

## “Watson wins 75 lap NAAPWS Late Model feature”

April 9th, 2022

Racing returned to the Catawba Valley on a cool Saturday night, but the action on the track brought the heat.

The Heritage Finance Street Stocks would start off the night's festivities with their 30 lap feature. Kevin Eby in the #03 would pace time trials and start from the top spot with Jonathon Smith in the #16 to his outside. Eric Zeh in the #34 and DJ Little in the #11 would make up row two for the start. Eby and Smith would battle door to door on the first lap with contact between the two sending Smith spinning in turn two. The caution would fly as the field would rereck for a complete restart with Smith joining the race at the rear of the field. Eby and Zeh would bring the field back to the green flag. Eby would move quickly to the lead Zeh and Little battling for second. Smith would quickly move his way back to second by lap 4 as the caution would fly when mechanical problems would cause Little's car to stop in turn one. The restart would see Eby and Smith once again up front for the green flag. Eby and Smith would duel for the top spot with Smith taking the top spot after several laps side by side. Eby would quickly look to get around Smith to move back to the top spot. Over the next 25 laps the two lead cars would seemingly be hooked together as they would battle for the win. As the two would come off of turn four on the final lap they would make contact and get stuck together for the final run to the checkered flag. Eby would take the win by less than a car length as the two would come untangled just short of the finish line. Smith would crash hard into the inside wall, but remain 2nd as Zeh would grab 3rd. Baron Kuritzky in the #16K would finish 4th and Ethan Johnson in the #2 would take 5th.



Next up would see the Super Trucks roll off next for 35 laps of action. The #9 of Charlie Watson would set fast time in qualifying and start from the pole position with the #30 of Joey Shuryan to his outside. Row two would see Josh Goble in the #65 and Ricky Dennie in the #6, side by side for the green flag. Watson would pull to the lead with Shuryan in his tire tracks. Dennie would move around Goble into third on the track. Lap 10 would see Watson, Shuryan, Dennie, and Goble nose to tail for the lead. Dennie would move to second on lap 13 and Goble would follow on lap 14 to third as Shuryan would drop to fourth. Lap 22 would see the caution fly as Dennie would suffer mechanical failure and come to a stop on the track in turn four. The restart would see Watson and Goble bring the field back to the restart. Watson would pull quickly to the lead with Goble close behind. Lap 30 would see the yellow flag fly as Charlie Neill in the #2 would spin after contact with the #12 of Spencer Boyd. Watson and Goble would bring the field back to the green flag. Watson would move to the lead as Shuryan and Neill would move around Goble for second and third. Watson would prove too strong and drive on to the win. Shuryan would take 2nd with Neill taking 3rd. Boyd would finish 4th and Goble would settle for 5th.

The Paramount Auto Group Limited Late Models would hit the track next for their 35 lap feature. Graham Hollar in the #25 would pace time trials and start from the top spot with Akinori Ogata in the #14 to his outside. Colby Gibson in the #2 and Michael Bumgarner in the #97 would make up row two for the start. Hollar and Ogata would go door to door on the first lap with Ogata nosing ahead on the backstretch. Bumgarner would pressure Hollar for the second spot as they would pull to Ogata's bumper while running side by side behind him. Bumgarner would move to second on lap three. The halfway point would see Ogata leading and Bumgarner, Hollar, Gibson, and the #02 of Kyle Barnes all within striking distance. Ogata would drive on to take the win, his first at Hickory Motor Speedway. Hollar would complete a last lap pass in a clean battle with Bumgarner. Hollar would finish 2nd and Bumgarner would take 3rd. Gibson would finish 4th and Barnes would take 5th.

The NASCAR Advance Auto Parts Weekly Series would fire off next for their 75 lap feature. Ryan Wilson in the #2 would pace time trials and start from the top spot with Charlie Watson in the #7 to his outside. Matthew Gould in the #27 and two time Hickory Motor Speedway track champion Ryan Millington in the #15 would make up row two for the start. Watson would take the point on the start with Wilson facing a challenge from Millington for the second position. Wilson would hold on to second as Millington would settle into line behind him running third. Lap 6 would see the caution fly as contact between the #75 of Landon Huffman and the #17 of Skyler Chaney would send them both spinning and crews rushing to make repairs to get them back on track. The restart would see Watson and Wilson door to door for the start. Watson would move to the lead as Gould would challenge Wilson for second. Gould would take second as Millington would follow to third around Wilson. Huffman would break into the top eight on lap 14, bouncing back from the on track incident and subsequent repairs. The halfway point would see Watson, Gould, Millington, Wilson, and the #55 of Isabella Robusto as the top five. Watson would set the pace up front as he would begin to distance himself from his closest challengers. Huffman and Annabeth Barnes-Crum in the #12 would battle for 6th over several laps with Huffman finally taking the spot. Watson would flex his racing muscles once more and take the NASCAR Advance Auto Parts Weekly Series Late Model win. Gould would take 2nd and Millington would finish 3rd. Wilson would come home in 4th and Robusto would grab 5th.

Hitting the famed 3/8 mile oval next would be the the Renegades for their 20 laps. The #51 of Charlie Neill would set fast time in qualifying and start from the pole position with the #97 of Danny Crump Jr to his outside. Row two would see Zach Mullins in the #72 and David Hasson in the #83 side by side for the green flag. Neill would take the early lead as Mullins would move to second, Brandon Hasson in the #82 would pull to third, and David Hasson would position himself in fourth. Father and Son, David and Brandon Hasson would have a spirited battle for third. Father, David Hasson, would ultimately prevail and take the spot with Brandon Hasson facing a challenge from Crump. The caution would fly on lap 12 as the #27 of Ben Campbell would come to a stop on the backstretch. The restart would see Neill and Mullins side by side for the restart. Neill would pull to the lead as David Hasson would move around Mullins for third. Neill would face a challenge from David Hasson but drive on to take the win. David Hasson would take 2nd and Mullins would finish 3rd. Brandon Hasson would take 4th and Justin Austin in the #4 would round out the top five in 5th.

Closing out the evening's racing would be the 4 Cylinders for their 25 lap feature. The #6 of Brian Mundy would set fast time in qualifying and start from the pole position with the #11 of Robert Trivette to his outside. Row two would see Curtis Pardue in the #17 and Tim Canipe in the #10 side by side for the green flag. Mundy would get the start, but Robert Trivette would use the high line to pass for the lead. The caution would fly on lap 6 as contact between Mundy and Robert Trivette would send them both into the outside wall in turn four. Robert Trivette's car would be done for the night, however Mundy would be able to continue. The restart would see Canipe and Pardue side by side. Pardue would move to the lead after the restart with Canipe pressuring for the top spot. Lap 12 would see Canipe spin on the front stretch and the caution fly. Pardue and Mundy would bring the field to the green flag. As the green flag would fly the #11 of Dennis Trivette would rejoin the race. Pardue would quickly pull to the lead with Mundy in second. As the leaders would dive into turn three they would pass Dennis Trivette who would make contact with Mundy, sending them both into the turn four wall. Both cars were done for the evening and security would be called to keep the peace. The restart would see Pardue and Canipe dueling it out for the win. Pardue would hang on for the final laps and take the checkered flag. Canipe would finish 2nd with Rodney Trivette in the #6 in 3rd. Mundy would be credited with 4th and Dennis Trivette would be listed as 5th.

Next week America's Most Famous Short Track will be silent for the observance of Easter.

After a week off the NASCAR Advance Auto Parts Weekly Series will light up Hickory Motor Speedway for the next three consecutive weeks: April 23rd, 30th, and May 7th.

On May 13th & 14th The Knights of Destruction will return for two nights of metal crunching carnage.

## **Unofficial Hickory Motor Speedway Results 4/9/22**

### **Late Model**

- 1 #7 – Charlie Watson
- 2 #27 – Matthew Gould
- 3 #15 – Ryan Millington
- 4 #2 – Ryan Wilson
- 5 #55 – Isabella Robusto
- 6 #75 – Landon Huffman
- 7 #12 – Annabeth Barnes Crum
- 8 #2 – Gracie Trotter
- 9 #15 – Bryson Dennis
- 10 #7 – Jeff Sparks
- 11 #24 – Bryson Ruff
- 12 #97 – Jason Kitzmiller
- 13 #17 – Skyler Chaney

### **Limited Late Model**

- 1 #14 – Akinori Ogata
- 2 #25 – Graham Hollar

3 #97 – Michael Bumgarner

4 #2 – Colby Gibson

5 #02 – Kyle Barnes

6 #15 – William Aldred

7 #35 Mark Davis

### **Heritage Finance Company Street Stocks**

1 #03 – Kevin Eby

2 #16 – Jonathon Smith

3 #34 – Eric Zeh

4 #2 – Ethan Johnson

5 #9 – Jon Austin

6 #134 – Frank Curtis

7 #16 – Baron Kutitzky

8 #11 – DJ Little ( r )

### **Super Trucks**

1 #9 – Charlie Watson

2 #30 – Joey Shuryan

3 #2 – Charlie Neill

4 #12 – Spencer Boyd

5 #65 – Josh Goble

6 #6 – Ricky Dennie

7 #17 – Duane Cook

8 #21 – Baron Kuritzky

### **4 Cylinders**

1 #17 – Curtis Pardue

2 #10 – Tim Canipe

3 #6 – Rodney Trivette

4 #6 – Brian Mundy

5 #11 – Dennis Trivette

6 #11 – Robbie Trivette

### **Renegades**

1 #51 – Charlie Neill

2 #83 – David Hasson

3 #72 – Zachary Mullings

4 #82 – Brandon Hasson

5 #4 – Justin Austin

6 #97 – Danny Crump Jr.

7 #27 – Ben Campbell

8 #81 – Matthew Chambers

9 #14 – Jamie Starks