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FastTrack

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Erik Jones Gets His Darlington Win into the Playoffs



Brock Zearfoss and Aaron Reutzel Shine at Attica Raceway Park

Luck Leaves Johnson Out of the Game Again

The NASCAR Playoffs was supposed to pump fresh energy into the stretch drive of a long racing season, especially in the final three months when stock cars go head-to-head with football.

With four drivers racing for the final two spots in the playoffs, there

will be some intriguing story lines heading into Sunday's regular season finale at the Indianapolis Motor Speedway. Clint Bowyer is 15th in the standings, just eight points ahead of Daniel Suarez and Ryan Newman who are tied for 16th.

And way back in 18th is seven-time series champion Jimmie Johnson, who's qualified for the post season every year since the play-offs started in 2004. He's 18 points behind Suarez and Newman and probably will need a victory at the Brickyard to make the cut.

While the two transfer spots are likely to be settled between Bowyer, Newman and Suarez, Johnson will garner the most attention. His chances seem remote, especially since it's been more than two years since he's shown any real speed.

It's difficult to get too excited to see two of the other three drivers back their way into the playoffs, especially since their inconsistency should lead to an early elimination.

But it will be interesting to watch how Johnson approaches Indy. He's never been pressed so hard just to be among the also-rans. He was a champion in 2016. Now he's a back-marker.

"I had at least 15 years with a lot of luck on my side," Johnson said after finishing 16th at Darlington. "Seven years of championships and having two or three bad ones is just part of it."

This isn't just a bad racing season. It's his worse. A driver with 83 career victories now only has five top-five finishes in the last two years. How does that happen?

"Teams do peak. I don't think you have the control to say when you peak, but without a doubt, teams hit their stride and peak and things end up going in the right di-

rection for teams," Johnson said. "In our heyday and all the stuff that happened for us to win seven (championships), we tried as hard as we could from the first race to the end and for whatever reason toward the second half of the year, we always performed better. And, with the playoff system that served us very well and we were able to win all those championships. But we had no control."



DON COBLE

What's happened in the past two years has been hard to watch.

"It's weird to see. When you are watching somebody like that dominate, you never expect to see them in this position, being winless for as long as he's been, at risk of not making the playoffs and

having a chance to win the championship," Kyle Larson said. "Obviously, I'm a huge Jimmie Johnson fan.

"I want to see him either run well these next two races to get himself in a better points position or win. I would like to see him just win to shut everyone up, I guess. It is crazy and I think it just shows how tough our sport gets, how tough our drivers are, how close our equipment is, and how good of a combination him and Chad (Knaus, former crew chief) really were. Hopefully they can figure something out and finish up front where he belongs."

Other drivers stayed in the sport too long past their primes. Darrell Waltrip and Richard Petty all were winless in the final eight years of their careers.

Johnson, however, isn't going through the motions. He's frustrated with not being in the lead pack. New rules and a switch to the Chevrolet Camaro ZL1 have stumped the 43-year-old driver. He's had three crew chiefs in a span of 22 races, and nothing seems to work.

Now he has one race to rekindle the magic. He's desperately looking for something, anything, to get the ball rolling.

"One thing that we did, and I've got to put a lot of credit in Chad on this is, we didn't need much momentum to get us rolling," Johnson said. "The smallest spark would start a huge fire or whatever analogy you want to use. We didn't need much. And we could really get



Jimmie Johnson and his Ally crew worked hard Sunday night to try and get into a comfortable spot for the playoffs. (RUSTY JARRETT/NKP photo)

going.

"The last two years for me have been quite the opposite like we need a lot to get the momentum shifting the right way. And I don't know if I used up my luck in 18 years, I've had 15 really good ones, and three that I'm not proud of, but the effort has been the same for all those years. Just racing luck, the environment within a team, when fuels the team, the way all the individuals meld together and what they are capable of. Chad could just create an environment that didn't take much of a spark to start a big fire."

Johnson has four wins at Indianapolis, with the last coming in 2012. He knows his chances probably rest on his ability to reach deeper than every before to find the speed to get back up front.

"Yeah, I mean we are running out of days and if we miss it, it's just going to be by a few I believe," he said. "It's kind of unfair to put all the pressure on one race in Indy. But it is what it is, and we are going to go there to win a race.

"I get it. Believe me, I want to keep my playoff streak alive and I want to be a factor in the playoffs."

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ON THE COVER:

MENCS - SEAN GARDNER/GETTY IMAGES
ALL STAR CIRCUIT OF CHAMPIONS - PAUL ARCH

Erik Jones Claims Southern 500 Win, but Playoff Spots are Still Up for Grabs

DARLINGTON, SC - As the clock ticked toward 2 a.m. on Monday, in a race delayed by rain for nearly four hours, Erik Jones claimed the most important victory of his career in the Bo-

jangles' Southern 500 at Darlington Raceway.

With his contract status at Joe Gibbs Racing a source of speculation throughout much of the current Monster Energy NASCAR Cup Series season, Jones made an emphatic statement, holding off teammate Kyle Busch and charging Kyle Larson after taking the lead from Larson on Lap 283.

"It was a lot of pressure," said Jones, who claimed his first victory of the season and the second of his career. "Kyle (Busch) is a great race car driver. I've raced him a lot, and obviously you want to beat him to win, right? I was just locked in, man. I stayed focused. I really thought it was our night when we got out front.

"It's amazing for me to be able to hold off Kyle. It's really cool, just for the history we have with Kyle giving me my first opportunity in the Truck Series (at Kyle Busch Motorsports). To race him for the win in such a big race, that's pretty cool and something I'm never going to forget."

Busch, in fact, got within a car-length of Jones in the closing laps but a late brush with the outside wall ended his chances.

"I killed it," Busch radioed to his team. Having cut a tire with the contact, Busch hugged the outside wall for the final lap and a half and still managed to finish third after Larson charged past into the runner-up spot.

"When he started to inch out a little bit," Busch said after the race, "I was trying to save my right front, because I knew my right front wasn't going to make it the whole rest of the way without me knocking the wall down, and I was right.

"I hit the wall with about four to go and then I hit it again with three to go, and it killed it that time. Luckily, we were able to salvage a third, just dragging the fence for the last

two laps."

Larson had the lead for a restart on Lap 282, after a massive pileup in Turn 4 on lap 275 ruined strong runs by Jimmie Johnson, Kurt Busch and Denny Hamlin. But Jones grabbed the lead one circuit after the restart and held the top spot after a cycle of green-flag pit stops with 40 laps left.

"Erik did a good job on that last restart to get by me, and I was better than him all throughout that run," Larson said. "It's just I couldn't ever do anything with him, just because the dirty air was really bad. Wore out surface and the groove is already narrow, and it was just extra difficult. I felt like both 18 (Kyle Busch) and I were a little bit better than he was at the end, but couldn't do nothing with him."

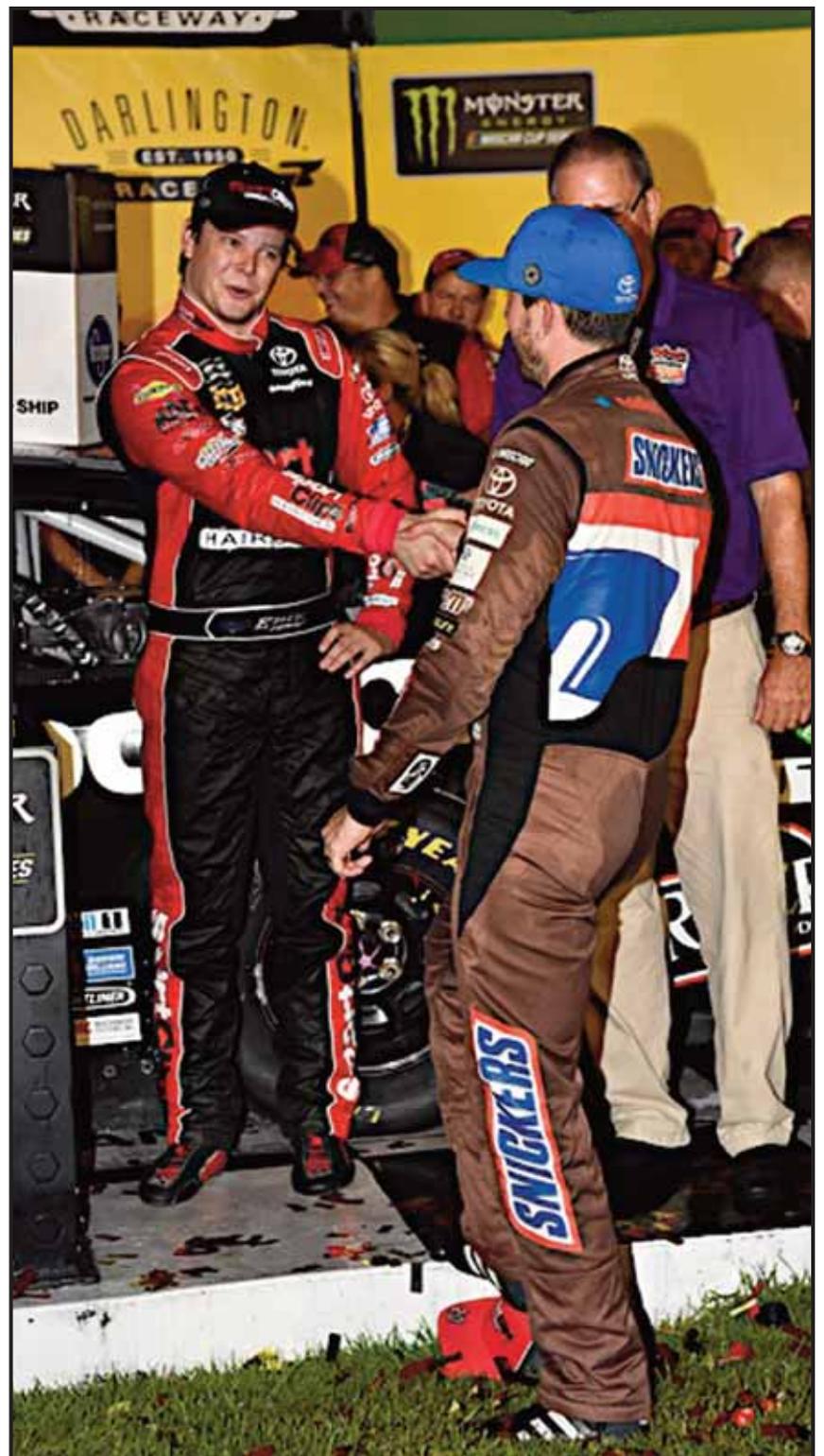
Kurt Busch was the dominant driver in Stage 1, leading at the competition caution after Lap 35 and posting a convincing win in the first 100-lap stage, but Jimmie Johnson was arguably just as big a winner—temporarily.

Desperate to make the Playoffs, the seven time series champion finished second to Busch in the stage and scored nine points, doubly significant because none of the three drivers Johnson was chasing for a berth in the postseason—Ryan Newman, Clint Bowyer and Daniel Suarez—finished in the top 10.

Excellent work in the pits, however, vastly improved Bowyer's track position in Stage 2, and though he lost spots in traffic late in the run, he held sixth in the stage and edged Johnson by one spot. Suarez and Newman, on the other hand, tangled on Lap 140, with Suarez turning Newman off Turn 2 to cause the fourth caution of the night.

Neither Suarez nor Newman scored points in the stage, won by Kyle Busch, who was first off pit road after caution for Corey LaJoie's spin on Lap 157. Brother Kurt was second in the stage after chasing Bowyer for 30 laps and finally grabbing the second position on lap 187.

But both Kurt Busch and Johnson were innocent victims of the multicar crash on Lap 275, and Johnson surrendered most of the



Race winner Erik Jones gets a hearty congratulations from teammate and second-place finisher Kyle Busch in Darlington Raceway's victory lane Monday morning around 2 a.m. (RUSTY JARRETT/NKP photo)

margin he had gained over the other "bubble drivers" in the first two stages. Johnson ended the night 18 points out of the final Playoff-eligible position, with Newman (23rd in the Southern 500) and Suarez (11th) tied for the last berth.

Bowyer finished sixth and moved up to 15th in the standings, eight points to the good over Newman and Suarez. With one race left to decide the Playoff grid, Ryan Blaney, Larson, William Byron and Aric Almirola are now locked into the postseason, as is Jones with the victory.

"What a car—just bad luck," Johnson radioed to his team on the cool-down lap. "Let's go to Indy

(next Sunday's race) and kick some butt."

Johnson likely will need a victory to advance to the postseason for the 16th straight season.

Jones, on the other hand, already has the win he needed.

"Is there anything more to say?" Jones asked rhetorically. "There's been a lot of doubt and speculation. I've put my heart and soul into this race team. This is my living and how I want to make a career and what I want to do.

"It doesn't get any better than this. On my list, this race is really high, and it's going to look damn good to see my face on that trophy."

Cole Custer Wins Darlington Xfinity Race after Denny Hamlin DQ'd

DARLINGTON, SC - It looked like more of the same at Darlington Raceway for driver Denny Hamlin—until post-race inspection happened.

A five-time NASCAR Xfinity Series winner at the 1.366-mile track, Hamlin was first across the finish line in Saturday's Sport Clips Haircuts VFW 200, but the disqualification of Hamlin's No. 18 Toyota for a ride-height violation made a winner of Cole Custer, who trailed Hamlin by .602 seconds at the finish line.

"It's a really strange feeling, honestly—obviously," Custer said after being notified he was the winner. "You don't want that way, but it is what it is. We all play by the same rules. Was that the deciding factor? No.

"But it is what it is. We get the points. We get the money. We get the trophy, I guess. It's a way to win."

The victory was the first for Custer at the Track Too Tough to Tame and his sixth of the season,

tying him with fourth-place finisher Christopher Bell for most in the series this year. Custer now has eighth career Xfinity wins.

The disqualification ruined a strong effort from Hamlin, who started 37th in a backup car after slapping the outside wall early in Friday's opening practice. Hamlin took the lead on Lap 121 of 147 and held it the rest of the way.

And though Hamlin efforts became moot with the disqualification, he overcame issues with the handling of the backup No. 18 Joe Gibbs Racing Toyota through the first two 45-lap stages of the event and was able to withstand a determined closing run by Custer.

"We did not have the best car by any means, but luckily, the techniques I've learned over so many years kind of (helped) us there," Hamlin said before learning of the disqualification. "They guys did a great job getting this car ready."

Abandoning the NBC Sports broadcast booth for his only race of the year, Dale Earnhardt Jr. ran fifth as the highest finishing JR Motorsports entry.



Cole Custer is happy to have the winner's trophy even though he didn't get to celebrate in victory lane. (JOHN HARRELLSON/NKP photo)

Custer hounded Hamlin after a restart with 10 laps left ran the bottom through Turns 1 and 2 to gain ground. On several occasions over the final five laps, he pulled within a car-length of Hamlin's bumper but couldn't quite get to the winner.

"I thought I had him," Custer said after climbing from his car. "I really wanted it—finishing second here really sucks. You really want to win at one of the marquee places... I couldn't get a run off of (Turn) 4. I don't know—it was so close.

As it turned out, it was close enough.

Series leader Tyler Reddick ran second after leading a race-high 70 laps. Pole winner Ryan Blaney, the only other driver to hold the lead, was third after spending 50 laps at the point. Bell, Earnhardt, Chase Briscoe, Brandon Jones, Noah Gragson, Justin Allgaier and Austin Cindric completed the top 10.

Earnhardt was pleased with his performance in the one-off start.

"I love this place," said Earnhardt, whose No. 8 Chevrolet was sporting a paint scheme commemorating his father's first start in the Monster Energy NASCAR Cup Series at Charlotte in 1975. "We love Darlington... You never know how good you are till you come back and try it.

"All these guys are elite. All these guys do this every single week, and they're very, very talented. To think you can take a year off and come back and be good... you just never know. But we did all right!"

With two races left before the cutoff for the Xfinity Playoffs at Las Vegas, Reddick holds a 51-point lead over Bell in the race for the regular-season title. Custer is 136 points back in third place.

The disqualification was the fifth this year under the enforcement policy NASCAR adopted this year, all in either the Xfinity or Gander Outdoors Truck Series.

Hamlin was the second race winner to suffer a disqualification, the other being Ross Chastain in a Truck Series race at Iowa Speedway.



Cole Custer (00) battles with Christopher Bell (20) on the Track Too Tough to Tame and ends up the winner after Denny Hamlin's Toyota was dq'd. (JARED TILTON/GETTY IMAGES photo)

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Justin Bonsignore Tightens Points Battle With Oswego Win

OSWEGO, NY - Justin Bonsignore knew it was going to take a few checkered flags if he wanted to climb his way back into the NASCAR Whelen Modified Tour championship battle.

With five races to go, Bonsignore proved on Saturday that he isn't out of it yet. He

scored his fourth victory of the season in the Toyota Mod Classic 150 presented by McDonald's at Oswego Speedway, earning the victory as part of the track's annual Classic Weekend.

It was the 24th career win in Whelen Modified Tour competition for Bonsignore and his first at the 'Steel Palace' of Oswego.

"It's unbelievable. There is a lot of history at this track," he said. "I've wanted to win here every time we have come here."

Bonsignore might not have posted the fastest lap times all day, but, when it mattered, his car shined. For the first 64 laps, he chased the back bumper of Mayhew Tools Dominator Pole winner Rob Summers in the race for the lead. He passed Summers at lap 65, and led through until a caution at lap 99, when Tyler Rypkema spun.

Then, his Phoenix Communications crew went to work. They got him out at the front of the cars that pitted and took fresh tires, but, he had to restart third, behind Patrick Emerling and Tommy Catalano.

It didn't take him long to get back to the top spot. Before the field exited turn two, he was the leader once again.

Bonsignore had to hold off defending race winner Matt Hirschman on a final dash to the finish, but was able to accomplish the task. While the No. 51 Phoenix Communications Chevrolet struggled to turn through the center of the corners, Bonsignore was able to make it work.

He beat Hirschman to the line by .146 seconds. Following Hirschman, former Whelen Modified Tour champion Ron Silk was third, with Craig Lutz and Bobby Santos III completing the top five.

Doug Coby was sixth, followed

by Eric Goodale, Timmy Solomito, Chase Dowling and Tommy Catalano.

Coby leads Bonsignore by 37 points, with Silk 44 back with four races remaining in the championship points schedule.

The Toyota Mod Classic 150 presented by McDonald's will air on NBCSN on Thursday, September 5, at 6 p.m.

The NASCAR Whelen Modified Tour returns to the track for the second appearance at New York's Riverhead Raceway on Saturday, September 7.



Justin Bonsignore celebrates after winning his fourth NASCAR Whelen Modified Tour race of the season at Oswego Speedway. (Bryan Bennett/NASCAR photo)

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Christian Eckes Wins Third of 2019 in Southern Illinois 100 at DuQuoin

Christian Eckes (No. 15 JBL Audio/Illinois Truck & Equipment Toyota) scored his third ARCA Menards Series victory of the season with a dominant performance in the Southern Illinois 100 on the Magic Mile at the DuQuoin State Fairgrounds.

Eckes started outside General Tire Pole Award winner Ken Schrader (No. 52 Federated Auto Parts Toyota), and slipped past third-place starter Kelly Kovski on lap 10 to take the lead and led the rest of the way to take his second career ARCA Menard Series win on dirt. He also won at Springfield in 2018.

"I don't know if you can call me a dirt track expert just yet," Eckes laughed in victory lane. "I tried to drive Springfield and DuQuoin like dirt tracks last year and burned everything off the car I could. We tried some new things here tonight and I drove the track more like a pavement track and it really paid off."

Eckes finished in 0.443 seconds in front of his Venturini Motorsports teammate, and defending race winner, Logan Seavey. Seavey started tenth and methodically worked his

way towards the front of the field. He utilized lap traffic to work past his other Venturini Motorsports teammate Michael Self (No. 25 Sinclair Lubricants Toyota) to take over second with 28 laps to go. From there Seavey was able to stay within sight of Eckes but he couldn't close in enough to seriously challenge.

"It stinks coming back here and finishing second," Seavey said. "We worked our way to the front and caught a good break in traffic to get past Michael but we didn't quite have enough to close in on Christian."

Corey Heim finished third. He rebounded from a disappointing seventh-place result at Springfield after restarting second with two laps to go.

"It's a little bittersweet," Heim said. "We should have finished no lower than third at Springfield but ended up seventh. We had a great night here today but I would have liked to have started a little closer to the front. If we qualified a little better we wouldn't have had to have worked so hard to get to the front and might have had a shot at running Christian down for the win."

Self finished fourth and gave up 35 points to Eckes in the hunt for the ARCA Menards Series championship.

"The lapped cars were tough



Christian Eckes raced his way to victory lane in the Southern Illinois 100 at the DuQuoin State Fairgrounds. (arcaracing.com photo)

tonight," Self said. "I get you want to race hard and stay on the lead lap but you also need to respect the leaders of the race. They didn't give a lot of room out there for sure. We lost a position late in the race to lapped car. Maybe I could have been a little more aggressive, I don't know."

Illinoisan Kelly Kovski finished fifth.

"We're happy with a top five but we want to come out here and win," Kovski said. "I only get a couple of chances a year to do this. It means a lot to me to come out and run well but I want to win for my guys and Grant (Enfinger). I know our days of having Grant come and crew chief for us are probably numbered so we want to take advantage of it while we can."

The race was only slowed twice by cautions, each time for debris. That allowed Eckes to set a record

speed on his way to the victory, 105.798 miles per hour. With the victory, Eckes unofficially closes to within 70 points of series championship leader Self in the race for the ARCA Menards Series championship with three races remaining.

The ARCA Menards Series returns to action on Saturday September 14 in the Kentuckiana Ford Dealers Fall Classic 200 at Salem Speedway. Practice is set for 2:30 pm ET with General Tire Pole Qualifying to follow at 4 pm ET. The 200-lap main event will close the night at 7:15 pm ET. The race will be televised live flag-to-flag on MAVTV. ARCA for Me members can follow live timing & scoring, live chat, and live track updates at ARCARacing.com; new users can register for free with a valid email address at ARCARacing.com/login. For ticket information, please visit Salem-Speedway.com.

Champion Racing Association Announces 2019 Awards Banquet Date

SALEM, IN - Champion Racing Association Powered by JEGS officials are pleased to announce that there will be a return visit to downtown Indianapolis and the Crowne Plaza Indianapolis Downtown at Union Station, for the 2019 Champion Racing Association Powered by JEGS Awards Banquet, which will once again be presented by Shepherd Insurance. The event will take place on Friday, January 3rd, 2020, honoring the CRA Chase Champions and all the 2019 Chase for the Championship contenders from the ARCA/CRA Super

Series Powered by JEGS, the JEGS/CRA All-Stars Tour Presented by Chevrolet Performance, the Vore's Welding CRA Late Model Sportsman Powered by JEGS, the Van Hoy Oil CRA Street Stocks Powered by JEGS and the newest CRA series the Victory Custom Trailers CRA Junior Late Models.

"The last six Awards Banquets were such great successes, that we went right to work to secure the same venue for the 2019 Awards Banquet," remarked R.J. Scott, Managing Partner with CRA. "We are very happy to keep the CRA Awards Banquet in exciting downtown Indy and back to the elegant Crowne Plaza Indianapolis with the support of Shepherd Insurance.

We look forward to celebrating the 2019 season with all our award winners!"

There will be a reception starting at 6pm on Friday, January 3rd. Dinner will be served at 7pm with the Awards Presentation starting at about 8pm. After the awards presentation there will be drawings for the attendees from all five CRA divisions. Teams must be present to receive any cash or product awards. In all over \$120,000 in cash and product awards will be distributed to the CRA teams at the 2019 CRA Awards Banquet Presented by Shepherd Insurance.

After all the awards presentations, there will be another round of CRA Survivor, a fun elimination game for everyone that is present, that will award \$500 in cash to the final Survivor.

The Crowne Plaza Indianapolis Downtown is conveniently located at 123 W. Louisiana St at the historic Union Station. Union Station

still operates as an active train station. The muffled rumblings of trains regularly passing through adds to the ambiance of staying in the hotel. Whether you're lodging in an authentic Pullman train car guest room or a spacious suite, their guests enjoy fabulous perks, such as free Internet access, room service, Fitness and Business Centers, an indoor pool and the Crowne Plaza Sleep Advantage® program. The 2019 Awards Banquet will take place in the beautiful Grand Hall again. Attendees can reserve sleeping rooms by contacting the Crowne Plaza at 317- 631-2221, be sure to reference the CRA Awards Banquet to book rooms within the CRA discounted room block.

More information on Champion Racing Association, including the 2019 CRA Awards Banquet Presented by Shepherd Insurance invitation and RSVP form, will be available at www.cra-racing.com.

Schuchart Sweeps Skagit Speedway Doubleheader

ALGER, WA - A small fire lit underneath Logan Schuchart's car.

There were three laps go. Schuchart the leader – looking to win back to back World of Outlaws NOS Energy Drink Sprint Car Series races at Skagit Speedway Saturday night. He had led all 37 laps, fending off constant attacks by

Brad Sweet.

The yellow and orange flame illuminated the gap under the tail tank.

Schuchart had already dealt with overheating issues, leaking copious amounts of liquid onto the track during an earlier red flag. Luck was trying its best to keep him from winning his sixth race of the year.

The Pennsylvanian didn't need luck, though. He had speed. Plenty of it.

With a few quick jabs to the throttle the rear end fire was out. The worry of overheating, none existent. When the green flag flew for the final time Schuchart saw nothing in front of him expect the checkered flag three laps later.

He swept the weekend doubleheader at the 3/10-mile. Won the \$15,000 payday – \$23,000 in total between the two days. Won his sixth race of the season – further surpassing his previous single season win record of four. And broke his grandfather, and car owner, Bobby Allen's record for most wins in a single season – five.

"If you would've told me a couple of years ago or at the beginning of this year you're going to be winning a couple of races in-a-row and have six wins on the season... you know, I knew it was something we were capable of doing," Schuchart said. "I'm just really proud of this team. It's awesome to get big wins like this."

Friday night he led all 30 laps en route to the victory. Saturday night he did the same, but with 10 more laps. Unlike Friday night, though, where Schuchart stretched his lead throughout the race, Sweet made Schuchart work for his second win at Skagit Speedway.

The start of Saturday's 40-lap Feature was almost a mirror image of Friday night's race. Schuchart drag raced side by side with pole-sitter Tim Kaeding down the front

stretch on the initial start. The two stayed that way into the corner, but Schuchart, riding the high line, had the better grip. He rocketed by Kaeding for the lead down the backstretch.

While Schuchart pulled away, catching lap traffic on Lap six for the second night in-a-row, Californians Kaeding and Sweet were the show for the opening eight laps. The two raced side by side, lap after lap, corner after corner. Kaeding ran high, while Sweet threw dive bombs to the bottom each lap.

Kaeding eventually put distance between he and Sweet, but a lapped car hindered his run off turn two, allowing Sweet to stay in the throttle and dive underneath him again in turn three. This time it worked for the "Big Cat." Sweet cleared Kaeding off turn four on Lap eight and began to hunt Schuchart.

It wasn't much longer before Sweet was to Schuchart's bumper with the help of a caution on Lap 12 for Kraig Kinser spinning in turn two. However, the Drydene No. 1s car accelerated better than Sweet on the restart and pulled away with the lead by several car lengths. Once Schuchart hit lapped traffic again a few laps later, Sweet was able to make up ground.

On Lap 23 Sweet was close enough to throw a Hail Mary slide job into turn one, sliding up in front of Schuchart by turn two. The Shark Racing driver was ready for it, though. He held his line and charged underneath Sweet on the exit of the corner, making slight contact with the NAPA Auto Parts No. 49 car before reclaiming the lead.

"I tried to cross back underneath him and he kind of blocked me a little bit and we kind of touched," Schuchart said. "I was just happy to get back by him. As the race went on I felt like I had a line that felt good to me that I could make moves but also defend myself."

Sweet tried the same move again four laps later, but didn't have enough of a run this time to put his car in front of Schuchart. He slid up next to the No. 1s car and then watched it drive away down the backstretch. It was the closest he was going to get to trying to pass Schuchart, even with several late cautions.

"We sure did try," Sweet said. "Every time we timed it pretty good in traffic Logan was able to counter.



Logan Schuchart celebrates in victory lane at Skagit Speedway. Schuchart won both nights of action at the speedway. (DB3Inc photo)

We made a little contact that one time, but it was all hard racing. I knew I needed to get the lead and kind of went a little too hard and burned up my tire. The track was really aggressive when you're running high."

Behind Schuchart and Sweet, Kaeding, Donny Schatz and Daryn Pittman had a fierce battle for third-place. The three drivers traded slide jobs, dive bombs and duelled all race long for the position. Schatz eventually bested the two with aggressive maneuvers to take the spot. Those moves further paid off on a late restart with three laps to go. Schatz snuck his way by Sweet to end the race in second.

"It's (the season) winding down," Schatz said. "You want to get the best finishes you can when you can't win. Logan was obviously really good and set a pretty good pace. I pretty much used everything up getting to that point. It was pretty aggressive up there (on the high side) on the tires. I tried to save as much as I could, but at the end I was sliding and moving around a bit and that's what got us the spots we got."

Schuchart had more than a second gap between he and the 10-time Series champion when he passed the flag stand for the final time to pick up his sixth win of the season. His goal at the beginning of the year was to tie his grandfather's record for most wins in a year. In one weekend he did that and then beat it.

"That's pretty good," Bobby Allen said with a grin. "I'm glad for him. He's doing good. He's doing a good job of setting the car up. He's thinking good. Driving good. We had a little trouble at Eldora with the motor stumbling. We think we got that cured and I think that's helping

us because I noticed he took off hard on the restarts and that made it hard for Sweet to slide him on the start. So, I'm happy about everything right now."

He's especially happy about winning \$8,000 Friday night and \$15,000 Saturday night. It goes a long way for the two-car operation.

"It definitely helps," Allen said. "What we do is we go into the hole pretty deep, Drydene is a big help, but we go into a hole pretty deep, after Knoxville we start paying our bills off. We're getting close to getting them all paid off and start working on next year."

To Schuchart, having his grandfather by his side while he accomplishes his goal means a lot to him, he said. The performance he and his Shark Racing team have had this year is exciting, too.

"To say I'm proud of them is an understatement," Schuchart said. "Everybody from the top down that's a part of this, that's helped from the beginning, I know they're all smiling in Pennsylvania. It's pretty cool."

"We just want to keep the momentum going. We want to build with it. Keep building this team up to where it can be the best and eventually win a championship. The last couple weeks showed we're working toward that goal."

A fire has been lit underneath the Shark Racing team and they want to keep it burning.

Schuchart Wins at Skagit Speedway

ALGER, WA - Logan Schuchart always wanted to match his grandfather Bobby Allen's win total in a single World of Outlaws NOS Energy Drink Sprint Car Series season – five.

(Continued Next Page)

Continued...

For the Pennsylvania-native that number always stopped at four. He's had seven second-place finishes since his fourth win of the year in June. Always close. But never quite enough.

Until Friday night at Skagit Speedway. Schuchart claimed his first victory at the 3/10-mile speedway and the illustrious fifth win of the season.

"Having my grandfather by my side since the beginning, he's the main part of why this team is where it is, and really everyone together, but he's the boss, the man in charge," Schuchart said.

"The most Outlaw wins he had in a year was five, so that was my main goal at the beginning of the year to at least get that. It's pretty cool to do that with him and the rest of our team."

Schuchart and his Shark Racing team at first looked destined for another runner-up finish as the night progressed. He finished second to Kraig Kinser in his Drydene Heat race and then second to Kinser again in the DIRTVision Fast Pass Dash.

While Schuchart was hungry for another win this year, Kinser had his eye on his first victory since 2017.

In the Heat race and the Dash, Kinser got the jump on Schuchart at the start both times, able to clear the Drydene No. 1s down the backstretch and pull away to the win.

When the 30-lap Feature went green, Schuchart was ready. He stayed side by side with Kinser into the first turn. Kinser, on the bottom, edged Schuchart on the exit of turn two, but the Shark Racing driver had the better run on the outside and powered by the Mesilla Valley Transportation No. 11k for the lead.

Schuchart pulled away by several car lengths, but a caution two laps into the race brought Kinser back to his tail tank. On the restart the Pennsylvanian picked up where he left off. He rocketed in front of Kinser by almost two car lengths before entering turn one and then ran away with the lead.

Kinser said he couldn't hang with Schuchart in traffic.

Schuchart caught the back of the field by Lap six, but the slower cars didn't hinder his performance. He maneuvered around them with ease, never losing his quick pace. However, in the closing laps, Schuchart said he felt like he fell off a little bit.

"For the first half, three-quarters of the race I could run up on any

car that is in front of me and run a different line and go right by them," Schuchart said. "There at the end I caught up to Shane (Stewart), but I wasn't gaining anymore. It's hard to tell how close Kraig is. You're just running your own race at that point."

At the end of the 28-lap run to the finish, Schuchart crossed the finish line with a 4.6 second lead over Kinser.

"I've wanted to win here for a couple of years now, since we've been coming here," Schuchart said.

While Schuchart celebrated breaking his streak of second-place finishes, Kinser was celebrating his runner-up finish. It was his fourth top-five of the year and first podium finish of the year, too.

"Struggled a little bit the last couple of weeks, but this feels pretty good," Kinser said. "Obviously would've liked to have gotten the win, but just the way it goes. I'm happy we had a quick car from the time we unloaded to the checkered flag."

Rounding out the podium was former full-time World of Outlaws driver and Burlington, Wash.-native Jason Solwold. He was also fast all night, making the Dash and then holding onto the third-place spot throughout the Feature.

"We definitely came out of the box good," Solwold said. "Third

quick and third in the main event there, not too bad."

Shane Stewart earned the KSE Hard Charger award by charging from last on the grid – 18th – to 13th. It was a small victory after flipping on the opening lap of his Heat race – that resulted in him throwing a few jabs at Carson Macedo, who had made contact with him.

David Gravel and his Jason Johnson Racing were the best out of the box to start the night by setting a new track record of 10.578 sec. – Gravel's 14th Quick Time of the year. He broke his streak of consecutive podium finishes since winning the Knoxville Nationals, though, with a sixth-place finish. However, he was still able to gain points on 10-time Series champion Donny Schatz – who finished eighth.

Gravel is still third in points, now 102 points behind Schatz. California-native Brad Sweet, who sits second in points, also gain a little on the reigning champion by finishing fifth – now 24 points behind Schatz.

Schuchart – 298 points behind Schatz – knows it would be hard to get in the mix with the top three in points, but has his eye on fourth-place, currently held by Daryn Pittman. He's currently 34 points behind him.

Tying records with Bobby Allen is a good start.

Ashton Winger Gets Southern All Star Win #2 In Michael Head Jr Memorial

SENOIA, GA - The Southern All Star Dirt Racing Series presented by MaxFab returned to the Georgia gumbo Saturday night from a previous rain out and once again under threatening skies the 22nd Annual Michael Head Jr Memorial took place an Ashton Winger scored

the win in the 54 lap event that paid \$5,454 to win. Winger set fast time in SUNOCO Race Fuels/Knowles Race Parts qualifying and then led every lap, but was challenged a few times by outside pole sitter Zach Leonhardi, Michael Page and Dalton Cook on the restarts, but Winger used his home track advantage and pulled away at the end to get the checkers.

Michael Page who had won the previous three Southern All Star

events at Senoia came home in the second spot, third to Dalton Cook, fourth to a hard charging David Breazeale who late in the race got the top working for him and fifth went to Zach Leonhardi.

Clint Smith came home in the sixth spot, seventh to Mason Massey, eighth to Billy Franklin, ninth Ryan Crane and tenth to Matt Dooley.

RACE TIDBITS: Rain has been the number one problem for many series and track in the southeast this year and Saturday night was no different as rain was all around the speedway and when the Southern All Star race went green lighting could be seen off in the distance off turn one and two.

Second place in series points Riley Hickman had a prior commitment and could not make it back to reschedule date and hopefully will be at the doubleheader this weekend at Southern Raceway.

Long time Southern All Star fans remember the name Hot Rod Lamance from the northeast Georgia area, will Hot Rod Lamance returned to Southern All Star completion for the first time in over 10 years, but mechanical problems ended his night early with a 23rd place finish.

Doug Stevens and all the Massey's had Senoia surface in great shape as the track was racy

from wall to wall with multiple grooves.

First time starts with the series this year Jacques Daniel, Lamar Haygood, Dennis Hale, Marty Lunsford, Cass Fowler, Dylan Holmes, Kyler Haygood, Hot Rod Lamance, and Craig Scott.

For more information concerning the Southern All Stars contact Lynn Acklin - General Manager: 256-924-4546 www.sasdirt.com.



Ashton Winger celebrates in victory lane after winning the 22nd Annual Michael Head Jr. Memorial. (SAS photo)

Sheppard Shines at Sharon Speedway

HARTFORD, OH - Most drivers to ever compete in at least one race on the World of Outlaws Morton Buildings Late Model Series circuit would agree that it takes an incredible amount of skill and tenacity just to finish inside the top five on any given night, let alone win a single Feature. With his victory at Sharon

Speedway on Friday night, Brandon Sheppard has now won 18 of them in 33 tries this year, tying him with his total in 2017 and with four-time Series Champion Josh Richards for the most in a single season.

In one of the most exciting races the tour has seen all year, Sheppard made the winning pass for the lead underneath Ricky Weiss while coming to the white flag en route to the \$6,000 payday on night one of Sharon's inaugural Battle at the Border. Chase Junghans rounded out the podium with his second consecutive top-three finish.

An expertly prepared racing surface gave the World of Outlaws field of 24 a great opportunity to put on a show for the fans in attendance and watching live on DIRTvision, and what a show they got. Three very fast grooves created plenty of room to race, and the leaders made sure to use every bit of it over 25 laps.

"Today was the first time I've ever seen this place, and it was fun, a lot of fun to race on," Junghans said. "When they were packing the track before Hot Laps, I got a look at it and thought 'this place is going to be fun.'"

"The track was really awesome and we're glad to be here," Sheppard said. "It's one of the better tracks we've been on all year, so we're definitely looking forward to tomorrow night."

Shane Clanton jumped out to the early lead from the pole and smoothly lead the first 16 laps before encountering a bit of lapped traffic as he tackled the high side of the racetrack. Weiss and Junghans had been side-by-side for second down the backstretch and took their battle underneath Clanton and a lapped car into turn three on lap 17, making it four-wide out of turn four.

Sheppard had been patiently riding in fourth and moved into the

frame on the bottom as the leaders came out of turn two on the next lap. He said he wasn't necessarily biding his time so much as he was just figuring out who was going where ahead of him.

"I was definitely trying to keep an eye out on where those guys were racing, where they were messing up and where the lapped cars were going to go," Sheppard said. "I kind of got bottled up with a lapped car in turns one and two, so I had to go around him in the middle and go back down to the bottom. At that point, the bottom was where I wanted to be."

Junghans quickly swapped lanes to the top side and drove it hard into turn three, building up momentum for what might have been the boldest, yet most exciting move for the lead of the night.

With Clanton hugging the wall and Weiss pinned to the bottom lane coming out of turn four, Junghans saw a gap, just wide enough to fit his car into, between the leaders and immediately shot for the middle groove, splitting the two at the line. He was still scored in third on the completion of that lap, but his speed powered him by both into turn one.

"I saw the gap and was like 'well shoot, I've got to go,'" Junghans said about the pass. "So I just shot the gap. We were racing all over that place, slicing and dicing, lapped cars and stuff. It was a lot of fun."

Junghans held the lead back around to the stripe before Weiss got a good run on the bottom and took it away with five laps remaining. At this point, it seemed as though Weiss may have finally had the right combination to get his first-ever World of Outlaws win. However, the Rocket1 Racing car was right behind him and had yet to show his hand.

"I was pretty content with riding in second and hoping for Ricky to slide up out of the bottom, and fortunately for me, that's what happened," Sheppard said.

It didn't take very long for "The Rocket Shepp" to show the ace up his sleeve, as he gave Weiss a knock on the door for the lead just one circuit later on lap 21. "The Manitoba Missile" held his own on the top side, though, narrowly clipping Sheppard at the line twice through lap 23. But Sheppard was just not going to go away on the bottom.



Brandon Sheppard celebrates with his crew in victory lane at Sharon Speedway after winning for the 18th time this season. Sheppard also won the night before at I-96 Speedway. (Todd Battin photo)

"I don't know if we knocked the toe out, but I just couldn't seem to hold the bottom anymore," Weiss said. "So, I started floating the middle and Sheppard got me down low. I just kind of Hail Mary-ed it at the end and thought maybe I could get back on the top, but he was just too strong down there."

Using the lowest lane possible, Sheppard steadily made the winning move under Weiss coming to the white flag and began to open up a gap down the backstretch, sealing the win and his name in the World of Outlaws history books once again.

"Once I got to second and Ricky was leading, he slipped up one time and I was able to get in there and show him my nose, getting close enough to him into turn one that he couldn't get back down. That's basically what won the race," Sheppard said.

Sheppard Wins Rain Shortened Race at I-96

LAKE ODESSA, MI - The chance of rain was imminent Thursday night at I-96 Speedway, so the urgency of the World of Outlaws Morton Buildings Late Model Series racers was clear. Get to the lead and get to the lead quickly. That's exactly how Brandon Sheppard raced.

From his outside front row starting position, Sheppard charged around Chase Junghans through turns 1 and 2 and into the top spot. The points leader from New Berlin, IL, continued to pull away while every spot behind him was tightly contested. Sheppard was going to leave no doubt en route to his 17th victory of the season, one short of

tying the all-time single-season win mark.

Sheppard was blazing a trail through turns 3 and 4 on lap 24 when a group of cars spun in front of him.

While under caution, the skies opened and that imminent rainstorm made its appearance. The race was declared official with Sheppard earning the victory, Junghans in second and Frank Heckenast Jr. in third.

World of Outlaws rules state officials can declare a Feature event complete at any time if the conditions create a reasonable inability to continue, ultimately leading officials to make that decision Thursday night.

Battle at the Border Finale at Sharon Speedway Canceled

HARTFORD, OH - Sharon Speedway and World of Outlaws officials have decided to cancel Sunday's Battle at the Border finale with an eye toward the early morning showers and forecasted rain throughout the afternoon around the Hartford, Ohio, area.

The World of Outlaws Morton Buildings Late Model Series action resumes on Thursday, Sept. 19 at Stateline Speedway, followed by visits to Outlaw Speedway and Selinsgrove Speedway on Sept. 20 and 21.

Presale tickets will be automatically refunded, all others can be mailed to Sharon Speedway (including the ticket holder's name and return address) for a refund at the following address:

P.O. Box 159
Hartford, OH 44424

Richards Scores First Hillbilly Hundred Triumph

M I D D L E - BOURNE, WV - West Virginia native Josh Richards won his first career Hillbilly Hundred on Sunday night at the Tyler County Speedway.

The 31-year-old grew up coming to the track, and tonight, led all 100 laps to score the Lucas Oil Late Model Dirt Series victory worth \$30,000 in front of a capacity crowd.

Richards' third Lucas Oil win of the season came over the defending Hillbilly Hundred winner Brandon Overton, Tim McCreadie, 20th starting Shanon Buckingham, and Jimmy Owens. Richards fought off the challenges of Owens for the first 80 laps of the race as they ran 1-2 for that entire distance until a caution flag with 20 laps to go changed the complexion in the race for second.

On the restart Richards maintained his lead and McCreadie moved into second. At one-point McCreadie, Overton, and Buckingham raced three-wide around the tight bullring for the second position.

A caution with seven laps to go set-up a quick dash to the finish. Richards again pulled away just enough to pick up the win while Overton passed McCreadie for second with two laps remaining.

In front of a partisan West Virginia crowd, the homestate driver had accomplished one of his life-long dreams, by winning America's oldest dirt late model crown jewel event. "I don't know if I wanted to see that last caution. I wanted to get a couple of lap cars between myself and those other guys. You never know what you got. The right rear tire was getting a little warmer than I wanted. The car was phenomenal. The guys did a great job on the car."

"I used to come here with my uncle Robbie Scott and watch everybody win this race, guys like Davey Johnson who drove for my dad won this race. I want to thank the crowd; they are great as always tonight and thanks to Carl Short for putting on this event."

"We have had a good car all year long. We have had a lot of speed. We just don't have the finishes we deserve. It's pretty cool to finally win this race. I would have

liked to have seen it go all 100 laps without caution. Once you're out there you are laser focused. I felt like I had some pretty good distance from the lapped cars. The track was smooth all night it was a fun race."

Overton, who captured the 50th anniversary of the Hillbilly Hundred last year the event with a two-race win streak at Tyler County. "That was a good race. It's like being a day late and a dollar short. My hat is off to Josh and his crew for the win. They deserved it. Rocket Chassis ran first and second so that's good. We've had a good weekend to come with the win last year and second tonight we are very pleased with that. I felt like we had a winning car, we just ran out of laps."

McCreadie topped off his weekend with his third podium finish in as many nights.

"That's the way it goes when that last caution came out. Our car got too snug. I had to run so hard early on to get to the front. It was a racy little track tonight for sure. The track was drier than last year and that made it racier. I hope everybody had a great time watching that. It was great fun racing out there tonight."

The winner's Clint Bowyer Racing, Rocket Chassis is powered by a Cornett Racing Engine and sponsored by: iRacing.com, BlueAg, Peak Antifreeze and Coolant, Cometic Gasket, Ford Performance, DeKalb Seeds, Sunoco Race Fuels, and Integra Racing Shocks.

Completing the top ten were Jonathan Davenport, Jared



Josh Richards celebrates his first career Hillbilly Hundred in victory lane at Tyler County Speedway. (lucasdirt.com photo)

Hawkins, Tanner English, Devin Moran, and Tyler Erb.

Davenport Controls Bob Miller Memorial at Portsmouth

PORTSMOUTH, OH - Jonathan Davenport went to Victory Lane for the twelfth time in 2019 on Saturday night at Portsmouth Raceway Park.

Davenport took the lead at the start of the 50-lap, Bob Miller Memorial, and held off a charging Josh Richards before pulling away for the victory. A torrid battle for second place ensued in the final circuits with several drivers taking a shot at Richards, but the two-time Dirt Track World Champion held them off and finished for the runner-up spot.

Tim McCreadie advanced from his tenth starting spot to finish third. Polesitter Tyler Erb finished in fourth and Jimmy Owens rounded out the top five.

Davenport and Erb bolted away from the pack at the drop of the initial green flag. Richards then

caught up to Erb and passed him for second on lap seven.

The third and final caution flew on lap 20 that bunched the field a final time. Davenport held the top spot easily on the restart and pulled out to a comfortable advantage, but Richards started to reel in the leader as the race wore on. Richards cut Davenport's lead to a car length, but Davenport gained the advantage back as he cleared heavy traffic in a timely manner and continued to pull away in the closing laps.

Davenport the two-time and defending Lucas Oil National Champion was excited with his finish. "I am glad I didn't see the race behind me. I am out of breath. This was the best driving car I have ever had. We have been struggling here lately. Everybody knows I am not too good here. I didn't think I knew the directions to Victory Lane here. We are so bad here. We could run anywhere from fifth-tenth and maybe a third would be the best we could do. We changed a bunch of stuff tonight and it paid off."

"I am tired of chasing these Rocket cars around here," Davenport added. "That Randall Edwards is so good at setting cars up, especially here with that number 1 car. He's won the big \$100,000 to win race here three years in a row. Our car and all the Longhorns are really running well. I think if McCreadie would have won the heat he would have been tough to beat again tonight."

Richards who has collected the last two \$100,000 paychecks in the DTWC at Portsmouth, gave Davenport a run for his money. "We had a good race there with Tyler [Erb] and everybody else. Everyone raced each other clean. I love coming to this track. I didn't realize it but at one point I about ripped my spoiler off. We were too free at the end there to take a shot at him

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Johnathan Davenport celebrates his Bob Miller Memorial win at Portsmouth Raceway, his 12th win of the season. (lucasdirt.com photo)

Continued...

[Davenport]. I knew we were holding on at the end and if they got by me, they got by me, but fortunately we held them off.”

McCreadie charged to third at the end and was challenging Richards for the runner-up spot when the race ended. “The track finally slowed down enough for us to keep up. We are just happy for all of our sponsors. I made a

mistake in the heat and it cost us, but we kept on swinging and came home with another podium finish.”

The remainder of the top ten were Steve Casebolt, Kyle Bronson, Chris Ferguson, R.J Conley, and Don O’Neal.

McCreadie Breaks Through at Ponderosa

JUNCTION CITY, KY - Tim McCreadie picked up his first Lucas Oil Late Model Dirt Series victory of 2019 on Friday night at Ponderosa Speedway.

A record-setting crowd for the 15th annual John Bradshaw Memorial saw McCreadie become the fifteenth different winner on the tour this season.

McCreadie held off a mid-race charge from Tanner English to take his first-ever win at the d-shaped oval. English’s family owned Rocket Chassis finished in second, followed by current series point leader Jonathan Davenport, Don O’Neal, and Tyler Erb.

Billy Moyer Jr. and McCreadie made up the front row of the starting grid for the 50-lap main event. McCreadie charged to the lead at the drop of the green flag. Moyer Jr. held the second-spot until Kyle Strickler moved by him on lap ten. Strickler then pressured McCreadie for the race lead by closing on his bumper several times as the two entered heavy traffic.

The first caution of the race came on lap thirteen, just as the race for the lead was heating up. When the race resumed, McCreadie and English took the second spot after Strickler got stuck against the wall coming off of turn number two. At the halfway mark, McCreadie still showed the way with English in second and fifteenth starting Don O’Neal in his first race since mid-June.

O’Neal and Davenport went



Tim McCreadie stands atop his car in victory lane at Ponderosa Speedway after winning the John Bradshaw Memorial. (Michael Moats photo)

back-and-forth in the race for third and fourth for several laps. Davenport was finally able to clear O’Neal with four laps to go to earn a podium finish. Meanwhile, McCreadie pulled away from English in the waning laps to deny the Kentucky racer his first career Lucas Oil victory.

The New York native did his customary victory lane celebration to a cheering crowd. “It was very aggressive out there tonight. It was more demanding than I wanted it to be. Thanks to Longhorn Chassis, Kevin Rumley, Justin Labonte, Philip Snellen, and everybody else with the team. This car has won a lot of money this year. We keep parking it, so maybe we shouldn’t leave it in the stable anymore. It’s

about time we finally won one of the Lucas Oil races.”

“It’s pretty cool to race here,” McCreadie added. “The crowd is right on you here with this d-shaped oval. We don’t normally run tracks like this. You can see when someone is coming behind you because the grandstand comes to its feet. So, I want to thank all the fans for helping me in lapped traffic. We have been working really hard on the shocks the last few weeks. This whole deal is tough, and we are just glad to be back in Victory Lane.”

English, who has been a frequent visitor at Ponderosa Speedway, was pleased with his runner-up finish. “I thought we might have had him [McCreadie] in

lap traffic. I also thought I was the only one to make a softer tire work, but I was fading at the end and he [McCreadie] got away from me. I will take second against these guys any night.”

Davenport, who started eighth, charged to a third-place finish. “We have been working on this Longhorn program a lot. McCreadie has been catching up and doing really good. Kevin [Rumley] has been working with him and hopefully we can get him up to second in the points. I took my time at the start and was trying to save my tires until the end.”

Completing the top ten were Jimmy Owens, Kyle Bronson, Jared Hawkins, Josh Richards, and Earl Pearson Jr.

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LOWER LAP TIMES

Hafertepe Conquers ASCS Field In Lake Ozark 360 Nationals Finale

ELDON, MO - Leaving only four drivers on the lead lap Sunday night, Sam Hafertepe's run in the 10th annual Lake Ozark Speedway 360 Nationals presented by Champion Racing Oil could only be described as utter domination, with Hafertepe leading 40 non-stop laps for his eighth SawBlade.com A-Feature score of the season.

Pocketing \$5,000 and taking home a custom championship belt for the win, Hafertepe felt a sense of vindication, after a shot, at victory over the Memorial Day weekend ended with an early trip to the trailer.

"We had that DNF here in the spring and I felt like we had the car to beat that night and just had misfortune so to come back tonight at the get the win is really sweet; especially in front of all these people. This state has badass fans. I feel like you're not going to get a better following for 360 Sprint Cars than these Missouri fans.

Even with the dominant performance, Hafertepe was still focused on how the car could have been better, "We actually started fading there towards the end of the race. It probably didn't look like it because we were still lapping a lot of guys, but I drove the shit out of that thing for 40 laps and that's all she had."

Getting the lead over Roger Crockett going into the first two turns, Hafertepe stayed glued to the cushion as he found the back of the field on Lap 5. Picking through the back markers, Hafertepe disappeared into slower traffic as Scott Bogucki went to work on Roger Crockett for the runner-up spot. Taking over second on Lap 10, the pair used traffic as picks. Keeping the spot through Lap 15, Crockett worked around Bogucki with both trailing the Heidbreder Foundation No. 15h by over a straightaway.

Keeping between five and seven slower cars between himself and the Rt. 66 Chevrolet of Tulsa No. 11, Crockett was able to close some distance through the midpoint of the feature event, but still was not able to close under three seconds at any given time.

Working into the top ten as the

race neared the final ten laps, Hafertepe found the top five on Lap 37 but was unable to catch the No. 52 of Blake Hahn before the checkered flag dropped. Crossing with almost 10 lapped cars between himself and Roger Crockett, the margin was 6.857 seconds. Scott Bogucki held on for third as John Carney II, who at one point as next in line to go a lap down, was able to pull away from the No. 15h and work to a fourth-place run after starting 16th. Working up from 11th, Blake Hahn completed the top five.

Ayrton Gennetten was the first driver a lap down in sixth with Jonathan Cornell in seventh. Slipping back from third, Kyle Bellm ended up eighth with Matt Covington in ninth. Kory Bales improved two spots to complete the top ten.

With an overall field of 50 drivers on hand between the two nights of racing, 47 teams were on hand for Sunday's finale. SCE Gaskets Heat Race wins went to Sam Hafertepe, Jr., Paul Nienhiser, Matt Covington, Tony Bruce, Jr., Robbie Price, and Roger Crockett. Hoosier Tire Qualifiers went to Scott Bogucki, Tyler Blank, and Tim Crawley. BMRS B-Features were topped by Jordon Mallett and Evan Martin. Three Provisionals were used by Tucker Doughty (ASCS Owner Points), Ben Brown (Regional), and Bryan Grimes (Promoter).

Back in Missouri on September 19, 20, and 21, the series will take on the 9th annual, \$10,000 to win, General Tire Jesse Hockett/Daniel McMillin Memorial at Lucas Oil Speedway in Wheatland, Mo. Tickets are on sale now at www.lucasoilspeedway.com.

For other news, notes, and in-



Sam Hafertepe celebrates in victory lane after winning the 10th Annual Lake Ozark Speedway 360 Nationals. (Steve Eichelberger photo)

formation 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).

Price is Right at Lake Ozark Speedway With The Lucas Oil ASCS

ELDON, MO - Keeping pace through a myriad of restarts at the ultra-fast Lake Ozark Speedway, Canada's Robbie Price held off multiple attempts by Sam Hafertepe, Jr. for the lead to secure the opening night of the 10th annual Lake Ozark Speedway 360 Nationals presented by Champion Racing Oil.

Price's second victory of the season with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network, Friday's SawBlade.com A-Feature triumph came just 11 starts after his Dirt Cup score at Skagit Speedway.

"Feels good to be No. 1 tonight," said Price with a sigh of relief. "Really have to say thank you to everyone at this track for getting this race

in. Most places would have canceled, but they got it done."

Gaining the advantage over Sam Hafertepe, Jr. on the start, the first of several cautions came on Lap 2 for Danny Sams who biked his No. 24d into the wall. Charging the bottom on the restart, Hafertepe couldn't clear for the lead as Harli White nearly sent sailing over the right-side tires of Blake Hahn while racing for third.

Slowed again on Lap 5 right as the leaders found the back of the field, the restart was short-lived as White flipped in the second turn. She was unharmed but unable to continue.

Looking for the slide again, Hafertepe was kept at bay as Price leaned hard on the cushion of the Lake Ozark Speedway. Challenged again on the Lap 9 restart, Hafertepe would get two more shots at sliding the Skagit Speedway No. 21p on Lap 13 and Lap 17 with Robbie running by him as the pair hit the exit of the second turn.

Making his longest run in traffic after the caution on Lap 17, Price was unphased as he opened his advantage to 2.610 seconds at the checkered flag.

"We had a lot of cautions right when I needed them going into lapped traffic," stated Price. "We were really good in clean air, but it would have been interesting to see how things would have gone had we been able to stay in lapped traffic, but fortunately we didn't have too but I have to give a shout out to Shark Racing Engines because I tortured this thing tonight. I was basically wide open for 25 laps."

Sam Hafertepe, Jr. in second was followed by Paul Nienhiser, who picked up three positions for his first career podium finish against the Lucas Oil American Sprint Car Series presented by the

(Continued Next Page)



Robbie Price outraced the field in the opening night of the 10th Annual Lake Ozark Speedway 360 Nationals. (John Lee photo)

Continued...

MAVTV Motorsports Network.

Taking advantage of a misstep by Blake Hahn on Lap 13 that nearly sent the No. 52 into the fence, Matt Covington raced by for fourth with Blake Hahn recovering to finish fifth.

Rolling from 10th, Washington's Seth Bergman made a brief appearance in the top five before ending up sixth in the end.

Jonathan Cornell crossed seventh with Austin Alumbaugh making up eighth positions for eighth. Kyle Bellm from 13th made it to ninth with Tyler Blank earning Hard Charger honors with a run from 22nd to 10th in the Blanks Backhoe No. 75.

Combined with the Racin-boys.com ASCS Warrior Region presented by Impact Signs, Awnings, and Wraps, Friday's field was 47 strong with the field rolling out into six SCE Gaskets Heat Races with wins going to Brandon Hanks, Austin Alumbaugh, Garett Williamson, Seth Bergman, and Harli White. Hoosier Tire Qualifiers went to Sam Hafertepe, Jr., Matt Covington, and Nathan Mills. BMRS B-Features were topped by Jordon Mallett and Bryan Grimes. Provisional starts were used by Scott Bogucki, Ben Brown, and Evan Martin.

Blake Hahn Captures 34 Raceway Triumph with The Lucas Oil ASCS

WEST BURLINGTON, IA - Holding on through heavy lapped traffic and letting the DriveWFX.com No. 52 eat the cushion of the 34 Raceway on Friday night, Blake Hahn's inaugural trip to the Iowa oval ended with his seventh career victory with the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network, and first with the Sprint Invaders.

"I just have to say, this is one of the best tracks in Iowa. We don't normally get to race short tracks here, it's usually all big tracks and this place is high banks and slick to a curb; you couldn't ask for better," stated Hahn.

Coming down to the final two turns with Seth Bergman nearly taking the win away, Hahn had to duck under a slower car and was able to use the slower machine as

a pick to hold off the Mud Slingers Coffee No. 23.

On having to hold off the No. 23, Hahn said, "I saw on the scoreboard at the Aussie [Scott Bogucki] was in second, then after the restart that Seth had gotten by him and I knew he to be rolling good, but I knew if I could stay on the cushion, especially on the restarts, I could get good momentum, but he did scare on one. I thought he had me slid, but we were able to get by him and at the finish, I just had to go where the lapped car wasn't and hoped he didn't change his line."

Taking off with the lead from the pole, Hahn slid in front of Austin McCarl as the pair raced into the first two turns. Getting several car lengths over the No. 99x, that advantage disappeared as lapped traffic came into play on Lap 5. Blocked for a couple of laps, the race for second between McCarl and the Sawblade.com No. 28 of Scott Bogucki morphed into a race for the lead with the trio in a high-speed game of Chess.

Making a small mistake on Lap 12, Hahn was wheel to wheel with Austin McCarl off the second turn. Able to keep the No. 99x at bay, McCarl was slid by Bogucki for the runner-up spot. Racing into a group of slower cars, the top three again went at each other's throats before the caution flew working Lap 14 for Dustin Selvage.

Back to the last fully completed lap, McCarl moved back to second and immediately threw a slide job for the lead. Unable to head off the No. 52, the momentum sent McCarl over the cushion and allowed Bogucki to advance once again, with Seth Bergman also taking advantage for third.

Shot sliding each other as Hahn built his lead, Bergman and Bogucki traded blows before the

caution lights came on again for Harli White on Lap 16. Diving the hub on the restart, Bergman went after the lead, but to no avail, as the caution slowed action again with 17 laps complete. Sliding for the lead again, the results were the same with Hahn railing the cushion to hold the top spot. Keeping pace with the No. 52 in clean air, Bergman closed but his run was hauled on Lap 22 with the race's final caution for Alex Hill.

Putting a half dozen car lengths on Bergman on the restart, Hahn was not out of the woods as the No. 52 found traffic with two laps to go. Bringing Seth right back into the fight, it was down to a car length on the final lap. Sprinting into the final two turns, Hahn dove low on the lapped car who slid just high enough to keep the No. 23 from making the final lap pass.

Ending up third was the No. 28 of Scott Bogucki for his ninth top five of the season. Running up from 10th, Robbie Price landed in fourth with Sam Hafertepe, Jr. making up 12 spots after transferring out of the first BMRS B-Feature to complete the top five.

Making an equally impressive run, Terry McCarl came from 16th to sixth with Matt Covington seventh. Austin McCarl slipped to eighth with Kaley Gharst ninth. Making to the most of a night plagued with mechanical issues, John Carney II was forced to use a provisional in the MVT No. J2 and clawed from 23rd to 10th.

Combined with the Sprint Invaders and ASCS Warrior Region, a stout field of 37 drivers was on hand Friday night. Five SCE Gaskets Heat Races went to Alex Hill, Scott Bogucki, Cody Wehrle, Blake Hahn, and Robbie Price. BMRS B-Features were topped by Sam Hafertepe, Jr. and Bryden Gaylord.

The only provisional was used by John Carney II.

Kyle McCutcheon Sweeps ASCS Southwest Weekend at Vado Speedway Park

VADO, NM - Breaking out the Broom on the ASCS Southwest Region over the Labor Day Weekend, Alamogordo's Kyle McCutcheon swept the series inaugural Border Tour at Vado Speedway Park.

Racing ninth to first on Saturday night, the Sunday edition saw McCutcheon taking the field to the checkered flag from the fifth starting spot. Bettering his run from Saturday by one, Rick Ziehl traded steps on the podium with Lorne Wofford who had finished fourth before a disqualification due to illegal stacks in post race tech for Billy Chester, who was not in his equipment.

Fourth went to Jesse Baker with Colton Hardy tearing a path through the field from 17th to complete the top five.

Brandon Schure was sixth with Robert Herrera making a big run from 21st to seventh. Vance Wofford, Caleb Saiz, and Alex Pettas completed the top ten.

The ASCS Southwest Region is back in action on September 14 at USA Raceway in Tucson, Ariz.

McCutcheon Takes ASCS Southwest Checkers at Vado Speedway Park

VADO, NM - The first of two nights in the books at Vado Speedway Park with the ASCS Southwest Region, it was Alamogordo's Kyle McCutcheon who broke into Victory Lane for the first time with the regional tour.

Becoming the 55th different driver to top the ASCS Southwest Region, McCutcheon did so from the ninth starting spot with a high side hustle to the front of the field that was met by Lorne Wofford who traded blows with Kyle through most of the race before ending up second at the drop of the checkered flag.

Rick Ziehl moved up three spots to finish third with Royal Jones and Colton Hardy making up the top five. Eric Wilkins crossed sixth with Chris Bonneau in tow. Moving up from 13th, Nick Parker finished eighth with Tanner Johnson slipping from the pole to ninth. Jesse Baker made up eight positions to complete the top ten.



Kyle McCutcheon (center) won both nights of the Lucas Oil ASCS Southwest Region action at Vado Speedway Park. (ASCs photo)

Brock Zearfoss Outduels Them All for Ohio Logistics Brad Doty Classic at Attica Raceway Park

ATTICA, OH - Taking into consideration his Friday night performance that resulted in a fourth place finish after starting 11th on the main event grid, it was apparent that Jonestown, Pennsylvania's Brock Zearfoss was going to be a major contender during Saturday's Ohio Logistics Brad Doty Classic presented by Racing Optics finale at Attica Raceway Park.

Fact of the matter is, Zearfoss was not a contender, but a winner, eventually leading the final 12 circuits to score the \$10,000 top prize, the largest payday of his career, as well as the coveted Brad Doty Classic championship helmet.

The victory, accomplished over a pair of Friday night podium finishers consisting of Tim Shaffer and Buddy Kofoid, raised Zearfoss' Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1 victory count to three on the season; his first in Ohio and his first since mid-July at Lebanon Valley Speedway in West Lebanon, New York. The 'Steel City Outlaw' Tim Shaffer ended up chasing Zearfoss to the final checkers, followed by Penngrove, California's Buddy Kofoid.

Using his performance to reclaim the top spot in the All Star title chase, Hartford, Ohio's Dale Blaney finished fourth on Saturday night with Parker Price-Miller claiming the final spot in the top five.

"This is badass," Brock Zearfoss said in Attica Raceway Park victory lane, pilot of the Moose's LZ Bar & Grill/Heavy Equipment, Loaders & Parts Inc./BAPS Auto Paint & Supply/Meckley's Limestone Products/Berkebile Oil Company/No. 70 sprint car. "I've been telling Brad (Doty) that I've wanted to come out to his race for the last three or four years, but this year we finally had the chance to do it. I'm just thankful Tony Stewart and the All Stars were able to put this deal together with Brad's help. My guys, Shane and Tye, gave me an awesome race car the last two nights. What an honor to win this."

Despite escaping to a comfortable command during the final 12 circuits, the trip to the top of the

podium was challenging for the 'Jonestown Jet,' forced to battle, as well as exchange the top spot, with defending All Star Circuit of Champions titleholder, Aaron Reutzel, on back-to-back occurrences during laps 26 and 27.

Zearfoss took charge over Reutzel for the first time on lap 26, utilizing a slick move through the center of turns three and four. Not willing to give up, Reutzel retaliated in a hurry, soon driving back by Zearfoss the following circuit. Unfortunately for Reutzel, caution flags waved two laps later at his expense, this time for an obvious mechanical issue, as the car slowed to a stop in turns one and two. Reutzel's misfortune proved to be a benefit for Zearfoss, now inheriting the top spot over Buddy Kofoid and Tim Shaffer.

Starting fourth on the 40-lap grid, Zearfoss battled within the top-five the entire distance, bouncing back and forth between third and fourth during the first 20 laps. Lap 23 served as the benchmark for Zearfoss' first, true challenge for the top spot, first driving under Kofoid through turns three and four to take second, all before the aforementioned lead change with Reutzel on lap 26.

"We were able to start a little bit closer to the front tonight and it all went our way," Brock Zearfoss continued. "Things got pretty tight there in traffic with Aaron (Reutzel) and we may have touched a little bit, but that's just racing sometimes. You have to go after it. I'm not sure



Brock Zearfoss celebrates his Brad Doty Classic win in victory lane at Attica Raceway Park. (Paul Arch photo)

what happened to him, but I saw that he slowed up. Like I said, things just went our way."

Aaron Reutzel Uses Late Race Restart to Steal Brad Doty Classic Opener at Attica Raceway Park

ATTICA, OH - Clute, Texas' Aaron Reutzel is certainly no stranger to Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1 victory lane, but his trip to the top of the podium on Friday night at Attica Raceway Park was just as dramatic as it was last minute, utilizing a restart with three laps remaining to steal the victory from race-long leader and California hotshot, Buddy Kofoid.

For Reutzel, the Ohio Logistics Brad Doty Classic presented by Racing Optics opening night victory was valuable not only short term, earning \$5,000 for his efforts, but it was also valuable long term, as the defending All Star titleholder re-

claimed the championship point lead by two markers over Hartford, Ohio's Dale Blaney. Reutzel's win bumped his count to a staggering ten on the season, now with two at Attica Raceway Park in 2019.

Also using the late-race restart to his advantage, the 'Steel City Outlaw' Tim Shaffer chased Aaron Reutzel to the final checkers, followed by Buddy Kofoid, Brock Zearfoss and Cap Henry.

"It's nice to get a win. We've been having either really good luck, or really bad luck; no in between," Aaron Reutzel expressed in victory lane, driver of the Baughman-Reutzel Motorsports/Folkens Brothers Trucking/Fischer Body Shop/Nattress Construction/No. 87 sprint car. "It was a great night for all of my guys. It was nice to close back in on the points. Dale (Blaney) and I have been going back and forth a lot this year in the points. I just want to get the lead and set sail. Dale is a seasoned veteran at this stuff and probably takes the stress a little bit better than I do."

Starting fourth on the evening grid, Reutzel was not a major contender until late in the 40-lapper. Battling early with Republic, Ohio's Cap Henry, the pair exchanged the runner-up spot nearly five times before Reutzel finally settled into second on lap 28.

While Henry and Reutzel battled in the background, Buddy Kofoid was in control. The Ed Neumeister Racing ace took off from the pole position and maintained a blistering pace on the topside of the speedway. An early reg flag incident on lap eight, followed by a pair of cautions on lap 13 and lap 17, were Kofoid's only distractions during the first half of the 40-lap program.

A long green flag segment after the lap 17 caution eventually led the



Aaron Reutzel takes the checkered flag on the opening night of the Brad Doty Classic at Attica Raceway Park. (Paul Arch photo)

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front-runners to lapped traffic. Despite Kofoid's torrid pace on top, getting by the slower cars became a challenge, ultimately allowing Cap Henry and Aaron Reutzel to track down the youngster.

On lap 28, executing a bold slider between turns three and four, Reutzel drove by Henry for second, next setting aim on the No.

11N of Kofoid. As the laps clicked down, so did Kofoid's command, nearly losing the top spot to Reutzel when the Texan attempted a slide job in turns one and two on lap 37. Although the attempt failed, yellow flags waved shortly thereafter giving Kofoid the breather that he needed, or so he thought.

It turns out that the ensuing restart with three laps to go was just what Reutzel needed, sticking himself between the bottom edge and a blocking Kofoid as the pair battled through turns one and two.

"I was going to try to get a run on the top, but he blocked the top," Aaron Reutzel said. "I really thought he was going to take off earlier than that and not leave us anything, but he waited a long time to take off. I knew if we had any chance, that's when it was going to be. I think he knew he made a little bit of a mistake and tried to block it, but he left the door open just enough. We had a great race car. That late caution is what won us the race."

The final caution also allowed Tim Shaffer the opportunity to drive by Kofoid to claim second. It was the Aliquippa-native's first night in the Ron Gorby-owned/Howard Johnson of Lima/No. G1.

"We're still learning the car," Tim Shaffer said of his new opportunity, who started fifth on the grid. "Early on in that race, I just couldn't get the wing back enough. The track was so tight on the right rear. It finally slicked up to where I could get the wing back and get a little more leverage getting into the corner. That last restart, I think I had a shot at (Reutzel) but I missed the bottom. It's a great night and a great job for all of us."

"My motor didn't take off there on that last restart," Buddy Kofoid explained. "I guess I just need to do my job better on restarts. I really wasn't challenged on the restarts

before that one. I'm just glad to finish in a podium spot."

Mother Nature Interrupts All Star Visit to Wayne County

ORRVILLE, OH - Rain invaded the Orrville, Ohio-area just after the 4 o'clock hour, and again just after the 7 o'clock hour, leaving Wayne County Speedway grounds heavily saturated.

With little to no drying time available, Ollie's Bargain Outlet All Star Circuit of Champions presented by Mobil 1 and Wayne County Speedway officials were left with no choice but to cancel Pete Jacobs Memorial competition scheduled for Sunday, September 1.

There were 32 cars signed-in for action when the rain returned.

Tony Stewart Releases Statement Regarding Disqualifications at BAPS Motor Speedway

On Sunday night at BAPS Motor Speedway, the All Star Circuit of Champions disqualified five teams and drivers from the feature event due to their crews leaving the designated work area in the infield of the track. This is stated in our rule book and the designated work area was communicated to the drivers at the driver's meeting. Our officials called the rules violations accurately.

With that said, I acknowledge that the punishment of disqualification does not fit the wrongdoing by the teams.

The intent of the rule is, not only for the safety of the crew members, but also to provide a level playing field for all teams while in the infield. On Sunday night, Track and Series officials both determined that a designated area was required for crew members to keep them safe and away from certain areas of the infield.

I assure each and every track owner, promoter, team owner, driver, crew member and most importantly the loyal fans that support their drivers and tracks, that this will never happen again. We will not put ourselves in a position to have to monitor the designated work area. In the instances that our teams are parked outside the track, the work area will remain outside the track unless the track designates it elsewhere. Any disqualification will be reserved for only those violations that warrant such a response.

I was a participant in this race for

the third straight year and as a driver I was upset that I didn't get to race against the cars that were disqualified. I won the All Star race at BAPS Speedway last year and it one of the biggest races that I have ever won for one reason: I came to Pennsylvania and beat the best in the sport. Coming to Pennsylvania is important for me and for my Series; it's the toughest racing in the country. When you win in Pennsylvania, you know you beat the best.

I have reached out to each of the teams that were disqualified on Sunday night and had meaningful discussions with each of them. Each team and driver have committed to supporting the All Stars beginning next weekend at Port Royal for the Night Before the 50 and the 52nd Annual Tuscarora 50, Williams Grove on September 20th and the Dirt Classic at Lincoln Speedway on September 21st.

I would like to publicly support my Series Director, Eric Walls. Eric is fair and consistent to each and every team that races with us regardless of their tenure, number of wins or resume. Eric did his job on Sunday night and he will do so

again beginning this weekend in Ohio. I have the utmost respect and confidence in Eric. If anyone is to take the blame for the rule as it was written, that falls on me as the Series owner.

Finally, it is important to note that my officials made the call Sunday night. BAPS Motor Speedway was not involved in the decision to disqualify the teams. Scott and Kolten do a great job at their facility and have invested their money and time to make their track a top facility in central Pennsylvania. I ask that you do not hold them accountable on any level and support them as you have in the past. I extend this ask of support to all tracks in central PA. There are a number of high purse paying shows remaining in Pennsylvania over the next two months. These tracks cannot pay out purses of this magnitude without the support of the fans.

I am truly sorry for the impact this has caused on the fans, teams, drivers, BAPS Motor Speedway and their partners including the Snyder family and BAPS Paints, and our Series partners, including Ollie's Bargain Outlet and Mobil 1.

Charlotte Motor Speedway

CONCORD, NC - As preparations for the Sept. 27-29 Bank of America ROVAL™ 400 continue, Charlotte Motor Speedway has opened its campgrounds for evacuees from Hurricane Dorian.

Speedway officials have opened Rock City Campground, on Bruton Smith Boulevard, and bathhouse facilities free of charge.

Evacuees are asked to check in at the Camping World Racing Resort office (6600 Bruton Smith Blvd, Concord, NC), which can be accessed at the entrance to zMAX Dragway. After-hours check-ins can be made in the camping section on the speedway's website. Guests can also reach the camping office by phone at 704-455-4445.

KEEP TRACK: Keep track of all the latest news and events at Charlotte Motor Speedway by following on Twitter and Instagram or become a Facebook fan. Keep up with all the latest news and information with the Charlotte Motor Speedway mobile app.

Kansas Speedway

KANSAS CITY, KS - Kansas Speedway and GEHA (Government Employees Health Association) have partnered to enhance Kansas Speedway's military offer, while GEHA will also be the presenting sponsor for Kansas Speedway's pre-race activities for the Hollywood Casino 400 on Oct. 20.

"I'm excited to partner with GEHA on our military offer," said Kansas Speedway President Patrick Warren. "We are big supporters of our military men and women, and their families as they allow us to race not just at Kansas Speedway but at race tracks throughout the country."

"As one of the largest providers of health and dental plans for federal employees, military retirees and their families, GEHA is proud to serve more than two million members nationwide," said Sherry Gibbs, GEHA Vice President, Marketing. "The Kansas City area has been our home for 82 years, and we're honored to partner with our hometown track to fuel our organization's local and national growth, enabling us to better serve our members."

Gibbs went on to say, "GEHA

appreciates those who serve our country, which is why partnering with Kansas Speedway, a leading supporter of the military, is an exciting opportunity."

The offers for military include a free pre-race pass with a regular priced ticket, or a \$75 ticket for the Hollywood Casino 400, an over 40% discount on the regular price.

About GEHA : Government Employees Health Association, Inc. (pronounced G.E.H.A.) is a nationwide, not-for-profit provider of medical and dental plans for federal employees. Based in Lee's Summit, Missouri, GEHA is proud to empower more than 2 million active and retired federal employees, retired military and their families to be healthy and well, through access to quality, affordable health care. Established in 1937, GEHA now employs nearly 1,400 people in the Kansas City metro area. For more information, visit geha.com.

Kansas Speedway, a premier motorsports facility in the Midwest, hosts two NASCAR race weekends a year, in addition to hosting approximately 200 other events throughout the year. Kansas Speedway's first race weekend of the season is in May with the NASCAR Gander Outdoors Truck Series and Monster Energy NASCAR Cup Series under the lights. In the fall, the NASCAR playoffs return in with the NASCAR XFINITY Series and Monster Energy NASCAR Cup Series. To purchase season or single day tickets, call 866.460.RACE (7223) or log onto www.kansaspeedway.com.

General parking is always free at Kansas Speedway and fans can bring in one 14x14x14-inch soft-sided cooler with their favorite food and beverages.

Fans can follow Kansas Speedway on Facebook at www.facebook.com/kansaspeedway, Twitter (@kansaspeedway), Instagram ([kansaspeedway](https://www.instagram.com/kansaspeedway)) and Snapchat ([kansaspeedway](https://www.snapchat.com/add/kansaspeedway)).

Talladega Superspeedway

TALLADEGA, AL - Construction crews are working around the clock in the legendary Talladega Superspeedway infield, and the scenery is ever-changing in the new, interactive Talladega Garage Experience, the major part of Transformation – The Talladega Superspeedway Infield Project presented by Graybar, which debuts October 11-13.

That weekend, fans will be mesmerized at the world's greatest race track when they make their way into the Talladega Garage Ex-

perience as part of a doubleheader NASCAR Playoffs weekend featuring the Sugarlands Shine 250 for the NASCAR Gander Outdoors Truck Series (Oct. 12) and the 1000Bulbs.com 500 (Oct. 13) for the Monster Energy NASCAR Cup Series.

Over the last few days, workers have been putting the final touches on the hardscape in the Watch Zone and Game Zone, which sit directly across the way from the massive Open Air Social Club, using saws to cut the decorative construction joints in the concrete. They also continue to pour concrete and work on the rest of the hardscaping throughout the 140,000-square-foot Talladega Garage Experience area.

Shade structures are also up and in place and will serve as great locations for fans to congregate, enjoy the \$4 or less Value-Priced Concessions (excluding the \$9 Big One Meatball), and catch all the live on-track action via the giant ISM Vision Board screen right outside the Social Club, perfect for all fan's viewing purposes.

The 35,000-square-foot Open Air Club, the centerpiece of the Garage Experience, is also taking shape. It will be lined on both sides by two of the four Monster Energy NASCAR Cup Series garages that will house the top 22 drivers (11 in each) in the Cup Series. In the garage bays via the fan viewing walkway, fans with a Garage Experience admission will receive "up-close" access and be under the same roof where the race cars are being prepped by the race teams throughout the entire weekend.

In addition to the Watch Zone, Game Zone and Social Club, other items that are progressing include the Pit Road Club Suites, concession and restroom complexes, the Garage Suites, and Guest Services facility. Construction efforts also continue to move forward on the new Race Operations building that will house NASCAR Race Control, LIVE Network Television and Radio, as well as public address announcers.

The Talladega Garage Experience will stretch from the center of the Tri-Oval down near the Start-Finish line and will also have FREE Wi-Fi presented by Xtreme Concepts, Inc. Other items fans can enjoy include a reserved area at Gatorade Victory Lane where fans will

get the chance to witness the victors' celebration after each race in Celebration Plaza, an entertainment stage for local music, Driver Q&A's and other interviews, and social areas. Guests with a Talladega Garage Experience pass will also have access to Sunday's pre-race ceremonies and Driver Introductions at the Start-Finish line!

The Transformation Infield Project presented by Graybar is part of International Speedway Corporation's (Talladega's parent company) long-term capital allocation plan and reinvestment into its major motorsports complexes. DLR Group is the architect of the entire project while Hoar Construction continues to lead Phase II. GT Grandstands (Plant City, FL) is constructing the Race Operations tower, as well as the Pit Road Club Suites that will house 600 guests who will get a birds-eye view of team pit stops from behind pit road, along with food and beverages.

Fans can learn more about the project and view the progress 24/7 via the construction cam by visiting www.talladegasuperspeedway.com/transformation. For ticket information on the track's NASCAR doubleheader playoffs weekend, and all things on Transformation and the Talladega Garage Experience, log onto www.talladegasuperspeedway.com or call 855-518-7223 (RACE).

Homestead-Miami Speedway

MIAMI, FL - South Florida is known for having some of the most beautiful beaches in the world. Today, Homestead-Miami Speedway announced plans to bring the beach to the track with its first ever Infield Beach Party during the Monster Energy NASCAR Cup Series Ford EcoBoost 400 championship race on Sunday, November 17.

The Infield Beach Party, which is open to guests ages 18 and over, will take place on a 20,000 square-foot beach located in the Speedway's infield, inside of Turn 3. The beach will sit on the spring-fed 7-acre lake that spans the width of the backstretch.

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This will mark the second beach area at Homestead-Miami Speedway and the first to be accessible by the public during Ford Championship Weekend. The Infield Beach Party is the only ticketed beach area in motorsports, and is also the first of its kind across all sporting venues around the country.

The beach will be complete with a floating dock, palm trees and a swimming area. The Infield Beach Party is about more than just relaxing in the sand, as attendees will be treated to an exclusive experience that includes live entertainment, unique food and beverage options, beach and water activities, and much more.

"With this unique addition, fans will get a taste of a beautiful South Florida beach," said Homestead-Miami Speedway President Al Garcia. "This innovation allows us to bring Miami's culture to the Speedway, and we're excited to be the first track to introduce this concept to the sport. As we look to enhance the experience of our guests, we will continue bringing creative and fun opportunities such as the Infield Beach Party to Homestead-Miami Speedway."

Public sale will begin on October 1, and space is limited. Beach Access Passes start at \$40 and the beach will open at 10 a.m. on Sunday, November 17 and will remain open through the conclusion of the Ford EcoBoost 400. For more information, call (866) 409-RACE.

Tickets for 2019 Ford Championship Weekend, which consists of the Ford EcoBoost 200 (NASCAR Gander Outdoors Truck Series championship race), Ford EcoBoost 300 (NASCAR XFINITY Series championship race) and Ford EcoBoost 400 (Monster Energy NASCAR Cup Series championship race), are now available and can be purchased by calling (866) 409-RACE (7223) or visiting www.HomesteadMiamiSpeedway.com.

Charlotte Motor Speedway

CONCORD, NC - By all accounts, the once-lost Ford Mustang that action star Steve McQueen drove in the 1968 film "Bullitt" is about to become the most valuable Mustang ever to change owners.



The world-famous Ford Mustang that action star Steve McQueen drove in the 1968 film "Bullitt" will headline the Oct. 17-19 Pennzoil AutoFair at Charlotte Motor Speedway. (Photo Courtesy of Sean Kiernan)

Before the iconic green fastback makes its short drive across the auction block (and possibly goes back into hiding), car buffs and movie nuts will have a chance to see it up close during Charlotte Motor Speedway's Oct. 17-19 Pennzoil AutoFair.

Two identical Highland Green 1968 Mustangs with 390ci V-8 engines were heavily modified for stunt work in McQueen's "Bullitt," a gritty crime movie that famously set a high bar for realistic chase scenes. One of the Mustangs was brutally abused as it jumped hill after hill in pursuit of a black Dodge Charger through the streets of San Francisco. After the chase, that jump car was trucked away as scrap and would reappear as a stripped shell five decades later in a Mexican salvage yard.

The "hero car" that shared much of the screen time with McQueen visible at the wheel sustained only cosmetic damage and was repaired by Warner Bros., after which a studio employee bought it. That first private owner sold it to a police detective in New Jersey, who kept it for four years before his wife persuaded him to sell it and buy a nice, practical station wagon.

Third owner Bob Kiernan and his wife drove the "Bullitt" Mustang as basic—albeit loud and powerful—transportation. Through 1980, the family used the green fastback as a daily driver and even carried their Great Danes in it. It was taken off the road when Kiernan relocated for work and spent the next 38 years collecting dust in various garages and barns.

In 1989, Kiernan found out from automotive writer Brad Bowling that the entire Mustang hobby had been searching for the surviving "Bullitt" car with great enthusiasm. Discovering he had a surefire investment on his hands, the owner agreed to work with Bowling on a series of articles about the car in exchange for a promise to keep his identity a secret. (For Bowling's full history

about the car and documentation, visit bradbowling.com.)

For the next 29 years, Kiernan watched as "Bullitt" mania reached a fever pitch. Ford Motor Co. began selling hugely popular movie-edition Mustang GTs in 2001. Everything McQueen ever wore or drove started going for insane prices, such as a pair of Persol sunglasses that brought \$70,200 in 2006 and a Porsche 911S he drove in "Le Mans" that sold for \$1.4 million in 2011.

Unfortunately, Bob Kiernan passed away in 2014 after bequeathing the world's most sought-after movie car to his son Sean. In 2016, with the movie's 50th anniversary just two years away, Sean let Ford Motor Co. know that he was ready to reveal his identity and the fastback to the public. On Jan. 14, 2018, Ford introduced Kiernan and his car during the North American International Auto Show in Detroit alongside the company's commemorative 2019 "Bullitt" Mustang model, which was driven onto the stage by McQueen's granddaughter Molly.

Since then, Kiernan and the Mustang have traveled the world, drawing enthusiastic fans in every country they visit. Kiernan recently announced he would be selling the "Bullitt" Mustang at a Mecum Auctions event in January 2020, making its Pennzoil AutoFair visit one of the last times it is guaranteed to be shown to the public. The highest price ever paid for a collector Mustang was \$2.2 million last year for a one-off 1967 Shelby GT-500; hobby watchers think "Bullitt" could very well double that.

MORE INFO: The Pennzoil AutoFair features more than 50 car club displays and more than 10,000 vendor spaces offering an array of automotive parts and memorabilia. More than 1,500 collectible vehicles of all makes and models will be

available for sale in the car corral that rings the 1.5-mile superspeedway. In addition, kids can enjoy face-painting, bounce houses, and other games and entertainment in the Play Zone. Hours for the Oct. 17-19 Pennzoil AutoFair are 8 a.m. to 6 p.m., Thursday through Saturday.

TICKETS: Single-day tickets are \$13 each day for adults. Admission is FREE for children 13 and under with an adult. A three-day weekend pass is available for just \$32. To buy tickets, AutoFair attendees can call the speedway ticket office at 1-800-455-FANS (3267), shop online at www.charlottemotorspeedway.com, or buy them at the gate.

FOLLOW US: Keep track of Pennzoil AutoFair attractions and events by following on Twitter and Instagram or become a Facebook fan. Keep up with all the latest news and information with the Charlotte Motor Speedway mobile app.

Martinsville Speedway

WELCOME, NC - Martinsville Speedway, Richard Childress Racing, and Childress Vineyards are teaming up to celebrate the race team's 50th Anniversary with a special "Cheers to the Years" ticket package available to fans attending the First Data 500 this fall.

Each ticket fans purchase to the First Data 500 on October 27, 2019, will include one free admission to the RCR Museum and one free cellar or barrel select wine tasting at Childress Vineyards. Vouchers for the two experiences will be mailed with race tickets and are good from October 1 through November 16, 2019.

Fans can use the RCR Museum voucher during the team's Fan Day on Friday, October 25, 2019, when the organization celebrates its 50th Anniversary leading into the Martinsville Speedway race weekend. Driver autograph sessions, Q&As, shop tours and more will be available to fans throughout the day before Childress Vineyards kicks off the Lexington BBQ Festival that evening with the fifth annual Pre-Pig Shindig just down the road.

Tickets for Martinsville Speedway's First Data 500 can be purchased by calling 1-877-RACETIX (1-877-722-3849) or by visiting martinsvillespeedway.com.



Carteret County Speedway

PELETIER, NC - The Labor Day Classic at Bobby Watson's Carteret County Speedway has been canceled for the first time in its five year history due to persistent rainfall on Sunday afternoon.

Normally, the track would move the race to the following day, but with catastrophic Hurricane Dorian barreling towards the East

Coast and the need for people to prepare or evacuate, track owner Bob Lowery made the decision to cancel the race. A make up date will be announced in the near future.

"Ordinarily, we would go ahead and run tomorrow but there are a lot of outside forces at play here," track owner Bob Lowery said. "We've got a category five hurricane coming towards us and some of our drivers have to get out and get home, and our local drivers need to go ahead and prepare for the storm. We're already hearing of gas shortages and stuff. Ultimately, peoples' lives are at stake, so we've decided to cancel the race."

Competitors and fans who had already paid for their pit pass or tickets should hold on to their arm-bands for the to be announced makeup date.

The next schedule raced at Carteret County Speedway is the Bobby Watson Memorial, set for September 21st. The race will feature racing for Late Models, Street Stocks, Mini-Stocks, U-CARs, Legends, Champ Karts, East Coast Flathead Fords, and the Coastal Carolina Mini Cup Series.

For more information about Bobby Watson's Carteret County Speedway, visit the track's official website at www.carteretspeedway.com, "like" Carteret County Speedway on Facebook or follow @carteretcoswy on Twitter.

Kingsport Speedway

KINGSPORT, TN - Nik Williams moved one step closer to a first track championship at Kingsport Speedway with his sixth win of the season Friday on Whelen First Responders Night at the Races..

Williams, the driver of the No. 32 Chevrolet, finished one car length ahead of defending track champion Zeke Shell in the No. 1 Ford in the



The rain gods were not on the side of the racers this weekend at Carteret County Speedway. (CCS photo)

60-lap Late Model Stock feature for the NASCAR Whelen All-American Series.

The two battled on the opening lap around the 3/8-mile concrete oval before Williams emerged with the lead. The Chuckey driver maintained the lead position throughout the race, even holding off Shell as the two drivers battled through lapped traffic.

Shell closed on the final lap, but wasn't able to get a bump-and-run move for the win. With Friday's win, Williams now holds a 10-point lead over Shell in the track championship standings.

"Second lap, I got around him and led all 60, but he gave me a good fight," Williams said on the track's "Behind Pit Wall" broadcast. "I just tried to hold him off."

It was a struggle for Williams to race at all. The rear end and transmission went out on his car during the first practice and the team had to race back to the shop to get parts off their backup car to get back on track.

Danny O'Quinn Jr., a former NASCAR Nationwide Series Rookie of the Year from Coeburn, Va. and currently living in Abingdon, had the fast time in qualifying in his No. 96 machine. After an inversion of top qualifiers, O'Quinn started third and wasn't able to get around the top two.

Wayne Hale of Bluff City and Kingsport's Derek Lane rounded out the top five. Lane held off Jonesborough racer Jerry Broyles for the fifth spot.

MOD SQUAD: Kingsport Trey Lane won for the ninth time this season in the Mod Street division. His No. 9 Dodge Challenger passed the No. 27 Chevrolet of Rusty Clendenin for the lead on lap 10. Clendenin finished second with

points leader Kevin Wolfe in third. Paul Shull and Bryan Young completed the top five.

Kevin Canter leads all divisions after his 15th win in the Mod 4 division. The Abingdon driver in the Dale Earnhardt-inspired black No. 3 finished 1.7 seconds ahead of runner-up Billy Duty, who put forth a strong effort in the No. 2 car. Chris Amburgey was third, followed by Dalton Thomas and Chris Coleman.

PURE SUCCESS: Kingsport driver Keith Helton scored his class-leading 11th win in the Pure 4 ranks. In a fierce six-driver battle for the win, Kenny Absher finished second followed by Billy Byington.

William Hale, Bucky Smith and defending track champion Bruce Crumbley took the fourth through sixth positions.

Tony Dockery won for the third time in the last four Pure Street races. Points leader Doug Austin was second, followed by Bruce Blessing, the previous week's winner. Gene Griffey was fourth with Mike Mays finished fifth.

Two nights of racing remain on the weekly schedule, Sept. 6 and Sept. 13

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

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

Selinsgrove Speedway

SELINGSGROVE, PA - Persistent rain started around 3 p.m. and continued past 6 p.m. Sunday, forcing Selinsgrove Speedway officials to cancel the Ray Tilley Classic for 410 sprint cars for the second time this season.

The United Late Model Series, pro stocks, and roadrunners were also on the four division racing card sponsored by Selinsgrove Ford. The race will not be made up.

Selinsgrove Speedway will pres-
(Continued on Next Page...)



Here are all of the winners from Kingsport Speedway this past Friday night. Congratulations to all. (KINGSPORT SPEEDWAY photo)

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ent back-to-back National Open races for the 410 sprint cars and super late models in September to close out the 2019 season.

The Jim Nace Memorial/37th Annual National Open for 410 sprint cars sponsored by Red Robin will pay \$20,000 to win on Saturday, Sept. 14. The PASS/IMCA 305 sprint cars will be on the open wheel double-header at 7 p.m. Track

gates will open at 4 p.m. The rain date, if needed, is Sunday, Sept. 15 at 6 p.m.

The final race of the season will be the World of Outlaws Late Model Series 21st Annual Jeff's Auto Body Late Model Open paying \$10,000 to win. The limited late models will share the racing card with the super lates at 7 p.m. Track gates will open at 4 p.m.

There will be no racing at the speedway Saturday, Sept. 7.

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

Stafford Motor Speedway

STAFFORD SPRINGS, CT - Stafford Speedway returned to NASCAR Whelen All-American Series racing action on Friday, August 30th with the Valenti Modified Racing Series in the house for the Lincoln Tech VMRS 80. Keith Rocco was a winner for the second consecutive week in the SK Modified® feature, Tyler Leary won for the first time in nearly 2 years in the Late Model feature, Bryan Narducci scored his second consecutive and eighth overall feature win of the 2019 season in the SK Light feature, Duane Provost secured his second win of 2019 in the Limited Late Model feature, and George Bessette, Jr. took down his second consecutive and fourth overall win of 2019 in the Street Stock feature.

In the 40-lap SK Modified® feature event, Troy Talman took the early lead with Joey Cipriano applying heavy pressure in second. Tyler Hines was third with Cory DiMatteo fourth and Glen Reen fifth. Hines got into the back of Cipriano on lap-5 with Cipriano recovering in 14th place. Talman still held the lead with Hines now in second, Di-

Matteo third, Reen fourth and Andrew Molleur fifth.

Todd Owen got around Molleur for fifth on lap-7 with Michael Gervais, Jr. in sixth. Gervais took fifth from Owen on lap-10 and Hines was given the black flag for making contact with Cipriano. This put DiMatteo into second with Reen third, Keith Rocco fourth and Gervais fifth as Talman was still in the lead on lap-14. Reen got around DiMatteo to take over second on lap-15 but DiMatteo came right back and nearly retook the spot on lap-17. DiMatteo continued to look high and low for a way around Reen while Rocco and Gervais were closing in and Talman was still in the lead. DiMatteo made a pass stick on lap-20 to move back into second and drop Reen to third.

With DiMatteo now in second, he was slowly starting to eat into Talman's lead with Reen and Rocco right behind him. Ronnie Williams and Owen were waging a thrilling side by side duel for sixth place with Williams taking sixth on lap-26.

With 10 laps to go, DiMatteo had closed the gap to Talman and was right on his back bumper. Rocco and Reen weren't far behind in third and fourth and DiMatteo took the lead from Talman on lap-32 with a pass coming out of turn 2. DiMatteo's pass for the lead allowed Rocco and Reen to close right up to the back bumper of Talman and Rocco took second on lap-33 with Reen taking third as Talman fell back to fourth.

Rocco took to the outside lane and ran side by side with DiMatteo for lap-36 before falling back into line. Rocco again went to the outside of DiMatteo on lap-38 and the two were virtually even at the line. The three leaders touched going down the backstretch with DiMatteo spinning and Reen hitting the wall to bring the caution out with 38 laps complete. Rocco brushed against the wall as he had white stripes all around his right side tires but he stayed on track in the lead for the restart. Williams was now second for the restart with Gervais and Talman in the second row.

Rocco took the lead with Williams right behind him in second. Williams couldn't get close enough to Rocco on the final lap to make a move as Rocco took down his second consecutive win and fifth overall of the 2019 season. Gervais finished third with Owen and Talman rounding out the top-5.

In the 30-lap Late Model feature event, Tyler Leary took the lead at the drop of the green with Richard

Ciriello in second. Michael Bennett held off Al Saunders for third with Michael Wray and Cliff Saunders side by side for fifth place. Tom Fearn and Ryan Fearn were slicing their way through traffic in the early going and with Wray taking third on lap-4, Tom Fearn took fourth from Bennett and Ryan Fearn took fifth on lap-5 as Bennett slid back to sixth in line.

Wray got by Ciriello to move into second on lap-6 and his move opened the door for Tom Fearn, Ryan Fearn, Al Saunders, Kevin Gambacorta, Wray, and Bennett to all get by Ciriello as he fell back to outside the top-10. Leary had built up a large lead of almost a full straightaway over Wray and Tom Fearn.

Tom Fearn took second from Wray on lap-9 and Ryan Fearn followed him through to take third and drop Wray back to fourth in line. At the halfway point of the race, Leary still held nearly a full straightway lead over Tom and Ryan Fearn with Wray fourth and Gambacorta fifth in line. Al Saunders was sixth followed by Wayne Coury, Jr., Cliff Saunders, Bennett, and Dave Wray. Bennett's car began to drop off the pace on lap-19 and he brought his car to pit road on lap-20 where his team went under the hood.

With 5 laps to go, Leary was still out front by a wide margin with Tom and Ryan Fearn still in second and third. Gambacorta was fourth in line with Coury up to fifth. Leary led the field to the checkered flag to pick up his first win of the 2019 season in dominating fashion. Tom Fearn finished second with Ryan Fearn, Gambacorta, and Coury rounding out the top-5.

In the 20-lap SK Light feature event, Joey Ferrigno took the lead at the green and he led the first lap before Chris Matthews went to the front on lap-2. Teddy Hodgdon followed Matthews by Ferrigno to move into second with Amanda West taking third, Alexander Pearl fourth, and Mark Bakaj fifth as Ferrigno slid back to sixth in line. The caution came out with 3 laps complete for a multicar incident in turn 2 that involved the cars of Ed Chicoski, Glenn Bartkowski, and Sami Anderson.

Matthews and Hodgdon were side by side for the lead back under green with Pearl in third. West and Bob Charland were side by side for fourth. Hodgdon got clear to the lead on lap-6 with Matthews and Pearl now side by side for second while West and Charland were still side by side for fourth place. Pearl

took second from Matthews with Charland getting the better of the duel with West for fourth. The caution came back out for debris on the frontstretch with 10 laps complete.

Hodgdon and Pearl were side by side for the lead but the caution came back out with 11 laps complete as Norm Sears, Robert Blossom, III, Glenn Griswold, and Ethan Durocher all spun on the frontstretch.

Matthews and Hodgdon were side by side for the lead with Narducci and Pearl side by side for third on the restart before Narducci went 3-wide with Hodgdon and Matthews before backing out and settling back in to second alongside Matthews as Hodgdon got clear to the lead.

Narducci made a move to the inside of Hodgdon on lap-15 to take over the lead. Hodgdon spun on lap-16 going down the backstretch and rejoined at the rear of the field as the race stayed green. Matthews was now second with Pearl third, Charland fourth and Wesley Prucker fifth as Narducci started to stretch out his lead. Narducci led the field to the checkered flag to pick up his eighth win of the 2019 season. Matthews finished second with Pearl, Charland, and Prucker rounding out the top-5.

In the 15-lap Limited Late Model feature event, Gary Patnode led the first lap before giving way to Duane Provost, who took the lead on lap-2. Jeremy Lavoie pulled alongside Provost on lap-4 for the lead and the two cars ran side by side for two laps before the caution came out with 5 laps complete as Alexandra Fearn slid into the turn 4 wall with a flat right front tire.

Lavoie and Provost resumed their side by side duel for the lead on the restart with Patnode in third. Matt Clement was fourth and Devon Jencik was fifth in line. Lavoie got clear to the lead on lap-8 with Patnode now side by side with Provost for second place with Clement right behind them. The caution came out with 8 laps complete for a spin in turn 2 by Kevin Crosby.

Lavoie took the lead on the restart with Provost slotting into second. Clement took third with Patnode fourth and Dave Gargaro, Jr. up to fifth. Provost made a move to the inside of Provost on lap-12 and he took the lead on lap-13. Clement was right behind Lavoie in third to form a 3-car train for the lead. Provost led Lavoie and Clement to the checkered flag

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to pick up his second win of the 2019 season. Patnode finished fourth with Gargaro rounding out the top-5.

In the 20-lap Street Stock feature event, Marvin Minkler led the first lap before Tyler Trott went to the lead on lap-2. Zack Robinson took second with Meghan Fuller third, George Besette, Jr. fourth, and Adrien Paradis, III fifth as Minkler fell all the

way back to ninth place.

Besette made a move to the inside of Fuller on lap-6 and he was able to complete the pass on lap-7. Besette then took the lead from Trott on lap-12 before the caution came out for a spin by Fuller in turn 3 that collected the car of Paradis.

Besette took the lead on the restart with Robinson right on his back bumper in second. Paradis was third in line with Travis Hydar taking fourth from Trott on lap-15. Nicole Chambrello spun on the frontstretch to bring the caution back out with 15 laps complete.

Besette took the lead back under green with Robinson still glued to his back bumper in second. Hydar took third from Paradis on lap-18 with Trott and Fuller side by side for fifth. Fuller took fifth on lap-19 but no one could catch Besette as he took down his second consecutive and fourth overall feature win of the 2019 season. Robinson finished second with Hydar, Paradis, and Fuller rounding out the top-5.

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

Stafford Motor Speedway

STAFFORD SPRINGS, CT - The Valenti Modified Racing Series returned to Stafford Motor Speedway on Friday, August 30th for the Lincoln Tech VMRS 80. Chase Dowling took the lead on lap-24 of the 80-lap event and he led the rest of the way, holding off Keith Rocco on several late restarts to win the Lincoln Tech 80.

The race took the green flag with Cam McDermott going outside polesitter Brad VanHouten to take the early race lead. Chase Dowling was quickly took second with Ronnie Williams coming up to third. Keith Rocco was fourth with

Matt Galko up to fifth as VanHouten was side by side with Les Hinckley, Jr. for sixth place on lap-5.

With 20 laps complete, the order remained the same up front with McDermott leading Dowling, Williams, Rocco, and Hinckley. Anthony Flannery was up to sixth with Matt Galko seventh, Anthony Nocella eighth, Donnie Lashua ninth and Dave Etheridge tenth.

Dowling made a power move to the outside of McDermott going into turn 3 on lap-24 to move into the lead. Williams followed him into second and it appeared that McDermott's car began to drop off the pace and he pulled on pit road on lap-26. Rocco was now third behind Dowling and Williams with Galko fourth and Flannery fifth.

With 45 laps complete Dowling was still in command with Williams, Rocco, Galko, Flannery, and Lashua lined up behind him. Etheridge was now seventh followed by Nocella, Hinckley, and Mike Willis, Jr. to make up the top-10.

Dowling was still comfortably in the lead with 10 laps to go with Williams, Rocco, Galko, and Flannery all still giving chase. Lashua, Etheridge, Nocella, Willis, and Dan Meservey, Jr. made up the top-10. The complexion of the race changed drastically when the caution came out with 75 laps complete for George Sherman, who came to a stop in the turn 4 grass to set up a 5-lap sprint to the finish.

DiMatteo and VanHouten both spun on the backstretch to bring the caution back out on the restart. The next restart saw spins in turn 4 by Etheridge and Meservey. Dowling took the lead on the third restart with Williams in second. Williams dropped off the pace with a flat right front tire and was limping back to pit road when the caution came back out with 76 laps complete. Williams's misfortune put Rocco alongside Dowling for the next restart with Flannery and Owen making up the second row.

Dowling took the lead on the restart with Rocco in second and Galko in third. Rocco couldn't get close enough to Dowling to make a move as Dowling took the checkered flag to win the Lincoln Tech 80. Galko finished third behind Dowling and Rocco with Flannery and Hinckley rounding out the top-5.

Volunteer Speedway

BULLS GAP, TN - The Labor Day holiday weekend marks the unofficial end of summer and you can expect cooler temperatures

with fall looming in the near future. But rest assured the racing action Saturday night at Volunteer Speedway was heated with the "End of Summer Bash."

Tim Byrd of Jonesborough led flag-to-flag in capturing his fourth Crate Late Model victory, while Adam Mitchell of Knoxville recorded his second straight Sportsman Late Model win.

David Clark of Tazewell cruised to the Modified Street win, with Chris Brady of Newport capturing his first Street Stock victory.

Tommy Newton of Seymour won in Mini Stock, with John Stevens of Wallins Creek, Kentucky, getting the Classic victory.

Tim Byrd set fast-time in Crate Late Model qualifying at 13.408 seconds.

Byrd and Rusty Webb led the 14-car field to green from the front row, with Byrd rocketing down the front straightaway on the start to power into the lead. Completing the opening lap Byrd led Jason Cardwell, Tim Maupin, Webb and Cameron Skinner.

While Byrd quickly began to distance himself from closest challengers, behind him the racing action involving Cardwell, Maupin, Webb, Skinner, Gary Crittenden and Rusty Ballenger saw them at times two- and three-wide jockeying for real estate. With the race running clean-and-green, Byrd cruised out to a half-track lead over Cardwell and Maupin by lap 23 when caution waved for debris in turn two.

Off the ensuing double-file restart, Byrd remained out front while behind him a free-for-all broke out with aggressive driving. Some say "rubbin' is racin'" and while that may be true, it can also lead to heated tempers.

With Byrd in control leading, Ballenger got up-on-the-wheel to battle his way past both Cardwell and Maupin to move into second place. The six cars of Ballenger, Cardwell, Maupin, Webb, Crittenden and Skinner were right together. Cardwell, Maupin and Webb all made contact between turns one and two on lap 28, and racing down the backstretch Maupin got turned hard into the outside wall following contact from Webb. With the field slowed down while under caution, Webb drove into Cardwell which ultimately led him to get parked in the pits for rough driving and disqualification by the track's competition race director.

Back under green for a two-lap sprint to the finish, Byrd captured his fourth Crate Late Model win

worth \$1,500 on the season over Ballenger, Skinner, Cardwell and Crittenden.

"Double your pleasure, double the fun" and that definitely applies to Adam Mitchell. He loves parking in the checkerboard victory lane at "The Gap!" After capturing his first career Sportsman Late Model feature win last week, Mitchell duplicated his success by outrunning Warren McMahan, Rex Coffey, Chris Coffey and Brad Dyer for his second victory. ... Dyer and Chris Coffey entered the night of racing separated by only two points in the battle for the Sportsman Late Model championship, and with the duo finishing together Dyer now holds a slim one-point advantage heading into the next race.

Just go ahead and call him butter, because he's on a roll. David Clark led flag-to-flag in recording his fifth Modified Street feature win in six starts this season. Clark was chased to the checkered flag by Jeffrey Melton, Michael Woods, Kurt Owens and Landon Steele.

Chris Brady proved to be class of the 17-car Street Stock field as he captured his first feature win of the season over Tony Trent, Jason Rollins, Jon Cook and Austin Atkins.

Tommy Newton captured his third Mini Stock feature win in outrunning John Byers, Chad Manning, Chris Evans and Tommy Cameron.

There's an old saying that "it ain't over, until it's over" and did that ever prove to be true in the Classic feature. Chuck Kilian looked like he was headed to his first ever victory as he took the white flag leading Jim Canning Jr. and John Stevens. Stevens, the current points leader, brought out the caution flag early when he slowed with a flat tire and had to restart from tail of the field before mounting a strong run back up through the field.

With Kilian out front on the final lap, racing into the first turn Stevens drove in high up the banking rim-riding the cushion to get alongside of Canning as they drove off turn two down the backstretch. Clearing Canning for the second spot, Stevens used the same maneuver entering the third turn as he rolled in on the high side of Kilian. They raced side-by-side off the fourth turn to the flag stand with Stevens beating Kilian by about one-foot for his division-leading ninth feature win of the season. Finishing behind Stevens and Kilian were Canning, Nicholas King and Chad Manning.