



JULY 1, 2019

FastTrack

RACING JOURNAL ONLINE

Straight to your phone, tablet or computer...



Look Boss We Are in Victory Lane!
Alex Bowman Wins His
First Cup Race in the
Battle of Chicagoland

A Win on So Many Levels

Sunday's victory at Chicagoland Speedway was a big deal for Alex Bowman.

It was even bigger for Hendrick Motorsports.

And it was monumental for Chevrolet.

Bowman won for the first time in 134 Cup Series career starts, and in the process,

he helped the Hendrick organization find its footing in a sport that's evolved past its ability to be an industry leader.

For Chevrolet, it was a domination that, if for only one weekend, erased two years of frustration and second-guessing. The car company that's won more manufacturer championships (39) than everyone else combined (29), clearly lost its footing a year ago by a combination of the new Camaro ZL1 and an ever-evolving NASCAR rulebook.

While all three manufacturers desperately are trying to find a balance between raw speed and handling, it's affected the Chevrolet camp the most. Cars that are fast have a lack of stability. Cars that have downforce aren't fast. The sweet spot in the middle has been elusive.

Chevrolet has had brief flashes of success a year ago with four victories, but two of them came at a restrictor-plate track (Daytona International Speedway) and road course (Watkins Glen International). While those circuits are an important piece of the Cup Series schedule, they aren't representative of the ovals that are used for the majority of the schedule.

Bowman's drive to Victory Lane wasn't the result of pit strategy, fuel mileage or a weather-abbreviated finish. His No. 88 was fast. So was the second-place Chevy of Kyle Larson and three other Camaros that finished in the top 10.

Larson's team, Chip Ganassi Racing, leases engines from Hendrick Motorsports.

"Still a great day for Chevy and Hendrick engines," Larson said. "That was really cool to see a lot of us Hendrick engine guys up front and kind of drafting and breaking away from the groups behind us on the short runs.

"I felt good about my car on the long runs. If I was out in clean air, I think we just had a lot of downforce and drag in our car, so I just felt slow in clean air, but when I could get behind people I was okay and could just wait until we got laps on tires, then I could start making ground."

Jimmie Johnson's fourth-place finish was proof of the impressive – and surprising – of the turnaround since it was just the fourth top-five finish since 2017. Moreover, the seven-time champion hasn't won in 25 months.



DON COBLE

"It was just a solid performance for our Ally team. I'm really proud of everyone," Johnson said. "I'm extremely happy for Hendrick Motorsports. I can't wait to see Alex and congratulate him and this No. [88] team is smiling. It was a good night."

Bowman led a race-best 88 laps. He once led by more than three seconds in the final 50 miles, but it quickly evaporated when Larson made a late-race charge and Bowman got stuck behind lapped traffic. Larson surged into the lead with eight laps remaining. But Bowman regrouped on the bottom groove and slipped by with six to go. After that, Larson's charge was done.

"I was just tired of running second. I don't want to do that anymore," Bowman said. "I feel like this is the last box, aside from going and chasing a championship, that I needed personally for myself to validate my career. I feel like obviously there's a lot more left to accomplish, but this is always what I hear is you haven't won a race."

Apparently, some of that chatter comes from within Hendrick Motorsports, including Chad Knaus, William Byron's crew chief.

"I think even Chad said something about me not winning a race, so Chad Knaus, there, we went and did it. Everybody can stop giving me crap; we finally did it."

All four Hendrick cars finished in the top 11.

It's a turnaround that's taken nearly two years.

"So proud of everybody at Hendrick Motorsports, AXALTA, the Hendrick engine shop," Bowman said. "My guys have worked so hard. We struggled so bad last year and the beginning of this year, and



Alex Bowman (88) leads the field in his Hendrick Motorsports Chevrolet Sunday in Chicago. (JONATHAN DANIEL/GETTY IMAGES photo)

man, I had questions if Mr. H was going to let me keep doing this, everybody, all the rumor mills. But to be here winning a race in the Cup Series means so much. Just couldn't do it without these guys."

Bowman's victory put a pause in the dominance of Joe Gibbs Racing and Penske Racing. Those two organizations had combined to win 15 of the first 16 races.

While Penske teams finished third, fifth and sixth, the Gibbs cars were led by Erik Jones in seventh.

Martin Truex Jr., who is tied with JGR teammate Kyle Busch with a series-best four wins, isn't overly concerned about the Hendrick/Chevrolet revival.

"I think it's just one race," Truex said. "You look at these things and you come to these tracks now with

this package and every track is just so different. I can't stress it enough how different it is.

"You only get two 50-minute practices and we came here, and we were totally lost for the first whole practice and then two-thirds of the second practice and it's like if we had another 30 minutes, we could have been so much better.

"It's one of those things where all these tracks are so different, and they want just a different package altogether that the first time here is hard to hit it. Clearly, they [Hendrick Motorsports] hit it out of the park because they were fast right off the truck."

Off the truck, on the track or in their dreams, Hendrick Motorsports and Chevrolet is happy just to be fast and out front again.

FasTrack Racing Journal is an online e-magazine!!

The changes that FasTrack Racing Journal made in 2015 have been successful. FasTrack is now available online only. We are covering all the racing series, off track news and other features that you have grown to love. We now bring you all the news in a weekly format throughout the racing season.

All you have to do to receive FasTrack Racing Journal Online for FREE is to send your email address to fastrackjournal@yahoo.com with the subject line SUBSCRIPTION. You can also download all issues of FasTrack Racing Journal, current and past.

Visit our website: www.fastrackracingjournal.com or Facebook and follow us on Twitter: www.twitter.com/FTRacingJournal

In This Issue:

Fast Forum	2-3	World of Outlaws	10-12
MENCS	4	Midwest Sprints	13
XFINITY Series	5	Circle of Champions	13
Gander Outdoors Truck	6	Lucas Oil LM Dirt	14
NASCAR Touring	7	ASCS	15-16
ARCA Racing	8	OnTrack	17-18
ARCA/CRA	9	ShorTrack	19-25

ON THE COVER:

NIGEL KINRADE/NKP

End of an Era

It was a tradition that I never thought would change. For those of us who have spent many, many years in the motor-sports business, Daytona in July was tradition.

Just like going to Daytona in February for Speedweeks was the traditional beginning of each NASCAR season, July 4th week at Daytona Interna-

tional Speedway was just as popular. Now, before any of the “veterans” who still follow our sport, I know that the NASCAR season used to start at Riverside, California before coming to Daytona each February. However, I suspect there are very few of our readers who remember the season starting at Riverside, but I can assure you that it did. Nevertheless, Daytona has had two unique and traditional stops on the circuit for years.

Unfortunately, this Saturday, July 6th, will be the last July Daytona race for the top two divisions of NASCAR, Xfinity and Monster Energy Cup Series. When NASCAR announced their schedule for next season, the traditional Daytona in July date will be moved to August 29th. Yes, you read correctly, August 29, 2020.

So, instead of spending July 4th at Daytona International Speedway and the surrounding beaches for many race fans, next season the 400-miler will be the 26th and final race in the “regular season” leading up to the playoffs. While the excitement of being the final race prior to the beginning of the playoffs brings a certain amount of interest, it’s not the same as July in Daytona.

Now, for you history buffs, the inaugural Firecracker 250 at DIS was held on July 4, 1959. Fireball Roberts won the race driving a Pontiac built by Daytona resident Smoky Yunick. In 1963, the July 4th Daytona race was lengthened by 60 laps/150 miles and became known as the Firecracker 400. Fireball Roberts won the first 400-miler as well.

While July in Daytona has had many memorable races in their 60-year history, several important

event come to mind. Who remembers Richard Petty edging Cale Yarborough on July 4, 1984 to win the Firecracker 400 for his (Petty) 200th and final career NASCAR victory. And, by the way, President Ronald Reagan was in attendance on this historic day.

In 1988, the traditional July 4th race was moved to the first Saturday in July. Bill Elliott would win the final 400 with “Firecracker” in the name. Ten years later, 1998, the 400 becomes a night race. However, the July race was postponed to October 17th due to summertime wildfires in Volusia County, Florida.



DENNIS PUNCH

Pepsi sponsored the July Daytona event, the Pepsi 400, for 23 years before Coca Cola took over as presenting sponsor of the summer classic in 2008. That’s enough history, let’s reflect more on tradition.

For the first half of the 60-year tradition of Daytona in July, the race was held at either 10 or 11 a.m. and the race would end shortly after lunch. By early afternoon, it was not uncommon to see many drivers, crew members, and their families enjoying the beautiful beaches.

“At 2 o’clock, we’d be at the beach,” Jimmy Means, longtime racer and car owner who ran seventeen July races at Daytona between 1976-93, said. “I have a

picture of me holding my son (Brad) on the pier when he was six weeks old. He’s now 42.”

“The Fourth of July, that’s where I always thought that race would stay,” Geoff Bodine, former competitor, said. “We’d bring the two boys down, stay at the beach, go swimming, get out and play in the surf – man, that was fun. It was nice that time of year, the water was warm, and the family really loved going to Daytona in July.”

Second-generation owner of the legendary Wood Brothers Racing organization, Eddie Wood, recalls when he was 10 years old going to Daytona in July with his father, the late NASCAR Hall of Famer Glen Wood.

“I got introduced to Steak’n’ Shake down there in 1962,” Wood stated. “I was an instant fan. I was big on the burgers and fries, and I always go back when we’re down there and eat the same thing now that I ate then.” In fact, Wood recalls that he first saw the ocean when he went to Daytona.

Kyle Petty, son of Richard and Lynda Petty, has ore than one memorable story about July in Daytona.

“I was born on June 2, 1960, and we were in Daytona for the race in July,” Petty added. “We just went; that’s what we always did. I’ve joked about this, but I was quite a bit older before I realized that the only beach in America wasn’t Daytona Beach. That was the only ocean we ever saw. Once a year, we’d see the ocean. And, I thought that was the only one. The Sea Dip was where I learned to swim. I can

remember Donnie Allison and his diving skills. We’d come back from the track and enjoy the beach with lots of other racing families.”

As many of the people involved in our sport will not favor the move to August next season, Daytona area tourism promoters put a different spin on the change.

“Moving the 400 to August creates an opportunity for us to gear more messaging for the big Independence Day weekends to families, who will be coming during our strong summer season,” Kate Holcomb, Director of Communications for the Daytona Beach Area Convention & Visitors Bureau, added. “And, it will give race fans and other visitors a solid reason to plan their Daytona Beach-area vacations for August, a month that offers additional hotel capacity.”

OK, I understand the positive statement, but Daytona in July for the 400 is a tough tradition to give up. I understand change, and I understand the need to rearrange the NASCAR schedule to, hopefully, benefit other tracks. But, I hate to deprive the race fans of all the memories created by going to Daytona in July.

“It’s gonna seem really odd not doing that next year (Daytona in July),” Wood concluded. “But, I get it, that’s just the way it worked out.”

I truly wish that every race fan, driver, team, family, crew member, and sponsor enjoys Daytona this week. And, I hope the Coke Zero Sugar 400 is one of the best July races ever at DIS. Because it will never be the same going to Daytona in August.



July 4th weekend will not be the same without racing in Daytona. (GETTY IMAGES photo)

Alex Bowman Earns First Monster Energy Cup Win with Late-Race Theatrics at Chicagoland

JOLIET, IL - Alex Bowman's first career Monster Energy NASCAR Cup victory at Chicagoland Speedway was as

much a lesson in perseverance, determination and guts as it was a show of his raw talent. It took it all those qualities for the 26-year-old to reach Victory Lane for the first time in Sunday's Camping World 400.

Bowman's No.88 Hendrick Motorsports Chevrolet held off a hard-charging Kyle Larson for the win by .546-seconds – the two young drivers door-to-door in the closing laps, exchanging the lead twice in the final eight laps of the race.

Reigning Cup champion, Team Penske's Joey Logano rallied to a third place finish, leading Bowman's teammate Jimmie Johnson and Penske drivers Brad Keselowski and Ryan Blaney to the checkered flag.

During his inaugural victory lap celebration, the Tucson, Arizona, native Bowman drove into the track's infield still soggy from rain showers that delayed the race finish by nearly three hours. Despite

the good celebratory intentions, Bowman's Chevrolet stuck there, but the good vibes of the night resumed when he climbed out and climbed onto the car's roof, waving to the cheering crowd and taking in the moment as a first-time race winner.

"It's all I've wanted my whole life," Bowman said after climbing down off his car's roof.

"I'm just tired of running second, didn't want to do that anymore," he said smiling in reference to his three runner-up finishes in the first 16 races of this season.

And he had a good laugh about his stuck-in-the-mud car as he navigated the mucky infield to walk across the track and take the checkered flag he earned.

"I'm the dumb guy that won the race but got the car stuck in the mud."

Actually Bowman's win was an impressive display of drive – both figuratively and literally. His NASCAR career essentially got a "second chance" at glory, when he was hired by the championship Hendrick team to replace the retired Dale Earnhardt Jr. in the famed No. 88 last year. He had



In the excitement of winning his first Cup race, Alex Bowman took his burnout celebration in the the rain-soaked grass and bogged down his racer and could not drive it out of the grass. (RUSSELL LABOUNTY/NKP photo)

competed fulltime at the Cup level in 2014-15 in a car that was not considered competitive, hoping to gain experience.

He was hired by Hendrick in 2016 to drive Earnhardt's No. 88 while the sport's star rehabbed from injury. Bowman then sat out a year of full-time Cup competition in 2017 as Earnhardt finished out his own decorated career. The car was all Bowman's as of last year.

Earnhardt, who was part of the NBCSN broadcast team that officially took over the NASCAR Cup Series race broadcasts from partner FOX just his week, was understandably proud in the broadcast booth.

"I'm just so happy for Alex," Earnhardt said. "I've seen a major-

ity of his career up close and I'm so happy to see him achieve his dream."

Certainly Bowman's victory Sunday night was not only a shot of emotional adrenalin for himself, but for the whole Hendrick Motorsports team. In addition to Johnson, second-year driver William Byron finished eighth and Chase Elliott finished 11th – the first time this season all four drivers have finished among the top 11. Bowman (88), Johnson (10) and Byron (nine) all led laps.

The big lap leader on the day was Stewart-Haas Racing driver Kevin Harvick, who led a race-best 132 circuits and won Stage 2, but finished 14th after hitting the outside wall late in the race.

For runner-up Larson, the outcome was obviously disappointing since he finished second last year after a tough last-laps battle with Kyle Busch. But the popular Californian seemed genuinely happy for his friend Bowman as well.

"I was actually surprised I even got to him," said Larson, who took the lead from Bowman for two laps on lap 260.

"I thought when he came out about the same distance off pit road in front me, I thought he was just going to check out. But like I said, he was struggling and we were able to get to him and get by him, but did a good job. He did a good job regrouping and figuring out how to make his car driver better and got the win.

"Cool to see him get the win there. Would have liked for him to have to wait another week or so, but happy for him," Larson added with a grin.



During the last laps of the race, the lead changed back and forth between Alex Bowman (88) and Kyle Larson (42). Here Bowman dives down to the apron to pass Larson. (MATT THACKER/NKP photo)

Cole Custer Makes Statement with Win at Chicagoland

JOLIET, IL - For the vast majority of Saturday's Camping World 300 at Chicagoland Speedway it looked like another non-too-subtle reminder of how good the NASCAR Xfinity Series triumphant trio has been – champi-

onship leaders Cole Custer, Christopher Bell and Tyler Reddick showed the way.

Ultimately it was Custer's time to celebrate this weekend, leading a dominant 151 of the race's 200 laps to take his fourth Xfinity win of the season in the No. 00 Stewart-Haas Racing Ford and the sixth victory of his career.

He earned a solid 2.917-second triumph over reigning Monster Energy NASCAR Cup Series champion Joey Logano, who was making his first Xfinity start of the season. Bell originally placed third, but was disqualified after measuring too low in post-race technical inspection. Reddick ended up 10th, losing positions only in the waning laps.

Michael Annett, who led 25 laps late in the race playing a pit stop strategy, finished third, followed by Brandon Jones in fourth, and fifth-place Austin Cindric.

"I think we're going to hit it this summer, we have some awesome



Race winner Cole Custer adds a little more "party" to the victory lane celebration at Chicagoland Speedway. (NIGEL KINRADE PHOTOGRAPHY photo)

cars," Custer excitedly told the front grandstands. "I don't know how to get the car any better, I'm just lucky to drive it."

Custer, Bell and Reddick have

now combined to win 11 of the season's 15 races, including the last nine consecutively. Custer and Bell have a series best four wins apiece.

At times – especially following a restart – the affectionately well-

The SHR driver never seemed to have a problem retaking the lead – he passed polesitter Logano only three laps into the race, en route to the Stage 1 victory. Logano, who started from the pole position, retook the lead late in Stage 2 and

worn Chicagoland Speedway surface helped sustain four and five-wide racing in a free-for-all that set the tone of the race behind Custer.

held on to claim that stage victory.

But Custer's No. 00 Ford was just too much for the field, losing the lead only briefly at times but then forcefully and easily retaking it at every opportunity. He passed Michael Annett on a restart with 22 laps to go and never looked back. It's Custer's second win in the last four weeks (also including Pocono) and he was runner-up to Bell in the last race at Iowa.

The effort in the oppressive 90-degree heat was impressive even to Custer's competitors.

When asked where he was getting beat by Custer on track, Logano grinned and deadpanned, "At Chicagoland."

"They did a good job. They had the fastest car in practice and Cole did an amazing job."

Bell, who failed to lead a lap for the first time this season, was awarded one point for finishing last due to his disqualification. As a result, Bell fell from second in the standings to third. Custer ascended over Bell into second and trails leader Tyler Reddick by 71 points. Bell is 94 points behind Reddick.



Cole Custer (00) battles Monster Energy Cup Champion Joey Logano (12) before pulling away from him for a comfortable final lead to win the race. (NIGEL KINRADE/NKP photo)

Brett Moffitt Continues Championship Defense with Win at Chicagoland

JOLIET, IL - Brett Moffitt has long insisted he wanted to earn a checkered flag this season with his performance on track and Friday night at Chicagoland Speedway he did just that – winning the NASCAR Gander Outdoors Truck Series Camping World 225 by a no-doubt 3.950 seconds over Brandon Jones.

The reigning series champion Moffitt has been vocal in his desire to hoist a trophy this weekend at Chicago – for the second consecutive year. And he earned it in convincing style – smiling widely as the confetti flew in victory lane while the crowd cheered approvingly. It was a welcome and different scene from the win he was awarded two weeks ago at Iowa after Ross Chastain was disqualified. Moffitt did not lead a lap in the race and only got to celebrate with his team in victory circle at an empty Iowa Speedway.

Not this time.

“It’s like the first win,” his crew chief Jerry Baxter said with a wide smile after the race. “This feels real good.”

“We’ll go home and celebrate,” Moffitt said. “I felt confident, it was just a matter of a caution coming out or not. I’m sure he (Baxter) was nervous, I was nervous we were just praying for no caution to come out.”

And celebrating in victory lane this time?

“It was a heck of a lot more fun, and it’s fun not only me but for the whole pit crew,”

Moffitt’s No. 24 GMS Racing Chevrolet certainly kept the field honest all race. Stewart Friesen finished third with rookie Harrison Burton and pole-winner Austin Hill rounding out the top-five. Six of the top-10-finishing drivers have never won a race before.

Three Kyle Busch Motorsports drivers earned top-10 finishes – the 22-year-old Jones (runner-up), Burton (fourth) and 18-year old Todd Gilliland (sixth).

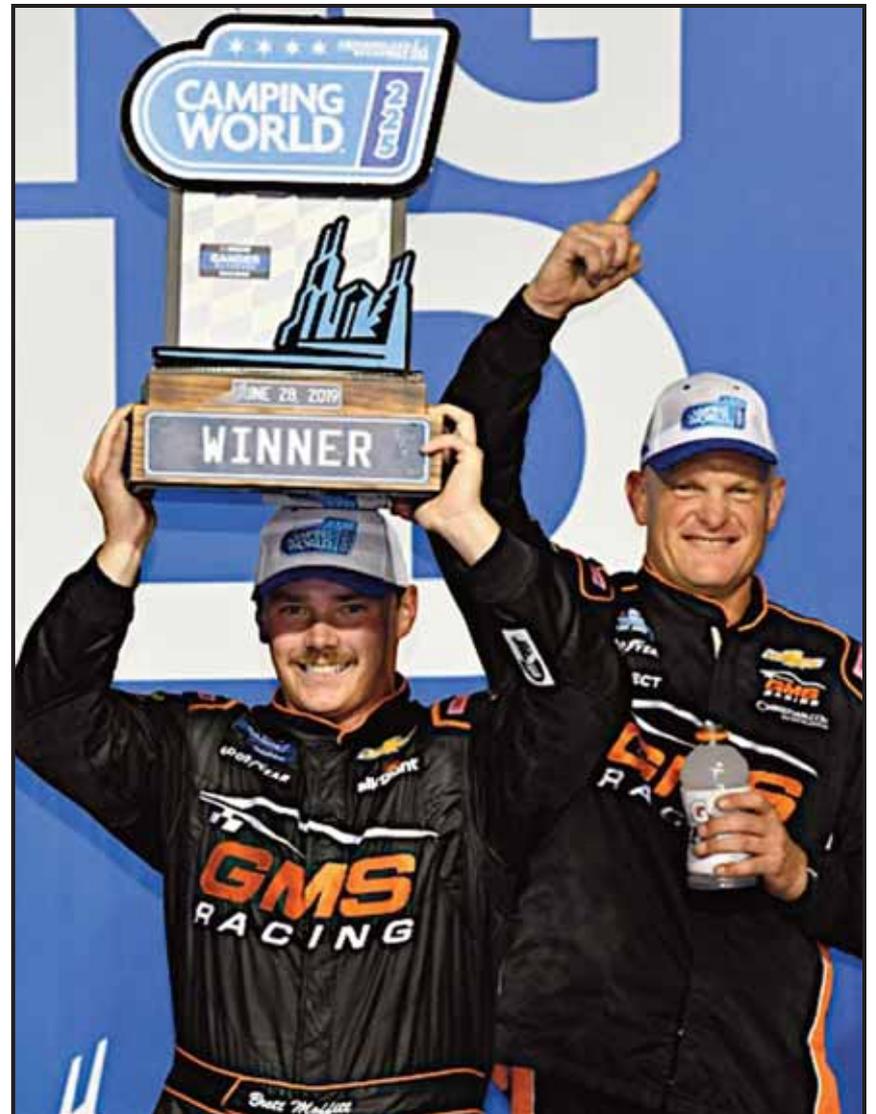
“We have just been working really really hard, all the guys at KBM busting their butts,” said Burton, who remains in playoff contention,

“I’m lucky to be in this position, we’re fighting our way into the playoffs and it’s a lot of fun. If we get in, they better watch out.”

Jones, who has only two previous truck starts this season was equally as pleased with his runner-up finish.

“We put ourselves in position to learn a bit and that’s the most fun I’ve ever had in a truck race,” Jones said, “We’ve got two more with these guys.”

With playoff positions at stake with four races left to set the championship field and plenty of pride on the line, a handful of the top-ranked drivers showed up at Chicagoland Speedway determined to settle for



Let the celebration begin, race winner Brett Moffitt and crew chief Jerry Baxter show off the new hardware in Chicago. (NIGEL KINRADE PHOTOGRAPHY photo)

nothing less than a trophy. And it showed in a thrilling race featuring 12 lead changes and slowed by only five cautions (two for stage breaks).

The intensity was especially evident in the third and final stage. The trucks ran four-wide in the opening laps ultimately leading to the downfall of early race leader Grant Enfinger.

The lapped car of Spencer

Davis was running alongside Enfinger just after the final stage restart. Contact between the two forced Enfinger’s No. 98 Ford hard into the outside wall and sent Davis’ Chevy into the infield.

It was especially tough luck for Enfinger, who had led a race-best 49 of the opening 79 laps up to that point and had scored the Stage 2 victory only minutes earlier. He ended up 16th, two laps down but maintained his championship points lead by 52 points over Friesen.

Enfinger’s fate was part of a rough night for his ThorSport Racing team. Two of his teammates – Ben Rhodes and Johnny Sauter had engine issues. Only former two-time series champion Matt Crafton scored a top-10 (eighth).

Chastain, who started 16th and had to pit early in the opening stage rallied back to a seventh-place finish. The hard work is especially important for Chastain, who won the race at Gateway last week but needs to break into the top 20 in the rankings to be playoff eligible. He is now 10 points behind Jennifer Jo Cobb at the 20th place cut-off.



Brett Moffitt (24) leads the field through the turn and on to the win. (RUSSELL LABOUNTY/NKP photo)

Derek Kraus Dominates Again at Douglas County

ROSEBURG, OR - Douglas County, Derek Kraus and dominance. For the second year in a row, the three converged.

After leading 133 laps an route to the win last season, Kraus led flag-to-flag this go around to claim his third K&N West victory of the season and fifth overall in 2019.

"It helps a lot when BMR brings me a great car like they did," Kraus said. "They prepared me a great car here. We had to push Sonoma behind us from what happened there. Overall, we came to Roseburg knowing that we won last year, kept up the momentum and won this year. They brought me a really great car and I can't thank them enough."

The win continues Bill McAnally Racing's dominance at the 0.375-mile Oregon oval. A BMR car has entered Victory Lane in eight of the last nine trips to Roseburg. Clearly, Kraus, BMR and DCS have a good thing going.

"They know what they're doing when we come here to Roseburg," he said. "I'm just fortunate enough to be able to be driving the race car."

Jagger Jones came home second, 3.158 seconds behind Kraus, tying his career best finish. Hailie

Deegan, Kraus' BMR teammate, finished third. Trevor Huddleston and Brittney Zamora rounded out the top five finishers, putting all three BMR cars inside the top five.

Travis Milburn and Todd Souza

finished sixth and seventh, respectively. Kody Vanderwal, John Wood and Takuma Koga completed the top 10.

Vanderwal, who ran as high as second but sustained hood damage when James Cooley slammed on the brakes in Turn 2 as the the caution was out, took the checkered flag in seventh but was rather

disappointed in his run.

The Clint Newell Auto Group Toyota 150 presented by ENEOS is scheduled to air on Thursday, July 4 at 6 p.m. EST on NBCSN.

The next K&N Pro Series West event will take place on Friday, July 26 at Iowa Speedway in Newton, Iowa, the first of two combination events in the K&N Pro Series.



Derek Keaus led all 150 laps in Saturday night's Clint Newell Auto Group Toyota 150 presented by ENEOS. (Meg Oliphant/NASCAR)

FIVE STAR RaceCar Bodies
ULTRAGLASS

DESIGNED TO WIN!

BODY PANELS THAT DEFLECT 300% FURTHER BEFORE BREAKING=LESS DEBRIS ON THE TRACK!

CASEY RODERICK CHOOSES FIVE STAR!

PHOENIX 7

THE DIFFERENCE IS QUALITY!

www.FIVESTARBODIES.com | 262.877.2171

ISO 9001:2008 QUALITY CERTIFIED

Ty Majeski Scores Third ARCA Menards Series Win of 2019 in Bounty 150 at Chicagoland

Ty Majeski (No. 22 Crestliner Boats Ford) scored his third ARCA Menards Series win of the season with a dominant performance in the Bounty 150 on Thursday night at Chicagoland Speedway. Majeski led 72 of the race's 100 laps and at times opened up a 12-second advantage on the field. Several late-race cautions allowed the field to close the gap, but Majeski would reopen the advantage repeatedly, eventually winning by 9.179 seconds over second-place finisher Harrison Burton (No. 20 Ruud Toyota).

"We've won all three races in a different way," Majeski said. "We didn't have the best car at Charlotte and beat them on a couple of late race restarts, we got them in the pits at Pocono, we almost got them on fuel mileage at Michigan and we wore them out with the best car here tonight."

Majeski's biggest challenge throughout was to stay focused on hitting his marks and not abusing his tires.

"The last thing I wanted to do was to build up a fifteen second lead and blow the right front out from driving it too hard and abusing it," Majeski said. "I just wanted to hit my marks and keep the car out of trouble and bring it home. This is as much about showcasing Chad Bryant Racing and the stuff they build as it is showing the world what I can do and it would make me look horrible to throw away a car that dominant."

The battle behind Majeski over the last 20 laps was intense and Burton, Bret Holmes (No. 23 Techworks Trailers Chevrolet), Michael Self (No. 25 Sinclair Lubricants Toyota), and Travis Braden (No. 27 MatrixCare/Consonus Health Care/Liberty Village Ford) all swapped positions throughout. Burton would end up coming out on top of that battle.

Burton is doing double duty this weekend, bouncing back and forth between the ARCA car and the NASCAR Gander Outdoors Truck Series.

"The two drive so differently," Burton said. "There's a lot more off-

throttle time in the ARCA car. It's a bit of an adjustment after spending so much time in the Truck. We had a great night with the Venturini Motorsports team. We aren't running for the drivers championship over here, but they are leading in the owner's points and it's really important for us to keep them up front."

Holmes finished third, his best finish of the season, a year after parking his family-owned team for this race as the team struggled with performance.

"Last year at this time we were 450 points out of the points lead and had run every race," Holmes said. "This year we are 30 points out of the lead. It's a night and day change. We're getting better every week. We finished ahead of Michael (Self) tonight but he still will get those bonus points for the pole and leading laps. That's the next step we need to make as a team. We went from the top ten to the top five. Now we need to go to finishing first or second and leading laps."

Self ended up fourth after starting from the General Tire Pole, but it was an adventurous night.

"I made a couple of mistakes on pit road that cost us a lot of spots," Self said afterwards. "I left before the left rear tire was on the car on the final stop and instead of restarting fourth we restarted ninth. The last lap was a good one, the best lap I ran all night. I wish we could have had a couple more laps so I could do more of what we did on the last lap."

Braden rounded out the top five.

"It was great to be here and be competitive with the guys at the front of the pack," he said. "We know what we need to do. We know we aren't where we need to be. Nights like tonight show us we can get to where we need to be and compete with these guys."

The race got off to a halting start as three caution flags were displayed in the first twenty laps. The first was when Morgen Baird (No. 11 Founders Brewing Company/Rave Associates Toyota) stalled in turn four on lap 5, the second was when Jason Miles (No. 1 NJC Real Estate Ford) suffered nose damage on the ensuing restart, and the third was when Eric Caudell (No. 7 Honoring America's



Ty Majeski celebrates his third ARCA Series win of the season in victory lane at Chicagoland Speedway. (arcaracing.com photo)

Warriors Toyota) spun into the infield on lap 17.

Other cautions involved Tanner Gray (No. 54 Valvoline/Durst Inc.), who slapped the wall in turns one and two on lap 54, Christian Eckes (No. 15 JBL Audio Toyota) who spun with a flat left rear tire on lap 64, and Joe Graf, Jr. (No. 77 EAT SLEEP RACE Ford) who spun into the backstretch grass on lap 77. The six cautions slowed the field for a total of 31 laps and kept the race's average speed to 112.617 miles per hour.

There were six lead changes among four drivers. Self, Eckes, and Burton all led in addition to Majeski.

The ARCA Menards Series will take next weekend off before returning to action in the Menards 250 at Elko Speedway on Saturday July 12. Practice will begin at 2:15 pm ET/1:15 pm CT, General Tire Pole Qualifying is set for 6:15 pm ET/5:15 pm CT, and the race will go green shortly after 10 pm ET/9 pm CT. The race will be televised live on MAVTV, and ARCA for Members can follow along with free live timing & scoring, live chat, and live track updates at ARCARacing.com. Discounted tickets are available at Minneapolis/St. Paul-area Menards locations.

Pocono Raceway partners with FORTS USA for Upcoming ARCA Series Race

LONG POND, PA - Pocono Raceway welcomes FORTS USA, an industry leader in fold-out shelters, as the presenting partners for the FORTS USA 150 ARCA Menards Series at 'The Tricky Triangle' on Friday, July 26, 2019.

"We are excited about our new partnership with FORTS USA," said Pocono Raceway CEO, Nick Igdalsky. "While visiting their manufacturing facility in Florida earlier

this year, I saw firsthand how easy these fold-out shelters were to put up and how much technology went into making them durable. Their innovative products will be on display during our upcoming July NASCAR and ARCA race weekend."

FORTS USA, whose acronym stands for fold-out rigid temporary shelters, provides fold-out shelters for first responders, military and hospitality organizations. All FORTS USA products are weather resistant and can be set up on any surface. FORTS USA fold-out shelters are produced by Elite Aluminum Corporation, a leading worldwide designer and manufacturer of structural insulated panels. Based out of Coconut Creek, Fla., the company has 30 years of experience in creating new and innovative solutions that exceed the expectations of their customers. To learn more about FORTS USA, visit www.FORTSUSA.com.

"We are thrilled by the response to the FORTS Product Line", said Yigal Zadok, President of FORTS USA. "We have received some great feedback on the product performance from our clients, and looking forward to continuing to grow in the mobile shelter market."

Events taking place at Pocono Raceway on Friday, July 26 include ARCA Menards Series practices and qualifying, NASCAR Gander Outdoors Truck Series practice and qualifying and the FORTS USA 150 ARCA race. Pocono Raceway's Fan Fest, featuring six Monster Energy NASCAR Cup Series drivers, will also take place following the FORTS USA 150. More details, including a full schedule and drivers attending Fan Fest, will be announced soon. Kids, ages 12 and under are FREE to all events on Friday and adult tickets start at \$10.

Visit www.poconoraceway.com or call 1-800-RACEWAY to get your tickets today.

Hunter Jack Gets First JEGS/CRA All-Stars Tour Win at Anderson Speedway

SALEM, IN - Auburn, Indiana's Hunter Jack survived a hard-fought race to get his first ever JEGS/CRA All-Stars Tour Presented by Chevrolet Performance victory in Saturday night's Sport Clips 100 Presented by JEGS.com at Anderson Speedway. The

win was Jack's second ever CRA win, he picked up a Vore's Welding CRA Late Model Sportsman win last season.

"Wow this is a great win for my team, my family and my sponsors," remarked Jack in victory lane. "This place is tough, you have to fight for every inch. There was a lot of hard racing tonight, especially on all those restarts, but once I got out front after the last caution the car was really good. It's great to pick up this first JEGS Tour win here at Anderson Speedway!"

Jack grabbed the early lead after Jerico Performance Products Fast Qualifier Cody Coughlin drew a six for the events inverted start. Jack managed to pull away from Scotty Tomasik at the drop of the green flag with Steve Dorer in third.

The early mover was 15-year-old Sammy Smith, who was making his first ever series start for Wimmer Motorsports. Smith fought his way past Tomasik, then Dorer to close on Jack. Jack and Smith battled for several laps before Smith was able to get to the inside and make the pass on lap 29. Smith then pulled away to a sizable lead and started to catch the back of the field. Smith then made contact with Tanner Jack, younger brother of Hunter, who was battling to stay on the lead lap. Both cars spun with some damage. Both made hasty repairs and return to the field.

The field struggled to get laps completed with five straight cautions in the two lap 54 and 55 period, including one involving Brandon Oakley spinning on the front stretch and sliding through the grass back onto the track in turn one and collecting Mandy Chick who had no place to go. Both cars were heavily damaged, but both drivers were okay.

On the last restart Dorer made slight contact with the front stretch

wall giving Jack the opportunity to shoot out to the lead. From there the race would go to the checkers with Jack picking up the win by almost two seconds.

Jack would pick up the AR Bodies Cool Move of the Race Award for continuing to keep the lead on several restarts.

Florida native Dorer would finish in second and picked up the FLUIDYNE High Performance Cool Under Pressure Award. Former series Champion and event winner Cody Coughlin came from his sixth place starting position to finish in third. Smith would battle back from the tail of the field to finish in fourth. Smith's Wimmer Motorsports team picked up the PitBoxes.com Pit Crew of the Race Award for their hasty repairs of Smith's car who was involved in two yellows and still came through the field to finish in fourth.

Cassten Everidge came from his 11th place starting position to finish in fifth and picking up a Hoosier Racing Tire Performance Award. Wes Griffith finished in sixth, Dan Leeck in seventh and Tomasik in eighth. Trever McCoy came from his 19th place starting position to finish in ninth and pick up a Hoosier Racing Tire Performance Award and the Racing Electronics Hard-charger Award. Series rookie Jaden Cretacci finished in tenth.

The next JEGS/CRA All-Stars

Tour Presented by Chevrolet Performance event will be this Sunday, July 7th at Baer Field Motorsports Park. More information is available at www.cra-racing.com.

Entry Form Released for Battle at Berlin 251

SALEM, IN - Champion Racing Association Powered by JEGS officials, along with Berlin Raceway officials, have released the online entry form for the Battle at Berlin 251 Presented by Primera Plastics, which will take place on Saturday, August 17th at immaculate Berlin Raceway. As was previously announced this will be a historic event for CRA, the event will be a points event for both the ARCA/CRA Super Series Powered by JEGS and the JEGS/CRA All-Stars Tour Presented by Chevrolet Performance, which has never been done prior to this event. The Battle at Berlin 251 will also be a points event for the Berlin Raceway Budweiser Super Late Models. The best drivers from all three divisions will be against each other for a huge purse, points and bragging rights!

The event is one of the highest paying Super Late Model events in the country, with a \$20,000 first place payoff and \$1,200 to start. Berlin officials have announced that Primera Plastics has once again stepped in to be the events presenting sponsor, giving the event an added boost.

The Battle at Berlin 251 Presented by Primera Plastics will be a 251-lap event counting yellows.

The event will be a 10-tire max race, with a max of two tires changed per caution period. The race will feature Controlled Cautions with a Competition Caution at the end of any run of 75 green flag laps (except in the last 25 laps).

The event will feature 20-minute timed group qualifying, which is used regularly at Berlin Raceway. Qualifying order will be determined by race day practice times, fastest to slowest. Max of two cars on track at once, starting with the fastest two cars from race day practice. Driver may wait or pass up on their position when being sent out. Once one car comes off another car goes out. Drivers may go out as many times as they want during 20-minute qualifying session.

Teams can register for the event through the online registration link through the Berlin Raceway web site at www.berlinraceway.com. Teams can also register for the event through the online registration link through the CRA web site at www.cra-racing.com. The advanced entry deadline is July 31st, after that date teams will have to pay an additional \$50 for a late entry fee when entering the event. The order of entries will be the race tire selection order.

The Battle at Berlin 251 Presented by Primera Plastics will be the first event in the 2019 Chase for the Championship for both the ARCA/CRA Super Series and the JEGS/CRA All-Stars Tour.

More event and track information on the Battle at Berlin 251 is available on the Berlin Raceway web site.

888-920-7746



A NEW ERA IN TRACTION CONTROL



INTRODUCTORY PRICES
STARTING AT \$1895



LOWER LAP TIMES

Brad Sweet Wins 2019 Jackson Nationals

The “Big Cat” Brad Sweet was starving for the World of Outlaws NOS Energy Drink Sprint Car Series win at Jackson Motorplex Saturday night.

He’s tasted victory six times already this season – including a win Thursday night at Jackson Motorplex – but with \$41,000 and the title of Jackson Nationals champion on the line, his appetite wouldn’t be appeased until the night’s entrée was his.

He had to battle through cautions, lap traffic, smoking tires and an equally as hungry Donny Schatz, but at the end of the 35-lap Feature, Sweet drove his NAPA Auto Parts No. 49 car to Victory Lane for the seventh time this year, claiming the 41st Annual AGCO Jackson Nationals.

“Forty-one thousand, that’s awesome,” Sweet said. “These big money races are hard to win.”

After winning opening night of the Jackson Nationals, Thursday, and finishing fifth Friday night, his total combined points locked him into the pole position for Saturday night’s DIRTVision Fast Pass Dash. He dominated the field in the Dash, pulling away to a 3.5 second lead over second-place Daryn Pittman by the end.

Sweet had the plate of \$41,000 in his hands and was ready to walk away with it. But when the Feature went green, he found himself having to brawl for it.

Pittman charged around the outside of Sweet through turns one and two to take the lead. The next time around, Sweet dove underneath Pittman in turn one, putting the two side-by-side at the exit of turn two. Neither were going to lift. But to avoid sliding up into Pittman, Sweet had to jerk his car sideways and allowed the Roth Enterprises No. 83 car to pull away.

Pittman held command of the lead for the next 11 laps before there was contact between he and the lap car of Austin McCarl, which sent McCarl rolling into turn one.

When the race went back green after the red flag, Sweet got the jump on Pittman, clearing him for the lead before they got back to the flag stand. Into turn one, Sweet moved to the top of the track, blocking Pittman’s line. The Grass

Valley, Calif.-native then pulled away to about a four-car-length lead exiting turn two.

Pittman’s fortunes continued to decline with Schatz working his way by the Oklahoma-native and dropping him to third – where he would remain for the rest of the Feature.

“I keep finding ways to lose races,” said Pittman, whose third-place finish was his seventh top-five in-a-row. “Getting frustrating, but my Roth Motorsports guys keep working really hard. They’re doing a great job.”

Leaving Pittman in third, Schatz began his hunt of Sweet. With just three wins this season, so far, and his last win coming nine races ago, the 10-time Series champion was as hungry as Sweet to return to Victory Lane.

Sweet lost grip exiting turn two on the slick track while trying to pass a lap car, with 11 laps to go. That allowed Schatz to close on Sweet and dive underneath him in turn three. The two were side-by-side exiting turn four with Sweet smoking his tires on the rubbered down groove of the track and Schatz fighting to keep his car straight.

“It didn’t surprise me one bit when the fifteen (car) was sneaking under me,” said Sweet, who has battled Schatz for the points lead all season long. “He’s got me chasing my tail a little bit.”

After Schatz’s attempt at passing the Kasey Kahne Racing car, Sweet got into a rhythm. He found his line and rode it for the remaining 10 laps to claim his 41st career Series win during the 41st Annual Jackson Nationals with a \$41,000 payday.

“Once I got in clean track, I knew



Brad Sweet celebrates his Jackson Nationals Championship in victory lane at Jackson Motorplex Saturday night. (DB3 Inc. photo)

just to run right in the rubber and I didn’t want to allow any runs to happen,” Sweet said. “It was just one of those things where we were just good enough to get the win tonight. It wasn’t pretty I don’t think, but that’s why you set yourself up all weekend to get in the right position and we were able to get the win.”

Schatz’s second-place finish was a rebound from Friday when he blew a motor while leading the Dash and ended up eighth in the Feature.

“Hats off to these (Tony Stewart/Curb-Agajanian Racing) guys,” Schatz said. “They’re digging. They’ve got an awesome race car. The driver’s got to step up to the plate a little bit, start swinging a bigger bat. We’ll work on that.”

Sweet has now won five of the last seven races. That’s resulted in him extending his championship lead to 72-points over Schatz.

“We’ve had a good little run here,” Sweet said. “It’s been a lot of fun.”

While the “Big Cat’s” winning appetite was appeased Saturday night, hunger is sure to return next

week.

UP NEXT: The World of Outlaws on Wednesday, July 3, will return to Brown County Speedway in Aberdeen, S.D. for the Star Spangled Showdown.

As always, you can catch all World of Outlaws NOS Energy Drink Sprint Car Series action on DIRTVision.com. For tickets and more information, go to www.WorldofOutlaws.com.

Carson Macedo Wins Night Two of the Jackson Nationals

You couldn’t see it, but Carson Macedo was standing up in the seat of his Kyle Larson Racing No. 2 car for all 30 laps of the Feature at Jackson Motorplex Friday night.

Or at least, that’s how it felt to the rookie driver after holding off veterans Daryn Pittman and Logan Schuchart to claim his third World of Outlaws NOS Energy Drink Sprint Car Series race.

“I knew I needed to stand up in the seat and make it happen,” Macedo said. “These Outlaw races are hard to win and you don’t get those opportunities that often to be up front and be there to capitalize on a win.”

The record book will officially show Macedo led all 30 laps. However, the sweat drenching down his forehead and the lack of breath in his speech know better.

Macedo started on the pole of the Feature, by virtue of winning the DIRTVision Fast Pass Dash after Dash leader Donny Schatz blew a motor. When the green flag hit the air, Macedo and Pittman drag raced side by side down the front stretch. Macedo launched his car under Pittman into turn one, sliding ahead within inches of his bumper.

(Continued Next Page)



Carson Macedo celebrates with his crew in victory lane after night two of the Jackson Nationals. (DB3 Inc. photo)

Continued...

Macedo then sped away, leaving about a three-car gap between he and Pittman.

By Lap seven, Macedo's pace put him in lap traffic. Behind him, Pittman and Schuchart wrestled for second-place. Schuchart tried to slide in front of Pittman off turn two, but carried too much speed and exited the corner sideways, allowing Pittman to dart

back by.

The top three remained unchanged for the next five laps with Macedo cautiously navigating his way through lap traffic. Within those five laps, Pittman closed to about a car length distance from Macedo, while Schuchart stocked them both. The veterans were ready to steal the rookie's win.

With 15 laps to go, Schuchart powered his Drydene No. 1s around the outside of Pittman in turn one. Then next lap, he attempted a slide job underneath Macedo in turn one, but the Chevrolet Accessories No. 2 car had a strong enough run on the outside to get beside Schuchart before he could slide up in front of him.

When they crossed the line for 13 laps to go, Macedo was given 14 seconds to breathe with no attempts for a pass. But Schuchart was still there. Lurking. Waiting.

With 12 laps to go, Macedo couldn't sit. Schuchart threw another slide job at him in turn one. This time, it worked. The Shark Racing car cleared Macedo exiting turn two and pulled away down the backstretch.

Macedo was determined to not let the win slip away. With a Hail Mary dive into turn three – closing about a three-car length gap – Macedo sped by Schuchart on the bottom of the track and reclaimed the lead on the exit of the turn.

They charged by the flag stand with 11 laps to go and Schuchart threw his car back underneath Macedo into turn one. They slid through the corner side by side, but Macedo had the advantaged against the cushion and powered to the lead down the backstretch. Behind them, Pittman won his own battle against Ian Madsen to remain third.

"Once I did get by Carson, I was maybe a little too conservative,"

Schuchart said. "I had one more shot after I passed him, when he passed me back, to try to throw one more slider on him. I was a little too hesitant to let it go up and I feel like I could have. Once he went by, I feel like he went by in a slower motion, a little bit further than I was expecting him to."

Six laps went by with Macedo continuing to balance maintaining the lead while negotiating lap cars. He put a comfortable gap between he and second-place, which became a three-way between Schuchart, Pittman and Madsen.

With three laps to go, Pittman slid by Schuchart for second and put together one last effort to run Macedo down. But it wasn't enough. Macedo cruised to the win during night two of the Jackson Nationals.

"I knew that if we could get in clean air and make good clean laps and get through traffic well we could run OK," Macedo said.

Pittman finished second and Schuchart held on to third – a big improvement from his 18th-place run during Thursday's opening night race for the Jackson Nationals.

Pittman's second-place finish was his fifth top-five in-a-row – after finishing fourth Thursday night. It's a positive trajectory toward his quest to return to Victory Lane.

"If we keep running, top-three, top-five every night, god, you got to think wins will come," Pittman said. "We're close. I think we were closer to winning tonight than we were last night, so I'm happy with the direction we're going."

Strong runs from Pittman and Macedo – who finished eighth Thursday night – during the two preliminary opening night Jackson Nationals races have garnered them enough points to lock themselves into Saturday's DIRTvision Fast Pass, along with David Gravel and Thursday night's winner Brad Sweet. The remaining four Dash starters will be determined by Saturday's Heat races.

For Macedo, Friday night was all about his third Series win. The Lemoore, Calif.-native's first two Series wins came at Silver Dollar Speedway in Chico, Calif. With his win in Jackson, Minn., people can now stop asking him when he'll win at another track.

"A couple of people said, 'We need to see you win an Outlaw race somewhere other than Chico,'" Macedo said. "So, it feels good to do that. This is my third time ever racing at this track."

His relief and triumphant joy

were clear for everyone to see when he went from "standing in his seat" to standing on the back of his car, arms in the air and a joyous yell loud enough to be heard through his helmet.

Brad Sweet Wins Jackson Nationals Opening Night

Questions with no clear answers lingered in heads of thousands like a painless headache during the final three laps of the Jackson Nationals opening Thursday night race at the Jackson Motorplex.

Could Brad Sweet catch David Gravel? Could Gravel hold Sweet off?

Gravel had the 4/10-mile tamed, leading every lap up until that point. But on a charge behind him, the untamable "Big Cat" Sweet.

With two laps to go, they were side by side down the back stretch. Gravel hesitated for a millisecond on a lap car's trajectory, while Sweet didn't blink, darting underneath the lap car and Gravel into turn three and claiming the lead off turn four.

From there the answer was clear. Sweet would go on to win his sixth World of Outlaws NOS Energy Drink Sprint Car Series race of the season – his 40th career win and third win in-a-row.

"It's sure fun to drive this thing right now," said a jubilant Sweet. "We've really hit on some stuff. It's been a joy to drive good the last few weeks.

"I'm a little worn out, I was really clutching the wheel, trying to hit my marks there late in that race. I knew it was coming down to the white there."

The win may have been Sweet's sixth of the season – further extending his title as winningest driver, so far, this year – but it was one of the hardest wins he had to work for.

Starting sixth in the 30-lap Feature, Sweet had a host of competitive cars between he and the lead. Also, on the start, Gravel cruised by Donny Schatz on the outside for the lead and the two pulled away to about a straightaway gap on third-place Brian Brown.

It took Sweet two laps to make his way by Terry McCarl for fifth-place, but it was another nine laps before he caught Brown and Daryn Pittman who were battling for third. He made quick work of the two, passing them both with a daring drive through turn three and four, leaving inches between he and Pittman's car.

Three laps later Sweet made his way by second-place Schatz and set his sight on closing the half-a-straightaway gap between he and Gravel with 15 laps to go. However, Schatz, who hadn't won in seven races, was still determined to close that gap himself.

With Sweet getting held up by a lap car in turn four, Schatz throttled back by the NAPA Auto Parts No. 49 car and put his Toco Warranty No. 15 car back in second. Sweet had to regroup and find this rhythm riding the bottom of the track again. Two laps later, with a slide job through turns three and four, Sweet cleared Schatz on the front stretch and reclaimed second-place.

He now had 12 laps to catch the Mesilla Valley Transportation No. 41 of Gravel.

Could he catch him? With three laps to go, Sweet had Gravel in sight. Two laps to go they were side by side. After Sweet darted by Gravel and a lap car in turn three, Gravel had to throw his car sideways on the exit of turn four to avoid hitting another lap car. From there, with one lap to go, Sweet pulled away to a half second lead and a \$10,000 victory.

"I was hunkered down and determined to catch him (Gravel)," Sweet said. "It always helps sometimes to be in second, you can watch where he's not running and try to find a line."

Carrying the weight of defeat in every word, runner-up Gravel congratulated Sweet on the win, but knew the race should've been his.

"We had the race winning car there," said Gravel, who set Quick Time and won his Drydene Heat race earlier in the night. "That's not our issue. As a driver I've got to put myself in a better spot there. We'll come back tomorrow hungrier."

Schatz's third-place finish was his first podium finish since he won at Nashville Fairgrounds Speedway at the end of May. However, he was still looking for more.

"You slip a little bit, and someone is going to take advantage of it," Schatz said. "So, it's one of them nights."

Sweet has extended his points lead over Schatz, the 10-time Series champion to a 60-point advantage. That stems from Sweet claiming 10 top-five finishes in-a-row and his determination to keep winning.

"When you start winning races you're just never satisfied unless you're winning," Sweet said. "I guess when you get beat down by Donny year after year you just try to keep getting better."

Sheppard Continues 2019 Onslaught, Dominates at Terre Haute for Ninth Win

TERRE HAUTE, IN - It just doesn't seem to matter what track or who the competition is, Brandon Sheppard and the Rocket1 Racing team are just plain dominant. Even when pitted up against the most seasoned drivers of the DIRTcar Summer Nationals on

Friday night at the Terre Haute Action Track, Sheppard doesn't flinch.

For the ninth time this season on the World of Outlaws Morton Buildings Late Model Series tour, Sheppard earned the win and extended his lead in the overall championship. "The Rocket Shepp" blasted to the lead in the Series' second-ever visit to historic half-mile Terre Haute and methodically paced the field over a hard-charging Bobby Pierce and Darrell Lanigan, who garnered his 10th top-10 finish of the season.

Setting fast time in his Qualifying group, winning his Drydene Heat race and redrawing the pole, Sheppard took off like a Rocket and, at one point, opened up a near-four-second advantage over his competition.

Leading all 30 caution-free laps for \$10,000, Sheppard made it look easy. He entered several waves of lapped traffic but disposed of each one with ease, giving him the separation he needed to build a cushion around his large lead.

This victory also gave Sheppard his second Summer Nationals win of the year – the other coming just 10 days ago at Jacksonville Speedway in his family-owned #B5 machine.

"It's a dream season," Sheppard said. "I hope we can keep it rolling."

Taking all of his World of Outlaws victories into consideration this year, Sheppard has won on three of the four track sizes where he's competed — half-mile, 3/8-mile, quarter-mile — and now enters his name into the large history books at the Vigo County Fairgrounds oval. Had this 30-lap, co-sanctioned race been set for the normal World of Outlaws distance of 50-laps, however, it's possible Pierce might have been the one holding the VP Racing Fuels checkered flag in Victory Lane.

Pierce put on quite the show

once he cracked the top-five with 13 laps remaining. Riding the cushion, right where he's so often found, the three-time Summer Nationals Champion turned some of his fastest laps of the race in the final 10 circuits while in hot pursuit of the leader. Possibly, a little too hot.

Coming from the eighth starting spot, "The Smooth Operator" chipped away at the cars in front of him and made steady progress towards the front, eventually reaching the rear bumper of Lanigan on lap 24.

Pierce drove it hard into turn three underneath Lanigan and appeared to have the spot secured coming out of turn four, but Lanigan made an excellent crossover maneuver to take the spot back at the start/finish line.

Once again, Pierce threw it in hard on the top groove heading into turn one and, this time, made it stick as he swiped third away and cracked the whip to reach his next target, Billy Moyer. It didn't take nearly as long for Pierce to get around Moyer, disposing of him in just two corners. Now, with just five circuits remaining, Pierce was running out of time in his pursuit of Sheppard.

Pierce took heed of his first instinct and gave it all he had for the final laps, but came up just under three seconds short of his first World of Outlaws triumph. Pierce has multiple second-place finishes with the Outlaws and has also yet to find Victory Lane on the "Hell Tour" so far this season. But now that the series' continuous bout with Mother Nature has finally taken a rest with four-straight race nights completed, he's confident that the work he and his crew have put in will pay off in no time.

Ten more laps? A late-race caution flag? Pierce thought either would have made things different in the end. And with so many second-place finishes this year, it would have been a nail-biter had Pierce had time on his side.

Next on the schedule for the Outlaws is the beginning of the Northern swing, as the Series visits the state of Iowa for the first time this year at Independence Motor Speedway on Friday, July 5, and then goes to Minnesota for a clash at the Deer Creek Speedway on Saturday, July 6. Catch all the action live on DIRTvision.



Brandon Sheppard celebrates his ninth win of the season in victory lane at Terre Haute. (Rick Neff photo)

iRacing News: Cardwell Takes Round One at Volusia

Hayden Cardwell put the "1" in "D1RT" when he won the iRacing World of Outlaws Late Model World Championship season opener from Volusia Speedway Park on Monday night. Making his series debut with the D1RT Racing squad, Cardwell scored the pole position, won his heat race, and dominated the 50-lap feature to beat Swindell Speedlab's Blake Cannon by more than two seconds.

"All in all, it was a good night," Cardwell said after taking the victory and \$300 winner's bonus. "I was kind of worried at the end of practice, because a couple of my teammates were running quicker lap times, but I pulled out a lap in qualifying that I wasn't expecting. For the feature, I just kind of threw the kitchen sink at it, and it ended up working out. It kind of got really rough, but we managed to hang on."

35 drivers started the second annual Late Model World Championship season on Monday night, with 17 of them returning from last season and nine coming from other iRacing World Championship series.

But it was rookies who took three out of four heat wins, with only defending Late Model champion Zach Leonhardi interrupting the newcomer dominance in the preliminary rounds. The ultra-competitive field left some of the top Dirt Oval drivers in iRacing on the outside looking in, as 2018 Late Model runner-up Howard Weaver and 2019 Sprint Car champion Alex Bergeron each had to advance to the main event through the last

chance qualifiers.

Despite intense racing throughout the field, the 20 drivers who made it through the final kept it mostly clean, as only one caution bunched up the field in the main event. Close battling within the top five between Leonhardi and Kendal Tucker set off a chain reaction that spun Austin Carr. Carr rebounded to climb back to 12th, while Tucker fell back on the restart and eventually settled for 11th.

With Cardwell comfortably established in the lead, attention turned to the battle for second, as Cannon and Victory Lane Racing's Evan Seay provided one of the most exciting battles of the night. Seay used the inside line to claim the spot on the penultimate lap of the feature, but Cannon muscled his way back into second in Turn 2 on the final lap and hung on for the checkered flag.

Cardwell's D1RT teammate Shad Prescott was fourth, while Leonhardi was the best-finishing returning driver in fifth. Sprint Car veterans Dylan Houser and Bergeron produced two of the most exciting drives of the season to climb to sixth and seventh, respectively; Houser started 15th on the 20-car grid, while Bergeron started 18th after winning his LCQ.

iRacing World of Outlaws Late Model World Championship points are as follows:

1. Hayden Cardwell, 84
2. Blake Cannon, 74
3. Evan Seay, 72
4. Zach Leonhardi, 70
5. Shad Prescott, 67
6. Dylan Houser, 60
7. Dylonn Fox, 57
8. Blake Matjoulis, 56
9. Alex Bergeron, 55
10. Kendal Tucker, 54

Reutzel Rallies from Ninth to Win Bill Waite Jr. Memorial Classic

JOLIET, IL - Powered by perseverance, as well as a healthy serving of determination, Clute, Texas' Aaron Reutzel did what some would consider the impossible on Saturday night during his visit to the Dirt Oval at Route 66 in Joliet, Ill., ultimately concluding his evening with an impressive charge from the inside of row five, all after rebuilding a destroyed race car as the result of a flip during his respective Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1/IRA Outlaw Sprint Series dash.

With the help of an array of sprint car teams scattered throughout the pit area, Aaron Reutzel and the familiar Baughman-Reutzel Motorsports, No. 87 entry made the main event call, eventually leading over half of the 30-lap program to score the \$5,000 payday. The victory not only bumped Reutzel's 2019 All Star Circuit of Champions win total to four, leading all competitors this season, but the win also bumped Reutzel back on top of the All Star driver championship standings, now with a two point lead over 2019 Ohio Sprint Speedweek champion, Hartford, Ohio's Dale Blaney.

Incidentally, Dale Blaney finished second on Saturday night at Route 66, followed by Paul McMahan, Cory Eliason, and multi-time IRA champion, Bill Balog.

"What an effort by this team. I really can't say enough about these guys. We weren't sure what to do, but we ended up fixing the car that we flipped. Actually, if it wasn't for everyone else jumping in to help us, I'm not sure we would have been able to get back out there without having to go to a back-up car. Being able to start ninth rather than 24th made all the difference," Aaron Reutzel said, driver of the Folkens Brothers Trucking/Nattress Construction/Hollywood Coating & Blasting/No. 87 sprint car. "A big thanks to the entire Rudeen Racing team, Brian and Stacy Kemenah, Paul McMahan, Mike McGhee and his guys, Thomas Meseraull; they all helped us get things back together. What a group of guys out here traveling with the All Stars this

year. They all jump in and help each other."

Kyle Larson, who started from the pole position on Saturday night before leading the first 13 circuits, was eventually disqualified during a red flag break on lap 14. A work area violation forced the disqualification, as one of Larson's crew members left the designated work area to speak with Larson under caution.

Regardless of Larson's speed and eventual disqualification, Reutzel was a sure-fire favorite, as the defending All Star champion climbed ahead from ninth to fifth in just four circuits. By lap seven, Reutzel was third, charging his way around Paul Nienhiser and Parker Price-Miller as the trio battled in traffic.

A caution on lap 13 allowed Reutzel the opportunity to drive by Paul McMahan for second. Although the opportunity prevailed, action was soon halted yet again, this time for a red flag incident on lap 14. Larson's aforementioned disqualification occurred at that time.

Although two additional red flag incidents would halt action on lap 22, and again on lap 30 - setting up a green-white-checked finish - it was all Reutzel, pulling away every time to a commanding advantage.

"I felt like I was catching Kyle [Larson]. I'm not sure what kind of a pace he was keeping because I know when I got the lead, I slowed my pace down," Aaron Reutzel continued. "I think I was just as good as Kyle was during that first half. I know we are tired of getting beat by him, and he doesn't like to lose races. I'm sure it would have been a great race with us two up front."

With the month of June officially in the books, Tony Stewart's All Star Circuit of Champions will now prepare for an action-packed month of July, kicking things off with an Independence Day weekend doubleheader on Friday and Saturday, July 5 & 6. The holiday weekend will commence on Friday evening, July 5, at Lernerville Speedway in Sarver, Pennsylvania. Originally slated for early May, the Lernerville visit was eventually canceled with only engine heat being completed.

An early evening storm, which doused the entire facility, forced the eventual cancellation.

Action will move to Sharon

Speedway in Hartford, Ohio, on Saturday, July 6. Honoring 2013 National Sprint Car Hall of Fame inductee, Lou Blaney, the coveted Lou Blaney Memorial will be on tap at the northeast Ohio venue, awarding a top prize equalling \$6,000.

For more information pertaining to upcoming events at Lernerville Speedway and Sharon Speedway, fans should visit each facility online at www.lernerville.com and www.sharonspeedway.com.

Severe Afternoon Thunderstorm Ends All Star Visit to Jacksonville

JACKSONVILLE, IL - With severe weather unleashing high winds and heavy downpours for nearly 90 minutes, Jacksonville Speedway, MOWA Sprint Car Series and Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1 officials were left with no choice but to cancel Friday's 'More At Exit 64 All Star Shootout' at Jacksonville Speedway.

Track and Series officials will work together in finding a potential rain date. Any information regarding a rain date will be posted in the future.

Cummins Collects His Fourth MSCS Victory This Season

BROWNSTOWN, IN - The Brandeis MSCS Sprint Cars were in action Saturday night at the Brownstown Speedway. The Sprint Spectacular attracted 30 racers with eyes on the winner's trophy and the accompanying \$2,000 check. But MSCS Points leader

Kyle Cummins would win yet another feature.

Cummins started fourth by the luck of the redraw and would lead from the 3rd lap on during the 25 lap event.

The Princeton, IN, driver also won the first of four heat races. Jordan Kinser, Justin Grant, and Carson Short won the other three heats. These four drivers would take the top 4 spots in the feature.

Carson Short passed Justin Grant on lap 10 of the feature to take the second spot and eventual

runner-up honors. Grant would finish third. He started the evening by turning a lap of 13.559 seconds to set the overall quick time during group qualifying. Jordan Kinser was fourth in the main. Dakota Jackson took the On the Gas Motorsports 17 to a fifth place finish.

During the heat races the fastest four qualifiers in each group were inverted for the start. These races were decided up front as three of the four fastest drivers took their respective heats surpassing the odds presented by quick competition.

The 12 lap B Main ended with Josh Cunningham making a last lap pass on Brandon Mattox. Aric Gentry was third with Chase Stockon collecting fourth and the last transfer spot to the A.

Gentry and Stockon were energized.

The two marched up through the 21 car feature to finish 8th and 9th. Each passed eleven cars and Gentry earned the \$100 Certified Rentals Hard Charger Award

based on his higher finish.

Other drivers in the top ten included Brady Short in 6th, Isaac Chapple 7th, and Rookie Dustin Christie in 10th. Kendall Ruble was the Wilwood Tuff Brakes Award recipient with an 11th place finish.

The feature was slowed twice by yellow flags. This happened on laps two and eleven as spins collected other cars. The five drivers involved were Donny Brackett, Jake Bland, Justin Lewis, Kyle May, and Chayse Hayhurst.

Kyle Cummins continues to lead by 42 points in the Brandeis Midwest Sprint Car Series Standings. Cummins drives the Rock Steady 3R owned by Hank Byram. Sponsors include Debra Corn Foster Care, Tim Mason Remax, and Greenwell Auto Body. This fourth feature win has given him a lead as the series schedule moves into mid season.

The upcoming Fourth of July weekend will provide opportunities for drivers to race at Paragon and Lincoln Park Speedways.

A special mid-season MSCS Points Pay-off is set to conclude after the Bill Gardner Sprintacular Day Two at Putnamville Saturday July 6th.

Davenport Goes Flag to Flag at Florence

UNION, KY - Jonathan Davenport posted a flag-to-flag victory in Saturday night's 33rd annual Ralph Latham Memorial at Florence Speedway.

Davenport held off a furious late-race challenge from Jimmy Owens for a \$12,000 payday. Davenport's triumph marked his eighth Lucas Oil Late

Model Dirt Series win of the season.

Davenport and Owens ran first and second the entire 50 laps, battling nose-to-tail in the early stages of the race. Hudson O'Neal; the defending race winner; and Josh Richards exchanged the third spot on several occasions in the final laps before O'Neal edged out Richards. Mike Marlar rounded of the top five finishers in a race that went the entire distance without a caution flag.

Davenport earned his second-career Ralph Latham Memorial win and was very pleased in Lucas Oil Victory Lane. "I had a good spot to watch the race last night at Tazewell. I think we had a car that could've won last night. We started in the back and I went too hard too early. I thought the rain was right on us. I wasn't going to give this one away. After they watered the track tonight, I had no idea where to go. I knew Jimmy [Owens] was under me and I wanted to give him some room."

"I didn't want to ruin our night right off the bat," said the two-time and defending National Champion. "I have to thank Josh [King] for giving us a good track to race on. I tore this thing up last night and thanks to my crew guys for putting it back together. We are happy to be back in Victory Lane. I wasn't making up any time on the lapped cars. I was just spinning my tires there for a while. I was trying to save them until the end. I was trying to keep Jimmy at bay."

Owens was coming off of a fifth-place finish at Tazewell and hounded Davenport for the entire race. "I didn't expect it to go caution free. We have a lot of professional drivers out here and everybody did a great job. I was needing some oxygen there about half-way through. I was pounding on that cushion and that just wasn't for me.

It was a rough night at Tazewell last night. The crew busted their tails to get this thing ready for tonight."

O'Neal charged from eleventh to pick up the third spot. "I wasn't hoping for a caution I was praying for one. We needed one there. We got behind early tonight. We were pretty good in the heat race. We drove up through there in the feature and I can't complain a bit, we have had a really good weekend. I know we have wins but we have been missing that consistency. This is a race track we have been waiting all year to come to. I can't wait to come back here in August."

The winner's Lance Landers Motorsports-owned, Longhorn Chassis is powered by a Cornett Racing Engine and sponsored by: Nutrien Ag Solutions, ASC Warranty, Penske Racing Shocks, Valvoline, Mega Plumbing of the Carolinas, Spartan Mowers, and Hawkeye Trucks.

Completing the top ten were Tyler Erb, Kent Robinson, Kody Evans, Earl Pearson Jr., and Tim McCreddie.

Buckingham Scores First Career Lucas Oil Victory

TAZEWELL, TN - Shanon Buckingham took over the lead on a lap 44 caution, after Tyler Erb and Dale McDowell both suffered flat tires, and went on to claim his first-career Lucas Oil Late Model Dirt Series victory.

For the 46-year-old Tennessee native, the Toyota Knoxville/Secret City Chrysler Dodge Jeep Ram/Ted Russell Ford 50 on Friday night at



Jonathan Davenport led flag-to-flag to win at Florence Speedway, his eighth win of the season. (Paul Arch photo)

Tazewell Speedway marked the biggest win of his Super Late Model career.

Buckingham held off first-time Tazewell visitor, Jared Hawkins for the victory to become the eleventh different winner this season on the tour. Earl Pearson Jr. finished in third place, with Hudson O'Neal and Jimmy Owens completing the top five.

Josh Richards and Jimmy Owens led the field to the start of the race before a huge crowd of fans. Richards took the lead on lap one ahead of Owens before the first caution of the race flew on lap eight for Moyer Jr., who had a flat tire. Jonathan Davenport subsequently suffered a drive-line failure, putting him out of the race.

The field was slowed again on lap ten for Owens, who suffered a flat tire along the frontstretch while running in second. When the race resumed, Richards continued to show the way until Erb took the lead. Richards then slowed on lap 42 with a flat tire while running in second.

Buckingham was emotional in

Lucas Oil Victory after winning in front of his homestate. "We have worked so hard for this," said Buckingham pausing for several seconds to recollect his thoughts. "When we set out to do the Lucas Oil Series this year, we had a goal of winning some races. To do it here at Tazewell, in front of all of these people is just fantastic. I want to say thank you to everybody who got us to victory lane tonight."

"I want to thank my wife Amanda, my car owner Roger Sellers, my mom and dad, and especially J.C. Crockett, my crew chief. I don't think we had the best car tonight. Tyler Erb had the best car. Sometimes things like flat tires are a part of racing and we took advantage of what happened to Tyler and Dale [McDowell]. We kept the car up front for the entire race and everything just fell our way tonight."

Hawkins earned the hard-charger of the race, coming from 15th to finish second behind Buckingham and was pleased with the Tim Logan Racing entry. "I have heard a lot about this place. Trust me, I was on YouTube a lot this week to check it out. It was fun out there tonight. We just stayed out of trouble and came home in second. Congratulations to Shanon on the win."

Pearson's third-place finish moved him to second place in the championship standings. "We just stayed out of trouble tonight. There were guys wrecking in front us, some had flat tires as well, but we stayed up there and had a solid finish."

The winner's Roger Sellers-owned, Longhorn Chassis is powered by a Durham Racing Engine and sponsored by: Lazydays RV, 2150 Enterprises, Penske Racing Shocks, and FK Rod Ends.

Completing the top ten were Tim McCreddie, Kyle Strickler, Vic Hill, Devin Moran, and Ryan King.



Shanon Buckingham celebrates his first career win in victory lane at Tazewell Speedway. (Michael Moats photos)

Matt Covington Masters The Fred Brownfield Classic With The Lucas Oil American Sprint Car Series

ELMA, WA - A preliminary night winner in 2017, Oklahoma's Matt Covington added the Fred Brownfield Classic championship night to his list of accomplishments on Saturday night with his first Sawblade.com A-Feature victory of the

year with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network.

Covington's ninth career victory with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network, the win as a much-needed one for the team who saw Dirt Cup ripped from their hands one week ago.

"We needed this. Man, we needed this win. I thought we had Dirt Cup in the bag and had a Rod Bolt let go. Nothing on our engine builder, I tried to take old parts and make them last too long. Mark at Shark Racing Engines definitely stepped our program up," stated Covington, who is the season's 10th different winner.

Winning the race for the lead into the first two turns, Covington set a quick pace around the Grays Harbor Raceway with Colton Heath in tow. Caution working Lap 7 for Jay Cole who rolled to a stop entering the first turn, Heath tried for the lead on the restart but was denied as Reece Goetz and Jason Solwold set their sights on the Triple X Race Co. No. 33. Grabbing the runner-up spot on Lap 8, the run for Goetz was short lived as Solwold slid both drivers to move from fourth to second off the fourth turn on Lap 9.

Allowing Covington to open a sizable advantage, the Scottie Plumbing No. 18 began searching around the track. Finding a line just off the cushion of the Grays Harbor Raceway, Solwold began picking away at Covington's lead. Moving the gap to 0.855 seconds in clean air, traffic loomed for the leaders, but the caution would come out instead as Chris Bullock looped his No. 17c in the second turn; directly in the path of the leaders. Everyone was able to avoid.

Diving low in the Lap 12 restart, Solwold pulled even for the race lead as the pair hit the back

straightaway. Diving to the bottom the close the door on Solwold's run, Covington forced the No. 18 out of the throttle. Letting the car drift off the bottom through the fourth turn, the T&L Foundry No. 95 was again pressured. Rushing the bottom again into the first turn, this time Covington stuck the hub to protect the race lead.

On the challenge for the lead, Matt explained, "He showed by a nose and I had to chop him hard. It was for the win, and I knew I wasn't going to get another chance if he got the run. It was fun and I'm glad we came out on top. We've got a couple wins this year, but the National Tour has tough to get. I've run second a lot, and flat gave a few away and I was determined not to let that happen here."

Working back into slower traffic in the closing laps, Covington's pace was nearly unchanged as he crossed under the checkered flag 3.849 seconds ahead of Jason Solwold. Running out of laps to contend for the runner-up spot, Scott Bogucki picked up his fourth podium finish of the season in the Sawblade.com No. 28. The night's Hard Charger from 14th to fourth, Sam Hafertepe, Jr. reclaimed the point's lead by 44 markers with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network. Washington's Austen Wheatley ended up fifth after racing as high as third during the race's mid-point.



Matt Covington celebrates in victory lane with family after winning The Fred Brownfield Classic. (ASCS photo)

Colton Heath slipped to sixth with Reece Goetz to seventh after racing for second early on. Robbie Price picked up eight positions to eighth with Roger Crockett rebounding from a Friday DNF to a ninth-place finish. New Zealand's Brayton Davison completed the top ten.

A total of 35 drivers took part in the Fred Brownfield Classic weekend with 31 making the call on Saturday night. A four pack of SCE Gaskets Heat Races went to Austen Wheatley, Seth Bergman, Colton Heath, and Matt Covington. The BMRS B-Feature was won by Cam Smith. One Provisional was used by Blake Hahn.

With the Independence Day Weekend off, the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network goes green again at the NAPA of Montana Grizzly Nationals at Galatin Speedway in Belgrade, Mont. on Friday, July 12 and Saturday, July 13. The race where it takes more guts to stand in Victory Lane

than it did to win, the winners will stand with a nine-foot-tall Grizzly Bear named Adam. Information on the track is online at www.galatin-speedway.com.

For other news, notes, and information on the American Sprint Car Series, from the National Tour to any of the nine Regional Tours that make up ASCS Nation in 2019, log onto www.ascsracing.com, follow on Facebook, on Instagram, and on Twitter (@LucasOilASCS).

Devon Borden Becomes The Youngest Winner In The History Of The Lucas Oil American Sprint Car Series

ELMA, WA - Leading start to finish to open up the Fred Brownfield Classic at Grays Harbor Raceway, 16-year old Devon Borden added his name to the list of winners with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network to become the 148th different winner with the National Tour.

With the win, Borden edges Ricky Stenhouse, Jr. by 40-days to become the youngest winner in the history of the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network.

"This thing was on rails here tonight. My crew, my Dad, just everyone with this thing had it perfect," stated a nearly breathless Devon Borden.

Stalked into traffic by John Carney II on two occasions, Borden was able to keep pace. Asked if he could hear the No. J2 closing in, Devon replied, "I couldn't hear him. It got a little hairy there in traffic and I made some small mistakes, but all that matters is we're standing on

(Continued Next Page)



Devon Borden became the youngest winner in the history of the American Sprint Car Series when he raced his way to victory lane at Grays Harbor Raceway for the opening night in The Fred Brownfield Classic. (Malcolm White photo)

Continued...

the front stretch."

The fifth time a driver for the state of Washington has topped the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network, Borden's win came from the right of the front row. Winning the drag race off the fourth turn over Bailey Sucich on two occasions, as the first start fell victim to caution when Austen

Wheatley spun in the second turn, Borden opened his advantage quickly as the race for second went to John Carney II.

Finding traffic on Lap 6, Borden was quick around the slower machines. Having to move off his preferred high line a couple of times, the moves allowed Carney to close in before the caution lights came on with nine laps complete for Jay Cole.

Restarting with a slower car between himself and Carney, clean air was to the advantage of the No. 8 as Devon ran to a nearly two-second advantage before finding traffic again on Lap 16.

Racing back and forth with Sam Hafertepe, Jr. as the pair also found the back of the field, John Carney II traded the runner-up position through a series of slide jobs with Carney holding the position at the flag-stand with each exchange. Closing on Borden, the distance between the top two positions had shrunk to only a few tenths of a second as slower traffic raced wheel to wheel directly ahead of the leaders. Making a couple of small mistakes trying to navigate the backmarkers, both Carney and Hafertepe were locked in, only to have the caution fly working Lap 22 as Roger Crockett lost power down the back straightaway.

Back in clean air, Borden gapped the race for second, opening his lead by 1.298 seconds at the drop of the checkered flag. Trading second numerous times over the final four laps, John Carney II kept pace for his eighth career runner-up finish against the National Tour with Sam Hafertepe, Jr. third for the 16th time, and in doing so closed the battle for the point's lead to 12 markers. Rattling off this third top five of the season, Arkansas' Jordon Mallett crossed fourth with Seth Bergman making up eighth positions to finish fifth.

Scott Bogucki crossed sixth with Colton Heath emerging from the BMRS B-Feature to advance 10 positions to seventh. Bailey Sucich slipped from the pole to eighth with Austin Wheatley making a tremendous comeback from bringing out the opening lap caution to finish ninth. Blake Hahn, who was running as high as seventh, slipped through the cushion in the closing laps and ended up tenth.

A field of 34 drivers was on hand to open the Fred Brownfield Classic with four SCE Gaskets Heat Races going to Bailey Sucich, Devon Borden, Jordon Mallett, and John Carney II. The BMRS B-Feature was won by Colton Heath. Two provisionals were taken by Harli White and Alex Hill.

Nick Parker Grabs First Career ASCS Southwest Triumph at Arizona Speedway

QUEEN CREEK, AZ - Becoming the 54th different winner with the ASCS Southwest Region, Tucson's Nick Parker landed his No. 115 in Victory Lane on Saturday night at Arizona Speedway.

Leading start to finish, Parker was followed by New Mexico's Jesse Baker who rallied through

the field from eighth. Billy Chester in third had Eric Wilkins in tow from seventh. Colton Hardy made up the top five after starting 11th on the grid. J.T. Imperial, Rick Ziehl, Alex Pettas, Casey Buckman, and Bud Rowe completed the top ten.

The ASCS Southwest Region is off for the for the months of July and nearly all of August as the peak of Summer sets in. The series starts back up on August 31 and September 1 at the new Vado Speedway Park in Vado, N.M.

For other news, notes, and information on the American Sprint Car Series, from the National Tour to any of the nine Regional Tours that make up ASCS Nation in 2019, log onto www.ascsracing.com, follow on Facebook, on Instagram, and on Twitter (@LucasOilASCs).

Sawblade.com Named Official Sawblade Of The Lucas Oil American Sprint Car Series

TULSA, OK - Making its return to the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network, Houston based Sawblade.com has come on board with the National

Touring Series as the Official Sawblade of the American Sprint Car Series and A-Feature/Victory Lane title sponsor.

"We have a great relationship with everybody at Sawblade.com and are excited to expand their roll with the series. The partnership is good for the teams and the fans.

SawBlade.com offers an outstanding product and we're looking forward to helping them expand in the world of Motorsports," stated ASCS National Director, Matt Ward.

With 25 plus years of experience Sawblade.com custom welds bandsaw blades to any length and typically ships the same day. They have a wide variety of blades to cut both wood and steel.

Fans will have a chance to get their hands on Sawblade.com products at Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network event by logging onto <http://www.sawblade.com/28> and signing up to win a free chop saw. Winners will be notified via email during the race weekend.

For more information, log onto www.sawblade.com and follow along at @SawBladecom on Twitter, on Instagram at Sawblade.com_, and on Facebook.



Nick Parker celebrates his first career American Sprint Car Series win with his family in victory lane at Arizona Speedway. (Ben Thrasher photo)

Daytona Int'l Speedway

DAYTONA BEACH, FL - There will be plenty of fireworks on the track and in the sky at Daytona International Speedway for the 61st annual Coke Zero Sugar 400 on Saturday, July 6. The stars of the Monster Energy NASCAR Cup Series will be doing battle door-to-door on the 2.5-mile tri-oval while

Fireworks By Santore will deliver one of the largest fireworks shows in the Southeast following the checkered flag.

A tradition that began with the inaugural nighttime running of the Monster Energy NASCAR Cup Series event back in 1998, Fireworks By Santore, based in nearby Flagler County, will showcase a powerful 15-minute patriotic celebration that includes a one-minute, 45-second grand finale.

A crew of 10 will work seven days along the shores of Lake Lloyd to set up the show, which will be fired from 15 different locations using state-of-the-art digital firing equipment. Fireworks By Santore will utilize:

- Shells ranging in size from one inch up to eight inches
- More than 10,000 individual bursts
- 12,000+ pounds of explosive powder
- Enough control wire to circle the 2.5-mile tri-oval two and a half times

Types of shells included in the show range from the traditional Chrysanthemum, Peonies, Dahlias, Willows and Salutes to specialty shells such as Cube Pattern – which produce a 3-D box with the letters U.S. A. – Smiley Faces, Star Patterns, Double Rings, 4 Color Changing, Shell of Shells, Crossettes, Strobing Diadems, Twilight Glitters and vibrant new pastel colors. Other shells include Sweeping Rings, Sweeping Inward, Sweeping Outward, Mushroom, Jelly Fish, Cut Glass, Octopus, Kaleidoscopes, Diamond Screammers and Tourbillions.

In addition to the fireworks extravaganza, Fireworks By Santore will also assist in the driver introduction ceremony utilizing close proximity pyrotechnics and cryogenic effects and during the champion's celebration in Gatorade Victory Lane by firing more than 30

pounds of custom-cut Coca-Cola bottle-shaped confetti in the air.

Tickets for the Coke Zero Sugar 400 Weekend on July 4-6, and all Daytona International Speedway events, can be purchased online at www.daytonainternationalspeedway.com or by calling 1-800-PITSHOP. Fans can stay connected with Daytona International Speedway on Twitter, Facebook, Instagram, Pinterest, YouTube and Snapchat, and by downloading Daytona International Speedway's mobile app, for the latest Speedway news.

Charlotte Motor Speedway

CONCORD, NC - Race fans who can't wait to celebrate the Fourth of July can experience the fun of a phenomenal fireworks show presented by NGK Spark Plugs as part of Tuesday's Bojangles' Summer Shootout at Charlotte Motor Speedway. The fifth of 10 nights at racing's ultimate grassroots showcase sponsored by Bojangles' will thrill attendees of all ages with an awe-inspiring fireworks show and an autograph session featuring the entire Shootout field – with both attractions FREE for all ticketholders.

One week after WBTV's Al Conklin made sparks fly in a two-ton school bus slobberknocker among area media personalities, additional fireworks are sure to punctuate a thrilling night of Legend Car and Bandolero racing on Charlotte's action-packed frontstretch quarter-mile.

The racing series that helped springboard NASCAR stars including Joey Logano, Chase Elliott and Bubba Wallace to success will grant fans the opportunity to meet the next crop of rising stars in Tuesday's Bojangles' Summer Shootout. Additionally, Wallace – who drives Richard Petty's iconic No. 43 in the Monster Energy NASCAR Cup Series – will chase his second consecutive Shootout win in the Boston Reid Real Estate Pro division.

Gates will open at 5 p.m. Tuesday with racing beginning at approximately 7 p.m. The fireworks show is slated to begin at approximately 8:45 p.m. following the autograph session.

TICKETS: Tickets, which cost only \$8 for adults and are FREE for kids 13 and under, can be purchased at the gate or in advance by calling 800-455-FANS or online at www.charlottemotorspeedway.com/tickets.

KEEP TRACK: Follow all the thrilling Bojangles' Summer

Shootout action using the hashtags #LetsBoRacing and #WeCreateLegends. Connect with Charlotte Motor Speedway on Twitter, Facebook and Instagram or get all the latest news and information with the Charlotte Motor Speedway mobile app.

Talladega Superspeedway

TALLADEGA, AL - Talladega Superspeedway's upcoming NASCAR Playoffs doubleheader weekend, Oct. 11-13, is going to be an epic one, to say the least. Not only is the historic track celebrating 50 Years of Speed, but will also be highlighted by the completion of Transformation – The Talladega Superspeedway Infield Project presented by Graybar, featuring the all-new Talladega Garage Experience. And, beginning today, Monday, June 24, fans can be a part of the experience at a lower cost with the track's advance-priced ticket offers.

Fans can save on countless ticket options for the "Wildcard" 1000Bulbs.com 500 Monster Energy NASCAR Cup Series race, the second event in the Round of 12 in the series playoffs, as well as the Sugarlands Shine 250 for the NASCAR Gander Outdoors Truck Series - the first race in the Round of 6 in the Gander Truck Series Playoffs.

Advance-priced ticket options for the pivotal playoffs weekend are available for a limited time and include the following:

- \$20 off race-week pricing for the 1000Bulbs.com 500 on Sunday, Oct. 13 – set for a 1 p.m. CDT start
- \$10 off race-week pricing for the Sugarlands Shine 250 on Saturday, Oct. 12 – set for a 12:30 p.m. CDT start
- 2-Day ticket packages for both Saturday and Sunday start at only \$50

Kids 12 and younger are also admitted FREE on Saturday for the running of the Sugarlands Shine 250, along with Foodland/Food Giant Qualifying for Sunday's 1000Bulbs.com 500 that afternoon. For Sunday, Kids 12 and younger receive \$50 off regular price grandstand and tower seats, starting as low as \$15 (2-day packages as low as \$10).

With a grandstand or infield admission ticket for that day's on-track event, fans can reserve their pass into the one-of-a-kind Talladega

Garage Experience (TGE), which will deliver extraordinary access where fans can be under the same roof that houses the race cars, teams and drivers as they prep their machines throughout race weekend. Advance-priced admissions for adults for Sunday in the TGE are just \$89. There are also special advance-priced offers for the TGE for children 12 and under (\$39 for Sunday), military members and first responders (\$60 for Sunday). Full weekend options are available as well.

In addition, fans with a TGE admission will also be treated to incredible \$4 or less Value-Priced Concessions (with the exception of the \$9 Big One Meatball). It puts an exclamation point on the family/fan friendly experience that also includes: photo opportunities with the Vulcan and Freedom trophies in Gatorade Victory Lane, Kids Zone, Game Zone, entertainment stage for local music, Driver Q&A's and other interviews, social areas, Gatorade Victory Lane celebrations after each race, FREE Wi-Fi presented by Xtreme Concepts, Inc., Sunday pre-race ceremonies and Driver Introductions at the Start-Finish line and much more!

Anyone holding a Sunday ticket for the 1000Bulbs.com 500 will also have access to the traditional Saturday Night Infield Concert, located at the intersection of Talladega and Eastaboga Blvds., featuring country music artist and Jacksonville, AL native Riley Green.

For more information on Talladega Superspeedway's advance-priced ticket options for the track's NASCAR doubleheader playoffs weekend, as well as the Talladega Garage Experience simply visit www.talladegasuperspeedway.com or call 855-518-RACE (7223). Fans can learn more about the entire Transformation Infield Project presented by Graybar by visiting www.talladegasuperspeedway.com/transformation.

Sonoma Raceway

SONOMA, CA - Charitable programs combined to raise more than \$269,009 for local youth groups during the 31st annual Toyota/Save Mart 350 Monster Energy NASCAR Cup Series weekend at Sonoma Raceway, June 21-23.

(Continued Next Page)



Continued...

The majority of the proceeds raised during race weekend will benefit Sonoma County youth organizations through the Sonoma chapter of Speedway Children's Charities (SCC). SCC has distributed more than \$6.4 million to youth-serving non-profit groups since 2001.

The Children's Champions NASCAR Banquet on Friday, June 21, at Viansa Sonoma Winery featured Toyota Racing Development (TRD) President and General Manager David Wilson. In addition, FOX Sports commentator Michael Waltrip hosted a Q&A session with NASCAR legends Hershel McGriff and Ernie Irvan, and celebrity chef Guy Fieri entertained fans during the sit-down dinner at the new location. during the sit-down dinner at the new location. TRD, represented by Wilson, served as Grand Marshal of the Toyota/Save Mart 350, where he joined TRD representatives to give the official command of, "Drivers, Start Your Engines" on race day.

A live auction at the banquet featured exclusive items, including a "Drivers High-Five Experience," as well as a live painting commemorating Sonoma Raceway's 50th anniversary by David Arrigo, and a Pixar gift basket and tour package. Overall, the banquet and live auction raised \$259,000, a record high for SCC.

In addition, more than \$6,000 was raised through various donations during the weekend, including a \$5,000 donation on behalf of the Transporter Drivers of Motorsports Association (TDMA), which participated in the 9th annual NASCAR Hauler Parade in Sacramento on June 20.

For more information about the Sonoma Chapter of Speedway Children's Charities or to donate, visit www.speedwaycharities.org/sonoma/ or contact Cheri Plattner at (707) 933-3950 or cplattner@SonomaRaceway.com.

Daytona Int'l Speedway

DAYTONA BEACH, FL - Daytona International Speedway has created great traditions over the past six decades, but none as important as honoring the military during events at the "World Center of Racing." That tradition continues

with the Coke Zero Sugar 400 Weekend, July 4-6, with numerous initiatives to show appreciation for current and retired military this Independence Day holiday weekend.

- **Special Military Pricing:** Military members and veterans looking to enjoy the stars of NASCAR on the high banks of Daytona International Speedway can take advantage of special military ticket pricing, which is available on military bases throughout the country and at www.daytonainternationalspeedway.com/military.

- **Toyota Operation Donation:** On Friday and Saturday, fans can drop off non-perishable items at the Toyota Injector; the items will be included in care packages sent to American troops overseas.

- **Military Appreciation Suite:** Military members (with their military ID) and their families can stop by the Military Appreciation Suite and enjoy complimentary Coca-Cola products and snacks, as well as driver appearances, prior to Saturday's Coke Zero Sugar 400, the midseason, midsummer Monster Energy NASCAR Cup Series race.

- **NASCAR Salutes Presented By Coca-Cola:** Daytona International Speedway will serve as the final event weekend of the NASCAR Salutes program. During Friday's Circle K Firecracker 250 Powered by Coca-Cola NASCAR Xfinity Series race, teams will sport patriotic paint schemes and carry the name of a military unit across the top of their windshield.

- **Medal of Honor Recipients:** For the 11th consecutive year, DIS will salute Medal of Honor recipients, a tradition instituted in the 1970s by Bill France Sr., the founder of DIS and NASCAR. Two Medal of Honor recipients, Command Sergeant Major Gary Littrell (Vietnam) and Staff Sergeant Ronald Shurer (War in Afghanistan), both representing the U.S. Army, will be honored prior to the race on both Friday and Saturday night. The two recipients will also attend the drivers meetings and participate in an autograph session in the UNOH Fanzone on Saturday. The Medal of Honor is the highest military decoration given by the United States Government.

- **Coke Zero Sugar 400 pre-race ceremonies**

- **Honorary Pace Truck Driver –** Dr. Hal Kushner, a retired U.S. Army Colonel and Daytona Beach Shores resident who served in Vietnam and was held as a prisoner of war for 5 ½ years, will pace the field in a Chevrolet Silverado prior to the race

- **National anthem singer –** U.S. Air Force Captain John McKinney

- **Presentation of colors –** Patrick Air Force Base Color Guard

- **Flyover –** Two F-22s from Tyndall Air Force Base's 43rd Fighter Squadron

- **American flag –** Over 100 active duty members from all five branches of the military will help display the football-field sized American flag during the national anthem

- **U.S. Air Force DEP Ceremony –** a swearing-in ceremony for cadets

- **'Stand and Salute:'** Just prior to the waving of the green flag on the Coke Zero Sugar 400, fans will be invited to stand and salute during pace laps two and three while race teams stand on pit wall and wave American flags.

- **50/50 Drawing benefiting Veteran Tickets Foundation (Vet Tix):**

Vet Tix will offer a 50/50 Drawing from July 1-6 with the winning number being selected following the conclusion of the Coke Zero Sugar 400. The winner will receive half of the prize pool with the other half going to Vet Tix, a national 501(c)(3) nonprofit organization that provides currently-serving military and veterans with tickets to events, encouraging them to stay engaged with local communities and providing them with positive experiences. Fans can purchase 50/50 tickets at the speedway on Friday and Saturday or online via their mobile device at www.Daytona5050.com (mobile device sales are open to anyone in the state of Florida).

Dover International Speedway

DOVER, DE - Dover International Speedway's 50th Anniversary celebration reaches a milestone this week on Saturday, July 6, exactly 50 years since the first NASCAR Cup Series race on the world's fastest one-mile oval took the green flag.

In recognition of this important date, the Monster Mile is pleased to announce a special \$50 offer in honor of our 50th birthday as we prepare for our Oct. 4-6 NASCAR tripleheader weekend. Children 12 and under cost \$35.

As part of our birthday week celebration, Dover International Speedway is offering a \$50 Flash Sale for Sunday, Oct. 6, featuring one Monster Energy NASCAR Cup Series playoff race ticket, a FanVision and a Trackside

Access pass. The offer is available today through Saturday, July 6, the 50-year anniversary of the "Mason-Dixon 300" NASCAR Cup Series race, the Monster Mile's first event, which NASCAR legend Richard Petty won by six laps.

Call or text "50" to (302) 883-6628 to order and learn more about the \$50 Flash Sale for the Oct. 6 Monster Energy NASCAR Cup Series playoff race, the fourth race of NASCAR's 10-race postseason schedule, the first race in the Round of 12, and also the 100th NASCAR Cup Series race in track history. Dover International Speedway will be just the 10th track in the United States to host 100 or more NASCAR Cup Series races.

Also this week, our neighbors at Dover Downs Hotel & Casino will be providing a free fireworks show on Friday, July 5 in celebration of Independence Day. Going off at approximately 8:30 p.m., guests can access the property through the main entrance of U.S. 13, and park in regular casino lots. There will be a special marked area in the grass between Dover Downs and the Dover Mall for lawn seating. The rain date is Saturday, July 6.

The Oct. 4-6 NASCAR tripleheader weekend at Dover International Speedway also includes the NASCAR Xfinity Series playoff race on Saturday, Oct. 5 and the K&N Pro Series East season finale on Friday, Oct. 4.

The \$50 Flash Sale is just part of Dover's planned events and celebrations during the Oct. 4-6 NASCAR tripleheader weekend. In addition to the special gold Monster trophies given to the race winners, fans can also enjoy free Micro Wrestling Federation matches (Saturday and Sunday), a Winston Cup Mobile Museum display (all weekend) and much more in our Fan-Zone. Additional events will be announced as race weekend approaches.

For tickets or more information call (800) 441-RACE or visit DoverSpeedway.com. You can also keep up with track activities at Facebook.com or on Twitter and Instagram.



Stafford Motor Speedway

STAFFORD SPRINGS, CTS - Stafford Speedway returned to NASCAR Whelen All-American Series racing action with the 6th Annual NAPA Auto Parts SK 5k, which paid the winner \$5,000 out of a purse of over \$27,000. With the Dunleavy's Truck and Trailer Sales Gambler's Challenge bonus of \$5,250 with a

contribution from Newtown Pools and a total heat race bonus of \$1,500 from Wheelers Auto of Hamden, the total posted awards were over \$34,000. Ronnie Williams became the first SK Modified® driver to win the NAPA Auto Parts SK 5K in consecutive seasons and in victory lane he pulled the 11th through 20th place finishers for the Dunleavy's Gambler's Challenge. Al Saunders held off Tom Fearn in the Late Model feature to score his second win of the year, Teddy Hodgdon locked down his second win of the year in the SK Light feature, Jeremy Lavoie reached victory lane for the third time this season in the Limited Late Model feature, and George Besette, Jr. notched his second win of the year in the Street Stock feature.

In the 100-lap NAPA Auto Parts SK 5K feature event, Marcello Rufrano took the lead at the green with Tyler Hines in second. Hines would lose second to Joey Cipriano on lap-2 while Troy Talman was fourth and Ronnie Williams was quickly up to fifth with Keith Rocco following in his tire tracks in sixth. Michael Christopher, Jr. took sixth from Rocco on lap-5 and he got by Williams to move into fifth on lap-6.

Up front, Talman got around Hines to move into third and Christopher took fourth from Hines on lap-11 as Rufrano continued to hold the lead with Cipriano in second.

With 20 laps complete, Rufrano was still in the lead with Cipriano, Christopher, Talman, and Hines making up the top-6. Todd Owen was up to sixth with Rocco, Glen Reen, Michael Gervais, Jr., and Chase Dowling making up the top-10. The caution flew with 26 laps complete as Nick Salva spun coming out of turn 4 and behind him the cars of John Studley and Kenny Horton got into the turn 4 wall with Tony Membrino, Jr. coming to a

stop to avoid hitting Studley and Horton.

Christopher made a 2-wide move coming out of turn 2 on the restart to nearly take the lead but he was now locked in a side by side duel with Cipriano for the lead. Christopher cleared Cipriano on lap-29 while Rufrano fell back to third in line. Hines was fourth but Rocco made a dive to his inside in turn 3 to take the position on lap-30. Dowling was sixth with Owen, Talman, Cory DiMatteo, and Gervais making up the top-10.

Dowling took fifth from Hines on lap-31 and he went by Rocco to take fourth on lap-32. Owen followed right behind Dowling and he took fifth as Rocco slid back to seventh behind Hines as Christopher continued to lead Cipriano. Andrew Molleur spun in turn 4 to bring the caution back out with 36 laps complete.

Christopher took the lead back under green with Rufrano in second. Owen and Cipriano were side by side for third with Dowling in fifth. Owen took second from Rufrano on lap-39 with a forceful pass in turn 4 while behind them Dowling was up to fourth and Rocco took fifth as Rufrano slid back to sixth. Tyler Leary and Stephen Kopicik got into the turn 2 wall to bring the caution back out with 40 laps complete.

Owen got a push from Dowling to take the lead on the restart but the laps wasn't completed before the caution came back out for a multicar incident involving Williams, Berndt, Hines, Avery, Spiers, Bolles, and several others.

Christopher and Owen went wheel to wheel for the lead back under green with Dowling in third and Cipriano and Gervais side by side for fourth behind him. Owen got clear to the lead on lap-42 but Christopher was all over his back bumper in second with Dowling in third. Rocco picked off several spots since the restart to move up to fourth with Gervais fifth as Cipriano slid from third back to sixth in line.

Dowling took second from Christopher on lap-56 as Owen was still in command with Gervais fourth and Rocco still fifth. Dowling completed his charge to the front of the field by taking the lead from Owen on lap-60. With Dowling and Owen dicing for the lead, Christopher was able to close in on the two leaders and make it a 3-car fight for the lead. Christopher got by Owen to take second on lap-63 but he lost the spot on lap-65 as his car appeared to momentarily lose power.

Christopher came back up to speed in third while the battle for fourth was heating up between Gervais, Rocco, and Williams. The caution flew with 69 laps complete for a spin in turn 4 by Kenny Horton.

Christopher's car stumbled on the restart and he fall back several spots but the caution flew again before a lap could be completed for a spin in turn 3 by Rufrano. Under the caution, Christopher came to pit road where his crew went under the hood to diagnose his issues.

Owen got a good run on the outside of Dowling to take the lead on the restart. Rocco followed in Owen's tire tracks in the outside lane and he pulled even with Dowling for second with Gervais fourth and Williams back up to fifth. Rocco cleared Dowling and then took the lead from Owen on lap-72. Another multicar incident at the entrance to turn 1 involving Salva, Talman, Molleur, and Matt Galko brought the caution back out with 73 laps complete.

Rocco took the lead on the restart with Dowling coming back up to second. Owen slotted into line in third with Membrino and Williams side by side for fourth. Owen and Membrino went through the frontstretch infield on lap-77 but both cars kept going and the race stayed green. Owen fell back to 10th while Membrino got back into line in 12th. Rocco and Dowling were still the top-2 cars but now Williams was up to third with Cipriano fourth and Rufrano in fifth with 20 laps to go.

Williams went by Dowling to move into second on lap-83 and he began to set his sights on Rocco for the lead. Williams was about a tenth of a second a lap quicker than Rocco and with 13 laps to go, he was right on Rocco's back bumper.

Williams dove to the inside of Rocco on lap-90 but wasn't able to complete the pass as Rocco charged back out front. Williams again tried an inside move on lap-92 but Rocco was able to fend off that challenge as well. Williams again made a turn 3 move and the two leaders were side by side at the line to complete lap 93. They were still side by side on lap-94 before Williams fell back behind Rocco on lap-95. Williams got back to Rocco's inside on lap-98 and he had the lead by a nose at the line. They were still side by side as they took the white flag with Williams in the lead by inches. Williams edged ahead of Rocco in turns 3+4 on the final lap and he beat Rocco to the checkered flag

by half a car length. Dowling finished third with Cipriano and Molleur rounding out the top-5.

In the 30-lap Late Model feature event, Paul Varricchio, Jr. led the first lap but he and Richard Ciriello got together in turn 1 and collected Michael Bennett to bring the caution out with 1 lap complete.

Paul Arute and Al Saunders were now on the front row for the restart and the two cars dueled side by side for a lap before the caution came back out for a crash in turn 2 involving Shawn Monahan, Trace Beyer, and Eric Finkbein, Jr.

Al Saunders took the lead on the restart with Michael Wray, Cliff Saunders, and Tom Fearn behind him. Paul Arute was side by side with Ryan Fearn for fifth place before clearing Tom Fearn one lap after the restart. Cliff Saunders took second from Wray on lap-5, opening the door for Tom Fearn to follow him through and drop Wray back to fourth. Fearn then took second from Cliff Saunders on lap-6 and began to chase down Al Saunders for the lead.

Ryan Fearn got around Arute to take over fifth on lap-15 as Al Saunders continued to hold the race lead with Tom Fearn, Cliff Saunders, and Wray behind him.

Fearn got close to Al Saunders but couldn't get close enough as Saunders scored his second win of the 2019 season. Cliff Saunders finished third with Wray and Ryan Fearn rounding out the top-5.

In the 20-lap SK Light feature event, Robert Bloxsum, III took the lead at the drop of the green with Bob Charland immediately hounding him for the lead. Wesley Prucker was third with Joey Ferrigno and Steven Chapman side by side for fourth. Chapman got sideways on lap-4 but was able to save his car and he got back in line in seventh place. The caution came out with 5 laps complete for spins in turn 3 by Nathan Pytko and Glenn Korner.

Bloxsum took the lead back under green with Charland slotting into second. Ferrigno was third with Prucker and Jonathan Puleo side by side for fourth. Puleo cleared Prucker on lap-7 to take fourth and Mark Bakaj got by Prucker to move up to fifth. Charland spun in the middle of turns 1+2 to bring the caution out with 10 laps complete. Bryan Narducci nearly spun avoiding Charland but kept going and he was able to keep his 8th place position for the restart.

The restart saw the top-6 cars
(Continued on Next Page...)

(Continued...)

run two laps side by side before Puleo got clear to the lead with Teddy Hodgdon in second. Bloxsum was third with Bakaj fourth and Chapman fifth. Hodgdon took the lead from Puleo on lap-14 while Bakaj was now working the outside lane against Bloxsum in a fight for third. Bloxsum was able to hold him off and keep third while Chapman took fourth and Bakaj

slid back to fifth. Bakaj continued to slide backwards while Hodgdon continued to hold the lead with Puleo giving chase.

Hodgdon led Puleo to the checkered flag to pick up his second win of the 2019 season. Bloxsum finished third with Chapman and Alexander Pearl rounding out the top-5.

In the 15-lap Limited Late Model feature, Kyle Casagrande led the field to the green but it was Alexandra Fearn taking the early lead at the drop of the green flag. Jeremy Lavoie came up to second with Matt Clement taking third to drop Casagrande back to fourth in line. Casagrande got high in turn 3 on lap-2 and slipped back to eighth as Duane Provost took fourth and Gary Patnode fifth.

Lavoie took the lead from Fearn on lap-5 and Clement was now applying heavy pressure to Fearn's bumper in a fight for second. Clement took second from Fearn on lap-7 with Patnode now right behind Fearn in fourth.

At the halfway point of the race Lavoie was still leading Clement while Patnode was in the process of making a move on Fearn to take third. The two cars touched and got into the frontstretch wall to bring the caution out with 10 laps complete.

Lavoie took the lead on the restart with Provost now in second. Clement was third in line with David Tefft up to fourth and Kevin Crosby was fifth. Lavoie led Clement to the checkered flag to pick up his third win of the 2019 season. Provost finished third with Tefft and Crosby rounding out the top-5.

In the 20-lap Street Stock feature, Adrien Paradis, III and Travis Hydar led the field to the green but George Bessette, Jr. quickly moved into third and then made a 3-wide move on lap-2 to take over the lead. Hydar settled into second

while Paradis and Meghan Fuller were now side by side for third with Steve Kenneway and Jason Lafayette behind them.

Paradis got clear of Fuller on lap-6 but Fuller came right back to the inside of Paradis on lap-7 and moved back into third. Paradis' car was loose in turn 3 and he fell back several spots before he spun coming out of turn 4. Paradis did a 360 spin and kept moving so the race stayed green with Bessette leading Hydar and Fuller. Kenneway was still fourth with Zack Robinson now up to fifth.

With 5 laps to go, Bessette was still in command but Hydar had closed the gap down to a car length with Fuller only several car lengths behind Hydar in third. Hydar was right on Bessette's back bumper as they took the white flag but he couldn't get close enough to make a move as Bessette locked down his second win of the 2019 season. Fuller finished third with Robinson and Kenneway 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.

South Boston Speedway

SOUTH BOSTON, VA - Peyton Sellers squeezed past Lee Pulliam and Trey Crews with 15 laps to go and withstood a late charge from Pulliam to win Saturday night's Thunder Road Harley-Davidson Presented By Grand Atlantic Ocean Resort NASCAR Whelen Late Model 200 at South Boston

Speedway.

Sellers earned \$10,000 for winning the first race of the Virginia Late Model Triple Crown, a three-race series that also includes the Hampton Heat 200 at Langley Speedway in late July and the ValleyStar Credit Union 300 at Martinsville Speedway in October. The three drivers with the best average finish in the three races earns prize money from the \$10,000 Virginia Late Model Triple Crown bonus.

This marked the second year in a row the Danville, Virginia resident has won South Boston Speedway's premier NASCAR Whelen All American Series Late Model Stock Car Division race. Saturday night's victory was the fourth of the season for Sellers at South Boston Speedway.

Crews, from Halifax, Virginia started third on the race's final restart, but darted to the inside in turn two to make a run at Sellers and Pulliam, creating a three-wide situation. Sellers surged into the lead with Crews taking second and Pulliam being shuffled back to third place. Pulliam got past Crews for second place with eight laps to go and set sail after Sellers.

The Alton, Virginia resident closed the gap quickly, but came up two car lengths or .157-second short of earning a seventh career victory in South Boston Speedway's annual 200-lap NASCAR Late Model race.

Mike Looney of Catawba, Virginia finished fourth and Corey Heim rounded out the top five. Brandon Pierce, Timothy Peters, Tyler Hughes, Thomas Scott of

Efland, North Carolina and Mike Jones of South Boston, Virginia rounded out the top ten finishers.

There were four lead changes among five drivers, with Sellers leading only once in the race, that for the final 15 circuits.

Philip Morris won the pole and led the first 72 laps, but was sidelined in a crash on lap 111 after contact with Sellers as he, Sellers and Looney were battling for fifth place following the restart after the race's halfway break. He finished 23rd in the 31-car field.

Winslow Captures First Career SBS Limited Sportsman Win: Eric Winslow of Pelham, North Carolina scored a landmark victory Saturday night, capturing his first career win in South Boston Speedway's NASCAR Limited Sportsman Division in Saturday night's 75-lap Limited Sportsman Division race, the division's longest and richest race of the season.

Jacob Borst of Elon, North Carolina took the runner-up spot, with Danny Willis Jr. of South Boston, Virginia, Landon Pemberton of Amelia, Virginia and Jason Myers of Hurt, Virginia rounded out the top five finishers.

Borst and Willis raced their way back up through the field after having to start at the back of the pack as the result of an incident involving the two drivers on lap 49.

Layne Takes Budweiser Pure Stock Division Win: Johnny Layne made his only appearance of the season at South Boston Speedway in Saturday night's 40-lap Budweiser Pure Stock Division, and he made it count.

The former South Boston Speedway Budweiser Pure Stock Division champion started on the pole and scored a flag-to-flag win in the longest and richest race of the season for the Pure Stock Division competitors. The win marked the first time Layne has won the season's biggest race for the division.

Randy Hupp of Halifax, Virginia finished second, trailing Layne by .836-second at the finish. Jordan Pickrel of Keeling, Virginia, Justin Dawson of Nathalie, Virginia and Bruce Mayo of Halifax, Virginia rounded out the top five finishers.

Jared Dawson Scores First Budweiser Hornets Division Victory: Saturday night was a big night for Jared Dawson of Nathalie, Virginia as he scored his first career win in the 20-lap race for the Budweiser Hornets Division, the longest and richest race of the season for the division.

Dawson started on the pole and
(Continued on Next Page...)



Peyton Sellers (second from the left) is congratulated by Martinsville Speedway representative Brooks Taylor (left), South Boston Speedway General Manager Cathy Rice (third from the left) and Langley Speedway owner Bill Mullis following his win in Saturday night's 200-lap NASCAR Whelen All American Series Late Model Stock Car Division race at South Boston Speedway. Sellers earned \$10,000 for winning the race that was the first race of the Virginia Late Model Triple Crown series that includes the Hampton Heat 200 at Langley Speedway and the ValleyStar Credit Union 300 at Martinsville Speedway. (SOUTH BOSTON SPEEDWAY photo)

(Continued...)

scored a flag-to-flag win in the caution-free race.

Aaron Cash of South Boston, Virginia, Josh Dawson of Halifax, Virginia, Kevin Currin of Chase City, Virginia and Andrea Ruotolo-Sarnataro of South Boston, Virginia completed the top five finishers.

Next Race At South Boston Speedway: NASCAR racing action returns to South

Boston Speedway on Saturday night, July 13, with the 7 p.m. running of the Southern Virginia Higher Education Center NASCAR Late Model Twin 75s racing program.

Twin 75-lap races for the NASCAR Whelen All American Series Late Model Stock Car Division competitors will highlight the six-race program. Twin 25-lap races are slated for the Limited Sportsman Division, a 30-lap race is set for the Budweiser Pure Stock Division and a 15-lap race is on tap for the Budweiser Hornets Division competitors.

Registration and pit gates open at 2 p.m., practice runs from 4 p.m. until 5 p.m. Grandstand gates will open at 5:30 p.m. and qualifying starts at 6 p.m. The first race gets the green flag at 7 p.m.

Admission is \$10 for adults. Kids ages 12 and under are admitted free when accompanied by a paying adult.

For additional information about the Southern Virginia Higher Education Center NASCAR Late Model Twin 75s racing program or any other events at South Boston Speedway, please visit the speedway's website at www.southbostonspeedway.com or telephone the speedway at 434-572-4947 or 1-877-440-1540.

Selinsgrove Speedway

SELINGROVE, PA - Selinsgrove Speedway will present a rare mid-week show at 7:30 p.m. this Thursday, July 4, featuring twin 30-lap Firecracker races paying \$3,000-to-win each for the 360 sprint cars and super late models.

Pro stocks and roadrunners will round out the Independence Day holiday racing program sponsored by Jeff's Auto Body & Recycling Center in Paxinos. Track gates will open at 5 p.m.

The United Racing Club (URC)

will sanction the sprint car portion of the program. Drivers in all four divisions will draw for starting positions for their heat races with a redraw for the top spots in each of the respective main events.

The super late model race will be a Grit House Route 35 Super Late Model Challenge Series points event. Main events for the pro stocks and roadrunners will be 15 and 12 laps, respectively.

There will be no racing at the track Saturday, July 6.

The speedway will swing back into action at 7:30 p.m. Saturday, July 13, with the 19th Annual Mach 1 Chassis National Open for 360 sprint cars paying \$5,000 to win plus super late models, and pro stocks.

Selinsgrove Raceway Park will host the annual Middleswarth Potato Chips Firecracker Special for go karts at 7:30 p.m. Friday, July 5. All classes are slated to compete in money races. Track gates will open at 5:30 p.m.

For a complete schedule, the latest news, results, and race status, visit selinsgrovespeedway.com or follow us on Twitter and Facebook. The track office can be reached at 570.374.2266.

Seekonk Speedway

SEEKONK, MA - It was quite a week for Ellington, CT, driver Ronnie Williams. Riding high after a big win at New Hampshire Motor Speedway on Sunday, Williams rolled into Seekonk Speedway with momentum and a strong Roscoe Racing team on his side. A short-pit strategy during the Tri-Track Open Modified Series (TTOMS) Open Wheel Wednesday and a potent race car paid off in a big way for Williams.

Tommy Barrett, Jr. of Millis, MA and Matt Swanson of Acton, MA, also scored podium finishes.

Williams short-pitted on lap 43 while other contenders pitted after halfway, thus avoiding some tense moments in the closing stages to make a late race pass for the win and the \$10,000.

Race favorite Matt Hirschman of Northampton, PA, had to settle for a fourth-place finish. Todd Patnode of Swanzey, NH, quietly came home in fifth over early race leader Woody Pitkat of Bellingham, MA. TTOMS newcomer Austin Kochenash of Danielsville, PA, had a strong run all night to come home seventh. Calvin Carroll, of Andover, NJ, Ron Silk of Norwalk, CT, and Jon Keivman of Deerfield Beach, FL, completed the top-ten.

After a redraw following qualify-

ing, Pitkat led the 27-car field into 100 green flag laps of racing. After a quick side-by-side battle with Kochenash for the top spot, Pitkat edged ahead for the lead. Anthony Sesely of Matwah, NJ, jumped into the fray getting alongside Kochenash while Matt Swanson and Silk were locked in a great battle for fourth.

Swanson began to fade slightly on the outside groove losing spots to Patnode and Mike Holdridge of Madison, CT. By lap 12, Silk had moved into second taking chase of Pitkat. Silk was the new leader at lap 16. Just outside of the top ten was Hirschman, Chuck Hossfeld of Ransomville, NY, Keith Rocco of Berlin, CT, and Williams.

Silk continued to lead a freight train that included Pitkat, Sesely, Kochenash and Patnode. Stafford SK rivals Williams and Rocco were locked in a battle for ninth position. Leader Silk never missed a beat as he entered lapped traffic at lap 30. Holdridge continued to have a strong run in sixth position.

Silk and Pitkat had started to get some distance over third-running Sesely when the caution flew on lap 31 for a single car spin by Geoff Rollins of Groton, MA. Kochenash gave up the fourth spot to head pit side for early service; as did Carroll, Hossfeld, Brian Robie of Sunapee, NH, and Kirk Alexander of W. Swanzey, NH.

Back under green once again it was all Silk. Patnode and Swanson looked for running room in the high groove. With the bottom proving to be the preferred line each lost ground to Holdridge and Hirschman.

On lap 37, Hirschman moved past Holdridge and into fourth. Rocco continued to move to the front; breaking into the top -five on lap 38. The second caution of the event flew on lap 43 for a single-car spin by Carl Medeiros, Jr. of Westport, MA. Under the caution Rob Murphy of Rochester, MA, Williams, Les Hinckley of Windsor Locks, CT, Anthony Nocella of Woburn, MA, Dana DiMatteo, of Farmington, CT and Patnode pitted under the caution period.

After only a single lap of green flag racing with Silk again at the point, the caution flew again for a solo spinner. The lap 44 restart looked much the same for leader Silk. Hirschman was looking to the outside of Sesely for third with Swanson in tow. Hirschman was able to complete the pass on the outside on lap 47. Hossfeld and Kochenash, who pitted early, were making their way back into con-

tion.

At halfway, Silk continued to show the way over Pitkat, Hirschman, Sesely, Swanson, Rocco, Russ Hersey of Swanzey, NH, Holdridge, Andy Jankowiak of Tonawanda, NY, and Hossfeld inside the top-ten. The running order and the entire complexion of the race would change shortly after with the event's fourth caution on lap 55 for an incident involving Alexander and DiMatteo.

Under the caution most of the frontrunners headed to the pits including Silk, Pitkat, Hirschman, Sesely, Rocco, Hersey and others. The ensuing restart pitted Swanson against Rob Murphy with Jankowiak and Kochenash in the front two rows.

Swanson was the new leader on lap 55. Kochenash was dogged in his pursuit of Murphy for second. Williams and Barrett headed several rows of side-by-side racing deeper in the pack. Earlier frontrunners were not making headway back toward the front. Mired in traffic, at lap 65, Silk, Sesely, Hirschman and Rocco were outside of the top-ten in the running order.

While Swanson could not shake Murphy, Williams broke into the top-five before the completion of lap 70. With 25 laps remaining Swanson led Murphy, Kochenash, Jankowiak, Williams, Barrett, Holdridge, Carroll, Robie and Patnode.

The fifth caution of the event lap at lap 77 when the #50 of Ronnie Silk spun in turn two. The early leader would take the opportunity under the caution period to pit. A great restart on lap 77 gave Swanson the lead free and clear quickly. Kochenash took over second with Murphy hung up on the outside. Williams moved into third.

William dove to the inside of Kochenash looking for second when the sixth caution flew on lap 80 for an uncharacteristic second spin by Silk with reports of a tire going down. The now 20-lap shootout was set with Swanson holding the top spot over Kochenash and a charging Williams.

With heavy pressure coming from Williams Kochenash bobbed on the restart; stacking up the field. Sparks were flying inside the top-five and resulted in an accordion effect spin by Hinckley; bringing out the seventh caution.

In the second attempt at the lap 80 restart, Swanson rocketed out to the lead. Williams took advantage

(Continued on Next Page...)

(Continued...)

of the bottom groove to get by Kochenash for second. Williams stalked Swanson for the top spot. Kochenash had a small gap in third followed by Murphy and Barrett.

The eighth caution flew when Robie came to rest on the front stretch on lap 85. With 15 laps remaining it was Swanson followed by Williams,

Kochenash, Murphy, Barrett, Holdridge, Carroll, Patnode, Hirschman, and Rocco inside the top ten. Sesely, Jankowiak, Hersey, Silk, Pitkat, were next in line.

Swanson was able to gain a slight advantage over Williams on the restart. Over the next five laps, Williams applied heavy pressure to leader Swanson. Lap-after-lap, Williams looked low on Swanson. Barrett was able to get by Kochenash and into third. Williams had gotten alongside Swanson in a bid for the lead when a multi-car incident on the backstretch slowed the strong battle for the top spot on lap 90. Through the scuffle Hirschman had made this way into eighth.

The front two rows on the restart were Swanson and Williams, Barrett and Kochenash. Williams laid back on the restart and then immediately ducked low on Swanson in turn one. The two went wheel-to-wheel for a single lap before Williams took over the lead on lap 93. Barret was comfortably in third with Kochenash in fourth. Hirschman was coming after the restart; picking off cars. He was fifth when the tenth and final caution flew on lap 96 for a spin by Rolllins.

Williams was to set the pace for the restart with Barrett to his outside. Barrett stayed alongside Williams for a single lap before ducking behind and settling into second. Over the closing laps, Swanson had his hands full with Hirschman. Williams flew under the checkers for the win and the \$10k payday followed by Barrett. Swanson held on for third over Hirschman. Patnode quietly came home in fifth over early leader Pitkat. Kochenash had a strong run all night to come home seventh. Carroll, Silk and Jon Keivman of Deerfield Beach, FL, completed the top-ten.

Heat Race wins went to Silk,

Swanson and Hirschman. The consolation event went to DiMatteo.

Lake View Motor Speedway

LAKE VIEW, SC - On a history making night at Lake View Motor Speedway, Gaffney, SC's Dennis "Rambo" Franklin led flag-to-flag to take the Ultimate Super Late Model win on Saturday night. It was the first time a major Super Late Model event had been held at Lake View since 1996. The 34-car field that attempted to qualify for the 40-lapper was also the biggest in the tracks 39-year history.

"You know I knew I had to get ahead of Trent [Ivey] there to start and once we got out front it was just a matter of pacing ourselves so we would have enough tire left there at the end to hold on," said Franklin in victory lane.

In qualifying, Trent Ivey set the fast time of 16.824seconds, while Franklin slotted in with the third fastest time overall, but would start on the outside of row one per Ultimate Super Late Model rules. The remainder of the field was set by heat races which were won by Zack Mitchell, Ben Watkins, and Derrick Ramey.

When the green flag fell on the 40-lap Super Late Model feature, Franklin got the advantage over Ivey entering turn one to take the opening lap lead. As they battled up front, Watkins would spin a few laps later in turn four, collecting Daniel Tucker and Michael Brown. Following a few more quick cautions for spins, Franklin would maintain a slight two car length advantage Ivey. Despite Ivey's best efforts, Franklin led the rest of the way to become the ninth different winner in nine Ultimate Super Late Model races this season. Following the lead duo at the finish were John Henderson, rookie Daulton Wilson, and Corey Gordon. Rounding out the top 10 were Donald Bradsher, Brett Hamm, Derrick Ramey, Jeff Smith, and Mitchell.

In the Limited Sportsman feature, Cameron Norris, IV claimed a dominating win in his first start in the division this year. A major wreck occurred on an early restart after Johnny Moore got crossed up in front of the field and was collected hard by Scott Patterson, Perry Page, and Justin James. Following Norris at the checkers were Ron Pope, James Hardee, Chris Powers, and Scott Lewis. Results are unofficial as of press time.

Kyle "Joker Style" Jenks gained the lead when Derek Kemper appeared to miss a shift on a restart and led the rest of the way for his second Stingerz win of the sea-

Racing Series.

The Kingsport driver then held off Shell over the closing laps on the 3/8-mile concrete oval for his third win of the season. With a slick



Dennis "Rambo" Franklin slides his #2 racer through the turn to complete a flag-to-flag victory at Lake View Motor Speedway. (LAKEVIEW MOTOR SPEEDWAY photo)

son. Jenks completed a winning weekend that began with a victory on Friday night at Fayetteville Motor Speedway. Kemper rebounded to finish second over Andrew Rabon, Andrew Rowell, and Kevin Jordan.

James Amerson made his first Lake View start of 2019 a good one as he led all the way to take the Sharp Mini Late Model win presented by All About Cars in Little River, SC. Johnny Pridgen came back from a couple of spins to finish second over Matt Harden, Albert Brayfield, and Payton Johnson.

Lake View Motor Speedway will be in action again next Saturday night, July 6 when the Mid-East Modified Tour returns, along with Late Models Limited Sportsman, Renegades, and Stingerz, plus fireworks. Be sure to "Like" Lake View Motor Speedway on Facebook and go to @LakeViewDirt on Twitter to keep up on all that's going on in 2019 or visit lakeviewmotorspeedway.com.

Kingsport Speedway

KINGSPORT, TN - Ronnie McCarty rocketed to the front of the field Friday night at Kingsport Speedway and then fended off defending track champion Zeke Shell for his second straight victory.

McCarty, a two-time track champion in the No. 5 Ford, passed early leader Nik Williams on lap 39 of the 60-lap Late Model Stock feature for the NASCAR All-American Weekly

race track, good grip with the tires became a premium.

"We were really good tonight," McCarty said. "The best thing you could do was get forward bite. We had the best forward bite here. Nik was fast and so was Hayden (Woods). Zeke gave me a hard fight. They got after me and I like it."

Johnson City's Shell, driver of the No. 1 Ford, held off Wayne Hale of Bluff City to take the runner-up spot. He pulled alongside McCarty for a pair of late restarts, but wasn't able to stay ahead of the No. 5 car.

Nevertheless, it was a good night for Shell racing his close friend for the win.

"We're like brothers. There's nobody I would rather see in front of me at the end," Shell said. "We've battled before and torn each other's doors off. Now, we have a lot of respect for each other and know how to drive each other."

Hale maintained the third position ahead of Gray's Joey Trent in a battle of Chevrolet drivers.

"That was a good hard-fought race," Hale said. "We tried some new stuff on the car and it worked. We gained a lot tonight. We've been running Motor Mile (Speedway) on Saturdays and brought some things we've been running there to this track. We will do a little more homework, get a little more horses under the hood and try to get two more positions."

Trent finished fourth and Lance
(Continued on Next Page...)

(Continued...)

Gatlin rounded out the top five in a second McCarty car.

Williams was sixth followed by Bryson Dennis, Derek Lane, Rick Pannell and Trey Lane.

Woods ran as high as second before a failure of his right front wheel caused him to crash hard into the turn 2 wall. He was uninjured in the accident.

THE FAST LANE:

Trey Lane followed up the top 10 in the Late Model race with his second straight win in the Mod Street division.

Starting in the fourth position, Lane quickly worked his way to the front in the No. 9 Dodge Challenger. From there, he held off challenges from Alex Miller and Royce Peters for the win.

It was the fifth win this season for Lane. Fellow Kingsport driver Peters finished second, while Rusty Clendenin emerged from a last-lap, paint-swapping battle with Miller to take third.

BACK OUT FRONT: Kevin Canter from Abingdon, Va., got back on the winning track with his ninth Mod 4 victory of the year.

Canter, in the black No. 3 Ford, passed Billy Duty for the lead early in the 30-lap feature and then held off Dennis Arnold, winner of the previous two Mod 4 races for the win.

Arnold finished second and Duty rounded out the top three.

PURE ENJOYMENT: Bruce Crumbley of Kingsport fended off the challenge of runner-up Josh Detwiler for his third win of the season in the Pure 4 division.

Points leader Keith Helton made a charge from ninth to third over the first eight laps, but stalled out behind the top two.

Doug Austin of Castlewood, Va., won for the ninth time in 10 Pure Street races this season. He passed Bruce Blessing for the lead on lap 10 of the 25-lap feature.

Blessing held on for the runner-up spot ahead of defending class champion Jay Swecker.

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 (@Kingsport-Speedway), Twitter (@KpSpeedway), Instagram (@Kingsport-Speedway), Snapchat (@Kpt-



All the winners of Kingsport Speedway this weekend. (KINGSPORT SPEEDWAY photo)

Speedway), and YouTube (@KingsportSpeedway).

Hickory Motor Speedway

After a thrilling night of races last weekend the NASCAR Whelen All-American Series rolled back into Hickory Motor Speedway for another thrilling evening of racing action at America's Most Famous Short Track.

Leading off the festivities for the night would be the NASCAR Whelen All-American Series Late Models in race one of their twin 50 lap doubleheader. Vince Midas in the #14 would set fast time in qualifying and Taylor Gray in the #17 would be second fast and start to his outside. Austin McDaniel in the #12 and Landon Huffman in the #2 would make up row two for the green flag. Midas and Gray would have a furious battle for the top spot as McDaniel was looking inside to make the lead duo a trio. Gray would nose ahead as the caution would fly for an incident involving the #97 of Kyle Lockrow and the #19 of Jessie Cann. The restart would see Gray and Midas battle once again. Midas would nose ahead for the position and bring McDaniel with him to second place on lap 6. McDaniel would look for the lead and pull alongside of Midas for the top spot. Dillon Houser in the #11 would spin on lap 11 after contact with another racer bringing out the caution. McDaniel and Midas would duel it out on the restart with the 2-time Hickory

Motor Speedway Champion McDaniel nosing ahead for the lead. Gray would take the opportunity to attempt the pass on Midas for second, but the duo would have a thrilling 10 lap side by side battle for the spot. Midas would finally take the spot around the midpoint of the race and hope to chase down the leader, McDaniel. Chris Hudspeth in the #28 would have other plans and challenge Midas for second. As the pair of hot shoes battled Huffman would make it a three-way battle for position. Hudspeth would complete the pass for second and immediately face a challenge from Huffman. Huffman would complete the pass around lap 41 and give chase to the leader McDaniel. McDaniel would prove too tough to catch and take the checkered flag, in his first race after the loss of his longtime crew chief, Jonathon Morrison, to a tragic accident two months earlier. Morrison's widow and children would join the team's celebration in their first time back to the track since their loss. Huffman would finish 2nd and Hudspeth would take 3rd. Thomas Beane in the #31 would work his way through the field to finish 4th and Gray would hang on for 5th.

The Carolina Custom Golf Cart Super Trucks would be the next to hit the track for 35 laps of racing excitement. The #51 of Allen Huffman would top the charts in qualifying to start from the point while Robert Tyler in the #88 would be next fastest and start on the outside of

row one. Charlie Neill in the #26 and Joey Shuryan in the #30 would make up row two. Huffman and Tyler would drag race down the front stretch but Huffman would nose ahead when they would make it to the backstretch. Neill would pressure Tyler for second for several laps until Tyler pulled ahead for the spot. Huffman built a several truck length lead as the pair behind battled for second but Tyler would soon reel him in for the top spot. Lap 18 would see Tyler move past Huffman to take the top spot from Huffman. Neill would draw up to Huffman's bumper and give him pressure for second. Contact between Neill and Huffman would send Huffman spinning coming off of turn four and bring out the caution. The restart would see Tyler leading with Travis Baity in the #70 to his outside. Huffman and Neill would have to restart in the rear of the field. Tyler would get the top spot on the restart. The caution would fly on lap 28 as Baity would spin collecting Brett Suggs in the #33 and Zach Hale in the #97. Suggs would need repairs on pit road, but all would rejoin the field. Tyler and Neill would restart at the front with Tyler pulling ahead for the lead. The caution would quickly fly for a spin on the backstretch by Hale. The restart would once again see Tyler and Neill pacing the field. Tyler would pull to the lead with the field giving chase. Tyler would hang on and drive on to the win. Neill would finish 2nd while Huffman would finish 3rd. Baity would finish 4th and Trivette would come home in 5th.

Next up would see the Paramount Auto Group Limited Late Models roll off of pit road in Round 6 of the Paramount Kia 'Big 10' Racing Challenge. Mitch Walker in the #2 would set fast time in qualifying and start from the point with Steve Johns Jr in the #91 to his outside. The #44 of Josh Kossek and the #18 of Cody DeMarmels would make up row two. Johns would get the better start and move to the lead as the field made it to the backstretch on lap one. DeMarmels would move around Kossek to take third place and the field would settle into single file for a few laps. Brendan Doyle in the #23 would get around Todd Midas in the #50 to break into the top five. Johns would set a torrid pace and drive out to an early lead. Doyle would work his way around Kossek for fourth. DeMarmels would put pressure on Walker for the second spot, with the pair running side by

(Continued on Next Page...)

(Continued...)

side until the caution would fly for a spin by Josh Stark in the #32. Under the caution DeMarmels car would coast to a stop on the front stretch and require a push to pit road from the Midnight Special Wrecker Service. Walker would also pull to the pits for repairs, but unlike DeMarmels, he would rejoin the field. The restart would see Johns and Doyle at the front with Johns

moving back to the top spot. The caution would quickly fly on lap 28 fly as contact between Kosma Guznyakov in the #33 and Stark would send Stark spinning and both to the rear for the restart. Johns and Doyle would lead the field to the green with Johns once again pulling to the lead. Kossek would move under Doyle for second and a hard race for the spot. Kossek would spin coming off turn two and collect Walker, Todd Midas, and Stark. Kossek would suffer the most damage and have to make repairs while the field would prepare to go back to green as would Walker also. DeMarmels would return to the field, not losing a lap after making lengthy repairs. Johns would quickly jump out to the lead as the green flag would fly. DeMarmels would waste no time working his way to third and pressuring Doyle for second. The pair would put on a thrilling show for the fans for the second position with a ten lap side by side battle. Johns would cap off a strong performance by taking the win and parking in Victory Lane. DeMarmels would make the pass and finish 2nd and Doyle would have a great finish in 3rd. Todd Midas would finish 4th and J.P. Dyar would round out the top five in 5th.

The Street Stocks would be the next to hit the famed 3/8 mile oval. The pole position would taken by Drew Cox in the #21 with Jonathon Smith in the #16 to his outside. Cox and Smith would battle side by side to first turn but mechanical issues would force Smith up the track and be bypassed by the entire field. Smith would coast to a stop and bring out the caution. The restart would see Cox and Whitten side by side for the green flag. Cox would pull to the lead while Whitten would soon pull to the pits with mechanical issues. Jesse Clark in the #5 and the #2 of Ethan Johnson would



Kevin Leicht (25) spins across the start-finish line to win the final late model race of the evening after a lap-by-lap battle with Austin McDaniel (12). (SHERRI STEARNS photo)

put on a furious battle for second when the caution would fly on lap 7 for a spin involving the #64 of Marshall Sutton. Cox and Clark would bring the field back to green flag and race for the top spot. The caution would soon fly as the cars of Kevin Eby in the #03 and Todd Bradburry in the #00 would make heavy contact on the backstretch. The #31 of Derek Fowler would also get collected in the incident and require assistance from the tow truck. Eby would be the only one of the three able to continue. Cox and Clark would start from the front once again but this time Cox would pull out to the top spot. Johnson would move around Clark for second and bring Sutton with him to third. Cox would hang on for the win, his fifth on the year. Johnson would take 2nd and Sutton would finish 3rd. Trey Buff in the #69 would debut a new car and finish 4th with Eby bouncing back to finish 5th.

A blast from the past, the Hickory Vintage Racers would roll off next for 25 laps. The #0 of Bob Hapeman would set fast time, but have to start from the rear due to series rules about returning winners. The top spot would then be the #16 of Bill Webb with Bill Powell in the #71 to his outside. Bill Webb would take the early lead with Powell close behind. Hapeman would move up to third after passing Mackie Webb in the #16W. Hapeman would draw close to Powell and move around him to give chase to the leader, Bill Webb. Lap 10 would see Hapeman make his move for the top spot and move around Bill Webb for the lead. Hapeman would hang on for the win with Bill Webb in 2nd. Powell would finish 3rd and Mackie Webb

would finish 4th.

The 4-Cylinders would take their turn on center stage next for 25 laps of racing action. Brian Mundy in the #6 would take the pole position in qualifying with Curtis Pardue in the #17 to his outside. Pardue would get the better start and nose ahead on the opening lap. Mundy would continuously pressure Pardue for the top spot until he would make the pass on lap 7. Cody Combs in the #9 would give chase to the lead duo. Robert Trivette in the #11 and Ashton Trivette in the #21 would put on a spirited battle for 4th and reel in Combs as well for 3rd. Contact between Robert Trivette and Combs in turn four of lap 20 would bring out the caution. Combs would be the only car unable to continue. Mundy would take the lead on the restart with Pardue close behind. Mundy, the 2018 Hickory Motor Speedway Champion, would hold on and take the win. Pardue would finish 2nd and Ashton Trivette would finish 3rd. Robbie Trivette would finish 4th and Robbie Lewis in the #98 would finish 5th.

Closing out the night's festivities would be the second 50 lap feature of the NASCAR Whelen All-American Series Late Model doubleheader. The invert from the finishing order of race one would see the front row made up of Dawson Cram in the #4 and Dillon Houser in the #11. Row two would see the #14 of Vince Midas and the #54 of Drew Dollar for the initial green flag. The start would see Houser move to the lead as DGR competitors Dollar and Taylor Gray in the #17 would move to second and third. Lap 5 would see the caution fly as Kyle Lockrow in the #97 would spin. Houser and Dollar

would restart on the front row but the caution would quickly fly as Jessie Cann in the #19 would spin on the front stretch. Dawson Cram in the #4 and Lockrow would be collected and unable to continue. Race one winner Austin McDaniel in the #12 would make it all the way up to third on lap 6 after starting 10th. The caution would fly again on lap 8 as for another spin on the backstretch. Houser and Gray would bring the field back to the green flag. Lap 9 would see McDaniel move to the lead as Houser and Gray battled for position. Contact between Gray and Houser would send Houser spinning and bring out the caution. Both drivers would have to restart from the rear. McDaniel and Hudspeth would make up the front row on the restart. McDaniel would pull to the lead as the scramble for position was three wide behind them. Midas would get bumped sideways in front of the field, seemingly spurring a huge wreck. But Midas held on and drifted his car sideways all the way around turns one and two with a tremendous save. The caution would fly when contact between Houser and Dollar would bottleneck the field and see Midas' car go climbing the door Houser's #11. McDaniel and Hudspeth would restart from the front with McDaniel pulling to the lead. Kevin Leicht in the #25 would work his way up to second after starting in the rear. The caution would fly again on lap 19 as Jake Crum in the #12 would come to a stop in turn one. The restart would see McDaniel and Leicht side by side and they would stay that way for six laps when the caution would fly for Midas' car stopped in turn three. Leicht and McDaniel would make up the front row for the green flag once more. Leicht would pull ahead on the backstretch as McDaniel would fall close in behind. Lap 30 would see McDaniel look under Leicht and the pair start an epic side by side battle for the lead. The lead duo would put on a show the fans will not soon forget. Both drivers would push their equipment to the limit, but maintain control for a 20 lap door to door battle that would bring the fans to their feet for the remainder of the race. As the lead cars came off of turn four on the final lap McDaniel and Leicht would make contact. Leicht would spin sideways across the finish line to take the win as McDaniel would stay in the gas to finish 2nd. Gray would finish 3rd, Hudspeth would take 4th, and Connor Mosack in the #18 would round

(Continued on Next Page...)

(Continued...)

out the top five in 5th. For the second straight week the fans stood in amazement at the finish and listened to the driver's passion filled interviews over the public address system.

Racing will return to the historic short track in two weeks as the NASCAR Whelen All-American Series roars back to action in Coca-Cola Night at the Races.

For more information check us out at www.hickorymotorspeedway.com, on Facebook, Twitter, and Instagram. You can also reach the track by phone at 828-464-3655.

Dodge City Raceway Park

DODGE CITY, KS - Jetmore's Jeremy Huish made a late move to win his first career Precise Racing Products DCRP Sprint Car feature event at Saturday's Mid-Season Championships atop the 3/8-mile Dodge City Raceway Park clay oval.

While Huish enjoyed his first Sprint Car win, other Mid-Championships night winners included Clay Sellard (IMCA Modifieds), Dakota Sproul (IMCA Sport Modifieds), Angel Munoz (IMCA Stock Cars) and Tathan Burkhart (IMCA Hobby Stocks).

In the 20-lap Precise Racing Products DCRP Sprint Car feature, Jeremy Huish spent the bulk of the race playing the role of chaser after starting fifth.

Huish made his way into third by the fourth round and then battled past Koby Walters for second on the eighth circuit, setting his sights on racer leader Brian Herbert.

Herbert, who led from the outset after starting from the pole position, began to lose his advantage as the laps clicked off. Huish moved in to challenge with a handful of laps remaining and pulled alongside at the completion of the 17th lap before using the low side of turns one and two a half lap later to take command.

In the IMCA Modified ranks, Clay Sellard needed less than two laps to race into the lead from eighth and led the rest of the way in the 20-lapper to become the fifth different winner in as many races.

Bucklin's Sellard stretched his lead out to a full half-lap by the time a late caution flew to set up a four-

lap dash to the stripe. Sellard took off once again to secure the victory ahead of Tom Beavers, who made his way past Kevin Gray at the midway point to post runner-up honors.

Beavers finished just ahead of his son, Kale Beavers, with William Nusser and Gray rounding out the top five.

Hays' Dakota Sproul took command late and then survived an ailing engine the closing laps of the 20-lap feature to snare his third IMCA Sport Modified win of the season.

Working his way into second from the sixth starting position within a lap, Sproul went to work on leader Mike Lunow with Jeff Kaup making it a three-car battle for the lead past the midway point.

With a lapped car in play, Kaup made a move on both Lunow and Sproul on the backstretch on the 14th round only to get into the third turn wall and cut a right front tire. Kaup rejoined the chase at the tail.

Sproul pounced on the restart, squeezing underneath Lunow for the lead and then nursed a sick engine over the final laps to get the win ahead of a closing Shay Simoneau with Joey Maupin, Bart Baker and Brian May rounding out the top five.

Lamar, Colorado's Angel Munoz added more hardware to his collecting by storming to his fifth IMCA Stock Car feature win of the season in six events.

Munoz battled past Troy Burkhart on the third lap and led the rest of the way in the 15-lapper, taking the checkered flag ahead of Mike Petersilie, Chris Oliver, Bukhart and Gregg Schell.

Hays' Tathan Burkhart rounded out the night by racing to his third DCRP win of the season in the 20-lap IMCA Hobby Stock main event.

Burkhart wrestled the lead away from Devon Ghumm on the sixth round and went on to cross the stripe ahead Reagan Sellard, Matt O'Hair, Ghumm and Dion Priddy.

The 3/8-mile Dodge City Raceway Park returns to action next Saturday, July 6, with the Second Annual Dodge City 200 Enduro and then another round of Little DCRP competition on Sunday, July 7.

Bowman Gray Stadium

WINSTON-SALEM, NC - Burt Myers has had a year of ups and downs at Bowman Gray Stadium – but he's hopeful that he's due for a smoother season now.

Myers claimed the pole on Saturday for the Brad's Golf Cars Modified Series, sailing ahead to win the first 25-lapper and taking third

in the second race. It was a welcome change from the previous week.

Several weeks ago – on June 1 – Myers was the fastest qualifier for the 100-lap race and elected to take on the Fans' Challenge by starting the rear. Then he went on to take the win and claim the \$3,000 Fans' Challenge bounty.

He returned the next event to finish third and fourth – and then in last week's 100-lap race, he finished second after trading the lead back and forth with Brandon Ward.

"We had one of the best nights we've had ever a couple weeks ago: qualified on the pole, started last, won the money, won the race and everything. Then to come back last week – and even though we finished second, it was a real heart breaker for us because I felt like we gave it away," said Myers. "I told my wife that a lot of times the Lord lets stuff like that happen to see how you handle both situations. So I didn't like it, but I accepted it."

Myers and crew were just as determined as ever on Saturday, once again qualifying on the pole – but this time also turning the fastest qualifying lap of the entire 2019 season. Myers held off Lee Jeffreys of Wallburg to take the checkered.

But Myers feels like the key decision was to invest the time and the money to dial in his car in the morning practice sessions. "We came back this morning and ran all three practices. I spent the money, bit the bullet, and bought a set of practice tires," said Myers. "With my Fury car, I run a different setup than a lot of people. And with the resources that I have and the technology that I have with Fury, it allows me to try to do some extra things."

"But we have to buy a set of tires to test it. When you race on a set of tires and then they cool down – when you run three or four heat cycles in them, it's hard to tune your car. So you have to bite that bullet and spend the money," said Myers. "If we got our car to where it needed to be for these weather conditions and these track conditions for the rest of the year, it was

worth it."

The "Madhouse Scramble" put Andrew Harrah of Greensboro and Daniel Beeson of Kernersville on the front row for the start of the second Modified 25-lapper. The two collided as they fought for the lead, resetting the field for a restart. Then Harrah battled with Dean Ward of Winston-Salem for the top spot – but Tim Brown of Tobaccoville saw an opening to leap ahead of both of them on the outside to claim the lead. Brown went on to win, although he had to hold off the stout taps from Jonathan Brown of Winston-Salem. "We've got so many people to thank – my race team, my wife," said Tim Brown after the victory. Jonathan Brown finished second.

Saturday was another long-distance race for the McDowell Heating & Air Sportsman Series – it was the Thunder Road Grill Sportsman 100.

Tommy Neal of Walkertown claimed the lead from the outside row on the initial start, shooting past Spencer Martin of Lexington. Neal held the top spot for the first half of the race – fighting off the outside row challenges from John Holleman of Winston-Salem and Derek Stoltz of Walkertown.

On lap 77, Holleman made an attempt to move past Neal, making contact and causing Neal to lose control. As the two slowed, Stoltz took advantage of the situation and flew by them to claim the lead. Neal then showed his displeasure toward Holleman, taking both cars out of the race.

The ensuing caution, however, allowed Dylan Ward of Winston-Salem to move up to the outside row beside Stoltz. Ward slammed the gas during the restart and took over the lead. Stoltz gave some powerful nudges to the rear bumper of Ward, but the #7 of Ward held on to claim the victory.

Bryan Sykes of Winston-Salem brought home the win in the 20-lapper for the Law Offices of John Barrow Street Stock Series. Grayson Keaton of Mocksville and Chris Allison of Mocksville each won in the Q104.1 Stadium Stock Series.



Derek Stoltz (02) and Dylan Ward (7) battling for the lead in the later stages of the Thunder Road Grill Sportsman 100. (COREY LATHAM PHOTOGRAPHY photo)