

Kramer, Todorow And Naftzinger Win NEETS Races At Grandview



BECHTELSVILLE, PA - The North East Enduro Tour Series (NEETS) took to Grandview Speedway for the running of the popular "Femduro" enduro events on Sunday.

Stephanie Kramer pulled out the ladies race win in the 50-lap event, with Steve Todorow and Shawn Naftzinger grabbing the wins for the guys.

An exciting 50 lap Ladies Race started the show with Tracy Berger-Carmen on the pole position. Berger-Carmen led the first five laps until Stephanie Kramer took over as both drivers got into lap traffic. However, Berger-Carmen stayed a close second and got by Kramer on lap 26. With third place runner Linsey Rummel not far behind, Kramer stayed glued to Berger-Carmen's bumper and regained the top spot once again by lap 31.

Carmen tried to stay within striking distance, but started to fade as Kramer took the checkers over Berger-Carmen, Linsey Rummel, Christine Detweiler and Gayle Curran.

First time enduro driver Rob Ramsey sat on the pole and led 29 fellow competitors to the drop of the green flag in the Four Cylinder enduro.

As the drivers diced it out on the first lap, it was Brian Yelk out in front followed by Steve Wilson.

Disaster struck on lap 34 as Yelk blew a tire and had to make a run into the pits, which made Wilson the new leader.

However, it was short lived as Lance Hoch who had worked his way through the pack passed Wilson on lap 37 with Steve Todorow and Jeff Walls battling it out for third.

Hoch began to slow and

Todorow, who was running second, began to move in and pass Hoch for the lead. A terrific battle then ensued between Wilson and Walls for the second spot.

The only red flag of the race came on lap 84 as Travis Schwenk's mount began to smoke and small flames could be seen as it rested next to the front stretch wall. The fire was quickly put out and racing resumed with Todorow leading the remaining laps to the finish over Wilson, Walls, Mike Wahl and Phil Levering.

Polesitter Ray Cinquars got his first lesson in NEETS enduro racing as he steadily led the pack as the race began in the 6/8-Cylinder enduro. Richard Petey took an early lead as the rest of the drivers tried to gain their bearings on the slick surface.

Richie Smith put pressure on Petey and took the lead by lap 5, but by lap 17, Smith spun out giving the lead to Vern McLaughlin, who held steady until being spun on lap 24. That handed the lead to Mike Hires.

Lap 51 found Petey losing a tire and had to head into the pits, giving Shawn Naftzinger the second place position. However, Hires suffered a flat tire shortly after, which gave Naftzinger the lead. Tim Pauch ran in second place.

After a quick red flag to remove heavy debris from the track, an exciting battle began between Naftzinger and Pauch raged on and the two swapped the top spot while the clock ticked down.

When the checkered flag flew it was to be Naftzinger at the point followed closely by Pauch, Steve Haegle, Chuck Detweiler and Duane Eidem.



ENDURO THRILLS 1) took place during Sunday's NEETS event at Pa.'s Grandview Speedway; 2) This driver had real problems!
(Photo 1 by Tom Jaeger; No. 2 by Henry Wilt)

The "Working Man's Syracuse" Was A Huge Success



Saturday at N.Y.'s Five Mile Point Speedway was the racing event known as the "working man's Syracuse."

It was otherwise known as the Short Track SuperNationals, promoted by Brett Deyo. Many people wondered if this show would be successful, especially going up against Super Dirt Week. Well I think it is very safe to say that this show was a huge success.

An excellent gauge of just how big this show was could be told by looking at the parking lots. They were full at four in the afternoon on Saturday and all area roads leading to track were packed on both sides with cars. Some people parked a half mile away and walked to the races in sub freezing temperatures. At the end of the races there was a nearly one hour traffic jam getting out of the track.

Seventy Modifieds competed on Saturday at Five Mile Point with 69 drivers racing them. That was after Billy Van Pelt was forced to his backup car, after blowing a motor in his primary mount. Joining them were 34 Pure Stocks, 18 Four Cylinder Stocks, and 12 Vintage Cars.

I really enjoyed seeing Lynn Highhouse racing once again in the Vintage division. Lynn restored one of his old Olsen cars and bolted on the drag rubber to race on Saturday.

The Modified field was diverse indeed, with a wide variety of drivers from five different states in action. The racing action was good and very intense as only 27 of the 70 cars made the feature. The track didn't come up as wide as it normally is at Five Mile, but the racing was still good.

There were reasons why this show was so successful. First off many people just don't like Syracuse anymore. Reasons range from the high prices to lack of quality racing. Saturday at Five Mile Point you had a legitimate 69 car field in the featured division racing for 27 qualifying positions. There were no time trials as heat races and consolations determined the starting field. Another plus on Saturday was the admission price, as only \$18 gained

you entrance into Five Mile Point.

Secondly all drivers who competed on Saturday didn't have to build new cars or purchase new \$50,000 engines just to have a chance to run on Saturday. It was a "Saturday night racers" event, where anyone, no matter who you were, showed up and raced.

Third, the past few years only a handful of racers who call Pennsylvania, New Jersey, Maryland, and Delaware home have been willing to run Syracuse. As a majority of these racers have cars that are not legal to run Syracuse, they feel "why spend the money when you can't be competitive?" So instead of towing four plus hours to race and staying almost the entire week, they could tow a shorter distance and do it all within one day.

I know on Saturday it was great seeing many racing friends from Pennsylvania, New Jersey, and other areas that I haven't seen in a long time. There was a great atmosphere at Five Mile Point on Saturday and many people remarked on Saturday that it was just like the good old days at Five Mile Point with the big car counts and packed grandstands.

Overall, it was a great show that was a huge success, and has everyone waiting for the third edition of the Short Track SuperNationals in 2010.

The past few weeks there has been plenty of news in my regional area on race tracks changing hands. In my opinion, Ted White is going to do an excellent job at Woodhull. I think that even more after talking with Ted recently at Accord. Yes Ted is going to tweak things just a bit at Woodhull and that is not bad thing at all in my opinion.

It is good to see Redline reopening under the leadership of Vern Wasson, Carol Houssock, and Kyle Lefelhoc. Like I stated earlier this year when Redline abruptly closed there were many other issues behind the scenes that caused the closing. I think with new people in charge with a new attitude and hopefully the people who caused the problems will clean up their act. Redline will be a successful race track once again in 2010 and I think going with Crate Sportsman as the headline class is a smart move to boot.

I haven't had a chance to visit Dunn Hill 2 yet this year but I hear things are going well. Yes, they are experiencing some growing pains like most newly reopened and newly promoted tracks go through. Hopefully during the off season Dunn Hill 2 can get its growing pains straightened out, and also work with the new people at Redline to create a nice two track deal.

Mid-October Modified Memories

Looking Back A Bit

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During the week in racing, *forty years ago*, in 1969, the *big* event of the weekend was the annual Race of Champions for pavement Modifieds at Pa.'s Langhorne Speedway. Ray Hendrick and Dutch Hoag were the pole sitters, and these two legends put on one of the greatest races ever seen. They ran wheel to wheel for 90 laps, until Hoag lost oil pressure and had to drop out. From there, Hendrick cruised to the 200-mile victory. Roger Treichler finished second, followed by Jerry Cook, Chuck Boos, Merv Treichler, Guy Chartrand and Richie Evans.

Thirty-five years ago, in 1974, the Race of Champions had moved to Trenton, N.J., and was stretched to 300 miles on the 1-1/2 mile kidney shaped track. Fred DeSarro, having had a sub-par season, showed up with a tri-colored creation owned by Len Boehler and proceeded to put on one of the best all time performances at that track. DeSarro was in the hunt all day, but it all came down to the last lap. That's when he and long time rival Buggy Stevens came off of turn four wheel to wheel for the win. The crowd was on its feet as the two raced to the finish line, with DeSarro taking the victory by less than six inches. Stevens finished second with Satch Worley third.

Thirty years ago, in 1979, the Thompson, Ct., World Series featured a 50-lapper for the Modifieds. Richie Evans won, followed by Dave Thomas, Charlie Jarzombek, Ronnie Bouchard and Eddie St. Angelo...Denny Wheeler won the Thompson Supermodified portion, besting Bentley Warren and Doug Heveron...Bobby Fuller was first in the Late Model main event.

Twenty-five years ago, in 1984, the Thompson World Series Modified feature went to Reggie Ruggiero, who bested the master, Richie Evans. Brian Ross was third...At N.J.'s Wall Stadium, Doug Wolcott took the Saturday night Modified win over Tony Siscone and Gil Hearne.

Twenty years ago, in 1989, the World Series was scheduled at Thompson. Qualifying was done on Saturday, but before the Sunday features were to begin a section of the main grandstand collapsed. Luckily only a few spectators were in their seats and only a few minor injuries incurred. The event was rescheduled to November 12. The grandstand had reportedly been in place since the speedway was built in 1939. What was left was bulldozed and carted away and a new, all steel grandstand which is in place today, was erected.

Fifteen years ago, in 1994, the World Series at Thompson drew 467 cars for nine divisions and a near record attendance of 14,000 fans. In the Modified Tour 125-lapper, Jan Leaty pitted early for

tires and then drove his way to the front. He took the lead on lap 74 and went on to win over Mike Ewanitsko, Reggie Ruggiero, Tim Connolly, Satch Worley and Mike Stefanik...John Anderson was the SK winner over Tom Tagg and Bert Marvin...Tommy Fox was victorious in the Late Models that day at Thompson.

Ten years ago, in 1999, it was a big weekend and a sad one to say the least. Riverside Park Speedway, a Saturday night racing institution in Massachusetts for many fans and competitors, ran its last event before the oval would be destroyed to make way for more amusement park rides. Bob Polverari, a many time Park champion, scored his 38th career victory after Ed Flemke Jr. and Brad Hietella tangled with eight laps to go in the 100-lap Modified feature. Chris Wenzel finished second, ahead of Flemke and Rob Summers. Todd Szegegy was the SK Modified winner. Prior to the final event, Richie Evans, Polverari, Mike Stefanik and NASCAR Chief Steward Richard Brooks were inducted into the Riverside Park Hall of Fame...At Thompson, Rick Fuller won the rains out World Series-Featherlite Modified Tour 125. Fuller took the lead from eventual runner-up Tim Connolly on lap 118. Tony Hirshman was declared the 1999 Tour champion. Szegegy carried his winning momentum from Riverside to Thompson, as he won the 30-lap SK World Series main...Driving a Supermodified normally raced by Mike Ordway, Ted Christopher started last in that division's feature. With all of the fans cheering, TC took the lead with two laps to go and went on to victory...Bryan Wall won the Busch North Finale at Lime Rock...Dale Earnhardt Sr. was first in the NASCAR Winston Cup race at Talladega.

Five years ago, in 2004, the NASCAR Featherlite Modified Tour was at Thompson Speedway. Fifty Modifieds were there, and it was also showdown time between Tony Hirschman and Eddie Flemke Jr. for the Tour title. In what had to be one of the best events ever put on by the Modified Tour, Mike Stefanik came from the last starting spot to take a convincing win. Hirschman, who led the first 33 laps, ended up third in the final rundown and secured his fourth Modified Tour Championship. Hirschman was able to breathe easier after an incident on a lap 58 restart that ultimately eliminated Flemke from the title chase.

Thompson's regular Dodge Weekly Racing Series drivers also provided some excellent racing during the World Series Weekend. James Civali took the win in the 30-lap Sunoco SK-type Modified event. Ted Christopher started on the pole and led nearly all the way, except for a brief moment when Kerry Malone was in front before dropping out. Civali glued himself to Christopher's bumper, then made his move when they exited the fourth turn on the final lap. Christopher attempted to block but Civali held fast and the pair touched. Christopher lifted long enough to allow Civali to forge ahead and take the win. During the slow down lap Christopher spun Civali in turn two... The NASCAR Busch North Series traveled to Wall Stadium in New Jersey on Saturday to wrap up their season. But on and off rain all day forced officials to cancel the event. It would not be made up. Andy Santerre had already wrapped up the series championship.

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