

found a "hard spot" as he slammed head on into the inside guardrail and its reinforcing "wall of dirt". He was caught up in a wreck that Jimmie Johnson set off by turning Kurt Busch going down the straight approaching turn two. Although the impact was so violent that it ripped the engine from Elliott's racecar, he walked away praising the new car (COT) and the safety features built therein. Exiting the infield care center Elliott said, "I'm fine. I'm OK. I'm a little sore, I think, from where the belts grabbed me. It knocked the breath out of me pretty good, but it's definitely the hardest hit I've ever had in a race car."

Later it was reported that Saddler's impact was the "hardest hit that any Cup car's 'black box' has ever recorded".

Elliott's crash, along with an incident back in the June race where Kasey Kahne was nearly launched over the outside wall, has brought about a lot of criticism towards the Pocono Raceway and their lack of modern safety standards. Pocono Raceway management has promised to address all of the concerns and bring their safety standards up to date by the first race of 2011.

Saturday, August 7th, Fred found himself back at Watkins Glen International. I love this road course! It's much more exciting than Sonoma. Must be the

famous Bus Stop!

The Nationwide boys took the track early for the Zippo 200 with Marcos Ambrose on the pole. When the green flew, Ambrose jumped out into an early lead over Joey Logano and Carl Edwards ... and would not relinquish the lead until lap 19 when he pitted.

After his stop and a caution on lap 20 that would see many drivers pitting, Ambrose found himself in second position. He drove on through cautions, and one red flag period that delayed the race for approximately twenty-minutes, to retake the lead for the final time on lap 56. Marcos then drove away from the field in route to his third consecutive Nationwide victory at The Glen.

Terry Labonte is the only other driver to win three consecutive races at The Glen. Terry won his back in 1994, 1995, and 1996.

Kevin Harvick earned the "driver of the day award" as he drove through the field and wound up with a third place finish after being forced to restart the race at the end of the longest line due to a speeding penalty on pit road during the first caution.

Later in the day, race fans in attendance witnessed history in The Crown Royal 200 as Scott Pruett and Memo Rojas teamed up to drive the fastest race in

Daytona Prototype history ... averaging 120.679 mph! With this victory, their seventh of the year, the racing duo tied the single-season record for wins in the GRAND-AM Rolex Sports Car Series.

Juan Montoya found victory lane for the first time in 114 starts on Sunday, August 8th. After two frustrating races at The Brickyard and Pocono, the celebrated Columbian wheelman went out and led 74 of 90 laps as he battled Marcos Ambrose for most of The Heluva Good! Sour Cream Dips at The Glen and eventually beat Kyle Busch to the checkered by nearly 5 seconds!

Montoya in victory lane. "It's about time. We've lost a lot of them, gave away a lot of them. It gets frustrating, everybody fighting."

Ambrose, hoping to sweep the weekend, ran very strong all day until his final pit stop. From there, he faded to third, being passed by Rowdy Busch on lap 89. "We lost the handle on the race car -- maybe a different set of tires, slightly different spring rate in the tires. I had nothing for Montoya there toward the end. Congratulations to him -- he drove a heck of a race."

-Rocky Sinyard

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