

NEW MEXICO

MOTORSPORTS

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new mexico MOTORSPORTS

Report \$5



TOP 5 TRACKS
TODAY IN NASCAR

NEW MEXICO
DRIVERS

INDY 500
NASCAR
LUG
NUTS





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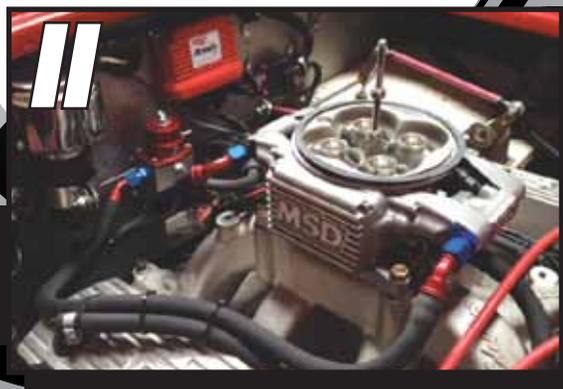
Indy 500
Story by David Swope

New Mexico Drivers
Story by Dominic Aragon



Lug Nuts
Story by Zachary Lange

Self Tuning Fuel Injection Kits
Story by Jim Costa



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CLOSEST FINISH IN HISTORY
0.043 SECONDS - 1992



INDY 500



By publication of this article, the 100th running of the Indianapolis 500 will be history. What did not stop me from writing the article was the legacy for the Unser Family nor the previous 99 races and 105 year history of the Indy 500 will remain the same. I do retain the right to add to this piece with some perspective on the 100th running especially if Helio Castroneves joins Al Unser Sr, Rick Mears and AJ Foyt as the only winners of 4 Indianapolis 500s.

Wide audience was established. It did not take long for foreign automakers and drivers to try to win the Indy 500. 1912 saw the purse grow to \$50,000.00 and the first foreign automaker won and continued winning till 1920. 1912 was also the year that the field was limited to 33 cars. This iconic motor racing event has had many changes over the years from different sanctioning bodies but the location, the date and the format have remained unchanged, that is Tradition!

Unser Jr was racing Emerson Fittipaldi for the win and contact between the two cars sent Jr. into the wall and Fittipaldi to Winner's Circle. Al Jr. gave Emo the "thumps up" from trackside as Fittipaldi passed by. This moment was a highlight for the Wide World of Sports for years. When asked about the positive gesture Al Jr. said "I was lucky enough to have a moment of clarity. Sure I wanted to shake my fist at him but somehow I had that clarity."

The history of the Indianapolis 500 is an American story. The names of all the winners may be forgotten and the finishes hard to keep track of but the glory of "the Greatest Spectacle in Racing" is worth at least a quick recap.

Over the 26 year span, the Unsers had a winning percentage of 35%. Their overall winning percentage, including this year is 9%.

The 1992 Indy 500 put a spotlight on Albuquerque with car owner, Rick Galles, and his Galmer finding Winner's Circle with Al Unser Jr., both residents and even neighbors in the north valley. Rick Galles

It all started in 1909 with the construction of the Indianapolis Motor Speedway. The first "International 500-Mile Sweepstakes Race" was held on Decoration Day Weekend which would later become known as Memorial Day Weekend on May 30, 1911. The purse for the race was \$25,000.00 and it drew 40 competitors and 80,000 spectators. Ray Harroun won the first 500 which he added to his victory from 1910 in the Indy 200.

The 500's ran from 1968 – 1994 included 9 victories by one family. Bobby Unser started the tradition with his first victory in 1968 and followed it up with victories in '75 and '81. Al Unser Sr. won his first 500 three years after Bobby in 1971 and repeated in '72. Al would also win in '78 and '87. Al Unser Jr. would win his first in 1992 and again in '94. Over the 26 year span, the Unsers had a winning percentage of 35%. Their overall winning percentage, including this year is 9%. "I wish we would have won them all," Bobby said in an interview on the NM Motorsports Report in May of 2013.

in a post-race interview even cheered "this is a victory for New Mexico." The Galmer was the creation of Rick Galles and Alan Mertens at a time when chassis development was prevalent. The Galmer only lasted two seasons, 1992 and 1993, but it did deliver a 500 victory. This was also the closest margin of victory at .043 over Scott Goodyear.

The vision of Carl G. Fisher for this facility proved to be correct as attendance and ultimately the purse grew. A formula for success and a World

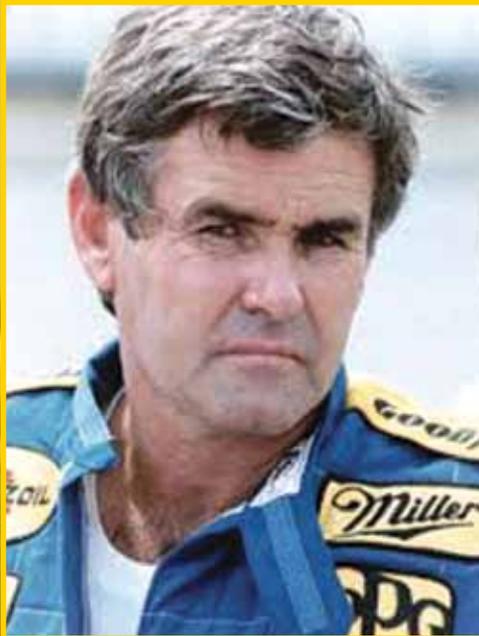
The 1989 Indy 500 may be one of the greatest acts of sportsmanship. In the final laps, Al

The Unser Legacy is on display daily from 10am – 4pm at the Unser Racing Museum. Race Cars, fire suits, trophies and so much more are there for your enjoyment. If you have not been there latterly, you should stop by again soon. 1776 Montano Blvd, west of Fourth Street.

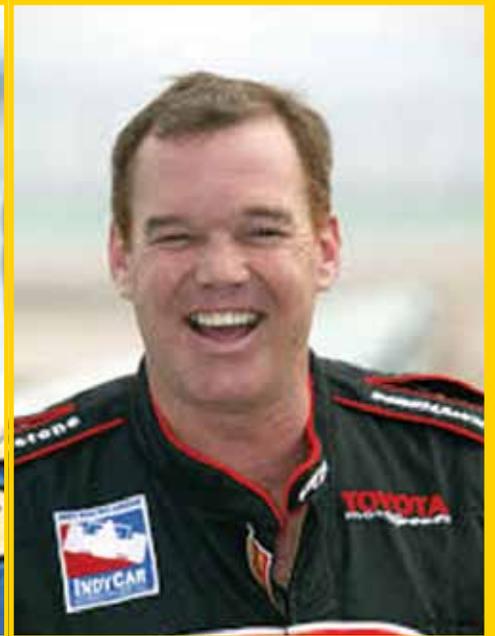
What is your favorite Indy moment?



BOBBY UNSER



AL UNSER SR.



AL UNSER JR.



FIRST CAR TO WIN 500



GALMER



UNSER MUSEUM

NEW MEXICO

By Dominic Aragon
Editor
daragon@theracingexperts.net

Drivers

New Mexico Profile: Alex Kennedy

Born: 1982

Hometown: Aztec

Alex Kennedy is one of six New Mexicans to ever compete at NASCAR's highest level, the Sprint Cup Series. When Kennedy made his debut at Sonoma Raceway in June of 2013, he became the first New Mexican since Al Unser Jr in 1993 to make a start in the series.

But growing up in New Mexico, stock car racing wasn't the original plan. Kennedy raced BMX bicycles, eventually turning to go-karts after his parents didn't want him racing dirt bikes.

To date, Kennedy has run in 21 Sprint Cup races and 15 NASCAR XFINITY Series races, with a best finish of 25th at Sonoma in June of 2015 in the Sprint Cup Series, and a best of 16th at Watkins

Glen International in August of 2010. While Kennedy hasn't made a start this

season, he continues to stay busy with life in Northern New Mexico, planning his wedding set in June, and continues to search for a feasible ride in any of NASCAR's top three-series. The New Mexico Motorsports Report recently caught up with Kennedy to talk about various topic related to racing and New Mexico.

The Challenges of Racing in New Mexico

"There's one paved track in the entire state of New Mexico, and that's in Albuquerque.... We were in bandaleros, and we would drive 14 hours to Dallas,



Texas to go practice. That was our only option at that point.

"I think being in the southwest and especially in the area like, New Mexico, Arizona, western Texas, stuff like that, makes it more difficult if you're trying to stay on asphalt. There's a lot of really nice dirt tracks around here that people can get

their start on, and there have been people that have had successes there.

"But, if you're looking to do something with an asphalt type racetrack, or road courses or anything, you've got to travel and it makes it hard for a lot of people."

Welcome to NASCAR Moment

"It was always the dream, and it's a lot of kid's dreams. And actually getting to that point was--you've got to sit back and think, 'Oh wow, we're here.'"

"I remember the first time I got, not really star-struck, but realized this is kind of the big area was Brad Keselowski started right behind me for my [XFINITY Series] debut [at Road America in June 2010]. He was like 'This is what I'm gonna do, this is what are plans are, so whatever you're gonna do, just let me know, and we'll try to work together.' 'Having someone like him, made it and he'd been there for a while at that point, and having somebody like him talking to me like that was like 'Oh wow, I'm one of these guys, to an extent at this point.'"

Being the First Sprint Cup Driver in 21 Seasons from NM

"Honestly, I think about that all the time, because it's cool to say I'm from New Mexico, and everyone's like 'Well, no one else is,' and it's like 'Yes, that's the point.' 'It's really cool to be able to say that I'm the only New Mexican driving up in the Cup Series or in any of the national series right now at this point. Especially being able to make it to Cup and being able to fly the American flag and our New Mexican flag, being able to put those decals above the door on my car at every track, every race. It was cool being able to see that, in the mix with everyone else, and there were a lot of people taking pictures of that; it showed it was kind of cool."

"A lot of guys have their hometown, they have their home racetrack or they have something like that behind them, and in my first debut, I got a lot of support from my whole state, and not a lot of people can say that. Having your whole state behind you has always been something cool for me. I'll

"The biggest advice I can give really to anybody, it doesn't matter if you're from New Mexico or North Carolina, don't ever burn bridges. Don't ever forget where you came from. Don't ever treat anyone like you're better than them." -Alex Kennedy

hear from people all over, and the only reason they know who I am is because I'm the only one from New Mexico doing it, and they're from New Mexico, so they thought it would be really cool to follow me."

Being Part of the Field in Jeff Gordon's Final Win

"That was big for me. It will always be cool to say I drove against Jeff Gordon on his last year. And he's always been great with me too. He's one of those guys that isn't necessarily a guy that I go over to and talk to for help, but he was always a guy that, if he was next to you or there, he was chatting with you and wanted to talk with you."

Advice

"The biggest advice I can give really to anybody, it doesn't matter if you're from New Mexico or North Carolina, don't ever burn bridges. Don't ever forget where you came from. Don't ever treat anyone like you're better than them. That's always been our number one priority, is guys that I've driven for in the past; we always do everything we can to be right by everybody, and that's propelled me forward."

"I got my start with the 33 car because they had heard of me as a person. They knew me as the type of people me and my parents and family were, and they wanted me in that car mainly because the fact that people know we don't burn bridges, we don't screw people over. We don't do something that could hurt the team. We don't play those games... Always be humble."

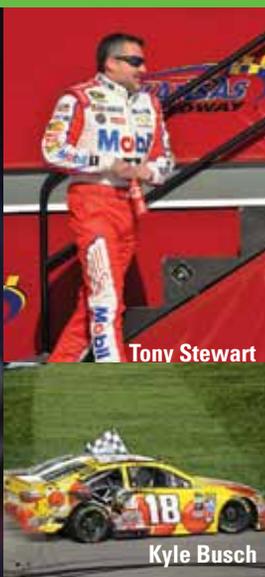


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formed NASCAR drivers union offered to pay the fine on his behalf.

Those comments were the driver side of Stewart, the owner side of Stewart let teams he controls put less than five lugnuts like everyone else too. Even his own employee and crew chief of the number 4 team Rodney Childers said on Twitter, "I will sit at home for a week at some point." Meaning he'll be suspended for the same mistake. Childers noted that rarely does his car end a race with all 20 lug nuts still attached.

I guess if you can't beat them, join them.

While the way Stewart projected his message was too crass for NASCAR's liking, they ultimately agreed with him and rescinded the three month old ruling of not looking for lugnut count to now all five must be on, secured, and the sanctioning body is watching it like hawks.

Yet another rule changed when the initial ruling was the complete opposite.

Remember the "Boys Have At It" campaign? Any time tempers flare someone is getting a fine or suspended.

The green-white-checkered now becomes get to the restart line for a "clean restart" and instead of getting it right by having three attempts drivers now have one.

Or a caution countdown clock in the truck series to create synthetic results when the racing is somehow branded as authentic. Long green flag runs that are a stable of racing are suddenly stifled.

Only a certain amount of drivers can qualify for the Chase for the Cup, or you can just add an extra one if the shoe fits.

A driver must compete in all races in the season and be top-30 in points to be eligible for the Chase, but if you get injured on your own time in the off-season than you get a special medical waiver too.

Honestly, how can a fan not be annoyed at this point? And has anyone ever seen a professional sporting league make it up as they go quite like this?

Whatever feelings fans may have on each of these subjects aforementioned, the easily findable middle ground is for the sanctioning body of NASCAR to just stay consistent.

But if there is one thing fans can expect from NASCAR it is inconsistency. This recent rule reversal and application is another feather in the cap of a league that is always changing, and always alienating a loyal fan base.

By Zachary Lange
Staff Reporter
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DISCLAIMER: Opinions expressed are solely those of the writer.

Oh boy.

Just when you thought maybe the controversy about teams manipulating the rules (or lack of, then addition to) was over, Kyle Busch was found in violation after his victory at Kansas Speedway of the recently amended section of the NASCAR Rulebook that deals with the affixture and numerical count of lugnuts on each wheel.

Crew chief Adam Stevens was suspended for one race and fined \$20,000, and front tire changer Josh Leslie was only suspended for this weekend's race at Dover International Speedway

with no fine, both were placed on NASCAR probation through the end of the year.

The exact rules that Adam Stevens and crew failed to follow wasn't how many lugnuts were on each wheel, but how all five were "installed in a safe and secure manner". In addition, a second rule section cited dealt with "parts that are designed to fail their intended use," Which could mean one of several things. Were the lugnuts simply glued on without being properly tightened? Or was an unapproved lugnut the cause? Or both?

Regardless, this season continues a trend of NASCAR continuing to make new rules, change said new rules, and ultimately contradict the initial message they were sending. Starting at the beginning of this season NASCAR stopped monitoring lug nuts during pit stops, allowing teams to only attach three or four instead of the full five to shave precious tenths of a second off pit road and ultimately gain track position.

At the time, NASCAR stated that this would give teams more flexibility and choice to decide what they wanted to do come time to pit. It was often a talking point on FOX television broadcasts as they talked about how NASCAR was allowing them to play with fire at their own risk.

Then Tony Stewart decided that this risk taking was unsafe saying the following at a promotional event late last month. "We shouldn't be playing games with safety to win races, It should be out-performing the other teams, not jeopardizing drivers' lives by teams putting two lug nuts on to try to get two more spots off pit road."

Stewart was the only driver to publicly come out and grill NASCAR on this ruling, and he did it months after the rule change was sent to teams. Stewart most likely said this on all drivers behalf too, as after NASCAR sent down a \$35,000 fine for detrimental comments towards the sanctioning body the newly



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TODAY IN NASCAR

TOP 5 TRACKS

By Zachary Lange, Staff Reporter
zlange@theracingexperts.net

Throughout each NASCAR season fans, commentators, and drivers each have dates circled on their calendars. Races that stand out on the yearly touring circuit often have all the intangibles that bring out the best in competition and overcoming adversity faced.

NO. 5 DARLINGTON RACEWAY; Darlington, South Carolina Dubbed “The Lady in Black,” the annual Sprint Cup race weekend is often one that leaves cars with a new paint coat that is freshly painted black on the right side. In 2003, the closest finish in NASCAR history was produced between drivers Ricky Craven and Kurt Busch, arguably one of the best races in NASCAR history. Now falling on Labor Day weekend, Darlington encapsulates the old style of bump-and-run racing with high-line action of today. In 2015, Sports Business Journal named The Southern 500 as a nominee for “Sports Event of the Year”. Deservedly so.

NO. 4 ROAD AMERICA; Elkhart Lake, Wisconsin This 4.048-mile road course driven in the XFINITY Series has produced some of the most hectic and wildly exciting racing in the entire season. For 45 laps, drivers take the 14 left and right turns while trying to avoid their competitors. Not only is this circuit competitive, it is unpredictable. The past two years have featured late lap passes for the victory.

NO. 3 AUTO CLUB Speedway; Fontana, California. While this track wasn't always regarded highly, in past years, Auto Club has produced some of the most action packed racing that fans and competitors alike have come to cherish. Five lane racing and at high speeds of 205 mph Auto Club now has put a mark on the NASCAR circuit. One of the features that drivers and fans love is that competitors can choose the lane in which they run on both sides of the track. Last-lap passes for the win have occurred in three of the last four Sprint Cup events held at the venue. Tempers have flared recently at Auto Club between the likes of Joey Logano and Ryan Newman as well as Tony Stewart.

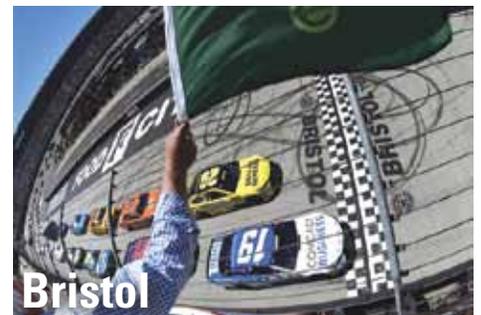
NO. 2 BRISTOL MOTOR SPEEDWAY; Bristol, Tennessee. Often regarded as the best short track racing on the circuit, Thunder Valley offers the loudest and history-rich personas in NASCAR. Tempers flare on-and-off track, and with a tricky two-sided pit road, teams are kept



Auto Club



Darlington Stripe

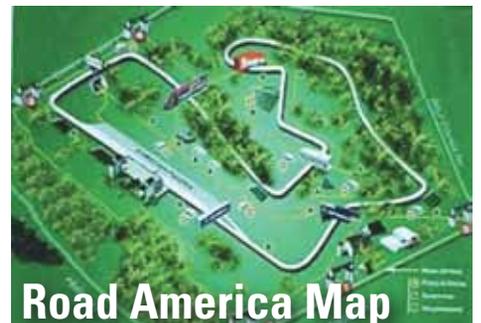


Bristol

on their feet as they hope to avoid troubles with the car and speeding on a slow 35 mph pit road. Bristol often has some of the most green flag passes as cars spread out over the half-mile circuit. Fans are in for some of the best racing NASCAR offers with a trip to Eastern Tennessee.

NO. 1 DAYTONA INTERNATIONAL SPEEDWAY; Daytona Beach, Florida Arguably the birthplace of NASCAR, Daytona is the cream of the crop of NASCAR racing throughout the season. With drafting as a key element to success, drivers are forced to rely on spotters and fellow competitors as they race for the victory. Speeds are high and accidents are always a possibility when drivers are mere inches from each other.

The track hosts the Daytona 500 annually, NASCAR's crowned-jewel event and season opener, ran in February. This past year, the Daytona 500 finish between Denny Hamlin and Martin Truex Jr. was recorded as the fifth closest in NASCAR history.



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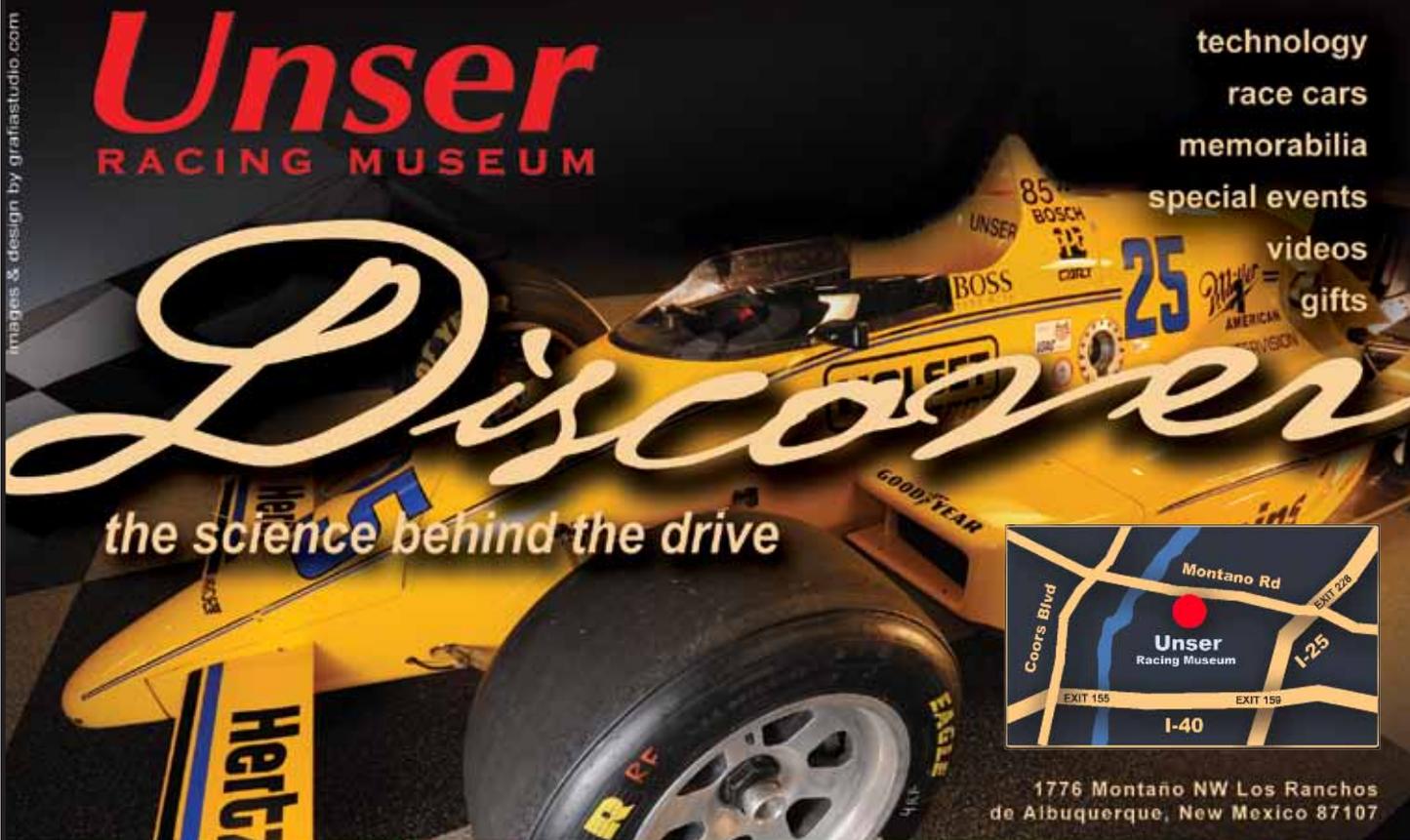
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"TRICKS of the TRADE"

Story By Jim Costa – owner Yearwood Performance Center

"self-tuning" fuel injection kits

This month I thought we would go over "self-tuning" fuel injection kits. There are many on the market these days: MSD Atomic, Holley Dominator, and FAST EZ-EFI, to name a few. While each manufacturer has their own installation details they all bolt onto a carbureted intake manifold. We think they all work well and no one unit really has an advantage over the others.

A huge benefit of fuel injection is the use of a wideband O2 sensor to maintain a proper air to fuel ratio at all times. It will maintain this ratio regardless of the altitude and weather conditions, so that quick trip to the mountains just got a little more enjoyable. On the other hand, a carburetor should have the metering jets physically changed whenever you change elevations and also a few times a year, depending on the temperature. These units also allow engine timing controls to be used. If you choose this option you can use pre-made timing curves or create your own specific curve. Set-up is pretty simple. After answering a few quick questions a custom baseline will be created for you. The kits typically come out of the box with a default tune for a 350 cubic inch engine, it will be more precise by going through the customization process.

From our experience, these units like to have a return line installed to work best at our elevation. Some companies claim their work without a return line, but we HIGHLY recommend installing one. Another option to consider would be the installation of an electric fuel pump inside your fuel tank. This solves overheating problems the in-line fuel injection pump may have. We encounter this problem about 10% of the time. Every application is different, so you really don't know if it will happen or not. A return style system is what the car manufacturers have been using for many years now. Our favorite way to accomplish this is by using an Aeromotive Stealth fuel pump kit. It comes with all the pieces necessary to install it into almost any make and model. The 200 liter per hour fuel pump kits start at \$400 and are worth every penny. A few more bucks will get you a 340 LPH pump kit for the higher horsepower combinations.

This technology is still a little pricey. You can expect to spend \$2000 for a basic kit and \$2400 including the fuel system. They can handle about 600 horsepower and we can even accommodate engines with over 1000 horsepower with the same self-tuning abilities. The unique challenge we have here in the Land of Enchantment is our higher el-



evation and some companies sometimes don't understand. We have very little air up here and not everyone knows how to adjust for it. We will continue to test new units as they come available on our own vehicles. Once they are proven, we make them available for sale at Yearwood Performance.

This has been our practice since day one. We use the parts we sell, sometimes even before we sell them, to make sure our customers will be satisfied. We have been selling fuel injection kits for several years with great success and can help you with making your big decision. Stop by either of our locations and we can discuss which options will meet your needs.

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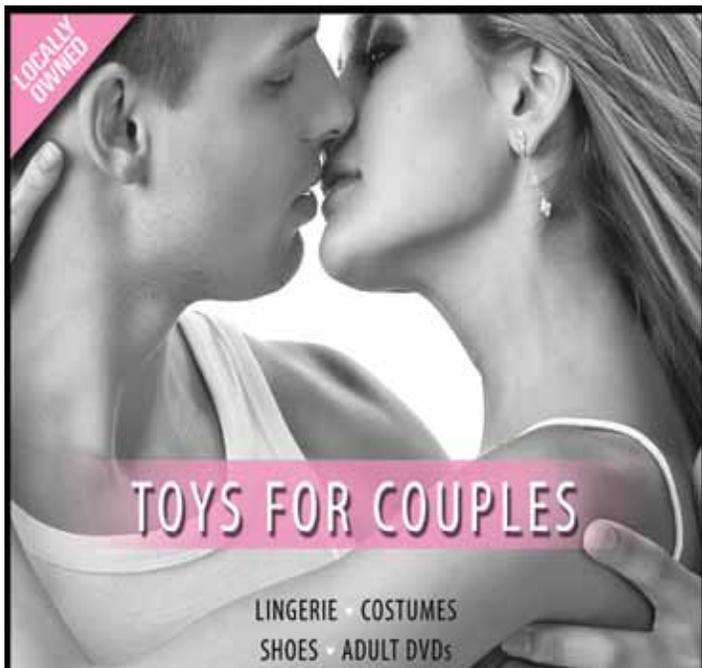
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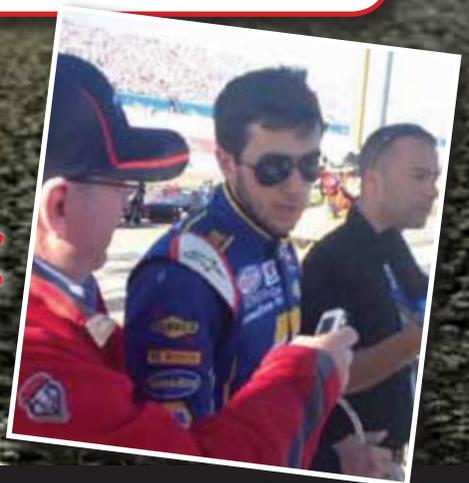


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The New Mexico Motorsports Report (NMMR) on **ESPN Radio 101.7 FM, The TEAM**, is hosted by David Swope every Saturday morning from 8am to 9am. The NMMR radio show focuses on motorsports and related automobile activities around the state and on the national scene each and every week. You are invited to get involved by calling 994-1017 during the show, e-mailing dswope@1017TheTEAM.com, following us on twitter @NMMReport and liking us on Facebook. Join in the fun with your comments on the topics and questions for the guests. This is New Mexico's only show devoted to motorsport related activities with a full hour devoted to our passion. Podcasts of shows are available on demand at 1017TheTEAM.com. Check out our new website at NMMotorsportsreport.com.



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JUNE 18, SAT
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Gates Open 6pm

JUNE 24, FRI
YEARWOOD "TAKE IT TO THE TRACK"
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JULY 3, SUN

FIRE CRACKER NATIONALS
Gates Open 10am

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JUNE 24
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JUNE 11

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JUNE 25

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JULY 9-10
SANDIA MX SERIES ROUND 2
Sandiamx.com

PRO SERIES JUNE 2016

NATIONAL HOT ROD ASSOCIATION

Mellow Yellow Series
JUNE 3 - 5
NHRA NEW ENGLAND NATIONALS
Epping, NH

JUNE 9 - 12
NHRA SUMMERNATIONALS
Englishtown, NJ

JUNE 17 - 19
NHRA THUNDER VALLEY NTLs
Bristol, TN

JUNE 23 - 26
NHRA SUMMIT RACING NTLs
Norwalk, OH

JULY 7 - 10
NHRA ROUTE 66 NATIONALS
Chicago, IL

NASCAR CAMPING WORLD TRUCK SERIES

JUNE 10
RATTLESNAKE 400
Texas Motor Speedway

JUNE 18
JUNE IOWA RACE
Iowa Speedway

JUNE 25
DRIVIN' FOR LINEMEN 200
Gateway Motorsports Park

JULY 7

BUCKLE UP YOUR TRUCK 225
Kentucky Speedway

NASCAR - XFINITY SERIES

JUNE 4
POCONO 250
Pocono Raceway

JUNE 11
MENARDS 250
Michigan International Speedway

JUNE 19
AMERICAN ETHANOL E15 250
Iowa Speedway

JULY 1
FIRECRACKER 250
Daytona International Speedway

NASCAR SPRINT CUP SERIES

JUNE 5
AXALTA "WE PAINT WINNERS" 400
Pocono Raceway

JUNE 12
FIREKEEPERS CASINO 400
Michigan International Speedway

JUNE 26
TOYOTA / SAVE MART 350
Sonoma Raceway

JULY 2

COKE ZERO 400
Daytona International Speedway

INDY CAR

JUNE 4
CHEVROLET DUAL IN DETROIT - RACE 1
Raceway at Belle Isle Park

JUNE 5
CHEVROLET DUAL IN DETROIT - RACE 2
Raceway at Belle Isle Park

JUNE 11
FIRESTONE 600
TEXAS MOTOR SPEEDWAY

JUNE 26
ROAD AMERICA
Road America

JULY 10
IOWA CORN 300
Iowa Speedway

FORMULA ONE

JUNE 12
GRAND PRIX OF CANADA
Gilles Villeneuve Circuit

JULY 3
AUSTRIAN GRAND PRIX
Spielberg

JULY 10
BRITISH GRAND PRIX
Silverstone Circuit

RACING EVENT CALENDAR

FIRE CRACKER NATIONALS

THE BIGGEST SHOW EVER

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SATURDAY JULY 2ND & SUNDAY JULY 3RD, 2016

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SHOW CARS @

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OR \$40 FOR BOTH DAYS

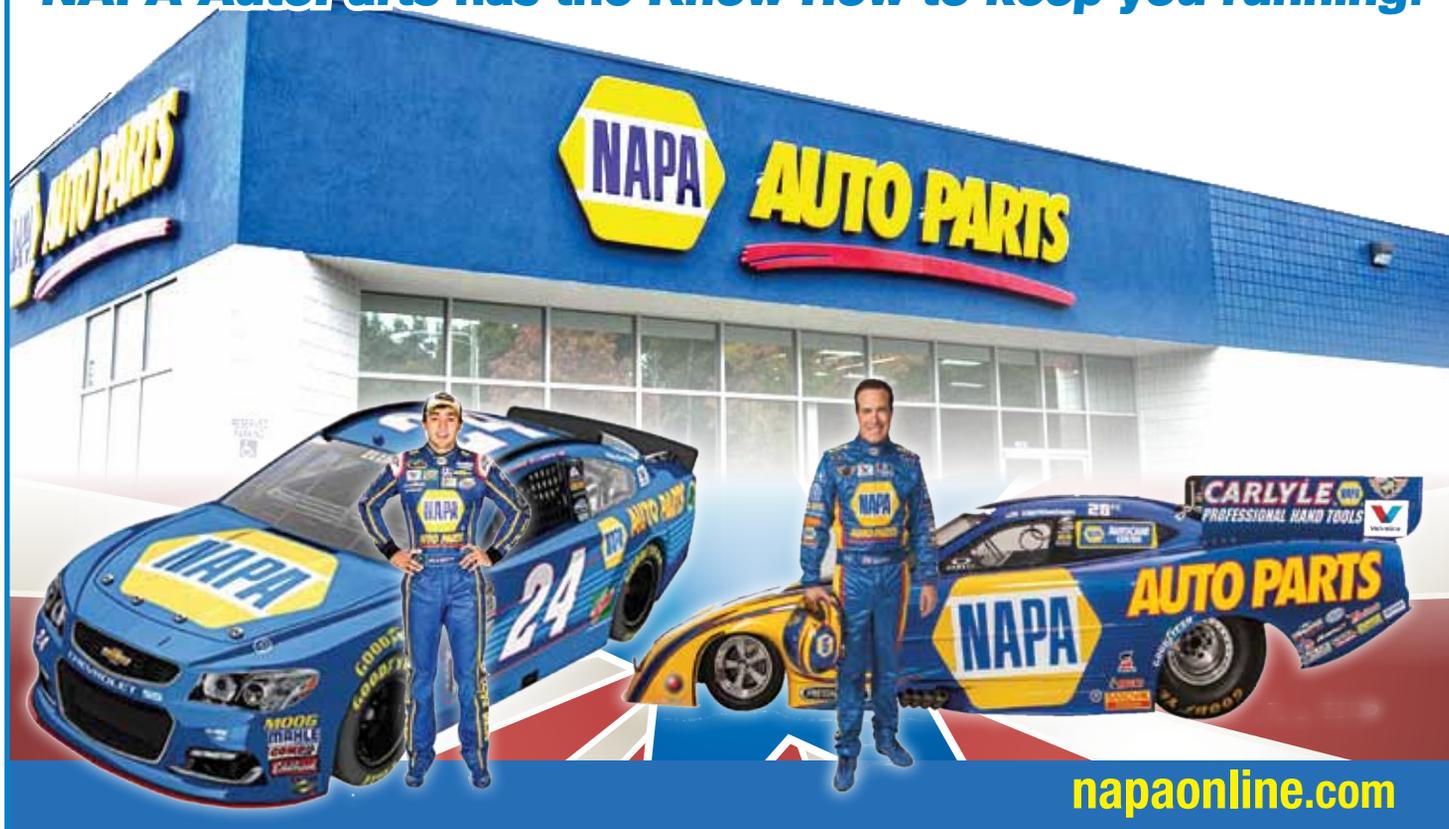
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