



The SPORTSMAN Newsletter

EDITOR'S COMMENTS

Finally the weather co-operated long enough to allow the Lucas Oil Sportsman Series to get its July 11th rain delayed event in at Peterborough but for those teams that did make the journey there were certainly mixed emotions.

Back in the days when CASCAR was the series governing body, events at the 1/3rd-mile paved paperclip-shaped track were often dubbed the "Performance Fibreglas 200's" in reference to the business that provided the fibreglass bodies for the NASCAR replica-like cars. By the end of those events it meant the majority of teams returned home with a lot of body damages that in turn were sent back to Performance Fibreglas for repairs and remoulding.

Such was the case on Saturday night with the majority of the competitors suffering from the wrath of mild and major skirmishes that evolved during the twin 50-lap events on the tight track.

But such are the expectations in short track racing where fender rubbing bumper to bumper action is the norm and the starting field is comprised of varying mixes of seasoned veterans and raw rookies. And even the proverbial middle of the pack racers who should know better have their moments when more than their brakes fade.

The teams now have two weeks to prepare for event #3 on the schedule- a return visit to Flamboro Speedway for the re-scheduled season opener of May 30th.

Despite some modifications made to the track a few season's back, most competitors I've talked to still consider the reshaped 1/3rd-mile oval a one-groove track which could mean some further trips to the fibreglass shop when that event is over.

Oh well, lets just hope the events lives up to exciting entertainment this series is capable of producing.

Ken Spencer -Editor

Robblee and McGlynn Win Features in Peterborough

The Lucas Oil Sportsman Cup Series presented by Benson Auto Parts were in action Saturday night at Peterborough Speedway for round two of their championship season.

The night started with qualifying and Shawn McGlynn was able to put the fastest time on the board during qualifying, with Steve Robblee second, the only other driver to crack the 15 second barrier at Canada's Fastest 1/3-mile track.

The inversion put Mike Alguire on the pole for the first 50-lap main event, and Alguire took advantage of the starting position, blasting out into the lead with series rookie Dan Prudhomme tucking into line in second. The pair would run nose to tail until well after halfway when Robblee made his appearance at the front following his run from a ninth-place starting position.



As the laps wore down, Robblee was able to get by Prudhomme for second and started to put the head on Alguire. Mike tried to hold him off, but a little slip was enough to open the door for Robblee who walked right through and won his second 50-lapper of the season in three starts.

Robblee spoke about the pass for the win in victory lane, "Mike just slipped up a bit and that was all I needed. Our car still isn't perfect, and we're going to make some changes for the next 50 lapper and see if we can't tighten it up a bit."

Alguire finished second, with Prudhomme holding on for third. Dave Connelly and Brennan Didero rounded out the top-five. Matt Robblee overcame a huge crash in practice when his throttle stuck, as the crew fixed the car and Matt drove the 'modified looking machine' to a sixth-place finish.

McGlynn Grabs Second 50



With the lead lap cars inverted for the second 50-lapper Cole Weber and Tim Tolten led the field to the green flag for the second 50-lapper with Weber grabbing the early lead. He would hold on until lap eight when Tolton took command. Tolton, making his first start in the series would fight to hold off McGlynn, who took the lead briefly during a restart,

and then later held off Matt Robblee, before a restart with 10 laps to go and Steve Robblee on his outside.

Robblee tried to clear Tolton, but the rookie Lucas Oil Sportsman Cup driver would hold serve briefly before Robblee then tried the low side and moved into the lead on lap 43. Tolton was fighting to hold onto second when disaster struck as he hand grenaded a motor heading into turn three. He spun and slapped the wall, while a number of other cars got in the same oil and then found themselves in the concrete, including Mark Patrick, who got his Chevy right up on the wall...(Con'd - See-page 2)



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The SPORTSMAN



Mike Alguire (#32) made his first start of the season and was a contender in both events finishing second in the first 50-lap segment but got caught up in a late race melee that finished his night early in the night-cap



Dan Prudhomme had two third place runs in both segments of the twin-fifties at Peterborough. He narrowly missed winning the second segment until Sean McGlynn nudged his way passed the Kellogg's driver and Steve Robblee entering turn three of the final lap to steal the victory.

Peterborough Twin 50s Continued...

The race restarted with Robblee and Prudhomme on the front row and McGlynn in third. Prudhomme got the jump on Robblee and took the lead, but Steve was still on the hunt. On the final lap, he made contact with Prudhomme, let him get straight and then continued his assault as they entered turn three. McGlynn had gotten a run on both of them on the outside and got into the rear of Prudhomme entering turn three. Robblee dove low under Dan, who was trying to keep his #96 straight while McGlynn zipped to the high line. McGlynn would pull off the pass, while Robblee was able to get by on the bottom, with McGlynn winning the race back to the stripe, and Robblee coming home second, while Prudhomme finished third.

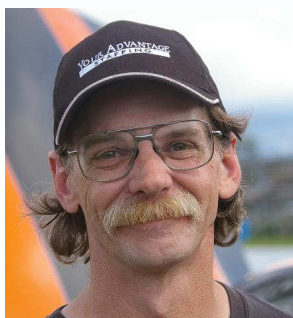
McGlynn spoke about his rally to victory, "We were burning up a rear end all night and had to fight that, and the car wasn't perfect, but I just got a run on those two guys and was able to make the pass on the high side. It was one wild finish, and I sure hope the fans enjoyed that."

Prudhomme was upset about victory slipping through his grasp so close to the end of the event, "I got a great restart and got Steve, and was just trying to keep him behind me. I was running my line, and I don't think it should have ended like that. The easiest thing to do is dump somebody."

Pole sitter Weber was able to finish fourth, while Dave Connelly overcame a flat tire on the red flag for the Tolton blown motor to come back and finish fifth.

The next event for the series will be Sunday August 2nd at Flamboro Speedway.

The Lucas Oil Sportsman Cup field exits turn four (below) with Dave Connelly #82 leading eventual winner Steve Robblee #28 Matt Robblee on the outside and Sean McGlynn #81 during the first 50-lap segment at Peterborough. Connelly overcame a late race flat tire in the second fifty lapper to finish fifth. He earned a solid fourth-place finish in the first 50-lap chase



Tim Tolten (left) was behind the wheel of the #35 Grand Prix for the first time this season and made a surprisingly strong run in the second feature until the engine expired late in the 50-lap event.

Rookie driver Mitch Brown #10 had his hands full with Lucas Oil Sportsman Cup competitors. He was caught in a multi-car accident midway through the first segment then was involved with seven other drivers in the wild 42 lap melee in the second 50 lapper when Tim Totten's engine let go.



The SPORTSMAN

It's a Tough Time to be Involved in Motorsports... Unless You're a Business Looking for an Exciting Way to Promote Your Goods and Services

There is little doubt the ongoing recession continues to affect all of us in every facet of life regardless of where we live or what we do. Single, married, white collar or blue collar, employed, retired or like an increasing number of people, unemployed, few are immune to the affects it is having on the economy.

The world of motorsports is certainly high among those in the business world reeling from those affects.

In some series the costs of competition continues to rise. In most circles sponsorship wells are drying up. And at many tracks the disposable income concerns of race fans is being felt at the turnstiles and concession stands.

Those concerns impact every form of motorsports from the professional ranks to the grass roots level.

Take for example the recent threat of some Formula One teams to form their own league over a proposed \$60 million budget cap. No one knows for certain how much each team currently spends but estimates place Ferrari's budget at \$500 million.

The costs associated with teams in NASCAR's top Sprint Cup series aren't believed to be anywhere near those figures but who really knows given that NASCAR teams are independent contractors, private businesses that don't have to reveal their finances publicly.

Several years ago it was reported the Pfizer Corporation's sponsorship of the Mark Martin driven Ford/Roush Racing Ford was \$14 million per year and cost have risen substantially since that program ended.

The loss of manufacturers' support is adding to the alarming number of blank quarter panels, deck lids and even some hood panels in Sprint Cup, Nationwide and Camping World Series.

Having been associated with a NASCAR Canadian Tire Series team during its first two seasons of operations, I can tell you that at lot of team budgets exceeded \$250,000 and at that plateau, major sponsorship is crucial.

Here in the Lucas Oil Sportsman Cup series it is no easy walk in the park for competitors either but most teams and certainly series directors continue to compete and work for the love of the sport by keeping a lid on costs.

Despite what some fans may think, there are no "Big Buck" teams in this series, which keeps the level of competition on an even keel.

Oh, there is no doubt some teams out-perform others but that happens at all levels of competition. In some instances that disparity has a lot to do with driver experience, team preparation and in a handful of cases sponsorship support of various but limiting levels.

Given today's climate, now is the perfect time for companies to test the marketing benefits available through motorsports. Nowhere does a sports entity provide businesses with an exciting, attention-getting, colourful and yes economical way to get their promotional messages heard and noticed.

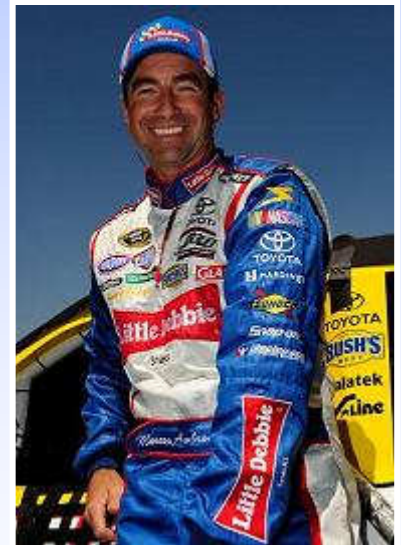
And what better place to start than at the grass roots level...especially in the Lucas Oil Sportsman Cup Series where the cost of advertising can bring some surprising rewards at reasonable prices



There doesn't appear to be any shortage of sponsor-identifying logos on these Sprint Cup cars (above) or on the driver suit of Cup star Marcus Ambrose (below).

The BIG question is...what is the cost of placing a sponsor identity on this upper echelon of racing?

And how many other teams have open spots on their cars, equipment and uniforms?



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Lucas Oil Sportsman Cup Results - Peterborough - July 18, 2009

1st Fifty Lap Feature

- 1 28 Steve Robblee
- 2 32 Mike Alguire
- 3 96 Dan Prudhomme
- 4 82 Dave Connelly
- 5 24 Brennan Didero
- 6 27 Matt Robblee
- 7 81 Shawn McGlynn
- 8 10 Mitch Brown
- 9 35 Tim Tolton
- 10 11 Cole Weber
- 11 36 Al Lebert
- 12 02 Derek Clark
- 13 12 Mark Patrick
- 14 66 Josh Wood

2nd Fifty Lap Feature

- 1 81 Shawn McGlynn
- 2 28 Steve Robblee
- 3 96 Dan Prudhomme
- 4 11 Cole Weber
- 5 82 Dave Connelly
- 6 36 Al Lebert
- 7 02 Derek Clark
- 8 24 Brennan Didero
- 9 12 Mark Patrick
- 10 32 Mike Alguire
- 11 35 Tim Tolton
- 12 27 Matt Robblee
- 13 66 Josh Wood
- 14 10 Mitch Brown



Mike Alguire leads Brennan Didero through turns 3 and 4 at Peterborough, Alguire lost a tight battle for the win in race #1 then got caught up in the late race multi-car accident in the second 50-lap segment and was credited with a 10th-place finish. Didero finished 5th in the opener and was credited with an 8th-place finish in the nightcap.



It was anything but a good night for London's Josh Wood who sustained heavy damages to his car in the first 50-lap segment then returned to run a limited number of laps in the second segment finishing 13th.

2009 DRIVERS LIST

Car #	Driver	Home town
1 02	Derek Clark	Strathroy, ON
2 5	Jay Christie *	Beachville, ON
3 7	Sean Dupuis	LaSalle, ON
4 8	Ken Grubb	Walkerton, ON
5 10	Mitch Brown *	Brantford, ON
6 11	Cole Weber *	New Hamburg, ON
7 12	Mark Patrick	Delaware, ON
8 19	Kevin Trevellin	LaSalle, ON
9 23	David Bitner *	Wainfleet, ON
10 24	Brennan Didero	Ancaster, ON
11 27	Matt Robblee	Dorchester, ON
12 28	Steve Robblee	Dorchester, ON
13 32	Mike Alguire	London, ON
14 35	Scott Marvin	Kitchener, ON
15 36	Al Lebert	Newmarket, ON
16 43	Bob Merrifield	Belle River, ON
17 48	Doug Cathcart	Richmond, ON
18 53	Todd Musker	Carleton Place, ON
19 56	Jim Bray (owner)	Brantford, ON
20 66	Josh Wood	London, ON
21 68	Tony Bawden	St. Thomas, ON
22 80	Mike Hryniuk	LaSalle, ON
23 81	Shawn McGlynn	Kitchener, ON
24 82	Dave Connelly	Braeside, ON
25 '86	Kenny Forth	Lynden, ON
25 93	Jason Meyer *	Tillsonburg, ON
26 96	Dan Prudhomme *	Thamesford, ON

FLAMBORO SPEEDWAY SITE OF NEXT EVENT -August 2nd

The Lucas Oil Sportsman Cup Series returns to Flamboro Speedway on Sunday August 2nd to pick up where they left off from their originally scheduled season opener of May 30 which was postponed because of rain.

- Twin 50's for the Ontario Sportsman Series
- Lucas Oil Canadian Vintage Modifieds, Thunder Cars, Mini Stocks, F4 Modifieds
- King of the Hill Spectator Challenge
- SPECIAL START TIME: 6:00pm
- Grandstand opens at 5:00pm

NSCA BOARD MEMBERS

Dave Connelly	Series Director	(613) 623-1511	dave@racesportz.com
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Dave Didero	Marketing Director	(905) 741-9244	

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Mike Rogers	Asst. Tech Director		
Mike Charest	Flagman		
Lori Alexander	Line-Up		
Curtis Connor	Series Photographer	(647) 291-8647	
Paula Inglis	Sponsor Liaison		
John Alguire	Spotter Liaison		
Jamie Maudsley	Announcer		
Alexa Alexander	Decals		
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Lucas Oil Sportsman Cup Officials Bob Morris, Brian Thomas, Mike Rogers and Dave Brown prepare for a busy night of action. They just didn't know just how hectic a night it would be until the action started.