

For each of these young women, I expect that the completion of the Girl Scout Gold Award is only the first step toward a lifetime of civic involvement. I take this opportunity to congratulate each of these young women for their hard work and dedication in earning the Girl Scout Gold Award and to publicly recognize them for their exceptional leadership and service to their communities. ●

IN TRIBUTE TO THE PETTYS

● Mr. HOLLINGS. Mr. President, this year many of our colleagues are seeking the NASCAR vote, but I think it would be wise if each member in this body, instead, sought out the NASCAR heart.

My neighbors in South Carolina are Pattie and Kyle Petty. In May 2000, the Pettys faced a terrible tragedy, as their young son, Adam, the next great racing hope in the family, died during a practice session. Pattie and Kyle didn't retreat after that, but have worked ever since to bring Adam's dream of a camp for chronically ill children to reality. Many NASCAR drivers, owners, sponsors, and fans have contributed, and the Victory Junction Gang Camp will open its doors in June.

I bring to the attention of my colleagues the following article from the April 23 USA Today, outlining the good work of the Petty family and I ask that it be printed in the RECORD.

The article follows:

[From USA TODAY, Apr. 23, 2004]

LEGENDARY RACING FAMILY HOPES TO TURN CORNER

KYLE PETTY HELPS MAKE HIS SON'S DREAM A REALITY

(By Chris Jenkins)

As a race car driver, Kyle Petty can't hope to match the success of his father and grandfather. As an executive, he can't hope to compete with NASCAR's mega-teams that have millions more to spend on the best cars, drivers and mechanics. As a father, he can't hope to put his son's death in a racing accident nearly four years ago completely behind him.

But Petty does hope, and he seems to radiate hope to those around him through his sincere nature and gentle, quick wit. Other drivers might be better at turning left on the racetrack. They don't have his gift for turning life's negatives into positives.

"No matter how bad your day is, when you see Kyle, your day's better," driver Tony Stewart says. "He tells you a silly joke that makes you laugh or something that makes you feel better."

Petty, 43, gets angry—furious, actually—when he and his cars don't measure up. And he recently woke up crying in the middle of the night, missing his son, Adam.

But in the right-hand column of Petty's emotional ledger is the camaraderie he feels with others in the NASCAR community, optimism that his family's team eventually will return to victory lane and, above all, the completion of Adam's dream: a \$20 million-plus retreat for chronically ill children.

"I've always been incredibly optimistic that as bad as it is, it's got to get better," Petty says.

It would be easy to dwell on what might have been. Had Adam Petty lived, many in

NASCAR believe his electric talent and sponsor-friendly personality would have driven the Petty Enterprises team back to the prominence it once enjoyed. Petty doesn't allow such thoughts: "If you do, you'll just go crazy."

Kyle's father, seven-time NASCAR champion Richard Petty, 66, says it took years for Kyle's upbeat personality to resurface. "It took him a long time to get over it," Richard says, pausing to reconsider his use of the phrase "over it."

"Not to get over it. To get it beside of him instead of in front of him."

Says Stewart: "I think when you see what Kyle's been through as a person, a lot of people at that point would kind of retreat and kind of put themselves in their own little hole and shut themselves out from the rest of the world.

"With Kyle and (wife) Pattie, it's just the opposite. He's such a positive person that you can't help gravitate toward people like him and you want to be surrounded by people like him."

"CAMP" A MISNOMER

A tour of the Victory Junction Gang Camp, a retreat in rural Randleman, N.C., for chronically ill children, revealed two minor flaws.

The first is in its name: A "camp" has shoddy log cabins, leaky canoes and a slimy pond. This place feels more like a trendy suburban subdivision. There are new buildings—a theater, a gym, a pool and more—trimmed in bright colors and stainless steel, resort-quality guest cottages and medical facilities where volunteer doctors will care for campers' special needs.

The second flaw, pointed out by Kyle and Pattie Petty, is a bent pedestrian bridge girder that was rammed by an errant delivery truck. It's March, three months before the camp is to open. This setback doesn't seem to be stressful. Instead, the Pettys laugh, reminded of the time Adam, at 15, accidentally mangled the family van by running into an overhang at his grandfather's house.

Fond stories about Adam, the only one of the Pettys' three children who seriously pursued a driving career, still waft through the garage. Once he was spotted carrying a briefcase around the infield, an accessory not often associated with drivers. Bystanders couldn't let that oddity pass without comment, so they asked him what he was carrying. Grinning, he opened the briefcase to reveal a hairbrush and some gum.

For Kyle, almost anything can trigger memories. "The way the sun shines, the way you see a car on the racetrack," he says. "I'll hear somebody holler, say a name and turn around expecting to see Adam standing there. And it just tweaks you just right. And it hurts you. And it just breaks your heart."

"And I'm not the only person in this boat, believe me. There's plenty of other families out all over this country who have lost kids. I'm sure they all feel the same way."

Adam died in May 2000 during a practice session at New Hampshire International Speedway. NASCAR officials determined that he died of a neck injury, the same type that would kill Dale Earnhardt nine months later. Drivers now are required to wear safety collars that help prevent neck injuries, and the wall Adam hit is covered with an impact-absorbing barrier system.

Kyle Petty doesn't blame NASCAR. He knows it might sound odd to outsiders, but being around racers offers "a lot of comfort."

The camp embraces racing as its theme. Used race cars will be suspended from the cafeteria ceiling. An obstacle course is built from tires. One building looks like a giant

race car—Adam's car. "Racing is all Adam knew," Petty says.

Often when something is done in someone's memory, it is said he or she would have wanted it this way. In Adam's case, this is literally true: After helping his sponsor, Sprint, promote a product that allowed kids in different hospitals to communicate, Adam became determined to do something else for those kids—even if, as his grandfather says, that meant offering to sign over the rights to his winnings for the next 20 years to a loan officer if he'd lend Adam the money to build a camp. But the project never got rolling until after his death.

"Most 19-year-old kids (are) looking out for themselves," Richard says. "And he was, don't get me wrong. But he had feelings for other kids, too. So that just inspired us that much more, that it was his idea originally. We're going to do it come heck or high water."

NASCAR and many of its drivers, team owners and sponsors have chipped in for the camp, which will welcome its first group in June; Stewart has pledged to raise at least \$1 million. Fans have donated money and time. Nursing home groups have sent box loads of handmade teddy bears and quilts, gifts to campers.

The project is personal to rookie driver Brian Vickers, who befriended Adam and the other Petty children, brother Austin, 22, and sister Montgomery, 18. All four grew up attending the same home-schooling classes from a tutor. Vickers isn't comfortable talking about Adam and doesn't mention the significant donation he's quietly making to the camp.

Asked if Adam was talented enough to become a star, Vickers looks at the floor and says, "Yeah."

TEAM LOSES GROUND

Most of today's big-time racing teams have moved into gleaming buildings designed to attract tourists and impress sponsors in suburban Charlotte. Then there's Petty Enterprises' humble jumble of white shacks in Randleman, a town short on stoplights and long on religious radio programming.

Founded in 1949 by Kyle's grandfather, NASCAR pioneer Lee Petty, then made famous by Richard, the team has won 268 races and 10 NASCAR championships. Most of that success came before the NASCAR boom of the 1990s. When corporate America began waking up to the popularity of NASCAR in the late 1980s, Richard was past his prime, though he'd drive until 1992.

Other teams were winning races, so they landed big sponsors. Having more money allowed those teams to develop technology to make their cars faster.

The Pettys fell behind; they've won three races since 1984, none since '99. Adam was supposed to change that. When he died, the promise of a young driver who could rally crewmembers and attract sponsorships died with him. "We had a lot of stuff lined up around how we were going to do his career and stuff like that," Richard says. "So when the accident happened, everything just went into limbo. For six months or a year there, we just basically survived."

Today the team, which fields cars for Kyle and journeyman Jeff Green, 41, has funding from Georgia-Pacific and General Mills, plus associate sponsors. It's significant money (exact amounts are not disclosed), but nowhere near what marquee teams command.

But the team's problems might not all be financial. Years ago it was common for drivers to run teams. As the business of racing became more complex, other teams added layers of management. Today Petty is the only driver with a major team who has extensive executive responsibilities.

"Definitely, he tries to handle way, way too much," says Robbie Loomis, who worked for the Pettys before becoming Jeff Gordon's crew chief in 2001. "He's good at about everything, but when you get stretched so thin and get pulled in so many directions, it's hard to tell what direction to go in."

Petty says he enjoys being busy but concedes that the return of Dale Inman, the crew chief for Richard Petty's championship teams, is making his job easier. Although Inman is 67 and can't offer much in the way of technical advice, Petty says Inman's presence helps crewmembers believe the team can win. Petty compares it to Joe Gibbs returning to coach the NFL's Washington Redskins.

Although Petty says this isn't his last season as a driver, Loomis says Petty's retirement could be the first major step toward a team resurgence. When Petty stops driving and focuses on running the team, Loomis says, "You're going to see a whole new Petty Enterprises."

The team is improving slowly; Petty's recent 12th-place finish at Las Vegas Motor Speedway was cause for mild celebration. The lack of research-and-development money continues to show, as Petty and Green finish in the bottom half of the field most of the time.

Though nice guys, as the saying goes, might finish last, that doesn't mean they have to like it; a disappointing race can transform Petty from friendly to fierce. But his outbursts aren't without perspective and don't last long.

"I can deal with how we run a lot better, sometimes, because of Adam," Petty says. "Because nothing is as bad as Adam, no matter what. I can go to the racetrack, run dead last. I can go to the racetrack, not make the race. That's still not the worst day."

GANG CAMP'S AIM: HELPING SICK KIDS

About the Victory Junction Gang Camp: Campers will be grouped according to the disease they have been diagnosed with; a group of children with hemophilia will visit the camp June 20-25, and seven other groups of children will visit during the camp's eight-week season.

Campers, ages 7-15, will be selected based on their doctors' recommendations and will not pay a fee to attend.

The camp is seeking volunteer counselors and donations.

Online: www.victoryjunction.org •

MESSAGE FROM THE HOUSE

At 1:12 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 3942. An act to redesignate the facility of the United States Postal Service located at 7 Commercial Boulevard in Middletown, Rhode Island, as the "Rhode Island Veterans Post Office Building".

H.R. 4219. An act to provide an extension of highway, highway safety, motor carrier safety, transit, an other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century.

The message also announced that the House has passed the following bills, without amendment:

S. 1904. An act to designate the United States courthouse located at 400 North Miami Avenue in Miami, Florida, as the "Wilkie D. Ferguson, Jr. United States Courthouse".

S. 2043. An act to designate a Federal building in Harrisburg, Pennsylvania, as the "Ronald Reagan Federal Building".

The message further announced that pursuant to section 637(d)(1) of the HELP Commission Act (Public Law 108-199), the Minority Leader appoints the following individuals on the part of the House of Representatives to the Helping To Enhance the Livelihood of People (HELP) Around the Globe Commission: Mr. Lytn C. Fritz of California, Mr. C. Payne Lucas of Washington, DC, and Mr. Jeffery D. Sachs of New York.

MEASURES REFERRED

The following bill was read, and referred as indicated:

H.R. 3942. An act to redesignate the facility of the United States Postal Service located at 7 Commercial Boulevard in Middletown, Rhode Island, as the "Rhode Island Veterans Post Office Building"; to the Committee on Governmental Affairs.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-7213. A communication from the Director, Regulatory Review Group, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Emergency Conservation Program" (RIN0560-AG26) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7214. A communication from the Director, Regulatory Review Group, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Tree Assistance Program" (RIN0560-AG83) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7215. A communication from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Tuberculosis Cattle and Bison; State and Zone Designations; Michigan" (Doc. No. 02-112-3) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7216. A communication from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Classical Swine Fever Status of France and Spain" (Doc. No. 98-090-7) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7217. A communication from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Cattle From Australia and New Zealand; Testing Exemptions" (Doc. No. 99-071-3) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7218. A communication from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Golden Nematode; Regulated Area" (Doc. No. 03-082-2) received on April 27, 2004; to the Com-

mittee on Agriculture, Nutrition, and Forestry.

EC-7219. A communication from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "Certification Program for Imported Articles of Pelargonium spp. and Solanum spp. to Prevent Introduction of Potato Brown Rot" (Doc. No. 03-019-2) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7220. A communication from the Administrator, Rural Business-Cooperative Service, Department of Agriculture, transmitting, pursuant to law, the report of a rule entitled "General Requirements for Cooperative Services Grant Programs, Value-Added Producer Grants, Agriculture Innovation Centers and Rural Cooperative Development Grants" (RIN0570-AA40) received on April 27, 2004; to the Committee on Agriculture, Nutrition, and Forestry.

EC-7221. A communication from the Office of the Secretary, Department of Defense, transmitting, pursuant to law, the report of a rule entitled "CHAMPUS/TRICARE; Implementation of the Pharmacy Benefits Program" (RIN0720-AA63) received on April 27, 2004; to the Committee on Armed Services.

EC-7222. A communication from the Assistant Secretary of Defense for Homeland Defense, Department of Defense, transmitting, pursuant to law, a report relative to Department of Defense assistance to civilian sporting events during calendar year 2003; to the Committee on Armed Services.

EC-7223. A communication from the General Counsel, National Credit Union Administration, transmitting, pursuant to law, the report of a rule entitled "Prompt Corrective Action; Corporate Credit Unions; Credit Union Service Organizations; Member Business Loans; Regulatory Flexibility Program" received on April 27, 2004; to the Committee on Banking, Housing, and Urban Affairs.

EC-7224. A communication from the Secretary of the Treasury, transmitting, pursuant to law, a report relative to the national emergency declared in with respect to Sierra Leone in Executive Order 13194; to the Committee on Banking, Housing, and Urban Affairs.

EC-7225. A communication from the Chairman and President, Export-Import Bank of the United States, transmitting, pursuant to law, a report relative to U.S. imports to Mexico; to the Committee on Banking, Housing, and Urban Affairs.

EC-7226. A communication from the Chairman and President, Export-Import Bank of the United States, transmitting, pursuant to law, a report relative to U.S. imports to the Republic of Korea; to the Committee on Banking, Housing, and Urban Affairs.

EC-7227. A communication from the Acting General Counsel, Federal Emergency Management Agency, transmitting, pursuant to law, the report of a rule entitled "List of Communities Eligible for the Sale of Flood Insurance" (Doc. No. FEMA-7770) received on April 27, 2004; to the Committee on Banking, Housing, and Urban Affairs.

EC-7228. A communication from the Acting General Counsel, Federal Emergency Management Agency, transmitting, pursuant to law, the report of a rule entitled "Final Flood Elevation Determinations; 68 FR 8113" received on April 27, 2004; to the Committee on Banking, Housing, and Urban Affairs.

EC-7229. A communication from the Acting General Counsel, Federal Emergency Management Agency, transmitting, pursuant to law, the report of a rule entitled "Final Flood Elevation Determinations; 68 FR 8112" received on April 27, 2004; to the Committee on Banking, Housing, and Urban Affairs.