

NEW MEXICO

# MOTORSPORTS

MAY 2016 VOL #1 ISSUE #1



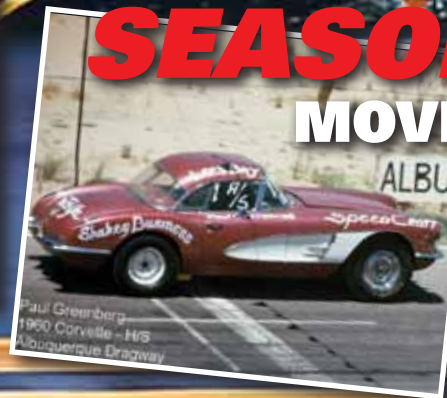
Report \$5

58TH  
ANNUAL  
DAYTONA  
**500**

TRICKS OF THE  
**TRADE**

ABQ DRAGWAY  
**HISTORY**

**NASCAR  
OFF  
SEASON  
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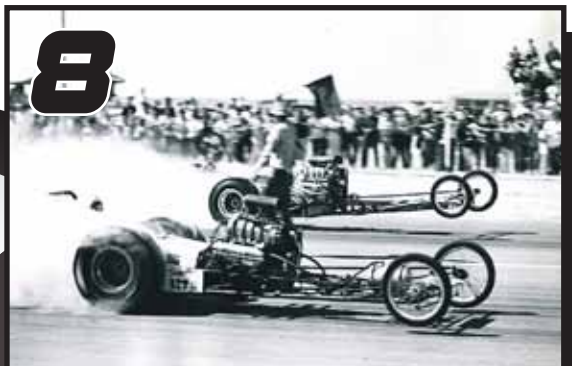
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# DAYTONA RISING



Story by David Swope

**DAYTONA BEACH, Fla.**—Daytona International Speedway started a \$400 million reimagining, dubbed “Daytona Rising” in July of 2013. The project was completed before the 2016 Rolex 24 at Daytona and was on full display for this year’s Daytona 500.

Five expanded and redesigned entrances, or “injectors,” lead fans to a series of escalators and elevators, transporting them to three different concourse levels. Each level features spacious social areas, or “neighborhoods,” along the nearly mile-long front stretch.

Daytona International Speedway now has approximately 101,500 permanent, wider and more comfortable seats, twice as many restrooms and three times as many concession stands. In addition, the speedway now features over 60 luxury suites with trackside views and a completely revamped hospitality experience for corporate guests.

Joie Chitwood III, president of Daytona International Speedway, oversaw the construction.

“The IFC has 12 race tracks including Daytona and all additional 11 track presidents are here working and learning lessons from Daytona Rising and how these lessons can be applied to their tracks,” Chitwood said.

Daytona Rising is modeled on NFL Stadiums and modern features that are found there. Daytona Rising is more than just a track; it is NASCAR’s newest stadium.

Chitwood described the social media additions to Daytona International Speedway.

“If we designed this property even five years ago, it would look completely different that it does today,” he said. “Social media is extremely important because today people attend social events that include sports.

“We have areas for people to congregate, areas to be connected, Wi-Fi because people want to engage with family, friends and people in their social network throughout the event.”

NASCAR is the only professional sport that starts a new season with its version of the Super Bowl, The Daytona 500. The Sprint Unlimited, held one week before the 500, is a pre-season, all-star race held in Daytona. Two

qualifying races (the Can-Am Duels) finalize the line-up for the Great American Race on the Thursday before Sunday’s Main Event.

Daytona’s festival of racing, also known as Speedweeks, lived up to the hype. The 58<sup>th</sup> running produced the closest finish in the history of the event—a margin of victory of .010 seconds with Denny Hamlin edging out Martin Truex Jr.

The 2016 Sprint Unlimited was won by Denny Hamlin for his third victory in the non-points season opener. That victory, coupled with victories in 2006 and 2014, served notice that he would be a contender for his first Daytona 500 victory—more on that later.

Qualifying for the Daytona 500 returned to a “single” car qualifying and concluded with Sprint Cup Rookie, Chase Elliott putting the No. 24 on the pole for the second consecutive year.

Jeff Gordon watched from the FOX Sports booth as Elliott and his former Hendrick Chevrolet lead the field. Matt Kenseth qualified on the outside of the front row for Joe Gibbs Racing. All that was left was the Can-Am Duels to decide third on back.

The Duels were held on Thursday night, February 18<sup>th</sup>. The significance of that date to NASCAR fans was the passing of Dale Earnhardt Sr. in 2001. His son did not disappoint on that night, leading 43 of 60 laps and winning Duel No. 1.

“It’s real special,” Earnhardt Jr. said reflecting on the victory and the significance of the date.

“I try not to make too big a deal. I like people to remember dad, talk about dad. It really warms my heart to see the stuff on social media. That’s probably my best way to gauge the reaction to a day like this,”

Kyle Busch won Duel No. 2, solidifying the fourth starting position for the Sprint Cup Defending Champion.



Denny Hamlin wins the 58th Daytona 500 by .010 over Martin Truex.

“I didn’t win this race to qualify myself for the fourth starting position, but with our teammate having trouble there at the end of the race, they’ll have to go to a backup car, it looks,” Busch said post-race. “We’ll get a chance to start on the front row. That’s pretty cool,”

The 58<sup>th</sup> running of the Daytona 500 started with tremendous fanfare and Florida Georgia Line entertaining the sold-out capacity crowd estimated at over 100,000 strong. Driver introductions and pre-race ceremonies created an electric atmosphere. Both his father, Bill Elliott, and team owner owner, Rick Hendrick, greeted Chase Elliott before he led the field to the green flag.

Chase Elliott led the first three laps before Dale Earnhardt Jr. took the lead on cheers of the sold-out crowd. The 500 had six caution periods for a total of 31 yellow flag laps and the BIG crash never came.

Fan favorites Chase Elliott, Dale Earnhardt Jr. and Danica Patrick all failed to finish. There were 20 lead changes among 15 drivers with the final lead change coming out of turn four on the final lap.

The closest finish in Daytona 500 history was a .010 margin of victory with Denny Hamlin coming from the third position on the track leaving turn 4 heading to the checkered flag.

JGR cars were in positions 1, 3, 4 & 5 with an alliance Toyota for Furniture Row sitting in second. Toyota had the field covered that afternoon and would go on the claim its first Daytona 500 victory.



Kevin Harvick made a move to the high side as momentum built coming out of turn four. Denny Hamlin moved up to both capture the momentum and block Harvick.

Kenseth had to make a decision to either stay with Truex on the bottom or go to the top with Hamlin. Kenseth's move to the high side overshot the "freight train" that Harvick started and sent him into a third lane, higher than Hamlin. Hamlin crossed over Kenseth and with a little contact got Kenseth loose.

Hamlin's momentum and bump drafting from Harvick put him in the lead by inches over Truex.

"Wish I would have crowded him up the track a little bit more late down the frontstretch," Truex commented following the race.

It was unclear to the human eye who won until the computer displayed Hamlin the winner on the big screen around the track.

A photo finish victory for Joe Gibbs Racing, Toyota and Denny Hamlin capped a historic Daytona 500.

"It's the pinnacle of my career, for sure," Hamlin said. "I haven't got a championship yet. This is obviously the biggest win for myself. It's just the circumstances, J.D. Gibbs, who found me about 12, 13 years ago, it's his birthday today, he's been so pivotal to myself and my team and supporting me for the past 11 years."

Coach Joe Gibbs has won three Super Bowls, and now, two Daytona 500s. Coach compared the two.

"I will say this: it's exactly the same when it comes to people, because you win with people. In football that's the case. Denny and Mike will tell you, it's our people. So that part of it doesn't change. Most people never get to have a dream in life. I've had two from an occupational standpoint. I'm probably one of the most blessed guys in the world. I thank the Lord for that."

I was lucky enough to witness greatness, humility and humanity with my experience at the Daytona 500, and across the street after the race. With only 10 people in the restaurant, Joe Gibbs and his team celebrated their victory at Stake and Shake.

They could have gone anywhere but they chose to go there. I asked Coach "Why Stake and Shake?"

"After we won with Dale Jarrett 23 years ago, we did not know where to go once we left the media center. We were new to the sport, after all, it was the second Daytona 500 we entered. So we just came across the street to Stake and Shake.

"We came here tonight because it only seemed right to remember where we had come from."



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Story by Dominic Aragon

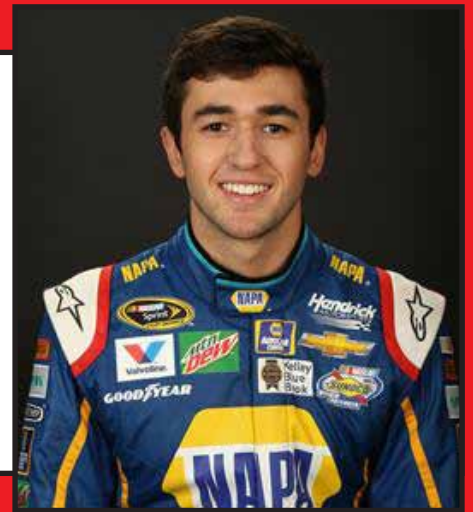
## off-season moves

The NASCAR off-season provides the opportunity for drivers to explore options, move up (or down) to other series, and join other teams. The NASCAR Sprint Cup Series saw off-season moves that have placed familiar faces in new places.

Perhaps the biggest off-season move was the retirement of Jeff Gordon. After 23 full-time seasons and 797 consecutive starts, the four-time champion retired from racing, moving to the FOX NASCAR booth in 2016. 20-year-old Chase Elliott, one of five rookie drivers this season, has filled the shoes with sponsorship from NAPA Auto Parts. Elliott moves up from the NASCAR XFINITY Series, where he won the championship in 2014.



*Chase Elliott*



*Clint Bowyer*

Eight-time Sprint Cup winner Clint Bowyer is now with HScott Motorsports after the shutdown of Michael Waltrip Racing. Bowyer replaces Justin Allgaier, who moves to the XFINITY Series full-time for JR Motorsports. Bowyer drove the last four seasons at Michael Waltrip Racing, amassing three wins with the organization. Bowyer will continue to sport the 5-Hour Energy paint scheme and No. 15. The HScott ride will last one season, as Bowyer is set to replace the retiring Tony Stewart in the No. 14 in 2017.



**B**rian Scott, another rookie-of-the-year candidate, replaces Sam Hornish Jr. at Richard Petty Motorsports. Hornish ran one season at RPM, posting three top-ten finishes en route to a 26th position in overall points. Scott competed six full-time seasons in the XFINITY Series, finishing inside the top-ten in points five times and posting a career best second-place four times.



**Brian Scott**



**David Gilliland**



**Landon Cassill**

Front Row Motorsports experienced a complete shakeup with their lineup in 2016. All three drivers, who ran the majority of the season in their respective cars, did not return to their seats. David Gilliland, a veteran of FRM since 2010 and 2015 rookie-of-the-year Brett Moffitt were replaced by Landon Cassill and 2016 rookie candidate Chris Buescher. The team's third car with driver Cole Whitt shut down at the conclusion of the 2015 season. Cassill comes to FRM after running three seasons with Circle Sport/Hillman Racing. Buescher moves up to Cup after winning the 2015 XFINITY Series championship.



Lastly, a fourth generation Earnhardt will be running a majority of the schedule in 2016. Jeffrey Earnhardt, grandson of Dale Earnhardt and nephew to Dale Earnhardt Jr., will be one of the drivers running for rookie-of-the-year. The 26-year-old will pilot the No. 32 Ford Fusion for GO FAS Racing with sponsorship from CanAm. Past series champion Bobby Labonte will pilot the car in four races this season.

Another "move" will be Furniture Row Racing's manufacture move from Chevrolet to Toyota. Since the team's inception in 2005, the single-car operation based in Denver, Colorado has fielded Chevys for its drivers. Martin Truex Jr. returns to the driver's seat for a third consecutive season fresh off an appearance in NASCAR's final four.



**Martin Truex Jr.**





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# ABQ DRAGWAY HISTORY

Story by Lyle Greenburg



Paul Greenberg  
1960 Corvette - H/S  
Albuquerque Dragway  
Late 1960's

**A**lbuquerque Dragway has just opened up for its 52nd season and I'm sitting here wondering how many times I have made the drive up the hill to that track. My family has been involved in the track since the very beginning. Back in the early 1960's, Paul Greenberg (my father) was a member of the New Mexico Timing Association ("NMTA") when they were planning the construction of track. Dale Schafer has done an exceptional job of chronicling the history of the track in his book Albuquerque Dragway History 1961-1974. Dale talks of the difficulties raising money, finding land and all the other details that threatened to derail the project. Dale recalls how there were many

meetings on my mom and dad's back porch planning the track. Through the efforts of many of the association's members, construction of the track was started. My father loves to tell people that he would go out to the track to work and I would tag along and play with toys, adding that my 3 or 4-year old self made some of the first "runs" down the track on my tricycle.

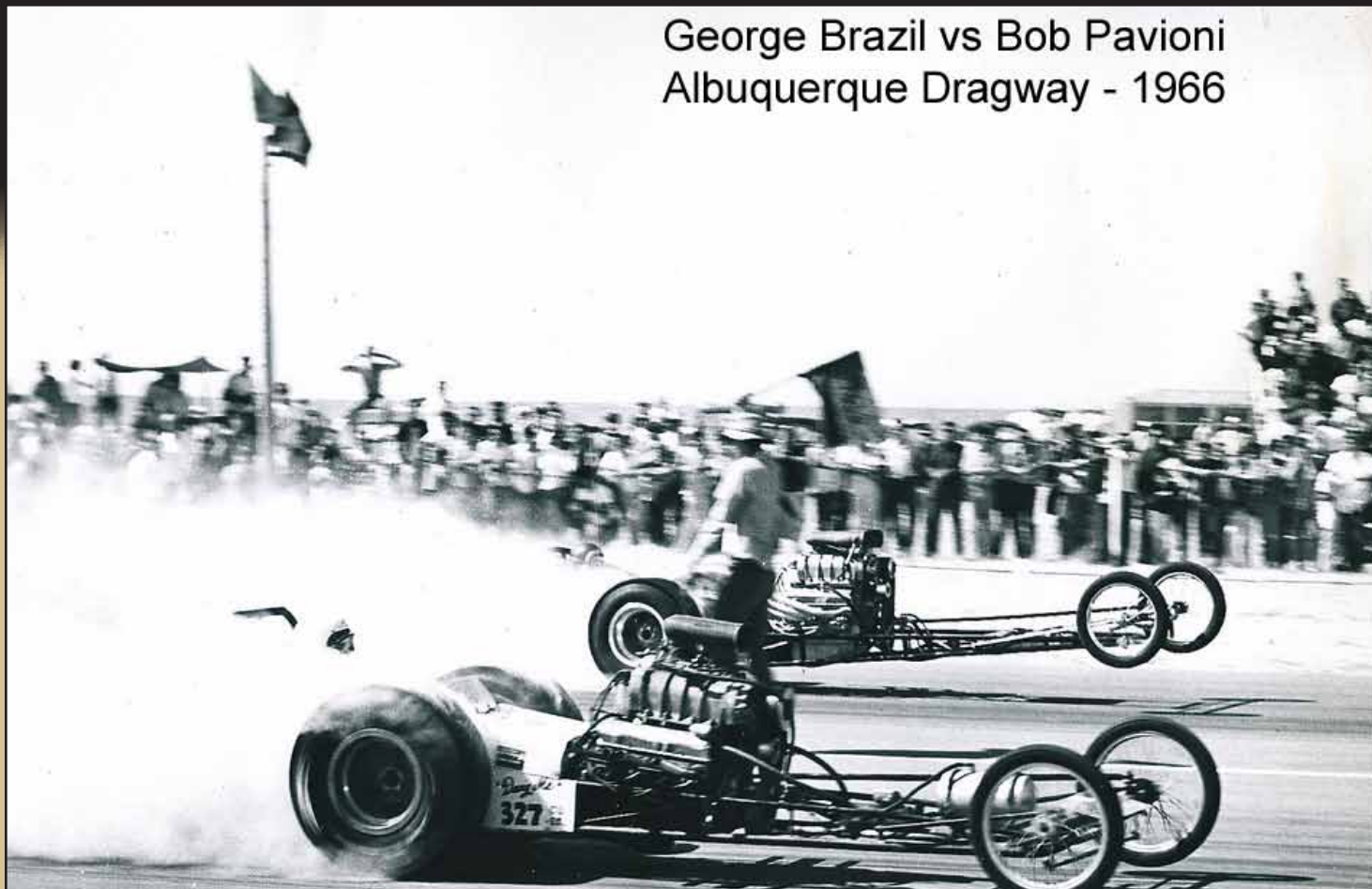
When the track opened, my dad began racing his 1958 Chevrolet. He had a lot of fun, but that car was a dual purpose street/strip car and, while it won some class winner trophies, it wasn't a threat to win any eliminator trophies. In those days they only ran a race

once a month and my mom, dad, brother and I would go to almost every race. The NMTA sold bonds to finance the track's construction and my dad purchased one. That turned out to be an exceptional investment as bondholders were given free admission to the races. There is no telling how much my dad saved in the years he held that bond, but it was almost certainly more than the bond had cost. Plus, the bonds were eventually retired and paid off, giving him his initial investment back.

It was not an exaggeration to say I grew up at Albuquerque Dragway. Some of my earliest memories are at the track. When I was 6 years



## George Brazil vs Bob Pavioni Albuquerque Dragway - 1966



old I remember playing with plastic dragsters in the sand behind the timing tower. By the time I was 8, my parents practiced what would now be called "free range parenting," with my "range" being the drag strip. I knew many of the racers by name and would walk around the pit area watching, wishing and learning. While I was wandering around and dad was racing, my mom was extremely involved at the track as she often worked the gate and prepared the gate receipts for deposit to the bank.

My memories of the races themselves were almost always centered on the cars that were "booked" in. Dale Schafer was very successful in getting many of the biggest stars in drag racing to come to Albuquerque and match race. I still have many of the handout cards that were given out by the drivers. Some of the drivers I watched during those years included Don Prudhomme, Don Garlits, Chris Karamesines, Dickie Harrell, Bill "Maverick" Golden, "Wild" Willie Borsch, my local hero Bob Pavioni and literally dozens of other big-name drag racers. One of my favorite internet sites is Joe Sherwood's Photo History of Albuquerque Dragway located at <https://kingnitro.smugmug.com/Other/History-of-Albuq-Drag-racing/>. That site has pictures of hundreds of cars that raced there over the years.


Up until 1971, my dad raced a series of Stock Eliminator cars with modest success. He had a 1957 Chevy and then a 1960 Corvette.

Those were fun cars, but never as successful as he hoped. But 1971 marked a turning point in my dad's racing career. He started racing an Oldsmobile 442 W-30 NHRA-legal Stocker with Oldsmobile factory backing. With this car he immediately became a threat to win any race that he attended. In 1972, he converted the car into a Super Stocker and continued to win many races through 1973. One memorable photo caption in a 1972 track program said "Is there no stopping the screaming orange Olds?" In 1973, Car Craft magazine covered New Mexico in their "Drag Racing USA" series and specifically mentioned Paul Greenberg as the guy to beat. The 442 was the first car that I actively participated in the maintenance and tuning and it really ignited my desire to drive a race car as soon as I was old enough to get my driver's license. By 1974, my dad returned to college to get his MBA and parked the race car in the garage where it sat for a couple of years.

With my dad temporarily out of racing, I began to help long-time family friend Jerry Harris with his 392 Hemi powered AA/D in 1974. Jerry ran this car in Competition Eliminator and Pro Comp Eliminator at tracks in New Mexico, Texas and Colorado. This gave me my first exposure to open wheel race cars and supercharged engines, both of which would become a recurring theme later in my racing career.

In late 1974, I turned 15½ and got my driver's license. Finally, I could go race instead of just watching and working on the car. I tried hard to

Continued on next page




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Paul Greenberg  
1970 Olds 442 W-30 - D/SA  
NHRA Winternationals - Pomona, CA



The Greenberg Collection  
Winged Express AA/FA  
Albuquerque Dragway - 1970

#### Continued from previous page

get my dad to let me drive the Olds 442, but he told me I had to earn my way into the seat of that car. Instead he let me race his 1966 Chevy Nova that had a 283 and a powerglide. It would rip off low 20 second ETs at will. As slow as the Nova was, it seemed as though I could compete in the then-new form of racing called ET Brackets. The bracket racing was popular right off the bat and there were 100+ cars at the first race I ran in 1974. There was a good mix of race cars and street cars that were broken into 4 brackets. The winners of each bracket were then paired off in a 2 round shootout for the overall win. I was able to win the Bracket 4 group that was for slooow cars and then won the shootout to take the overall win. I backed that up with a runner-up finish at the event that was run in Dec. 1974. That race marked the end of the Dale Schafer/NMTA era as he sold the track to new owners at the end of 1974. I am grateful that Dale remains a good friend today and says that he and my dad are the last two left that participated in the planning and construction of the track.

The next installment will cover the years after 1975.

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# "TRICKS of the TRADE"

Story By Jim Costa – owner Yearwood Performance Center



It is an honor to be writing for the inaugural edition of NM Motorsports Report magazine.

Hopefully this monthly column can shed some light on different topics that appeal to your automotive interests but for now, let's cut to the chase. This topic could have a huge impact on your need for speed.

So, what were they thinking? Mid last year the EPA (U.S. Environmental Protection Agency) decided to change some regulations for all vehicles that fall under their control. The newly worded "Clean Air Act" prohibits anyone from modifying his or her own vehicle from stock regardless if it passes the emissions standard.

As Americans, we have been modifying vehicles since the horse and buggy. Why? Because we wanted more horsepower. Even when it related to real horses we wanted more. We have been doing this to our vehicles since their inception. NASCAR was founded almost 70 years ago on the premise that an ordinary street car could be converted into a race car. There is racing all over the country and modifying your stock vehicle is what it's all about.

There might be more to it than most of us can imagine. If you aren't allowed to put aftermarket parts on your own vehicle, all the parts would have to come from the auto manufacturers. You wouldn't be allowed to change your carburetor or your fuel injectors unless you bought them from

FORD, GM, or Chrysler. The manufacturers would be dictating what we can do, pricing (where else are you going to buy it???) and availability. If they decided they no longer wanted to make parts for your car or truck, then what? Maybe you would be forced into buying a new one. Guess what? They are in the business of selling cars. If you wanted to own a hot rod you could no longer build one, you would have to buy one. Call me a conspiracy theorist, but who knows the real reasons why the government does what it does.

Fortunately, there's been enough interest generated by us citizens and by SEMA (Specialty Equipment Manufacturer's Association) that a bill has been introduced into Congress that can stop what the EPA is trying to do. Contact your Congressman and voice your opinion. Your support for "Recognizing the Protection of Motorsports Act of 2016" (RPM Act) is very important. This is our passion and they're trying to take it away from us. With enough support, this new bill will pass and the EPA will leave our hobby alone.

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Gates Open 9am

May 1, Sun

### HIGH OCTANE SHOOTOUT

Gates Open 9am

May 7, Sat

### YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

May 13, Fri

### YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

May 14, Sat

### CAR CLUB CLASH

Gates Open 6pm

May 21, Sat

### YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

May 27, Fri

### MEMORIAL DAY MAYHEM

Gates Open 5pm

May 28, Sat

### MEMORIAL DAY MAYHEM

Gates Open Noon

June 3, Fri

### YEARWOOD "TAKE IT TO THE TRACK"

Gates Open 6pm

June 4, Sat

### ALL OUT CALL OUT

Gates Open 4pm

### SANDIA MOTOR SPEEDWAY

#### PAVED OVAL

MAY 6

All Classes & Karts

Racing Starts 7pm

JUNE 3

All Classes & Karts

Racing Starts 7pm

### SANDIA MOTOR SPEEDWAY

#### CLAY OVAL

APRIL 30

Jackson Compaction Wing Springs

Racing Starts 6:30

MAY 7

Clay Craze Non-Wing Sprints

Racing Starts 6:30

MAY 14

May Mania Wing Sprints

Racing Starts 6:30

MAY 21

Spring Fling Non-Wing Sprints

Racing Starts 6:30

JUNE 4

Summer Classic Wing Sprints

Racing Starts 6:30

### SANDIA MX @ MORIARTY

MAY 22

PracticeSandiamx.com

MAY 28

Mud Bog Point Series Race

Sandiamx.com

JUNE 11-12

Sandia MX Series Round 1

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### NATIONAL HOT ROD ASSOCIATION

#### Mellow Yellow Series

APRIL 29

May 1 NHRA Spring Nationals Houston, TX

MAY 13 - 15

NHRA Southern Nationals

Atlanta, GA

MAY 20 - 22

NHRA Kansas Nationals

Topeka, KS

JUNE 3 - 5 NHRA

New England Nationals

Epping, NH

### NASCAR

#### CAMPING WORLD TRUCK SERIES

MAY 6

Toyota Tundra 250

Kansas Speedway

MAY 13

May Dover Race

Dover International Speedway

MAY 20

NC Education Lottery 200

Charlotte Motor Speedway

JUNE 10

Rattlesnake 400

Texas Motor Speedway

### NASCAR - XFINITY SERIES

APRIL 30

Sparks Energy 300

Talladega Superspeedway

MAY 14

May Dover Race

Dover International Speedway

MAY 28

Hisense 300

Charlotte Motor Speedway

JUNE 4

Pocono 250

Pocono Raceway

### NASCAR

#### SPRINT CUP SERIES

APRIL 24

Toyota Owners 400

Richmond International Raceway

MAY 1

Geico 500

Talladega Superspeedway

MAY 7

Go Bowling 400

Kansas Speedway

MAY 15

AAA 400 "Drive for Autism"

Dover International Speedway

MAY 20

Sprint Showdown

Charlotte Motor Speedway

MAY 21

Sprint All-Star Race

Charlotte Motor Speedway

MAY 29

Coca-Cola 600

Charlotte Motor Speedway

JUNE 5

Axalta "We Paint Winners" 400

Pocono Raceway

### INDY CAR

APRIL 24

Honda Indy Grand Prix of Alabama

Barber Motorsports Park

MAY 14

Angie's List Grand Prix on Indianapolis  
Indianapolis Motor Speedway Road Course

MAY 29

Indianapolis 500

Indianapolis Motor Speedway

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

### FORMULA ONE

MAY 1

Russian Grand Prix

Soschi International Street Circuit

MAY 15

Grand Prix of Spain

Circuit De Catalunya

MAY 29

Grand Prix of Monaco

Circuit De Monaco

# RACING EVENT CALENDAR





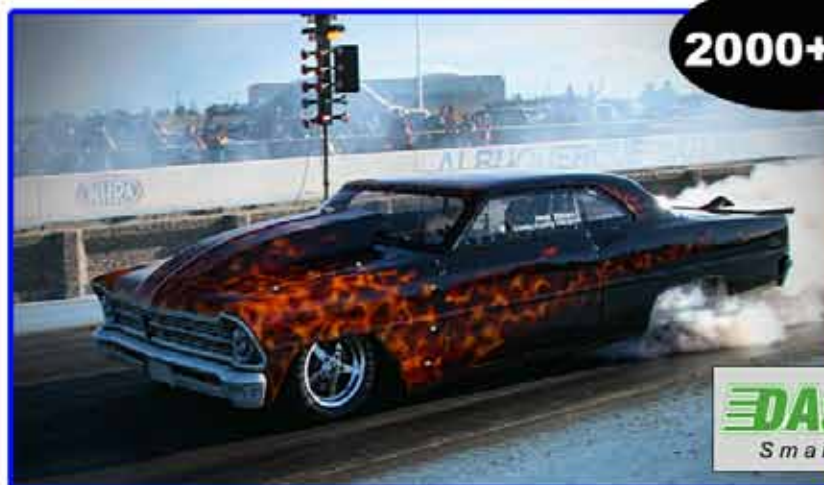
**Friday May 27th  
& Saturday 28th**

**Friday: Gates Open 5 pm  
Show Cars run at 8 & 10 pm**

**Saturday Gates Open Noon  
Show Cars at 4, 6, 8 & 10 pm**



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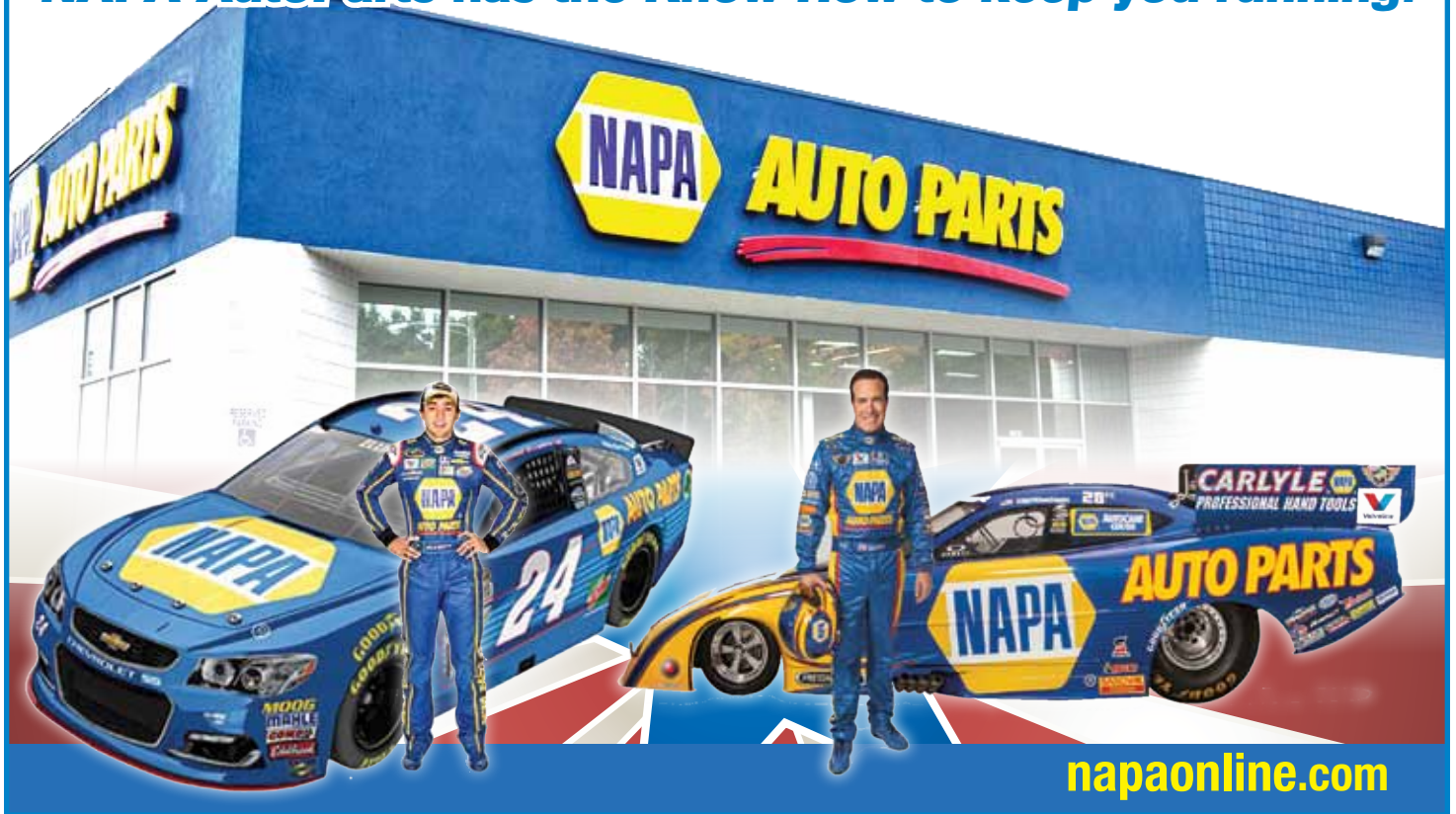
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