mass. Sept. 13, 2008  
**Super Stock**  
 1. Paul Lallier  
 2. Chris Rioux  
 3. John Geremia III  
**Sport Truck**  
 1. Rick Martin  
 2. Mike Cavallaro  
 3. Charlie Rose, Jr.  
**Late Model**  
 1. Gerry DeDassparre, Jr.  
 2. Ryan Vanasse  
 3. Jereme Lillie  
**Pro Stock**  
 1. Tom Scully, Jr.  
 2. Fred Astle, Jr.  
 3. Jake Vanada

**Orange County Fair Speedway**

Middletown, N.Y. Sept. 13, 2008  
**Sprint Car**  
 1. Curt Michael  
 2. Trevor Lewis  
 3. Robbie Stillwagon  
**Sportsman**  
 1. Matt Hitchcock  
 2. Kevin Ward  
 3. Bill Cherry  
**Pure Stock**  
 1. Tim McCarthy  
 2. Mike Consales  
 3. Jay Pepin  
**Vintage Modified**  
 1. Jeff Richardson  
 2. Mike Murphy  
 3. Scottkehr

**Utica-Rome Speedway**

Vernon, N.Y. Sept. 14, 2008  
**Sportsman**  
 1. Brad Alger  
 2. Russ Hefti  
 3. Jason Rood  
**Street Stock**  
 1. Rich Green  
 2. Larry Bezner  
 3. Ricky Breed

**Riverhead Raceway**

Riverhead, N.Y. Sept. 13, 2008  
**Figure-8**  
 1. Roger Maynor  
 2. Tom Kraft  
 3. Arne Pedersen  
**Charger**  
 1. Chris Turbush  
 2. Timmy Solomito  
 3. Dan Turbush  
**Blunderbust**  
 1. Scott Maliszewski  
 2. Eugene Malverty  
 3. Ron Langdon  
**Super Pro Truck**  
 1. Lou Maestri  
 2. Rob McCormick  
 3. Roger Turbush  
**Demo Derby**  
 1. Jimmy Hummel  
**School Bus Demo Derby**  
 1. Jack Levix

**Lebanon Valley Speedway**

West Lebanon, N.Y. Sept. 13, 2008  
**Sportsman**  
 1. Brian Sandstedt  
 2. Chris Tryon  
 3. Ed Harkin  
**Pro Stock**  
 1. Kevin Arnold  
 2. Robbie Speed  
 3. Paul LaRoche  
**Limited Pro Stock**  
 1. Jay Casey  
 2. Frank Twing  
 3. Jay Kreutziger, Jr.  
**Pure Stock**  
 Feature No. 1  
 1. Karl Castagna  
 3. Joe Walcott  
 Feature No. 2  
 1. Shannon McDermott  
 2. Jeff Kreutziger  
 3. Jeff Douglass  
 Feature No. 3  
 1. Mark Webb  
 2. Al Relyea  
 3. Doug Olds  
**Pure Stock Special**  
 1. Al Relyea  
 2. Mike Eichstedt  
 3. Bob Palmer  
**4-Cylinder Dual Cam**  
 1. Glen Colvin  
 2. Randy Churchill, Jr.  
 3. Phil Evans  
**Legends**  
 1. Jason Palmer  
 2. Michael Gervais, Jr.  
 3. Max Zachem  
**X-Car**  
 1. Patrick D'Addario, Sr.  
 2. Patrick Williams  
 3. Brad Voglesong

**Oxford Plains Speedway**

Oxford, Maine Sept. 13, 2008  
**Strictly Stock**

**Autodrome Edelweiss**

Cantley, Quebec Sept. 13, 2008  
**Pro Stock**  
 1. Denis Gauvreau  
 2. Pete Stefanski  
 3. Allen Peters

**Autodrome Drummond**

Drummondville, Quebec Sept. 13, 2008  
**Modified**  
 1. Danny O'Brien  
 2. Pat O'Brien  
 3. Sebastien Gougeon

**Waterford Speedbowl**

Waterford, Conn. Sept. 13, 2008  
**Modified**  
 Feature No. 1  
 1. Jeff Pearl  
 2. Rin Yuhas, Jr.  
 3. Doug Coby  
 Feature No. 2  
 1. Matt Gallo  
 2. Rob Janovic, Jr.  
 3. Tyler Chadwick  
**Late Model**  
 1. Tim Jordan  
 2. Bruce Thomas, Jr.  
 3. Jeff Pearl  
**Sportsman**  
 1. Al Stone III  
 2. Walt Hovey, Jr.  
 3. Joe Nogiec  
**Mini Stock**  
 1. Glen Colvin  
 2. Randy Churchill, Jr.  
 3. Phil Evans  
**Legends**  
 1. Jason Palmer  
 2. Michael Gervais, Jr.  
 3. Max Zachem  
**X-Car**  
 1. Patrick D'Addario, Sr.  
 2. Patrick Williams  
 3. Brad Voglesong

**Autodrome Edelweiss**

Cantley, Quebec Sept. 13, 2008  
**Pro Stock**  
 1. Denis Gauvreau  
 2. Pete Stefanski  
 3. Allen Peters

**WEST**

- Arizona
- California
- Nevada
- New Mexico
- Oregon
- Washington

Arizona  
 California  
 Nevada  
 New Mexico  
 Oregon  
 Washington

**Skagit Speedway**

Alger, Wash. Sept. 13, 2008  
**410 Sprint Car**  
 1. Travis Rutz  
 2. Barry Martinez  
 3. Eric Fisher  
**360 Sprint Car**  
 1. Brian Kirkpatrick  
 2. Cory Chamberlain  
 3. Alan Munn  
**Sportsman Sprint Car**  
 1. Kelsey Carpenter  
 2. Marc Schutte  
 3. Bill Rude  
**Hornet**  
 1. Cory Swatzina  
 2. Greg Hibma  
 3. Ben Gunderson

**Las Vegas Motor Speedway**

Las Vegas, Nev. Sept. 13, 2008  
**Super Late Model**  
 1. Dennis Rock, Jr.  
 2. Bear Rzesnowiecky  
 3. Bob Barker  
**Modified**  
 1. Doug Hamm  
 2. Scott Osborn  
 3. Tim Richter  
**Charger**  
 1. Mario Opipari  
 2. Matt Johnson  
 3. Vinny Raucci  
**Bomber**  
 1. Larry Dittman  
 2. Fred Harding  
 3. Wade Pearson  
**Legends**

- Dusty Davis
- John Davis
- Jack Madrid
- Thunder Roadster**
- Justin Johnson
- Josh Gross
- Jared Carpenter
- Bandolero**
- Jonathan Eakin
- Ian Anderson
- Jacob Tilton
- Young Gun**
- Hayley Lager
- Patrick O'Hanley
- Amanda Gubler

## Ventura Raceway

- Ventura, Calif.  
Sept. 13, 2008
- Sprint Car**
- Kevin Kierce
  - Richard McCormick
  - Troy Rutherford
- Modified**
- Ron Wiley
  - Randy McGraw
  - Jack Parker
- Sport Compact**
- Joel Chavez
  - Randal Dougan
  - Darren Gunnell
- Dwarf Car**
- Brian Saxton
  - Angel Figueroa
  - Brent Stevens
- Senior Dwarf Car**
- Ed Niedzwicki
  - Kevin Alvenson
  - Kent Benson
- Junior Midget**
- Austin Figueroa
  - Thomas Short
  - John Butcher
- Supercharger**
- Ricky Lewis
  - Devin McCree
  - Jimmy McDonald
- Piston**
- Oliver Blades
  - Cameron McCauley
  - Cole Wakim

## Madera Speedway

- Madera, Calif.  
Sept. 13, 2008
- Late Model**  
Feature No. 1
- Harry Belleto
  - Rick Thompson
  - Gary Glenn
- Feature No. 2
- Rick Thompson
  - Gary Glenn
  - Dave Byrd
- Grand Am Modified**
- Scott Winters
  - Jeremy Grasty
  - Mike Regelman
- Limited Stock Car**
- Howard Holden
  - Jason Aguirre
  - Dennis Saunders, Jr.
- Sedan**
- Stan Hankins
  - Steve Trusner
  - John McCollum, Sr.
- Hornet**
- Justin Petz
  - Miles Humphreys
  - Dan Miller
- Spectator**  
Feature No. 1
- Mike Lewis
  - Mark Rios
  - Brent Bon
- Feature No. 2
- Erik Love
  - Anthony Price
  - Mike Lewis

## Toyota Speedway

- Irwindale, Calif.  
Sept. 13, 2008
- Super Late Model**  
Feature No. 1
- Rip Michels
  - Andy Allen
  - David Ross
- Feature No. 2
- Rip Michels
  - Andy Allen
  - David Ross
- Late Model**
- Tim Huddleston
  - Beau DeBard
  - Sean Bennett
- Super Stock**
- Bryan Harrell
  - Gerritt Croomsigt
  - Gary Read
- Pure Stock**
- Ken Michaelian
  - Tommy Agosta
  - Tom Whitson
- Trailer**
- Robert Price

- John Zimmerman
- Travis Altfather

## New Mexico Speedway

- Las Cruces, N.M.  
Sept. 13, 2008
- Legends**
- Vince Malone
  - Don Reynolds
  - Jonathan Barcana
- Street Stock**
- Brandon Cruse
  - Nicky Rivera
  - Donovan Flores
- Super Truck**
- Garrett Alberson
  - Eric Luchini
  - Walton Kyle, Sr.
- Modified**
- Stormy Scott
  - Johnny Scott
  - Bumper Jones

## Marysville Raceway Park

- Marysville, Calif.  
Sept. 14, 2008
- Winged Sprint**
- Jeremy Burt
  - Tom Baker
  - Shawn Amos
- Mini Stock**
- Jamey Ollar
  - Eric Jones
  - Shaun Merritt
- Sprint 100**
- Tim MacLaughlin

## Hollywood Hills Speedway

- San Felipe Pueblo, N.M.  
Sept. 13, 2008
- Modified**
- Butch Reid
  - Bo Martinez
  - Jason Gray
- U-Car**
- Eric Morris
  - Robert Plaugher
- Late Model**
- John Aragon
  - Butch Reid
  - Joe Smithberger
- Hobby Stock**
- Curt Neff
  - Thomas Hayes
  - Dale Lovato
- Cruiser**
- Rick Boelter
  - Mike Sullivan
  - A.J. Fanning

## Manzanita Speedway

- Phoenix, Ariz.  
Sept. 13, 2008
- Late Model**
- Lonnie Parker, Jr.
  - Mike Kirby
  - Brad Williams
- Super Stock**
- Jason Crawford
  - Terry Belcher
  - Randy Silber
- Mod Lite**
- John Priest
  - Tony Martin
  - Bud Grossenbacher
- Dwarf**
- Chris Snyder
  - Taylor Cuzick
  - Steve Davis

## Barona Speedway

- Ramona, Calif.  
Sept. 13, 2008
- Factory Stock**
- Paul Damberger
  - Royce Henry
  - Devon Felkner
- Mini Dwarf Stock**
- Riley Gordinier
  - Dawson Cram
  - Steven Dickerson, Jr.
- Mini Dwarf Modified**
- Nathan Deragon
  - Rip Michels
  - Andy Allen
- Sportsman**
- Cole Dick
  - George Morris, Jr.
  - Darren Brent
- Street Stock**
- Keith Altig
  - Dave White
  - Perry Humphries
- IMCA Modified**
- Tom Eaton, Jr.
  - Mark Barlow
  - Don Pannel
- Pony Stock**
- Paul Dyke
  - P.J. Dyke
  - Andrew Hart Wig
- 600 Sprint Car**
- Gary Winter
  - Dawn Sparlund

- Tedd Barnes
- Pro Dwarf Car
- Bob Brown, Jr.
- Ken Brady
- David Quigley



## Winchester Speedway

- Winchester, Va.  
Sept. 13, 2008
- Semi Late Model**
- Bo Feathers
  - Jimmy Richards
  - Mark Jones
- Pure Stock**
- David Kaiser
  - Donnie Kenney
  - Eddie McClellan
- 4-Cylinder**
- Mark Digges
  - Chuck Johnson
  - Billy Sonner
- U-Car**
- Eric Morris
  - Robert Plaugher

## Eastside Speedway

- Waynesboro, Pa.  
Sept. 13, 2008
- Late Model**
- Joe Leavell
  - Greg Roberson
  - C.S. Fitzgerald
- Grocery Getter**
- R. W. Armstrong
  - Sam Martz
  - Frank Cozze
- Pro Stock**  
Sept. 14, 2008
- Billy Pauch
  - Sam Martz
  - Bob Drayton
- Super Stock**
- George Quinlan
  - Bill Liedtka
  - Billy Bauer
- Outlaw Stock**
- Rich Mongeau
  - P.J. Oliver
  - Rob Longo
- Sportsman**
- Bryan Papiez
  - Rob Stump
  - George Idell, Jr.

## Mountain Speedway

- St. Johns, Pa.  
Sept. 14, 2008
- Street Stock**
- Eric Gerchak
  - Rich Dimarco
  - Brad Kline
- Modified**
- Kyle Ebersole
  - Brian DeFebo
  - Rusty Smith
- Thriller**
- Nick Ross
  - Scott Adams
  - Mike Moyer, Jr.
- 4-Cylinder Four Wheel Drive**
- Jeff Biegley
  - Ken Kleppinger
  - Eric Banashefski

## Susquehanna Speedway Park

- Newberrytown, Pa.  
Sept. 13, 2008
- Late Model**
- Carl Graves
  - Charles Potts
  - Gene Knaub
- Street Stock**
- Wes Allemann
  - Chad Smith
  - Craig Morgan
- Young Gun**
- Chad Smith
  - Eric Walker
  - Andrew Hart Wig
- 600 Sprint Car**
- Gary Winter
  - Dawn Sparlund

- Travis Horan
- Donnie Broderick
- Midget
- Steve Buckwalter
- Bruce Buckwalter
- Andy Martin
- Mini Van
- Sherry Kitner
- Kelly Young
- Vicki Anderson

## Hagerstown Speedway

- Hagerstown, Md.  
Sept. 13, 2008
- Late Model**
- Jeremy Miller
  - Jason Covert
  - D.J. Myers
- 358 Sprint Car**
- Pat Cannon
  - Johnny Scott
  - Aaron Ott

## Trail-Way Speedway

- Hanover, Pa.  
Sept. 13, 2008
- 600 Sprint Car**
- Isaac Sneeringer
  - Jimmy Brookens
  - Brad Weber
- Legends**
- Bobby Geibel
  - Rick Zacharias
  - Mike Skarowski
- Super Stock**
- Frank Reakes
  - Steven Cox
  - Tim McClelland
- Scramble Car**  
Feature No. 1
- Rob Lyon
  - Mark Reece
  - Terry Hartlaub
- Feature No. 2
- Roy Denike
  - Chase Eckert
  - Randy Crunkilton
- 4-Cylinder**
- Shawn Crunkilton
  - Daryl Hanson
  - Wes McDaniel
- 6-Cylinder**
- Dylan Keim
  - Wes McDaniel
  - Jimmy Tyson

## New Egypt Speedway

- New Egypt, N.J.  
Sept. 13, 2008
- Sportsman**
- Gary Butler
  - Rich Scagliotta
  - Willie Osmun
- Modified**  
Feature No. 1
- R. W. Armstrong
  - Sam Martz
  - Frank Cozze
- Feature No. 2
- Billy Pauch
  - Sam Martz
  - Bob Drayton
- Super Stock**
- George Quinlan
  - Bill Liedtka
  - Billy Bauer

## South Boston Speedway

- South Boston, Va.  
Sept. 13, 2008
- Late Model**
- Wayne Ramsey
  - Ronald Hill
  - C.E. Falk
- Limited Sportsman**
- Lee Pulliam
  - Bruce Anderson
  - Tommy Peregoy
- Pure Stock**
- Courtney Crosby
  - Justin Tucker
  - Michael Jones
- Modified**
- Donnie Lacks
  - Darryl Lacks
  - Randy Smith

## Langley Speedway

- Hampton, Va.  
Sept. 13, 2008
- Modified**
- Rusty Wood
  - Chris Johnson
  - Buster Horne, Jr.
- Super Street**
- Randy Sample
  - Ritchie German
  - Ryan Nester
- Super Truck**
- Robbie Davis
  - Tommy Nixon
  - Paul Hogge
- Legends**
- Casey Wyatt
  - Rette Causey
  - Steve Keesee
- U-Car**
- Renno Marchetti IV
  - Chris Hildebrand
  - Dusty Connor
- Pro-6**
- Casey Sipe
  - D.J. Watson

## Virginia Motor Speedway

- Jamaica, Va.  
Sept. 13, 2008
- Late Model**
- Walker Arthur
  - Roland Mann
  - Stephen Evans
- Sportsman**
- Tony Wood
  - Kenny Moreland
  - Roger Jamerson
- Modified**
- Matt Marshall
  - Eric Erwin
  - Bret Hamilton
- Sprint Car**
- Daren Bolac
  - Tom Humphries
  - Kyle Pruitt
- Stock Car**
- Brett Adkins
  - Kevin Fletcher
  - Wayne Suite

## Mountain Speedway

- St. Johns, Pa.  
Sept. 13, 2008
- Modified**
- Bobby Geibel
  - Rick Zacharias
  - Mike Skarowski
- Super Stock**
- Frank Reakes
  - Steven Cox
  - Tim McClelland
- Legends**
- Mike Alcaro
  - Joey Mattis
  - Roger Coss
- Bandolero**
- Sandi Stull
  - Robert Vassilatos, Jr.

## New Egypt Speedway

- New Egypt, N.J.  
Sept. 13, 2008
- Sportsman**
- Gary Butler
  - Rich Scagliotta
  - Willie Osmun
- Modified**  
Feature No. 1
- R. W. Armstrong
  - Sam Martz
  - Frank Cozze
- Feature No. 2
- Billy Pauch
  - Sam Martz
  - Bob Drayton
- Super Stock**
- George Quinlan
  - Bill Liedtka
  - Billy Bauer

## Adams County Speedway

- Coming, Iowa  
Sept. 14, 2008
- Modified**
- Dan Mueller
  - Ryan Peckham
  - Jesse Dennis
- Late Model**
- Bryan Papiez
  - Chris Spieker
  - Paul Glendenning



## Mid-Nebraska Speedway

- Doniphan, Neb.  
Sept. 13, 2008
- Junior Hornet**
- Blake Hobbs
  - Jordan Lawhorne
  - Matthew Ford
- Happy Hornet**
- Blake Sims
  - Rich Enevoldsen
  - Darick Lamberson
- Hobby Stock**
- Dillon Thompson
  - Jim Buss
  - Andy Gregg
- Modified**
- Chris Alcorn
  - Andy Wilkinson
  - Jimmy Pearce
- Grand National**
- Mike Merrill
  - Les Siebert
  - Justin Gregg

## Dodge City Raceway Park

- Dodge City, Kan.  
Sept. 14, 2008
- URSS**
- Tanner Mullens
  - Jason Martin
  - Taylor Velasquez

## Adams County Speedway

- Coming, Iowa  
Sept. 14, 2008
- Modified**
- Dan Mueller
  - Ryan Peckham
  - Jesse Dennis
- Late Model**
- Bryan Papiez
  - Chris Spieker
  - Paul Glendenning

## Rocky Mountain Raceways

- Salt Lake City, Utah  
Sept. 13, 2008
- USAC Ford Focus**
- Tim Savage
  - Billy Cox
  - Kipp Posey



## Concord Motorsport Park

- Concord, N.C.  
Sept. 13, 2008
- Late Model**
- Chuck Crump
  - Terry Brooks, Jr.
  - Steve Ackerly
- Limited Late Model**
- Jeff Melton
  - Mike Terry
  - Jeff Melton
- Pure Stock**
- Jeff Melton
  - Clinton Baker
  - Steve Irvin
- Fast & Furious 4**
- Tracy Mullis
  - Chad Miller
  - Bradley Kimrey
- Brigade**
- Rusty Drye
  - Kirby Allen
  - Matt Drye

## East Bay Raceway Park

- Gibsonton, Fla.  
Sept. 13, 2008
- Street Stock**
- Buck Skinner
  - Danny Hill
  - Mathew Grissom
- Limited Late Model**
- J.R. Prather, Jr.
  - Forrest Gough
  - William Pugh
- Limited Sprint Car**
- Gene Lasker
  - Rich Alexander
  - Troy Knowles
- Modified**
- Leon Zeitner
  - Chris Spieker
  - John Bradley
- Super Stock Renegade V8**
- Ronnie Vasser

- 4-Cylinder
- Kever Raulerson
- Frank Miller
- Wayne Kissam

## Ace Speedway

- Altamahaw, N.C.  
Sept. 12, 2008
- Late Model**  
Feature No. 1
- Speedy Faucette
  - Dean Fogleman
  - Rodney Cook
- Feature No. 2
- Phillip Morris
  - Dean Fogleman
  - Stacy Puryear
- Modified**
- Josh Nichols
  - Brad Allen
  - Gary Young, Jr.
- Limited Sportsman**
- Ricky Bryant
  - John Moore
  - Ziggy Zimmerman
- Mini Stock**
- Michael Tucker
  - Mark Wilburn
  - Archie Sanders
- X-treme Car**
- Jerry Kennodie
  - Keith Brame, Jr.
  - Ben Walker
- Mini Cup**
- Ed Peters
  - Derrick Law
  - Zach Clifton

## East Lincoln Speedway

- Stanley, N.C.  
Sept. 13, 2008
- Grand Am Stock Car**
- Andy McGinnis
  - Shawn Penwarden
  - Mickey Anderson
- Late Model Modified**
- Kris Dunlap
  - Chris Smith
  - Ronnie White
- Micro Sprint**
- Terry Peters
  - Jonathan Hager
  - Rick Goss
- Rookie Four**
- Brett Mundweiler
  - Anthony Cooter
  - Jack Anderson
- Star of Tomorrow**
- Brett Myers
  - Brian Toler
  - Shanan Major
- Stock Four**
- Swain Morris
  - Tony Paladino
  - Randy Powell
- Legends**
- Johnny Love
  - Falcon Smith
  - Joe Saleem

## Antioch Speedway

- Morganton, N.C.  
Sept. 13, 2008
- Crate Late Model**
- Ross Bailes
  - Jeff Graves
  - Jimmy Millsaps
- Super Stock Renegade V8**
- Ronnie Vasser

- Jody Adams
- Brad Laws
- Super Stock
- Ed Brittain
- Richard Vasser
- Scott Annas
- Pure Stock
- Keith Hart
- Jeremy Potter
- Paul Butler
- Young Gun
- Kyle Barus
- J.W. Hicks
- Brandon Marshall

## Travelers Rest Speedway

- Travelers Rest, S.C.  
Sept. 13, 2008
- GM Performance**
- David Smith
  - Brian Grumbis
  - Greg Pilgrim
- Limited**
- John Barauskas
  - Scott Galloway
  - Scott Morgan
- Stock 8**
- Timmy Smith
  - Kenneth Bowser
  - Chet Cobb
- Renegade**
- Billy Ramey
  - Nikita Treadwell
  - Mark Anders
- Pure Stock**
- Mitchell Coggins
  - Nick Adams
  - Chris Harvell
- Stock 4**
- Joey Kelly
  - Kevin Gossell
  - Matthew McDonald
- Young Gun**
- Kevin Whitman
  - Mitchell Marcas
  - J.B. Moser

## New Smyrna Speedway

- New Smyrna Beach, Fla.  
Sept. 13, 2008
- Late Model**
- Daniel Keene, Jr.
  - Rich Clouser
  - Jeremy Colangelo
- Harris Speedway**
- Rutherfordton, N.C.  
Sept. 13, 2008
- GM Performance**
- Travis Blackwell
  - Scott Childress
  - Jordan Dill
- Limited**
- Chris Jackson
  - Tony Pierce
  - Greg Dimsdale
- Stock 8**
- Dale Edmonds
  - Dale Chapman
  - David Ayers
- Renegade**
- Josh Burgess
  - Jason Edmonds
  - Lloyd Dean Burgess
- Pure Stock**
- Travis Burdette
  - Wayne Clayton

- Kyle Huntley
- Super Stock 4
- Stacy Brock
- Jamie Barbrey
- Brett Cooper
- Street Stock 4
- Blake Bentley
- Bo Guker
- Kyle Cooper
- Young Gun
- Hunter Eubanks
- Brayden Pruitt
- Levi Smith

## Citrus County Speedway

- Inverness, Fla.  
Sept. 14, 2008
- Open Wheel Modified**
- Teddy Nelson
  - Richie Smith
  - Doug Miller
- Street Stock**
- Tim Quick
  - Larry Welter, Sr.
  - Kyle Peters
- Pure Stock**
- Richie Smith
  - Bill Ryan
  - Tommy Smith
- Figure 8**
- John Barauskas
  - Darryl Hage
  - Robby Aaron
- V8 Thunder Stock Rookie**
- Cotee Clark
  - C.J. Wright
  - Arden Franklin
- Mini Cup**
- Brady Marshall
  - Bobby Rogers
  - Doug Marshall

## Caraway Speedway

- Asheboro, N.C.  
Sept. 12, 2008
- V6 Enduro**
- Darren Free
  - Eddie Phillips
  - Richard Stargardt
- Super Truck**  
Feature No. 1
- Buddy Allred
  - Nathan Bess
  - Jimmy Wallace
- Feature No. 2
- Cole Miktuk
  - Destry Gardner
  - Jimmy Wallace
- Legends**
- Hoyt Demis
  - Parker Hammons
  - Cody Blackburn
- Street Stock**
- Brandon Davis
  - Clyde Johnson
  - Ricky Sweatt
- U-Car**
- Matt Ashby
  - Jody Moore

## Orlando SpeedWorld

- Orlando, Fla.  
Sept. 12, 2008
- Pro Truck**
- Cody Blair

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## Perley Takes 3rd All-Star Classic

EPPING, N.H. — Chris Perley survived a 60-lap battle with Jon McKennedy to win the 43rd-annual All-Star ISMA Classic 100

Saturday at All-Star Speedway. It was Perley's third triumph in the event, which was running a new 100-lap green format.

Perley, starting 11th after handicapping the top-12 qualifiers, worked his way past second-place Johnny Benson, Jr. on lap 39 to begin his pursuit of

McKennedy, who led from the start. Perley took the lead for good on lap 71 after a restart and held on for the victory.

McKennedy settled for second, while Lou Ciccone, Jr. finished in third with a strong drive. Russ Wood took fourth and Mike Lichty rounded out the top five. Benson was sixth.

**The finish:**  
Chris Perley, Jon McKennedy, Lou Ciccone, Jr., Russ Wood, Mike Lichty, Johnny Benson, Jr., Mike Ordway, Jr., Bobby Santos III, Scott Martel, Mark Sammut, Dave McKnight, Jr., Bobby Bond, Vern Romanoski, Dave Trytek, Jeff Holbrook, Eric Lewis, Eddie Witkum, Jr., Bobby Haynes, Jr., Jamie Timmons, Tim Adams, Dan Lane, Dave Shullick, Jr., Artie Rousseau, Joe Gosek, Rob Summers, Jeff Abold.

## Rookie Shaw Overcomes Foe Kittleson

NAPLES, Maine — Pro All Stars Series North rookie D.J. Shaw won for the second time this season, taking Saturday night's DJ Equipment 150 at White Mountain Motorsports Park.

Shaw was able to overcome a near race-long battle with Travis Kittleson before making what proved to be the race-winning move on lap 120.

After getting by Kittleson for

the point, Shaw had to hold off Johnny Clark and veteran Ben Rowe on a lap-134 restart to secure the victory.

Clark settled for second and Rowe was third. Kittleson faded to a fourth-place finish and Cassius Clark rounded out the top five.

**The finish:**  
D.J. Shaw, Johnny Clark, Ben Rowe, Travis Kittleson, Cassius Clark, Adam Bates, Russ Hersey, Mike LaVoie, Travis Benjamin, Trevor Sanborn, Derek Ramstrom, Donnie Whitten, Alan Wilson, Kelly Moore, Richie Dearborn, Joe Decker, Jeremy Davis, Harry Olson, Jamie Swallow, Matt Frahm, Gunnar Josselyn, Ruch Eaton, Scott King, Scott Alexander.

## Laperle Still In Hunt

OXFORD, Maine — Patrick Laperle served notice on Saturday evening that he is ready to challenge Scott Payea for the 2008 American Canadian Tour late-model championship, following a dominant victory in the New England Dodge Dealers 150 at Oxford Plains Speedway.

Laperle's Systèmes Intérieurs Descoste No. 91 Chevrolet charged from 16th-starting position to take the lead from Glen Luce on lap 50, then blitzed the 36-car field for his second ACT championship event victory of the year.

Unofficially, Laperle cut his championship deficit by more than half behind leader Payea. Payea entered the race with a 42-point edge over Laperle, but now leads by just 19 points, 833-

814, after finishing sixth. Rookie-driver Nick Sweet posted a career-best effort in second place. Sweet drew even with Laperle on the race's third and final restart on lap 144 and nosed ahead on the backstretch following the green flag, but was unable to overtake Laperle.

Sweet held off former Oxford Plains Speedway regular-turned-ACT Late Model Series driver Glen Luce at the finish. Luce earned his best-ever ACT finish in third place after leading 18 laps. Joey Polewarczyk, Jr. finished in fourth ahead of Shawn Martin.

**The finish:**  
Patrick Laperle, Nick Sweet, Glen Luce, Joey Polewarczyk, Jr., Shawn Martin, Scott Payea, Corey Morgan, Brent Dragon, Travis Adams, Eddie MacDonald, Aaron Ricker, Jeff White, Ricky Roffe, Ryan Nolin, Jean-Paul Cyr, Randy Potter, Nick Brown, Travis Stearns, Steve Reny, Eric Chase, Jimmy Linardy, John Donahue, Scott Luce, Ron Henry, Tommy Rowe, Tyler Cahoon, Steve Fisher, Shawn Knight, Joe Becker, Mark Hudson, Donald Theetge, Jamie Fisher, Phil Scott, Pete Potvin III, Gerald Parlin, Mark Hayward.

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## Parker Edges Kirby For Manzy Triumph

BY WINDY McDONALD

PHOENIX, Ariz. — Lonnie Parker, Jr., a multi-time champion and current point leader in the Southwest Dirt Car Late Models, withstood race-long pressure from Mike Kirby and escaped with a victory Saturday night in the tour's 25-lap late-model feature at Manzanita Speedway.

Kirby followed in second place, less than a second behind Parker at the finish line.

Brad Williams charged from his 11th-starting spot to finish third, while Mark Fowler came back from a yellow-flag pit stop to finish fourth. Tommy Hussak III rounded out the top five.

**The finish:**  
Lonnie Parker, Jr., Mike Kirby, Brad Williams, Mark Fowler, Tommy Hussak III, Jerry Fincher, Mike Brigner, Keith James, Wes Hall, Mike Tahminen, Keith McKinney, Andy Rudy, John Romero, Wayne Noyes, Joey Moriarty, Art Lacy.



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## Michael Is The Master

MIDDLETOWN, N.Y. — Curt Michael, URC's Mr. Consistency, was the class of the field Saturday

night at Orange County Fair Speedway, as he won the 25-lap Rislone United Racing Company sprint-car feature.

The win was worth \$2,200. Michael took the lead from Trevor Lewis on lap 16 and was never challenged in the closing laps. For Michael, it was his third win of the season and his 38th-career win.

Lewis held on to finish second on the five-eighths-mile dirt track, while Robbie Stillwagon, J.J. Grasso and Chris Coyle rounded out the top five.

**The finish:** Curt Michael, Trevor Lewis, Robbie Stillwagon, J.J. Grasso, Chris Coyle, Brett Schoenly, Michael Carber, Jason Clauss, Davey Sammons, Ed Aikin, Kevin Welsh, Joey Biasi, Randy West, Danny Massey, Mark Bitner, Adam Gordon, Dave Ely, Nate Snyder, David Gravel, Scott Pursell, Mike Kostic, Rory Janney, Kramer Williamson, Kyle Purks.

## Becker Sizzles

PETALUMA, Calif. — Sean Becker earned his third Hoosier Racing Tires Civil War Series

sprint-car victory of 2008 Saturday night at Petaluma Speedway, maintaining the series point lead.

Becker, who set a track record during qualifying with a 12.400-second lap around the three-eighths-mile oval, powered by early leader Tyler Spath on lap four and cruised to victory.

Kyle Hirst finished second and Willie Croft was third ahead of Ricky Wright, Jr. and Mason Moore.

**The finish:** Sean Becker, Kyle Hirst, Willie Croft, Ricky Wright, Jr., Mason Moore, Brandon Davis, Christian Wiesz, Chad Compton, Kyle Larson, Andy Forsberg, Brandon Davis, Jeff Parady, Brett Rollag, Herman Klein, Andy Gregg, Alissa Geving, Tyler Spath, Myles Bishop, Roberto Kirby, Norm Johns, Pat Harvey, Jr., Ken Fredenburg, Christian Stover.

## Kingrea Collects

ELM CITY, N.C. — Pete Kingrea beat Jerald Harris by a foot at County Line Raceway Saturday

night, winning the Virginia Sprint Series' second to last race of the season.

Kingrea started on the front row and made the outside lane work for him throughout the race, holding off Harris on the inside at the finish.

Satch Worley, Bill Rice and French Grimes closed out the top five.

Brian Lawson and Chris Ware took the heat wins.

**The finish:** Pete Kingrea, Jerald Harris, Satch Worley, Bill Rice, French Grimes, Brian Lawson, Anthony Linkenhoker, Billy Norfleet, Chris Ware, Scott Vasbinder, Tyler Shipp, Ryan Price, Tony Harris, Ron Moyers, Carl Simmonds, Paul White.

## Shaffer Cops 4th National Open

SELINGROVE, Pa. — Sunday night at Selingsrove Speedway belonged to Todd Shaffer, who set

fast time with a lap of 16.543 seconds and dominated the 26th annual National Open for 410 sprint cars.

The 30-lap victory was worth \$7,500 and was Shaffer's fifth of the season in central Pennsylvania and 29th of his career at Selingsrove's half-mile oval. It marked his fourth victory in the track's National Open.

The second half of the race

saw Shaffer pull away from the field on each restart. On the 24th circuit, Doug Esh dropped out of the race while racing second, handing the runner-up position to Fred Rahmer.

Shaffer was victorious by 5.88 seconds over Rahmer, 10th-place starter Mark Smith, 12th-place starter Greg Hodnett and 16th-place starter Chad Layton.

**The finish:** Todd Shaffer, Fred Rahmer, Mark Smith, Greg Hodnett, Chad Layton, Steve Buckwalter, Keith Kauffman, Brian Monteth, Alan Krimes, Duane Mausteller, Ryan Smith, Mark Zimmerman, Doug Esh, Sean Michael, Mike Erdley, Mike Walter, Josh Wells, Matt Heimbach, Brian Leppo, Ryan Kissinger, Rick Lafferty, Todd Hestor, Blaney Heimbach, Craig Keel.



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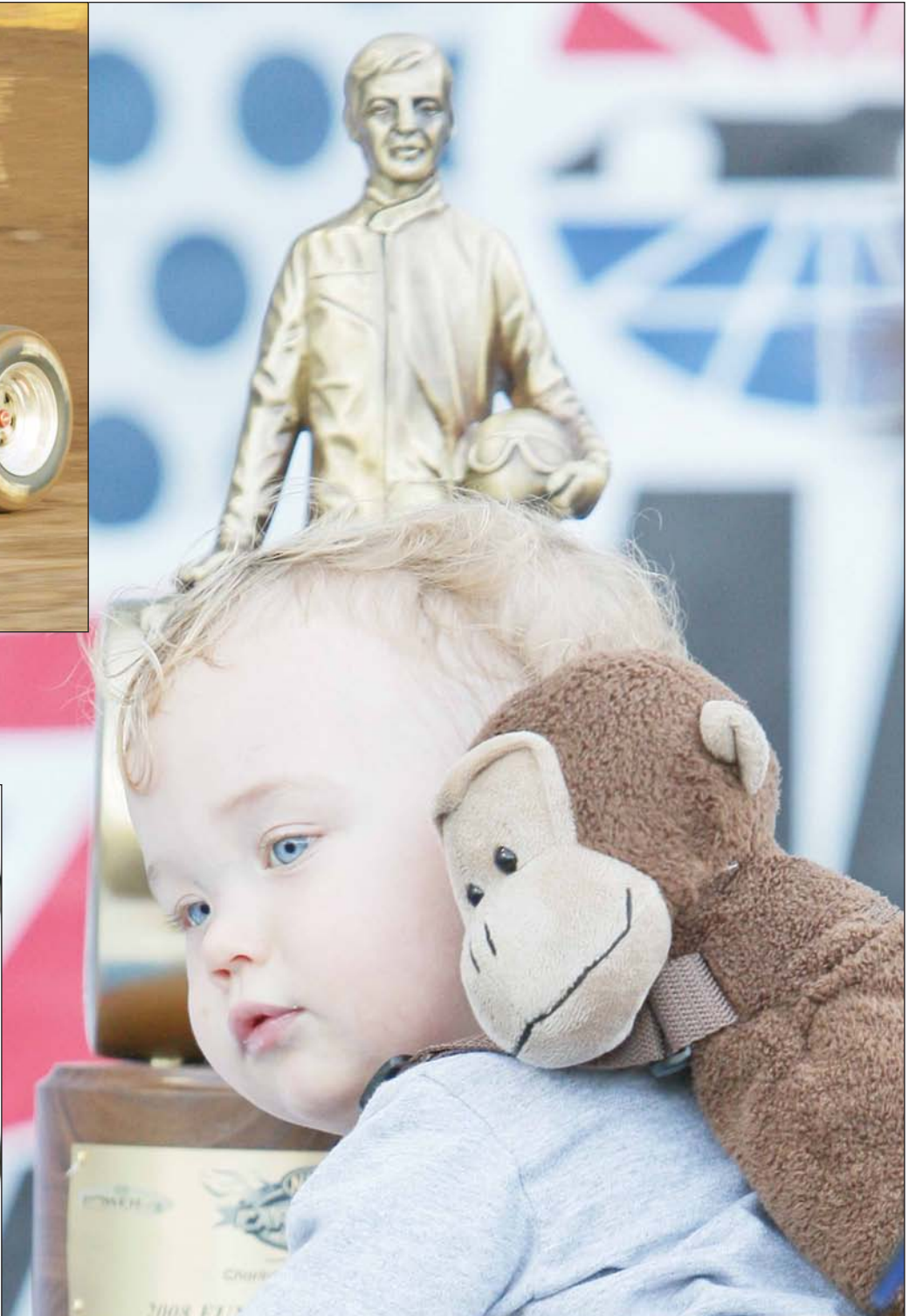
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NSSN THE FINAL LAP



DOUG ALLEN PHOTO

**GOING FOR TWO:** Eventual winner Tony Jones wheels his sprint car around Perris Auto Speedway during Saturday's USAC-CRA event at the half-mile oval.



TED ROSSING, JR. PHOTO

**SNUGGLE UP:** Jason Beckman cuddles with Curious George and father Jack's Wally after "Fast Jack" won Sunday's inaugural NHRA Carolinas Nationals at the zMAX Dragway @ Concord (N.C.) by .001 second over Cruz Pedregon. (Below) The Advance Auto Parts World of Outlaws Sprint Car Series lines up four wide to salute the fans Sunday at Lucas Oil Speedway in Wheatland, Mo.



HHP/ALAN MARLER PHOTO

**PRESSURE POINT:** Nicole Biffle can't bear to watch husband Greg in the closing laps of Sunday's NASCAR Sprint Cup Sylvania 300 at New Hampshire Motor Speedway.



LUCAS OIL SPEEDWAY PHOTO

## ECONOMAKI: Kansas Speedway Working On Hotel

CONTINUED FROM PAGE 4

One store manager says 65 percent of its business comes from women buying rims (wheels) as a present for their husband or boyfriend! Because the cost often hits \$2,000, Aaron's has established its own credit-card system in which monthly payments never exceed \$90.

Hang on to that old racing car. A 1923 Miller Spl. Indy car surpassed its pre-auction estimate by more than 50 percent when it sold for \$1,850,000 at a recent RM Joe's Garage sale.

Former driver **Bill Simpson** who now owns and operates

## BAKER: Not Much To Complain About At zMAX

CONTINUED FROM PAGE 4

shallow stream that borders the LMS property. Though the waterway doesn't pose a threat to Don Schumacher Racing teammates Jerry Toliver, Ron Capps and Cory McClenathan, it did catch the eye of Jack Beckman and Tim Wilkerson.

"Since Scott Kalitta's accident, we're starting to look at everything in a worst-case scenario, not what should be adequate," said Beckman, the first Funny Car winner at the \$60 million facility. "Scott's accident was like the planets lined up; everything that

Impact Racing, a company that manufacturers and sells racing safety equipment — helmets, fire suits, restraints, etc. — plans to build a 20,000 square-foot, \$3.7 million, uniform factory on the grounds of a former drive-in theater on U.S. 136 in the Indianapolis suburb of Clermont, opposite the entrance to O'Reilly Raceway Park. Simpson is the first tenant of what is now known as the Lost Drive-In Motorsports Park. Simpson is relying on a new automatic embroidery method to keep the new plant busy. A late 2009 opening is envisioned. Impact currently has 120 employees in its headquarters in Indianapolis and in its factory in nearby Brownsburg.

An interesting connection between drinking and driving has surfaced in an agreement between Kansas Speedway and developers of a proposed

could go wrong went wrong. I think in a perfect world you wouldn't have water past a race track, but we'd lose a lot of race tracks if that was the case. I think we're going to have to look at what we can do past that last catch fence"

"The track was built before Scott's tragedy, so we didn't really have any insight that we didn't like something like that," Wilkerson said of the drop-off and stream. "They really do have it well contained down there. The sand trap is extremely long and it does have sets of nets and a good, high fence. I think you'd have a problem getting through. But if you do, you're going for a little swim down there. I don't know that it's as big of a hazard as it appears because of the quality of the sand trap and the quality of

Hard Rock Hotel and Casino in Wyandotte County. It calls for a Rolex Grand Am race on a to-be-built infield road course at Kansas Speedway if the track is awarded the contract to manage the state-owned casino complex. A 2011 deadline prevails.

## From the NSSF Staff

The zMax Dragway event near the NSSF office was a success by all measures, with hundreds of staffers, thousands of fans and lots of smiling Speedway Motorsports and National Hot Rod Ass'n faces. The heat (90-plus degrees and humid) didn't seem to deter fans from coming and parking was at a premium — so much so that cars were parked along Bruton Smith Boulevard adjacent the drag strip — reminiscent of the first NHRA event at Texas Motorplex so many years ago.

the nets. I think it's probably alright."

The other area of concern was the narrow turn-off entrance at the top end that only allows for one car to pass through at a time instead of two after a pair of runs.

"It's sharp, but it's the lesser of two evils," Capps noted. "You want the wall to go down and also have a containing wall at the sand trap. You have to sacrifice some. I would rather come down to the end and have [a Safety Safari crew member] tell me to stop right before the end and then them push me off slowly."

Overall, though, the NHRA's drivers had nothing but praise for Smith's newest facility. Pro Stock Bike rider Matt Smith gave it "seven stars," and McClenathan gave the zMAX strip an "A- at the worst" as

The facility is first-rate, from traffic flow to the sloping surface under the grandstands to make for easy cleanup. NHRA President **Tom Compton** oversaw the sanctioning body's well-appointed suite with varied guests, including Board Chairman **Dallas Gardner**. **Mike Kerchner** managed to snare an interview with **Brian Wolfe**, new head of Ford Racing, to appear in an upcoming issue. Wolfe touches on all aspects of the sport, including the Car of Tomorrow. The four-lane track is a first, although the NHRA has some concerns about using it — safety, staff, television, etc.

The massive crowds at zMax Dragway over the weekend leads one to wonder if The Dirt Track @ Lowe's Motor Speedway is long for this world. The property may be better utilized as parking for the drag strip.

one of the finest facilities he's ever seen.

"I think this track now becomes the standard for construction and safety," Beckman said. "Could it be better? Well, you could have a three-mile shut-off area that goes uphill into a lot of shaving cream. You could always make something safer, but it wouldn't be practical to have a drag race there. This is probably the safest race track we have right now."

With a full calendar year between the inaugural event and the next NHRA visit to the Carolinas, Bruton Smith and his SMI employees have the time and ability to take competitors' and officials' suggestions and comments to heart to truly make the zMAX Dragway "the Bellagio of drag strips."

## FORUM: Fans Are Unsure About The IRL

CONTINUED FROM PAGE 4

don't know where the IRL gets its officials, but they need to find some that know what racing is.

I have been going to various kinds of auto races for 61 years, mostly non-wing sprint cars. I was a race official for 34 years. In all that time, I have never heard of a driver being penalized for blocking. Over the years, I have seen a lot of blocking. As far as I know, blocking is what a driver is supposed to do. It is up to the driver trying to pass to figure out how to do it — not some race official.

If I was a car owner and my driver was not blocking, he would not be my driver for long. Wake up, IRL. It is this kind of ridiculous officiating that is turning fans off.

Don Read  
Santee, Calif.

## Frustrated

I have been a staunch IndyCar supporter since its inception, but now I am becoming a little disgruntled. I was afraid this would happen with the recent reunification — add yet two more road and street courses and turn down the ovals.

What would be wrong with a 19- or 20-race schedule anyway? Also, why favor Milwaukee over Texas in the schedule? Who draws the most fans? Who has the best races? Who stuck with the Indy cars? The IRL started as an oval series with American drivers. I know Tony George can't tell the car owners who to hire as their drivers, but he certainly has some say about scheduling.

R.C. Lehr  
Bethlehem, Pa.

## Show Chase Points

The NHRA U.S. Nationals report pages had an idea I wish you'd adopt for NASCAR's Sprint Cup as well. The NHRA point standings showed current points with a column showing adjusted "Countdown" points.

So much is made of a 250-point lead or whatever it currently is between positions in NASCAR, but we all know it really means nothing more than to secure your seed in the Chase. I really hope you'll consider a similar format for Sprint Cup.

Fred Hall  
Lincoln, Neb.

## Hot Over Fontana

I was slightly upset Saturday when we missed the start of NASCAR at Fontana due to a football game on ESPN. How important are we?

After watching the race, it would have been better not to have shown it — just another one-driver dominated farce. The IRL at Detroit was another street-circuit parade.

I do not have the answers, but I hope someone does.

T.L. Samantha  
East St. Louis, Ill.

## Drop Out, Dodge

I would hope the powers that be at Dodge would put a tourniquet on the NASCAR racing teams to cut the losses. The money could be used to bring back the K-cars and the slant-six engine.

When you think back, you can remember the Dodge in stock cars and the Ram Chargers in drag racing were feared by the competition — enough that the Camaro ran a Hemi in NHRA to win.

Without a car in The Chase, just close the doors now. I've had 11 Mopars — no more.

Jim Schmitt  
Liberty, Mo.

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