

NEW MEXICO

MOTORSPORTS

SEPTEMBER-OCTOBER VOL #1 ISSUE #5



Report \$5



**JIM GUTHRIE IS
DRIVEN**

**SPRINT
CAR RACER
JOSH
HODGES**

**A VISIT TO
NASCAR
HALL OF FAME**






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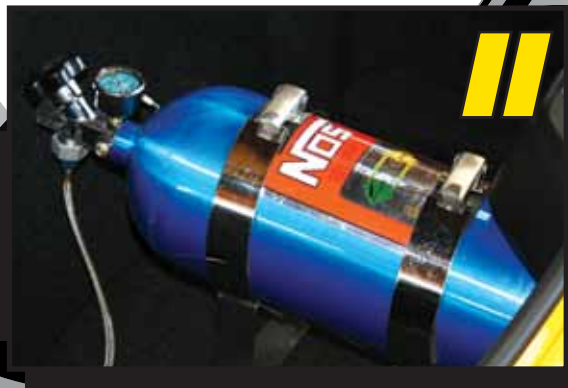
Josh Hodges
Story by David Swope

Jim Guthrie is Driven
Story by David Swope



Nascar Hall of Fame
Story by Dominic Aragon

Tricks of the Trade
“Nitrous” part 1
Story by Jim Costa



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Photo: @surfsprint

TURNING RIGHT TO GO LEFT

By David Swope

JOSH HODGES
TIJERAS, NM
AGE: 21

Sprint cars are high-powered race cars that compete mainly on ¼ to ½ mile oval, dirt or paved tracks. In New Mexico, Sprints only race on dirt tracks. Tracks from Aztec to Las Cruces see their summer seasons full of both Winged and Non-Winged Sprints.

Sprint cars have a very high power-to-weight ratio. At a weight of 1,375 pounds at the scale including driver for a 410 Sprint car, power output of 900 horsepower and 600 foot pounds of torque are commonplace for these machines. By comparison, sprint cars have 150 to 300 horsepower more than a Formula One engine.

Typically they are powered by a naturally aspirated V8 engine with a displacement of 410 cubic inches capable of 9000 rpm. With an optimal mechanical setup (engine, gearing, shocks, etc.) and the track layout these cars achieve speeds in excess of 160 mph. A lower budget but likewise very popular class of sprint cars uses a 360 cubic inch engines that produce approximately 700 horsepower.

The safety record of sprint car racing in recent years has been greatly improved with better design of roll cages, fire equipment, helmets and a HANS devise. Track fire & safety personal are highly trained, specifically to protect the drivers.

The recent death of Bryan Clauson at a midget race in Lincoln, Nebraska on August 7th shook not just the sprint car family but the entire racing community. Many Indy Car Series and NASCAR drivers used sprint car racing as an intermediate stepping stone on their way to more high-profile divisions. Indianapolis 500 winners A.J. Foyt, Mario Andretti, Parnelli Jones and Al Unser, Jr., as well as NASCAR Sprint Cup champions Jeff Gordon and Tony Stewart.

Local sprint car racer Josh Hodges started in quarter midgets at Sandia Speedway at old 7 years old. From Tijeras, New Mexico, Hodges as moved up the ranks through Micro / Mini Sprints and spent this summer racing in Indiana where you can compete in 3-4 races per weekend. Hodges is currently a student at New Mexico Tech, pursuing a degree in Mechanical Engineering.

Hodges' sprint car career started in 2009 with experience in both Wing and Non-Wing Sprints. The 2015 season found Hodges focusing more on Non-Wing events and only 2 Wing

races. "The biggest difference between Wing and Non-Wing Sprints comes down to driver input. Wing Sprints generate more down-force which helps the car's handling and allows for faster speeds while a Non-Wing Sprint relies heavily on the driver. On dirt, you never have a perfect race car with the surface constantly changing during the race, it is a chess match between the drivers," said Hodges.

The Hodges Race Team has traveled over his career with races mainly focused in the Southwest, tracks in Arizona, California and around New Mexico. Hodges was able to race at some of the most iconic tracks such as Knoxville, Kokomo, Perris and Devil's Pole in Dallas, Texas but Eldora is still on his Bucket List.

Josh and his and father, Jack Hodges, decided to travel east in 2016. The plan is to get Hodges more experience on different tracks competing against different drivers. Indiana was far enough to find top caliber competition and National Sponsor exposure as Hodges career grows. Hodges' National Power Ranking in USAC (United States Auto Club) has been as high as the top 5 in 360 and top 10 in 410 this year. Hodges is currently looking at 40 shows (races) in the 2016 campaign with the Oval Nationals being in November.

Racing in general but specifically sprint car racing involves a tremendous level of trust in the



Photo: Jason Rominger

drivers around you. "You put a lot of trust in each other. Respect is earned by how you drive and putting in the work. There is not specifically a driver code but knowledge about the car, pitching in to keep the car on the track and good feedback to the crew matter," said Hodges. With 24 Sprint cars starting a Main Event on a track as short as a ¼ mile, safety is a premium starting with trust.

Being a local racer traveling and trying to build a reputation and experience comes at a tremendous cost and can only be accomplished by family support and sponsor financing. Talent alone will only get you so far. Young drivers are required to do sponsor events, media and many public relationship opportunities. Racing is beyond a full time job because most of the time you also have a full time job. Hodges has sponsorship from local business such as Jackson Compaction, Mesilla Valley Trucking, Ortega's Appliance Repair and Hodges Automotive Repair.

Follow Josh Hodges on Facebook,
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JIM GUTHRIE IS

By David Swope

DRIVEN

Jim Guthrie is a long-time resident of Albuquerque. Born in Gadsden, Alabama, Jim has no interest in the Crimson Tide. "I don't care for ball and stick sports, never have," said Jim many times when I have tried to engage him in some Lobo talk. Graduated from Eldorado High School, spent some time at UNM but ultimately has earned a doctorate in Owning Your Own Business.

If you ever spend any time around Jim Guthrie, you would agree that he is driven. Driven to perfection whether on the track or in his company, Car Crafters. We had a chance to catch up with Jim and find out what he is up to.

WHAT ARE YOU THE MOST PROUD OF WITH CAR CRAFTERS?

"The people. All along, the people have supported me, even before we built Montano. I have some employees that have been with me for over thirty years, a lot of them 20-25 years. The growth and success of the business has been as much theirs as mine. Now we have got over 160 employees. It is the people is what I am most proud of."

DID YOU EVER THINK YOU WOULD HAVE 6 OR MORE CAR CRAFTERS?

"No, I never thought it would be this big, I never thought we would have more than 20 employees. We had an opportunity with purchasing Hoffmantown, a good local company, and a good staff that just made sense. The same thing happened in Rio Rancho. We wanted to serve the Westside and another opportunity opened up."

DO YOU MISS THE RACING?

"Oh always, but you know, a guy my age has no business being out there. I have no business being in an Indy Car, in a competitive environment. You just can't do it at this age. You look at Formula One guys and you look at

NASCAR guys and the age difference. You can be pretty competitive in NASCAR, look at Mark Martin."

WHEN DID YOU DECIDE TO GET INTO TRIATHLONS / IRON MAN?

"It has been about 3 1/2 years. My son in-law Sid competed in an Iron Man down in Cozumel and my wife and I tagged along. I was like, man this is cool. I should be doing this. People were asking me if I did the Iron Man and I thought why not I should be doing this. So I bought a bike and started riding. Then I started running and learned how to swim. You know I like to compete so I got a trainer and got serious."

HOW DOES THIS TRAINING COMPARE TO WHEN YOU USED TO RACE?

"If I knew back then what I know now, I would have trained differently. I trained 3 days a week. 2 and a hours a day. It was mostly circuit training. It incorporated your heart rate being elevated. And there was lifting with all different parts of your body. Then back on the bike and make sure your heart rate is back up then do the circuit again. Training for triathlons is so specific. Swimming is all upper body and core. Running is lower body and core. Biking is definitely legs and some core. I think now, twice my age when I won in Phoenix, well 19 years, I am in much better shape. So pulling 5 g's then breathing for 6 seconds, then pulling 5 g's and breathing, aerobically I am in better shape. Who knows how much better I could have been."

HOW DOES DRIVING A RACE CAR AT 200 MPH COMPARE TO TRIATHLONS / IRON MAN?

"Racing is easy. Yes, your heart rate is up, you risk your life but it in triathlons and Iron Man competitions you have to pace yourself. It's really hard to control your pace. In racing, you just put you foot to the floor and hope

the equipment hold out. It is the truest form of racing because now I am racing myself. I have no excuses."

Car Crafters has been serving the Albuquerque community since 1982 and is currently rebranding a location to be just like the other 5 locations only it is in Rio Rancho. For more information, check out www.carcrafters.com

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NASCAR HALL OF FAME

*a must-see
for race fans*



By Dominic Aragon

For any NASCAR fan or auto racing fan in general, a trip to the NASCAR Hall of Fame should be on the itinerary when traveling to the Charlotte, North Carolina area.

Background

Ground broke on NASCAR's Hall of Fame in January of 2007 and officially opened to the public on Tuesday, May 11, 2010. According to the Hall's website, the City of Charlotte owns the property and is licensed by NASCAR.

The Hall is part of a larger complex which includes a ballroom and the NASCAR Plaza Office Tower.

35 total individuals have been inducted into NASCAR's Hall of Fame, with five inductees nominated for the honor every calendar year by a committee made up of 50 individuals.

The Hall

NASCAR's Hall of Fame does a great job of trying to give the fan an inside look of what the sport is all about.

Walking into the Hall for the first time, you get a feel for the history of the sport because of the various types of racecars used across the top-tier Sprint Cup Series since 1949.

One of the rooms on the main floor of the Hall features an exhibit called "Glory Road," which includes cars driven by Smokey Yunick, Darrell Waltrip and Matt Kenseth. With a total of 18 cars on display, each have plaques nearby with descriptions of each style of car and how each are important to the history of NASCAR.

Additionally, each of the 24 racetracks on the circuit have plaques that feature cutouts of the actual racing surface in the same room. Touching is encouraged to give fans an idea of what each racing surface feels like--one of the many ways the Hall tries to make the fan feel connected.

As you work your way upstairs, the next room, the "Hall of Honor," showcases all inductees into the Hall. This exhibit showcases how each of the

inductees contributed to the sport, including memorabilia.

After seeing the "Hall of Honor," the "Race Week" exhibit is as real as it gets as fans get the chance to see the dynamics behind the preparation for a NASCAR race weekend with hands-on experiences.

Perhaps the most hands-on experience is the opportunity to change tires and fuel up a racecar. Well, not a real racecar, but groups of three at a time have the chance to use realistic car jacks and dump tanks to perform a pit stop on a cutaway car.

Included on the floor, for an extra fee, is an iRacing simulator, where fans can get behind-the-wheel of a virtual stock car and race against each other at the Sprint Cup Series' next stop on the schedule.

The top floor (fourth) features an exhibit called "Heritage Speedway," which features memorabilia from across the history of the sport along with plaques mentioning all champions from various divisions in the sport.

Personally, I think the coolest part of this exhibit is a makeshift flagstand, where fans have the opportunity to see all flags used in NASCAR and have the chance to "waive the flag" over the field.

Takeaway

There's so much to see, and this write up doesn't do justice. You have to see the Hall and experience it.

If you consider yourself a fan of racing in general, the Hall experience will not disappoint. The \$19.95 admission price is worth the couple hours you will spend inside the Hall along with the lifelong memories.



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www.nascarhall.com

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September 25, 2016

Ride for Kids is the longest-running, most successful motorcycle charity event in the nation. Since 1984, motorcyclists have raised funds to help children with brain tumors, which are the top cause of cancer death in children.

The Pediatric Brain Tumor Foundation was created in 1991 by the founders of Ride for Kids, and is now the leading nonprofit funding research into childhood brain tumors. Our events also fund free educational resources, college scholarships for brain tumor survivors and emergency financial aid for families.

American Honda is the presenting sponsor of Ride for Kids. Other national supporters include GEICO and Cycle World magazine. This year's Master of Ceremonies is our very own, David Swope. "The first time I was involved with Ride for Kids was as the manager of Sandia Speedway. The route included a lap on the track. Our Flagman waved the Checkered Flag as the bikes went by. The smiles on the faces of the kids, a moment that they were not thinking about cancer, really moved me."

The 2016 Albuquerque Ride for Kids is September 25, 2016. Locals ride to help kids like Holmes, who has an inoperable brain tumor. The Pediatric Brain Tumor Foundation funds the development of new therapies to improve quality of life and increase survivorship. We serve the more than 28,000 children and teens in the United States who are living with the diagnosis of a brain tumor. Holmes is a Ride for Kids Star. Ride for kids like him or go to CureTheKids.org.!



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Story By Jim Costa – owner Yearwood Performance Center



NITROUS Part 1

Nitrous oxide, NOS, Spray, N₂O, or laughing gas, call it what you will, I call it awesome. It consists of two parts nitrogen to one part oxygen. By injecting it into your engine, it will allow your engine to burn additional fuel which ultimately creates more horsepower, which is what it is ALL about. Originally discovered in the 1700's, it's first popularity came years later as an anesthesia for sedating patients, Nitrous wasn't really used in the combustion engine until in World War II when it was used on airplanes.

Nitrous oxide is one of the great altitude equalizers we get to play with. If you have a 400 horsepower engine in your car, and you live in Albuquerque, you really have closer to 300 horsepower. If we use a 100 horsepower shot of nitrous oxide on your engine, we are really only getting the horsepower back that you lost because of our altitude. Plenty of people use nitrous oxide on their engines at sea level. So, in this case, our altitude isn't a bad thing, we can add even more nitrous oxide to our engine. It's all a matter of cylinder pressure, at our altitude cylinder pressures are lower than at sea level. That lower cylinder pressure allows us to introduce larger amounts of nitrous oxide. We can get nitrous systems for just about every application from 3000 horsepower drag cars to everyday driven street cars, diesel trucks, even motorcycles and snowmobiles.

Basic nitrous kits usually come with a 10 pound bottle and bottle mounting brackets, all the necessary steel braided lines, electric solenoids, wiring and a full throttle switch. They use two separate 12 volt solenoids that open to release either the fuel or nitrous into your engine through the nitrous plate or nozzle. There are two main types of nitrous systems, dry and wet systems. A wet kit will introduce both nitrous and fuel. A dry shot will only shoot nitrous; typically this is only done on engines that have the ability to add the extra fuel through their fuel injectors.

There are four types of wet systems; single nozzle, direct port, plate kits, and plenum bars. All of which are just different ways of discharging the nitrous and fuel into the intake manifold. Dry systems use nozzles to inject the nitrous only into the plenum or intake runners. There are always variations and different methods of delivering the nitrous to the engine.

Next month we will dive into more of the actual tuning and use of nitrous oxide. Meanwhile, if you have any questions or concerns, swing by and talk to us about your needs or come on by and get your bottle refilled.



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SEPT - OCT 2016 LOCAL SERIES

ABQ DRAGWAY

SEPT 16, FRI
YEARWOOD "TAKE IT TO THE TRACK"
Gates Open 6pm

SEPT 24, SAT

MOPAR VS. THE WORLD
Gates Open 9am

SEPT 25, SUN

SEPTEMBER SHOWDOWN
Gates Open 9am

OCT 9, SUN

YEARWOOD "TAKE IT TO THE TRACK"
Gates Open 11am

NM MOPAR CHALLENGE

OCT 15, SAT

HOT ROD RUMBLE

Gates Open 10am

AFX Nostalgia Super Stockers
& Old Time Gassers

OCT 16, SUN

OCTOBER CLASSIC

Gates Open 9am

OCT 22, SAT

YEARWOOD "TAKE IT TO THE TRACK"
Gates Open 11am
SWDRA Bracket Race

OCT 23, SUN

YEARWOOD "TAKE IT TO THE TRACK"
Gates Open 11am

SANDIA MOTOR SPEEDWAY CLAY OVAL

SEPT 10

FALL FRENZY WING SPRINTS

Racing Starts 6:30

SEPT 17

RATTLESNAKE RALLY NON-WING SPRINTS

Racing Starts 6:30

SEPT 24

DYNAMITE DASH

NON-WING SPRINTS

Racing Starts 6:30

OCT 1

MODIFIED MADNESS A-MODS / X-MODS

Racing Starts 3:30

OCT 8

SPRINT CAR STAMPEDE WING SPRINTS

Racing Starts 3:30

SANDIA MOTOR SPEEDWAY PAVED OVAL

OCT 22, SAT

SOUTHWEST ASPHALT CHAMPIONSHIP
Racing Starts at Noon

Modifieds, Factory Fours & Karts

OCT 23, SUN

SOUTHWEST ASPHALT CHAMPIONSHIP

Racing Starts at Noon

Modifieds, Factory Fours & Karts

SANDIA MX @ MORIARTY

SEPT 17 - 18

MORIARTY MX SERIES RD 4

Sandiamx.com

SEPT 25

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OCT 9

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OCT 15 - 16

MORIARTY MX SERIES RD 5

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OCT 23

OPEN PRACTICE 9A-2P

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OCT 30

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PRO SERIES

SEPT - OCT 2016

NATIONAL HOT ROD ASSOCIATION

Mellow Yellow Series

SEPT 16 - 18

NHRA CAROLINA NATIONALS

Charlotte, NC

SEPT 23 - 25

NHRA MIDWEST NATIONALS

St. Louis, MO

OCT 13 - 16

NHRA KEYSTONE NATIONALS

Reading, PA

OCT 27 - 30

NHRA FALL NATIONALS

Dallas, TX

NASCAR CAMPING WORLD TRUCK SERIES

SEPTEMBER 16

AMERICAN ETHANOL E15 225

Chicagoland Speedway

SEPTEMBER 24

UNOH 175

New Hampshire Motor Speedway

OCTOBER 1

DC SOLAR 350

Las Vegas Motor Speedway

OCTOBER 22

FRED'S 250

Talladega Superspeedway

OCTOBER 29

TEXAS ROADHOUSE 200

Martinsville Speedway

NASCAR - XFINITY SERIES

SEPTEMBER 17

DRIVE FOR SAFETY

Chicagoland Speedway

SEPTEMBER 24

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Kentucky Speedway

OCTOBER 1

DRIVE SOBER 200

Dover International Speedway

OCTOBER 7

DRIVE FOR THE CURE 300

Charlotte Motor Speedway

OCTOBER 15

KANSAS LOTTERY 300

Kansas Speedway

NOVEMBER 5

O'REILLY AUTO PARTS CHALLENGE

Texas Motor Speedway

NASCAR SPRINT CUP SERIES

SEPTEMBER 25

NEW ENGLAND 300

New Hampshire Motor Speedway

OCTOBER 2

CITIZEN SOLDIER 400

Dover International Speedway

OCTOBER 8

BANK OF AMERICA 500

Charlotte Motor Speedway

OCTOBER 16

HOLLYWOOD CASINO 400

Kansas Speedway

OCTOBER 23

ALABAMA 500

Talladega Superspeedway

OCTOBER 30

GOODY'S HEADACHE RELIEF 500

Martinsville Speedway

NOVEMBER 6

AAA TEXAS 500

Texas Motor Speedway

INDY CAR

SEPTEMBER 18

GRAND PRIX OF SONOMA (FINALE)

Sonoma Raceway

FORMULA ONE

SEPTEMBER 18

SINGAPORE GRAND PRIX

Singapore Street Circuit

OCTOBER 2

MALAYSIA GRAND PRIX

Sepang International Circuit

OCTOBER 9

JAPANESE GRAND PRIX

Circuit Suzuka

OCTOBER 23

UNITED STATES GRAND PRIX

Circuit of the Americas

OCTOBER 30

MEXICAN GRAND PRIX

Autodromo Hermanos Rodriguez

RACING EVENT CALENDAR

Upcoming events at the Albuquerque Dragway

September Showdown

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