

RACING THIS WEEK

2024 TOP SHOT:
The Patriots Jet Team does a maneuver during a pre-race air show at Sonoma Raceway. **Brittney Wilbur/NASCAR Digital Media**



2025 MOVE REMINDER:



AJ Allmendinger

Old ride: No. 16 Kaulig Racing Chevrolet (NXS)
New ride: No. 16 Kaulig Racing Chevrolet (NCS)
The scoop: It's back to full-time Cup Series racing for AJ Allmendinger, with Kaulig Racing announcing the move in August. Allmendinger recently raced full-time in NASCAR's premier series in 2023.

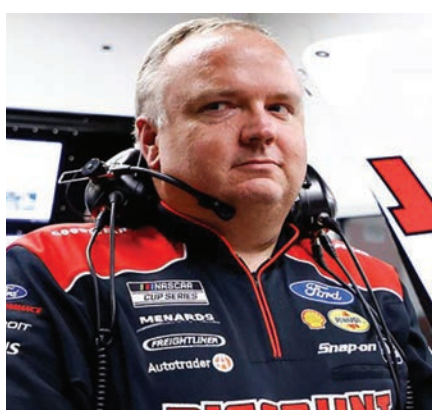
2025 MOVE REMINDER:



Shane van Gisbergen

Old ride: No. 97 Kaulig Racing Chevrolet (NXS)
New ride: No. 88 Trackhouse Racing Chevrolet (NCS)
The scoop: Trackhouse Racing announced in August that Shane van Gisbergen will race full-time in the famed No. 88 beginning in 2025. The 2025 campaign will be the first full-time season for SVG in Cup and his second full-time season in NASCAR overall.

2025 MOVE REMINDER:



Jeremy Bullins

Old ride: Crew chief for Harrison Burton, No. 21 Wood Brothers Racing Ford (NCS)
New gig: Crew chief for Brad Keselowski, No. 6 RFK Racing Ford (NCS)
The scoop: RFK Racing announced in November that Jeremy Bullins will act as crew chief for Brad Keselowski and the No. 6 Ford beginning in 2025. Bullins, who recently crew-chiefed for Harrison Burton in the No. 21 Wood Brothers Racing Ford, reunites with Keselowski as the pair recently worked together from 2020-21. 2025 after Kaulig announced the move in September. He will drive the newly-acquired No. 10.

2025 MOVE REMINDER:

Ty Dillon

Old ride: No. 25 Rackley W.A.R. Chevrolet (NCTS), No. 16 Kaulig Racing Chevrolet (NCS)
New ride: No. 10 Kaulig Racing Chevrolet (NCS)
The scoop: After racing with Rackley W.A.R. in Trucks and running a part-time stint with Kaulig Racing in Cup, Ty Dillon officially makes his full-time return to NASCAR's premier series in 2025 after Kaulig announced the move in September. He will drive the newly-acquired No. 10.



Strategy, style, speed

Breaking down differences in today's motorsports

By Marco Buscaglia

Chris Hanke is a fan of auto racing. "Well, not really auto racing, not all motorsports," says the 23-year-old user experience writer who lives in Des Moines, Iowa. "I'm strictly a NASCAR fan. I mean, I like Formula 1 and me and my friends go to see drag racing in Cedar Falls at least once a year, but I'm not into those things like I am into NASCAR."

Like many other auto-racing enthusiasts, Hanke is casually interested in the sport but usually bound to one format.

"I don't even think I know the rules for Formula 1, so if I started following it regularly, there's a lot I'd have to learn," Hanke says.

We're here to help.

Motorsport encompasses a variety of racing formats, each with unique characteristics, rules and, of course, cars.

Here's a comparison of NASCAR, Formula One (F1), IndyCar and other major racing formats, focusing on their cars, tracks, competition styles and regulations.

National Association for Stock Car Auto Racing (NASCAR)

Car types: Stock cars are based on production cars but are heavily modified for racing. These are large, heavy cars weighing around 3,200 pounds, with steel frames and V8 engines producing 750 horsepower. NASCAR cars have a closed cockpit. NASCAR Cup cars use a five-speed manual sequential transaxle; older NASCAR cars used a four-speed transmission.

Tracks: NASCAR races are held predominantly on oval tracks, which range from tracks shorter than one mile to superspeedways that may be more than two miles long. NASCAR also features road courses such as Watkins Glen and Circuit of the Americas. Most races occur in the United States.

Competition style: NASCAR races tend to have large fields, often 40-plus cars, and are known for close-quarter racing. They are long—usually 300–500 miles—with multiple pit stops, cautions and restarts. Drafting, also called slipstreaming, occurs when a driver follows closely behind another vehicle, traveling in its slipstream and awaiting an opportunity to pass. This strategy is critical for overtaking other cars on high-speed ovals. NASCAR races are divided into stages, and drivers accumulate points based on their performance during each stage.

Regulations: Cars are relatively standardized to keep competition close, with strict limits on car design and engineering innovations. The focus is more on driver skills and team strategy.

Notable series: NASCAR Cup Series (premier division), Xfinity Series (second-tier), Camping World Truck Series (trucks).

Formula One (F1)

Car types: Open-wheel, single-seater cars designed for maximum aerodynamic efficiency. F1 cars are lightweight—around 1,800 lbs with the driver—and are built from carbon fiber composites. They feature hybrid V6 turbo engines that produce around 1,000 horsepower and can reach top speeds of more than 230 mph. F1 cars have advanced technology, including a Drag Reduction System, or DRS, complex aerodynamics and 8-speed semi-automatics with paddle shifters.

Tracks: F1 races are held on a mix of permanent road circuits, like Silverstone, and temporary street circuits, like Monaco. These tracks are highly technical, with sharp corners, elevation changes and limited overtaking zones. Races take place across five continents and become cultural events when they're held in certain cities.

Competition style: F1 races are usually 190–200 miles long and involve 20 cars. The emphasis is on precision, strategy and technology. Tire management, aerodynamics and pit-stop strategy are crucial. Compared to NASCAR, there is little wheel-to-wheel racing; races focus more on maintaining fast lap times and track position.

Regulations: F1 cars are highly regulated, but teams have considerable freedom to innovate within strict technical guidelines. Teams invest heavily in research and development, leading to significant differences in car performance.

Notable series: Formula 1 is tops in open-wheel racing. Formula 2 and 3 serve as feeder series.

Drag Racing (NHRA)

Car types: Drag racing cars range from street-legal vehicles to highly modified machines. Cars in the top category, Top Fuel dragsters, are incredibly fast, reaching 330 mph in a straight line. They're long, narrow cars powered by nitromethane-fueled engines with around 11,000 horsepower.

Tracks: Drag races are held on straight, flat strips that are typically a quarter-mile or an eighth of a mile in length.

Competition style: Drag racing is about pure acceleration and speed. Two cars race side by side from a standing start; the first to cross the finish line wins. That's it. No turns, no maneuvering—just speed and lots of it. Races last only a few seconds, so reaction time, etc., is crucial.

Regulations: There are numerous classes in drag racing, with regulations that differ significantly depending on the category. Top Fuel, Funny Car and Pro Stock are the professional categories, with strict limits on engine size, fuel types and car design.

Notable series: National Hot Rod Association (NHRA), International Hot Rod Association (IHRA).

Indy Racing Series (IndyCar)

Car types: Open-wheel, single-seat cars similar to Formula 1, but less technologically complex. IndyCars use V6 turbocharged engines producing around 700–750 horsepower. They have a more straightforward aerodynamic design than F1 cars but still achieve more than 230 mph speeds, particularly at ovals like the Indianapolis Motor Speedway. IndyCars use a 6-speed semi-automatic gearbox.

Tracks: IndyCar races on various track types, including ovals like Indianapolis and the Texas Motor Speedway, road courses like Road America in Plymouth, Wisconsin, and street circuits like Long Beach or Detroit. The various tracks make IndyCar a versatile racing series.

Competition style: IndyCar races feature close racing with fields of around 20–30 cars. Races are typically 200–500 miles long. Unlike F1, there is more wheel-to-wheel racing, particularly on ovals where slipstreaming and drafting play significant roles. Precision and strategy become more important on road and street courses, but the cars are more uniform than in F1, creating more parity between teams.

Regulations: IndyCar regulations are stricter in terms of car development. The chassis is standardized, so teams have less freedom to innovate. This creates a more level playing field and emphasizes driver skill and team strategy over car performance.

Notable series: The IndyCar Series, with its most famous event being the Indianapolis 500, one of the three Triple Crown races in motorsport.

World Endurance Championship (WEC)

Car types: Prototype and GT (Grand Touring) cars compete together in endurance races. Prototype cars (LMP1, LMP2) are custom-built, lightweight, and designed for endurance racing with advanced hybrid technology in the LMP1 class. GT cars are based on road-going sports cars (e.g., Porsche 911, Ferrari 488).

Tracks: WEC races are held on road circuits, such as Le Mans, Spa, and Sebring. These races often feature long, sweeping corners and high-speed straights.

Competition style: Endurance racing is distinct because races last several hours (typically 6, 12, or 24 hours). The most famous race, the 24 Hours of Le Mans, runs nonstop for a full day. Multiple drivers share a car, with each driver taking stints of a few hours. Success relies on team strategy, driver endurance and car reliability.

Regulations: WEC rules allow for significant innovation, especially in the LMP1 and Hypercar classes. The focus is on fuel efficiency, hybrid technology, and reliability. GT cars must resemble production models but are modified for racing.

Notable series: FIA World Endurance Championship (WEC), European Le Mans Series (ELMS).

Rally Racing, World Rally Championship (WRC)

Car types: Rally cars are modified road cars, often small, nimble vehicles such as the Ford Fiesta or Toyota Yaris. These cars are built for durability and versatility, with advanced suspension and four-wheel drive to handle various terrains like dirt, snow and gravel.

Tracks: Rally races take place on public or private roads over multiple stages. These stages are often unpaved and can vary greatly in conditions, including gravel, snow, ice and tarmac. Each stage is run against the clock rather than against other competitors on the same track.

Competition style: Rallying differs from circuit racing in that it is a time-trial format, where drivers compete one at a time on different stages. The driver with the fastest combined time over all stages wins. Races are held over several days, and cars must withstand rough conditions. Rallying also requires a co-driver, who guides the driver through unseen corners and hazards.

Regulations: Rally cars must comply with regulations that balance performance and safety. They are heavily modified for strength, handling and speed, but they must be based on production models.

Notable series: WRC, Rally America, European Rally Championship.



Bell nabs Golden Driller at Tulsa Shootout in photo finish with Larson

Christopher Bell wasted no time in his return to dirt, putting on a thriller Saturday night at the Tulsa Expo Square to beat Kyle Larson in a photo finish to win the non-wing outlaw feature in the 40th annual Tulsa Shootout.

The pair of NASCAR Cup Series stars returned to their roots on the Oklahoma 0.2-mile dirt track, fighting for another chance of glory inside the famed exhibition center. Both Bell and Larson are past winners of the Chili Bowl held at the same facility driving dirt midget cars, but the Tulsa Shootout features an array of micro sprint cars with winged and non-winged divisions.

The 55-lap feature came down to a nail-biting finish between the veteran racers. Though Bell established the lead in the closing laps, Larson stormed to second in the final handful of circuits. On the final lap, Larson used the outer cushion to his advantage in Turns 1 and 2 and rocketed to Bell's rear bumper down the backstretch. Bell sent his car high into Turn 3 with Larson around the bottom, but Bell maintained the advantage with an enormous run off Turn 4 to score the Golden Driller trophy.

Bell, a three-time Chili Bowl winner, drives for Joe Gibbs Racing in the Cup Series. The JGR organization previously prohibited its drivers from competing in extracurricular dirt races for a number of years. However, the team reversed its policy in November 2024, allowing Bell to return to his old stomping grounds. Bell made good use of his newfound opportunity.

"I've got four words: Thank you, Joe Gibbs!" Bell said in his post-race interview.

"Oh my gosh, man. I live for moments like that," Bell said. "Driving these race cars, especially here at Tulsa, there's nothing else like it."

Though Larson lost to Bell in this head-to-head, he didn't go home empty handed. Larson scored two Golden Drillers on Saturday, winning the outlaw winged feature in addition to the winged micro sprint A-main.

Bell and Larson are set to reconvene when the Chili Bowl fires up from Tulsa Wednesday, with feature races scheduled for Saturday, Jan. 18 with live coverage on FloRacing.

The 2025 NASCAR campaign kicks off with the exhibition Cook Out Clash at Bowman Gray Stadium on Sunday, Feb. 2 on FOX.

2024 CUP SERIES FINAL STANDINGS

Top 30 (w/ **Champion in bold**) as of Nov. 10, 2024

| Rank/Driver | Points | Rank/Driver | Points |
|-------------------------|--------|--------------------------|--------|
| 1 J. Logano Ford | 5040 | 16 H. Burton Ford | 2122 |
| 2 R. Blaney Ford | 5035 | 17 C. Buescher Ford | 930 |
| 3 W. Byron Chevrolet | 5034 | 18 D. Wallace Jr. Toyota | 878 |
| 4 T. Reddick Toyota | 5031 | 19 R. Chastain Chevrolet | 852 |
| 5 C. Bell Toyota | 2413 | 20 Ky. Busch Chevrolet | 766 |
| 6 K. Larson Chevrolet | 2378 | 21 C. Hilliard Chevrolet | 686 |
| 7 C. Elliott Chevrolet | 2343 | 22 T. Goicovale Ford | 630 |
| 8 D. Hamlin Toyota | 2329 | 23 M. McDowell Ford | 624 |
| 9 A. Bowman Chevrolet | 2319 | 24 N. Gragson Ford | 612 |
| 10 M. Truex Jr. Toyota | 2258 | 25 R. Stenhouse Chevy | 590 |
| 11 A. Cindric Ford | 2248 | 26 R. Preece Ford | 584 |
| 12 D. Suárez Chevrolet | 2226 | 27 J. Berry Ford | 579 |
| 13 B. Keselowski Ford | 2209 | 28 E. Jones Toyota | 516 |
| 14 C. Briscoe Ford | 2184 | 29 D. Hemric Chevrolet | 515 |
| 15 T. Gibbs Toyota | 2169 | 30 Z. Smith Chevrolet | 505 |

2024 XFINITY SERIES FINAL STANDINGS

Top 20 (w/ **Champion in bold**) as of Nov. 9, 2024

| Rank/Driver | Points | Rank/Driver | Points |
|-----------------------------|--------|--------------------------|--------|
| 1 Justin Allgaier #7 | 4035 | 11 Sammy Smith #8 | 2185 |
| 2 Cole Custer #00 | 4029 | 12 Shane v Gisbergen #97 | 2157 |
| 3 AJ Allmendinger #16 | 4028 | 13 Ryan Sieg #28 | 856 |
| 4 Austin Hill #21 | 4027 | 14 Brandon Jones #9 | 696 |
| 5 Chandler Smith #81 | 2314 | 15 Anthony Alfredo #5 | 641 |
| 6 Sheldon Creed #18 | 2264 | 16 Brennan Poole #44 | 572 |
| 7 Riley Herbst #98 | 2254 | 17 Aric Almirola #20 | 560 |
| 8 Jesse Love #2 | 2247 | 18 Josh Williams #11 | 515 |
| 9 Sam Mayer #1 | 2205 | 19 Jeb Burton #22 | 512 |
| 10 Parker Kligerman #48 | 2190 | 20 Jeremy Clements #51 | 477 |

NEXT RACE: UNITED RENTALS 300, Daytona International, Saturday, Feb. 15, CW

2024 TRUCK SERIES FINAL STANDINGS

Top 20 (w/ **Champion in bold**) as of Nov. 8, 2024

| Rank/Driver | Points | Rank/Driver | Points |
|-------------------------|--------|------------------------|--------|
| 1 Ty Majeski #98 | 4065 | 11 Layne Riggs #38 | 605 |
| 2 Corey Heim #11 | 4055 | 12 Stewart Friesen #52 | 557 |
| 3 Christian Eckes #19 | 4048 | 13 Tanner Gray #15 | 550 |
| 4 Grant Enfinger #9 | 4042 | 14 Matt Crafton #88 | 524 |
| 5 Nicholas Sanchez #2 | 2280 | 15 Chase Purdy #77 | 513 |
| 6 Taylor Gray #17 | 2247 | 16 Dean Thompson #5 | 469 |
| 7 Rajah Caruth #71 | 2213 | 17 Jake Garcia #13 | 459 |
| 8 Tyler Ankrum #18 | 2183 | 18 Bayley Currey #41 | 392 |
| 9 Ben Rhodes #99 | 2150 | 19 Kaden Hoveyett #45 | 384 |
| 10 Daniel Dye #43 | 2141 | 20 Bret Holmes #32 | 360 |

NEXT RACE: FRESH FROM FLORIDA 250, Daytona International, Friday, Feb. 14, FS1

Soup & Sandwich

COMBO

12 oz. Soup & 1 Sandwich
\$7.99

IT'S SOUP SEASON Y'ALL!
Warm up with a 12 oz. cup of Creamy Broccoli Cheddar Soup for \$5.29. Make it a combo and add your choice of a Grilled Cheese or Grilled Ham and Cheese today. Get both for only \$7.99!

Country Fair