



## STANDINGS

How the top 10 stack up this week

## NEXTEL CUP

Following the Dodge Charger 500

1. Jimmie Johnson  
1,519; previous: 1
2. Jeff Gordon  
1,392; previous: 3
3. Greg Biffle  
1,371; previous: 4
4. Kurt Busch  
1,290; previous: 2
5. Elliott Sadler  
1,267; previous: 5
6. Mark Martin  
1,226; previous: 11
7. Tony Stewart  
1,222; previous: 6
8. Jamie McMurray  
1,217; previous: 10
9. Dale Earnhardt Jr.  
1,212; previous: 9
10. Ryan Newman  
1,205; previous: 15

A top-five finish in the Dodge Charger 500 at Darlington lifted Ryan Newman five spots into the top 10 of the Nextel Cup standings.



**Milestone:** Sterling Marlin made his 650th career Cup start Saturday at Darlington Raceway.

## BUSCH SERIES

Following the Diamond Hill Plywood 200

1. Carl Edwards  
1,612; previous: 1
2. Clint Bowyer  
1,469; previous: 2
3. Reed Sorenson  
1,456; previous: 3
4. Martin Truex Jr.  
1,430; previous: 4
5. Ashton Lewis  
1,328; previous: 5
6. Kenny Wallace  
1,321; previous: 10
7. David Stremme  
1,304; previous: 6
8. Denny Hamlin  
1,295; previous: 8
9. Greg Biffle  
1,224; previous: 12
10. Jon Wood  
1,205; previous: 9



Kenny Wallace climbed to sixth place in the Busch standings following a second-place run in the Diamond Hill Plywood 200.

## CRAFTSMAN TRUCK

Following the Dodge Ram Tough 200

1. Ted Musgrave  
796; previous: 3
2. Bobby Hamilton  
783; previous: 1
3. Ricky Craven  
748; previous: 2
4. Jimmy Spencer  
745; previous: 5
5. Todd Bodine  
678; previous: 6
6. Ron Hornaday  
660; previous: 4
7. Dennis Setzer  
648; previous: 14
8. Johnny Benson  
643; previous: 8
9. Chad Chaffin  
633; previous: 11
10. Matt Crafton  
631; previous: 7



Points leader Ted Musgrave finished second to Jack Sprague in the standings in 2001 and has been a close third in each of the past three years.

## THE RACING 411

## NEXTEL CUP

Race: Chevy American Revolution 400

Where: Richmond International Raceway, Richmond, Va.

Race distance: 400 laps, 300 miles

When: Saturday, 7:45 p.m., ET

Defending champion: Dale Earnhardt Jr. held off Jimmie Johnson and Bobby Labonte to win his third race of the 2004 season.

Race record: Dale Jarrett, 109.407 mph; Sept. 6, 1997. Qualifying record: Brian Vickers, 129.983 mph; May 15, 2004.

Fast fact: Richmond International Raceway has been part of the schedule since 1963 when the race winner was Lee Petty.

## DODGE CHARGER 500 REVIEW

By RICK MINTER  
Cox News Service

Darlington, S.C. A new set of tires made the difference as Greg Biffle stormed from third to first on the next-to-last lap and sped away from a fender-banging gaggle of cars to win the Dodge Charger 500 in front of a cheering capacity crowd at Darlington Raceway.

Biffle had led 174 laps throughout the race, but Ryan Newman took the top spot from him on Lap 323 and was a half-straightaway ahead when a spin by Mark Martin on Lap 363 wiped out Newman's big lead and set up a green-white-checkered-flag dash to the finish.

Newman and Ken Schrader stayed on the track, while Carl Edwards took just two tires and Biffle and the rest got four.

When the green flag flew for the final time, Newman seemed to be slow in getting up to speed, and that set off a mad scramble behind him.

Biffle took off like a rocket, drove past Edwards, Schrader and Newman and was never challenged on the final lap while it turned into total chaos behind him.

Jeff Gordon finished second ahead of Kasey Kahne, Mark Martin and Newman.

Biffle said the decision to make a pit stop for tires for the two-lap dash to the finish was an easy one, especially since he lost at Bristol when he didn't get tires.

"There was no question we were coming for tires," Biffle said. "We were coming no matter what."

But he sympathized with Newman, who was forced to choose between keeping the lead or surrendering it to get tires. "That's a tough choice," Biffle said.

Newman said he did what he thought was best. "I don't think it was a bad decision," he said, adding

# Biffle tames 'the lady' with four fresh tires



NASCAR

Greg Biffle's decision to take four fresh tires for the two-lap dash to the finish was crucial in the No. 16 team's victory.

that if some of the other drivers on the lead lap had stayed out, too, he'd have had a cushion between himself and the challengers with new tires.

"But that didn't happen," he said. "We had a car that should have won but didn't."

Gordon said he lost the race when Biffle beat him out of the pits, and then it got really hairy on the track as the leaders scrambled for position.

"The restart was the wildest part," Gordon said. "It was wild and crazy out there."

One of the most incredible performances was by Carl Edwards, who veered nearly into the wall after contact from Gordon but recovered to finish ninth.

"That was one of the best saves I've ever seen in my life," Gordon

said. "I'm sorry I hit him."

Jimmie Johnson silenced his critics with a stirring performance in the race.

Just days after Dale Earnhardt Jr. called him an "idiot" in describing Johnson's tactics at Talladega the previous Sunday, the series points leader relied on some skillful driving to recover from what could have been a major setback midway through the race.

Johnson led four times for 50 laps and was in the lead pack for most of the race, but he rolled into the pits on Lap 259 with a problem with the left-rear wheel on his No. 48 Chevrolet.

After his unscheduled stop, he rejoined the race in 23rd place, one lap behind the leaders.

He didn't stay lapped for long. Rookie Kyle Busch, who was running in the top five for much of the race, brought out the caution on Lap 282 when he blew a tire and hit the Turn 3 wall.

Busch's misfortunes were a break for Johnson, his Hendrick Motorsports teammate who rejoined the lead lap at that point as a result of getting the "lucky dog" free pass that goes to the first driver one lap or more down when the caution comes out.

He restarted 19th and moved to 13th by Lap 295.

On Lap 308 he motored past Tony Stewart to get back into the top 10 and wound up seventh.

## RACE STATISTICS

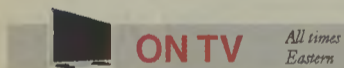
Time of race: 4 hours, 6 minutes, 29 seconds

Margin of victory: 0.990 seconds

Caution flags: 12 for 48 laps

Lead changes: 30 among 13 drivers

Lap leaders: Kasey Kahne, 1-11; Greg Biffle, 12-40; Jeremy Mayfield, 41; Mike Wallace, 42; Biffle, 43-76; Jimmie Johnson, 77-81; Matt Kenseth, 82; Johnson, 83-96; Kevin Lepage, 97; Biffle, 98-100; Jeff Gordon, 101-102; Biffle, 103-108; Gordon, 109-126; Johnson, 127-154; Carl Edwards, 155-158; Johnson, 159-161; Biffle, 162-195; Kahne, 196; Sterling Marlin, 197; Biffle, 198-206; Johnson, 207; Joe Nemechek, 208-209; Biffle, 210-231; Johnson, 232-235; Kahne, 236-283; Brian Vickers, 284; Biffle, 285-317; Ryan Newman, 318; Biffle, 319-322; Newman, 323-368; Biffle, 369-370.



## NEXTEL CUP

Chevy American Revolution 400

7 p.m., Saturday

## BUSCH SERIES

Funai 250

7:30 p.m., Friday

## CRAFTSMAN TRUCK

UAW-GM Ohio 250

2 p.m., Sunday

## COMMENTARY

## Insiders: Steroids offer no advantages in NASCAR

By JEFF GLUCK  
Cox News Service

Congress has already started snooping around in Major League Baseball and the NFL, looking for any evidence of steroid use in those sports.

But a pair of NASCAR insiders both said they haven't seen signs of steroid use around the track.

"I don't think there are steroids in NASCAR, and I'd be surprised if there ever was," said Tim Goad, the pit crew coach for Ken Schrader's Nextel Cup car.

Goad would know. A 10-year NFL veteran, Goad played with the New England Patriots, Cleveland Browns and Baltimore Ravens following a college career at the University of North Carolina.

While at UNC, Goad said he did a research paper on steroids, which was enough to keep him far away from the drugs during his NFL days.

"Steroids don't make you stronger," he said. "They just let you work out longer and help your recovery time so you can work out

more often."

With that in mind, there are only so many places steroids could help someone involved with NASCAR. Driving, with an emphasis on endurance and not strength, certainly isn't one of them.

"Maybe the jackman or catch-can man," Goad said. "Then again, it's not a help there. Jacking a car is more technique than it is strength. Hey, 20 years ago, strength was a big thing. These days, it's almost all technique."

"A lot of muscle build-up not only wouldn't help you, it would probably slow you down and, when it did that, become a hindrance."

But Chad Knaus, the well-respected crew chief for Jimmie Johnson, said steroids could help pit crew members.

"I don't think there are steroids in NASCAR, and I'd be surprised if there ever was."

TIM GOAD  
pit crew coach for Ken Schrader

"When you're using steroids, if I remember back to my wrestling and football days back in high school, what that would do is just kind of increase your burst of energy and your short-term impact," Knaus said. "Obviously, that's what you're doing in a 12-second pit stop."

Still, Knaus said it's doubtful steroids have ever aided anyone in NASCAR.

"Honestly, I don't think there's any of that out there," he said. "If there is, then I will be surprised."

NASCAR's testing policy consists of testing anyone at any time, based on reasonable suspicion. An official told Dustin Long of the Greensboro News & Record that NASCAR has given drug tests (not necessarily for steroids) 40 to 45 times over the past two years. Fifteen of those tests

were given to driver Shane Hmiel, who was suspended in September 2003 for an unspecified substance, Long reported.

While NASCAR's policy wouldn't work in the NFL or Major League Baseball (there are too many players), it's perfect for stock-car racing. There are no secrets in NASCAR, and plenty of rumors. That means NASCAR can test on a rumor-only basis anytime officials feel like it.

If baseball had used NASCAR's drug-testing policy in the past, Barry Bonds would have been tested a long time ago. And all of the NBA's suspected drugies would get caught by the league instead of the police.

In the meantime, NASCAR's testing policy is just fine. There's just no advantage to using steroids in NASCAR, which is why no one does.

"If they come up with something that makes you move faster, you might want to get out the test tubes. But until then, I don't think steroids are a problem here," Goad said.

Jeff Gluck writes about NASCAR for Cox News Service.

## CRAFTSMAN TRUCK

Race: UAW-GM Ohio 250

Where: Mansfield Motorsports Speedway, Mansfield, Ohio.

Track length: .44 miles

Race distance: 250 laps, 110 miles

When: Sunday, 2:30 p.m., ET

Defending champion: Jack Sprague won last year's inaugural UAW-GM Ohio 250.

Race record: Jack Sprague, 54.706 mph; May 16, 2004.

Fast fact: Carolina Panthers Mike Minter, Mike Rucker and Stephen Davis will serve as grand marshals for the Quaker Steak &amp; Lube 200 on May 20 at Lowe's Motor Speedway.

## DARLINGTON NOTEBOOK

## Feud intensifies for Waltrip, Green

By JEFF GLUCK  
Cox News Service

Darlington, S.C. For two drivers from the same hometown, Michael Waltrip and Jeff Green don't seem to think much alike.

Waltrip thinks Green wrecked him for no reason in Saturday's Dodge Charger 500. Green would certainly differ if he had stopped to talk to the media after both drivers were called to the NASCAR hauler.

As it was, only Waltrip put in his two cents following NASCAR's lecture.

"It's a good thing that it's Mother's Day because my mama said don't talk bad about people," Waltrip said. "NASCAR says stay away from each other. That's cool with me."

Waltrip and Green, both from Owensboro, Ky., have gotten together in several incidents recently. At Martinsville, the two collided and the feud seemed to pick up steam.

After Green wrecked Waltrip Saturday, the cars got together during a pass roughly 100 or so laps later.

At the time, NASCAR warned Waltrip to settle down. Apparently, he didn't listen. Waltrip bumped Green again on Lap 207. NASCAR officials penalized Waltrip by parking him in his pit stall for a few laps.

But Waltrip said he didn't start the feud.

"I'm baffled," Waltrip said. "I was running down the straightaway under the first lap of green and he ran me over and wrecked me. The sad part is he doesn't pay any price and I get my car tore all to pieces."

## Busch penalized

Kurt Busch disobeyed a NASCAR directive and was called to the hauler after the race.

Busch lined up in the wrong place on the track during a caution, and refused an order from NASCAR to stop his car to allow the field to pass. As a result, Busch was penalized two laps.

The defending Nextel Cup champion was in no mood to spend time with the media requesting a comment after the race.

"Why don't you guys go cover a real sport?" he said while walking away.

## Earnhardt unhappy

Dale Earnhardt Jr. was displeased when his crew chief, Pete Rondeau, told him not to take tires during one pit stop.

"We should have come in," Earnhardt told his crew chief.

"It was only three laps (on the tires)," Rondeau replied.

"You don't understand what three laps is out here," said Earnhardt, raising his voice. "Three laps here is like 20 laps anywhere else."

## Kenseth dominates Darlington Busch race

By RICK MINTER  
Cox News Service

Darlington, S.C. Matt Kenseth, who has had a disappointing season so far on the Nextel Cup Series, gave himself something to brag about by winning the Diamond Hill Plywood 200 Busch Series race Friday night at Darlington Raceway.

Kenseth, who is 24th in Cup points with a single top-10 finish, ran his career Busch Series win total to 18 with a dominating run in the first Busch race under the lights at Darlington.

He started 24th and led 50 laps, including the final 27 to take the checkered flag ahead of Kenny Wallace, Martin Truex Jr., Greg Biffle and Jeff Burton.

"I'm always so close," said Wallace of his second runner-up run of the season. "I just got beat at the end. There is no excuse."

Wallace, who hasn't won since 2001 at Rockingham, said he made a poor choice on adjustments to his car's suspension. "I was just too loose at the end," he said.

Third-finishing Truex said his car, a winner in the previous race, was just a little off this week, but his crew made it better with each pit stop. "One more pit stop and it would have been just about perfect," he said.