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FastTrack

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Elliott and Cindric Make Daytona Road Course a Personal Success



Kyle Larson Takes the Win at Knoxville World of Outlaws Race

Daytona Road Course, a Hot Success

DAYTONA BEACH – With the exception of fighting heatstroke and lightning bolts, drivers liked racing last weekend on the Daytona International Speedway road course.

Weeks of concern quickly evaporated in the sultry Florida sun as the Gander RV & Outdoors Truck, Xfinity and Cup series took turn making left and right turns on the twisting 3.57-mile course made famous by the Rolex 24 Hours of Daytona.

The massive pileups, especially diving into Turn 1 on the first lap, everyone feared never happened. The backstretch chicane proved tricky as promised, and the fourth turn bus stop was a bigger challenge than expected.

Since there was no practice or qualifying, what started as one of the biggest challenges in stock-car history turned into a decent show, prompting many drivers to believe it should become a permanent stop on the schedule.

If so, NASCAR likely will have to make some tweaks on the car to make them more-nimble on the flat road course section in the infield. Michael McDowell said everyone will be better prepared the next time around.

“I thought it was a good race,” he said. “I think it will be an even better race if we come back because people will have the opportunity to work on the car and know the setup and have some experience on the track. Road courses, in particular, are so much about rhythm and feel and just getting in the car and feeling comfortable and doing the things you need to do. Without practice it makes it tough and I think that is why you saw it spread out. It is hard to get in a rhythm, but I thought the track raced well.”

“I think that if we brought back a softer tire, the tire today was really hard and didn’t wear, so a softer tire would create a little more racing and passing but all in all, for our first shot at it I thought it was pretty good.”

But for a first run – and with little preparation – everyone involved deserved a thumbs-up.

“We are better than you think,” Joey Logano said with a chuckle. “I think this field is full of so much talent. I think with the technology that the manufacturers have with simulation and how good the teams are with getting a setup that is ballpark.”

Manufacturers brought in simulators, iRacing games and sports car regulars to help acclimate their drivers to the nuances of the iconic track. Instead of rebuilding broken cars during the learning process, drivers only needed to hit the restart button on their computers.



DON COBLE

“Well, these drivers are really, really good,” Denny Hamlin said. “Myself and some friends were talking about that before the race today, and we were like, ‘I wonder how many cautions there will be?’ I’m like, these guys are pretty

good. They found a way to adapt and they’ve got a lot of tools to help them prepare for these races.

“I mean, these are pros, and you see a clean race whenever you see the driver quality that we have in the Cup Series.”

The road course was added to the schedule a month ago, replacing the annual trip to Watkins Glen International.

The challenge of racing on Saturday and Sunday at the Michigan

Speedway on one weekend, returning to Charlotte, North Carolina, during the week and driving to Upstate New York on the next weekend was asking too much on teams as they continue to adapt with the COVID-19 pandemic – especially since there’s another racing doubleheader this week at the Dover International Speedway.

The thrilling conclusion of the Xfinity Series’ road-course race at the Indianapolis Motor Speedway made the decision even easier for NASCAR. Now they have to decide whether to do it again.

“It was a lot of fun, honestly, being the first time at a track you don’t really know what it’s going to be like, so I really enjoyed today,” Martin Truex Jr. said after finishing third behind Chase Elliott and Hamlin. “I thought the track was more fun than I anticipated just from running the simulator and things like that.

“Really had a lot of fun, and obviously had a really fast Bass Pro Toyota and kind of messed up there speeding on pit road and had to recover, so to be able to come from the back in about 20 or so laps there was pretty tough, and obviously proud of being able to do that.

“Wish we could have had a little bit more time. I think we could have given them a run for their money.”

Hamlin agreed.

“This was made for a road course,” he said. “It’s got more braking points, more passing zones than Charlotte, it’s wider. I like this track. It’s definitely got some racing characteristics to it where if you

have a good car, you can get to the front.”

Although everyone knows to expect heat in Florida during the summer, nobody was prepared for overwhelming mix of heat and humidity. At least one driver in all three NASCAR races needed someone to finish the race. Truck racer Ty Majeski was taken to a local hospital after being overcome by heat. J.J. Yeley collapsed after he came to pit road midway into the race after his cooling system failed. He had to be taken to the infield care center for treatment while Bayley Currey climbed in and finished the race.

The only break was a bolt of lightning that forced a 30-minute timeout at Lap 37 of 65. For most, the break was the difference of finishing or passing out.

“Oh, it was hot, no doubt. It was crazy hot,” Truex said. “I think probably without that break for lightning, a lot of guys wouldn’t have made it. It’s so hot in these things. I don’t know why we’re running a right-side window at a road course. There’s just no airflow, none at all.

“I think if you talked to people that are at the track and they’re complaining about how hot it is outside the car and just to put it in perspective, when we get out of the car, that feels like air-conditioning. I mean, I can’t tell you how hot it was in there today. Luckily feeling good after the race obviously, and was able to hold my own, but I just think there’s something we could do to make these things a little bit cooler.”

Maybe next time.



Chase Elliott (9) leads the field through the Daytona Road Course on his way to the win. (NIGEL KINRADE PHOTOGRAPHY photo)

Another One Bites the Dust

Race fans, it's happened again! Another one of the legendary, historical tracks of NASCAR has ceased operation. That's right. Another race track that has played a major role in the history of our sport will no longer be holding races.

Last Saturday, August 15, Myrtle Beach

Speedway ran their last race, the Sun Fun 101. The track that first operated as a .5-mile dirt track was closing its doors forever. The track has been sold to business developer who will, reportedly, tear down the speedway and convert the property into offices, townhomes, and possibly a hotel. After 62 years, the facility will no longer operate as a speedway.

Emotions ran high and the final race at Myrtle Beach Speedway became a reality. However, the memories that competitors, fans, and officials have of Myrtle Beach Speedway will last forever.

The Speedway opened as Rambi Raceway in 1958 and hosted NASCAR Cup Series events from 1958 through 1965 – 9 races. The first Cup race, a NASCAR Convertible event, was won by Bob Welborn on July 26, 1958. He won by two laps over Tiny Lund. Along with Welborn, Ned Jarrett, Buck Baker, Joe Weatherly, David Pearson, Jack Smith, and Dick Hutcherson all won Cup Series races at Myrtle Beach.

Other NASCAR legends who competed at Myrtle Beach during those early races include Richard Petty, Wendell Scott, LeRoy Yarborough, Buddy Baker, Junior Johnson, Rex White, Bobby Isaac, Lee Petty, Cotton Owens, Speedy Thompson, and Bud Moore.

My first memory of going to Myrtle Beach Speedway came when I was just a young boy, 10 years old or so. When our family vacationed at Myrtle Beach in the summer, as we used to do each year, my Dad and several of his friends wanted to go to the Saturday night race at Myrtle Beach Speedway. I remember tagging along with them and having my first opportunity to see

all these "name" drivers race. I don't recall who won, but the memory I left the track with that night was several cars running off the backstretch and into the woods behind the track. At that time, there was no guardrail around the backstretch and cars could run off the track, mow down small trees, and come back on the track entering turn three. I can still see the tops of those trees being knocked down as the cars ran off the backstretch pavement.



DENNIS PUNCH

The NASCAR Busch Series raced at Myrtle Beach Speedway from 1988 till 2000. The late Rob Moroso won the first Busch race at MBS on July 2, 1988. Other Busch Series winners at MBS include Jimmy Spencer (2), Mark Martin, Chuck Bown, Jeff Burton, Elton Sawyer, Larry Pearson, David Green, Elliott Sadler, Randy Lajoie, and Jeff Green (2).

While each and every Busch Series race at MBS was memorable in its own unique way, there were three races in particular that stand out for me.

The first was the initial Busch race in 1988 at MBS. I was the Busch Beer (Series Sponsor) Representative for the Series at that time. One of my duties was assisting NASCAR and track officials with Victory Lane ceremonies for each event. Usually, the winner would wear a Busch hat for photos, accept our Busch Series trophy, and, on occasion, celebrate with his team with a can or two of Busch Beer. Well, as you can expect, Rob Moroso winning the first race at MBS was an extremely joyous celebration. Photos of Rob and his team celebrating in Victory Lane were seen in hundreds of newspapers across the country the following Monday. Only problem was Rob was not yet of legal drinking age! Oops! Well, when I got into my office on Monday morning, I received a telephone call from Anheuser-Busch Inc. Sports Marketing in St. Louis. They were pleased to see the exposure that Busch Beer got through the many photos taken at Myrtle Beach. Then, they asked me an interesting question. Just how old is Rob Moroso? It was at that moment that I knew why I was receiving this call. While the expo-

sure for the brand was tremendous, the fact that the winning driving seen chugging beer in those celebration photos was underage was not well received. Needless to say, I learned a valuable lesson that day and never had a repeat performance of that oversight.

My second memory came in 1990 when Mark Martin won the June, 30 Busch race at MBS. What was so memorable about that race? Tommy Ellis won the pole and dominated the entire event until he ran out of gas on the final lap. Martin, running second, passed Ellis and won the race even though he led less than one lap. It was Martin's only Busch Series win in 1990 and his last in the Bill Davis #1 Ford. Jeff Gordon would take over that Davis ride the following season.

My other prominent memory of Busch Series racing at MBS came in 1996. I was working with Western Steer/Mom'n'Pop's Racing as their Director Motorsports at that time.

A deal was put together for Dale Earnhardt Jr. to make his Busch Series debut at the Myrtle Beach Busch Series. Mom'n'Pop's was a co-primary sponsor on that car and the entire weekend was truly memorable. When Dale Jr. was racing Late Model Stocks, he raced Myrtle Beach Speedway every Saturday night. So, it made great sense, and promotional/marketing value to have his Busch debut at that track. He finished 14th in his first Busch Series start.

Those Busch Series races at MBS were always filled with great drivers and competitive races. Drivers like Davey Allison, Jeff Burton, Harry Gant, Kevin Harvick, Dale Jarrett, Jimmie Johnson, Matt Kenseth, Tony Stewart, Bobby Labonte, and Mark Martin raced in the Busch Series at MBS.

The NASCAR Cup and Busch Series were not the only divisions of racing held at MBS. Along with

their weekly Late Model Stock and several other divisions, the Hooters Pro Cup Tour, CRS Late Models, and others ran special events at MBS. Plus, the annual Myrtle Beach 400 each November brought together at least 75 of the nation's best Late Models just trying to qualify for this prestigious race. The Horry County Fair was also a mainstay at Myrtle Beach Speedway for years.

Obviously, many local racers had very emotional thoughts on the closing of Myrtle Beach Speedway as well.

Bryant Barnhill had specific reasons for his thoughts. His grandfather managed the track once, his father raced at MBS, and he also won a race at MBS before he was old enough to drive on the highway.

"It doesn't really hit you until a certain moment," Barnhill said. "It's so hard to believe because of how fruitful this track has been throughout these past few years. The racing has just been amazing. Honestly, there's really not a track like this anywhere in the Southeast or anywhere across America. When you think of short track racing, NASCAR roots, it's racetracks like MBS."

One regular Myrtle Beach racer commented, "I really don't know what kind of emotions I'll have. I know it's going to be tough to load up and pull out of there one last time knowing that I won't be going back. This is something that never occurred to me that it would happen. It almost feels like I'm losing a friend."

"It's going to be a sad day for sure," MBS General Manager Steve Zacharias added. "We'll take it the best we can to enjoy it one last time. At the end of the day, you've got the memories, and we'll keep them forever."

That's a sentimental that thousands of race fans share today as we remember Myrtle Beach Speedway.

Racing at it's BEST!

In This Issue:

Fast Forum	2-3	World of Outlaws	11-13
NASCAR Cup Series	4	Southern All Stars	13
NASCAR Xfinity Series	5	Lucas Oil Late Model Dirt	14
NGORTS	6	ASCS	15-17
ARCA	8	OnTrack	18-19
CARS Tour	8	ShorTrack	20-26
P.A.S.S.	9		

ON THE COVER:

NIGEL KINRADE PHOTOGRAPHY - NASCAR
PAUL ARCH - WoO

Elliott Holds Off Hamlin to Win First Cup Race at DAYTONA Road Course

DAYTONA BEACH, FL - No practice, no qualifying, new course. No problem for Hendrick Motorsport's driver Chase Elliott.

The 24-year old Elliott gave a not-so-subtle reminder Sunday afternoon in the NASCAR Cup Series debut on the Daytona International Speedway Road Course that he is one of the sport's very best on the technical road circuits, even sight unseen as was the case this week.

Just before a caution flag with five laps remaining, Elliott had pulled out to a 10-second advantage on the field. He turned in a fantastic restart and drove three perfect final laps in his No. 9 Hendrick Motorsports Chevrolet to ultimately hold off Denny Hamlin by .202-second to win the Go Bowling 235. It is Elliott's third consecutive road course win dating back to last year.

"Just had a really good car more than anything, not sure I did anything special today," a humble Elliott said. "Really fortunate from that standpoint. Had a good week of preparation and came out and really executed on the race."

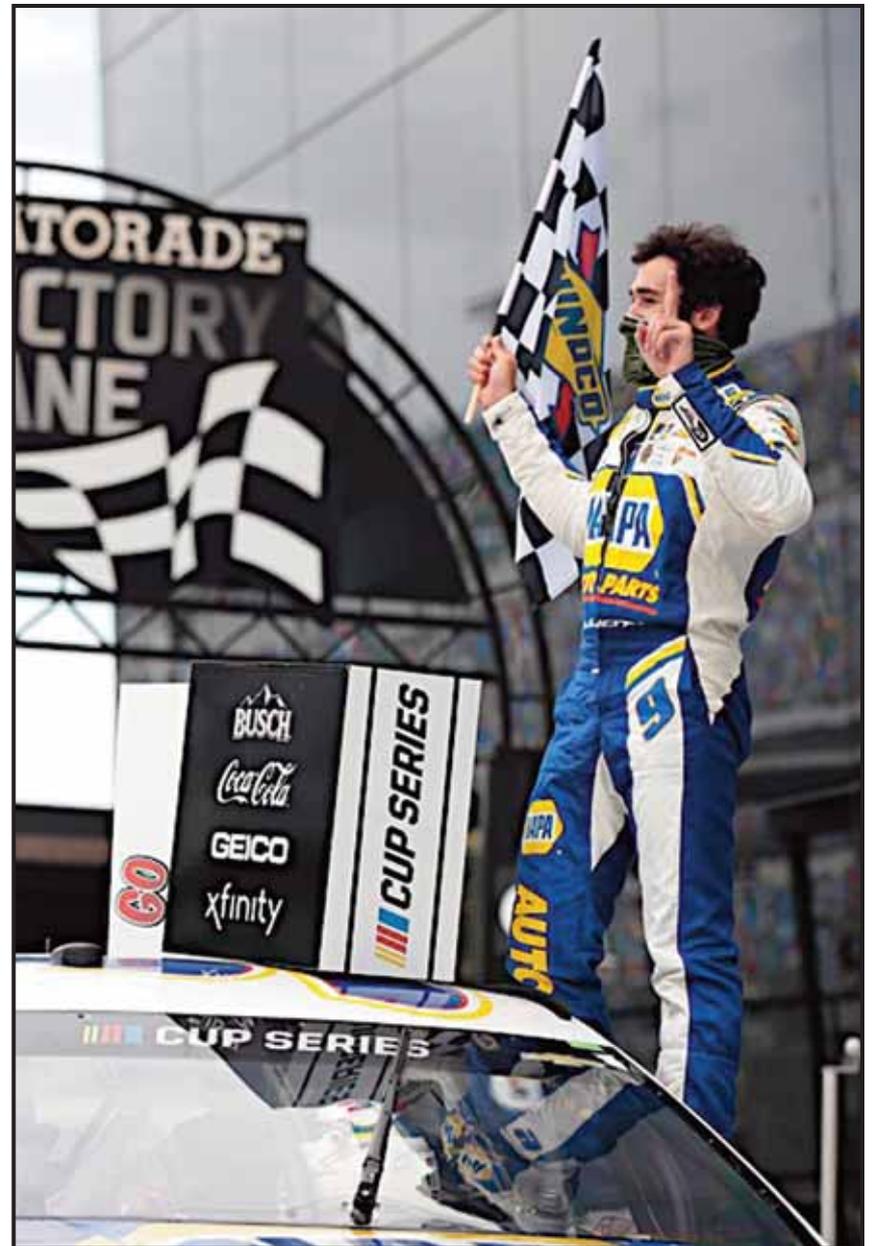
Elliott said he was hardly surprised about the late-race restart and prepared for it.

"To me was not when, but how many green-white checkers we were going to have to do in a row and being better at executing those," Elliott said. "Any win at Daytona is special. [Crew chief] Alan [Gustafson] and I were joking that we had to change it to a road course to win at Daytona. ... Just a great day."

And a finely executed race for Elliott to better the sport's best road course drivers.

Hamlin's Joe Gibbs Racing teammate Martin Truex Jr. finished third followed by seven-time NASCAR Cup Series champion Jimmie Johnson and Chris Buescher. Clint Bowyer, Kaz Grala (who was substituting for Austin Dillon in the No. 3 Richard Childress Racing Chevrolet), William Byron, Joey Logano and Michael McDowell completed the top 10 in a race so smooth and expertly handled that it more closely resembled an age-old venue than a first-time visit on a challenging 3.61-mile, 14-turn course.

"Let's make sure we don't look like a bunch of dummies there in Turn 1," Hamlin said of a pre-race conversation with fellow drivers about the new venue. "We made sure we kept it clean to start and then you can get your bearings about you after you run a few laps. Really, it's one of the those tracks



Chase Elliott proves he is #1 on the Daytona Road Course after holding off Denny Hamlin for the win., (NIGEL KINRADE PHOTOGRAPHY photo)

where it's not super technical but it definitely rewards the guys that do the right techniques on road courses."

The veteran NASCAR Cup Series drivers immediately put on a driving display that seemed as if they had long raced on the circuit – which includes a tight infield road course as well as Daytona International Speedway's more famous high-banked turns.

Elliott has proven himself a road course favorite even though he's only in his fifth fulltime season. He led the most laps – 34 of the 65 – and won the first stage on Sunday with Hamlin winning the second stage. Outside of regular pit stops, Elliott was either leading or about to lead all afternoon resulting in Elliott's eighth career win and second of the season – matching a victory in May at Charlotte Motor Speedway.

"I just wanted to keep him honest and it seemed like the closer we got the more his car was either wheel-hopping or sliding the front

tires, so we were at least keeping him honest there to make him push his car and earn the victory," said Hamlin, a five-race winner in 2020 and driver of the No. 11 Joe Gibbs Racing Toyota.

Championship points leader and six-race winner Kevin Harvick had an eventful day in the No. 4 Stewart-Haas Racing Ford – contact with another car while running near the front and then another spin later in the race. He finished 17th but still leads the championship by 118 points over Hamlin.

Only three races remain to set the 16-driver NASCAR Cup Series Playoff field. Byron is in the 16th position with a 25-point edge over his Hendrick Motorsports teammate Johnson and a 35-point advantage over 18th place Erik Jones with a doubleheader weekend scheduled next week on the one-mile Dover (Del.) International Speedway before the series returns to the Daytona 2.5-mile superspeedway for the regular season finale.



Race winner Chase Elliott (9) holds off a charging Denny Hamlin (11) for the checkered flag. (NIGEL KINRADE PHOTOGRAPHY photo)

Austin Cindric Makes History with Victory at DAYTONA Road Course

DAYTONA BEACH, FL - Austin Cindric's summer of dominance continued Saturday afternoon in the inaugural UNOH 188 NASCAR Xfinity Series race at the Daytona International Speedway Road Course.

Cindric, 22, of Mooresville, N.C., earned his fifth victory in the last six races, his No. 22 Team Penske Ford pulling away to a hefty 7.108-second win over Brandon Jones's Joe Gibbs Racing Toyota. That impressive ultimate margin of victory, however, is not indicative of the action-packed debut on Daytona's famed road course.

Noah Gragson recovered from an off-course excursion early in the race while leading the field to finish third and maintain a perfect record of top-10 finishes on every Xfinity Series road course event he's competed in. A.J. Allmendinger and Andy Lally – both road course experts – finished fourth and fifth.

Jeremy Clement, Sunoco rookies Riley Herbst and Harrison Burton, veteran Justin Allgaier and rookie Myatt Snider rounded out the top 10 in well-earned, masterful drives to the finish.

Allgaier and Allmendinger had words on pit road after the race. Allmendinger spun Allgaier out of a top-five finish in the closing laps and was apologetic. Allgaier, one of the series-best road course racers, approached Allmendinger after the race and shared his displeasure.

With no practice or qualifying and most of the competitors in the race completely new to the 3.61-mile, 14-turn course, the race was a steady dose of high-speed how-do-you-do. From over-ambitious restarts to simply missing corners figuring out this brand-new competitive experience, there was action from green to checkered flags.

"I'm not sure anyone was really all that happy with their race cars you know, unfortunately I have the perspective of driving really fast race cars at this track," said Cin-



Austin Cindric (22) wards off a charging Harrison Burton (20) through the turn at Dayton International Speedway Road Course. (NIGEL KINRADE/NKP photo)

dric, who has competed in three Rolex 24 at Daytona IMSA WeatherTech Sportscar Championship races on the road course.

"It's a great credit to my team, MoneyLion and the guys. ... That's five wins on the year obviously back-to-back now. I didn't feel like I drove my best today but we executed there at the end when it counts and that's what makes these races so difficult to win.

Cindric, who led 22 of the 52 total laps, led the opening 16 laps of the race to earn the Stage 1 win and bookended the work by lead-

ing the last five laps to claim his seventh career Xfinity Series victory. His five wins (and a second place) in the last six races ties a record held by the legendary Sam Ard set back in 1983.

His chief rival – as has been the case all season – was fellow Ford driver Chase Briscoe, who led a race best 26 laps on Saturday. Cindric and Briscoe put on a master class of road course dueling particularly in the second stage, with Briscoe, also a five-race winner in 2020, earning the green-and-white checkered flag in that sprint.

Their battle - at times contentious - continued late in the race until Briscoe was collected in a multi-car restart melee with eight laps remaining. Briscoe's No. 98 Stewart-Haas Racing Ford suffered too much damage to continue and he was scored 29th – his worst finish of the year.

Similarly, another two of the Xfinity Series championship contenders, Kaulig Racing teammates Justin Haley and Ross Chastain simultaneously suffered race-ending issues – Haley with an off-course excursion and Chastain, a mechanical issue. They finished 36th (Chastain) and 38th (Haley) – their worst finishes of the season as well.

With seven races remaining to set the 12-driver NASCAR Xfinity Series Playoff field, Cindric, Briscoe, Gragson, Jones, Burton and Haley have assured their chances at a title with victories.

Brandon Brown, who suffered a tough 34th-place finish on Saturday, holds the final 12th place transfer position in the driver standings, but is only 28 points up on Saturday's sixth-place finisher Jeremy Clements in 13th.



Race winner Austin Cindric looks at the camera from Daytona's victory lane after dominating the UNOH 188 race Saturday. (NIGEL KIINRADE/NKP photo)

Sheldon Creed Wins Inaugural Gander Trucks Race at DAYTONA Road Course

DAYTONA BEACH, FL - Sheldon Creed had to hold off his GMS Racing teammate Brett Moffitt twice on restarts with less than five laps remaining in Sunday's Sunoco 159, with the 22-year old Creed ultimately beating the former series champion by a mere .743-seconds in overtime to earn the inaugural NASCAR Gander RV & Outdoors Truck Series race victory at Daytona International Speedway's famed road course.

It was the third thrilling race on the 3.61-mile, 14-turn infield road course this weekend – absolutely matching the intensity of Friday night's ARCA Menards Series race, Saturday's NASCAR Xfinity Series race and boding well for lots of ex-

citement to come in the NASCAR Cup Series race later Sunday afternoon.

Appropriately, Creed and Moffitt dominated the top position on the scoring pylon all day – combining to lead 32 of the race's 46 laps. There were seven race leaders and 11 lead changes, but the 22-year old Creed topped all drivers with 22 laps out front en route to his second series victory. Ironically, Creed's first career win at Kentucky earlier this season came when the race was shortened due to weather. On Sunday, he won having to lead extra laps. Including those last intense 12 laps.

Sunoco rookie Raphael Lessard finished third, followed by 2019 series champion Matt Crafton and current championship points leader Austin Hill. Tyler Ankrum finished

sixth and the season's other two-time race winner Grant Enfinger was seventh. Parker Kligerman, Scott Lagasse Jr. and Stewart Friesen rounded out the top 10.

It was quite a comeback for both Enfinger and Friesen, whose trucks spent extended time on pit road for repairs earlier in the race. For Lagasse, a cancer survivor, it was a particularly impressive afternoon – his ninth-place work came in his only Gander Trucks start on the year.

For winning the first race in the Triple Truck Challenge incentive, Creed receives a \$50,000 bonus check. The series will compete again for the extra money at Dover International Speedway next week and then Aug. 30 at World Wide Technology Raceway at Gateway. Should a driver win two of these races, he earns a \$150,000 paycheck. Should he win all three, he would earn a \$500,000 bonus

"Nerve-wracking," a smiling Creed said of the race after climbing out of his No. 2 GMS Racing Chevrolet truck.

"Brett's [Moffitt] really good on road courses and he's helped me so much on the Chevy simulator. I just thought about not making a mistake there. He tried crossing me

up a couple times there in [turns] three and five and I just stopped in the corners so he couldn't get the run."

"I'm so thankful for my guys. They've been working really hard. We've had a rough couple weeks, last weekend running up front and lost an alternator."

"Just thankful for everyone in our corner," Creed continued. "Thank you Brett for running me clean there. Just so excited."

Of the extra money he won?

"Man, if I get to keep it, that will be rad," the California native said with a smile.

"Just thankful to be here and for this opportunity. Just trying to make a name for myself."

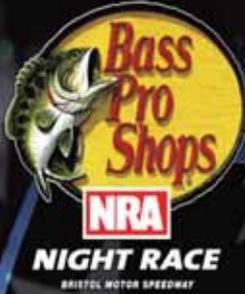
It was a big day for several others in the field – especially those still looking for a Playoff position with only four races remaining to set the 10-driver championship field.

Moffitt's runner-up showing only solidified his position despite not having a victory yet. He is 84 points up on all drivers without a win. Ankrum is ninth in the championship standings five points ahead of 11th place Derek Kraus. Todd Gilliland is 10th in the standings, only two points ahead of Kraus.



Sheldon Creed celebrates in victory lane after winning the first Gander Truck Series race on the Daytona Road Course. (NIGEL KINRADE PHOTOGRAPHY photo)

PLAYOFFS



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9.19 | 7:30P EST



9.17 | 7:30P EST



9.17 | 9:30P EST



9.18 | 7:30P EST

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Michael Self Completes Historic Sweep at Daytona

DAYTONA BEACH, FL - Michael Self has already proven he could conquer the superspeedway at Daytona International Speedway. Back in February, he won the season opener at "The World Center of Racing" for the second time.

Friday night, he added an historic first to his racing resume.

Self completed a unique season sweep in the General Tire 100 at the DAYTONA Road Course, conquering the 14-turn, 3.61-mile configuration in the ARCA Menards Series' inaugural foray.

It marked the ninth career series win for the 29-year-old from Park City, Utah, who extended his championship points lead in the process. He also took over the Sioux Chief Showdown championship lead.

A faulty plug wire kept Self from taking a lap during the abbreviated practice session, which was cut short by weather. Lightning near the track also pushed the start of the race three hours, meaning in addition to wet conditions and a first-time event, the General Tire 100 would be run under the lights.

None of which slowed the race-long battle between Self and Ty Gibbs.

Self started second by virtue of

the starting field being set by owners points in the Sioux Chief Showdown standings. Gibbs used a slick move in the backstretch chicane to take the lead on Lap 1 and held it until Self overtook him right before the halfway break. Gibbs would wrestle in back with 10 to go in the 28-lap event, but Self would not relent. He retook the point in the in-field turns with six to go and pulled away for the win.

Self's No. 25 Sinclair Lubricants Toyota finished 6.993 seconds ahead of runner-up Gibbs.

Colin Braun, the former Rolex 24 winner and NASCAR Gander RV and Outdoors Truck Series driver, crossed the line third as a substitute driver for Sam Mayer. Mayer, who suffered a hand injury in a sports car wreck last week in Wisconsin, started the race and was relieved by Braun at the halfway break.

Taylor Gray finished fourth and Will Rodgers, who was fastest in practice, was fifth.

Hailie Deegan was sixth, followed by Max McLaughlin, Bret Holmes, Chandler Smith and Parker Chase. Smith entered the race as the Sioux Chief Showdown points leader and overcame an early off-course run and a spin later in the race to salvage a top 10.

Self leads Holmes by 15 points in the ARCA Menards Series. Drew Dollar and Deegan are both tied for third, 56 back of Self. And Self



Michael Self raced his way to victory lane for the General Tire 100 at the Daytona Road Course. (James Gilbert/ARCA Racing)

leads Smith by two points, Mayer by three and Gibbs by seven in the Sioux Chief Showdown, with Holmes in fifth, only 14 out of the

top spot.

The series now head to WWT Raceway at Gateway in Madison, Illinois, on Saturday, Aug. 29.

Solid Rock Carriers CARS Tour

CARS Tour to Race at Franklin County in August

MOORESVILLE, NC - The Solid Rock Carriers CARS Tour will make its debut at Franklin County Speedway in Callaway, Virginia on August 22. The race at Franklin County replaces the Puryear Tank Lines Mid-Atlantic Classic presented by Thrifty Tire, originally scheduled for the same date at Orange County Speedway in Rougemont, North Carolina.

Both the Late Model Stock Cars

and the Super Late Models will compete on the three-eighths mile track. The Super Late Models and Late Model Stock Cars will run twin 125-lap races.

"While it is unfortunate that we won't be able to race at Orange County Speedway on August 22, we are excited to bring the Solid Rock Carriers CARS Tour to Franklin County Speedway for the first time ever," said CARS Tour President and Owner Jack McNelly.

For more information, visit www.carsracingtour.com or call their Mooresville, N.C. offices at 704.662.9212.

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Dave Farrington Heats Up at Oxford Plains

Dave Farrington, Jr. is heating up at just the right time. In addition to the three straight weekly Super Late Model race wins at Oxford Plains Speedway, the Jay, ME driver can now add a Pro All Stars Series race win to his impressive resume.

Farrington was the dominant car late in Sunday afternoon's

Oxford 250 tune-up race, taking the lead for the final time on lap 109 of the 150-lap contest. From there, he pulled away from Johnny Clark and Derek Griffith, scoring his first ever PASS Super Late Model victory just two weeks before the 47th Annual Oxford 250 on August 28-30.

"That's four in a row," Farrington said in Victory Lane. "Three weekly series wins in a row and we finally accomplished our first PASS tour win ever. Obviously we have the car maintained, well-balanced, and a little Lady Luck never hurts every once in a while.

"What a time to be rolling, coming into the 250, that's for sure. We are something excited for that."

Farrington is definitely enjoying his winning streak, but with the 250 just two weeks away, he is leaning towards keeping his horses in the stable over the next two weeks before the big race.

"I think after two in a row I was told I should put this home and cover it up," Farrington said with a laugh. "I think this will stay home next weekend, lock the doors, cover it up. I think we're in pretty good shape to take a week off and enjoy ourselves."

Perennial contender Johnny Clark charged his way up from a 12th-place starting spot to finish second, as he continues the hunt for his elusive first Oxford 250 title. Clark feels strong about his chances this year.

"The car hasn't been this good at Oxford since the 250 last year, so it seems like the timing is right for us," Clark stated.

"We've been struggling here, the last race here we went three laps down. We didn't bring anything back the same, except for the chassis of course, and it's a lot better car. Just need a little more and maybe we can run with some of those distance cars."

Hudson, NH driver Derek Griffith

brought home a solid third-place finish, at a track that admittedly hasn't been his best. Griffith worked his way from outside the top 10, leading a handful of laps before Farrington took over the point.

"We were just a little too free all day," Griffith said after the race. "It fired off really good, I picked up all my positions basically on restarts. The old girl did really good today, not exactly my best track so a top three is pretty good with the 250 just around the corner."

Austin Terras was the race's biggest mover, gaining 20 positions on the track to finish fourth, and was followed to the line by Joey Doiron. D.J. Shaw, Alan Wilson, Ben Ashline, Craig Weinstein, and Travis Benjamin rounded out the top 10.

There is just one more race for the PASS Super Late Model teams to get their cars in order - the PASS Open on Saturday, August 22 at Oxford Plains Speedway.

The teams and drivers will then roll right into the 47th Annual Oxford 250, taking place August 28-30, 2020.

Race fans will be able to watch the Oxford 250 via a live PAY-PER-VIEW BROADCAST on Speed51. Discounted three-day tickets can be purchased for \$50.



Dave Farrington celebrates in victory lane after racing his way to the win at Oxford Plains Speedway. (proallstarseries.com photo)

PASS Will Return to Hickory In 2021 With Twin Easter Bunny 150s

NAPLES, ME - Officials from the Pro All Stars Series (PASS) announced today the first major additions to the 2021 motorsports calendar. The 15th and 16th Annual Easter Bunny 150s will both take place on in Easter weekend, 2021. This year's Easter Bunny 150 was postponed due to the COVID-19 pandemic and will now move to Friday, April 2, 2021, while the 2021 edition of the event will be the following day, Saturday, April 3. Both races will pay \$5,000 to win and will be part of the reimagined 2021 PASS National Championship Series.

"This year has definitely thrown promoters across the country a lot of curveballs, but we've managed to adjust and make the most of it,"

said PASS President Tom Mayberry. "With today's announcement Super Late Model racers can be assured that the Easter Bunny will return in a big way in 2021. With the possibility to win \$10,000, we hope we can bring the best racers out to Hickory as they start their run for the PASS National Championship."

More details will be coming soon including a complete weekend schedule and support division details for the 2021 Easter Bunny weekend at Hickory Motor Speedway. In addition to Hickory and the Oxford 250 at Oxford Plains Speedway, more events will soon be announced concerning the 2021 PASS National Championship series for Super Late Models.

Don't forget to "Like" the Pro All Stars Series on Facebook or follow us on Twitter @PASSSLM14 to keep up with breaking news as it happens.

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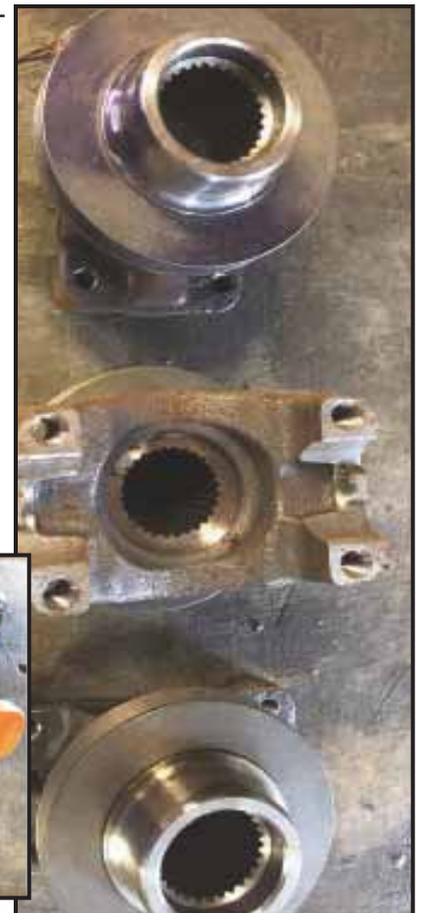
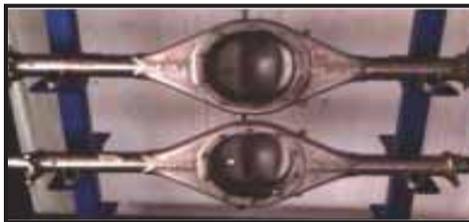
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PARTIAL SALE LISTING - EQUIPMENT

Red, Vidmar cabinet; Toyota pallet jack, black storage cabinet on wheels, foreman's desk, S/S clamp display rack, tool boxes, Husky portable job box, drill master heat gun, Ryobi power tools, Rigid Circular Saw, dump cans, EZ-Up tent w/cover; bolt bins; oily waste can; white board; nitrogen tanks; cool down unit; Matco tool cart; GM hitch; floor jacks; silver turbine C2 wheels; '67 Corvette door panel; '67 Corvette left side tinted glass; grey parts carts; '63 Corvette jack coverboard; nitrogen carts, Jeep wheels; Intercomp wireless scale pads & brain; Curtis 30 HP air compressor; hero card stand



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Kyle Larson Makes History With Capitani Classic Win at Knoxville

KNOXVILLE, IA - Kyle Larson was forced to leave Knoxville Raceway with a broken heart last year after failing to qualify for the Knoxville Nationals. A year later, it was healed with the Elk Grove, CA driver winning the biggest Sprint Car race of his career

at the historic half-mile with the World of Outlaws NOS Energy Drink Sprint Car Series.

Larson was a missile among bullets Saturday night, leading from the green to checkers in the 30-lap Feature to claim the Brownells Capitani Classic presented by Great Southern Bank win and the big \$50,000 check.

"It means a lot," Larson said about winning the Capitani. "We wish it was the (Knoxville) Nationals but hats off to the Outlaws and Knoxville and everyone who helps present this race and award this purse."

He and the Silva Motorsports team have been the class of the field about every time they hit the black Zook clay. Aside from a 10th-place run with the Series in May, Larson has won five out of his last six starts at the track in the #57 car, owned and worked on by Paul Silva. On Thursday, Larson won the opening night of "The One and Only" – which replaced the postponed Nationals – and was forced to settle with a second-place finish Friday night.

His performance during the two opening nights of the event helped lock him into the DIRTVision Fast Pass Dash for Saturday's Capitani Classic. With the fortune of starting on the outside pole for the Dash, Larson darted past polesitter Aaron Reutzel on the start and ran away with the win.

It was teaser of what would come in the 30-lap Feature.

Reutzel tried to make it interesting when the green flag flew, crowding Larson on the entrance to Turn 1. However, Larson was strong no matter where he had to put his car. While ridding the inside berm, Larson was able to nose ahead of Reutzel off Turn 2 and pulled further ahead down the backstretch. He cleared Reutzel on the entrance to Turn 3 and again

pulled away.

A lap later, Larson no longer had to worry about a battle from the Folkens Bros Trucking #87 as Reutzel suffered a rear end issue that took him out of the race. That lined up points leader Logan Schuchart alongside Larson for the restart.

When the green flag waved again, Larson had no intentions of allowing another challenge for the lead. He timed his throttle acceleration perfect and rocketed ahead of the field. He became untouchable, pulling away to about a four second lead. Even while having to navigate traffic.

His race almost came to an end toward the halfway point when he nearly collided with Shane Golobic while trying to lap him. The incident forced him up the inside berm and got his car out of shape. He lost little time to Schuchart, though, who had been working on keeping 2019 Knoxville Nationals winner David Gravel behind him.

Gravel's car came to life in the closing laps, passing Schuchart for second with five laps to go. His next target, Larson, was too far gone to catch. Time wasn't on his side. Until it was given to him.

James McFadden rolled over in Turn 4 with two laps to go, bringing out the red flag and giving Gravel one attempt at dethroning Larson. It was a rematch from Friday night's race, where Gravel held off Larson in the closing laps of the race. Knowing Gravel was behind him made Larson a little worried, too.

"I wasn't quite sure what to do because Gravel gets around the bottom so well," Larson said. "I had been running the top both ends really good. But I didn't want to leave the door open on the restart. I kind of debated with myself the whole way down the front stretch of what to do."

When they were allowed to mash their throttles again, Larson made the decision to dive to the bottom and block the head of steam Gravel had going into the turn. His decision helped win him the race, as Gravel was unable to work the bottom to his advance and get by Larson.

"If he ran the top there, I was going to send it in on him," Gravel said. "It just didn't happen. It was a good race. We wouldn't have had a shot if that red didn't come out. He



Kyle Larson celebrates with his family and crew in victory lane after winning the Brownells Capitani Classic at Knoxville Raceway. (Paul Arch photo)

was gone. Started fifth and couldn't get going there early in the race. Had to battle Logan (Schuchart) there quite a bit. I think we had the second-best car."

With his performance this week-end of finishing, fifth, first and second, Gravel has helped propel Jason Johnson Racing to second in the team points – now only four-points back from the leader.

Logan Schuchart had a similar feat by reclaiming the points lead the first night of "The One and Only" when reigning Series champion Brad Sweet and 10-time Series champion Donny Schatz DNF'd. He held the lead throughout the weekend and with a third-place finish during the Capitani Classic, he leaves Knoxville with an 18-point lead over Sweet.

"I just got beat by better experienced drivers and better teams tonight," Schuchart said. "We've gotten better since we've come to Knoxville. Really hit it right last year. I just pulled my wing back a little too much at the start of the race and got tight on the cushion and started trying different things that wasn't really working."

Along with Larson's impressive run, Schatz had one of his own. He lost a motor during his Drydene Qualifier race and his Tony Stewart/Curb-Agajanian Racing team had to scramble to get the car out of the track, to their trailer and then replace the motor in time to be back for the C-Main.

Schatz went from 17th to the win in the 12-lap C-Main, which transferred him to the rear of the Last Chance Showdown. He then went from 18th to fourth in the LCS to earn the final spot in the Feature. By the time the checkered flag was shown, Schatz had made his way from 24th to 12th in the Feature, earning the KSE Racing Hard

Charger award for the second night in a row.

Larson's win is his seventh win of the season with the Series – 15th career win overall – and the most historic one of his Sprint Car career, so far.

We're only a year away from heartbreak or triumph at the 2021 Knoxville Nationals.

UP NEXT: The World of Outlaws NOS Energy Drink Sprint Car Series returns to North Dakota for a doubleheader weekend. On Fri., Aug. 21 the Series returns to River Cities Speedway in Grand Forks, ND. And on Sat., Aug. 22 the Series returns to Red River Valley Speedway in West Fargo, ND.

David Gravel Holds Off Kyle Larson To Win Night Two Of 'The One and Only'

KNOXVILLE, IA - A thousand pounds of weight fell from David Gravel's body when he exited his Jason Johnson Racing #41 car Friday night.

His sweat drenched face showed. His tired body language showed it. And his smile showed it as he waved the checkered flag in Victory Lane for the second time this season at Knoxville Raceway.

Gravel led from green to checkers in the 25-lap Feature during the second night of "The One and Only" but had to survive challenging conditions and a late race charge for Kyle Larson to claim his fourth World of Outlaws NOS Energy Drink Sprint Car Series win of the season.

"It was very very daring there in (turns) three and four," said Gravel, of Watertown, CT. "Dirty air makes it worse. One and two was fairly easy to run the bottom. But it made

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you step up your game and stay up on the wheel. I know guys would be charging pretty hard. I was able to get by some (lap) guys and didn't get held up too bad. Definitely got to clean up a few corners to make sure we win these longer races."

A fifth-place run Thursday night at the historic half-mile was suitable but not sufficient enough for

Gravel and the JJR team. They stepped up their game on Friday, returning to the winning caliber level that brought them a Nationals victory about a year ago.

Gravel qualified third Friday night and then rocketed from eighth to third in his Drydene Heat Race. That resulted in him being the top points earner for the night and the first to draw for the DIRTVision Fast Pass Dash. With the support of Lady Luck, Gravel drew the #1 pile for the Dash and went on to dominate the six-lap event.

At the drop of the green flag for the Feature, Gravel mastered the relationship between torque and acceleration to launch ahead of the 25-car field. By the time he reached the flag stand to compete the first lap, his Mesilla Valley Transportation #41 car was already half a straightaway ahead of second-place Rico Abreu.

As Gravel pulled away, Abreu became his best friend. The California driver made life hell for Larson, who moved into third on the first lap and was forced to work overtime to get by Abreu. The two Californians waged war for second place in the first eight laps, testing who could throw a better slide job each corner. And while they did, Gravel continued his escape.

With 16 laps to go, Larson was able to get a run underneath Abreu down the front stretch and dart ahead of him into Turn 1. Abreu attempted to dive underneath Larson entering the corner but was left minimal room to do so and had to abort his move. That allowed Larson to drive away and reigning Series champion Brad Sweet to make the pass on him for third, as well.

By the time Larson finally secured the runner up spot, Gravel already had about a two second lead. With challenging track conditions for Gravel and heavy lap traffic ahead of him, a late race charge



David Gravel celebrates in victory lane after holding off Kyle Larson for the win at Knoxville Raceway on night two of the "One and Only". (Paul Arch photo)

from Larson looked inevitable.

Gravel was able to put distance between himself and Larson through Turns 1 and 2 but struggled to find grip through Turns 3 and 4 and off the corner. The added obstacles of slower cars allowed Larson closed in every lap.

With five laps to go, Larson was within striking distance. Gravel switched to the bottom line through Turns 3 and 4 for a couple of laps to try and find traction, but instead he allowed Larson to rip the top and charge to his bumper.

With the white flag in the air, Larson was in prime position to upset Gravel's night. He dove underneath the red JJR car down the front stretch and had his finger on the trigger to pull the winning slide job. However, when he got to the isle, the lane was closed. Gravel entered Turn 1 through the middle, just above the slower car of Daryn Pittman, and used him as a pick to kill Larson's attempt at a pass.

The move ultimately secured Gravel the win as he was able to find enough grip through Turns 3 and 4 to hold off Larson by 0.203 seconds at the finish line.

"All I have to say is Paul Silva and Kyle Larson are really good, but when (JJR crew chief) Philip Dietz and David Gravel are on, we can compete with the best," Gravel said. "Tonight, it showed. Kyle is a good friend. He's made us step up our game. This year has been a struggle to find a balance. Tonight, we felt really really good. Had the motor running right tonight. It was definitely intense there. Those lap cars, who knew where they were going?"

Gravel's win ended Larson's streak of four wins in a row at the Sprint Car Capital of the World and two wins in a row with the World of

Outlaws.

"Our race car was really good," Larson said. "Especially when I get to traffic, I feel really good. David did just a little bit better of a job than me at some points. In the early points we got into traffic and then, (turns) one and two is so good you can kind of go anywhere. I couldn't make it good enough around to stay close to him off (turn) two. We'll take a second. A good points night."

Sweet rounded out the podium, which is a solid rebound from his disastrous Thursday night run. The Grass Valley, CA driver had suffered his fourth DNF of the year due to being involved in an early wreck.

"It feels like a win for us," Sweet said. "We needed a good rebound after last night. This team has been through a lot with the NAPA Auto Parts car. But we never give up."

His run also helped him gain some points on championship points leader Logan Schuchart, who finished ninth. He's now 12 points back from the lead. Ten-time Series champion Donny Schatz, who also suffered a DNF Thursday night, rebounded to finish 11th, but it was still not the night he and his Tony Stewart/Curb-Agajanian Racing team were looking for. He had to use a rare provisional to start 25th in the Feature.

Gravel's win has locked him into the Feature and DIRTVision Fast Pass Dash for Saturday's \$50,000-to-win Brownells Capitani Classic presented by Great Southern Bank. Larson, Schuchart and Aaron Reutzel are also locked in. The rest of the start-studded field will need to race their way in through four Qualifier races or the D-Main, C-Main and Last Chance Showdown.

With a red and black paint

scheme that resembles Jason Johnson's 2016 Knoxville Nationals winning car, the thousand pounds of weight will be back on his shoulders Saturday night. However, having to win under pressure at Knoxville is nothing new for the 2019 Capitani Classic winner and Knoxville Nationals champion.

His sweat drenched face has shown it. His tired body has shown it. And his victorious smile.

Larson Continues Dominance at Knoxville

KNOXVILLE, IA - Kyle Larson's historic run has carried over to the biggest Sprint Car event of the year at the "Sprint Car Capital of the World."

The Elk Grove, CA driver piloted his Silva Motorsports #57 like a fighter jet through traffic to charge from 10th to the lead in 18 laps and win the opening night of "The One and Only" at Knoxville Raceway Thursday night.

The win is his second World of Outlaws NOS Energy Drink Sprint Car Series victory in row – after claiming his first Ironman title last week – his third Series win at Knoxville in a row, his sixth Series win this year and 14th Series win overall.

"It's cool to get another win," Larson said. "Thanks to all of the fans for coming out and watching (on DIRTVision) at home... Thanks to the Outlaws for putting this event on. Just an awesome race there."

Before he claimed his perch at the top of the mountain in the 25-lap Feature, drama plagued the night for reigning World of Outlaws champion Brad Sweet and 10-time Series champion Donny Schatz. Nine laps into the Feature, Cory Eliason spun in front of Sweet entering Turn 1, causing Sweet to run into him. Then, Schatz piled into them and as their cars slid up toward the wall, Sweet's teammate James McFadden ran into all of them.

The accident ended the night for all four drivers, giving Sweet his fourth DNF of the season and Schatz his second. The duo held the top two spots in the Series championship points entering the night. Now, with Sweet finishing 24th and Schatz finishing 22nd, they both fell a spot in points as Logan Schuchart propelled himself to the championship lead with a second-place finish.

"It's a good points night overall," said Schuchart, of Hanover, PA.

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"Good for the weekend. We qualified good. We're good every time we hit the racetrack."

Schuchart started on the pole for the Feature after being one of the top eight drivers in accumulated points throughout the night and winning the DIRTVision Fast Pass Dash.

After pulling a wheelie to the green flag, Schuchart held

off second-place Aaron Reutzel in the first two corners to pull away with the lead. Reutzel kept pace with Schuchart but was never close enough to the Drydene #1S to make a move.

Three early cautions hindered Schuchart's attempt to run away from the field with Daryn Pittman spinning on his own on Lap 9 and then the incident with Sweet and Schatz a restart later.

When the race resumed, defending Knoxville Raceway track champion Brian Brown rocketed around the top of Turn 1 to go from fourth to second in a corner. Reutzel was then left to fend off last year's Knoxville Nationals champion David Gravel and Larson, who looked to have 10 more horsepower than everyone else.

Already up to fifth in nine laps, Larson powered his way around the outside of Gravel and Reutzel in one lap. Then, about four laps later he tried to make quick work of Brown by throwing a slide job underneath him but realized the end result would be a collision with Brown and about spun himself out trying to avoid the FVP #21.

It took only four laps for Larson to find a rhythm again and dart by Brown for second. Shortly after, Reutzel also made his way back by Brown for third – where he would end the night.

Larson drove like a man with something to lose. He threw his car into every corner and played a game of chicken with about every car he passed, sliding in front of them with inches to spare, seeing who would lift first. It wasn't him.

He caught Schuchart with eight laps to go. While the Shark Racing driver ran the top line, Larson ran a lane below him to his advantage. He pulled ahead of Schuchart through Turn 3 and then chopped his nose on the next of Turn 4, making contact with Schuchart's car and damaging his front nose wing.

Schuchart held on to finish second while Larson pulled away to the \$10,000 win.

"As the race went on, I felt like I wasn't hitting my marks as good," Schuchart said. "I would have liked to of had a little bit better of a race with Kyle there. I wish his slide job was a little better there, but he's got a reputation to live up to. That's where you let other people make the rules and maybe we'll get him next time."

Larson knew when he caught Schuchart he had to make his move quick if he wanted to ensure another victory.

"I was able to get by [Brown] and track Logan down and hit the bottom really well in (turns) one and two and got a run on him," Larson said. "It felt like I needed to take advantage of that before we got to heavier traffic and slid him and felt some contact. So, glad to see him not in the wall or anything like that. Just, hard work there. Heartbeat is up again."



Kyle Larson celebrates in victory lane after winning night one at Knoxville Raceway. (Paul Arch photo)

World of Outlaws Late Models Adjust Calendar with Few Changes

Due to continued mass gatherings regulations in place, the World of Outlaws Morton Buildings Late Model Series have made a few slight adjustments to the 2020 schedule through August and September.

The Saturday, August 22 race at Sharon Speedway in Hartford, Ohio has been cancelled. All fans who purchased advanced tickets will be refunded to their method of payment.

Originally scheduled for the next night on Sunday, the WoO Late Models date at Eriez Speedway in Erie, Pa. has been bumped up to

that Saturday, August 22 slot to fill the space of Sharon. Meaning, we'll have a three-day Pennsylvania swing next weekend with races at Lincoln Speedway on Thursday, August 20, Williams Grove Speedway on Friday, August 21, and Eriez on Saturday, August 22.

Also flipping around, Fayetteville Motor Speedway's Friday, September 4 show has been cancelled. Taking the place for the North Carolina race is a night in Georgia, with Lavonia Speedway now occupying that Friday, September 4 date before heading over to Lancaster Motor Speedway in South Carolina on Saturday, September 5.

Stay tuned to @WoOLateModels on social media or www.woolms.com.

Remaining 2020 World of Outlaws Late Model Series Schedule:

August 20	Lincoln Speedway
August 21	Williams Grove Speedway
August 22	Eriez Speedway
September 4	Lavonia Speedway
September 5	Lancaster Motor Speedway
September 25	Outlaw Speedway
September 26	Thunder Mountain Speedway
October 2	Cherokee Speedway
October 3	.411 Motor Speedway
November 5	The Dirt Track at Charlotte
November 6	The Dirt Track at Charlotte

The Southern All Stars Announces Two New Dates to the 2020 Schedule

The South Georgia Swing is scheduled for September 11 and 12 at two tracks that was missed last year due to a hurricane on the Georgia Coast.

Friday, September 11 Oglethorpe Speedway Park in Pooler, GA will host the Patriots Shootout 40. A \$4,000.00 to win 40 lapper for the newly reconfigured 3/8th mile paperclip speedway.

Track announcer Randall Jenkins said "We are looking forward to having the Southern All Stars back with us. Our race fans enjoy seeing a new field of drivers race with us and I am sure the racing will be great. The track is now a drivers track and I know the All Stars will put on a good show."

On Saturday, the 12th we roll up to Screven Motor Speedway for the Freedom 60. It will be a 60 lapper on the 3/8th mile oval with some great racing action.

All Stars Announcer Dewayne Keith said "We are looking for some really great racing both nights. Shawn and Lisa Martin of Viper Motorsports are teaming up with the series to bring the \$10,000.00 to win show to Cochran. We are looking for 2 great nights of racing in South Georgia."

More information will be released soon as details are still being made to make this show one fans will not want to miss.

Follow the Southern All Star Dirt Racing Series @: www.sasdirt.com, www.facebook.com/southernallstardirt racingseries.com, and on Twitter @sasdirt.

McCreadie From 20th Wins Sunoco North-South 100 at Florence Speedway

UNION, KY - Tim McCreadie passed race leader Jimmy Owens on lap 87 and pulled away to win the 38th Annual Sunoco North-South 100 Presented by Lucas Oil on Saturday Night at Florence Speedway. McCreadie came from the 20th starting position to pick up his second

career win in the crown jewel event sanctioned by the Lucas Oil Late Model Dirt Series. The 46-year-old New York native earned \$50,000 for the triumph.

Brandon Overton got by Owens with just a handful of laps remaining to take home second. Owens, the current LOLMDS points leader was third. Chris Ferguson who started from the pole was fourth with Dale McDowell claiming fifth at the checkers.

Owens and Overton ran 1-2, and traded the lead for two laps, until first time Florence visitor Ricky Thornton Jr. started to use the high-side to his advantage. Thornton took second on lap 54 from Overton. By lap 60, Overton was back around Thornton. Meanwhile McCreadie, who had started on the outside of row number ten, had climbed through the field and was running third by lap 68. Owens was still out in front, but a stretch of cautions kept the field close. On the 76th lap, McCreadie cleared Overton for second and set his sights on Owens. The final caution appeared on lap 83 and that set-up McCreadie's charge for the top spot.

McCreadie hounded Owens after the last restart as he would dive to the inside of him to take over the lead on the 87th lap. McCreadie then opened the lead over both Owens and Overton, who in the last ten laps had battled side-by-side with Overton, finally winning the tussle with Owens.

McCreadie added another big payday to his racing resume. He appeared in Lucas Oil Victory Lane for the 14th time in his career. "Every time there was a caution I was getting more and more upset. I tried to run the bottom as long as I could because the tires would get a little hot and then the car would just start to slide. The tire rule here has made the racing a lot better. Kudos to the series for doing that.

There wasn't much of a lip up top tonight like I am used to here. I could see the fans going crazy down the backstretch, it's a lot of fun to come here and race and the fans are great."

Overton withstood a terrific battle with Owens to take second. "Man, I really wanted those two to get up there and race a little harder with each other. I was kind of married to the same line Jimmy was. Timmy could kind of roll around the top and I was a little too soft. I was kind of playing a little defense."

Owens was looking for this fourth win in the crown jewel event but came home in third. "It was just caution after caution after caution and that wasn't helping us any. We could extend the lead out a little bit and then it would get closed back up. Timmy had a great car tonight; my hat is off to him. I am happy to come out of here with a third-place finish."

Completing the top ten were Josh Richards, Hudson O'Neal, Earl Pearson Jr., Shane Clanton, and Billy Moyer Jr.

For the latest breaking news concerning the Lucas Oil Late Model Dirt Series, including the latest series standings, 2020 tour schedule, driver information, and more visit www.lucasdirt.com.

Ferguson Tops Round One Points at the North South 100

UNION, KY - Chris Ferguson sits on top of points after the first round of heats at Florence Speedway for the Sunoco North South 100 before rain showers caused the postponement of round two heats.

The first heat in round one would see Shane Clanton charge from the third starting spot to take the win. Mike Marlar, winner of Thursday night's North-South Shootout, came from the inside of row number three to take the runner-up spot behind Clanton as sixth starting Josh Richards was third.

The second heat in round one was a terrific battle for the lead as Chris Ferguson emerged from his seventh starting position to claim the victory. Kent Robinson started from the pole and ran second to Ferguson. First time Florence visitor, Ross Bailes charging from his 10th starting position to claim third



Tim McCreadie stands atop his car in victory lane after winning the 38th Annual Sunoco North-South 100 at Florence Speedway. (Michael Moats photo)

at the finish.

The third heat in round one would see the first pole sitter claim a win as Tim McCreadie lead all the way for the win. Former Florence Speedway track champion, Jason Jameson ran second with eighth starting Billy Moyer Jr. passing several cars to finish in third.

The fourth heat in round one saw LOLMDS Rookie-of-the-Year contender Tyler Bruening take the victory after roaring to the lead on the opening lap. Bruening pulled away for a dominating victory over current LOLMDS Championship Points leader Jimmy Owens, who finished second after starting sixth. Devin Moran advanced two spots during the race to come home in third.

The fifth heat in round one would see four-time Series Champion Earl Pearson Jr. lead wire-to-wire to pick up the victory. With his Florence Speedway debut this week, Ricky Thornton Jr. finished second in the final heat of round one. Dale McDowell roared from the inside of row number five to take third spot at the checkers.

Marlar Wins North South Shootout on Final Lap

UNION, KY - Mike Marlar passed race leader Brandon Overton on the final lap to win Thursday Night's Sunoco North-South Shootout at Florence Speedway. Marlar's late race dramatics earned him his first Lucas Oil Late Model Dirt Series win of the season. He became the 16th different driver to win on the tour this year. Overton finished .529 seconds behind Marlar at the checkers. Zack Dohm closed on the top two in the final laps to take third with Jimmy Owens and Tim McCreadie com-

pleting the top five drivers.

In a race slowed by only one caution flag, Owens was dominate for most of the race until Overton and Marlar caught him with five laps to go. Overton squeezed by to take the lead on lap 47 but a daring last lap pass propelled Marlar by Overton to pick up his first-ever late model victory at Florence.

Marlar was elated in Lucas Oil Victory Lane for the 14th time in his career. "I knew there was a little patch around the outside and I didn't want to do a crossover move. I was afraid we would rub, and I really didn't want to pass him [Overton] down there like that. With the way everybody was racing there at the end I just took advantage of what was happening. We rubbed a little bit earlier in the race. You never want that stuff to happen. It was an awesome race."

Overton came up just short of his fourth LOLMDS win of the season. "I had a tire going down at the end. That was just good hard racing with Mikey, yes we rubbed a little bit, but we were both going for the win. We changed a lot on the car from last night. We haven't run with these Lucas tire rules for a while it's totally different than what we have been used to recently. We really picked it up tonight and we came close."

Dohm ended up rounding out the podium in Victory Lane. "I wish we had about ten more laps. We're going to get one of these Lucas Oil races soon if we keep running like we have. This Longhorn Chassis has been spot on. We have been able to pick up some good wins recently and we would like to get that big check on Saturday for sure."

Completing the top ten were Josh Richards, Stormy Scott, Tyler Erb, Dale McDowell, and Josh Rice.

Colton Heath Shines In Lucas Oil ASCS Sprint Week Finale at Diamond Park Speedway

NASHVILLE, AR - The final night of the Lucas Oil ASCS Sprint Week powered by Smiley's Racing Products continued a common theme of Northwest talent at the front of the field as Washington's Colton Heath led start to finish at Diamond Park Speedway.

"Man, this win means a lot to me. This makes all the work and sweating through this damn humidity worth it," commented Heath of the victory.

"Coming out here from Washington, begin able to run these races, and cap it off with a win, it means a lot to my family, my car owners, just everyone who supports this deal and plus, it's really cool to look at the final points and see these west coast guys come out here and finish at the top."

Earning the pole in Sunday's 25-lap A-Feature, Heath had to outgun the field three times before the race finally went to green. Chased by Harli White, the first two laps, J.J. Hickle worked by the No. 17w on Lap 3. Pulling close several times as the leaders found traffic near the mid-point of the race, J.J. came within striking distance but was unable to advance.

Working through the backmarkers with ease, Heath found the checkered flag 2.056-seconds ahead of the No. 63.

Hickle's sixth top five in as many races, and fifth time on the podium, the runner-up finish secured his spot atop the points and netted him \$3,000 from Smiley's Racing Products. Charing from 10th, Michael Faccinto made up seven spots to third with Colton Hardy posting his best finish of the week in fourth. Matt Covington completed the top five.

John Carney II crossed sixth with Chase Randall in seventh. Canada's Robbie Price was the Hard Charger with a run from 20th to eighth. Brad Bowden followed from 15th to ninth with Oregon's Tanner Holmes tenth.

A field of 22 drivers made the call at Diamond Park Speedway. Colton Hardy grabbed \$100 as the Bush's Chicken Quick Qualifier. Heat Races were each worth \$100

to win thanks to Griffith Truck and Equipment, Schure Built Suspension, and Brewer Trucking. Wins went to Harli White, J.J. Hickle, and Seth Bergman. The Tiny's Truck Repair Hard Charger was Robbie Price and picked up \$100. The Mid-Mo Equipment Dash put an extra \$100 in Colton Heath's pocket.

While J.J. Hickle won the overall Lucas Oil ASCS Sprint Week powered by Smiley's Racing Products title, Seth Bergman finished second with Colton Heath, Michael Faccinto, and John Carney II taking the top five spots. In all, 91 drivers from 16 states and three countries took part in Sprint Week competition.

For other news, notes, and information on the American Sprint Car Series, from the National Tour to any of the Regional Tours that make up ASCS Nation in 2020, log onto www.ascsracing.com, follow on Facebook, on Instagram, and Twitter (@LucasOilASCs).

It's Blake Hahn at The Line at I-30 Speedway

LITTLE ROCK, AR - Saturday night at I-30 Speedway was one for the ages as Blake Hahn shot the gap between Tim Crawley and the wall off the final turn to win the Scrapp Fox Memorial.

Asked about the run, Hahn said, "With about five to go, I could hear Tim working the outside of me, and under the caution, my crew was signaling that I needed to work the top, so I did, and actually let Tim [Crawley] get by me, and that



Colton Heath raced his way to victory lane in the ASCS Sprint Week Finale at Diamond Park Speedway. (ASCs photo)

ticked me off so when he started battling hard with J.J. [Hickle], I knew I had to get where they weren't. The top in one and two, you really had to be careful with, and three and four hadn't really been that good all night, but that last lap, we were able to make it work. Anytime you can get by Crawley, especially here, you've done something.

Leading the final 25' of the Lucas Oil ASCS Sprint Week powered by Smiley's Racing Products A-Feature, the race for the top podium step was a three-car fight as the field went back to green with four laps to run. Chasing J.J. Hickle into the first two turns, Crawley railed the top of the track. Going wheel to wheel with Hickle into the third turn, the No. 63 pushed off the bottom, giving Tim room to turn down and take the point.

Going to the cushion in third, Hahn drove deep through turns one and two.

With momentum building as the trio hit the final two revolutions, Crawley protected the bottom with Hickle and Hahn battling for second. To the runner-up spot as the white flag waved, Hahn again

buried the Smiley's Racing Products No. 52 into the turn one and two cushion. Barreling down the backstretch with the Ronnie Pitts Motorsports No. 1x again going low to the final two turns, Hahn hit the top of the track.

Shooting to the wall of the final turn, Hahn buried the throttle and worked between Crawley and the wall to edge the wily veteran for the win by 0.151-seconds. Contact with Crawley's right front as they hit the finish line broke the steering, but Tim was able to get the car down the track as the field rolled by.

Greeting Hahn in Victory Lane, Crawley was smiling as he picked Blake up in a bear hug and acted like the two were fighting; then shook hands with the crew before returning to his car.

"I drove my old ass off and did everything I thought I needed to do and go into position and did pretty much all of it I did on the outside. Why the hell I didn't just run the top, I don't know. But I would like to see a replay of that. I think I won it," chuckled Crawley, who came from 11th to second.

From seventh, J.J. Hickle took over the lead on Lap 11 after Derek Hagar and Michael Faccinto tangled racing for the top spot. Holding onto third, the Washington shoe continues to lead the overall Sprint Week standings. Matt Covington rolled from 10th to fourth with Seth Bergman going 13th to fifth.

Moving up from the B-Feature, Harli White was the Tiny's Truck Repair Hard Charger with a climb from 19th to sixth in the Life of Hope Ministries No. 17w. Going to the back on the Lap 11 incident, Derek Hagar fought back to finish seventh with Jake Bubak in tow. Likewise, having to claw his way back through the field, Michael Faccinto made it to ninth with Colton Heath in tenth.

The highest car count of the
(Continued Next Page)



Blake Hahn celebrates in victory lane after passing Tim Crawley in the final turn for the win in the Scrapp Fox Memorial at I-30 Speedway. (ASCs photo)

Continued...

week at 54 competitors, the field was broken into six Heat Races with an extra \$100 to win each race put up by Tracey Clay at I-30 Speedway, Schure Built Suspension, Griffith Truck and Equipment, Brewer Trucking, and Old School Racin'. Wins went to Howard Moore, Zach Pringle, Seth Bergman, Michael Faccinto, Brad Bowden, and

Matt Covington.

The night's Bush's Chicken Quick Qualifier, worth \$100 plus an extra \$100 from Dirty Girlz Apparel, was John Carney II.

Mid-Mo Equipment Dash wins went to Michael Faccinto and Derek Hagar. The D-Feature was topped by Brandon Taylor with the C-Feature going to Kyle Bellm. B-Feature competition went to Harli White.

Blake Hahn Wins Lucas Oil ASCS Sprint Week Stop at Creek County Speedway

SAPULPA, OK - Surviving late-race contact with a lapped car, Blake Hahn then held off Seth Bergman through the closing laps of the Don Swope Classic at Creek County Speedway for his first win of the Lucas Oil ASCS Sprint Week powered by Smiley's Racing Products.

"First, I have to say I'm sorry I got into Zach [Chappell]. Lapped traffic was getting hairy, and I knew we had Seth breathing down our neck there. We needed to run the top, so I was going to slide the No. 9 [Randall], and so did Zach. I got the brakes trying to stay off him and just had too much momentum. We are lucking we did keep going. I thought we were going to be in serious trouble," stated Hahn.

Chasing the Evergreen Coffee Co. No. 23 the opening 16 laps, traffic played to Hahn's advantage as the leaders worked Lap 17. Getting the run off the fourth turn, Hahn slid ahead of the No. 23 off the second turn.

Stalked by Bergman as the pair shot through the field, Hahn tried to peel to the bottom on the No. 9 of Chase Randall working Lap 22. Finding Zach Chappell also diving low as he battled Randall for 11th, Hahn got over the left side tires of

the No. 50z. Spinning around, Hahn was able to continue, but the caution would come out as Chappell came to a stop in the fourth turn.

Able to keep rolling and not needing a second push, Hahn was able to retain the lead on the restart and kept Bergman at bay. California's Shane Hopkins posted his first Sprint Week podium finish with Channin Tankersley moving from tenth to fourth. J.J. Hickie advanced eighth spots to finish fifth.

Cody Gardner was sixth with Michael Faccinto seventh. Brandon Anderson was the Tiny's Truck Repair Hard Charger of the night with a nine-position gain worth an extra \$100. Danny Smith ended up ninth with Alex Sewell tenth.

A massive field of 52 drivers made the call at Creek County Speedway. Harli White was the Bush's Chicken Quick Qualifier and picked up an extra \$100. Schure Built Suspension, Griffith Truck and Equipment, Brewer Trucking, and Old School Racin' each put up \$100 for Heat Race winners. Shane Hopkins, John Carney II, Seth Bergman, Blake Hahn, and Jake Bubak picked up wins. Mid-Mo Equipment Dash wins went to Seth Bergman and Danny Smith. The D-Feature went to Eric Baldaccini with Avery Goodman winning the C-Feature. Chase Randall topped the B-Feature.

Carney Prevails In ASCS Sprint Week Action at Caney Valley

CANEY, KS - Leading start to finish at Caney Valley Speedway, John Carney II held off the last lap charge of Robbie Price to win the second round of the Lucas Oil ASCS Sprint Week powered by Smiley's Racing Products.

Asked if he was as surprised to see Robbie make a run on the final

lap, Carney replied, "No, actually. On the restarts, I picked up the pace quite a bit just in case I pushed or did something silly, and usually, everyone is on your tail. I think that last one, we had eight to go, and once I saw we had two to go, I knew if I just hugged the tires, I'd be in good shape, but that's exactly where I messed up. I dumped the throttle a little early and made it push. Once I did that, I tried to get the car to slip and bring the back around, and it didn't. It pushed more, and that just opened it up for Robbie to get there, but luckily, I still had a little more momentum on him, so I knew I was in good shape. I just made sure I didn't lift in the last turn."

Getting the run to the lead over pole-sitter, Channin Tankersley, caution lights came on after the first lap for Chase Randall. Able to keep the Skagit Speedway No. 21p at bay on the restart, Price had his own battle to deal with as Brandon Anderson used Lap 7 restart for Harli White to bolt into the runner-up spot.

Losing ground to the Xiphos by SawBlade.com No. J2, the No. 55 began moving around. Despite the line being around the bottom, Anderson opened his groove up a little bit and started running down the No. J2.

Making over a second on Carney, the run was brought to a fiery halt as Anderson's engine erupted into flames with eight laps to run.

Advancing Robbie Price back to second, the final two laps put the No. 21p on the back-bumper Carney. Diving under the No. J2 through the first and second turns, the door slammed shut as the pair hit the back straightaway with Carney taking the win by 0.391-seconds. J.J. Hickie rolled through the field from 10th to claim the final podium step with Ian Madsen crossing fourth. Jake Bubak com-

pleted the top five.

Channin Tankersley slipped to sixth at the finish with Sean McClelland making up five spots to seventh. Michael Faccinto eighth was chased to the line by Colton Heath with Seth Bergman crossing tenth.

A field of 37 cars was on hand Wednesday night. Riley Goodno was the night's Bush's Chicken Fast Qualifier, worth \$100. Schure Built Suspension, Griffith Truck and Equipment, Brewer Trucking, and Old School Racin' each put up \$100 for Heat Race winners with Brandon Anderson, John Carney II, Jake Bubak, and J.J. Hickie earning wins. Mid-Mo Equipment Dash winners pocketed \$50 each with Channin Tankersley and John Carney II on top. Danny Sams III won the C-Feature with Casey Wills winning the B-Feature. The Tiny's Truck Repair Hard Charger, worth \$100, was Dylan Postier.

J.J. Hickie Runs To Victory at Lakeside Speedway In ASCS Sprint Week Opener

KANSAS CITY, KS - Rebounding after losing the lead early on at Lakeside Speedway, Washington's J.J. Hickie stormed to victory on the opening night of the Lucas Oil ASCS Sprint Week presented by Smiley's Racing Products.

"He got me on the bottom, and I could see it was getting thin down there, so I just kept hitting my marks on the top," stated Hickie. "I knew we were going to be good late, and you know, Ian [Madsen] is one of the best in the game, so I just bided my time just hoping to get an opportunity in traffic, and you know, it didn't exactly shake out very good for either of us, but it seemed like I was there at the right time."

Earning the pole in Tuesday's A-Feature, Hickie led the opening two revolutions. Working the cushion at both ends of the half-mile oval, the bottom was wide open for Ian Madsen to get the lead working the third lap.

Growing his advantage to nearly two-seconds as he hit traffic, Madsen's lead started to shrink as the race came to the final 10 laps. Weaving around the back-markers, the No. 63 of Hickie closed rapidly with five laps to run. On the back bumper of Madsen's No. 35m with three laps to go, Hickie shot to the race lead with twin flag showing in the stand.

Peddling for all he had, the final **(Continued Next Page)**



John Carney II celebrates in victory lane after winning at Caney Valley Speedway during the ASCS Sprint Week. (Paul Arch photo)

Continued...

two turns saw Madsen with a huge run, but no time as Hickle hit the checkered flag 0.282-seconds ahead of the HAM Construction No. 35m. Blake Hahn crossed third with Harli White coming from seventh to fourth in the Life of Hope Ministries No. 17w. Picking up the Tiny's Truck Repair Hard Charger Award, Seth Bergman climbed nine spots to

complete the top five.

Colton Heath was sixth with Tanner Holmes seventh. Robbie Price moved from 14th to eighth, followed by Jay Russell and Michael Faccinto to round out the top ten.

A field of 38 was on hand at Lakeside Speedway. The Bush's Chicken Fast Time Award, worth \$100, went to Ian Madsen. Heat Races were worth \$100 to win with Michael Faccinto, Jay Russell, Blake Hahn, and Chelsea Blevins getting wins. Dash wins netted \$50 with J.J. Hickle and Jay Russell topping those. The C-Feature went to Bailey Sucich with the B-Feature topped by Austin O'Neal.

Devon Borden Tops ASCS Frontier Region at Big Sky Speedway

BILLINGS, MT - Adding his name to the list of Brodix ASCS Frontier Regional winners, Washington's Devon Borden knocked down a hard-fought victory at Big Sky Speedway on Saturday night.

Taking the green from the outside of the front row, Borden chased Joe Perry through the opening circuits while holding off the challenge of David Hoiness. Denied the early slide for the lead, the top three broke away from the



J.J. Hickle takes the checkered flag at Lakeside Speedway on the opening night of the ASCS Sprint Week action. Hickle was also the overall Champion for the week. (Paul Arch photo)

field and began running down traffic.

Leading Lap 6, Borden was overtaken two laps later by Perry as the pair raced through traffic.

Working the cushion on clean racetrack, Borden tried the bottom a couple times before returning to

Keeping pace after a mid-race caution, Borden slipped through the cushion in turns three and four. Nearly a disaster for the No. 8, traffic again played to his advantage as he battled with David Hoiness for second.

Running down the No. 28 as the



Steven Shebester celebrates with family in victory lane after winning at Lawton Speedway for his second career ASCS Elite Non-Wing Series victory. (Mike Howard photo)

the top of the Big Sky Speedway. Finding Perry held up by lapped cars with 11 laps complete, Borden again took the point, but the run was again short-lived with Perry back to the top on Lap 13.

caution lights came on again, Borden pulled the slide job on the Lap 20 restart, and pulled away by 1.995 seconds.

Joe Perry held onto second with David Hoiness third. Trevor Kirkland was fourth with Kory Wermeling in fifth. James Setters, Jeremy McCune, Zac Taylor, Robert DeHaan, and Willie Hernandez, Jr. made up the top ten.

The Brodix ASCS Frontier Region races next at Black Hills Speedway on Friday, August 28, and Big Sky Speedway on Saturday, August 29.

David Hoiness Wins With ASCS Frontier at Big Sky Speedway

BILLINGS, MT - Taking night one of a double shot weekend at

Big Sky Speedway, David Hoiness bagged his first win of the season with the Brodix ASCS Frontier Region on Friday night.

David's eighth career Brodix ASCS Frontier Regional victory, the win came from the right of the second row with Washington's Devon Borden second. Trevor Kirkland made up three spots to the final podium step with Zac Taylor fourth from tenth. Jeremy McCune completed the top five.

Joe Perry eared a sixth-place finish with Kory Wermeling seventh. Willie Hernandez, Jr. moved from 17th to eighth with Robert DeHaan ninth and Bryan Brown tenth.

Shebester Bests ASCS Elite Non-Wing at Lawton Speedway

LAWTON, OK - Taking his second career win with the ASCS Elite Non-Wing Series presented by Abilene Powder Coatings, Oklahoma's Steven Shebester bested a field of 29 at Lawton Speedway on Saturday night.

Winning from third, Shebester crossed the stripe ahead of Keith Martin with Justin Zimmerman, Jeremy Jonas, and 10th starting Jason Howell completing the top five.

Stephen Smith was sixth with Robert Sellers seventh. Cameron Hagin crossed eighth, followed by Shon Deskins from 21st. Gary Floyd made up the top ten.

The ASCS Elite Non-Wing Series presented by Abilene Powder Coatings races next at Kennedale Speedway Park in Kennedale, Texas on Saturday, August 22.

Zimmerman Takes ASCS Elite Non-Wing Honors at RPM Speedway

CRANDALL, TX - Earning the pole and taking off at RPM Speedway, Justin Zimmerman captured his eighth career victory with the ASCS Elite Non-Wing Series presented by Abilene Powder Coating.

Tied with Paul White for the most wins with the series following his RPM Speedway triumph, Zimmerman crossed ahead of Justin Fifield with Stephen Smith on the podium step. Scott Evans crossed fourth with Keith Martin ripping through the field from 20th to fifth.

Arizona's Shon Deskins was sixth with Mike Merrell seventh. Paul White from 12th made it to eighth with Martin Edwards climbing 13 positions to ninth. Jason Howell completed the top-ten.



Devon Borden celebrates in victory lane after winning at Big Sky Speedway. (ASCS photo)

Dover

Int'l Speedway

DOVER, DE - Two of Dover International Speedway's most recognizable attractions have a new sponsor, track officials announced today.

Ally, a leading digital financial-services company and the primary sponsor of 11-time Monster Mile winner and seven-time NASCAR champion Jimmie Johnson, will be the presenting sponsor of the Monster Monument at Victory Plaza

and the Monster Bridge suite complex overlooking Turn 3. Earlier this week, the No. 48 Ally car was installed into the waiting hand of the Monster Monument at Victory Plaza, presented by Ally.

"I can't think of a better situation for my final year than going to the Monster Mile and having Miles stand up front, holding that 48 car," Johnson said. "It's my favorite track. Ally and Hendrick Motorsports are doing amazing things together. To go [to Dover] and hopefully win the race and experience the ultimate of highs would be really special."

Johnson, who is in the midst of his final full-time NASCAR Cup Series season, will race in the "Drydene 311" NASCAR Cup Series races on Saturday, Aug. 22 and Sunday, Aug. 23 as part of the "Drydene Doubleheader Weekend," featuring back-to-back NASCAR Xfinity Series and NASCAR Cup Series races as he attempts to add to his record Dover victory total.

To celebrate its sponsorship of the Ally Monster Bridge, a special sweepstakes was conducted earlier this year to grant VIP access to one winner and their guest for Dover's 2021 NASCAR weekend. Out of thousands of unique entries in the online contest, Madisyn S. of Jackson, Michigan, was selected as the winner earlier this month. The prize package includes two seats in the Ally Monster Bridge, two garage and pit passes, two Racing Electronics scanners and/or Fan Vision rentals, a \$1,500 travel gift card and a three-night stay at Dover Downs Hotel & Casino.

"The Monster Monument and Monster Bridge are two of the most iconic attractions in all of motorsports. Ally's support brings them into focus even more," said Mike



The Monster Monument at Victory Plaza got a new sponsor and new car for Miles to hold when the #48 Ally Chevrolet was installed earlier this week. (Dover Int'l Speedway photo)

Tatoian, Dover International Speedway's president and CEO. "The positive response to Ally's online contest was tremendous and is a very exciting start as we look to the future of building our relationship with a company that truly does live by their motto of 'do it right.' Together we will be ready to host our Aug. 21-23 race weekend and prepare to welcome fans back to the track in 2021."

Dedicated in 2008, the Monster Monument in Victory Plaza, presented by Ally, stands 46-feet tall and holds a full-scale stock car in the monster's right hand, which now features the No. 48 Ally car driven by Johnson. The base of the monument pays tribute to every race winner at Dover International Speedway and features larger dedications to legendary drivers who are recognized for their special accomplishments earned on the world's fastest one-mile oval. In just more than a decade, the Monster Monument at Victory Plaza presented by Ally has become the unmistakable symbol for Dover International Speedway throughout the sports and entertainment landscape.

Opened in 2004, USA Today has called the Ally Monster Bridge the best seats in NASCAR. Sitting 29 feet above the entrance to Turn 3, Dover International Speedway's Ally Monster Bridge offers "The Most Exciting Seat in Sports" to NASCAR fans. Several of the 56 seats are autographed by past Dover winners, including Johnson, Jeff Gordon, Matt Kenseth, Mark Martin, Ryan Newman and Martin Truex Jr.

"As cool as it was to see the Ally brand and colors debut on the virtual Monster Bridge earlier this season for iRacing competition, we're thrilled to have an even bigger presence as live racing returns to an iconic track where Jimmie has enjoyed so much success," said

Andrea Brimmer, Ally's chief marketing and public relations officer.

The Aug. 21-23 NASCAR weekend includes the "Drydene Doubleheader Weekend" on Aug. 22-23, featuring a NASCAR Xfinity Series and NASCAR Cup Series doubleheader each day, with all four races on NBCSN.

On Saturday, Aug. 22, the "Drydene 200" NASCAR Xfinity Series race takes the green flag at 12:30 p.m., followed by the "Drydene 311" NASCAR Cup Series race at 4 p.m. On Sunday, Aug. 23, the "Drydene 200" NASCAR Xfinity Series race begins at 1 p.m., followed by the "Drydene 311" NASCAR Cup Series race at 4 p.m.

On Friday, Aug. 21, the "General Tire 125" ARCA Menards Series East race begins at 2 p.m., followed by the "KDI Office Technology 200" NASCAR Gander RV & Outdoors Truck Series race at 5 p.m. (FS1).

Follow Speedway news and updates on DoverSpeedway.com and keep track of the latest announcements via social media at Facebook.com/DoverInternationalSpeedway, or on Twitter and Instagram at @MonsterMile. For ticket information call (800) 441-RACE.

Bristol Motor Speedway

BRISTOL, TN - There's a reason why they call him The King.

When fans see the tall feather-wrapped cowboy hat, dark shades, huge shiny belt buckle, straight-legged blue jeans and snakeskin durango boots approaching with that signature stride, they immediately realize they are in the presence of the most esteemed NASCAR Royalty. Richard Petty has always had that swagger, but it wasn't so big that he failed to make a con-

nection with NASCAR Nation. He signed every autograph. Every. Single. One.

Much like the late Arnold Palmer in the world of professional golf, Petty has earned his perch upon NASCAR's highest throne by always going the extra mile to elevate his sport and by putting the fans first. At 83 and still getting things done, he continues to keep the fans first and be a bigger than life presence in the Cup garage as a team owner for his iconic No. 43 team.

He has seven championship rings, a collection of flashy studded jewels that would make even Avengers super villain Thanos envious.

His records amassed during his long run as a top driver in the NASCAR Cup Series that spanned parts of four decades are plentiful. Most notably, his 200 career Cup victories, will likely never be touched. By the way, that's a lot of trophies.

In the NASCAR archives book you will see his name attached to many other records. Some of them, like the two important marks that he holds at Bristol Motor Speedway, reveal a driver who was dedicated to his craft with precision and consistency.

If one were to ask the King what his relationship was like with Bristol Motor Speedway during his swashbuckling driving days, he or she would likely get a roll of the eyes, followed by a quick snarl. But at the end of the day, he would flash his patented grin.

Yes, it was complicated.

However, for those stat geeks who dive into the layers of relevance beyond just the number of victories – Petty only earned three of his 200 wins at BMS – there is plenty of substance to be discovered with the King and the World's Fastest Half-Mile.

"Of all the short tracks Richard Petty conquered during his Hall of Fame career, none provoked the love-hate relationship of Bristol," said noted racing historian and author David McGee. "He typically ran

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really well here but victories were elusive. In the 1960s, he had two wins within his grasp but wound up losing the lead in the final laps – once with a blown engine with three laps to go and a two-lap lead over second place.

“Richard nearly got another victory here in the 1979 Night Race during his final championship season.

He won the pole and was running in the top five when leader Benny Parsons spun to bring out a late caution. Darrell Waltrip got the lead then held off Petty for the victory.”

Petty had his best year at Bristol in 1975, where he swept both of the track’s two Cup races. His record-setting win at the Volunteer 500, the early ancestor to today’s Bass Pro Shops NRA Night Race, was a race that had enough pop and significance to land the sport a nice 20-inch story in the following day’s sports section of the New York Times.

Petty’s win on that late November day not only was a sweep of races at Bristol that year, a feat in itself that is incredibly tough to do, but it was a record 13th win of the season and an effort that locked up his sixth NASCAR season championship title, also a record at the time. The win also vaulted his season winnings to more than \$300,000, a milestone earnings figure that was literally unheard of in stock car racing during that time period.

Petty won the race with a quick pit crew and some good fortune. Two of his main challengers, Cale Yarborough and Darrell Waltrip, had issues that took them out of the conversation. Petty took the lead for good when his pit crew got his car out in front of eventual second-place finisher Lennie Pond in the closing laps.

“My car really wasn’t handling that great,” Petty told the media after the race. “When Cale had trouble and Darrell had trouble that made it easy. But my pit crew beat Lennie’s and that’s what counted.”

Petty’s stellar 1975 season at Bristol – he also won the spring race that season with a six-lap lead over second place Benny Parsons – will always headline his list of major accomplishments at the high-banked half-mile oval, but his

team’s effort at the track during that decade despite a lack of victory lane visits to show for it could arguably be called one of the most consistent and efficient for any driver during any 10-year stretch at Bristol.

In the 1970s, Petty posted an incredible 14 top-five finishes in 20 starts at BMS, and most of those were second and third place efforts. One thing Thunder Valley fans could count on during that decade when they attended a race at Bristol was seeing Petty’s familiar baby blue No. 43 running up front.

At the end of his career, Petty’s longevity in the sport and his tenacity and determination at Bristol, put him atop several track records that stand to this day. His 60 starts at BMS, which produced a remarkable 23,815 laps completed, also is a record that looms large.

In those 60 starts, he finished in the top-10 an incredible 37 times and in the top-five 26 times, both longstanding BMS records.

While he may not have grabbed a bunch of trophies at Bristol during his driving days, he did show everyone that he had the talent, skill and prowess to conquer Bristol’s unique layout by constantly being in contention to win, having minimal mechanical issues, staying out of trouble and finishing the races he started.

He says all the records he earned during his driving days, especially the ones that have stood the test of time and continue to be relevant nearly 20 years after he hung up his helmet, are special to him, but that trying to compare each generation of drivers in different eras is a fruitless endeavor.

“You set a record and stuff and can say, ‘You hope nobody ever gets to it,’” Petty has said. “You did it under your circumstances. When somebody else does it, they do it under different circumstances. There’s no way to compare what I’ve done or what Dale Earnhardt did or what Jimmie Johnson has done against each other.”

As a team owner, Petty continues to be a major presence in the pits at Bristol Motor Speedway and across the NASCAR landscape, cheering on and mentoring his current driver, Bubba Wallace.

Wallace and many more of today’s NASCAR Cup Series stars will be looking to create some wow moments of their own at BMS during round number three of the NASCAR Cup Playoffs on Saturday night, Sept. 19 during the 60th running of the Bass Pro Shops

NRA Night Race.

The race will begin with 16 of the best Cup Series drivers racing for championship glory and will finish with only 12 remaining in pursuit of the 2020 season crown. As the first cut-off race in the NASCAR Cup Playoffs, four drivers will see their championship dreams end that night under the lights at The Last Great Colosseum.

NASCAR’s best drivers will beat and bang on each other – NASCAR Playoff style – and only the strongest will survive 500 laps of mayhem and chaos inside the high-banked, all concrete bullring.

The race weekend also will feature the regular season finale in the NASCAR Xfinity Series (Friday night, Sept. 18 at 7 p.m.) and more Playoff action in the NASCAR Gander RV & Outdoors Truck Series (Thursday night, Sept. 17 at 7:30 p.m.)

Many of short track racing’s rising stars, like Hailie Deegan, Ty Gibbs, Michael Self, Bret Holmes and Drew Dollar, will hit the track on Thursday night after the Truck Series race for the Bush’s Beans 200 in the ARCA Menards Series. Race officials announced that this race, which is scheduled as the 9:30 p.m. nightcap on Thursday, will be increased by 50 laps to a 107-mile distance.

The Bass Pro Shops NRA Night Race and Food City 300 will be broadcast on NBCSN, PRN Radio and Sirius XM NASCAR Radio. The UNOH 200 presented by Ohio Logistics will be broadcast on FS1, MRN Radio and Sirius XM NASCAR Radio. The Bush’s Bean 200 will be televised live by FS1.

For up-to-date information on tickets, please continue to visit www.bristolmotorspeedway.com/tickets.

Charlotte Motor Speedway

CONCORD, NC - Charlotte Motor Speedway, in partnership with the Hornet’s Nest Region of the Antique Auto Club of America, has announced that the fall Pennzoil AutoFair, scheduled for Oct. 22-24, has been canceled amid the continued COVID-19 pandemic.

“While much of the show is focused outdoors, the nature of the Pennzoil AutoFair – with large groups moving around property, contact between vendors and guests, and high-traffic areas inside the garages – doesn’t lend itself to proper social distancing as recommended

by health experts,” said Greg Walter, executive vice president and general manager at Charlotte Motor Speedway. “People come from across the country to take part in this event. We hope that giving them ample notice of our plans will help them adjust as best they can. As difficult as this decision was to make, we believe it is in the best interest of everyone to focus our attention on next spring’s Pennzoil AutoFair and making it the best show we can.”

The twice-annual Pennzoil AutoFair draws tens of thousands of car enthusiasts to America’s Home for Racing for a weekend dedicated to all things automotive. The event regularly features more than 10,000 vendor spaces offering a bevy of auto parts and memorabilia, and more than 50 car clubs showcasing a myriad of classics, customs, hot rods, muscle cars and more throughout the three-day show.

FOLLOW US: Keep track of all the news and happenings from America’s Home for Racing by following on Twitter and Instagram or become a Facebook fan.

Eldora Speedway

ROSSBURG, OH - Eldora Speedway officials have announced the 50th World 100 has been rescheduled to early September 2021 due to the ongoing COVID-19 health crisis.

The legendary half-mile dirt oval’s biggest and most-famous event was scheduled for September 10-11-12.

Despite Governor Mike DeWine and the State of Ohio’s tremendous resolve to stop the spread of the coronavirus, the Ohio Department of Health’s orders which restrict mass gatherings and prohibit spectators from grandstand events at large venues remain in effect.

Fans who purchased reserved seats, general admission tickets and campsites for the 50th World 100 should retain their tickets, camping credentials and receipts at this time. Information, including frequently asked questions and answers, has been posted at www.eldoraspeedway.com/world-covid/. Officials will communicate updated event information on www.EldoraSpeedway.com and via Eldora’s official social channels.



Carteret County Speedway

PELETIER, NC -

The finish of last Saturday's Battlefield Tire Pros Mini-Stock finish has been reviewed and a penalty has been issued for disorderly conduct.

James Horner, who had been recorded as finishing second, has been moved back to the 12th position after a formal review of the race. Furthermore,

Horner has been placed on probation for two races for disobeying orders from race control and disorderly conduct.

Jason Adams has been moved up to his originally scored finishing position of second while Lee Kozikiwski, Joshua Caldwell and Myles Tucker rounded out the top-five. Stephen Sanders' victory has been certified by Carteret County Speedway.

Points are not being awarded for the 2020 season due to the numerous schedule changes which resulted from COVID-19.

Clinton County Speedway

MILL HALL, PA - Andrew Yoder of Middleburg led the final two laps of the Limited Late Model feature on Friday night to claim his third win of the season at the Clinton County Speedway. Noah Jensen of Nescopeck picked up his first win of the year in the Pro Stock Division, while Jeffrey Weaver of Lock Haven in the 270s, Josh Beamer of Picture Rocks in the 600s and Blake Snyder in the 4 Cylinder Division were repeat winners.

Jamin Chapman and Kevin Probst of Renovo were the front row starters of the 25 lap Limited Late Models main event. Probst took the lead as third place starter Joe Lusk of Jersey Shore moved into the runner up position. Probst and Lusk pulled away from the field, as Williamsport's Matt Cochran, Chapman and Yoder were in a heated battle for the third, fourth and fifth positions. On lap number eight, Yoder moved into the fourth position and Mike Smith of Renovo moved into the top five. At the race's midway point, Probst had a sizeable lead over Lusk, Cochran, Yoder, and Smith. The leaders began to encounter lapped traffic on lap number fifteen allowing Lusk and Yoder to catch Probst

and reduce his lead. On lap number nineteen, Yoder passed Lusk for the runner up position, but still trailed Probst by five car-lengths. With the completion of each lap, Yoder gained ground on Probst and made the pass as the field was coming to the flag stand for the white flag. The caution flag came out on the final lap, which bunched the field for a one lap shoot-out. Yoder smoothly navigated the four corners of the speedway to claim the victory. Joe Lusk passed Probst to claim the second position. Matt Cochran finished fourth and Mike Smith was fifth. Sixth through tenth were Chaz Buchinsky, Joe Loffredo, Jamin Chapman, Matt Adams, and Devin Frey. Heat race winners were Lusk and Probst.

Corey Long and Rich Fye of Lock Haven paced the field for the start of the Pro Stock feature event. Long took the lead at the drop of the green flag. Noah Jensen of Nescopeck took advantage of some early race caution and advanced from his ninth place starting spot. Jensen made a pass for the lead at the completion of lap number four and used the low side of the speedway to maintain the top position. At the halfway point, Jensen led Long, Tommy Dawson, AY Schilling and Johnny Bouse. The caution flag waved on lap number 10 when Todd Geyer Sr, spun. On the restart, Jensen maintained his preferred line at the bottom of the speedway and cruised to his first win of the year. Dawson took the runner up position over Long, Schilling and Bouse. Kevin VanAmburg finished sixth, Rich Fye was seventh, Rooster Peters was eighth, Geyer was ninth and Noah Kissinger finished tenth. Long and Schilling won the qualifying events.

The 270 Micro Sprint feature had 23 cars take the green flag. Two separate cautions occurred on the opening lap in attempts to start the main event. Doug Reinard led the initial circuit before Lock Haven's Jeff Weaver took control of the field. The red flag waived on lap four when several cars wrecked in turns three and four and blocked the track. On the restart, Weaver led Bobby Sanso, Timmy Bittner, Troy Whitesel and Reinard. Bitner moved into the runner up position on lap number nine. On the white flag lap, Whitesel moved into the third spot and Denny Rinehimer advanced into the top five. At the checkered flag it was Weaver, Bittner, Whitesel, Sanso and Rinehimer. Sixth through tenth were

Dan Wertman, Ethan Spotts, Kyler Stahl, Mitchell Holden, and Skyler Granger. Qualifiers were won by Bittner, Whitesel and Stahl.

Josh Beamer of Picture Rocks advanced from this third place starting spot to take the lead of the 600 Micro Sprint event by then conclusion of lap number two. The race's only caution flag waived on lap number nine when Lauren Huffman stopped on the track. On the restart Beamer led Cody Hauck, AJ Bast, Johnny Smith, and Tyson Mowery. With three laps remaining, Smith and Mowery passed Bast to take over third and fourth position. The win was the second of the year for Beamer, over Hauck, Smith Mowery and Bast. Sixth through tenth were Jeffrey Weaver, Trevor Teats, Derek Swartz, Timmy Bittner, and Corey Brungard. Heat races were won by Hauck and Mowery.

Sterling Kepner of Muncy led the initial laps of the 4 Cylinder feature event. On lap number four, Lee Zook made a pass for the top position. With five laps complete it was Zook leading Kepner, Blake Snyder, William Kephart, and Tyler Watson. Zook worked his way through lapped traffic and appeared to have the winning car. However, the caution flag waived on lap number 10 to bunch the field on Zook's rear bumper. On the final lap of the race, Zook and Snyder battled for the lead, the two cars touched but raced hard to the checked flag with Snyder taking the win from Zook. Kepner finished third, followed by Watson and Kephart. Sixth through tenth were Kennedey Courter, Skylar Witchley, Sean Wise, Brett Shirk and Kyle Strouse. Qualifying race winners were Chris Small, Snyder and Maddox Smith.

The Clinton County Speedway returns to racing action on Friday, August 21st with a five division show featuring the RaceSaver Sprint Cars, Pro Stocks, 270s, 600s and Four Cylinders. Racing will begin at 7:30PM. The following week, the speedway will feature the Limited Late Models for the Lenny Stroud Jr. Memorial event paying \$1,200 to win. Every division that night will have bonus money to win. For more information, visit www.clintoncountyspeedway.com or visit the speedway on Facebook.

Dodge City Raceway Park

DODGE CITY, KS - Dakota Sproul continued his recent run of IMCA Modified supremacy by racing to his third consecutive DCRP triumph in Saturday night's 20-lap feature atop the 3/8-mile clay oval.

While the Hays racer dominated the IMCA Modified ranks, Monty Nordyke scored his first DCRP win in the Prelude to IMCA Sport Modified Mayhem, Chris Oliver snared his first IMCA Stock Car win of the season and Duane Wahrman captured his second IMCA Hobby Stock victory of the season.

In the 20-lap IMCA Modified main event, Sproul rallied from the ninth starting position to take the lead away from Nick Link on the eighth lap en route to a straight-away triumph over Clay Sellard, who worked past Link in the closing rounds for runner-up honors.

Sproul, a rookie among the Modified ranks after climbing up from the Sport Modifieds, split the duo of Kale Beavers and Randy Wilson exiting turn four on the fifth lap to move into third and then chased down Jack Kirchoff for second the next time around.

Sproul gobbled up Link's ten
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Dakota Sproul along with friends and family visited Dodge City Raceway Park's victory lane for the third consecutive IMCA Modified win. (DCRP photo)

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car-length lead in short order before ripping by on the top side on the eighth lap. Sproul raced on to another convincing victory with Sellard working past Link as the laps expired. Beavers crossed the stripe fourth with Kirchoff rounding out the top five.

In the 20-lap IMCA Sport Modified Prelude to next weekend's \$1,500-to-win, \$150-to-

start Seventh Annual Sport Modified Mayhem feature event, Monty Nordyke capitalized on Luke Stallbaumer's mechanical woes and then held off son Brendyn Nordyke over the closing rounds for his first DCRP score.

Nordyke became the race's fourth different leader when he battled past Bart Baker on a lap 14 restart that followed a caution for Stallbaumer's disabled mount on the backstretch. After Dan Rogers led the opening round, Stallbaumer had battled past Baker for the point on the eighth circuit only to suffer race-ending driveline issues seven laps shy of the checkered flag.

With Nordyke taking command, Brendyn Nordyke tried to steal his thunder only to fall two car-lengths short at the stripe with Baker, Mike Lunow and Rogers rounding out the top five.

A runner-up finisher on three occasions already this season, Chris Oliver broke into victory lane for the first time of the DCRP season by topping the 15-lap IMCA Stock Car feature.

Oliver wrestled the lead away from Jesse Smith on the second round and then held off Ron Hartman and Troy Burkhart in the closing circuits to secure the win.

Duane Wahrman added his second IMCA Hobby Stock win of the season by racing to the chekered flag in the 15-lap main event.

Wahrman battled past Keith Carr to take command on the fourth circuit and paced the field the rest of the way, crossing the stripe ahead of Tathan Burkhart and Brett Copeland.

The 3/8-mile Dodge City Raceway Park clay oval is back in action in a big way with next weekend's Fourth Annual Lubbock Wrecker Service DCRP Sprint Car Nationals along with the Seventh Annual Sport Modified Mayhem on Thursday through Saturday, August 20-

22.

Dodge City Raceway Park

DODGE CITY, KS - Racers and fans will have something a little different to look forward to for the upcoming Labor Day weekend spectacular at Dodge City Raceway Park on Saturday and Sunday, September 5-6.

The special non-points event weekend will utilize qualifying to determine heat race lineups for each class rather than the traditional pill draw or points-average based lineups.

Each night, racers in each of the five classes will time in during their hot lap session with their fastest lap setting the qualifying time order that will set heat race lineups. Corresponding heat race finishes along with qualifying times will then set the feature lineups.

The pair of Labor Day weekend events will include a full card of Hambelton Racing DCRP Sprint Cars, IMCA Modifieds, IMCA Sport Modifieds, IMCA Stock Cars and IMCA Hobby Stocks.

The Labor Day Weekend Spectacular follows an off weekend after this coming weekend's Prelude to Mayhem and then the Fourth Annual Lubbock Wrecker Service DCRP Sprint Car Nationals and Seventh Annual Sport Modified Mayhem North vs. South Duel on August 20-22.

Detailed schedule information is available at <https://www.dodgecityraceway.com/schedule/>.

The Comfort Suites located conveniently at 2700 West Wyatt Earp Boulevard in Dodge City is the official lodging partner of Dodge City Raceway Park. With an extensive list of classic amenities, Comfort Suites will help you feel right at home when traveling. Be sure to ask for the Dodge City Raceway Park rate when booking. For more information, check online at <https://www.choicehotels.com/kansas/dodge-city/comfort-suites-hotels/ks193?brand=CI> or call 620-801-4545.

Dodge City Raceway Park is located on the south edge of Dodge City, KS, on US 283, then 0.9 miles west on US 56, then 0.1 miles south. For more information, contact the track at 620-225-3277 or check www.dodgecityraceway.com.

Hickory Motor Speedway

NEWTON, NC - The roar of racing engines echoed through the Catawba Valley on Saturday night as the NASCAR Advance Auto



Josh Berry takes the checkered flag as he wins the first of 40-lap late model feature at Hickory Motor Speedway. (SHERRI STEARNS photo)

Parts Weekly Series returned to action with the MTP Tire 220.

Leading off the night's racing excitement would be the Advance Auto Parts Late Models with their first of two 40 lap features. Josh Berry in the #88 would set fast time in qualifying and start from the top spot with Sam Butler in the #81 to his outside. Ryan Millington in the #15 and Will Cox in the #3 would make up row two for the green flag. The green flag would see Berry move to the lead with Millington following the inside line to second. Lap 10 would see Berry, Millington, Butler, Thomas Beane in the #31, and Cox as the top 5. The #12 of AnnaBeth Barnes-Crum would come to pit road after slowing on the track. Berry would set a torrid pace up front however, Millington and Butler would keep pedaling hard to stay in striking distance. Lap 19 would see Butler move under Millington in his bid for the second spot. Lap 23 would see Butler complete the pass and look to chase down the leader Berry. Butler would close down the lead that Berry built while the battle raged for second behind him. As he neared Berry's rear bumper, the laps would wind down. Berry would drive on to the win in his quest for the National Title and the Nitro Lubricants \$25,000 bonus. Butler would match his career best finish with 2nd and Millington, also chasing the National Title, would finish 3rd. Cox would come home in 4th and Beane would finish 5th.

Next up would be the 4 Cylinders for their 25 lap battle. Brian Mundy in the #6 would pace qualifying and take the top starting spot with Cody Combs in the #9 to his outside. Mundy would move to the top spot on lap one with Combs

close in row. The #11 of Robert Trivette would pull to pit road with mechanical issues on lap 4. The battle for third would rage between the #17 of Curtis Pardue and the #83 of Charlie Neill. Lap 20 would see Neill make the pass for the position. The caution would fly on lap 22 as Pardue would spin on the backstretch. The restart would see Mundy and Combs leading the field to the green flag. Mundy would move back to the top spot as Combs and Neill would duel for second. Mundy would drive on to take the win. Combs would take 2nd with Neill making the front row celebration finishing 3rd. Pardue would finish 4th and Trivette would finish 5th.

The Super Trucks would hit the track next for their 35 lap slugfest. The #9 of Charlie Watson would take the pole position and start on the front row with Joey Shuryan in the #30 to his outside. Watson would move to the early lead with Shuryan holding second. Dennis Trivette in the #28 and Lee Jordan in the #1 would battle for the third position. Jordan would take a wild ride on lap 22, but make a great save keeping his truck from bringing out the caution. Trivette would work his way to the bumper of Shuryan and battle for the second spot, and would run out of time. Watson would prove too strong and drive on to the win. Shuryan would finish 2nd with Trivette taking 3rd. Jordan would take the hard fought 4th in his first Hickory Motor Speedway truck race.

The Paramount Auto Group Limited Late Models would hit the track next for 50 laps in Round 7 of the Paramount Kia 'BIG 10' Chase for the Championship. Josh Kossek in

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the #44K would top the charts in qualifying and start from the pole position with Monty Cox in the #21 to his outside. Row two would see Chase Janes in the #47 and Mitch Walker in the #15 side by side for the green flag. Kossek would drive to the early lead with Cox close behind. Lap 15 would see Kossek, Cox, Janes, Walker, and Charlie Watson

doing double duty in the #9 as the top five. The caution would fly on lap 19 as Josh Stark in the #32 would spin on the front stretch. Kossek and Cox would lead the field to the green flag and battle side by side until lap 23 when Kossek would move back to the top spot. Watson would battle with Walker for the fourth position and make the pass at the halfway point. As Kossek would attempt to pull out to a lead, Janes would drive up to the bumper of Cox and challenge for second. Kossek would drive on to the win. Cox would finish 2nd with Janes taking 3rd. Watson would take 4th, after taking the win in the truck race a few minutes before the beginning of the Limited race, and Walker would finish 5th.

The Street Stocks would roll off next for their 30 lap feature. Mark Whitten in the #77 would pace qualifying and start from the front with Kevin Eby in the #03 to his outside. Eby would use the high groove to take the lead on lap one. Marshall Sutton in the #64 would give chase to Whitten for the second spot. Lap 8 would see Sutton make the pass and look for the leader, Eby. The halfway point would see Eby, Sutton, Whitten, Trey Buff in the #48, and Ethan Johnson in the #2 making up the top five. Lap 27 would see Buff pull to the pits with mechanical issues. Eby would drive on to take the win. Sutton would the battle for 2nd while Whitten would finish 3rd. Johnson would finish 4th while Kayla Eby in the #3 would finish 5th.

The Advance Auto Parts Late Models would hit the track next for their second and final 40 lap feature of the night. After a 9 car invert from the finishing order of race one, row one would be made up of Mason Ludwig in the #12 and Rajah Caruth in the #6. Perry Patino in the #51 and Vince Midas



Ryan Millington took the second Hickory Late Model feature after a tough battle with Josh Berry and Mason Ludwig. (SHERRI STEARNS photo)

in the #14 would make up row two for the green flag. The green flag would see a fierce battle for the top spot until lap 3 when Ludwig would clear Caruth and move to the lead. Patino would follow Ludwig and move to second. Ryan Millington in the #15 and Josh Berry in the #88 would waste no time working through the field and move to second and third by lap 13. The halfway point would see Ludwig, Millington, Berry, Patino, and Butler making up the top five. Lap 21 would see Millington move around Ludwig for the top spot. Berry would follow closely in Millington's tire tracks and move to second. Lap 26 would see Butler move into the top three as he would pass Ludwig for third. Berry would pressure Millington and make the pass on lap 33. Millington wouldn't be ready to give up quite yet and would drive back under Berry for the lead. This was going to be a battle. Berry would pull back ahead as they took the white flag with one to go. As the front duo dove down into turn one Butler entered the fray. As the leaders came off of turn two Millington would nose under Berry and they would race down the backstretch. As they drove into turn three both drivers would drive deep into the corner. This would send both cars just up the track and open the door in the bottom lane for Butler. Butler would stick the nose of his #81 to the inside of Millington and Berry to challenge for the win. The three cars would make it through the corner and drag race to the checkered flag. In another epic finish Millington would win the battle and be the first to the checkered flag by a scant margin. Berry would nose ahead to take 2nd with Butler finishing 3rd. Patino would take 4th while Beane would finish 5th.

The NASCAR Advance Auto

Parts Weekly Series returns to action in next week and thus begin a stretch of five consecutive weeks that will determine the track champion as well as possible implications for the national championship.

For more info check us out at www.hickorymotorspeedway.com, Twitter, Instagram, or call us at 828-464-3655.

Kingsport Speedway

KINGSPORT, TN - Due to incoming weather this evening, we have decided it best to cancel tonight's Advance Auto Weekly Series racing activities.

Stay tuned for updates on the kart races tomorrow We hope everyone has a safe weekend. We will see everyone at the big track next Friday, August 21st!

The next race at the big track is scheduled for Friday, August 21th.

Spectator gates will open at 5 p.m. and racing at 8 p.m. Full race day schedule is coming soon. Adult grandstand admission Friday \$12, with kids 12-and-under admitted FREE. Adult tier-parking admission \$12 per person (plus a \$12 vehicle parking spot fee), with kids 12-and-under admitted free.

For more information on Kingsport Speedway, visit our website at www.kingsportspeedway.com.

Fresh content and updates can also be found on the tracks Facebook page (@KingsportSpeedway), Twitter (@KpSpeedway), Instagram (@KingsportSpeedway), Snapchat (@KptSpeedway), and YouTube (@KingsportSpeedway).

Little DCRP

DODGE CITY, KS - The 1/7-mile Little DCRP clay oval hosted the penultimate round of 2020 Micro Sprint and Kart action on Sunday evening with six different racers

finding their way to victory lane.

Deekan McRoberts and Tanner Johnson both doubled up again with Trevor Smith, Jaden Smith, Briggs Williams and Ace Moore also notching wins.

Tanner Jonson swept through the Wing and Non-Wing "A" Class Micro Sprints for the second Sunday in a row, beating Zak Moore to the stripe in both feature events.

After posting his tenth career Novice Junior Sprint win in two seasons of Little DCRP competition and his fourth of this season, McRoberts outdueled Reis Ochs to make it four-for-four on the season in Junior Sprint competition.

Jaden Smith survived a late caution to deny Daniel Williams a fourth consecutive Adult Kart win, Trevor Smith bested the Open Outlaw Karts, Briggs Williams added another Advanced Junior Sprint triumph and Ace Moore took Restricted "A" Class honors.

While action continues atop the 3/8-mile Dodge City Raceway Park clay oval with next weekend's Fourth Annual Lubbock Wrecker Service DCRP Sprint Car Nationals along with the Seventh Annual Sport Modified Mayhem, the Little DCRP clay oval will remain idle until the season finale on Sunday, September 20, with the final round Micro Sprint and Kart action of the season.

The Finishes:

- Winged "A" Class: 1. 86-Tanner Johnson, 2. 49-Zak Moore, 3. 46-Chris Hickman.

- Non-Wing "A" Class: 1. 86-Tanner Johnson, 2. 49-Zak Moore, 3. 27-Shea Ricke.

- Restricted "A" Class: 1. 49-Ace Moore, 2. 72-Kye Ricke.

- Junior Sprints (Advanced): 1. 49-Briggs Williams, 2. 1s-Cam Smith, 3. 3k-Keenan Hernandez, 4. 49h-Isabella Holt, 5. 71-Brodie Williams.

- Junior Sprints (Novice): 1. 75-Deekan McRoberts, 2. 57b-Bryan Isenbart, 3. 25-Gannon Mohler, 4. 70-Rawlin Cooley (DNS).

- Open Outlaw Karts: 1. 2T-Trevor Smith, 2. 75-Randle McRoberts, 3. 01-Jesse Smith.

- Adult Karts: 1. 21-Jaden Smith, 2. 212-Daniel Williams, 3. 22x-Jordan Smith, 4. 5-Gage Robertson, 5. 44-Victor Gordon, Jr., 6. 22-Cindy Holt, 7. 10-Caitlin Holt, 8. 9x-Dakota Schellhamer, 9. 316-Brent Austin, 10. 29-Noah Illk (DQ), 11. 75T-Tanner Brunson (DQ).

- Junior Karts: 1. 75-Deekan McRoberts, 2. 1x-Reis Ochs, 3. 01jr-Rase Smith, 4. 8T-Travis Pack, 5. 54c-Caleb Gresty, 6. 45-Ryker

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Williams, 7. 57-Aiden Cox, 8. 51-Caleb Peterson, 9. 81jr-Max Cunningham.

Dodge City Raceway Park and the Little DCRP clay oval are located on the south edge of Dodge City, KS, on US 283, then 0.9 miles west on US 56, then 0.1 miles south. For more information, contact the track at 620-225-3277 or check www.dodgecityraceway.com.

Selinsgrove Speedway

SELINGROVE, PA - Rick Eckert of York took the lead from Gregg Satterlee and went on to win the Ultimate Northeast Super Late Model Show Down On Sand Hill at Selinsgrove Speedway on Saturday night, scoring \$3,000 for his second win of the season at the track.

Garrett Bard of Wells Tannery took the win in the 20-lap 305 sprint main, getting by Kyle Keen for the win while Will Brunson took the win in the 12-lap roadrunner main to close the night.

Satterlee of Rochester Mills blasted through the middle and went three wide into the first turn with Hayes Mattern and Brett Schadel for the lead when the green flag fell in the 30-lap super late model main with Schadel emerging with control onto the backchute.

However Satterlee was fleet early and soared low under Schadel as the pair shot into the third turn to take control and bring the field back to the stripe with one lap recorded.

Meanwhile, sixth starter Eckert advanced on the first lap as well and soon drove into second with his sights on Satterlee.

Eckert took his first shot at Satterlee for the lead by diving low into the first turn on the 10th lap only to see a caution flag slow the pace seconds later as the leaders came upon a three car crash in the third and fourth turns.

Satterlee kept Eckert at bay on the restart however his run at the front would only last three more laps before he again found Eckert to his inside in the first corner.

And this time Eckert made it stick by sliding up the racetrack in front of the Satterlee to take his line away.

Satterlee then tried to come



Deekan McRoberts took the Junior Sprint feature at Little DCRP this past weekend. (LITTLE DCRP photo)

back by dropping off of the cushion in the second turn to rally back to Eckert's inside however Eckert had the lead and he wasn't giving it up.

Another caution, this time for a slowed Dylan Yoder with 14 laps to go again bunched the field with Satterlee and now Andy Haus in third.

Eckert got away when action resumed only to again be slowed with nine laps to go, wiping out a 2.315 second lead over Satterlee.

Haus started testing Satterlee for second over the final distance until with one lap to go his car jumped over the cushion in the first turn before slamming into the outside rail, forcing another caution flag over the field.

A green-white-checker finish then ended the event with Eckert getting out to a 1.421 second lead at the finish over Satterlee.

Ninth starter Jeff Rine rode home third followed by Bryan Bernheisel and Jim Yoder.

Sixth through 10th went to Matt Cosner, Dan Stone, Jim Bernheisel, Dave Brouse Jr. and Schadel.

Heats went to Schadel, Bryan Bernheisel and Eckert with Kirk Baker taking the consolation race.

Hayes Mattern set fast time over the field with a lap of 19.1493 seconds.

Kyle Keen of Carlisle drove from the pole into the lead when action began in the 20-lap 305 sprint main with Ken Duke Jr. racing second on the first lap.

But fifth starter Garrett Bard, already a one-time winner at the track this season, was up to second with two laps completed.

Riding the high line around the track, Bard motored by Keen for the lead on lap three.

Leaders Bard and Keen entered the rear of the field on the 11th tour and Keen was able to catch Bard in traffic.

He got close enough to take a look down low in the first corner with five laps to go but Bard was up to the challenge, taking the victory by .758 seconds.

Keen finished second followed by Duke Jr., John Scarborough and Cassidy Kreitz.

Heats went to Landon Price, Kruz Kepner and Jake Frye with Dave Grube scoring the consolation race.

Will Brunson led from start to finish in the 12-lap roadrunner feature after starting second in the field.

It was his second victory of the season at the track.

Jake Jones started fourth and drove up to second but failed to challenge for the win.

Seventh starter Curtis Lawton finished third followed by Nathan Romig and Terry Kramer.

Heats went to Jones and John Schreffler.

Selinsgrove Speedway

SELINGROVE, PA - After a week off on August 22, Selinsgrove Speedway will return to action on Saturday, August 29 at 7:30 pm

with the running of the 40th annual Acme Companies Jack Gunn Memorial for Modern Heritage 410 sprint cars on Sr. Citizens Night.

All Sr. Citizens ages 65 and older will be offered \$10 adult general admission for the big race!

The night will also include the Apache Tree Service Kids Money Scramble for ages 0 - 12, when \$500 in silver coins will be up for grabs by age groups 0 - 4, 5 - 9 and 10 - 12.

The race for the Modern Heritage 410 sprinters will mark the first time in 20 years that the prestigious Gunn Memorial has been run as a 410 sprint car contest. It became a 358 sprint feature in 2001 before moving to a 360 sprint car race in 2009.

This year's 40th annual Selinsgrove Speedway Jack Gunn Memorial will pay \$5,000 to win and \$400 just to start the 30-lap affair with bonus money scattered throughout the field. Tow money of \$100 is also being offered.

Passing points from the heat races will be used to set the feature starting lineup.

Acme Companies has posted a \$300 bonus for the third place feature finisher while also posting \$58 for third place finishers in each of the Modern Heritage 410 sprint heat races.

Kratzer Insurance Agency of Mt. Pleasant Mills has posted a \$200 Hard Charger Award.

New Cumberland-based Acme Companies holds four distinct divisions operating under one corporate umbrella, Acme Trailer Works Inc.

Owned and operated by former sprint car racers John Mickle and Bob Bennett, the corporation includes Acme Trailer Works, Acme Car Company, Berrien Buggy by Acme, & Acme Composites.

Learn about the Acme family of companies by visiting www.acmetrailerworks.com, www.acme-composites.com, www.berrienbuggy.com, and www.acmecarco.com.

Also racing on August 29 will be the limited late models and the A & A Auto Stores roadrunners.

The limited late models will race for \$1,200 in a 20-lap main with a \$200 bonus by Steve and Karen Kerstetter included.

Gates for the big Summer Send Off late August program open at 5 pm.

Adult general admission is set at \$20 with Sr. Citizens ages 65 and older admitted for JUST \$10 (with ID).

Students ages 12 - 17 are
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priced at \$10 with kids ages 11 and under always admitted for FREE at Selinsgrove Speedway.

Pit passes are \$30.

Since opening in late 2019, 410 sprint car sponsor Modern Heritage of Mifflinburg has quickly become a region leader in kitchen and bathroom custom design work and installation, "Creating Beautiful and Timeless Spaces."

Offering not only full design and installation services, Modern Heritage carries full lines of flooring and cabinetry for every customer's needs at its showroom located at 321 East Chestnut Street in Mifflinburg, Pennsylvania.

Learn all about Modern Heritage by visiting the companies official website at www.modernheritage.style and by following the firm on Twitter, Facebook and Instagram or by calling them at 1.866.789.5399.

Keep up to date with all the latest speedway news, results, information and race status by visiting the speedway's official website at www.selinsgrovespeedway.com or follow the track on Twitter and Facebook.

South Boston Speedway

SOUTH BOSTON, VA - Drivers and racing teams place a lot of value on track time. Among them is Drew Dawson of Nathalie, Virginia.

Dawson, who finished fourth in the Limited Sportsman Division point standings at South Boston Speedway last season, is one of many drivers that have taken the opportunity to test their car at South Boston Speedway this season.

"That's all we can do until they (South Boston Speedway officials) can schedule a race," Dawson said of testing.

"We really need to find more speed in the car, and I definitely need more seat time."

Dawson shares the opinion of virtually every other driver when it comes to describing the importance of seat time.

"Any time you can sit in the seat and get behind the wheel of a racecar it definitely helps," Dawson pointed out.

"You learn more every day, you're learning more about the car, you're learning more about the

track. There is whole lot to learn in the Limited Sportsman Division."

Last season Dawson climbed another rung on the long ladder of improvement and was able to mix it up with the division's top drivers. When the 2019 season ended Dawson had scored 11 Top Five finishes and finished in the Top 10 in all 16 of his starts.

"It feels good to be able to run right there with Danny Willis Jr. and all of those boys," Dawson remarked.

"We want to get a little bit faster so we can be more competitive with them."

Dawson noted it is important to continue learning as a driver and continuing to improve the racecar because the level of the competition and the car count increase each season.

"Two or three years ago there really weren't that many people out here," he explained.

"The number of competitive cars was up last season and track officials were expecting more cars to be out here this season. More cars make for better racing, and it's definitely more competitive."

South Boston Speedway is open Monday through Thursday from 9 a.m. to 5 p.m. to provide race teams an opportunity to get some track time to test their cars and prepare for racing. Teams interested in scheduling a test date should contact the speedway office at 434-572-4947.

Racing action on Friday, August 14 with all 5 of its divisions in feature action. After winning the biggest SK Modified® race of the season one week ago in the NAPA SK 5k, Chase Dowling made it back to back wins by taking the checkered flag in the 40-lap SK Modified® feature. Paul Arute was a first time 2020 winner in the Late Model feature, Derek Debbis won for the second time in the SK Light feature, Andrew Durand scored his third win in the Limited Late Model feature, and Zack Robinson scored his third points paying win and fourth overall win in the Street Stock feature.

In the 40-lap SK Modified® feature, Tyler Leary took the early lead after holding off a challenge from Troy Talman. Andrew Molleur was third in line at the start with David Arute fourth and Michael Christopher, Jr. fifth. Talman took the lead from Leary on lap-7 and his move kicked Leary to the high groove and he fell back to a side by side duel with Arute for fourth place as Molleur took second and Christopher took third. Leary was able to get in line in fourth in front of Arute on lap-10. Arute would lose fifth to Chase Dowling on lap-12 as Talman continued to lead Molleur and Christopher. Marcello Rufrano brought the caution out with 16 laps complete with a spin in turn 2.

Talman took the lead back under green with Christopher and Molleur going side by side for second. Dowling was fourth in line with

in eighth place. Dowling got by Christopher to move into second place behind Talman on lap-21 and Kopcik was up to fourth as Molleur slid from second back to fifth in line.

With 10 laps to go Talman was still in command but Dowling was right on his back bumper looking high and low for a way to get by and take over the lead. Dowling made the move on lap-31 coming out of turn 4 and he took over the lead. Christopher was still third with Kopcik, Molleur, Williams, and Keith Rocco making up the top-7.

Dowling slowly pulled away from Talman over the closing laps to take down his second consecutive win of the 2020 season. Christopher finished third with Kopcik and Molleur rounding out the top-5.

In the 30-lap Late Model feature, Rick Lanagan took the lead at the green with Marc Curtis in second. Trace Beyer was third in line with Dave Wray fourth and Paul Arute in fifth. Just behind Arute was Tyler Leary, Al Saunders, Wayne Coury, Jr., Tom Fearn, and Adam Gray.

Wray took third from Beyer on lap-9 and Arute followed him by to take fourth and drop Beyer back to fifth. Arute took third from Wray on lap-11 and Leary was looking to follow him by. Leary made the move on lap-12 to move into fourth and with Wray stuck in the high lane, he fell back to 9th as Al Saunders was fifth, Coury sixth, Fearn seventh, and Gray eighth as Lanagan continued to hold the lead with Curtis in second.

Arute continued his charge to the front as he took second from Curtis on lap-17 and his move opened the door for Leary to take third and Al Saunders to move into fourth. Curtis would lose fifth to Coury on lap-20 but just as Coury made the move the caution came out for a spin in turn 2 by Greg DeMone to put Curtis back into fifth for the restart.

Arute took the lead on the restart with Leary taking second. Lanagan slotted into third with Al Saunders in fourth and Curtis fifth when the caution came back out with 20 laps complete as Michael Bennett and Ryan Fearn spun on the frontstretch.

Arute took the lead back under green with Leary all over his back bumper in second. Lanagan and Al Saunders were side by side for third with Curtis in fifth. With 5 laps to go, Arute and Leary were still locked in a tight duel for the lead with Lanagan still side by side for third.

Leary's car dropped off the pace
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Drew Dawson climbs out of his Limited Sportsman Division car following a practice run during a test session at South Boston Speedway. (SBS photo)

Stafford Motor Speedway

STAFFORD SPRINGS, CT - Stafford Speedway hosted Weekly

Stephen Kopcik up to fifth. Ronnie Williams was side by side with Arute for sixth and Todd Owen was

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over the final 5 laps as he slid back to fourth at the finish while Arute took down his first win of the 2020 season. Al Saunders finished second with Coury, Leary, and Lanagan rounding out the top-5.

In the 20-lap SK Light feature, Robert Bloxson, III took the lead at the green with Bob Charland, George Besette, Jr., and Joey Ferrigno lined up behind him.

The caution came out with 1 lap complete as Andrew Les spun in turn 4 and Wesley Prucker took to the infield grass to avoid Les.

Bloxson took the on the restart with Charland right behind him in second. Besette was third in line followed by Tyler Chapman in fourth and Norm Sears in fifth. Nicole Chambrello took a trip through the frontstretch infield and came to a stop to bring the caution back out with 3 laps complete.

Bloxson took the lead back under green and one lap after the restart Tyler Chapman made a power move to shoot into second with Nick Anglace taking third. Anglace nearly took second from Chapman but fell back to third and the caution came back out with 5 laps complete for spins in turn 2 by Alina Bryden, Chambrello, and Anthony Forino.

Tyler Chapman took the lead from Bloxson on the restart with Anglace pulling alongside Bloxson for second. A multi-car pileup into the turn 1 wall involving Peter Bennett, Bert Ouellette, Cassandra Cole, Jacob Perry, and Sami Anderson brought the caution and red flags out with 7 laps complete.

Anglace went around Chapman on the restart to take the lead. Derek Debbis came up to second with Tyler Chapman and Besette side by side for third. Debbis took the lead but just as he took the lead Wesley Prucker spun coming off turn 4 to bring the caution back out with 10 laps complete and put Debbis back to second for the restart.

Debbis powered his way into the lead on the restart with Tyer Chapman and Anglace side by side for second. Anglace nearly spun in turn 3 on lap-12 but he gathered his car up and rejoined in a side by side battle with Jonathan Puleo for sixth place. Anglace took sixth from Puleo on lap-15 as Debbis



Paul Arute celebrates his first Late Model feature win of the 2020 season at Stafford Motor Speedway. (SMS photo)

was leading Tyler Chapman, Steven Chapman, Alexander Pearl, and Besette.

Debbis held the Chapman brothers off to take down his second win of the 2020 season. Tyler Chapman beat Steven to the line for second with Pearl and Besette rounding out the top-5.

In the 20-lap Limited Late Model feature, Lucas Leone took the lead at the green flag with Alexandra Fearn moving into second. Matt Clement took third with Andrew Durand fourth and Jeremy Lavoie

fifth. Devon Jencik, who started on the pole, slid back to seventh and with 2 laps complete looked to lose an engine going into turn 3 as a plume of smoke appeared from underneath his car and he spun in turn 3 to bring the caution out.

On the restart Durand went from fourth to the lead, streaking his way through traffic. Leone settled into second with Lavoie third, Clement fourth and Fearn slid back to fifth. Lavoie made a move to take second from Leone on lap-6 and his move opened the door for Clement

to take third and drop Leone back to fourth, just in front of Fearn as Durand continued to lead the race.

Fearn took fourth from Leone on lap-9 while Durand was staring to slowly extend his advantage over Lavoie and Clement, who were locked in a tight duel for second. Damian Palardy spun in turn 4 to bring the yellow back out with 10 laps complete.

Durand took the lead back under green while Clement got by Lavoie to move into second. Fearn also got by Lavoie to take third and drop Lavoie back to fourth with Leone rounding out the top-5. Fearn made a move to the inside of Clement for second on lap-13 and she completed the pass on lap-14. With 5 laps to go, Durand maintained a several car length lead over Fearn with Clement, Lavoie, and Leone still making up the top-5.

Durand led Fearn to the checkered flag to pick up his third win of the 2020 season. Clement came home in third with Lavoie and Leone rounding out the top-5.

In the 20-lap Street Stock feature, Bobby Stirk, III appeared to lose his engine at the start as he laid down a trail of oil and his car was smoking heavily to bring the caution out. George Yuska pow-

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Chase Dowling made it back-to-back wins in the SK Modified division at Stafford Motor Speedway. (SMS photo)

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ered his way into the lead on the start with Larry Barnett coming up to second. Barnett took the lead from Yuska on lap-4 while Chris Meyer was third. Zack Robinson went around Nickolas Hovey on lap-5 to move into fourth and Robison's pass opened the door for Adrien Paradis, III and Meghan Fuller to also get by Hovey and drop him back to seventh.

Robinson took second from Meyer on lap-8 while Paradis was fourth in line and Fuller was fifth as Barnett continued to lead the race. Robinson closed the gap to Barnett and by lap-12 he was looking to the inside of Barnett for the race lead. Robinson took the lead from Barnett on lap-13 while Fuller was now up to third behind the two leaders. Paradis was still fourth with Jason Lafayette now in fifth with 7 laps to go.

Fuller took second from Barnett with a pass in turn 4 on lap-14 and set her sights on narrowing the gap to Robinson for the race lead. Fuller couldn't get close enough to Robinson to make a bid for the lead as Robinson scored his third points paying and fourth overall win of the 2020 season.

Barnett finished third with Lafayette and Frank L'Etoile, Jr. rounding out the top-5.

For more information contact the Stafford Motor Speedway track office at (860) 684-2783, or visit us on the web at www.staffordspeedway.com.

Stafford Motor Speedway

STAFFORD SPRINGS, CT - With 7 events in the books the 2020 season is finally coming together. Stafford Speedway has officially announced its remaining 2020 schedule, which includes 5 events in September and 2 events in October. The NASCAR Whelen Modified® Tour is slated to return to the half-mile for their only Stafford stop of the season on Saturday, September 26th.

"We've put together a strong schedule to finish out this crazy year," explained Stafford Speedway President Mark Arute. "We appreciate drivers, teams, and fans, working with us as we navigate 2020. We're happy to be able to get a lot of our special events on the calendar like the TC 13 shootout,

all of the Modified Open shows, and even have the NASCAR Whelen Modified® Tour back in town."

The fall schedule is dotted with special events including the Late Model 50 on Friday, September 4th, the TC 13 SK Modified® Shootout, Friday, September 11th and the rescheduled Twisted Tea Open 80 on Friday, September 18th.

The NASCAR Whelen Modified Tour will run their typical fall race distance of 150 laps on Saturday, September 26th with a Sunday rain date. The season will extend two weeks past the typical end of September closing and will cap off with Championship Night scheduled for Friday, October 9th.

Stafford Speedway Fall Schedule

- Friday, September 4th - Late Model 50: SK Modified® 40, Late Model 50, SK Light 20, Limited Late Model 20, Street Stock 20

- Friday, September 11th - TC 13 SK Modified® Shootout: SK Modified® 40 & TC 13, Late Model 30, SK Light 20, Limited Late Model 20, Street Stock 20

- Friday, September 18th - Twisted Tea Open Modified® 80: Open Modified 80, SK Modified® 40, Late Model 30, SK Light 20, Limited Late Model 20, Street Stock 20

- Friday, September 25th - NASCAR Weekly Racing: SK Modified® 40, Late Model 30, SK Light 20, Limited Late Model 20, Street Stock 20

- Saturday, September 26th - Rain Date Sunday, Sept. 27 - NAPA Auto Parts Whelen Modified® Tour 150: NASCAR Whelen Modified® Tour 150, SK Light 20 (non-points), Limited Late Model 20 (non-points), Vintage All Stars 15 laps

- Friday, October 2nd - Stafford Speedway Weekly Racing: SK Modified® 40, Late Model 30, SK Light 20, Limited Late Model 20, Street Stock 20

- Friday, October 9th - Championship Night: SK Modified® 40, Late Model 30, SK Light 20, Limited Late Model 20, Street Stock 20

- Friday, October 16th - Available Rain Date

For more information, visit www.staffordspeedway.com, checkout Stafford Speedway on Facebook or Twitter, or contact the track office at 860-684-2783.

Williams Grove Speedway

MECHANICSBURG, PA - A total of 74 sprint cars jammed the Williams Grove Speedway pit area on Friday night for a rare three-di-

vision open wheel program at the track that saw Brent Marks score the 410 sprint car win while Derek Locke took the 358 sprints and Steve Drevicki copped the USAC East 360 sprint main.

Marks of Myerstown started fourth in the 25-lap 410 sprint feature while Brian Montieth started on the pole.

And Phoenixville's Montieth jetted into control when action began with Marks motoring up to second on just the second lap.

The frantic pace set by the leaders was slowed with six laps completed for a slowed Tyler Ross on the frontstretch.

The restart saw sixth starter Matt Campbell make a two car pass to move from fifth to third before another yellow bunched the field on the seventh tour.

The race would then go green all the way to the finish with Montieth running the cushion, doing his best to stay ahead of Marks, who was slamming the cushion as well.

But as the cushion-running leaders entered the rear of the field on lap 14, Marks began to slowly close on Montieth as he ran up on a pair of cars racing side by side for position.

With 10 laps to go, the pair was side by side at the line for the lead before Montieth pulled ahead.

Marks then regrouped for another run at the pacesetter and with five laps to go, he had caught Montieth again as the pair again crossed the line side by side again with Marks having just a nose into the lead.

But Montieth reclaimed command as the pair shot into the first turn only to see Marks go back out in front in the second turn before pulling Montieth back to the line with the pair again racing side by side with three laps left.

However Marks surged ahead this time around to get away just enough in order to prevent Montieth from slipping back by.

Marks then took the win by 1.088 seconds.

"That was a really, really hard race," points leader Marks said, "One of the hardest I've had to race in a while."

"I was just trying everything I could possibly do. I thought I lost the race there at one point."

Matt Campbell finished third followed by Freddie Rahmer and Chad Trout.

Sixth through 10th went to Jeff Halligan, Zeb Wise, second starter Lucas Wolfe, Kyle Moody and Kyle Reinhardt.

Heats went to Campbell, Rick

Lafferty and Rahmer.

Three attempts to get the 358 sprint main started were made before the first lap could be scored but when it had, polesitter Cody Fletcher was leading the field.

His run at the front was short lived however as second starter Derek Locke took over with two laps down.

The race was halted on the third lap when Russell Hammaker flipped in the third turn while others involved included Dave Brown Jr., Wyatt Hinkle and Nat Tuckey.

Eighth starter Doug Hammaker raced into second by lap seven and was chasing leader Locke when he entered traffic with nine laps to go in the 20-lapper.

A final caution flag with three laps to go gave Hammaker a clear shot at the leader but Locke moved down entering the first turn when action resumed to prevent a challenge from Developing to his inside.

Prior to that point, Locke was working the top while Hammaker bit into the lead using the low side.

Locked ended up taking the win for his second in a row, his second of the season and the second of his career at the oval.

Kevin Nouse rode home third followed by Fletcher and Zach Newlin.

Heats went to Nouse, Steve Owings and Locke with Scott Fisher taking the consolation race.

Bill Unglert started on the pole of the 25-lap USAC East 360 sprint main and led over Carmen Perigo Jr. when the race began.

Steve Drevicki, who entered the race as the tour point leader with two wins already this season, began the race in sixth.

Eighth starter Alex Bright moved into second behind Unglert on the ninth lap before Drevicki slid into the second spot on lap 11 using a slide job.

Drevicki then went to work on Unglert, taking the lead in the fourth turn with 10 laps to go before a caution flag regrouped the field.

Bright and Unglert swapped the second spot on laps 16 and 17 before Bright finally secured the spot.

A final caution flag with five laps to go put Bright on Drevicki's tail and although he was able to get alongside Drevicki in the turns when action resumed he was never able to make a pass with Drevicki instead pulling away to the finish.

Billy Vaninwegen was third followed by Joe Biasi and Carmen Perigo Jr.

Heats went to Unglert, Bright and Biasi.