



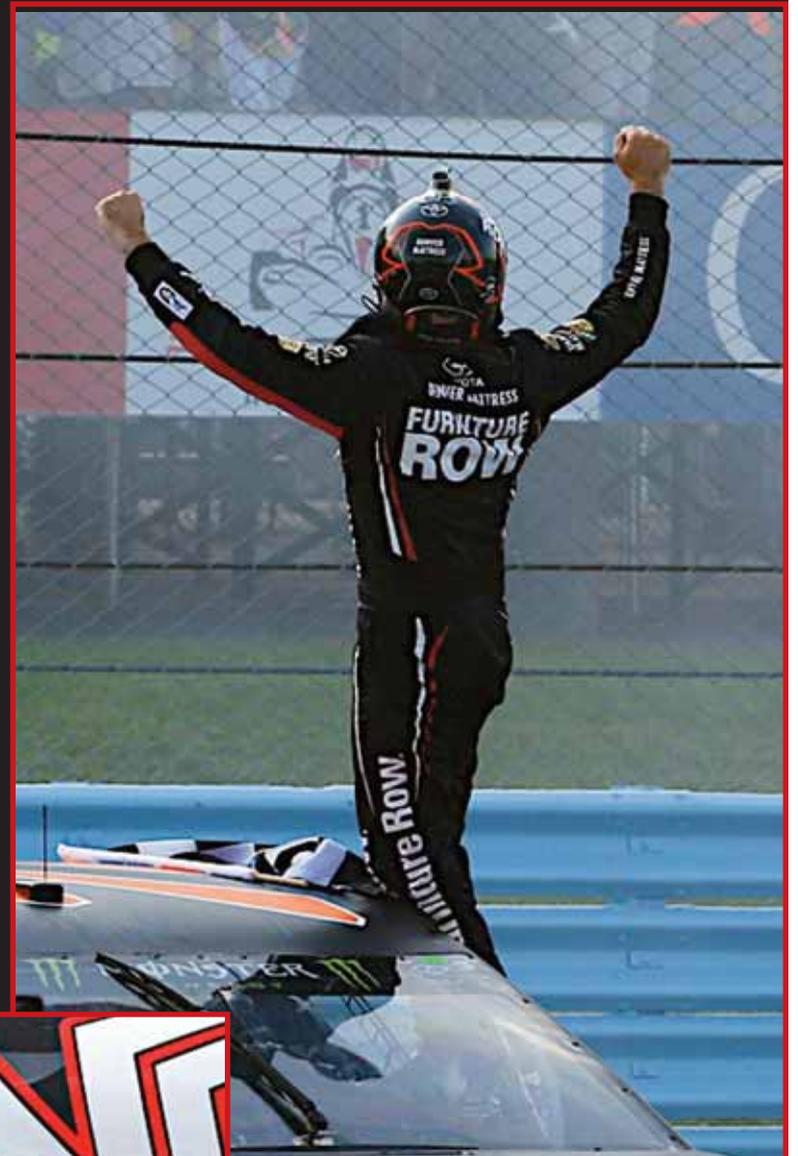
AUGUST 7, 2017

# FastTrack

RACING JOURNAL ONLINE

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## Truex Fights to Hold on for the Win at the Glen



Kyle  
Busch  
Takes  
Another  
XFINITY  
Victory

# Driver Contracts Less as Sport Changes

Kurt Busch, a former series champion and defending Daytona 500 winner, doesn't have a job for next year. Neither does Matt Kenseth, another former champion and two-time Daytona winner.



**DON COBLE**

Monday Hendrick Motorsports sent Kasey Kahne, who won last month's Brickyard 400, to the unemployment line.

As operating budgets continue to shrink in NASCAR, veterans are being squeezed out by younger drivers who are willing to work for pennies on the dollar.

"A lot of these young drivers are taking smaller contracts," Dale Earnhardt Jr. said. "You've got to look at guys like myself. There's sort of been a major shift in how much drivers are getting paid. How they're getting obviously changed with the new agreement we had a couple of years ago.

"Drivers started taking more of the purse. I don't know everybody's contract situation, but there is a less of a base and more purse-driven. But one thing that's changed is that you've got a lot of young

guys coming in being offered and accepting contracts that are a fifth-to-a-10th of what veterans are getting paid."

Alex Bowman was picked to replace retiring Earnhardt at Hendrick Motorsports. Bowman's racing credentials include no top-five finishes and three top-10s in 81 career Monster Energy NASCAR Cup Series starts. He's also winless in 50 Xfinity Series starts and a pair of Camping World Truck Series races.

Current rookie Erik

Jones will move from Furniture Row Racing to Kenseth's car at Joe Gibbs Racing in 2018. William Byron, a 19-year-old who's won three Xfinity races this year, is projected to replace Kahne.

Kenseth, 45, and Kahne, 37, said they are committed to finishing the current strong. Neither has anything in the works for 2018.

"I do not have a job for next year," Kenseth said. "I certainly hope to be racing. I think I've still got some wins left in me and hopefully can race for championships but right now, my goal is focusing on this year."

Busch and Danica Patrick both work at Stewart-Haas Racing. The team decided last week not to pick



**Only week before last at Indianapolis Motor Speedway, Kasey Kahne celebrated his win in the Brickyard 400, but it was announced this week that his contract with Hendrick Motorsports would not be renewed. (MATT SULLIVAN/GETTY IMAGES photo)**

up Busch's contract for 2018. Patrick currently doesn't have enough sponsorship to compete beyond the current season.

Busch insists he's been contacted by several teams. Patrick said she's open to driving for another team, but only on a full-time basis.

"You can't pay a driver \$5-\$8 million a year if you ain't got but \$10 million worth of sponsorship," Earnhardt said. "That ain't going to work. Guys aren't getting \$20, \$30, \$40 million a year on sponsorship. Owners aren't getting that anymore."

Earnhardt believes the sport desperately needed to address its finances. With older generation drivers going into retirement or being forced out, it created a perfect time for NASCAR to reset the way it does business.

It also makes for easy decisions by a car owner.

"You've got a guy that you think has got a lot of talent, very young, a lot of potential," Earnhardt said. "And then you've got a veteran who is established. But he wants three, four, five, or six times the amount of money. You're going to go with the younger guy because it's a better deal financially.

"So, that's something that I think is transitioning in the sport. It took a while but when we had our major reset when the recession hit and everything sort of changed and the value of everything changed, the

trickle-down effect I think is coming down through the drivers' contract and it's making a big difference in the decisions these owners are making."

For the most part, younger drivers simply want the opportunity to drive for a premier team – even if they don't have a lot of experience.

Bowman got his big break last year when he filled for 10 races while Earnhardt recovered from a concussion. Once Earnhardt came back, Bowman went back to work at the Hendrick shop while waiting for another chance.

Bowman turned down other rides with hopes of moving full-time into Earnhardt's No. 88 Chevrolet, and his patience eventually was rewarded when Hendrick decided to hire the 24-year-old driver instead of a veteran like Kenseth.

"There was nothing set in stone. It was a big leap of faith," Bowman said. "Driving for Hendrick Motorsports is what I wanted to do my entire life. To get the opportunity to stay this year in whatever capacity, I was very happy to take that.

"I kind of took a chance with it, and I'm very glad it all worked out. It was very nerve-wracking at times."

Bowman's anxiety eventually will lead to his biggest pay days yet – even if it's not as much as others got in the past.

"Everybody's got to dial it back," Earnhardt said. "And the young guys, they don't know any better."

## Welcome 2017 Race Fans!

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ON THE COVER:

NIGEL KINRADE PHOTOGRAPHY

## Getting Closer

In everyday business, when a problem develops, the company management has to evaluate what is the best way to resolve the issues. They must consider many factors while they work on a resolution in the best interest of the company.

These decisions are, quite often, very difficult to make. The same holds true in motorsports.

An issue that has created mixed emotions for several years in NASCAR is the Monster Energy Cup Series drivers competing in the XFINITY and Camping World Truck Series races. The arguments on both sides of this issue have some degree of validity, depending on which side of the fence you stand. Regardless of number and value of the arguments for and against Cup drivers competing in these two Series, the numbers don't lie.

Recently, NASCAR made another modification to their rules regarding Monster Energy Cup Series drivers competing in XFINITY and Truck Series races in 2018.

Beginning next year, drivers with more than five years of experience in the Cup Series will be limited to seven races in the XFINITY Series and five in the Camping World Truck Series. That's a reduction from the 10-race maximum in XFINITY and 7-race max in Trucks this season.

The new rules will also the playoff and season-ending events eligibility in both Series. In 2018, the XFINITY and Camping World Truck Series playoffs and season-ending race will be "off limits" for any competitor earning championship points in the Monster Energy Series, regardless of their experience level. The current rules stipulate that drivers with five-plus years experience are barred from the season-ending eight-race stretch, save for the championship races, which will be exclusive to those series competitors.

NASCAR began the process of reducing Cup Series driver racing in the XFINITY and Camping World

Truck Series in 2011. NASCAR required drivers to select one, and only one, of the three (Cup, XFINITY, Trucks) national series in which they would receive championship points. That change ended a five-year run of Cup Series regulars winning the XFINITY Series title while "double-dipping".

In 2016, NASCAR developed the elimination-style playoff system for the XFINITY and Truck Series, much like the system used to determine the Cup Series Champion.

Now, the guidelines for 2018 are set to increase the spotlight on these series competitors during the postseason.

"Any time we implement a change, we're going to monitor it closely and make sure we're measuring the level of success or making sure that if there's an opportunity to make it even better, then we will," Jim Cassidy, NASCAR Senior Vice President of Racing Operations, said.

"I think, year after year, it's just trying to strike the right balance in getting to that place, listening to our fans first and foremost, and then for all the other participants, making sure it continues to make sense," Cassidy added. "Right now, we like the balance of focusing even more on those up-and-coming stars during that critical part of the season, but at the same time, it's fun at certain instances to see what they've got going up against the best of the best."

"You'd like to think that we are opening the doors for the best talent out there," Cassidy continued. "We've got the best drivers in the world in NASCAR, and we're fortunate enough to have a developmental system and a portfolio of great talent that provides a ladder to the very top. Absolutely, you're trying to find ways to create that opportunity for those drivers and have that path be clear for the best coming up through the ranks."

As expected, reaction to the eligibility rules for Cup drivers in 2018 XFINITY and Truck Series competition brought some interesting comments.

"I guess Joe (Gibbs) and I, we've always been joking for the last two or three years they're going to kick us out and they are," Kyle Busch stated. "They're trying year



DENNIS PUNCH



Cup regulars like Kyle Busch (18) and Brad Keselowski (2) dominate most NASCAR XFINITY races that they compete in, but NASCAR is trying to change this next year. (NIGEL KINRADE PHOTOGRAPHY photo)

by year and race by race eliminating myself from competing in the XFINITY Series, so I figured I better hurry up and try to get to a number of wins that I would think is unreachable to others."

Busch added that he plans to stop competing in the XFINITY Series when he reaches the 100-win plateau. With his victory at Watkins Glen last Saturday, Busch has reached 90 career wins in the series.

And, for the record, the XFINITY race at Watkins Glen was dominated by Cup regulars. Five of the top six and six of the first eight finishers race full time in the Monster Energy Cup Series. This is a trend that has continued for many years, and has brought a great deal of concern to drivers, teams, and owners of XFINITY teams.

"I skipped three months of racing XFINITY races between March and June this season," Busch added.

"There were nine races in that time. You had one race won by an XFINITY regular, so it didn't change a damn thing by eliminating the races that Cup drivers can run. We all got together this off-season and pick and choose our races around each other's schedules, we can screw it up as much as we want to screw it up and piss everybody off. So, I wouldn't be too certain that that might not happen."

"If we keep continuing to put limits on it, I'm going to tell you right now, if the limits in the Truck Series go to zero, I'm done," Busch continued. "So, you wouldn't see Kyle Busch Motorsports teams out on the race track. That's just the way I'm going to make it and we'll see how that progresses as the years go along. You know, the XFINITY side, I'm sure Joe (Gibbs) is frus-

trated. I know I'm frustrated. We'll just continue to race the races we're allowed to run with the sponsorship that we have. We have great partners."

"I enjoy going out and running Truck Series races, and if I'm not allowed to do that, then why am I owning a team that I'm not allowed to race for?" Busch said. "It just doesn't make any sense. If I'm out there spending money for other drivers and whatnot to come up through the ranks, but yet, I'm getting beat up as (well as) not allowed to drive in it and it's no fun for me, then why am I spending my money to continue to evolve talent that's going to replace me one day."

Busch is certainly not the only Monster Energy Cup Series driver affected by the new ruling. Joey Logano, Brad Keselowski, Kevin Harvick, Ryan Blaney, Austin Dillon, Kasey Kahne, Aric Almirola, Denny Hamlin, Kyle Larson, and others regularly compete in the XFINITY races. While some fall below the current restriction level of experience, if the sanctioning body (NASCAR) continues to adapt new rules and limitations on participation, several Cup drivers will have to adjust their XFINITY and Truck Series plans for the future.

The Cup Series driver participation in XFINITY and Truck races is an issue that will not be solved by this or next year's rules. However, I, for one, am pleased to see that they are taking a more serious look at the eligibility requirements. I'd love to see more XFINITY races like the recent Iowa event where Ryan Preece and Kyle Benjamin battled for the win. That was a "true" XFINITY race, and a very enjoyable one at that.

Keep working on this NASCAR, you're getting closer to the solution.

# Truex Wins the Strategy Game, Grabs First Victory at Watkins Glen

By REID SPENCER  
WATKINS GLEN, NY – At a track where his father raced, and a track where he was a "garage rat" as a child, Martin Truex Jr. won Sunday's I Love New York 355 Monster Energy NASCAR Cup Series race by

slowing down over the closing laps.

Truex let Brad Keselowski pass him for the lead on Lap 77 of 90. On instructions from crew chief Cole Pearn, Truex also let Ryan Blaney past his No. 78 Furniture Row Racing Toyota on Lap 83.

All the while, Truex was saving fuel, with Pearn calculating that both Keselowski and Blaney would have to stop for a splash of gas. The strategy played out as expected, with Keselowski giving up the lead for a trip to pit road on Lap 87 and Blaney following a lap later.

That left Truex to hold off a desperate charge from Matt Kenseth on the final lap, with Truex streaking across the finish line .414 seconds ahead of the No. 20 Joe Gibbs Racing Camry. Kenseth's teammate, Daniel Suarez, rolled home in third to register a career-best result.

"I'm a little bit lost for words at the moment, just because I've been

thinking about this one a long time – all weekend, all day," said Truex, who won for the fourth time this season and the 11th time in his career.

"Then, at the end there, just it's so hard there to let guys pass you for the lead. You've just got to listen to your crew chief and, luckily for me, I've got the best one in the business, and I just believe in him so much, and I just do what he says and it seems to work out."

Kenseth, who remains on the playoff bubble with four races left before the 16-driver field is set, was disappointed at coming so close to the victory—one that would have guaranteed him a playoff spot.

"I'm second happiest," said Kenseth who was also saving fuel and gunned it on the last lap. "Martin is the happiest. We really needed the win. Honestly, I don't even think about the playoffs. I more think about coming here for however many, 15, 17, 18 years, whatever it's been, and not really having a win or an opportunity to win and never even really been that great here.

"I felt like we had a top-five car. Obviously, we had good fortune there at the end with our track position and our fuel mileage and all that to stay in it and have a shot at



Race winner Martin Truex Jr. gets a congratulatory kiss from girlfriend Sherry Pollex in Watkins Glen's victory lane after taking the I Love New York 355 race Sunday. (NIGEL KINRADE PHOTOGRAPHY photo)

it, but man, when it's that close and you see him saving and you're saving and then you go after him there on that last lap, it's disappointing not to get it. Especially when I saw him miss Turn 6, I was like, 'Man, I'm going to have a shot,' and he was so fast I still couldn't get to him getting into (Turn) 7."

Polesitter Kyle Busch led all 20 laps of the race's first stage, but a snafu on pit road left his left front wheel loose, and Busch had to return under caution during the stage break to correct the problem. That left him deep in the field for the subsequent restart on Lap 25.

Busch worked his way back into the top 10, but after restarting ninth on Lap 45, his No. 18 Toyota and Keselowski's No. 2 Ford collided in

the bus stop chicane, sending both cars off course. Busch wasn't a contender for the victory after that, though he did rally to finish seventh.

**NOTES:** Truex expanded his series lead to 116 points over Kyle Busch, who moved past 23rd-place finisher Kyle Larson for second place. ... Truex also increased his playoff point total to 34. Three-time winner Jimmie Johnson is second with 16. ... Busch collected his ninth stage win to raise his playoff point total to 14. ... The three winless drivers currently in playoff-eligible positions (Chase Elliott, Jamie McMurray and Kenseth) are seventh, eighth and ninth in the standings, respectively, all within an 11-point range.



Martin Truex Jr. (78) takes the s-curve at Watkins Glen ahead of Brad Keselowski (2) and the rest of the field on his way to victory. (NIGEL KINRADE PHOTOGRAPHY photo)

# Kyle Busch Gets Breakthrough NASCAR XFINITY Win at The Glen

By REID SPENCER  
 WATKINS GLEN, NY – With a victory in Saturday's Zippo 200, Kyle Busch continued to tick items off his bucket list.

Recovering from a wheel-hop and spin in Turn 1 on Lap 17 of 82 along with a penalty for driving through too many pit boxes, Busch claimed his first NASCAR XFINITY Series win at the 2.45-mile Watkins Glen International road course, beating polesitter Joey Logano to the finish line by 1.049 seconds.

"The cars have really been working for me here and it just feels so good to finally win an XFINITY race here," said Busch, who won last week at Pocono for the first time in a Monster Energy NASCAR Cup Series car.

"We've been so close so many times. One of my favorite runs here was in a Zippo car (in 2008) and being in the Zippo race today that's kind of ironic – I guess they sponsor it every year -- but being with (owner) Eddie D'Hondt and the Zippo car, I remember we were really, really fast and wish we would've got that one."

In winning for the fourth time this

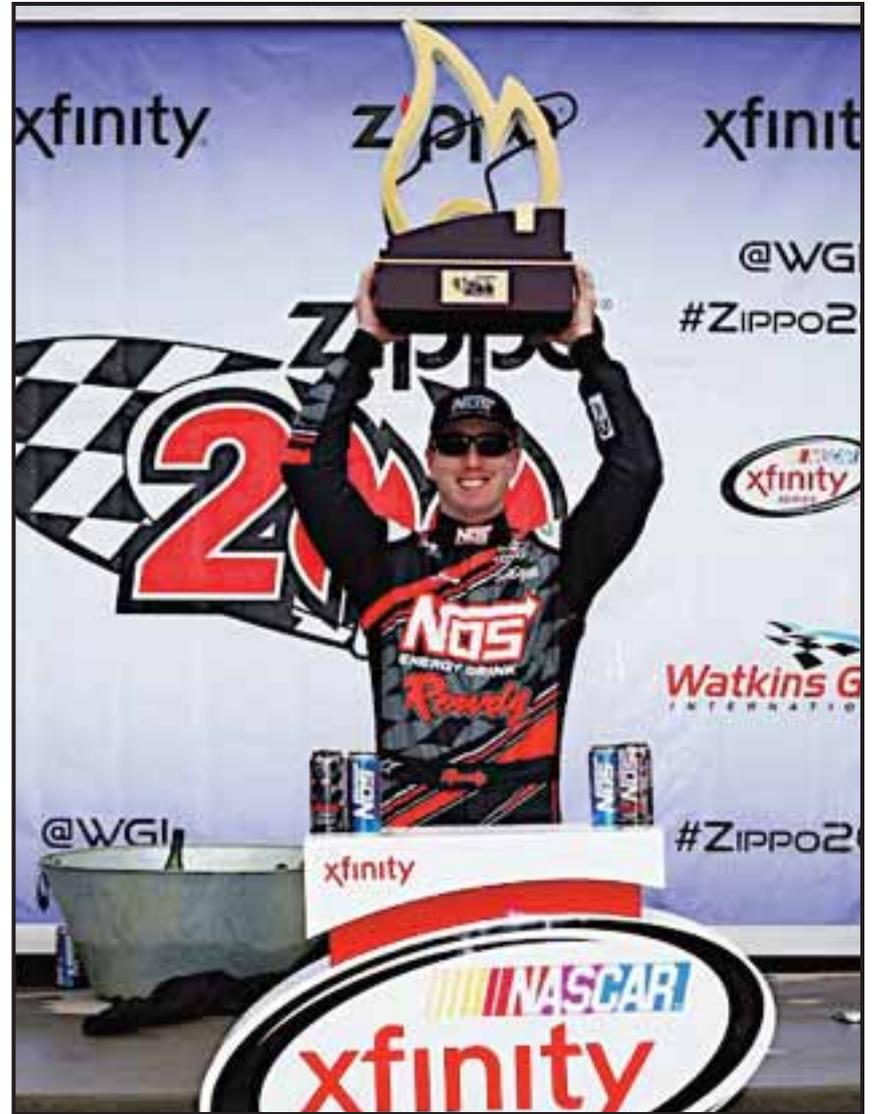
season and the 90th time in his career, Busch grabbed the lead when Brad Keselowski and Logano came to pit road together on Lap 49.

Busch gained time by staying on the track for five more laps, and by the time he exited pit road on lap 55, he was 1.2 seconds ahead of Keselowski and more than 10 seconds ahead of Logano, who had a lengthy pit stop because of a stuck lug nut.

"Pit road was pretty good for us," Busch said. "We stayed out long on that one run, and we were able to cycle back up to the lead. It worked two weeks in a row that way. I don't know how much longer we can do that before they figure it out, but it's been working for us, so we'll take it."

Busch held the top spot the rest of the way, surviving a restart with three laps left after Casey Mears ran out of fuel and stalled on the track to bring out the fifth and final caution of the afternoon. Busch chose the inside lane for the restart to control the preferred line into Turn 1.

The restart brought Logano back near the front of the field, and on the next-to-last lap, he passed Keselowski, his Team Penske teammate, for the runner-up spot.



Kyle Busch finds himself in NASCAR XFINITY Series victory lane again this year. This time it is at Watkins Glen for his first win at that track. (NIGEL KINRADE PHOTOGRAPHY photo)

"Dang, I wish it was for the win and not for second," Logano said of the battle with Keselowski. "I had such a good short run car, just in the wrong position to start that last run. I feel like, if I was second, I

could have won the race. I just had a really good short-run car.

"Our long-run speed was off a bit, and that's when the 18 (Busch) and 22 (Keselowski) would drive by us, and we were a third-place car on the long run, but probably a winning car on the short run.

"By the time I cleared the 22, the 18 was gone. If we had another four or five laps, (he would have drove off again). I needed a caution."

Keselowski ran third, followed by Just Allgaier, Paul Menard and Kevin Harvick. Ty Dillon, Erik Jones, Brendan Gaughan and William Byron completed the top 10.

**NOTE:** Busch has indicated he plans to "retire" from NASCAR XFINITY Series racing when he reaches 100 victories. That will take at least until 2019. According to rules being implemented for the 2018 season, Monster Energy NASCAR Cup Series veterans can compete in only seven XFINITY races during the year. ... The victory was the 139th in the series for Joe Gibbs Racing, breaking a tie with Roush Fenway Racing for most in XFINITY history.



Kyle Busch (18) leads Joey Logano (12) for a close finish in the Zippo 200 NASCAR XFINITY 200 at Watkins Glen Saturday. (NIGEL KINRADE PHOTOGRAPHY photo)

*Dale Jr.'s*

# LAST BRISTOL NIGHT RACE



**AUGUST 19**



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## Preece Continues To Roll at Stafford with Late Pass Of Coby

STAFFORD, CT - Ryan Preece has been nearly unbeatable of late when he straps behind the wheel of a race car.

Last weekend, Preece scored his first career NASCAR XFINITY Series victory at Iowa Speedway. He marked his return to the NASCAR

Whelen Modified Tour Friday at Connecticut's Stafford Motor Speedway with another trip to Victory Lane in the Stafford 150.

The Berlin, Connecticut, driver took the lead from four-time tour champion Doug Coby on a Lap 148 restart and didn't look back. The win was the 18th career in Whelen Modified Tour action for Preece and also his seventh at the half-mile Stafford. He won the NAPA Spring Sizzler at the track on April 30.

"I would have liked the restarts lane to go more my way, but we had a really good car tonight," said Preece, who started in the back after having his qualifying lap disallowed for failing post-qualifying technical inspection. "It was tough to have to start in the back, but my car was in the track all day. We've just had a great car all year long. I enjoy doing this. I enjoy showing up and knowing what I have and being successful."

Preece's No. 6 Chevrolet crossed the the finish line 0.302 seconds ahead of Coby, while Justin Bonsignore followed in third.

Although it looked like Coby was en route to winning for the 11th time at Stafford after leading 135 laps, a few late caution flags allowed the rest of the field to close to his back bumper.

After a multiple car crash on the frontstretch on lap 144, Preece got his chance at Coby, lining up to his outside on a restart with just two laps remaining. When the green flag flew, Preece used the outside lane and powered around Coby going into turn one. He never looked back.

"I think the biggest thing was I had a better left-rear tire to fire (on the restart)," Preece said. "Having both fresher rear tires helped me be able to get in front of him and have the right line going into turn one."

Timmy Solomito took the cham-

ionship points lead with a fourth-place finish, while Jon McKennedy completed the top five.

Rob Summers was sixth, followed by Dave Sapienza, Craig Lutz, Gary Putnam and Matt Swanson. Rowan Pennink, who held the points lead coming into the event, finished 17th and is seven points behind Solomito. Preece is fifth in points, one behind Eric Goodale and Bonsignore and 26 back of Solomito.

The NASCAR Whelen Modified Tour returns to action on Wednesday night, with the running of the Bud 150 at Thompson Speedway Motorsports Park. From there, the series will visit Bristol Motor Speedway on Wednesday, August 16.

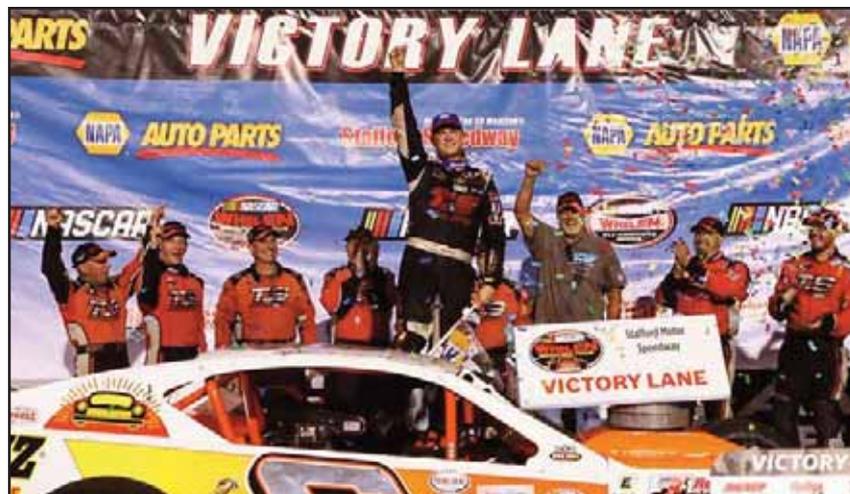
### Rodgers Holds Off Garcia for First Career Victory

WATKINS GLEN, NY - It was a day of firsts for Will Rodgers. In his first ever NASCAR K&N Pro Series East start, he became a first-time winner.

The Murrieta, California, native wheeled his No. 7 Ford to Victory Lane for the first time in his NASCAR K&N Pro Series career, holding off Ruben Garcia Jr. and Todd Gilliland on an overtime restart.

"We fired off right off the truck really well," Rodgers said post-race. "I knew we were going to have a really good piece for the race. It was just a matter of making the right moves at the right time."

With three laps to go, Max Papis



Ryan Preece scored his third Whelen Modified Tour win of the season on Friday night at Stafford (Conn.) Speedway. (Omar Rawlings/NASCAR photo)

blew an engine and left oil down on the track before the bus stop. The race ultimately had to be red flagged for extensive clean-up, so Rodgers had a lot of time to think about the restart that ultimately changed his life.

"We've been struggling all year on restarts," Rodgers, who is competing full-time in the K&N Pro Series West this season, said post-race. "It's still something I'm trying to learn. This is my 14th or 15th stock car race, so I'm still learning. I needed to get a good restart and barrel it into the corner pretty deep to keep those guys behind me. That's what happened, and we were able to clear them coming out of Turn 2."

Rodgers finished second to 2014 Monster Energy NASCAR Cup Series champion Kevin Harvick in the NASCAR K&N Pro Series West Carneros 200 from Sonoma Raceway last month. Harvick joined Rodgers in the winner's circle after the win, and Rodgers said he took some lessons learned from Harvick that day in California he applied at Watkins Glen.



Will Rodgers won his first NASCAR K&N Pro Series East win at Watkins Glen International Friday night. (NASCAR via Getty Images photo)

"That race last month was pretty surreal," Rodgers said of the battle with Harvick. "Being able to run wheel to wheel with Kevin, I think I learned a lot of things I applied here. After we had that great run (at Sonoma), we decided we absolutely have to go run road courses. And that was one of Kevin's suggestions to me [...] my first time here to win it, it's pretty great."

Todd Gilliland came home in second-place, 1.493 seconds behind Rodgers and Harrison Burton crossed the start/finish line in third-place.

Burton maintains his championship series points lead over Gilliland by five points, unofficially.

"Battling back was the biggest deal," Burton said post-race. "We just had an ill-handling race car in the first segment there. Fought back from that, got a little better at the break and had to capitalize on the restarts and cautions that came out. [...] solid points day, but we just got to look ahead."

Ronnie Bassett Jr. came home in fourth-place and Ruben Garcia Jr. came home in fifth. Garcia Jr. tried a dive-bomb move in turn 7 on the final lap, but fell just short of Rodgers' bumper. Jay Beasley rounded out the top-five.

Chase Cabre, Dylan Murry, Dillon Bassett and Matt Tifft rounded out the top-10 finishers.

Polesitter Ryan Truex saw his promising day go south in a hurry on lap 28. While leading Gilliland in his No. 01 Gunma Toyopet Toyota, the left front tire appeared to go flat, sending him hard into the guardrail. He ultimately finished in 19th-place, 16 laps down.

The Finger Lakes Wine Country 100 will air on Wednesday, August 9 at 6 p.m. ET on NBCSN. The NASCAR K&N Pro Series East will return to action on September 2 at Langley Speedway.

## Sam Ard, Dick Trickle Visit Victory Lane at Hickory in Throwback 276 with Fogleman and Carroll

NEWTON, NC - Though both legends of the sport have since passed on to the great racetrack in the sky, Sam Ard and Dick Trickle visited victory lane for presumably the final time on Saturday night during the CARS Tour Throwback 276 at Hickory Motor Speedway.

Racing cars with the same schemes as the legends, Tate Fogleman (Ard) won his first career super late model race while Justin Carroll (Trickle) thrilled the near-capacity crowd en route to his first career series win.

**SUPER LATE MODEL RECAP:** Matt Craig blistered the Hickory layout for another Mahle Pistons Pole Award to start the surreal Saturday at Hickory. Appropriately, his family has been around the sport for decades with drivers like Clay Rogers and Jeff Fultz, and it appeared Craig was channeling their skills during most of the 138-lap contest racing toward an apparent victory.

The racing gods, however, had different ideas during the caution-free event. Fogleman took advantage of a break in traffic and a fading handle on the No. 54 car to move the No. 00 Thomas Brothers Country Ham Ford to the lead on lap 113. Craig attempted to move the Fogleman ride up the track two corners later but failed in his attempt, eventually falling 5 seconds behind Fogleman in the final 26 laps.

For the first, and likely the final, time in history, the Sam Ard No. 00 cruised the Edelbrock Victory Lane at Hickory Motor Speedway, a track which was vital to Ard's success in the NASCAR Xfinity Series' early years. Appropriately, it was a Fogleman who drove it there. Tate's father, Jay Fogleman, worked and drove for Sam Ard once his driving career concluded, making victory lane very bitter-sweet.

"I know we got strung out there, and we got caught in lapped traffic," Fogleman said after the race. "I was thinking back to the last race when got together with Lessard and was kinda thinking we were impatient then, so I tried to wait and

plan the right move. When I got around him, I was praying. I didn't want a caution to come out, that was the last thing I wanted to see. I can't thank Solid Rock Carriers enough for letting us run this car, it's unbelievable to take Sam Ard to victory lane. It's a guy my dad looked up to, and with the stories he has told me, he became someone I looked up to, as well. It's just unbelievable, I don't know what to say."

A short track legend in his own right, Tate's father Jay was overcome with emotion.

"Sam did a lot for me. If it wasn't for him, I would've never driven what was a Busch car back then. He just gave a broke kid a chance, and I worked for Sam, and..." the elder Fogleman trailed off while visibly fighting back tears. "It's.... a good deal!"

Matt Craig held on for second over Brandon Setzer, Bubba Polard, and Tyler Ankrum, the only five cars on the lead lap.

**LATE MODEL STOCK RECAP:** The late model stock field was filled with throwback schemes on nearly every car, making their portion of the Throwback 276 exceptionally special for fans and racers alike.

The "Flying 11" of Layne Riggs captured the Hedgecock Pole and led the opening laps despite a handful of early cautions, one of



**Justin Carroll celebrates in victory lane after winning the Late Model Stock portion of the Throwback 276 with Dick Trickle's paint scheme. (Kyle Tretow/CARS Tour photo)**



**Tate Fogleman celebrates in victory lane after winning the Super Late Model portion of the Throwback 276 with Sam Ard's paint scheme. (Kyle Tretow/CARS Tour photo)**

which eliminated Stefan Parsons' and Craig Moore's throwback rides when they collided after sliding in oil laid down by Ty Gibbs' car when its engine erupted in smoke in turn three.

Riggs continued to show the way through lap 58 when Justin Carroll, who made four total practice laps on Saturday afternoon, worked his way around Riggs for his first lead of the night.

Carroll was up front when the largest incident of the night occurred. Second place driver Ryan Repko failed to come up to speed initially on a lap 94 restart and caused a chain reaction which severely damaged the cars of pre-race favorite Josh Berry, Jared Fryar, Riggs, Brandon Grosso and others.

A subsequent slip by Carroll on a lap 98 restart allowed Austin McDaniel, running a gold Bobby Allison throwback scheme, to take the lead for the first time of the night. McDaniel fought off multiple charges from Carroll as the laps began to wind down, but a caution on lap 111 set the stage for one of the most epic races in the history of Hickory Motor Speedway.

Over the course of the final 27 laps, Carroll, McDaniel and Anthony Alfredo waged a three-wide battle for the race lead where multiple instance of bumper tag were initiated, the trio found themselves three-wide for the race lead, and on more than one occasion sparks flew from the competitors involved. The near-capacity crowd at Hickory rose to its feet as the leaders bumped, banged and fought to take home the trophy. McDaniel finally bounced off the turn two wall

with less than five laps to go, allowing Carroll the go-ahead to his first CARS Tour victory.

Carroll, driving the Dick Trickle/Junie Donlavey tribute, captured his first series win at the same track where the "White Knight" Trickle captured his first NASCAR Xfinity Series triumph.

"You have no idea, oh my gosh, I think that was Dick driving because I don't know if Justin Carroll was in that racecar, but Dick was definitely with me," Carroll admitted in a tone of disbelief in victory lane. "He won over 1000 short track races, and I'm not sure if I want to take the '90' off the car now, but we had such an awesome car today. Yesterday, we didn't even practice, but we knew we had a good car. I can't thank that guy over there, Jason Stanley, enough because we've worked really hard on this car and we've been really, really good and really fast everywhere we go. To finally get a CARS Tour win, in a crazy race like that, I don't think the fans could get any better of a show than that. That was the best racing I've ever been a part of, and if I was a fan, that'd be one of the best races I've ever seen.

"I thought I about gave it away on that restart when I missed a shift, and I don't think I've ever missed a shift in my entire career in late models and I did it while leading," he continued. "But this is definitely one of the biggest wins in my entire career. I don't really know, because the pressure was really getting to me racing against Austin McDaniel and Anthony Alfredo who won both the twins here earlier in the year. This is awesome."

Alfredo, McDaniel, Brandon Grosso in a Dale Jarrett throwback, and Ryan Repko rounded out the top five finishers. 18 of the 23 late model stock starters honored a team, owner, driver or other portion of racing history with their paint schemes.

The CARS Tour visits Concord Speedway for the Race to Remember 250 on August 26, the penultimate race of the series' third season. A pre-race concert highlights the day at 6pm with racing scheduled to begin at 8pm.

For more information on the CARS Tour, visit their website at [www.carsracingtour.com](http://www.carsracingtour.com). Fresh content and updates can also be found on the series Facebook page (@carstour), Twitter (@carstour), Instagram (@cars\_tour), Snapchat (@carstour) and Youtube channel (/carstour). The series Roku app is also available for installation to see live and on-demand events.

## Benjamin Takes Winchester ARCA 200 Checkers

WINCHESTER, IN - It would have been difficult to hold off Kyle Benjamin over the course of 200 laps Sunday afternoon at Winchester Speedway, and in the end it proved impossible. But it certainly wasn't out of the question, and it even looked possible until Zane Smith's car broke coming to the final restart inside of 20 laps from the finish.

With Smith gone from the mix, Benjamin, in the No. 28 MDM Motorsports Toyota, cruised under the checkered flag as winner of the 28th running of the Winchester ARCA Racing Series presented by Menards 200.

"This is the coolest track," said Benjamin. "It's a track I've always wanted to win at...and I've been trying for a while. It's nice to finally get it."

Benjamin almost didn't get it, however. He was the fastest car all day and led the most laps by a long shot, but he had one stubborn Zane Smith in front of him with the lapometer clicking away. Benjamin caught Smith with 40 laps to go and immediately went to work on the leader, looking on the low side lap after lap, and even drawing alongside a half dozen times, and each time Smith refused the challenge. Then a caution for debris brought the final yellow flag out coming up on 20 laps to go. Coming to the restart, Smith's car just didn't go, falling off with a broken transmission. Smith coasted to pit road, and climbed out.

Smith didn't provide much commentary, but he did say with a smile, "Transmission. It was all of a sudden on the restart. We'll just chop this one up and throw it away."

If Smith is going to toss this one out, you can bet that Benjamin will hold onto this win for a lifetime.

"Winchester is one that every driver wants to win," Benjamin said. "This is big for me...one I've always wanted. I'm not sure if we would have gotten around Zane Smith. I think we were better on long runs but he would have been tough to get by. He was really smooth and did a great job...I hate it for him. We were a little faster and I think we could have maybe gotten

by off the corner...we were just waiting to get a run. If it would have happened, it would have been late in that last run. The MDM Motorsports guys were awesome today."

Christian Eckes, in the Venturini Motorsports-New York Bus Sales Toyota, stepped up in the end and got within five lengths of the leader, but fell back about a half-second at the final stripe. The Middletown, N.Y. rookie tied his career-best finish in second.

"This place is so cool...maybe the most fun I've ever had at a race track," said Eckes. "You have so many lines to work with. We started kind of slow in practice but once we got around other cars in the race, we were really good. We definitely had a great long run car...couldn't get fired off too well on the restarts. But 30-to-40 laps into the run, the car came to us. Not sure if we could have gotten to the 28, but we had a good of a shot as anyone."

Austin Theriault padded his championship lead, coming home third in the No. 52 Ken Schrader Racing Ford. Theriault fell back in the opening laps, but got going better toward the end.

"When we struggle like we did today and overcome it, it teaches us a lot," said Theriault. "We started the race way too free, but at the same time, the car wasn't turning well either. You can't adjust for both so we went the route to where I could at least drive it, and tightened it up. Good day all things considered."

Sargeant, Theriault's closet competitor for the championship, lost ground to Theriault after he cut a tire and plugged the turn one wall. Sargeant, after several pit stops for repair, returned to competition but eventually fell from competition 37 laps shy of the finish.

Travis Braden finished fourth in Don Fike's No. 27 MatrixCare-Consonus Health Care Ford.

"I'm extremely happy," said Braden. "I wish we could start fresh from the get-go. We were a little tight in the center all day...I should have noticed that in practice. We were too soft on the right front...loose in, then in the center we'd lose the nose. But a great day for the RFMS 27 team...I appreciate the opportunity."

Gus Dean finished fifth in the No. 32 GREE Cooling Products Toyota for Win-Tron Racing.

Benjamin started the weekend off with a bang, earning a new one-



Kyle Benjamin celebrates in victory lane after winning at Winchester Speedway. (arcaracing.com photo)

lap track record Saturday in General Tire pole qualifying. On race day, the Easley, S.C. 19-year-old driver took off like a rocket at the onset and paced the first 137 laps as the leader. Then he got shuffled back to seventh on a pit stop that took longer than his front-running counterparts, but quickly raced his way back through the pack. By the time he got to Smith, who led 59 laps, Smith was puckered up and ready to fend off his greatest challenger, which he most certainly did

before the drive-line failure.

Shane Lee, Chase Purdy and Bret Holmes finished sixth through eighth. Justin Fontaine finished a career-best ninth, the last car on the lead lap. Raphael Lessard finished 10th, one lap down.

The ARCA Racing Series presented by Menards travels next to the Illinois State Fairgrounds mile dirt in Springfield for the Herr's Potato Chips 100 Sunday, August 20. The mile dirt classic is live on MAVTV.

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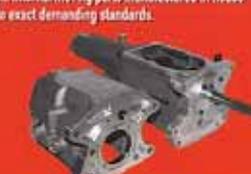
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## Braden Makes it Two in a Row with the Win at Kil-Kare Sunday

SALEM, IN - Two time ARCA/CRA Super Series Powered by JEGS Champion Travis Braden got his second straight ARCA/CRA Super Series win of the 2017 season in Sunday's Rapid Fire Pizza 125 Presented by Hot Head Burritos at Kil-Kare Raceway in Xenia, Ohio, just outside of Dayton. Braden picked up his first win of the season with the series on July 21st at Lucas Oil Raceway.

"It feels really good to get back to back wins with this series," remarked Braden. "This is one of my home tracks, it always feels good to get to victory lane here. We expect to perform well when we race here, and that's what happened today. Got to thank my whole crew and my owners Myna and Bill Burba, without them I wouldn't be in victory lane today!"

Series points leader Josh Brock grabbed the early lead from his pole starting position after EDCO Welding Fast Qualifier Justin Alsip drew an eight for the events inverted start. Brock was able to pull away from outside front row starter Greg Stapleton.

Brandon Oakley quickly got by Stapleton and set his sights on running down Brock. Oakley powered by Brock to grab the lead on lap five and immediately started to pull away from the field.

Braden started patiently working his way through the field from his seventh place starting position to move into second and set his sights on running down Oakley. Braden was able to close on Oakley while the two threaded their way through lap traffic. Oakley got stuck behind the last cars on the lead lap, who were battling for position themselves. Braden made a quick move to the inside to get by Oakley and a couple of cars battling for position to grab the lead on lap 64, earning the AR Bodies Cool Move of the Race Award. Braden and Oakley made some contact, but both drivers gathered in their cars and continued to race without incident.

Things came to a screeching halt on lap 71 when Cody Robinson's machine went up in flames from a blown engine, bringing out

the events first caution and eventual red flag for an extended clean-up of oil on the track. Robinson managed to get out of his burning car without incident as the track safety crew quickly extinguished the flames.

The field went back green for only one lap before the second caution flew for a spin by Oakley while battling for second with David Carter. Stapleton and Hunter Jack spun after the caution flew. Oakley and Stapleton were able to continue but Jack's day was over.

Braden kept the lead over Carter on the lap 73 restart, quickly pulling away for a sizable lead over Carter. The race went all the way to checkers from that point with Braden getting the win. Braden picked up a Hoosier Racing Tire Performance Award.

Carter would finish in second, his best ever finish with the ARCA/CRA Super Series. Carter picked up the FLUIDYNE High Performance Cool Under Pressure Award. Senneker Performance Rookie of the Year candidate Logan Runyon finished in third, also his best ever finish with the series. Runyon picked up his third Senneker Performance Rookie of the Race Award of the season.

Local competitor Drew Charlson came from his ninth place starting position to finish in fourth place, earning the Sweet Manufacturing

Sweet Move of the Race Award. Alsip would finish in fifth place after going to the pits, where his crew made adjustments to the car after falling back through the field earlier in the event. Alsip would fight back to finish just inches ahead of Donnie Hill. Alsip's crew picked up the PitBoxes.com Pit Crew of the Race Award.

Hill would finish in sixth after starting 14th earning a Hoosier

Racing Tire Performance Award and the Hamner Racing Engines Hardcharger Award. Brock would finish in seventh, Oakley in eighth, Chad Pendleton in ninth and Stapleton in 10th.

The next ARCA/CRA Super Series event will be the Kalamazoo Klash 125 on Wednesday, August 9th at Kalamazoo Speedway. More information on all the CRA Series is available at [www.cra-racing.com](http://www.cra-racing.com).

## Southern Modified Racing Series Announces Schedule Change

SOHPA, NC - The Southern Modified Racing Series (SMRS) has made a change in the schedule for the balance of the 2017 Season. The September 2 series race at Southern National Raceway Park (Kenley) has been cancelled. A new season finale has been added at Orange County Speedway on Saturday, October 21.

The season finale will be a 75-lap race with no pit stop – an all-out race for the final series checkered flag of the season and it will crown the 2017 series champion. Teams will have an optional test day on Friday, October 20th. The race will share the spotlight with the Pro All Star Series (PASS) Southern Super Late Model Tour.

The SMRS raced at Orange

County on March 25 with Brandon Ward of Winston-Salem getting the victory. Ward finds himself in a torrid point battle: he is merely 10 points ahead of Bobby Measmer Jr and Jeremy Gerstner who are tied for second.

The SMRS races next at Caraway Speedway on Saturday, August 26. The remaining schedule is:

- Saturday, August 26: Caraway Speedway, Sophia, N.C.
- Saturday, September 9: Caraway Speedway, Sophia, N.C.
- Saturday, September 16: Concord Speedway, Concord, N.C.
- Saturday, September 30: Hickory Motor Speedway, Hickory, N.C.
- Saturday, October 21: Orange County Speedway, Rougemont, N.C.

More information on the Southern Modified Racing Series is available at [www.SouthernModifiedRacingSeries.com](http://www.SouthernModifiedRacingSeries.com).

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## Pittman Scores First Win of 2017 at Federated Auto Parts Raceway at I-55

PEVELY, MO - It's been a long time coming for Daryn Pittman, who secured his first win of the season Friday night at Federated Auto Parts Raceway at I-55. The 2014 World of Outlaws Craftsman Sprint Car Series Champion has had a trying season by his standards. Friday

night, he was able to fend off the eight-time and defending Series Champion Donny Schatz, including on a late-race restart with six laps to go.

"Man, I needed that. I think this team needed that," a relieved Daryn Pittman said upon exiting his No. 9 for his first win of the 2017 season Friday night at Federated Auto Parts Raceway at I-55.

The Craftsman Club Dash draw was four putting Sheldon Haudenschild and Paul McMahan on the front row. Haudenschild and McMahan led laps in the dash before giving way to Pittman on the third circuit.

"I'm blessed to be able to drive for Kasey [Kahne]," Pittman said in Victory Lane. "I was on the phone with him all night. He worked on this thing during the week and put in a setup that I would have bet everything in the world would not

have worked," Pittman said with a smile.

Although Pittman led all 35 laps it was far from an easy victory. Donny Schatz stalked the Owasso, Oklahoma-native for the majority of the race.

"You get nervous when you're leading, even when it is hard to pass, when that No. 15 car is behind you. He has stolen more than one rubber race away from me pretty late," Pittman said of the eight-time series champion, Schatz.

Schatz took a peak to the outside of the Kasey Kahne Racing No. 9 momentarily in turn three, "You got to try something if given the opportunity," the current Series point leader said.

"All around it's a decent finish. We haven't been in the top three here in a little bit, so I'm glad to get to a good finish."

Sheldon Haudenschild came home third, in what was his Federated Auto Parts Raceway at I-55 debut.

Kraig Kinser and Brad Sweet completed the top five. The first twelve drivers across the finish line were World of Outlaws Craftsman Sprint Car Series regulars, with last year's Ironman 55 winner, Rico Abreu, finishing 13th. Brandon Hanks was the KSE Hard Charger coming from 23rd to 16th.



Daryn Pittman raced his way to his first win of the season at Federated Auto Parts Raceway at I-55. (Paul Arch photo)

### Ironman 55 Postponed

PEVELY, MO - As the second World of Outlaws Craftsman® Sprint Car Series qualifying heat race was taking the track at Federated Auto Parts Raceway at I-55, a pesky rain set in over the Pevely, MO-area, forcing Officials to postpone the second night of the Ironman 55 event to a date to be announced at a later day.

Tickets and armbands for Saturday's Ironman event will be honored at Federated Auto Parts Raceway at I-55 for the future rain date. No refunds will be given at ticket gates or office.

### The Big "R" Outlaw Shootout Rescheduled for October 16, 2017

CONCORD, NC - The World of Outlaws Craftsman® Sprint Car

Series returns to Ransomville (NY) Speedway for the rescheduled Big "R" Outlaw Shootout presented by Budweiser on October 16, 2017.

The Big "R" Outlaw Shootout, originally scheduled for Sunday, July 23, was postponed due to a heavy rain storm that flooded the pit area at Ransomville Speedway just minutes before the event was scheduled to get underway. The Series returns to the speedway on October 16 to run the event in its entirety.

Tickets for the make-up event at Ransomville Speedway can be purchased online.

Fans who have already purchased tickets for the Big "R" Outlaw Shootout presented by Budweiser can bring their ticket stub or wristband for admittance to the make-up event on October 16, 2017.

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## Don O'Neal Wins 30th Annual USA Nationals at Cedar Lake Speedway

NEW RICHMOND, WI - The 30th annual USA Nationals presented the largest payout for a World of Outlaws Craftsman® Late Model Series event for the 2017 season. The crown jewel brought 42 Late Models to the Cedar Lake Speedway stage, all of whom

were trying to claim a piece of a near \$200,000 purse for the three-day show.

For the 100-lap finale, Don O'Neal worked his way from a fourth position start to claim the checkers on Saturday night. He pulled out of the 3/8-mile with the coveted eagle trophy and \$50,000 richer.

"Man, I did [have to earn this one]," said O'Neal. "This place is so demanding. It starts off fast early and then it slicks off middle way through the race and then you have to finesse it. 100 laps are hard here... I'm just glad to get this Peak car in Victory Lane. It's been a long time coming."

O'Neal joined the Outlaws for every race of the Series Wisconsin swing. Of the four races, he landed on the podium three nights claiming a second at Oshkosh Speed-Zone Raceway, a third at Shawano Speedway before wheeling his way to a win at Cedar Lake Speedway.

O'Neal led 47 laps of the 100-lap main event after passing pole-sitter Mike Marlar on lap 54. He then defended his lead from a four-car battle boiling behind him between Marlar, Jimmy Owens, Brian Shirley and Shannon Babb. Marlar was able to regain the lead for two additional laps before surrendering to O'Neal on lap 58 for good.

"It means a lot to get this win," said O'Neal. "We have had good race cars here in the past but we haven't been here in a couple of years. They decided to let us come again this year and hopefully we will be back next year. I'm just tickled to death. Hell yeah!"

Despite his best efforts to reel back in the "Real Deal", the Winfield, TN native settled for second by the time the checkers fell as he finished 1.691 seconds behind O'Neal.

"I'm blessed to be up here [in Victory Lane] and to be able to

come up here [to Wisconsin]," said Marlar. "Man, we were close there but there was just a guy out there causing havoc. He messed me up bad... I had to slam on my breaks and that let Don get by me. Don really raced me hard there. It was a fun race."

Bobby Pierce passed an impressive 13 cars to find his way to the podium from a 16th position start. Things began to click between Pierce and the Wisconsin oval late in the race but he made up the ground quickly. With 10 laps to go, Pierce sat seventh on the track but was able to weave through traffic to find his way to the front but unfortunately he ran out of laps to work on the race leaders O'Neal and Marlar.

"I fell way back on the start I think to like 20th and with about 75 to go I finally started picking off a guy about every five or 10 laps," said Pierce. "With about 40 to go I think I just started coming on really strong. I didn't even look up at the scoreboard until about 10 to... This thing was really digging there at the end. If it was a 120 lap race, I would've liked to see that outcome. I have a second here, and third here, and a fourth here. I just really want that win one of these days."

After a busy five days, the World of Outlaws Craftsman Late Model Series has an off week from racing to regroup and repair. The Series next event is on Aug. 17 at Georgetown Speedway in Georgetown, Delaware for the Fulton Bank 40.

### ***Madden Makes the Sweep at Cedar Lake Speedway***

NEW RICHMOND, WI - Rain on Thursday forced the inevitable merge of two programs into one action-packed Friday night under the lights at Cedar Lake Speedway for the USA Nationals.

Chris Madden swept the World of Outlaws Craftsman® Late Model Series "matinee" event by turning the fastest lap on the track during qualifying, holding off charges from Scott Bloomquist during their heat race and defending the lead during the feature from Frank Heckenast Jr., Billy Moyer and Brandon Sheppard.

"This is one of biggest race we go to all year, I mean, it's 50-grand," said Madden. "We're ex-



**Don O'Neal raced his way to victory at Cedar Lake Speedway for the 30th Annual USA Nationals. (Paul Arch photo)**

cited to be up here and we're happy to be back [at Cedar Lake]. We really like this place. Tonight, mother nature gave us a mud bowl but we're looking forward to tomorrow."

An afternoon shower on top of rain one day prior added to Friday night's racing surface at the 3/8-mile but it didn't hold the drivers back from being able to make passes. One incredible night of back-to-back Outlaw action to keep fans on the edge of their seats took place during the first night of USA Nationals.

In the first two laps of the 30-lap feature, Heckenast was able to find his way to second from a sixth-place start. From there he worked relentlessly to run down the pole-sitter, Madden. On lap 15, the No. 99jr was able to cut Madden's lead down to only 0.198 seconds.

Unfortunately, on lap 17 all of Heckenast's momentum was lost when a caution fell over the field for Tyler Erb who slowed on the front stretch. For the restart, Heckenast chose to the low line which placed Moyer on the high-side of the track and in position ride the cushion to pass; and that's exactly what he did.

Moyer and Heckenast ran door-to-door battling for second all while trying to reel in Madden. On lap 21, current Series points leader, Brandon Sheppard appeared in the mix wanting a piece of the action as he found his way past Shane Clanton, Bloomquist and on the following lap, past Heckenast.

Sheppard used all three cau-

tions to his advantage as he was able to work forward from a 10th place start to battle for third, then second, then duel Madden for the lead with three laps to go. On lap 28, the final yellow of the feature fell as Eckert slowed on the backstretch forcing a green-white-checker scenario.

Madden shot out of a cannon from the single file restart while Sheppard and Moyer's battle for second ensued. As the pair came around turn four towards the white flag, Sheppard got too high and Moyer was able to slip under him overtaking second. He was able to hold onto the position for the final lap despite Sheppard's best efforts.

"I just had to pack my line in on the caution and let 'er eat," said Sheppard. "That's all that I could do. It was a little too treacherous up there and then we lost our brakes there toward the end. I don't think we could've got around Chris up there... but you know from where we started and how we heat raced, I'll take the third-place finish."

Directly following the 30-lap feature was the preliminary events for Saturday's main event- the 100-lap, \$50,000-to-win, USA Nationals.

"It's a lot harder when you have to run all night," said Moyer. "You just have to survive the thing and then get back and tune it some more."

There was a mad dash in the World of Outlaws Craftsman Late Model Series pits following Thursday's rescheduled program as drivers and crews were making

**(Continued Next Page)**

Continued...

adjustments their cars to take the track for hot laps, qualifying and heat races- some with more to fix than others.

"I had nothing to lose but with [preliminary for the] \$50,000-to-win tonight, I tried to ease off a little bit there [in the feature]," said Heckenast. "We had a big night tonight leading up to tomorrow so you can't really put it all on the line like

you want to."

## Rick Eckert Scores Win at Shawano

SHAWANO, WI - Rick Eckert closed the book on an overdue victory at Shawano Speedway on Wednesday night by leading flag-to-flag to claim his second World of Outlaws Craftsman® Late Model Series win of the 2017 season.

The Series has consecutively visited the half-mile dirt track for the past eight years. Among all eight shows, Eckert holds the most consistent runs with six top-five finishes of the eight Series races at Shawano. He has only ever finished outside of the top-10 one time where he placed 11th in the 2010 shootout.

"I've always been fond of this place but I don't think I've ever won here so it's good to get a win here," said Eckert. "It's great to see this crowd of fans here. That is awesome. I want to thank all of the fans for coming out. The race track was really good and the rain held off so all of that was good."

Earlier in the day it looked as if rain might win the show but Mother Nature had different plans as nothing more than gloomy skies blanketed over Shawano, WI.

Eckert started on the pole next to Don O'Neal for the 50-lap showdown. The first lap saw O'Neal pass for the lead down the backstretch but by turn four Eckert was back in control. Eckert was able to pull away from O'Neal's grasp by nearly 2 seconds by lap 15. In the following four laps O'Neal was able to cut Eckert's lead down to only .333 seconds but the No. 7 Paul Crowl machine was no match as he was able to pull away.

Eckert defended his lead from two cautions which reset his gains back to zero. Chris Madden was the biggest benefactor from the



Rick Eckert lead flag-to-flag to win at Shawano Speedway. (Paul Arch photo)

cautions as he was able to pass O'Neal for second on lap 34 after falling back to sixth during the first half of the event.

"Man, this redraw is killing us," said Madden on his third position start in the feature. "If we could just ever put this thing on the front row, I think we could get quite a few more wins than what we have been getting. Awesome car tonight to be able to get through the dirty air at this big ol' place and get to second. We closed in on him by about a second and a half on those last seven or eight laps. We definitely had a good piece tonight and no complaints."

O'Neal settled for third by the time the checkers fell collecting his second podium finish in a row with the Series.

"I just got so tight after that last caution," said O'Neal. "We just got to work on the steering part a little bit and if we get that down I think we really got something. We are getting there but man we just want to get this Peak car to victory lane bad."

The World of Outlaws Craftsman Late Model Series hits the road towards Cedar Lake Speedway for USA Nationals for the next three nights to wrap up the Wisconsin swing. On Saturday night, the Outlaws have their biggest payout of the season with \$50,000-to-win.

## Sheppard Seals the Deal at Oshkosh SpeedZone Raceway

OSHKOSH, WI - The World of Outlaws Craftsman® Late Model Series took the track at Oshkosh SpeedZone Raceway for the first time ever on Tuesday night. Brandon Sheppard sealed the deal for his 12th win of the season by leading all 50-laps of the feature event at the third-mile.

"It seemed like we were in a

mad-dash to get ready all night tonight," said Sheppard. "I don't know what was up but we pulled through like we always do. There's a lot of hard work coming out of this team and if we can keep that up hopefully we can keep this run going."

Sheppard has won the last three Series events including Fayette County Speedway, the Prairie Dirt Classic at Fairbury American Legion Speedway and Oshkosh SpeedZone Raceway. With 12 Series victories so far this season, Sheppard sits only six wins away from reaching the most wins in one season. The record was set in 2016 by his predecessor in the Rocket1, Josh Richards, with 18 wins in one season.

"I've driven four different XR1's this year and every single one has a win on it," said Sheppard. "Just goes to show how good of a piece Mark [Richards] and Steve [Baker] are building. Hopefully we can just keep getting top-three finishes and everything else will just work itself out."

Don O'Neal worked tirelessly all 50-laps trying to close the gap on the race-long leader. Sheppard and O'Neal started side-by-side on the front row of the feature but Sheppard took control of the lead early.

On lap 10 Sheppard's strong lead began to dwindle as he started to approach the tail of the field. With no cautions in the 50-lap event, O'Neal's biggest aid was lap traffic slowing Sheppard down. By lap 16 the gap between the pair was cut to only .222-seconds before Sheppard was able to pull away from the No. 5 for good. By the time the checkers fell, O'Neal came up short by more than a 5 second margin.

"I think we made some gains on this Peak car tonight and hopefully some things will come," said O'Neal. "I think we just need to get

a little better to be able to run with the No. 1 car there at the end of the race. I thought we had something going but when it came time to be really good we just needed to be a little better."

While O'Neal was focused on Sheppard, Frank Heckenast Jr. was making moves on Eric Wells who had passed the No. 99jr for third on lap six. Heckenast Jr. was able to reclaim the position on lap 32 and began gaining ground towards O'Neal in second.

Unfortunately, Heckenast Jr. ran out of laps to fully make the pass for second and finished at O'Neal's bumper under the checker flag.

"Running third behind Sheppard and O'Neal right now is a really good deal, I mean, they're two of the best so we will take it there," said Heckenast Jr. "He opened the door for me there with the lap traffic but both of our guys just put new bodies on at my shop the last two days so I wasn't going to rip them off there in that last corner."

"Yea I squeezed him down there between one and two and had him pinched off pretty good, so hats off to him for not getting into me," said O'Neal.

Heckenast's third place run marks his best finish of the season so far.

"I want to thank my guys," said Heckenast Jr. "It's just me and Axle [Wicker] this week. I can't say enough about that kid. He does a really good job. We're just a family owned team out here having fun and maybe we will be up there by Sheppard one day."

## World of Outlaws Head to PA for Final Time This Season

CONCORD, NC - The World of Outlaws Craftsman® Series is on the downhill swing of the 2017 season and gearing up to hit the road back to Pennsylvania for four more shootouts.

Two weekends of back-to-back nights of racing await the Outlaws in PA, including Port Royal Speedway (Aug. 19), Eriez Speedway (Aug. 20), Lernerville Speedway (Sept. 2) and Selinsgrove Speedway (Sept. 3).

The Series has already made one stop at Lernerville Speedway this season for the storied Firecracker 100. Mother nature forced the Series to merge two separate show into one action-packed day during this year's Firecracker 100. Current Series points leader, Brandon Sheppard, stole the matinee

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30-lap Feature before Brandon Overton landed his second-ever Outlaws victory during the 100-lap Finale.

Although the upcoming Working Man 50 is at the same track, this time around will be much different as track conditions and the length of the Feature could drastically change the outcome.

Texas-based driver Morgan Bagley is looking forward to the trek back to the 4/10-mile dirt oval for redemption. During the 2017 Fire-

cracker 100, Bagley finished 16th from a 25th position start in the matinee shootout. For the evening finale, Bagley finished 20th from a 25th position start.

"I usually always go pretty decent there, although the conditions were quite different for the Firecracker because of Mother Nature, but they couldn't control that," said Bagley. "They tried really hard to give us a great track, and the staff at Lernerville did a great job considering the short amount of time that they had."

In 2016, Bagley tied his career-best finish with a second-place at the Working Man. His other second place finishes with the World of Outlaws came in 2014 at Deer Creek Speedway and Brown County Speedway.

"Last year for the Working Man we took a car that was sitting at my shop that we hadn't been running all year, and we brought it out for that event," said Bagley. "The format of the show, the car, and the track conditions all played in our favor that night."

Jimmy Mars robbed Bagley of his first-ever Outlaw victory by outperforming the field at Lernerville. Mars landed his first Series win since 2014 over Bagley and Billy Moyer.

The following night the Series will head to Selinsgrove Speedway for the Late Model National Open. Selinsgrove Speedway is a track in which Rick Eckert planted his racing roots with the guidance of his late father, Ervin "Junior" Eckert, who visited the track regularly.

With ties to Selinsgrove Speedway and other Pennsylvania tracks, Junior was entered into the 1999 York County Racing Club Hall of Fame class. Rick was also inducted into the York County Racing Club Hall of Fame in 1991, 2001, 2002 and 2011, before being inducted into the National Dirt Late Model Fall of Fame with the class of 2017.

Junior passed away earlier this season, but his passion for racing lives on through his son. Many drivers show support of the Eckerts by displaying a "00 Junior" sticker on their cars.

The final jaunt through PA for the World of Outlaws Craftsman Late Model Series is just around the corner. For more information on coming events visit the Series website.

## Kevin Thomas Jr. Wins the Hoosier Tire Sprint Nationals

HAUBSTADT, IN - Kevin Thomas, Jr. powered his way to a 2017 Hoosier Sprint Nationals victory. It was his second win at this event which has been presented by Tri-State Speedway since its inception in 2005. The Cullman, Alabama, driver picked up a check for \$5,000. "It's great to be back in victory lane." What a

ride he gave that 9K sprint car!

Thomas led all 40 laps of the Hoosier Tire Midwest Sprint Car Series event. He started on the pole by virtue of a first heat win and

a zero inversion on the redraw. Yet all kinds of excitement would fill the moist air. The 4 wide parade lap was omitted with the threat of incoming showers. The green flag waved and action prevailed. There were 5 yellow flags during the first 5 laps. The work area in the pits was busy with multiple visitors.

Drivers then got down to the business of racing and the green light stayed on until lap 20. At that point Kyle Cummins had managed to pass Robert Ballou to move into second place. The challenge was on for the lead. Cummins would gain in turn two and Thomas would find momentum off four. But an expected last lap showdown was averted when Cummin's car began

smoking. Kyle dealt with the disappointment. "It overheated with 5 or 6 laps to go. I back-peddled and tried to finish the race." Cummins held on to take second.

Three time Hoosier Sprint Nationals winner Brady Short made a great run to finish third. Short started the feature in the last row after making a quick stop in the work area before the initial start. He was also in a minor incident during the first five laps. Then there was no holding him back in a drive that earned him the Keizer Aluminum Wheels Hard Charger of the Race Award. "I got myself in rhythm and the car was working in the middle of the corners." Second heat winner Robert Ballou would finish fourth. B Main winner Thomas Meseraull gained 11 spots to finish fifth in the Briscoe 5 Sprinter.

The second five in the MSCS

feature included fast qualifier Jarett Andretti, Chase Stockon, Tyler Thomas, Donny Brackett, and Brian Karraker. Karraker also won the third heat race.

Garrett Aitken received the Wilwood Tuff Brakes Award with an 11th place finish.

One red flag came out during the feature. Carson Short was running seventh when his car went airborne, rolled, and landed on top of the wall between turns one and two.

The Midwest Sprint Car Series will return to Tri-State Speedway for the Labor Day Weekend Challenge on Sunday September 3rd. Prior to that event the series will visit Shadyhill Speedway on August 11th and follow that race up by returning to Lincoln Park Speedway at Putnamville the next night August 12th.

## Rob Yetman Gets Third DIRTcar Pro Stock Win at Cornwall

CORNWALL, ONT - A weekend trip to Eastern Ontario and Quebec was really good for Rob Yetman as he finally got a win under his belt at Cornwall Motor Speedway and won the 50-lap DIRTcar Pro Stock tour race on Sunday night.

Yetman was all smiles after capturing his first DIRTcar Pro Stock tour win at Cornwall.

"We had an idea of a setup coming here tonight but after hot laps,

we threw that away and it paid off," mentioned Yetman in Victory Lane.

"It's always fun to race in Canada and great to finally win here at Cornwall in front of such a great crowd," added Yetman who had a great run with 2 wins and a third-place finish over the weekend.

CD Beauchamp received his redemption with a second-place finish after failing post-race inspection Saturday evening at Autodrome Drummond.

"I am happy," Beauchamp said. "Finishing second to Yetman is almost like a win for me. The car has been good lately for me and I feel that I will be competitive for the rest

of the year."

Finishing third was defending Cornwall track champion Stephane Lebrun

"It's great to finish third. My wife told me that I should change the gear in the car before the feature but I did not listen to here and it paid off," Lebrun joked in Victory Lane.

Jocelyn Roy led the field of 23 cars to the green and a great battle for second formed as Dave Bissonnette had the advantage over Dan Older with Beauchamp and Lebrun closely behind. The battle continued up front as Older took the lead on lap five. Bissonnette slowed down on lap eight to bring out a caution, costing Older his great position.

On the restart, Beauchamp jumped to the lead with Lebrun and Yetman moving up to second and

third, respectively. As the race quickly reached the halfway point, the top three remained the same with Older and George Renaud completing the top five.

Beauchamp built himself a good lead over the field as a good battle was shaping up for second between Yetman and Lebrun. Yetman used the inside lane and took second with 15 laps to go and started to pull away from Lebrun. Pascal Payeur then brought out the caution on lap 38.

On the following green, Yetman was able to pass Beauchamp for the lead before Kevin Fetterly slowed the field on the next lap.

Nobody had anything for Yetman over the last 10 laps as Yetman went on to win his third race on the DIRTcar Pro Stock tour in 2017. Beauchamp and Lebrun completed the podium.

## Clint Garner Finally on Top at Knoxville 360 Nationals

KNOXVILLE, IA - One of the greatest 360 sprint pilots ever at the Knoxville Raceway, and indeed, one of the best sprint car drivers at the "Sprint Car Capital of the World", finally broke through and won the 27th Annual Knoxville 360 Nationals presented by Great Southern Bank. Clint Garner, of Sioux Falls,

South Dakota held off the field to win the 25-lap \$15,000 event at Knoxville on Saturday night in his fourteenth try at the event.

A fairytale evening for the seven time Knoxville Raceway 360 track champion, the win is not only his first in the Knoxville 360 Nationals but first against the Lucas Oil American Sprint Car Series presented by the MAVTV Motorsports Network. With the addition of Garner to the record books, 140 drivers have taken home a win with the National Tour.

Before a lap could be completed, Friday's preliminary winner, Greg Hodnett spun, in turn, one to bring out the caution flag. He would restart at the tail, while up front, Garner took the point ahead of two-time event winner Wayne Johnson and Aaron Reutzel. Jamie Ball maneuvered by Reutzel for third on lap two.

Garner used the low side, as he and Johnson separated themselves from the field and entered lapped traffic on the tenth circuit. A lap later, Brian Brown, who started 12th, was into the top five. The last caution came with 13 laps in the books as Calvin Landis slowed to a stop without brakes.

Garner led Johnson, Ball, Reutzel, and Brown back to green flag racing. Johnson got a run under Garner at the cone but was shut down into turn one. That sent him up the track, and Ball got by him for second. Meanwhile, Brown jumped by Reutzel into fourth. Johnson would use the low side to shoot back by Ball.

Brown would slide in front of Ball on lap sixteen to take third. Garner continued his mastery up front on the cushion. Johnson would bobble in the marbles on lap 19, and Brown would reel him in. While Garner sailed away up front, Brown took second with four laps to go.

The win was Garner's 33rd ca-

reer triumph here in the 360 class, second on the all-time list only to David Hesmer. Brown came home second as the hard-charger, ahead of Johnson, Reutzel, and Ball. Christopher Bell, Sam Hafertepe Jr., Jeff Swindell, Tim Shaffer and Hodnett, who recovered from the tail, rounded out the top ten.

Dusty Zomer led the way in the non-stop 15-lap B Main, while Joey Saldana had an impressive drive to win the C. Lee Grosz won the D main. The C main saw the most incidents. Scott Bogucki came to a stop, in turn, one, and collected Matt Egel, who got upside down. Cody Ledger, who had a minor fire after the D main, was also a flip victim in the C. No one was injured.

"It did get to the point where it was the 'win it or wear it' moment," said an emotional Garner in Victory Lane. "I ran the heck out of it. It's just a guessing game out front. You have no clue where everyone else is going and what's happening. I wish I could say it's easy, but it's so hard to do. This is definitely the biggest win of my career. I'm so happy, and there are so many people here. A lot of these guys race for a living and they know how hard I try to keep up with them. They know when I can beat them, it is special. I'm proud to be a working man that races on the weekend. I'm more proud that I just beat a bunch of professionals. I think we were 12th quick in hot laps and there were a lot of questions flying. There was a gear change that we had to make. I'm so proud of my guys."

"Clint has been coming here a lot of years," said Brown. "He has a true sprint car family. His brother, his Dad...I'm envious of him. That's what racing's all about. If I can't win it, I'm glad he was able to. He should have won it three times by now. It was a great effort by our team. I was hoping for one more yellow. Twelfth to second is nothing to hang our head about."

"I suckered (Garner) on the first start. I knew I wouldn't get another chance at it. Then he got the lead. He started running the top, and I felt like I was better than him on the bottom. The caution came out with twelve to go and took the lapped traffic away. I wasn't catching him late in the race, so I went to the top. I just opened the door for Brown there to slide me. We've struggled quite a bit at times in the last seven or eight months. So we can't hang our head about finishing third be-



Clint Garner (left) celebrates in victory lane with flagman Justin Clark after winning the 27th Annual Knoxville 360 Nationals. (Paul Arch photo)

hind the two guys that probably have more laps here than anyone. Congratulations to Clint. Those guys work hard, and they're good friends of mine."

Eric Bridger led early in the 15-lap 305 feature. The current point leader set sail, ahead of Matthew Stelzer and Ryan Leavitt. The only caution of the event came on lap nine when the fourth place car of Joe Simbro slowed.

Bridger would lead the field back to green, dogged by Stelzer. Kade Higday quickly moved into third. Stelzer would use the cushion to work around Bridger and take the lead with two laps to go. When he missed his mark in the middle of the track on the next lap, however, Bridger would retake the point and the rookie would go on to win his second feature of the year here. Stelzer, Higday, Tyler Glass and Leavitt followed. Kelby Watt, Mike Mayberry, Evan Epperson, Chris Walraven and Rob Kubli completed out the top ten. Bridger set quick time, while Glass and Watt were heat winners.

"I about gave that one away," said Bridger in Victory Lane. "I must have gotten slower. I just got looser and looser. Luckily, we started on the front row and got the job done. That was pretty close. We were able to come out on top. He may have made a mistake in turn three and let me get back to the low side. I just have to thank my crew. I didn't do that last time."

The Lucas Oil ASCS presented by the MAVTV Motorsports Network will be off until Sunday, August 20 when the tour hits the "Historic Half-Mile" Missouri State Fair Speedway during the Missouri State Fair. The event is co-sanctioned with the Speedway Motors ASCS Warrior Region presented

by Impact Signs, Awnings, and Wraps.

For continued updates on the American Sprint Car Series, from the National Tour to any of the seven regional tours that make up the over 150 races across the ASCS Nation in 2017, log onto <http://www.ascsracing.com>.

### Hodnett Dominates Night 2 of the 27th Knoxville ASCS 360 Nationals

KNOXVILLE, IA - Greg Hodnett won a three-way battle for the lead and cruised to his first career ASCS 360 win at the Knoxville Raceway, as well as first Lucas Oil ASCS presented by the MAVTV Motorsports Network score, on night two of the Knoxville 360 Nationals presented by Great Southern Bank.

The win, aboard the Heffner Racing No. 27, was worth \$3,000 for the Thomasville, Pennsylvania native. Clint Garner and Wayne Johnson emerged as the two high-point drivers heading into Saturday night's \$15,000 to win finale. They'll sit on the front row, with Nate Van Haften and Jamie Ball in row two, and Aaron Reutzel and Tim Shaffer making up the third row.

Trey Starks led Brian Brown and Jeff Swindell to start the 20-lap feature event. Brown would shoot under Starks to lead lap two. Hodnett was up to third by lap four, and shortly after, Sawyer Phillips spun in turn three.

Brown led Starks, Hodnett, Swindell and Wayne Johnson back to green flag racing. Starks shot by Brown back into the lead when the green fell, while Johnson moved into fourth. Hodnett stuck his car to the low side, taking second on lap

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six. Two laps later, he was by Starks into the lead and checking out.

One final caution for a stopped Parker Price-Miller at the halfway point set up a ten lap Dash. At the time, Hodnett led Starks, Brown, Johnson, and Garner. Brown moved into second, while Garner took fourth and Swindell got back into fifth.

No one had anything for Hodnett, who took off from the field like a galloping horse. Brown was second, followed by Starks, Garner, and Swindell. Dusty Zomer, Van Haften, Wayne Johnson, hard-charger Sam Hafertepe Jr. and Christopher Bell completed the top ten. Garner set quick time over the field, while Johnny Herrera, Ryan Giles, Zomer, Scott Bogucki and Tim Kaeding won heats. Ryan Leavitt won the C main in his first ever 360 start, while Hafertepe won the B.

"Mr. Aliquippa himself (Tim Shaffer), the 'Steel City Outlaw' got 'er done last night," said Hodnett in Victory Lane.

"We were fortunate enough to take advantage of a pretty decent starting spot. We had a good race car and we came out on top in this one. It's been a long time since we've been up here. I didn't even know how to get here. I'm just very fortunate and very blessed to have this car, car owner and the guys who work on it. I'm very thankful. This is really important. We come out here one time a year and get minimal laps here. We don't get as many as we used to with the Outlaws. This is hard to do. These guys are tough, and it's hard to do. We're going to keep working as a team to get better."

"I'm just a little disappointed in the driver," said Brown. "You get guys like Greg and Trey Starks, and you give them opportunities...they're going to make it count. For Greg to come back from Pennsylvania and put it on us says something about how strong his team is. Greg is a true ambassador to our sport. To run second to him isn't the end of the world. I just feel I didn't run 20 good laps. I need to make better laps and better decisions as a driver. We'll come back tomorrow and hopefully, I can do my job."

"I wish I had more laps around

here and knew how to run the bottom," said Starks. "The bottom was hooked up, and good and fast. I just tried to run the top as hard as I possibly could. That was a fun one with Greg and Brian there. I can't really complain very much. Hopefully, we're set up good for tomorrow."

## Tim Shaffer Tops Night 1 of the 27th Knoxville 360 Nationals

KNOXVILLE, IA - Tim Shaffer led wire to wire to capture night #1 of the 27th Annual Knoxville 360 Nationals presented by Great Southern Bank Thursday night at Knoxville Raceway. The Aliquippa, Pennsylvania driver was paid \$3,000 for his win aboard the Demyan/Rudzick Racing #49x. Jamie Ball emerged with the most points at 473, followed by Aaron Reutzel (471), Shaffer (470), Josh Baughman (467), Thomas Kennedy (467) and Seth Bergman (467).

The win is Tim Shaffer's second in Lucas Oil ASCS National competition. Keeping a theme of big event wins, the victory adds to his prelim night triumph on October 26, 2007, at I-30 Speedway's Short Track Nationals.

A surreal and ferocious accident started the 20-lap feature event. Jon Agan was tagged from behind, setting off a chain of events that sent Sammy Swindell careening into the front-stretch fence. That collected Alex Hill, Rager Phillips, Harli White and Jordyn Brazier. White and Brazier were able to make repairs under the open red, while Joe Beaver and Aaron Reutzel had to replace top wings as well. Fortunately, no one was hurt.



Tim Shaffer takes the checkered flag on night one of the 27th Annual Knoxville 360 Nationals at Knoxville Raceway. (Paul Arch photo)



Greg Hodnett celebrates his win on night two of the Knoxville 360 Nationals along with second place finisher Brian Brown (left) and third place finisher Trey Starks (right). (Paul Arch photo)

When the green flew again, Shaffer led Josh Baughman, Thomas Kennedy, Agan and Jamie Ball. A battle ensued for the second spot between Kennedy and Baughman. While Baughman remained true to the low side, Kennedy shot around the cushion. With six laps in the books, Jonathan Cornell's rear axle broke sending him sideways, collecting Beaver. Both would flip but were uninjured.

While Shaffer pulled away again on the restart, the battle continued for second. Baughman finally prevailed on lap 12. Agan was reeling in Kennedy as well, as those two exchanged third three times, with Agan grabbing the spot on the white flag lap. Ian Madsen went up in smoke while running tenth with two to go.

Shaffer would enter traffic late, but prevailed at the line. It was the 50th Annual Knoxville Nationals

champion's first career 360 win here. Baughman followed, ahead of Agan, Kennedy, and Ball. Aaron Reutzel, Danny Lasoski, Seth Brahmmer, hard-charger Seth Bergman and Matt Moro completed the top ten.

Rager Phillips set quick time at 15.826 seconds, a 360 Nationals record. Shaffer, Brazier, Skylar Prochaska, Carson McCarl and Lasoski were heat winners. Bergman claimed the B main.

"It's awesome," said Shaffer in Victory Lane. "It's about learning each other, learning the track, and doing the right things. We're here to get seat time. I've been here a lot, but you're always learning. (Crew Chief) Cody Jacobs gave me one heck of a race car tonight. At the end of the day, you have to put yourself in position for Saturday. We're here to have a good time and race."

"My guys gave me a great car and it took me a few laps to get comfortable with it," said Bergman. "We were racing with Kennedy there for eight or ten laps. I couldn't get him cleared, but once I did, we were running Shaff down. We were gaining a little bit. Maybe if we could have got to lapped traffic sooner, or had some more laps, we could have gotten to him. Congrats to him and his team."

"We were good, but yet again we weren't," said Agan. "We tried to make the best of it and do everything we could. We had a new race car here last week. We really didn't know what we had going in. I didn't rotate the center real well and Kennedy got past me. He came to the bottom, but we didn't touch. He opened up his entry a little bit and we were able to take it."

## Talladega Superspeedway

TALLADEGA, AL - After NASCAR's announcement earlier this week of standardizing the location of the Overtime Line at the start/finish line of tracks for the remainder of 2017, Talladega Superspeedway Chairman Grant Lynch decided Friday to take matters into his own hands.

With a brush, roller and a bucket of white paint, Lynch showcased his painting skills by giving the most famous backstretch in NASCAR – the 4,000' Alabama Gang Superstretch – a facelift by permanently removing the old Overtime Line so the track will be ready for its Alabama 500 and fred's 250 Powered by Coca-Cola races – both NASCAR Playoff events - the weekend of Oct. 13-15.

"Good riddance," Lynch said as the blue line disappeared after he rolled a coat of white paint on the outer wall. "And, thanks to NASCAR for wanting to make the finishes better at all venues. I know our fans here at Talladega are going to be excited. By the way, I am not in the same category as Picasso, but hopefully fans will think I did a good job with this work of art when they arrive here in October."

Prior to the announcement, NASCAR had typically placed the Overtime Line on the backstretch near the entrance of Turn 3 on oval tracks (including Talladega Superspeedway). The leader will now need to complete a full lap (crossing the start/finish line) in NASCAR Overtime before a race can be considered complete.

If an event goes past the scheduled distance, drivers must reach the Overtime Line (the start/finish line) under green-flag conditions following the restart. If the leader accomplishes that, the next flag will end the race. If the leader does not reach the Overtime Line under green, another restart will take place.

The procedure is similar to the previous green-white-checked restart rules, but there no longer is a maximum number of attempts at the finish. NASCAR's goal for races is to finish under green; depending on weather, visibility and other unforeseen variables, the sanctioning body can end the race under yellow if it deems necessary.



**Talladega Superspeedway Chairman Grant Lynch paints over the old Overtime Line. (TSS photo)**

Both fall races at Talladega Superspeedway – the Alabama 500 for the Monster Energy NASCAR Cup Series and the fred's 250 Powered by Coca-Cola for the NASCAR Camping World Truck Series - will have NASCAR playoff implications so it is guaranteed to be a pressure-packed weekend. At the drop of the checkered flag for the fred's 250 Powered by Coca-Cola, the field of championship contenders will be reduced from eight to six, while in Sunday's Alabama 500 (the second race in the Round of 12), every position will be pivotal for drivers to gain valuable points in the championship battle. The Alabama 500 will mark the final scheduled start at the 2.66-mile venue for six-time Talladega winner Dale Earnhardt, Jr.

The weekend kicks off on Friday, Oct. 13 with a full slate of practice sessions for both the fred's 250 Powered by Coca-Cola and the Alabama 500. Visit [www.talladegasuperspeedway.com](http://www.talladegasuperspeedway.com) or call the Talladega Superspeedway's ticket office at 855-518-RACE (7223).

## Homestead-Miami Speedway

MIAMI, FL - Since 1995, Homestead-Miami Speedway has been the epicenter for motorsports in South Florida. On Friday, the Speedway partnered with Florida International University's SAE (Society of Automotive Engineers) team to host another kind of motorsports event, the inaugural Formula Miami Invitational. The invitational, which featured SAE teams from Florida International University, Florida Atlantic University and University of Central Florida, had more than 40 student participants. The students utilized the Speedway's facility to showcase their teams' engineering and racing skills.

Each of the three teams on hand brought their own open cockpit racecar, which they had built from the ground up. The teams then put their racecars to the test in three

separate events – acceleration, skidpad and autocross.

"The event is a great way to show off our engineering skills and to network with other universities," said Ignacio Hernandez, Vice President for Florida International University SAE. "There's nothing like having students unite in one place where they can put their student-built racecars to the test."

The Formula Miami Invitational allowed the students to work on their racecars in real time throughout the competition, similar to how a pit crew team makes adjustments during a NASCAR race.

"This event is so important for us and for all the schools that are here because it gives us a chance to test our racecars, which we have been working on the entire year," said Nathaniel Cadet, Testing Coordinator for Florida Atlantic University SAE.

"It was great because we were able to make multiple runs with our racecar and then go back and make changes."

The competition also allowed the students to apply what they have learned in the classroom to real-world scenarios, ultimately helping them prepare for a career within the engineering field.

"Formula SAE opens up windows of opportunity," said Hoyt Hicks, Team Lead for University of Central Florida SAE. "We have team members moving on to some of the country's major motor companies."

## Darlington Raceway

DARLINGTON, SC - Darlington Raceway and Monster Energy are partnering to offer fans the opportunity to enjoy on-track activities on Friday, Sept. 1, for free by recycling any size Mon-

ster Energy can.

Friday activities at Darlington Raceway feature practice sessions, four in total, for both the Monster Energy NASCAR Cup Series Bojangles' Southern 500 and NASCAR XFINITY Series Sport Clips Haircuts VFW 200 races.

Fans may bring an empty Monster Energy can and recycle it at the frontstretch ticket office behind the main grandstands to receive free admission to practice day. Gates will open at Noon.

"We appreciate the opportunity to partner with Monster Energy on this initiative to encourage recycling and in turn receive free admission to our Friday practice activities," Darlington Raceway President Kerry Tharp said. "We're always looking for ways to be environmentally friendly and these types of programs are important to those goals."

"We are very excited for the Darlington weekend of the Monster Energy NASCAR Cup Series and are happy to partner on this fun way to enjoy this event. Bring your friends and family and join us at the track this weekend," said Mitch Covington, Vice President of Sports Marketing for Monster.

This is the second recycling initiative Monster Energy has done at a Monster Energy NASCAR Cup Series track. The series sponsor also partnered with Pocono Raceway in June and had tremendous success with the program.

Darlington Raceway, along with Monster Energy and NASCAR, will ensure all cans are recycled. Under the NASCAR Green umbrella, a comprehensive recycling effort has accounted for millions of bottles and cans being recycled annually thanks to designated bins in the grandstands, concourse, suites, garage, and campgrounds at almost every track NASCAR visits. For more information visit [NASCAR.com/Green](http://NASCAR.com/Green).

Darlington Raceway's award-winning throwback campaign is the The Official Throwback Weekend of NASCAR. Tickets are on sale now by calling 866-459-7223 or visiting [DarlingtonRaceway.com](http://DarlingtonRaceway.com).



## Homestead-Miami Speedway

MIAMI, FL - For anyone who has ever wondered what it's like to drive on NASCAR's championship track, here's your chance. On Saturday, August 12, Homestead-Miami Speedway will host "Give Back at the Track," a two-part event where South Floridians will have the rare opportunity to drive around the 1.5-mile oval that hosts NASCAR's champi-

onship races, in addition to testing out the Speedway's 1/8-mile drag strip. Proceeds from the event will benefit Homestead-Miami Speedway's charitable outreach program, "Driving for a Cause."

In addition, Farm Share, South Florida's local food bank, will be on site accepting donations. Participants are encouraged to bring non-perishable food items that will later be distributed to those in need. The food items can be dropped off in the designated area of the infield.

Give Back at the Track will be split into two segments with participants having the opportunity to partake in both portions. From 10:00 a.m. - 3:00 p.m., drivers and guests can experience first-hand the Speedway's unique progressive banking, as they take laps around the track. Following that, from 4:00 - 8:00 p.m., car enthusiasts will have the chance to run their street-legal cars in head-to-head drag races, which will be staged with the same set-up that fans have become accustomed to during Fast Lane Friday presented by The Ticket Clinic. All drivers for both events should enter the Speedway through Gate 18.

Motorcycles will not be able to participate in either portion of the event.

For a \$20 donation, guests can take their street-legal vehicles for two laps around the oval. Additional laps will be available for a \$10 donation per lap. The drag racing portion of the event is open to all who have a valid driver's license and proof of registration/insurance. Tickets to drag race for the full four hours are \$20 for competitors and \$10 for spectators, while children 12 and younger are free. For more information on drag racing, including rules and regulations, please visit [www.HomesteadMiamiSpeedway.com/GiveBack](http://www.HomesteadMiamiSpeedway.com/GiveBack).

Local car clubs are invited to at-

tend the event for a group rate. Car clubs will receive a set amount of laps on the track. Please contact Brandon Ward at (305) 230-5228 or [bward@homesteadmiamispeedway.com](mailto:bward@homesteadmiamispeedway.com) for more details.

For more information on Give Back at the Track, please visit [www.HomesteadMiamiSpeedway.com/GiveBack](http://www.HomesteadMiamiSpeedway.com/GiveBack) or call 305-230-5024.

## Atlanta Motor Speedway

HAMPTON, GA - Six drivers drove away as champions of the Thunder Ring Saturday night at Atlanta Motor Speedway, as the 20th Anniversary Season of the Thursday Thunder Legends Series presented by Papa John's Pizza came to a close with its 10th and final week.

Saturday night's racing cranked the intensity up to 10 with door-to-door battles and edge-of-your seat action in all six championship races of the night.

**Semi-Pro Division:** First off the grid, the Semi-Pro Division feature got the night started with one of the closest title races in the series. Brooks, Christopher Clanton led in the standings by eight points over Hudson Halder entering the finale and needed to finish within three spots of Halder in order to maintain his lead and claim the championship.

But after starting the race back in eighth – and with Halder on the pole – Clanton wasn't able to avoid the chaos mid-pack and ran out of time before making it up to the front or within reach of the lead to hold onto his position in the standings.

Halder, meanwhile, held his own at the front of the pack and took the checkered flag in first-place to win his fourth race of the season and easily clinch the title.

Rafe Slate who entered the night third in the standings, finished second, and Brandon Brock rounded out the podium in third.

**Plemons Investments Masters Division:** In the Masters Division, four-time winner Scott Moseley entered the evening with a 12-point advantage over second-place driver Robbie Woodall and needed only to finish within four places of Woodall to stake claim to his second Masters Division title in as many years.

But true to his season-long form, Moseley led all 20 laps of the Week 10 feature, holding off Woodall all the way, and easily hoisted the hardware with his fifth victory on the year.

Woodall wound up in second, his ninth top-three of the year, while

Mark Swan finished third to round out the podium.

**Outlaws Division:** Josh Hicks carried three victories and a 22-point lead in the standings with him into the Outlaws Division feature and led each of the final six laps after battling with second-place driver Blaise Maddox, to win his fourth race of the season and lock up the title with a 25-point cushion.

Maddox, who won three races of his own in 2017, finished second Saturday night after leading nearly half of the race, while Nathan Jackson finished third.

**Chargers Division:** Blaze Crawford led all 20 laps of the Chargers Division feature to take home the victory in his Legends car debut. Behind him, Logan Nalley and Kevin Vaughn rounded out the field.

**Ricky Sanders Racing, Inc. Bandits Division:** With a 46-point margin in the standings going into Saturday night's finale in the Ricky Sanders Racing, Inc. Bandits Division, Grant Thompson made his season championship a no-doubter by leading all 20 laps of the feature for his fifth win of the season.

Behind Thompson, Kenneth Henderson, Lucas Ruark, Colsen Cochran and Ryan Younginer finished second through fifth in order.

**Wallace Electric Rookie Bandoleros Division:** In the Wallace Electric Rookie Bandolero Division feature Luke Cooper led all but the first lap to score his first Thursday Thunder victory of the year. Rounding out the field behind him, Carter Griffis, Bailey North, Denton Clem and Lee Brown finished second through fifth in order.

**Plemons Young Lions Division:** In the closest title race of the series, DJ Canipe held a narrow, three-point lead in the Plemons Young Lions Division standings over Harrison Halder, each with three victories entering the evening.

A Canipe victory meant he would drive away with the title. But in the event of a Halder victory and a second-place finish by Canipe, it would mean a deadlock in the points, which would trigger a race-wins tie-breaker and award Halder the season title.

Though Halder, Canipe and Ryan Rackley each challenged for the lead the entire night in a rough and tumble race – and as fate would have it – the Halder-Canipe one-two finish came to fruition in a time-shortened feature, and despite fin-

ishing with 861 points apiece on the season, Halder claimed the championship by virtue of winning four races in 2017 to Canipe's three.

Behind Canipe, Hunter Johnson, Carden Cochran and Cale Hall rounded out the top-five in order.

**Racing Radios Pro Division:** After two playoff races and a NASCAR-style elimination process, six drivers – Jensen Jorgensen, Corey Heim, William Martin, Canon Cochran, Russel Fleeman and Josh Hicks – were the final six drivers eligible for the Racing Radios Pro Division championship, with the top finisher among them in Saturday night's feature laying claim to the hardware.

With tensions mounting as the Pro Division field of 10 cars took the green flag, it was anyone's race – and trophy – to win on the other side of the 25-lap feature.

With five-time winner Jorgensen on the pole and Week 8 winner William Martin lined up behind him on the inside, the two highly-favored drivers did battle early at the front of the pack, with neither giving an inch to his challenger.

After leading 15 of the first 16 laps, Jorgensen was well on his way to a Pro Division title in his first season in Thursday Thunder's top racing class, but contact from behind collected him, Matthew Barnard and Martin, sending all three to the rear and handing Heim the lead on the ensuing restart.

What followed was an aggressive, nine-lap mele, as the title-eligible drivers fought tooth and nail to reach the front of the field. With no holds barred and nothing left to lose, six of the ten cars that started the race were unable to finish what they started due to the carnage sustained in the battle, and it turned into a four-car shootout down the stretch.

Playoff drivers Heim, Martin and Fleeman, as well as Barnard, were all who remained as the final laps began to tick off, and Corey Heim managed to hold Martin and Fleeman at bay to claim his second victory of the season and secure the 2017 Pro Division title.

Martin wound up finishing second both in Saturday night's race and in the standings, while Russell and Barnard rounded out the field of finishing drivers.



## Kingsport Speedway

KINGSPORT, TN - As has been the case on so many occasions this season, late afternoon summer thunderstorms around the region threatened to wash racing activities out at Kingsport Speedway. But once the rain stopped and track drying occurred, fans were treated to Bradley's Funeral Home & Crematory along with Melling Performance presented

Ford Mustang Night at the Races in the Model City.

The phenomenal campaign for Kres VanDyke of Abingdon, Virginia, continued as he swept twin NASCAR Whelen All-American Series Late Model Stock Car features for his eighth and ninth victories. Through 14 races at "The Concrete Jungle" in 2017, VanDyke has nine wins, four second-place finishes, and one third-place effort to firmly entrench himself atop the points leaderboard.

Defending NASCAR Whelen All-American Series national champion Lee Pulliam made a surprise visit to Kingsport Speedway, and he was quick in practice and was fastest at 15.008 seconds in qualifying. However, his time was disallowed in tech when car was too low following his run. Having the option to make corrections and start the first race from back of the field, Pulliam instead chose to load up and not race much to disappointment of fans in attendance.

Zeke Shell grabbed lead at start of the first 35-lap Late Model Stock Car feature, but just three laps in the red flag waved when Marty Tunnell slammed the outside wall around turns one and two after his throttle had hung (wide-open) at end of the straightaway. Back under green for only five more circuits and the caution waved when Duke Bare spun in the second corner.

Off the ensuing double-file restart, Shell once again powered back out ahead over Nik Williams, VanDyke, Ronnie McCarty and Wayne Hale. Robbie Ferguson passed Joey Trent for the sixth spot on lap 10 between turns three and four, while at the same time just ahead of them VanDyke was overtaking Williams for second in the running order.

VanDyke immediately closed to leader Shell's back bumper to



**Kres VanDyke signals that is two for one as he won both the twin Late Model races at Kingsport Speedway this past Friday. (DREW HIERWARTER photo)**

mount a challenge for the lead, and racing up off the fourth turn on lap 14 he pulled alongside Shell racing down the front straightaway into the first turn. As they raced off the second corner VanDyke powered into a lead he would never relinquish.

VanDyke was smooth-and-steady out front en route to the checkered flag in easily winning over Shell, Williams, McCarty and Ferguson.

Completing the top 10 finishers were Hale, Trent, Bare, Derek Lane and Darin Silver.

The top eight finishers from the first race were inverted for the night's finale, putting Bare and Trent on the front row. On the first attempt to start the race with cars side-by-side and nose-to-tail accelerating off the fourth turn onto the front straightaway, Shell got into the back of McCarty to sustain front-end damage, thus bringing the caution out before the opening lap was complete.

The next try to get the race under green saw Trent take the lead over Bare, Hale, Ferguson and McCarty. Bare quickly began losing positions as he dropped out of the top five, with VanDyke and Williams also getting around him in the opening laps.

With Trent showing the way out front, he was being cheered on by many in the crowd who were hoping to see him record his first-ever victory. Ferguson passed Hale for second on lap 5 racing off the fourth turn, which opened the door for both McCarty and VanDyke to also overtake Hale.

VanDyke began pressuring defending track champion McCarty for the third spot, and racing up off (turn) two on lap 10 he gained the position. Closing in behind Ferguson, VanDyke pulled the trigger and shot around him to take over second place on lap 15.

VanDyke set his sights ahead on Trent, who was driving an incredible race leading the field. On several occasions VanDyke stuck his nose (front-end) under Trent racing off the corners, but each time Trent managed to slam the door shut on VanDyke's advances.

VanDyke pulled to inside of Trent racing off the fourth turn on lap 25 and over the next three laps they raced side-by-side before VanDyke moved ahead into the lead. Over the remaining distance VanDyke put a few car lengths breathing room between himself and Trent on his way to a sweep of the night's Late Model Stock Car action. VanDyke was chased to the checkers by Trent, McCarty, Ferguson and Williams.

Completing the top 10 finishers were Lane, Hale, Bare, Billy Light and Silver.

Divisional point leader Royce Peters showed the way out front in the 30-lap Modified Street race until 10 laps remained when issues with his accelerator (gas pedal) sticking wide-open forced him to give way to Jason Leatherwood and Trey Lane. Leatherwood, from Waynesville, North Carolina, held on to capture his first win of the season over Lane, Peters, Kevin Wolfe and Rusty Clendenin.

Keith Helton of Kingsport has visited victory lane on 21 occasions in the "Toyota of Kingsport" Pure 4 division since Kingsport Speedway reopened in 2011, but stepping away to concentrate on business obligations this season has meant he's no longer competing weekly. But rest assured he's still a contender to win when he straps in behind the wheel.

Through the first half of the 30-lap feature the racing action was intense among front-runners Billy Ketron, Kenny Absher, Jason Ketron, Billy Byington, John Ketron,

Helton, Kevin Darnell, Bucky Smith and Chad Jeffers. Strong runs for Billy Ketron and his father John Ketron, along with Darnell, ended prematurely after getting collected in wrecks.

Helton worked his way around Jason Ketron and Byington with just a couple of laps remaining to capture his first win of the season in just his third start. Rounding out the top five finishers behind Helton were Byington, Jason Ketron, Jeffers and Larry Stapleton.

Just like in the 1970s television sitcom "All In The Family," that's how the 30-lap Mod 4 feature played out as Joshua Gobble of Abingdon, Virginia, outran his father Kirby Gobble to capture his first win of the season. Finishing third through fifth, respectively, were Dennis Arnold, Billy Duty and Chris Amburgey.

Doug Austin and Jamie Meadows each experienced mechanical issues while leading the Pure Street feature before the halfway point and dropped out. Then after Dustin Smith had apparently gone on to capture the win, along with Will Vannoy finishing in the runner-up position, both cars did not pass post-race technical inspection. With that ruling Bobby Durbin of Johnson City got his first-ever victory over Ryan Hyatt, Anitra Little, Jeremy Draughn and Meadows.

## Southern National Motorsports Park

LUCAMA, NC - Dylan Newsome has been something of a breakout star on the short track scene in 2017 with wins at four different tracks in just nine races – his latest coming Friday night at Southern National Motorsports Park.

The 19-year-old from Goldsboro, North Carolina came into Friday night's race on a bit of a hot streak after scoring wins in recent weeks at Carteret County Speedway in Swansboro, North Carolina, Ace Speedway in Burlington, North Carolina and Florence Motor Speedway in South Carolina. He continued that hot streak when he rocketed past Joseph Pittman in the closing stages of Friday night's Mini Stock feature and held on for his first Southern National Motorsports Park victory.

"We've definitely been on a roll," Newsome said in victory lane. "We've got a great car and a great team. I'm only 19, this is my ninth race and I'm definitely looking forward to getting some more action. It's really exciting to win these races since my dad (Jack New

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some) used to race so that means a lot to me.”

Newsome’s victory was all the more impressive as he beat out names such as local drivers Joseph Pittman and Ronnie “Buckshot” Jones as well as Mini Stock standout Brandon Clements, a veteran driver who has scored wins all across the region. Pittman finished the race in second

while Lynn Waller finished third.

Dylan Newsome wasn’t the only driver to score a breakthrough victory.

Justin Mitchell, a former multi-time winner in the Legend Cars division at Southern National, was able to capitalize on the misfortunes of the front row starters to pick up his first career Charger division victory in only his second start.

Brian Obiedzinski got the lead early from Robert Arch, but the two drivers tangled in turn one, resulting in Obiedzinski going around. After the race, Obiedzinski said it was just a racing incident. A couple laps later, Arch would have difficulties and drift up the track and into the wall, falling a lap down and out of contention, which paved the path for Mitchell to score the win.

“I would have loved to get to race Robert tonight, he’s a heck of a wheelman,” Mitchell proclaimed after the race. “I guess he had his chance and we had ours. These cars are so much easier to drive than a Legend, I love them. It’s just, turn the wheel and step on the gas. Short Track Engineering does a great job setting this thing up.”

Jonathan Kornegay finished in second while Obiedzinski rebounded from his troubles to finish third and close in on Jeremy Bohne in the championship standings.

Zach Lightfoot’s well-documented journey reached another milestone in the Legends race.

The 14-year-old from Smithfield, Virginia was diagnosed with Asperger’s Syndrome, a mild form of autism, at an early age, but he races anyway. Last year, he was injured in a crash at Dominion Raceway and sidelined for several months before making his return to racing at Southern National Motorsports Park last fall.

On July 5th, the highlight of his journey came when he picked up



**Justin Mitchell celebrates his first visit to Southern National Motorsports Park’s victory lane in the Charger division. (SNMP photo)**

his first career Legends victory at Carteret County Speedway. One month later, Lightfoot would pick up his second win in dominating fashion at Southern National Motorsports Park, holding off Chris Stancil and Chris Floars for the win – his first at the Lucama, North Carolina track.

“I want to thank the good Lord for my talent,” Lightfoot stated in victory lane. “It’s not my talent. He blessed me with it. I thought [Stancil] was going to pass me or, at one point, I thought he was going to bump me going into the corner and move me out of the way and that’s racing. I would like to thank him for racing me clean, I really appreciate it.”

Stancil finished the race in the second position while Floars finished third.

The Mike Darne Racing dominance continued in the Late Model Stock Car division, this time with Jonathan Findley as the headliner for the team.

Findley swept Friday night’s twin 40 lap races, dominating in the first race but having to fight and claw his way through the field in the second. After the race, Findley was relieved to score the win and break a streak of bad luck that had plagued him in recent weeks.

“We’ve had bad luck the past couple races we’ve been out here,” Findley remarked. “Broke an axle one weekend and, back on July 8th, we had a spark plug come off while we were leading the race. A win is a good way to get the monkey off our back. I don’t know what to say, this car was on a rail all day. We struggled a little bit but eventually got it back in tune. Overall, a good night.”

Despite the victories, Findley feels a second track Late Model championship is out of reach, at least this year. When Southern National Motorsports Park’s season

resumes on August 19th, Findley will compete in twin Pro Late Model races instead of in the Late Model Stock Car races.

Points leader Mason Diaz finished second in both races. Rusty Daniels came home in third in the first race while Paul Williamson scored the final spot on the podium in the second race.

Parker Frazier looked like he was on his way to his first Southern National win, but issues with three laps to go opened the door for Ethan Johnson and Cameron Murray to pass him. Johnson went on to score the victory, his fourth win of the year at Southern National over Murray and Frazier. Meanwhile, Dakota Tomlinson scored the win in the Any Car feature race over Jake Martin and Jason Smith.

The next race at Southern National Motorsports Park will be held on August 19th when twin Pro Late Model races and twin Late Model Stock Car races headline the Back to School 325.

## Grandview Speedway

BECHTELSVILLE, PA - NASCAR 358 Modified point leader and defending champion Craig VonDohren scored a three-peat and became the only eight-time winner when he won the Forrest Rogers Memorial/Pioneer Pole Buildings 50-lap TP Trailers 358 NASCAR Modified feature for a \$10,000 payday on Saturday night at Grandview Speedway in the races broadcast by RCN-TV, Allentown. The race is run in memory of the founder of the speedway.

During the course of the evening it was announced that the September 16th Freedom 76 Modified Classic, the biggest event of the season, would be run in memory of the late track promoter Bruce Rogers, who passed away in April, and will pay \$30,000 to win. More details on this very special event

will be released shortly.

VonDohren now joins Fred Rahmer, the ’82, ’83 and ’84 winner as the only driver at the 1/3-mile Berks Co. clay oval to win the prestigious event three straight times.

The defending and current point leader, who broke into the winner’s circle last week, didn’t have an easy time since he first had to battle side-by-side with Colt Harris several laps before he moved into first on the 31st lap and then he outran runner-up Mike Gular, who gave it his all several times, finishing second by a narrow 1.696 margin.

In victory lane VonDohren commented, “it was hard, flat-out racing and his crew worked diligently to repair the car after it got tore up in the heat race. The top was the place to be even though it was good on the bottom and I had to mix it up and run the middle while battling with Gular.”

The BRC NASCAR 20-lap Late Model feature was basically all current point leader Chuck Schutz as he ran away and hid since he led from the drop of the green until the wave of the checkered to win his fourth feature in the series.

John McGovern finally had a productive night in NASCAR Sportsman action as everything went in his favor. First he won his qualifying heat and then he held off the continuous challenges of runner-up Dylan Swinehart and third-place finisher Mike Lisowski once they caught him to win his first career ever 25-lap NASCAR Sportsman feature.

All feature winners received monetary awards from T.P. Trailers and also product certificates from VP Racing Fuels providing they met the necessary requirements. For finishing second in the Forrest Rogers Memorial race, Gular received a drum of VP fuel for finishing second.

Modified action saw Bobby Gunther-Walsh lead for two laps before the yellow came out when Addison Meitzler lost a tire and stopped in the fourth turn. Harris powered the Pony Express No. C7 into first on the restart trailed by Brett Kressley, Gunther-Walsh, Steve Swinehart and John Willman.

Coming through the pack from his 16th starting berth was VonDohren behind the wheel of his own Pioneer Pole Buildings/V&M Towing No. 1C picking the competition off one-one-one and at the conclusion of 13 laps he was third.

Brett Gilmore stopped in the bottom of the fourth turn with a flat tire

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bringing out the caution with 14 laps complete.

Harris maintained his position when racing resumed, but there were some tense moments when Brett Gilmore ran the red pit light and came charging out in front of the pack and was racing with them.

Another hairy moment occurred for Harris was when Dan Waisempacher slowed in the fourth turn directly in front of Harris, who did make contact since he had nowhere to go for the 21st lap caution. The incident didn't deter Harris and he was still first on the restart, but now VonDohren was second putting his bids in for another win.

The red had to be thrown after Ryan Grim, debuting a brand new car, barrel-rolled three times after getting into the third turn infield tire while battling for positions. He was towed back to the pits and after a quick pit stop returned only to go back to the pits. Harris was determined to stay in front, but by this time VonDohren and Gular were second and third making it a three-way battle for first with Kressley and Kevin Hirthler in pursuit.

After Harris and Von Dohren ran door to door for several laps swapping paint on occasion, VonDohren emerged as the new leader on the 31st lap.

The final yellow was on the 37th lap for Kressley sitting in the infield. Earlier he slid into the homestretch infield on the 33rd lap and what many assumed was a mechanical issue. Later it was realized he needed medical attention because the driveshaft broke and hit him in the leg. He limped back to the pits without help trying to walk it off.

The leader continued to be VonDohren with Gular sticking right with him making several bids to overtake him, but to no avail, but Gular still showed determination.

VonDohren shuffled it up a bit deciding which line to run to deter Gular and it must have worked because at the conclusion he was in victory lane followed by Gular, Frank Cozze, Jared Umbenhauer and Duane Howard, who started 14th, 11th, 18th and 20th respectively.

Heats were won by Steve Swinehart, Kyle Weiss, Joe Fanelli and John Willman. Mike Mahaney and Chris Esposito won the conso-

lation races.

The Late Model feature basically had Schutz steal the show as even though there were numerous cautions giving everyone ample opportunity to pass him they couldn't get the job done and he went on to chalk up his 48th career win chased across the line by Wayne Pfeil, Bryon Sipe, last week's feature winner; Lou Egrie Sr., returning after missing from action with motor issues and Steve Todorow.

The onset of the Sportsman feature saw McGovern take the early lead with pressure from Steve Young, Derrick Smith, Dean Bachman and Kenny Bock.

On the seventh lap Dylan Swinehart, already a two-time feature winner this year and running fourth, went three-wide on the outside – made the move stick and was now second and took chase after McGovern.

It didn't take long for Swinehart and Mike Lisowski, now second and third, to reel McGovern in and make it a three-way battle for first.

Swinehart made several attempts to pass McGovern, but at the same time he had to be concerned that Lisowski wouldn't get by the two of them.

McGovern kept the fierce competition behind him and went on to capture a well-deserved first win followed closely by Swinehart, Lisowski, Mark McGovern and Jordan Henn, the defending point champion who had a fine run in his second outing after returning from the homestretch accident earlier in the season.

Bock, McGovern and Young won the heats. The consi went to Brad Arnold.

Coming up on August 12th is WNPV Radio Night featuring NASCAR TP Trailers 358 Modifieds, BRC Late Models and Sportsman stock cars with racing starting at 7:30 p.m. Adult admission is just \$15 while youngsters 11 and under are admitted free.

WNPV will be giving away three pairs of tickets (value of \$94) to Knoebel's Amusement Park which will include Good for One All Day Handstamp with Wooden Coasters.

What was a huge success last year will happen again on August 12th. Geiswite Creations will be holding their 4th Annual Back to School Giveaway.

As of right now the first 100 school age kids through the gate will receive a folder, notebook, and 2 pencils. There are also some drivers donating backpacks to be raffled off to the kids as well.

Last year was a huge success. Giving away over 125 folder sets, 122 backpacks and over \$500 worth of school supplies.

If anyone would be interested in donating anything please call Geiswite Creations at 484-955-4914.

Additional information on racing at Grandview can be had at [www.grandviewspeedway.com](http://www.grandviewspeedway.com), Facebook and at 610.754.7688.

## Bowman Gray Stadium

WINSTON-SALEM, NC - Danny Bohn didn't get what he came for at Bowman Gray Stadium on Saturday, but he didn't mind taking the victory trophy anyway.

The 2017 Fans' Challenge Award accumulated to a total prize pool of \$12,000 for Saturday's 100-lapper in the Brad's Golf Cars Modified Series. To claim the money, a driver would need to qualify in the top four, elect to start in the rear, and then fight up to a top-four finish.

Danny Bohn of Huntersville, NC has taken the challenge before and opted to start in the rear. He made the trip to Bowman Gray Stadium a few weeks ago when the prize pool was set at \$9,000 – and he came close to winning the money. So he was certainly one to watch on Saturday as he came ready to lay it on the line for \$12,000.

Unfortunately for Bohn, he didn't qualify in the top four – instead qualifying eighth. The fastest four were Burt Myers of Walnut Cove, Brandon Ward of Winston-Salem, Jason Myers of Walnut Cove, and John Smith of Mount Airy. And each driver decided to start in the rear in an attempt to take the \$12,000 prize pool.

James Civali of Davidson drew the pole for his start, jumping out into an early lead. Civali held his own against the challenges from Chris Fleming of Mount Airy. But Bohn made his way through the field to try his hand at beating Civali from the outside during a double-

file restart.

Bohn powered ahead of Civali when the green flag waved. "We kinda went at the same time there," said Bohn about the pass. "I just got a better start. I cleared him – then the next restart, he jumped it."

"I guess they're mad at me because they said I ran him up the track, but I was in the dirt both times that we hit," said Bohn. "There's going to be contact. I don't think any of it was dirty. We just touched – like I said, my left side was in the dirt so I don't know where he wants me to go."

Civali tried to reclaim the lead but Bohn held on to take the checkered. "We came here for the 12,000 but it didn't work out that way," said Bohn. "If we can't get the money, one of those trophies is always nice."

Meanwhile, the Fans' Challenge competitors were feverishly trying to make their way through the field. John Smith battled up to third, with Jason Myers finishing fourth. The two would have split the \$12,000 prize pool – but Smith was disqualified after failing post-race technical inspection.

In the Texas Steak & Tap House Sportsman Series, Tommy Neal of Walkertown held on to take the checkered in the first 20-lapper. John Holleman of Winston-Salem fought forward to win in the second 20-lap race.

Steven Berrier of Germanton won the Q104.1 New Country Street Stock Series, with A.J. Sanders of Mocksville and Tyler Burke of Midway each winning in the Law Offices of John Barrow Stadium Stock Series.

## Selinsgrove Speedway

SELINGSGROVE, PA - Saturday was the rescheduled Firecracker 30 for the 360 Sprint Cars from July 1 at Selinsgrove Speedway. Coming into the night no driver had won the event more than two times. Hometown driver Blane Heimbach

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Danny Bohn (65) powers into the lead past James Civali (79) during the Modified 100-lapper. (ERIC HYLTON PHOTOGRAPHY photo)

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was in search of his third win when he drove by early race leader Jason Shultz on lap four of the 30-lap, \$3,000-to-win event.

Shultz immediately began to pressure Heimbach as he tried to take the spot back. That pressure was short lived as Heimbach pulled away from Shultz and Selinsgrove Speedway point leader Davie Franek. By the halfway

mark Heimbach's lead was comfortable, but he was working into lap traffic.

Shultz wasted no time beginning his charge back to the rear bumper of the race leader's car. As Heimbach tiptoed his way through lap traffic Shultz quickly made up ground. The leaders, although battling each other, extended their lead over Franek to nearly half the race track.

The blistering pace continued as Shultz made his best bid for the win diving to the inside of a lap car and Heimbach at the same time. Heimbach was able to power around on the top back into the top spot with three laps left. Shultz kept within striking distance to the race leader, but never got close enough to take the lead away from Heimbach as he drove to his third win in the Firecracker 30.

"We haven't been very good this year, but this is where I started so it feels good to come here and get a win at a track I've run so many laps on," said Heimbach in victory lane. Heimbach was a contender for the National Open win a week ago before he had a mechanical failure sideline him with five laps to go.

Shultz settled for second. Mark Smith closed out the podium finishers after starting mid-pack. Davie Franek and Eric Tomecek were the top five finishers.

Derek Locke crossed the line in sixth followed by Chad Layton, Adam Carberry, Michael Walter, and Nate Snyder.

Shultz and Heimbach won heat races for the 360 Sprint Cars.

Hayes Mattern certainly looked like the car to beat in the Late Models on Saturday night. Mattern used a long green flag run to pull a big lead over the field. As the run continued on, Bryan Bernheisel began to show some muscle as well as he closed in on the race leader.

Once again as lap traffic cov-

ered much of the speedway in front of the leaders, Bernheisel continued the pressure. Bernheisel stayed loyal to the inside line while Mattern used the high side of the race track. Mattern had the advantage as many of the lap cars ran the inside of the race track.

Bernheisel threw a slide job on Mattern on lap 19 to take the top spot away, just before a yellow flag came out.

Bernheisel used a great restart to break away from the field on his way to his second win of the season. Mattern and Gene Knaub were the top three finishers. Donnie Schick was fourth followed by Tony Adams. Adams was caught up in a first lap wreck, but recovered to finish fifth and salvage a good point night in the championship race.

Jim Yoder was sixth just ahead of point leader Steve Campbell. Dave Stamm, Meade Hahn, and Ken Yoder were the top ten finishers.

Tony Adams and Andrew Yoder took checkered flags in heat races for the Late Models.

Shaun Miller almost won the first Econo Late Model race of the season at Selinsgrove Speedway in June, but he was passed late in the race for the win. Saturday night had a similar feel when Tim Krape, the winner at the track last weekend, took the top spot off a restart with only five laps to go. Miller had lead every lap up until that point.

Krape's car seemed very fast. In racing sometimes that's when things go wrong, and in this case that is what happened. With five to go Krape's car slowed to the infield.

Miller was back into the race lead with Todd Snook right there. Miller opened the lead up a little bit to give himself some breathing room over the last few laps on his way to his eighth career Selinsgrove Speedway victory. It was Miller's first Econo Late Model win to go with his seven wins in the Pro Stocks.

Snook was second ahead of JR Toner, Eric Irvin, and Andrew Stotler. Sixth through tenth spots went to Tim Fedder, Cahse Bowman, Ken Yoder, Andrew Shoop, and Doug Ishler.

Econo Late Model heat races were won by JR Toner and Todd Snook.

Ken Yoder competed in both Late Model divisions on Saturday night scoring a top ten in both.

The night cap belonged to the Pro Stocks and they did not disappoint. Dustin Snook slid into the race lead after an early race yellow

flag. Snook set sail away from the rest of the field.

Snook's lead looked like it was going to be enough to secure his second win of the season. Shaun Lawton had other ideas. Lawton was using a line no one else was around the outside of the speedway and began to close in on the race leader.

Lawton caught Snook and then made the pass for the top spot on lap 13. Right after Lawton took the race lead the yellow flag was displayed to the field. Snook would have another shot to take the lead back on the restart.

Lawton played the restart perfect and held off Snook for his third win of the season. Snook was second with Kyle Bachman third. Tommy Slanker came back from a wreck early on to finish fourth and AJ Hoffman was fifth.

Brandon Moser came across the line sixth being chased by Bill Conrad, Dan Condo, John Schoch, and Nate Stroup.

Hoffman and Snook locked down heat wins in the Pro Stocks.

Next Saturday the excitement will start before anyone ever gets to Selinsgrove Speedway. The annual Market Street Race Car Parade, starting the Selinsgrove Ford dealership, will take place at 4 p.m. When the fans and drivers arrive at the speedway it will be Selinsgrove Ford Night with the United Racing Club 360 Sprint Cars in a \$2,500 to win event. Also the Super Late Models take the next step in crowning the Moon Shine Camo Route 35 Challenge series champion. That race will also pay \$2,500 to win. The Pro Stocks and Roadrunners are on the card as well.

## Rockford Speedway

A near-capacity crowd filled Rockford Speedway Saturday night as part of Kar Korner World Famous Figure 8 Trailer Race Night. Along with the demolition extravaganza at the end of the evening, the thousands in attendance were also treated to a terrific night of short track racing under the lights on a perfect summer evening.

For the fourth time this season and for the third time in four races, Michael Bilderback parked his red #2 car in Victory Lane, winning the 30 lap Stanley Steemer NASCAR Late Model feature race. Bilderback, who started the race in the sixth position, took the lead on the eleventh lap from outside pole sitter Dennis Smith Jr and never looked back. With the win, Bilderback also increased his lead in the championship standings to 50

points over Matt Berger. Jon Reynolds Jr had the drive of the night, charging from his ninth starting spot to a solid runner up, while Mitch Garfield rounded out the top three. Three-time track champion Jerry Gille settled for fourth place after a race-long battle with Garfield for third while former track champion Jake Gille made his first appearance of 2017 and came home with a fifth place finish.

Machesney Park's Cody Houseweart captured the biggest win of his racing career Saturday night, holding off several challenges from multiple contenders on his way to the checkers in the 25 lap main event for the Bargain Hunter Sportsman division. After starting the race in second place, Houseweart soon found pressure from behind in the form of two-time feature winner Johnny Robinson II. As the race unfolded, Robinson took several peeks below Houseweart for the race lead. In the final laps, Robinson pushed his car further and further below Houseweart, before Robinson eventually lost control entering turn one, spinning out and bringing out the yellow flag with just a handful of laps to go. On the restart, it was point leader Chad Smith who was lined up behind Houseweart for the chase to the checkers, with Smith not able to get close enough to rip victory away from Houseweart. Smith still had another solid evening, collecting another Fast Time Award and finishing runner up, with Terrance Robinson third. Howie Ware made a late charge to fourth place, while Brian White rounded out the top five.

Nick Cina Jr left little doubt on Saturday night, blasting from ninth to first in just five laps on his way to his second win of 2017 in the 25 lap Miller Lite American Short Tracker feature race. Cina, who hadn't won a feature race since Opening Night, outran point leader Zach Rodriguez in the race's final laps. Rodriguez ended the race in second place and maintained a seven point lead over Cina in the race for the championship. Brett McCoy came across the line in third, followed by Franc Beldowski in fourth and Shannon Stoltz in fifth.

Though not without a little late-race drama, Josh Thiering picked up his seventh total win in the Roadrunner division on Saturday night, outlasting Chad Lounsbury to claim first place in the 20 lap Kickstart Roadrunner feature race. Thiering took the lead on the race's fourth lap and seemed to have a

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solid cushion until Lounsbury appeared in his mirror in the late laps. Despite the last-minute challenge, Thiering held on while Lounsbury settled for second. The two drivers head into their off-weekend with Thiering ahead of Lounsbury in the championship standings by just 15 points. Jeff Allendorf was credited with third in the race, with Adam Cartwright fourth and

Robert Roush fifth.

"Scary Gary" Oscarson outlasted 20 other competitors to win the World Famous Figure 8 Trailer Race. The hard-hitting affair produced carnage, lots of action and a three-way battle to the end between Oscarson, Kyle Rush and Collin Day. Rush was eliminated with front suspension issues, while Oscarson and Day ended up attached to each other, leading to a fan vote which determined Oscarson the victor. This message was sent to [FASTRACK01@aol.com](mailto:FASTRACK01@aol.com) from [speedwayeric@gmail.com](mailto:speedwayeric@gmail.com)

Stafford Speedway

STAFFORD SPRINGS, CT - Stafford Speedway was back in action on Friday, August 4th with the NASCAR Whelen Modified Tour on hand for the 27th Annual Stafford 150. Taking down NASCAR Whelen All-American Series weekly feature wins on the night were Stephen Kocik, who scored his very first career SK Modified® feature victory, Michael Bennett in the Late Model feature, Dan Wesson in the SK Light feature, Al Saunders in the Limited Late Model feature, and Zack Robinson took the checkered flag first in the DARE Stock feature but he was found to have an illegal timing chain in his engine and he was disqualified from the feature, making Johnny Walker the winner.

In the 40-lap SK Modified® feature event, Tom Abele, Jr. took the early lead with Stephen Kocik, Glen Reen, Dan Avery, and Michael Gervais, Jr. behind him. The caution came out with 2 laps complete for a spin in turn 2 by Tyler Hines.

Abele took the lead back under green with Kocik behind him in second. Kocik took the lead from Abele on lap-5 and his move brought Gervais alongside Abele. Gervais got clear of Abele on lap-7

and now Cam McDermott was side by side with Abele for third with Ronnie Williams fifth and Avery in sixth.

Gervais took the lead from Kocik on lap-10 and the order was stacking up behind him as McDermott was second with Williams and Kocik dueling side by side for third with Abele in fifth. Williams got clear to third on lap-14 and the top-7 was now single file with Gervais leading McDermott, Williams, Kocik, Abele, Rowan Pennink, and Chase Dowling. The caution came back out with 20 laps complete for a spin in turn 1 by Pennink and Abele.

Gervais took the lead on the restart with Kocik taking second. Williams was third with McDermott fourth and Dowling and Ted Christopher side by side for fifth. Williams pulled alongside Gervais for second on lap-26 with Dowling fourth, Todd Owen fifth, and Ted Christopher sixth. Christopher's car dropped off the pace and he came to stop at the exit of turn 2 to bring the caution out with 27 laps complete.

Kocik took the lead back under green with Williams and Gervais right behind him. Williams got loose on lap-32 and slid back to fifth as Kocik continued to lead Gervais, Owen, Dowling, and Williams. Kocik held off Gervais to the checkered flag to pick up his first career SK Modified® feature victory at Stafford. Dowling finished third with Owen and Williams rounding out the top-5.

In the 30-lap Late Model feature event, Rich Hammann took the lead at the green with Josh Wood taking second. Kevin Gambacorta got by Chase Cook to move into third with Cook slotting into fourth with Michael Bennett behind him in fifth. Bennett took fourth from Cook on lap-3 and up front, Wood was closing in on Hammann for the race lead.

Wood took the lead from Hammann on lap-5 with a pass coming out of turn 2 and Gambacorta got by Hammann to move into second one lap later and his pass brought Bennett with him into third as Hammann fell back to fourth. Bennett quickly went by Gambacorta to move into second on lap-7 and began to close down the gap to Wood out front. Behind Hammann in fifth was last week's feature winner Tyler Leary, Glen Reen, and Tom Fearn.

Bennett caught Wood on lap-11 and he made his move to take the lead on lap-12 with a pass in turn 2. Gambacorta was still running

third but behind him, Reen took fourth, Fearn took fifth, and Leary took sixth as Hamman fell back to seventh in the running order. Gambacorta was now working Wood over for second on lap-15 and he took the spot with a pass in turn 4.

The order shuffled again on lap-19 as Reen took third from Wood. Fearn followed him through into fourth to drop Wood back to fifth with Leary in sixth. Bennett was slowly starting to stretch out his lead over Gambacorta and with 10 laps to go, the margin was 1.2 seconds.

As the laps began to wind down to the end of the race, Gambacorta and Reen were nose to tail and they were reeling Bennett back in. With 3 laps to go, the Gambacorta/Reen duo had caught right up to Bennett's back bumper to make a 3-car duel for the lead and the win. Gambacorta and Reen couldn't get close enough to Bennett to make a move for the win as Bennett took down his third win of the 2017 season. Fearn finished fourth behind Bennett, Gambacorta, and Reen with Wood rounding out the top-5.

In the 20-lap SK Light feature event, the race took the green with Glenn Bartkowski, Glenn Korner, George Nocera, Jr., and Andrew Les coming together in turn 2 to bring the caution out with 0 laps complete.

Dan Wesson took the lead on the restart with Cory DiMatteo quickly working his way into second. Joey Ferrigno was third, but he lost that spot on lap-4 to David Arute with Nocera in fifth. Arute was hounding DiMatteo for second but DiMatteo was able to stay in front.

At the halfway point of the race Wesson was still in command with DiMatteo, Arute, Nocera, and Brett Gonyaw in fifth. With 3 laps to go, Wesson had slightly pulled away from DiMatteo and Arute with Arute still hounding DiMatteo for second. Wesson took the checkered flag to pick up his first win of the 2017 season with DiMatteo, Arute, Nocera, and Marcello Rufrano rounding out the top-5.

In the 20-lap Limited Late Model feature event, Brian Clement took the early lead with Al Saunders, Bryan Narducci, Alexandra Fearn, and Jeremy Lavoie behind him. Saunders and Narducci were side by side for second on lap-2 and on lap-3 Saunders streaked his way into the lead. Alexandra Fearn came through to second with Narducci taking third. Lavoie was now fourth with Clement sliding all the

way back to fifth. Clement continued to slide backwards until he settled into line in ninth place.

Saunders was starting to stretch out his advantage over Fearn in second but the caution came out with 8 laps complete as Tyler Trott spun in the middle of turns 3+4.

Saunders again took the lead back under green with Narducci sticking right with him in second. Lavoie and Fearn were side by side for third with Duane Provost up to fifth. Narducci was looking to the inside of Saunders for the lead and he made a pass stick in turn 4 on lap-12 to move into the lead. Saunders came right back and nearly had the lead back on lap-13. Saunders had a good run out of turn 2 on lap-14 and he retook the lead. Lavoie was third with Provost getting by Fearn to move into fourth and drop Fearn back to fifth.

Narducci chased Saunders to the checkered flag but couldn't get close enough to make a move as Saunders picked up his second win of the 2017 season. Lavoie finished third with Provost and Fearn rounding out the top-5.

In the 15-lap DARE Stock feature event, George Bessette, Jr. went around Chuck Harrison on the first lap to set the early pace. Chris Bagnall came out of a 3-wide situation behind Bessette to take second but the field only completed one lap before the caution came out for a spin in turn 2 by Rob Sears.

Robinson then took third from Gambacorta on lap-5 and Walker followed him through to drop Gambacorta back to fifth. Up front, Beyer was all over the back bumper of Bessette. The caution came back out with 6 laps complete.

Bessette and Beyer were side by side for the lead on the restart and they ran door to door for a lap before Beyer got clear to the lead on lap-8. Robinson moved into second with Walker taking third as Bessette fell back to fourth. Gambacorta was fifth with Bagnall and Hydar behind him in sixth and seventh.

Robinson took the lead from Beyer on lap-13 and Walker followed him through to second. Robinson then led Walker to the checkered flag. Following post race inspection, Robinson's car was found to have an illegal timing chain in his crate engine and he was thusly disqualified from the feature, making Walker the winner. Bessette was now second, with Beyer, Gambacorta, and Hydar making up the new top-5.