

NASCAR INSIDER

STANDINGS

How the top 10 stack up this week

NEXTEL CUP

Following the Dodge/Save Mart 350

1. Greg Biffle
2,250; previous: 2
2. Jimmie Johnson
2,228; previous: 1
3. Elliott Sadler
2,073; previous: 3
4. Tony Stewart
2,052; previous: 6
5. Mark Martin
2,022; previous: 5
6. Rusty Wallace
2,013; previous: 8
7. Ryan Newman
1,994; previous: 7
8. Kurt Busch
1,978; previous: 9
9. Carl Edwards
1,963; previous: 4
10. Jamie McMurray
1,923; previous: 11



Greg Biffle jumped into the top spot in the standings following a 14th-place finish at Infineon Raceway.

BUSCH SERIES

Following the SBC 250

1. Martin Truex Jr.
2,320; previous: 2
2. Reed Sorenson
2,313; previous: 1
3. Clint Bowyer
2,279; previous: 3
4. Carl Edwards
2,241; previous: 4
5. Kenny Wallace
2,143; previous: 5
6. Denny Hamlin
2,032; previous: 6
7. Ashton Lewis
1,983; previous: 7
8. David Stremme
1,964; previous: 8
9. Jason Keller
1,877; previous: 10
10. David Green
1,839; previous: 11



A second-place finish in the SBC 250 lifted **Martin Truex Jr.** ahead of previous leader Reed Sorenson in the Busch standings.

Johnny Sauter led 162 of the 200 laps to win the rain-shortened SBC 250 Saturday night at The Milwaukee Mile.

CRAFTSMAN TRUCK

Following the Toyota Tundra Milwaukee 200

1. Dennis Setzer
1,614; previous: 2
2. Bobby Hamilton
1,579; previous: 1
3. Ted Musgrave
1,570; previous: 3
4. Ron Hornaday
1,493; previous: 5
5. Ricky Craven
1,473; previous: 4
6. Jimmy Spencer
1,437; previous: 6
7. Jack Sprague
1,428; previous: 9
8. Terry Cook
1,416; previous: 7
9. Matt Crafton
1,384; previous: 8
10. David Starr
1,372; previous: 10



Dennis Setzer took over the series lead after winning the Toyota Tundra Milwaukee 200 at The Milwaukee Mile.

THE RACING 411

NEXTEL CUP

Race: Pepsi 400
Where: Daytona International Speedway
When: Saturday, 7:45 p.m., ET
Race distance: 160 laps, 400 miles
Defending champion: Jeff Gordon started from the pole and won his second race in a row in last year's Pepsi 400.
Track qualifying record: Bill Elliott, 210.364 mph; Feb. 9, 1987.
Race record: Bobby Allison, 173.473 mph; July 4, 1980.
Fast fact: The summer race at Daytona, traditionally held over the Fourth of July weekend, was once called the Firecracker 400.

BUSCH SERIES

Race: Winn-Dixie 250
Where: Daytona International Speedway
When: Friday, 7:45 p.m., ET
Defending champion: Mike Wallace drove from fifth to first on the last lap to claim victory in last year's Winn-Dixie 250.
Track qualifying record: Tommy Houston, 194.389 mph; Feb. 10, 1987.
Race record: Geoffrey Bodine, 157.137 mph; Feb. 16, 1985.
Fast fact: Dale Earnhardt Jr., who won three straight Busch races at Daytona prior to Wallace's stunning 2004 victory, is scheduled to compete in Friday's race.

CRAFTSMAN TRUCK

Race: O'Reilly Auto Parts 250
Where: Kansas Speedway
When: Saturday, 3:30 p.m., ET
Defending champion: Carl Edwards won last year's O'Reilly Auto Parts 250.
Qualifying record: Chad Chaffin, 166.323 mph; July 4, 2003.
Race record: Ricky Hendrick, 125.094 mph; July 7, 2001.
Fast fact: If Ted Musgrave, driver of the No. 1 Dodge, wins the championship, it would mark the first time a driver has won a NASCAR national touring series with a car or truck carrying the No. 1.

DODGE/SAVE MART 350 REVIEW

One for the ROAD

Cox News Service

Tony Stewart claimed his second victory at Infineon Speedway Sunday, overcoming transmission problems to win the Dodge/Save Mart 350. Stewart battled Ricky Rudd for the lead in the closing laps of the road-course race, finally overtaking the Wood Brothers driver on Lap 100 and holding him off following a restart on Lap 106. Stewart's victory, his eighth top-10 finish in 2005, moved him from sixth to fourth in the Nextel Cup standings. He is now just 198 points behind new Nextel Cup leader Greg Biffle. Sunday's win was the 20th of

Stewart's career, his fourth in 13 starts on road courses. It was the driver's first victory since last August at Watkins Glen International, also a road course. Rudd, who ran out of gas just after passing the finish line, finished second, while a hard-charging Kurt Busch finished third. Rusty Wallace finished fourth, followed by Dale Jarrett and Elliott Sadler. Polesitter Jeff Gordon led the first 32 laps, but a broken transmission left him with a 33rd-place finish. Fellow Hendrick Motorsports driver Jimmie Johnson also suffered transmission woes and gave up the top spot in the standings with a 36th-place finish.



TONASCAR
Tony Stewart's No. 20 Chevrolet leads a pack of cars on the way to victory in Sunday's Dodge/Save Mart 350 at Infineon Speedway.

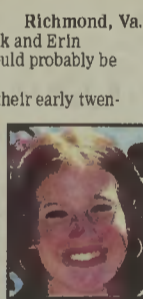
RACE STATISTICS

Time of race: 3 hours, 0 minutes, 18 seconds
Margin of victory: 2.266 seconds
Winner's average speed: 72.845 mph
Caution flags: eight for 18 laps
Lead changes: seven among six drivers
Lap leaders: Jeff Gordon, 1-32; Tony Stewart, 33; Kyle Petty, 34; Greg Biffle, 35-42; Stewart, 43-69; Rusty Wallace, 70-81; Ricky Rudd, 82-99; Stewart, 100-110

Patrick and Crocker poised to be racing's next big stars

By JEFF GLUCK
Cox News Service

Danica Patrick and Erin Crocker should probably be friends. They're both in their early twenties, they both drive race cars for a living and they both have a chance to become very popular in their respective racing series. Both drivers were at Richmond International Raceway Friday, and conducted interviews with the media an hour apart. Of course, Crocker isn't at Patrick's level of prestige yet. Patrick is already the most famous Indy Racing League driver, while Crocker won't make her NASCAR Busch Series debut until September. Patrick has been hailed as the IRL's



CROCKER

savior and called the Tiger Woods of her sport — a notion she embraces. Tiny but with a commanding presence, Patrick is cool and relaxed, clearly feeling little pressure. Her sudden fame is no burden, she said. "It's just now instead of a local show, you know, it's CNN," she said. She can be silly, imitating Formula One boss Bernie Ecclestone in a British accent. Or she can be ice cold, promptly shutting down a reporter's question about drivers' weights. Patrick, who has modeled for men's magazine FHM, likes to brag about her unkempt appearance. She said walking through airports and grocery stores is no problem, as long as she doesn't stop and that nobody bothers her, "probably because I look like crap." She won't wear makeup at the track, even when addressing a roomful of cameras and media members like she did Friday. Her news conference attire? Flip flops, shorts, a black T-shirt and burgundy sunglasses perched atop a head of wet hair. Patrick enjoys the rare occasions that require her to get dressed up, but

as long as they are rare. After all, this is a person who revels in walking the red carpet at a recent movie premier without a designer dress. "They're like, 'Who are you wearing?'" she said, laughing. "I'm like, I bought this dress, actually." Patrick loves to race, but doesn't want to overdo it. NASCAR, she said, doesn't appeal to her because the Nextel Cup Series schedules 38 races per year, and the IRL has just 17. "That's an incredible amount of racing," she said. "You know, I also do like to travel, and I like to spend time and lay by the pool every now and again." "You kind of struggle for that time, don't you?" Meanwhile, all Crocker wants to do is race. Bill France Jr., vice-chairman of NASCAR's board of directors, came face to face with the future of female stock-car drivers Friday. "Bill France, I'd like you to meet Erin Crocker," said a NASCAR official. France, 72, studied the perky red-

head and shook her hand. "You can keep it between the lines, can't you?" he asked. "I'm working on it." "You'll do fine," France said. "Thank you," Crocker replied. "I'm trying." France admits he's been paying close attention to Crocker and other potential female Cup drivers such as Sarah Fisher and Allison Duncan. "Well, I hear things going up and down the hall (at NASCAR headquarters)," he said. Crocker might have the best shot among female drivers because she'll have the best equipment. Team owner Ray Evernham and driver Bill Elliott are mentoring her on the track, and she seems ready for the off-track responsibilities, too. She's has a bubbly personality and seems eager to drive, as if she would rather race than breathe. And, after being featured in Friday's editions of the Richmond Times-Dispatch, Crocker went up to the reporter and actually thanked him for writing the story. Rookies.

ON TV

All times Eastern

NEXTEL CUP Pepsi 400 7 p.m., Saturday	NBC
BUSCH SERIES Winn-Dixie 250 7:30 p.m., Friday	TNT
CRAFTSMAN TRUCK O'Reilly Auto Parts 250 3 p.m., Saturday	SPEED CHANNEL

COMMENTARY

Break out a Bud and crank up the new Junior song

By JEFF GLUCK
Cox News Service

Budweiser pitchmen Dale Earnhardt Jr. and Tim McGraw have joined together to re-write McGraw's classic hit "I like it, I love it." It seems as though McGraw feels sympathetic toward all the Junior fans out there. And Earnhardt, mired in 18th place and with no victories this season, needed to reach out to his supporters. The following are the new lyrics to "I like it, I love it," obtained exclusively by our imaginary NASCAR music investigation department. So put on your Tim McGraw CD, crank up the stereo and sing along. If you're a Junior fan, what else are you going to do?



EARNHARDT

June's got me saying dang, darnit, shoot and trembling with fear.
I ain't seen the 8 win a thing all year.
Gonna switch the channel, I might just go to sleep.
Turns out the Eurys were a big bunch of creeps.
(Chorus)
But I like Dale, I love Dale, I want some more of Dale,
He tries so hard, but he can't kick much tail.
Don't know what it is and why the 8 car ain't runnin',
But I like Dale, I love Dale, I want some more of Dale.
(Dale's verse)
My stepmama's company didn't give me courtesy,
They gave my cars and now Waltrip is ahead of me.
Now I'm barely on the lead lap, if racing at all,
Who the heck could have guessed such a big fall?
Crossin' my fingers, and countin' every lap,
Prayin' that the media gets off my back.

(Chorus)
But I like Dale, I love Dale, I want some more of Dale,
He tries so hard, but he can't kick much tail.
Don't know what it is and why the 8 car ain't runnin',
But I like Dale, I love Dale, I want some more of Dale.
(Fans' bridge)
When Dale wrecks his car, I fess up,
I start to feel a little peeved.
Then I sit down on the sofa, and look at my Bud posters,
I think this season's got the best of me.
(Chorus)
But I like Dale, I love Dale, I want some more of Dale,
He tries so hard, but he can't kick much tail.
Don't know what it is and why the 8 car ain't runnin',
But I like Dale, I love Dale, I want some more of Dale.
Jeff Gluck writes about NASCAR for Cox News Service.

Jarrett goes back to school

By RICK MINTER
Cox News Service

Who says you can't teach a relatively old race driver new tricks? Dale Jarrett, 48, made a stop last week at the Bondurant School of High Performance Driving in Phoenix to work on his road-racing skills in preparation for the weekend's race. He had been to Bondurant's school before, working with Bondurant's coaches on the tricks drivers use when turning right and left. "I don't think it ever hurts to go back," Jarrett said before the race. "This way they can get in the car with you and refresh your memory on some of the techniques and hopefully get rid of some of the bad habits you might have gotten into over the years, because it's easy to do that." The lessons paid off; Jarrett scored a top-five finish in Sunday's Dodge/Save Mart 350.

Roush's 'Gong Show' draws 1,700 applicants

Roush Racing's "Gong Show" driver search drew approximately 1,700 applications, which have been whittled down to about 150, team president Geoff Smith said. Now, team owner Jack Roush, his drivers and crew chiefs will go through the entries to give their input before the list is reduced again to about 25. The finalists will then be taken to Martinsville Speedway and Darlington Raceway for their on-track auditions, with the winner or winners joining Roush's NASCAR race team. The whole process will be shown in 13 episodes on the Discovery Channel.