

NEW MEXICO

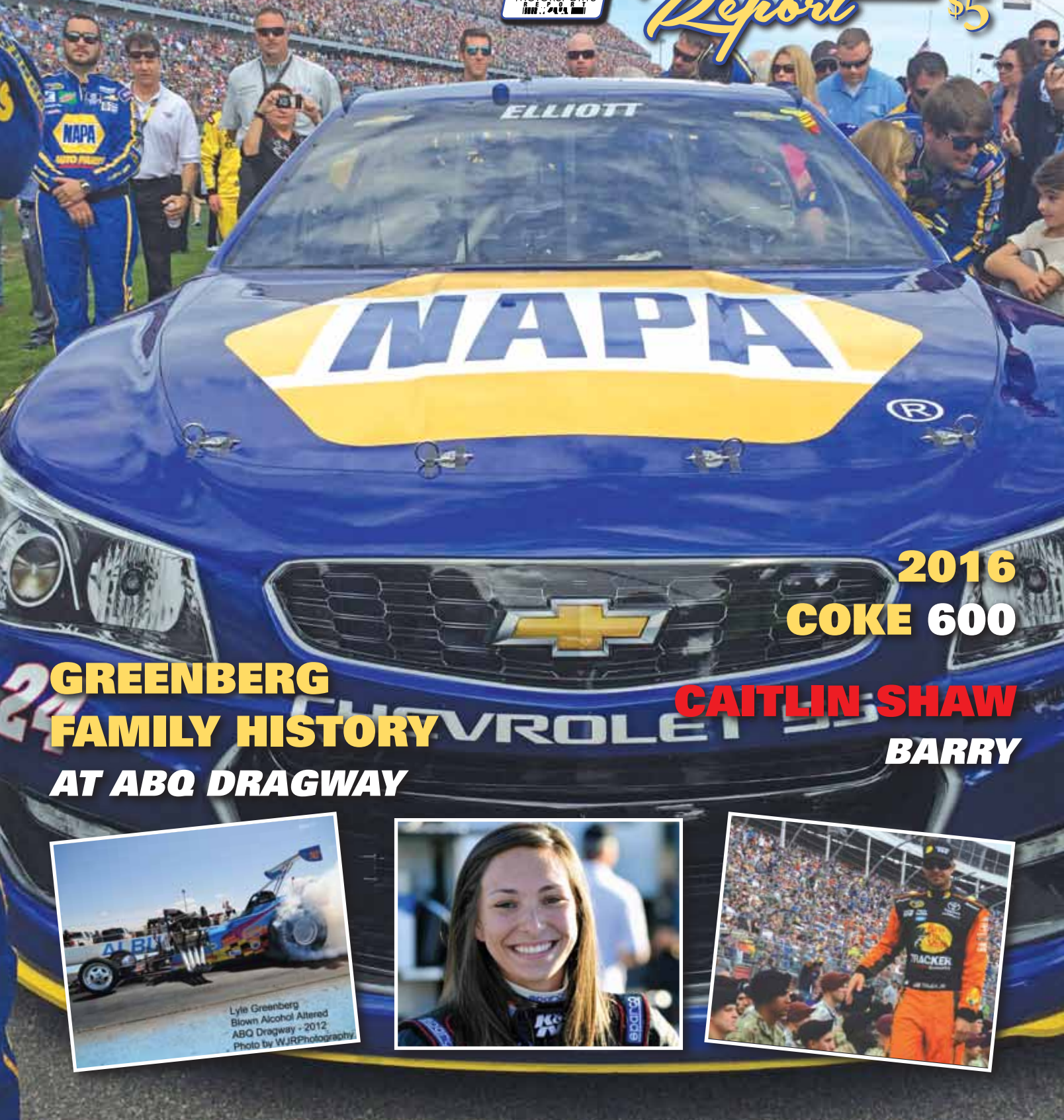
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Report \$5



**2016
COKE 600**

**GREENBERG
FAMILY HISTORY
AT ABQ DRAGWAY**

**CAITLIN SHAW
BARRY**



Lyle Greenberg
Blown Alcohol Altered
ABQ Dragway - 2012
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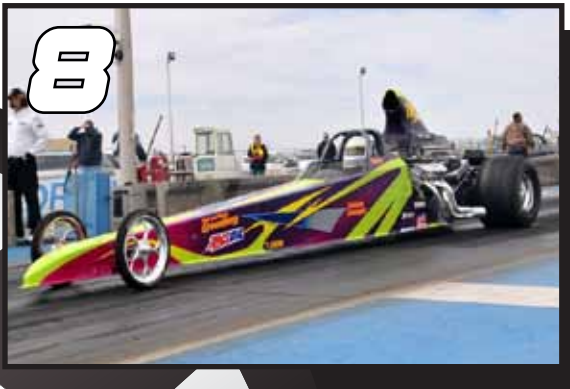


Caitlin Shaw Barry
Story by Dominic Aragon

Tricks of the Trade
Story by Jim Costa



Greenberg Family History at ABQ Dragway
Story by Lyle Greenberg



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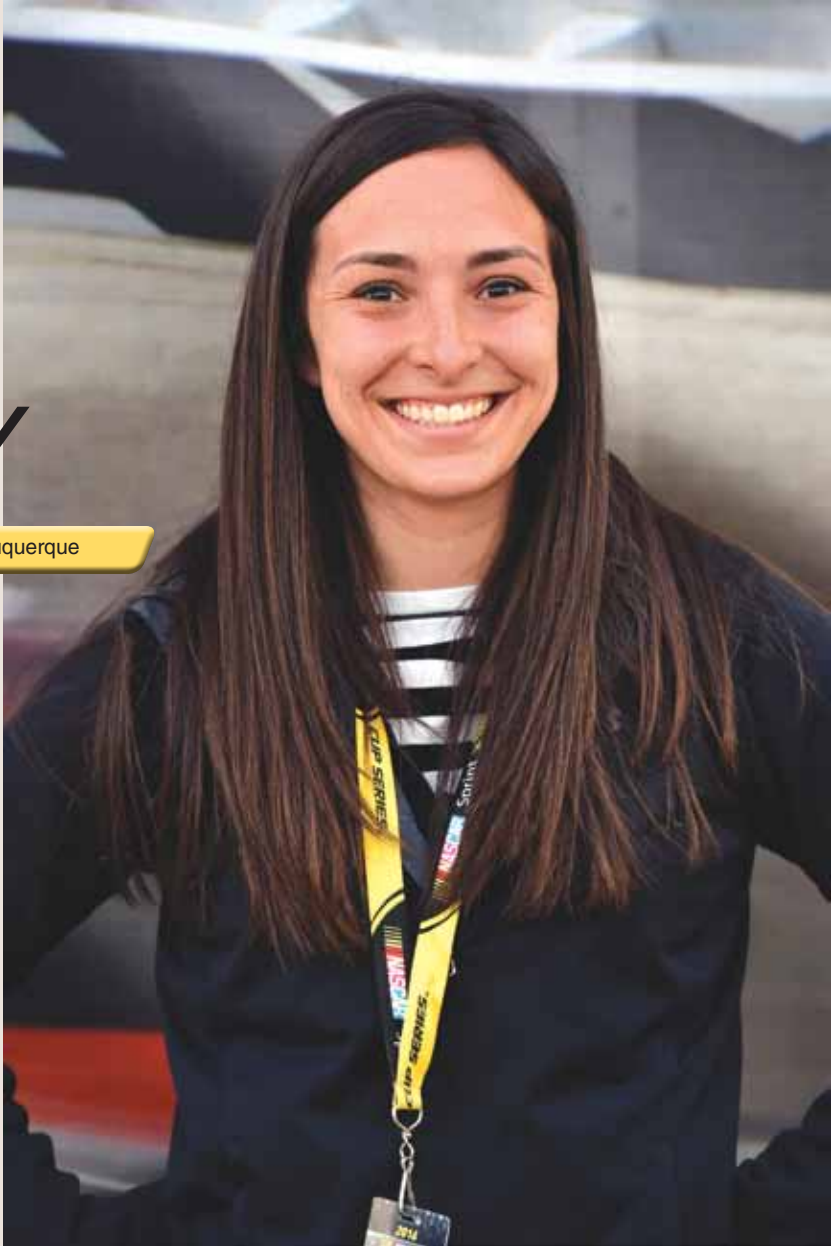
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CAITLIN BARRY

BORN: 1989 HOMETOWN: Albuquerque

By Dominic Aragon, Editor
daragon@theracingexperts.net



Hailing from The Duke City, 26-year-old Caitlin Shaw Barry has been involved in racing for most of her life. Currently working for Hendrick Motorsports as the publicist for driver Chase Elliott and crew chief Alan Gustafson, Barry has been behind-the-wheel in various series including USAC and the NASCAR Camping World Truck Series.

On Friday, July 24, 2009, Barry became the first female from New Mexico to start a NASCAR race in any of the top-three national touring series. Competing with Red Horse Racing, Barry finished 24th at O'Reilly Raceway Park in the Camping World Truck Series. In total, Barry started two races in the series, with her last start coming at Phoenix International Raceway in November of 2010.

The New Mexico Motorsports Report caught up with Barry to talk about New Mexico, her racing days, and her position at Hendrick Motorsports.

GETTING STARTED

"When I was nine, my dad asked me if I wanted to restore an old quarter midget with him. While we worked on that project, I realized that it looked like a lot of fun to actually get in and drive the car.

"So my dad took us out to a parking lot by the Balloon Fiesta Park and let me test the quarter midget out. I enjoyed it, but at the time we didn't have a quarter midget track in New Mexico so my parents and I made frequent trips to Arizona, which allowed me to race.

"From there, my parents worked alongside several other families in the Albuquerque area to establish a club and build the quarter midget track that we have today. When I was 16 my parents and I made the decision to emancipate me in order to compete in the USAC Ford Focus Series and soon after the USAC National Midget Series. That was a great step toward my

goal of racing professionally as I was able to meet several contacts within the series as well as partners such as K&N Engineering who would ultimately elevate me to NASCAR's national series.

"...I don't know what it would be like to originate from anywhere else, but I strongly believe that

you have to create your own breaks in any sport or career path. It all depends on how hard you work toward your goals and the encouragement of those around you. I'm so grateful to my parents, family and friends for supporting me in the pursuit of my goals."

NASCAR DEBUT

"I was the first female from New Mexico to compete in any of NASCAR's top-three series so I had done several interviews leading up to that point talking about the upcoming event and representing my state, but it didn't actually hit me until I walked across the stage at driver introductions and strapped into the truck for the first time.

"That was a pretty incredible feeling. I'm proud to be from New Mexico and it was an honor to represent our state. It's a neat feeling to have a whole state cheering for you."

TYPICAL WORK WEEK

"At Hendrick Motorsports, our work week starts on Tuesday mornings. I have a 10 a.m.

deadline to submit my pre-race advance material to our in-house editor and then I head into our team's communication meeting where we recap the past race weekend, preview secured interviews for the upcoming race weekend and discuss outstanding media pitches.

"Immediately after, my counterpart on the marketing side for the No. 24 and Chase's business manager all meet to discuss travel, logistics and upcoming actionable items. The rest of my day on Tuesday is spent finalizing Chase's upcoming schedule for the race weekend, managing media requests, meeting with partners and facilitating interviews with Chase and Alan on campus.

"Then on Wednesdays, we have a full marketing department meeting in which we go through each team's – the Nos. 5, 24, 48 and 88's – upcoming media, marketing, licensing and business development initiatives. The rest of my day in the office is spent tracking media from the previous weekend, communicating television impression numbers and top-media hits to our partners as well as working ahead on pitch ideas for races further out.



"Thursday is a travel day. We typically fly out of the Hendrick Motorsports hangar mid-afternoon arriving in the race market just before dinner time.

"Then on Friday I meet Chase at his coach in the infield and assist him in executing the media I have scheduled for him during the week. That can consist of a variety of media whether it's call-in interviews, a media availability or press conference in the media center, television interviews at the coach or even sit-down interviews in a studio setting. He does several interviews one after the other leading up to his rookie meeting and then he gets ready to practice.

"Meanwhile, I am responsible for tweeting practice updates from the @Hendrick24Team account on Twitter and providing photos to our digital department for Hendrick Motorsports' social and digital platforms.

"Finally, on Friday our last obligation of the day is typically qualifying. I walk Chase out to the grid, tweet during the qualifying sessions and manage media after his qualifying run.

"...Saturday is my lightest day of the weekend with just two practices to report on and then Sunday ramps up.

"On Sunday I start my day with a dry run of our hospitality routes making sure that I know the fastest route to and from each appearance.

"Then, once I meet Chase at his coach, we jump right into his pre-race media obligations, his partner meet and greets and hospitality routes and we end our morning obligations by walking him down the red carpet to the driver's meeting. After the driver's meeting I typically get about 30 minutes for lunch and to dry run the route for introductions before taking him from the No. 24 team meeting to driver introductions.

"Once I walk him to driver introductions and make sure he takes photos for contingency partners, then I walk back to the car and assist with setting up the photographer for partner photographs once Chase is dropped off at the car. Then, my job is essentially done there and as they fire the engines I make sure our pit box guests are in place and start my race updates from the @Hendrick24Team account while also providing updates and quotes from Chase and Alan to the pit road reporters.

"Most of what you hear on television regarding changes and quotes from the team comes from my notes to the reporters as they can't

listen to all of the drivers simultaneously. If anything goes wrong and he ends up stopped on the track, I head to the infield care center and manage media there, but for the most part I meet him at the car post-race and get the live television, radio and then the local media scrum ready.

"If he's in the top-five, we work with NASCAR to see if he has been requested in the media center. After post-race media obligations we begin the race to the FBO and I work on writing my post-race reports sent out to our No. 24 team partners and media.

"After we land at the hangar on Sunday evenings I email out my reports, coordinate any requests we have for the upcoming week regarding in-shop media and unpack. Monday is my day off and is mostly spent catching up on laundry!

"Each week differs a bit as the media obligations jump drastically during Daytona, the Chase and leading into the banquet, but that is a pretty typical week."

POSSIBILITY OF RACING IN NASCAR AGAIN

"My dad always taught me to only compete if I could make every effort to be my best and I always have strived towards being at the top. At this point, it would take a lot to get my skills sharp enough to race at that top level.

"I'm happy where I am and I'm challenged to be



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the best on this side of the sport. I'm fascinated with the media and marketing side of sports and am happy to be representing Hendrick Motorsports this year."

8) Working with Chase Elliott this season, is there such a thing as a typical work day or work week? And for the New Mexican fans that may not know, what are some of your responsibilities and duties that come with working with the NASCAR Sprint Cup Series rookie?

VISITING NEW MEXICO

"As I said earlier, part of being successful in the motorsports industry—and sports in general—is sacrifices. The main sacrifice that I have had to make is being away from my family and loved ones that are still in New Mexico.

"I would love it if I could continue to do my job and still live in the Land of Enchantment, but unfortunately that's not a reality right now. I do try to get back to visit my family four to five times per year, but that's definitely the hardest part.

"My parents, grandma and I do try to FaceTime as much as possible though—technology has proven to make the distance a bit more manageable and I'm grateful for that."

ADVICE

"My best advice would be to introduce yourself to as many people as possible and take initiative. In any discipline that you choose to pursue, put 100 percent of your effort into the job, ask insightful questions from experienced professionals, apply what you learn and don't get complacent – strive to always be better.



"When I started with True Speed, I took it upon myself to start updating post-race and qualifying templates to gain the experience even though it wasn't something they had asked me to do. Taking that extra initiative ultimately helped earn recommendations that led to my current position working with the No. 24 team at Hendrick Motorsports."

LAST COMMENTS

"I'm extremely proud to be born and raised in New Mexico and to be a part of the New Mexico racing community. I have made so many lifelong friends and have such great memories because of it."



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"TRICKS of the TRADE"

Story By Jim Costa – owner Yearwood Performance Center

TIRES

The stickier the better. This seems to be the theme when discussing tires, whether you are looking for drag racing slicks, drag radials, dirt track, road race tires, or even something for your 4x4 or tow rig and let's not forget about your street machine. Regardless of what you're driving, we can get you rolling in the right direction.

Hoosier Racing and Mickey Thompson are staples in the racing community, both brands are great choices. They offer a vast assortment of sizes and styles for just about any application with many popular sizes of racing slicks too. Based on what we know and learn from our customers' experiences we tend to lean toward Hoosiers for road racing and drag racing slicks while M/T has had a stranglehold on the drag radial market for some time. They have some really good 4x4 truck tires too. Hoosier did step up their game with the new R2 drag radial with hopes of competing with all the huge changes M/T made last year with the introduction of their record-shattering Pro drag radial and the re-design of their ET street radial. The passes we have seen on the drag strip since they showed up with the 275/60-15 Pro drag radial are truly impressive and now they've come out with a Pro 315/60-15 radial to clobber the records in the 10.5" drag world too.

Applying horsepower, regardless of how many ponies, can be difficult when using the wrong tire. There are many factors to consider when choosing the right one: horsepower and weight, straight line or turns, dirt or asphalt, street driving or track use or maybe both. All of these factors must be taken into consideration when deciding on a tire. First thing to consider is size then you have to make sure the compound choice is right. Do you want soft, standard or stiff sidewalls? Are you looking for bias-ply or radial construction and do you need tubes and/or liners in those? The weather also has a direct impact on a tire's performance and is another factor to consider. Sometimes hot temperatures won't call for the softest tire so maybe a harder compound would do a better job. What if you are you trying to push around a 4000 pound beast? You might need to add a tube to make the tire work right. Are you using a bead lock wheel? Even if you're driving a Pro Mod, Yearwood Performance can accommodate all of your tire needs. We can even help with your daily driven truck that you trust to get you to and from the track.

Let Yearwood Performance help you pick out the right tire for your ride. We offer mounting and balancing services at our Eubank location and if you buy the tires from us we'll give you a buy one/get one deal for mounting and balancing (certain restrictions apply). We can even mount paddle tires for mud bogs and sand drags.

Many people trust us with their tires for good reason. We go to great lengths to make sure your wheels and tires leave as happy as you are when you drop the hammer down. Remember, at Yearwood Performance, our tires will take you places.





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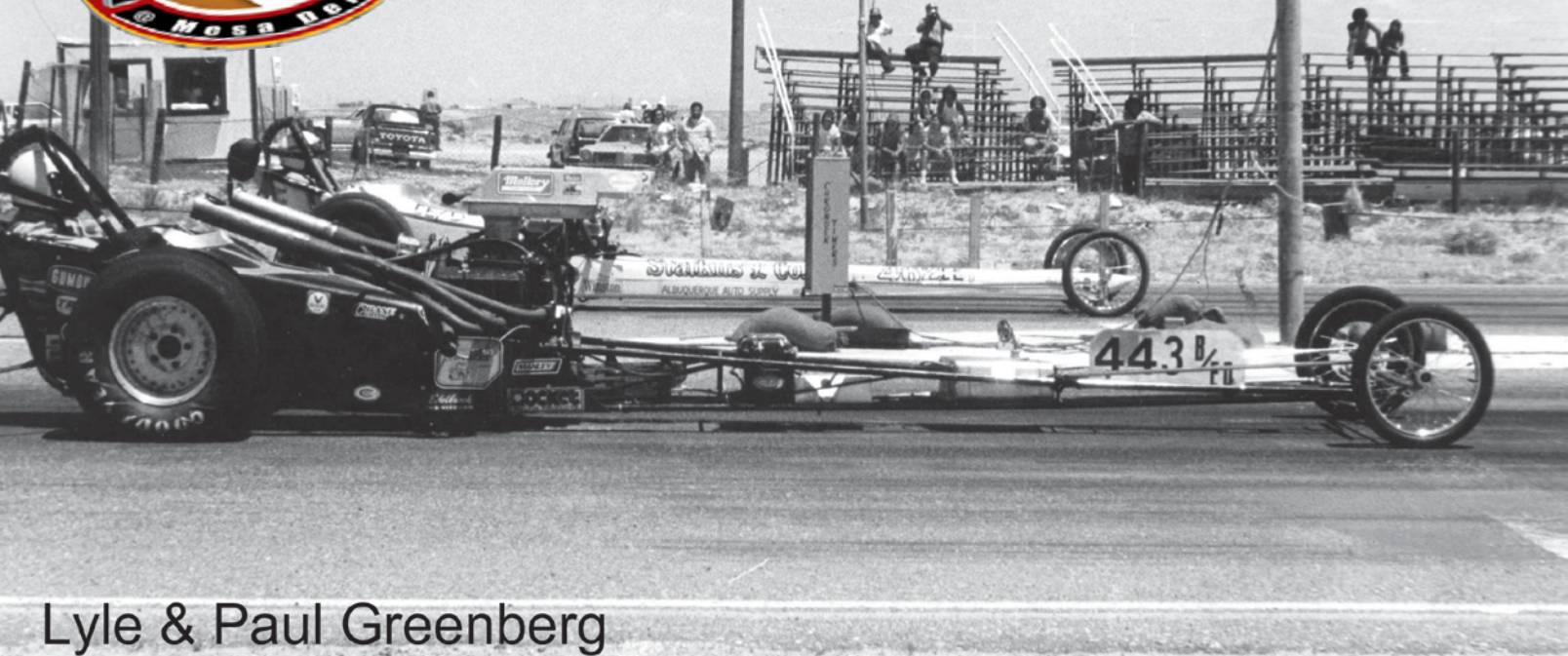
Greenberg Family History

at ABQ Dragway

(Part 2)



Story by Lyle Greenberg



Lyle & Paul Greenberg B/ED - Competition Eliminator ABQ Dragway - 1976

In 1975, J.C. Harris and Joe “Gunner” Knighton purchased the lease on the track from Dale Schafer. The new owners worked hard to duplicate the success that Schafer had with the track. One of the best things that happened for me was that they, together with Police Officer Cliff Dunn, created a Police Athletic League program for high school and vocational school students to race their cars at the drag strip. The program was a big success as there were students from every high school in the city participating. I was fortunate to win the 1975 season points championship and a college scholarship through the PAL program.

From mid-1975 through mid-1976, my dad Paul and I campaigned his 1970 Olds 442 in NHRA Stock Eliminator races throughout the southwest. The new owners of Albuquerque Dragway were able to continue to offer NHRA “Class-Legal” racing for Stock, Super Stock, Modified and Competition Eliminator racers. We continued to support the track by competing in those events and winning enough money to fund our out-of-town racing. The local “Class” racing continued to draw relatively large fields and my dad and I stepped up to a front-engined dragster in mid-1976 to run in Competition Eliminator. We continued to race that car at every monthly “Competition/Modified Combo” race in Albuquerque, as well as traveling monthly to Roswell, El Paso, Denver or Pueblo.

In 1978, I began driving Andy Johnson’s Competition Eliminator altered. My dad played an important role in this operation by allowing us to use his trailer. It was also in the late-1970’s that he became a certified NHRA

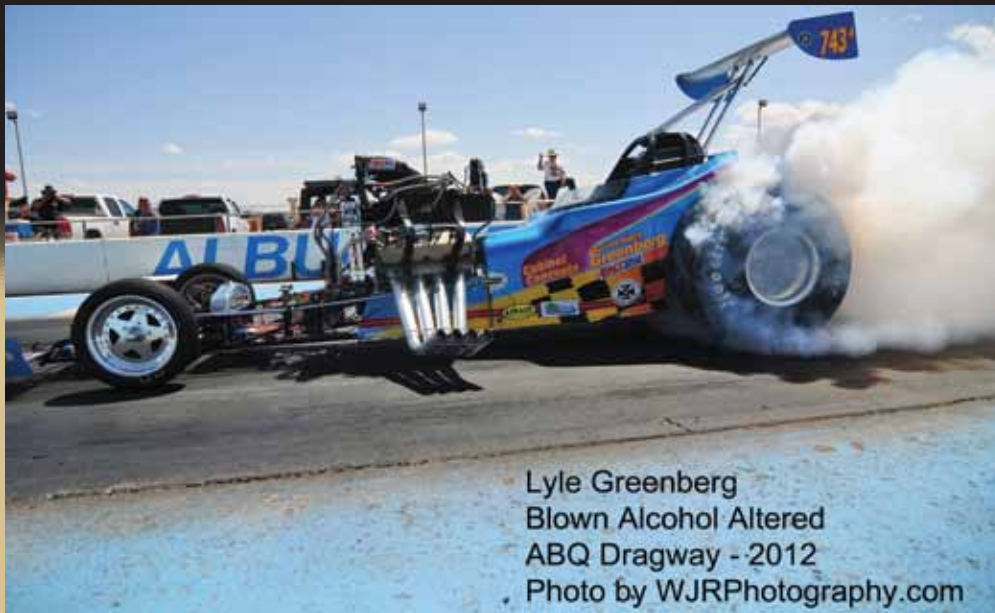
Technical Inspector and did much of the track’s tech work. During 1978 and 1979, Andy and I won a bunch of the Albuquerque Dragway Competition/Modified Eliminator races and won the points championship in 1979. By 1980, Andy began to wind down his racing involvement and we only ran a handful of races with his altered powered by one of Jim Statkus’ supercharged big block Chevy engines. During 1980, my dad had Donnie Glover driving his front engine dragster. In 1981, I got back in the seat of my dad’s dragster, winning Bracket 1 twice in Albuquerque that year.

My youngest daughter, Rachel, became the third generation of our family to race at Albuquerque Dragway when she started driving a Jr. Dragster in 2006.

By the middle of 1981, I had decided to take some time off from racing and dad continued to be involved with the track as a technical inspector. Then, sometime in the early-to-mid 1980’s

he stepped away from tech work and became a track vendor, selling Trick Racing Gasoline and various other parts and pieces. For years he loaded barrels of fuel in his truck to take to the track for every single race so that racers had the opportunity to buy fuel in smaller quantities. Paul continued to do that at every race until he suffered a stroke in 2003 and was unable to continue wrestling fuel drums around.

Andy Johnson and I decided to get back into racing by building a front engined Super Comp dragster in 1985. We ran that car at many, many races from 1985-1990, winning ABQ track championships in 1986 and 1989. At the end of 1990, Andy and I again retired from drag racing. I went on to do some circle track racing until I began to field a Top Alcohol Funny Car in 1997. We raced the funny car at NHRA National and Divisional



Lyle Greenberg
Blown Alcohol Altered
ABQ Dragway - 2012
Photo by WJRPhotography.com



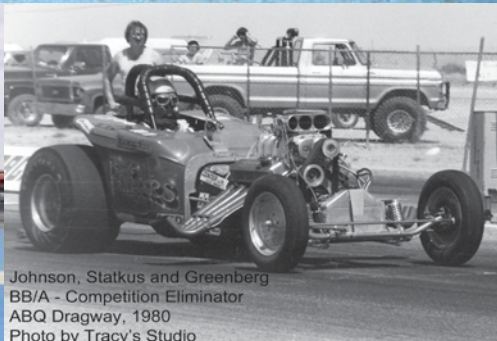
Lyle Greenberg
Top Alcohol Funny Car
ABQ Dragway - 1997



Johnson, Greenberg & Pacheco
Super Comp Dragster
ABQ Dragway - 1986



Rachel Greenberg
Top Dragster-Super Comp
ABQ Dragway - 2009
Photo by WJRPhotography.com



Johnson, Statkus and Greenberg
BB/A - Competition Eliminator
ABQ Dragway, 1980
Photo by Tracy's Studio



races, but we also competed at Albuquerque Dragway a couple of times a year in the Supercharged Outlaw Series that Lawren Jones created. I sold the funny car in late-2001 and moved off into a couple of years of road racing.

My youngest daughter, Rachel, became the third generation of our family to race at Albuquerque Dragway when she started driving a Jr. Dragster in 2006. Rachel had a very successful three year run in the Jr. Dragster, racing literally every single race during those years and winning the track championship in 2007. In 2009, when she was still only 15 years old, Rachel began to drive a big block Chevy rear engine dragster. She won a Super Pro race in August of 2009, a few months after turning 16, certainly one of the youngest drivers to win Super Pro in Albuquerque. Rachel went on to be the track co-champion in Super Comp in 2010 and track champion in the Top Comp series in 2012. She also has some of the quickest and fastest single carbureted runs in Albuquerque, going as fast as 7.32 at 181 mph.

After almost ten years of supporting both of my daughters' racing (my oldest daughter, Jennifer, is an accomplished oval track racer), I decided to get back in the driver's seat by putting together a blown alcohol altered to race with Western Fuel Altereds ("WFA"). The WFA races two events a year at ABQ Dragway, allowing me to continue the family tradition of racing at that track. When I won the Albuquerque WFA race in July 2014,

it allowed me to say that I had won races at ABQ Dragway in 5 different decades ... 1970's, 1980's, 1990's, 2000's and 2010's.

After over 50 years of being at ABQ Dragway, Paul continues to be enthusiastic about the track. He has remained involved as a sponsor and advisor. He comes to the track at least a couple of times a year and loves to go to the starting line to watch race cars go down the track that he helped build. We have tried to reconstruct how many races our family has attended at Albuquerque and how many race wins we have. Our best guess is that someone in our family has attended or raced at between 700 and 900 races at the track, and that someone in our family has won at least 50 races (and maybe as many as 75). We have also been able to count 25 different cars that our family has raced at ABQ Dragway.

Our family is so thankful for all the track leaseholders that put their heart and soul into giving us a place to race, including Dale Schafer, J.C. Harris and Joe Knighton, Phil Jaramillo, Bob Labbate, and Robert Costa (along with Mike Labbate, Lawren Jones and Bill Elliott). It is our home track and we love it!

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Experiencing *Charlotte* and the *Coca-Cola 600*

By Dominic Aragon, Editor daragon@theracingexperts.net



Perhaps the biggest weekend in all of motorsports falls on Memorial Day weekend. The top-three racing series in the world all hold prestigious races, with Formula One running the Grand Prix of Monaco, IndyCar running the Indianapolis 500, and NASCAR running the Coca-Cola 600.

This year, the Coca-Cola 600 marked the 13th of 36 races for the Sprint Cup Series, the beginning of the second-half of the regular season before the Chase for the Sprint Cup.

THE ATMOSPHERE

Charlotte Motor Speedway is nestled in Concord, North Carolina about 18 miles north of downtown Charlotte. Our crew of three arrived at the track on Thursday, May 26 to begin our work for the race weekend.

Anyone that follows the sport knows how loyal and committed NASCAR fans are to their sport. Arriving at the track Thursday felt like a Saturday just based on the magnitude of people present. From having troubles finding our parking space to walking under the Turn 3 tunnel, the amount of people on-hand to witness practice sessions and Sprint Cup qualifying was impressive.

These were the diehard NASCAR fans that showed up Thursday. With it being a work day and school day, it's possible many of the fans

who showed up on Thursday planned to take the day off or called in sick, but nonetheless, they were there and that's all that counted. To look up in the grandstands and see fans scattered or to walk the garages and pit road and see fans along the property was a neat feeling. It was nice to see, no matter if fan or media, we all shared the same passion: the love of auto racing.

On race day, the possible threat of rain didn't deter fans from coming out to the racetrack. According to the Charlotte Motor Speedway website, the track's capacity is 134,000. There was no mention or attention brought to the fact if the race was sold out unlike the Indianapolis 500. Tracks do not release attendance numbers, but from a bare-eye estimate, the grandstands had to be around at least 65 percent occupancy Sunday night.

OFF-DAY

Typically for a race weekend, NASCAR usually schedules on-track activity over the course of three consecutive days, and usually for a Sunday race, those three days are Friday-Saturday-Sunday. For the media, NASCAR will schedule driver's press conferences and special announcements in the media center. All of the activity at the track consumes the day.

However, with the Coca-Cola 600, Thursday was the press conference-heavy day and Friday had no on-track activity scheduled for the Sprint Cup Series or XFINITY Series.

Our crew used the day Friday to go around the Charlotte area and explore NASCAR's home turf. We traveled north to Mooresville, about 28 miles north of Charlotte.



Mooresville is home to various NASCAR team headquarters, including Team Penske, Richard Petty Motorsports and Go FAS Racing.

The city is also home to GoPro Motorplex; an 11-turn, 0.7-mile road course owned by NASCAR driver Justin Marks. The facility offers go-kart racing and testing with karts featuring nine horsepower and top speeds at 55 miles per hour, the facility says.

Getting the chance at three races, our crew had the opportunity to test the limits of the karts on the racing surface. The track layout offers the chance to open the throttle wide-open and test skills at braking and cornering. Because the campus is close to where many members of the NASCAR community live, and the facility has seen star-studded exhibition races, there's a chance you could see—and race—against drivers, crew chiefs and others.

Our team had the opportunity to race against Timmy Hill, a driver who has made starts in all three of NASCAR's top-three touring series. For me, it was an intimidating feeling knowing how I was lined up, I was starting ahead of a professional in his respective industry.

When our race started, I kept turning around because we didn't have a rear-view mirror, to take a glance at where Hill was relative to me. He and another competitor passed me before one of the turns, and that was somewhat of a relief and a learning lesson. Being behind a competitor of that skill had its advantages. I was able to keep up for about two laps, following their racing lines and trying to replicate their marks.

PATRIOTISM

At any given NASCAR race weekend, the sanctioning body does a great job with honoring those who have served our country and put on a spectacular display of patriotism. Every race features the singing of the National Anthem and race fans do their part with the presence of American Flags.

Yet, the patriotism shown at the Coca-Cola 600, in my opinion, is the largest shown all season because of it falling on Memorial Day weekend and is the ultimate tribute to the men and women who serve and have served this country.

2016 marked the second consecutive season the Sprint Cup Series' racecars ran the "600

Miles of Remembrance" program. All 40 drivers in the field featured a fallen service member's name on the windshield of their cars, a spot that usually features the driver's last name.

Additionally, many of the cars in the field sported patriotic colors for the race, including a red-white-blue Kyle Busch M&M's paint scheme and an American Flag-themed car ran by Dale Earnhardt Jr.

Pre-race festivities featured two verses of "Amazing Grace" and "Taps" while fans in the grandstands waved American Flags. The 82nd Airborne Division All-American Chorus from Fort Bragg, North Carolina performed the National Anthem. The stage set up on the frontstretch was surrounded by servicemen and women from various branches of the military.

Additionally, an American Flag covering a part of the frontstretch and infield grass was on display during the National Anthem. To see all of this going on on television is one thing, but to experience it personally made me feel a strong sense of pride in my country and gratitude for the sacrifice the men and women in our armed forces make for defending our country.

HISTORY

No matter from what angle; whether it's stats, headline news, or something else, every Coca-Cola 600 will have some element of history involved. I'm not here to give a recap of the race, but it is important to note the history achieved in the race.

At three hours, forty-four minutes and eight seconds (3:44.8), this year's race was the shortest Coca-Cola 600 in the history of the race. Furniture Row Racing's Martin Truex Jr. led 588 of 600 miles, the most of any race in NASCAR history. He also set the Charlotte Motor Speedway record of most laps led with 392 of 400. It also marked the first time team owner Barney Visser was on-hand to see his team win a Sprint Cup race.

To put the numbers in perspective Truex produced, they are impressive because they are NASCAR records that could possibly hold up forever. They are stats drivers like Richard Petty, Dale Earnhardt and Jeff Gordon never put up across their NASCAR careers.

Additionally, this year's Coca-Cola 600 marked three-time Sprint Cup champion Tony

Stewart's final attempt in the race. He finished five laps down, 24th.

OVERALL

Experiencing the Coca-Cola 600 is something that goes beyond being at the racetrack. The environment in the Charlotte area is geared towards the NASCAR fan, and from that perspective, there's so much to do and so many opportunities to grow closer to the sport, including team shops and the NASCAR Hall of Fame. There's even a chance you may get to compete against NASCAR drivers at the local outdoor go-karting facility!

The Coca-Cola 600 race weekend should be on the bucket list for any fan of the sport. No matter the year, a fan that attends the race will get to say they witnessed a part of NASCAR history. The history of the race, the patriotism and product on the racetrack ultimately give a great experience on being a NASCAR fan and an American.

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TURN KEY



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MILDTOWILDINC.COM

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IF YOU ARE INTO IT, WE ARE INTO IT!

WHETHER IT HAS 2 WHEELS OR 4, ASPHALT OR DIRT TRACK RACING,
OFF-ROAD OR PARK AND SHINE. WE COVER IT ALL



new mexico

**MOTORSPORTS
REPORT**

EVERY SATURDAY 8AM-9AM
EXCLUSIVELY ON 101.7 FM
WWW.1017THETEAM.COM

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.



UNSER RACING MUSEUM

JULY 2016 LOCAL SERIES

ABQ DRAGWAY

JULY 2, SAT

FIRE CRACKER NATIONALS

Gates Open 10am

JULY 3, SUN

FIRE CRACKER NATIONALS

Gates Open 10am

JULY 9, SAT

YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

JULY 9, SAT

NM MOPAR CHALLENGE

Gates Open 6pm

JULY 15, FRI

YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

JULY 16, SAT

SOUTHWEST TRUCKFEST

Gates Open 4pm

JULY 22, FRI

YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

JULY 23, SAT

NATIONAL DRAGSTER CHALLENGE

Gates Open 2pm

JULY 29, FRI

YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

JULY 30, SAT

STREET CAR SHOOTOUT

Gates Open 4pm

SANDIA MOTOR SPEEDWAY CLAY OVAL

JULY 9

THE DIRT DERBY NON WING SPRINTS

Racing Starts 6:30

JULY 23

DUEL IN THE DESERT WING SPRINTS

Racing Starts 6:30

AUGUST 6

BLAZING BATTLE NON WING SPRINTS

Racing Starts 6:30

AUGUST 20

CLASH OF CLAY WING SPRINTS

Racing Starts 6:30

SANDIA MOTOR SPEEDWAY PAVED OVAL

JULY 29

ALL CLASSES & KARTS

Racing Starts 7pm

AUG 26, FRI

ALL CLASSES & KARTS

Racing Starts 7pm

AUG 27, SAT

ALL CLASSES & KARTS

Racing Starts 7pm

SANDIA MX @ MORIARTY

JULY 9-10

SANDIA MX SERIES ROUND 2

Sandiamx.com

AUGUST 13-14

SANDIA MX SERIES ROUND 3

Sandiamx.com

PRO SERIES

JULY 2016

NATIONAL HOT ROD ASSOCIATION

Mellow Yellow Series

JULY 7 - 10

NHRA ROUTE 66 NATIONALS

Chicago, IL

JULY 22-24

NHRA MILE HIGH NATIONALS

Denver, CO

JULY 29 - 31

NHRA SONOMA NATIONALS

Sonoma, CA

AUGUST 5 - 7

NHRA NORTHWEST NATIONALS

Seattle, WA

AUGUST 18 - 21

NHRA LUCAS OIL NATIONALS

Brainerd, MN

NASCAR CAMPING WORLD TRUCK SERIES

JULY 7

BUCKLE UP YOUR TRUCK 225

Kentucky Speedway

JULY 20

#ELDORA

Eldora Speedway

JULY 30

POCONO MOUNTAINS 150

Pocono Raceway

AUGUST 17

UNOH

Bristol Motor Speedway

NASCAR - XFINITY SERIES

JULY 1

FIRECRACKER 250

Daytona International Speedway

JULY 8

ALSCO 300

Kentucky Speedway

JULY 16

LAKES REGION 200

New Hampshire Motor Speedway

JULY 23

LILLY DIABETES 250

Indianapolis Motor Speedway

JULY 30

US CELLULAR 250

Iowa Speedway

AUGUST 6

ZIPPO 200

Watkins Glen International

NASCAR SPRINT CUP SERIES

JULY 2

COKE ZERO 400

Daytona International Speedway

JULY 9

QUAKER STATE 400

Kentucky Speedway

JULY 17

NEW HAMPSHIRE 301

New Hampshire Motor Speedway

JULY 24

YOUR HEROES NAME HERE 40

Indianapolis Motor Speedway

JULY 31

PENNSYLVANIA 400

Pocono Raceway

AUGUST 7

CHEEZ-IT 355 AT THE GLEN

Watkins Glen International

INDY CAR

JULY 10

IOWA CORN 300

Iowa Speedway

JULY 17

HONDA INDY TORONTO

Streets of Toronto

JULY 31

HONDA INDY 200 AT MID-OHIO

Mid-Ohio Sports Car Course

AUGUST 21

ABC SUPPLY 500

Pocono Raceway

FORMULA ONE

JULY 3

AUSTRIAN GRAND PRIX

Spielberg

JULY 10

BRITISH GRAND PRIX

Silverstone Circuit

JULY 24

HUNGARIAN GRAND PRIX

Hungaroring

JULY 31

GERMAN GRAND PRIX

Hockenheimring

RACING EVENT CALENDAR



STREET CAR SHOOTOUT

SATURDAY, JULY 30TH

TIME: GATES OPEN AT 4 PM FOR SPECTATORS AND 2 PM FOR RACERS.

PRICE: \$15 SPECTATORS PRE-SALE, \$20 DAY OF RACE AT THE GATE
\$35 FOR RACERS

\$1000 PURSE FOR EACH CLASS. \$700 WINNER/\$300 RUNNER UP

CLASSES ARE AS FOLLOWS:

YOU MUST DRIVE TO THE TRACK

- 14.50 OR SLOWER
- 13.50 OR SLOWER
- 12.50 OR SLOWER
- 11.50 OR SLOWER
- 10.50 OR SLOWER

ONLY ONE CLASS PER RACER AND CAR
NO BREAK OUTS

SPECIAL GUESTS

CHUCK SEITSINGER AND TINA PIERCE FROM THE DISCOVERY CHANNEL'S



PRE-SALE TICKETS WILL GO ON SALE, JUNE 4TH AT THE ALL OUT CALL OUT AND WILL BE AVAILABLE AT YEARWOOD ON JUNE 6TH. GET YOUR TICKETS EARLY



888-925-2227



Whether you are racing on the track or driving to pick the kids up,
NAPA AutoParts has the **Know How** to keep you running!



5 Locations!

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702 Carmony Rd. NE

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