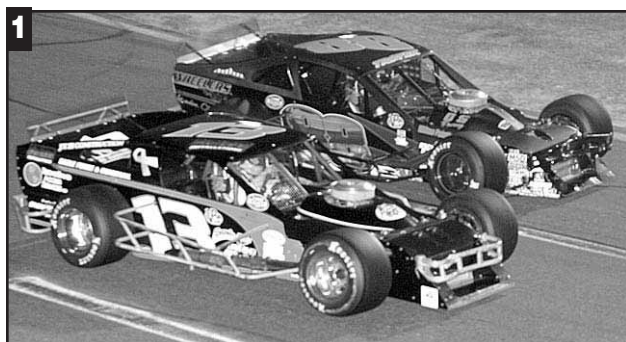


Rocco Stretches Consecutive Win Streak To Four; Seven Overall At Stafford



STAFFORD SPRINGS, CT - Keith Rocco continued his winning ways in the 40-lap SK-Modified feature event for his fourth consecutive and seventh overall win of the 2010 season last Friday night at Stafford Motor Speedway.

Sean Foster took the lead at the green ahead of Josh Sylvester, Mark Bakaj, Matt Gallo and Dan Avery.

Eric Berndt spun in turn four to bring the caution out with four laps complete. On the restart, Sylvester moved by Foster to take over the race

lead.

Ted Christopher's move on lap ninth brought Avery past Sylvester to drop him back to third place.

Brainard spun to bring the caution back out with 30-laps complete. Christopher took the lead on the restart with Rocco moving into second place.

Rocco made a bid for the lead and he took the lead from Christopher on lap 33.

On the next lap, Ruocco spun in turn two and collected the cars of Bakaj and Zach Sylvester to bring the caution out.

Rocco kept the lead on the restart with Jeff Malave moving past Christopher to take second. Christopher would move back by Malave for second on the same lap, but that position swap gave Rocco a margin that he never relinquished over the final seven laps of the race as he scored his fourth consecutive victory and seventh overall win of the 2010 season.

Christopher came home second, with Malave, Jeff Baral and Bo Gunning rounding out

the top five.

In the 30-lap Late Model feature event, Scott Cook took the early race lead ahead of Jim Peterson, Tony Lafo, Corey Hutchings and Dillon Moltz.

The caution came out with five laps complete for a spin by Tom Fearn and Michael Bennett.

On the restart, the cars of Cook and Peterson touched while dueling for the lead with Cook heading into the turn three wall to bring the caution back out.

Peterson was now the race leader back under green with Ryan Posocco moving into second place. Hutchings was third, with Woody Pitkat and Moltz behind him.

Lafo and Fearn spun with 10 laps complete to bring the yellow back out. Posocco again charged to the lead with Hutchings moving into second.



The top five then ran in line for the final 20 laps of the race with Posocco pulling away from the field to take down a dominating feature victory, his second of the 2010 season.

Hutchings, Peterson, Pitkat and Moltz rounded out the top five.

Dylan Liseo won the SK Light Modified feature race over Tommy Barrett Jr., Matt Gallo, David Webb and Kyle Spencer.

Shawn Thibeault won the Limited Late Model feature and Stephen Daddio won the Mini

Stock feature race.

SK Modified Feature Finish: 1. Keith Rocco, 2. Ted Christopher, 3. Jeff Malave, 4. Jeff Baral, 5. Bo Gunning, 6. Chris Jones, 7. Todd Owen, 8. Michael Gervais, Jr., 9. Eric Berndt, 10. Woody Pitkat, 11. Zach Sylvester, 12. John Montesanto, 13. Curt Brainard, 14. Sean Foster, 15. Kirk Zervas, 16. Mark Bakaj, 17. Joe Allegro Jr., 18. Frank Ruocco, 19. Josh Sylvester, 20. Chris Matthews, 21. Raymond Grassetti, 22. Tom Bolles, 23. Dan Avery, 24. Nichole Morgillo, 25. Matt Gallo.

Late Model Feature Finish: 1. Ryan Posocco, 2. Corey Hutchings, 3. Jim Peterson, 4. Woody Pitkat, 5. Dillon Moltz, 6. Mark St. Hilaire, 7. Ed Ricard, 8. Duane Noll, 9. Doug Blowers Jr., 10. Patrick Townsend, 11. Adam Gray, 12. Tony Lafo, 13. Michael Bennett, 14. Tom Fearn, 15. J.J. Hill, 16. Scott Cook, 17. Keith Rocco.

SK Light Modified Feature Finish: 1. Dylan Liseo, 2. Tommy Barrett Jr., 3. Matt Gallo, 4. David Webb, 5. Kyle Spencer, 6. Ted Cain, 7. Tony Santangelo, 8. Zach Aszklar, 9. Erica San-

tos, 10. Victoria Bergenty, 11. Frank Cardile, 12. Todd Clark, 13. Wayne Robillard, 14. Shayne Prucker, 15. Stephen Greer, 16. Joey Cipriano III, 17. Earl Pelletier, 18. Chad Trombley, 19. John Hanafin, 20. Heather DesRochers, 21. Harry Wheeler, 22. Jay Goff.

Limited Late Model Feature Finish: 1. Shawn Thibeault, 2. Rob Dow, 3. Andrew Durand, 4. Dave Yardley III, 5. Dan Flannery, 6. Kevin Gambacorta, 7. Michael Wray, 8. Duane Provost, 9. Greg Butler, Jr., 10. Brian Clement, 11. Jeff Hubbell, 12. Joe Nogiec, 13. Glenn Bartkowski, 14. Jesse Hinze, 15. George Nocera Jr., 16. Carla Botticello, 17. Chris Cook.

DARE Stock Feature Finish: 1. Stephen Daddio, 2. Kyle Casagrande, 3. Cory Casagrande, 4. Jeff Jolly, 5. Tony Membrino Jr., 6. Albert Saunders, 7. Nick Salva, 8. Cliff Saunders, 9. Vince Gambacorta, 10. Josh Wood, 11. Donald Cook, 12. James Carroll, 13. David Arute, 14. Andrew Hayes, 15. Stephanie Berardi, 16. Kelsey Rottino, 17. Paul Jensen, 18. Kaitlyn Brice.

A Positive Debut For The NASCAR Modifieds At Lime Rock



The NASCAR Whelen Modified Tour made its first ever stop at the historic Lime Rock road racing course, located in the northwest corner of Connecticut, this past Saturday. And, the fans saw a pretty good race.

Overall, it was positive.

When the Modified Tour schedule was released, that date was circled on many calendars in the Modified community. While the Tour supplied just 25 cars, it proved to be an entertaining event. While it was dominated by Todd Szegedy, it was won by a road racing specialist, Dale Quarterley, who passed Todd for the lead with just four laps remaining.

It also proved to be an interesting day as far as the points. Standings leader Bobby Santos III suffered his first DNF of the season as he hand grenaded a motor towards the end of the race. That brought out the final caution with fewer than 10 laps remaining.

While it did close up the points somewhat, Santos did manage to record a 17th place finish in the race. Meanwhile Ted Christopher managed a fifth place tally after running second most of the race, at times swapping the spot with Mike Stefanik.

Dale Quarterley, a road course veteran but newcomer to the Modifieds, took the win.

The road course of Lime Rock usually hosts the exotic looking BMW, Lexus and Porsche brands. This time it was the open-wheel Tour Modifieds and the fendered cars of the NASCAR K & N Series. The fans of each responded, as thousands of people brought their portable chairs and found their favorite place to sit or to roam the grounds and get a different perspective of the world famous track.

For those who have never been to the 1.5 mile road course, there are no stands so the fans are allowed to sit wherever they please. There are several hills to catch a glimpse of the road course but like most road courses, no place to watch the entire race. Some spectators preferred the infield, watching the cars enter the first turn at the end of the long straight-away and make their way through the first set of corners; while many liked sitting on the outside of the track and watching the action on pit road, the long straights and winding turns.

It was definitely a "NASCAR" day at Lime Rock. And while this was an expensive event for Lime Rock Park track owner Skip Barber, with the two purses, the excellent crowd was certainly a good starting point for what could become a huge attendance in future years.

But everyone agrees that if the Tour returns to Lime Rock, NASCAR needs to schedule another road course event for the Modifieds for next year and in the future to cut down on the cost to those teams. To have just one road course event costs them money, because of the changeover that must be done to the cars. They need another, or more, road course races to make it economical for the teams to invest in equipment for that type of racing.

The Modified tour has only run at N.Y.'s Watkins Glen, in the past. But now there is the new road course in Millville, New Jersey, where the dirt Modifieds had a race on June 20 that was won by Ted Christopher. And, according to a NASCAR representative, there is a road course in Canada, right on the border of the two countries.

This reporter was surprised by the lack of Modifieds at Lime Rock. But according to most teams, they felt the number was right because of the cost of switching the car over to turn both left and

right.

One veteran Modified crew chief told me that it cost several thousand dollars to convert the usually left turning cars only into something that is respectable on the twisting and turning road course.

While many thought the Mods put on a good race for the first time at Lime Rock, one former NASCAR employee that was based in Daytona said it was just too much money for many of the teams and thus the lack of cars.

He blamed his former employees for putting the cars out of their element.

"It's just too much money," he said. "From the time you get done switching the A-frame over, the air cleaner and move the suspension around it's a very expensive deal for these teams."

He did acknowledge that another road course in the future would allow the teams to either build a road racing car or to split up the cost of the transmission and other parts over the cost of two or three road course events.

But while he softened somewhat on the cars at Lime Rock, he said the race at Monadnock Speedway in Winchester, N.H. could be terrible for the Tour.

"It's \$2,600 to win," he stated on that subject. "You're going to get the point chasers and that's about it," figuring that they would have less cars than the 25 that showed up at Lime Rock.

He is convinced that the Daytona brass feels what they are doing with the Tour will work with these patch work small purse tracks, but added they aren't dealing in the real world.

"The teams just can't afford to lose money each and every race," he added.

You definitely knew the 600 horsepower Modifieds were taking the green at Lime Rock as the engine sound reverberated throughout the mountains surrounding the track.

All in all, it was a successful debut for the NASCAR Whelen Modified Tour cars on the Lime Rock road course. And, it added another first time winner to the long list of those who have triumphed on the Tour.

Following the Lime Rock 100 for the NASCAR Modifieds, the point lead of Bobby Santos III lead shrunk to 74 over race runner up Todd Szegedy and 86 over Teddy Christopher. Ryan Preece is fourth in the standings, while Mike Stefanik is fifth.

K & N SERIES HURTING

The 2010 schedule for the K and N Series was 60% through following the race at Lime Rock. When I asked one team member about their schedule he said, "Have you seen us race? It's awful. The tracks don't want us, they parade us around the country trying to get us races but the racing stinks and it has no fan following. It's not like when it was based in the Northeast."

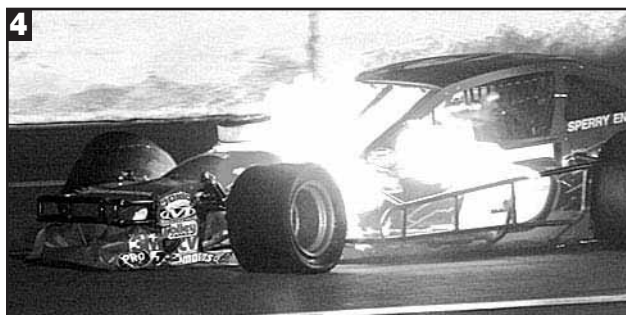
The teams on this series are now off until July 30, when they run at the 1/3-mile Lee USA Speedway in New Hampshire. They then trek to Georgia for a race; followed by an event at New Hampshire Motor Speedway in September. Then, the season finale is at Dover. The K & N East Series runs just 10 races.

Other tracks they visit are Greenville Pickens in South Carolina, Iowa Speedway, and Virginia's South Boston and Martinsville.

Since the Modifieds were paired with their K & N East Series cousins at Lime Rock, it gave me the chance to see some old friends from the Modified circuit now living down south and working on the developmental series.

Two of them are Clyde McLeod, at one time General Manager of Sherwood Racing that propelled Mike McLaughlin to the NASCAR Modified title; and Mike Greci, a former Modified car owner. Now, both work for Michael Waltrip Racing team driver Ryan Truex, brother of Cup driver Martin Truex Jr.

Both said they hardly know anyone connected with the Modified Tour, other than the standouts like Mike Stefanik, a driver that Greci won two Busch North titles with; Ted Christopher and Ed Flemke Jr.



IN A THRILLING RACE, 1) Keith Rocco (inside, No. 88) makes what turns out to be the winning pass on Ted Christopher in Stafford's SK-Modified feature; 2) Dylan Liseo was the winner of the SK Light main; 3 & 4) There was plenty of action in the SK Light event!

(Photo 1, 3 & 4 by Dick Ayres; 2 by Driscoll Photography)



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