

“Hall Wins First Event With Jr. Motorsports”

November 12th, 2024

For Immediate Release:

After several weeks of silence, Hickory Motor Speedway would thunder back to life with the running of the 2024 Calico Coatings Fall Brawl presented by ValAsta. 495 laps of hard racing that defines the event known as the 2024 Calico Coatings Fall Brawl presented by ValAsta.

The Hickory Vintage Series would start off the racing excitement with their 20 lap feature. Tom DeMarmels in the #0 would set fast time in qualifying and start from the point with Don Fenn in the #72 starting second and Mackie Webb in the #26 in third. Fenn would pull to the early lead with DeMarmels giving chase. DeMarmels would make the pass around Fenn for the lead on lap four. The lead duo would swap the top spot several times during the event. DeMarmels would drive on to take the win with Fenn taking 2nd and Webb coming home in 3rd.

Next up would be the Paramount Auto Group Limited Late Models in their 100 lap event. Darren Krantz in the #77 would set fast time in qualifying and start from the pole position with Graham Hollar in the #25 to his outside. Aiden King in the #5 and Akinori Ogata in the #14 would make up row two for the start. Krantz would pull to the early lead with Hollar giving chase. Reilly Doyle in the #23 would move around Ogata for the fourth position. The caution would fly on lap 2 for a spin by the #32 of Justin Parry. The restart would see Krantz and Hollar bring the field back to green flag. Krantz would pull back to the lead with Hollar close behind. Doyle would move to third around King. The caution would fly again on lap 11 for a spin by the #21 of JP Dyar. Krantz and Hollar would bring the field back to the green. The caution would quickly fly as contact between Hollar and Krantz would send Krantz spinning and end Hollar's night with substantial damage to the #25. Doyle and King would bring the field back to the green flag. Doyle would move to the lead with King giving chase. Chase Pollard in the #98 and Billy Snodgrass in the #99 would run third and fourth respectively. The caution would fly on lap 31 as contact would send the #14 of James Sweeney spinning on the backstretch. Doyle and King would lead the field back the green flag. Doyle would pull back to the lead with King giving chase. Jordan McGregor in the #7 would move around Snodgrass for fourth. Doyle would come to pit road on lap 35 with mechanical issues, ending a great run. King would lead with Pollard in second. Krantz would move around McGregor for third and bring Snodgrass with him to fourth. Lap 44 would see Krantz move around Pollard for second. Krantz would continue his charge back to the front and move around King for the top spot on lap 54. The caution would fly on lap

71 for a spin involving Ogata and the #32 of Michael Klein. Krantz and King would lead the field back to the restart. Krantz would pull back to the lead with King giving chase. Lap 82 would see the caution fly after contact would send Ogata spinning once again. Krantz and King would bring the field back to the green flag. Krantz would move back to the top spot. Lap 90 would see another caution and bunch the field once more. Krantz and King would pace the field to the restart. The restart would see a multi-car incident that would bring out the red flag. After a lengthy cleanup Krantz and King would bring the field back to the green flag. Krantz would nose ahead for the top spot with King giving chase. Krantz would drive on to take the win. King would take 2nd and McGregor would finish 3rd. Tristen Barnes in the #15 would grab 4th and Pollard would come home in 5th.

The Stars Super Stock Tour would roll of next for their 50 lap of battle and crown their 2024 season champion at the end. Jeff Melton in the #60 would top time trials and start from the top spot with Gary Ledbetter in the #4 to his outside. Row two would see Cody DeMarmels in the #53 and Alby Ovitt in the #48 side by side for the start. Ledbetter would pull to the early lead with Melton facing pressure from DeMarmels for 2nd. The caution would fly on lap 7 for a spin by Mike Cooper in the #07 that would collect the #2 of Dillon Crouch. Ledbetter and Melton would bring the field back to the green flag. Ledbetter would pull back to the lead with Melton facing pressure from DeMarmels for second. Melton would use the high line to challenge Ledbetter for the top spot. Melton would move around Ledbetter for the top spot on lap 15. The caution would fly on lap 19 for a single car spin. Melton and Ledbetter would bring the field back to the green flag. Melton would drive back to the top spot with Ledbetter giving chase. DeMarmels would face pressure from Ovitt for third. Ledbetter would pull to pit road with mechanical issues. Melton would drive on to take the win. Ovitt would finish 2nd with DeMarmels taking 3rd. Jesse James Lawson in the #19 would take 4th and Tyler Chapman in the #17 would come home in 5th.

Rolling off next would be the Allison Legacy Series in their 25 lap feature. Ethan Elder in the #03 would set fast time in qualifying and start from the pole position with Bobby Mares in the #1 to his outside. Matthew Davey in the #10 and Cohen Harris in the #5 would make up row two for the start. Elder would pull to the early lead with Mares giving chase. Mares would challenge Elder for the top spot and take the lead on lap 13. Elder would move back around Mares for the top spot on lap 18. Elder would drive on to take the win. Mares would grab 2nd with Davey finishing 3rd. Harris would take 4th and Weston Freeman in the #05 would come home in 5th.

The NASCAR Advance Auto Parts Weekly Series Late Models would hit the track next for the main event with the 2024 Calico Coatings Fall Brawl presented by ValAsta. Connor Hall in the #8 would top time trials and start from the top spot with Tristan McKee in the #7 to his outside. Row two would see Ryan Millington in the #15 and Max Reaves in the #18 side by side for the start. After several laps of door to door racing Hall would pull to the lead with McKee in second. Reaves would move around McKee on the high side to take second, moving McKee to third. Taylor Satterfield in the #40 would move up to fourth with Millington running fifth. Lap 42 would see the caution fly for an incident on the frontstretch between the #5 of Crissy Wallace

and the #27 of Lee Tissot. Hall and Reaves would bring the field back to the green flag. Hall would pull back to the lead after several laps of door to door racing with Reaves. Lap 60 would see Reaves take the top spot away from Hall. McKee would also challenge Hall for position, but see Michael Bumgarner in the #97 join the party in the three way battle for third. Bumgarner would move to second with Hall and McKee going at it for third. The halfway break would see Reaves, Bumgarner, Hall, McKee, and Millington as all of the cars would come to pit road for service.

After a 10 minute break the field would roll off for their final 100 laps. Reaves and Bumgarner would pace the field back to the green flag. Reaves would pull back to the lead with Bumgarner facing pressure from Hall. Hall would move around Bumgarner for second and quickly make his move for the top spot. Lap 104 Hall would move around Reaves for the top spot. McKee would move around Bumgarner for third. Lap 111 would see Reaves move back around Hall for the top spot as the racing began to heat up with laps running out. Millington would move around Bumgarner for fourth. The caution would fly on lap 117 for a stopped car on the track. Reaves and Hall would bring the field back to the restart. Hall would move around Reaves and back to the top spot on lap 127. Landon S Huffman in the #28 would crack the top five in his bid for a Fall Brawl victory. Reaves would move back to the lead on lap 151, shuffling Hall to third behind McKee. Hall would move back to second around McKee, and quickly challenge Reaves for the lead. Huffman would move around Millington for fourth and instantly look under McKee for third. Lap 165 would see Huffman work his way into second place. Hall would have a little over a one second lead, but Huffman would begin to reel the leader in. With 20 laps to go Huffman would drive to the rear bumper of the leader, Hall. Lap 191 would see the lead duo go door to door. The caution would fly on lap 192 for the #00 of Chase Burrow. Hall and Huffman would set up for an epic Hickory Motor Speedway restart. The lead would swap multiple times over the closing laps, but the final pass and heavy contact would come on the final corner with Hall grabbing the 2024 Calico Coatings Fall Brawl presented by ValAsta victory. Huffman would have to settle for 2nd and Bumgarner would grab 3rd. McKee would take 4th with Millington coming home in 5th.

Closing out the night would be the Carolina Pro Late Models in their 100 lap feature. Jade Avedisian in the #24 would start from the pole position with Mason Walters in the #4 to his outside. Jeremy Sorel in the #7 and Evan McKnight in the #6 would make up row two for the start. After a hard fought event Avedisian would take the win. Walters would finish 2nd and McKnight would grab 3rd. Sorel would take 4th and Max Reaves in the #88 would come home in 5th. Reaves would also take the 2024 Carolina Pro Late Model Championship.

Next week we will have two opportunities to see The Great American Smash Monster Truck Madness on Saturday at 2pm and again at 8pm. Saturday, November 30th, will see the return of Christmas Kaboom, with fireworks and festive fun for all.

For more info check us out at www.hickorymotorspeedway.com, Facebook, Twitter, or call 828-464-3655.

Official Hickory Motor Speedway Results 11/9/24

Late Model Race:

- 1 #8 – Connor Hall
- 2 #28 – Landon S. Huffman
- 3 #97 – Michael Bumgarner
- 4 #7 – Tristan McKee
- 5 #15 – Ryan Millington
- 6 #40 – Taylor Satterfield
- 7 #23 – Kade Brown
- 8 #17 – Skyler Chaney
- 9 #01 – Thomas Beane
- 10 #71 – Jake Bollman
- 11 #18 – Max Reeves
- 12 #75 – Jeff Sparks
- 13 #07 – Chase Dixon
- 14 #27 – Lee Tissot
- 15 #9 – Charlie Watson
- 16 #00 – Chase Burrow
- 17 #24 – Mason Diaz
- 18 #151 – Grant Davidson
- 19 #5 – Chrissy Wallace
- 20 #00 – Tanner Carter

Paramount Auto Group Limited Late Model:

- 1 #77 – Darren Krantz Jr.
- 2 #5 – Aiden King
- 3 #7 – Jordan McGregor
- 4 #15 – Tristen Barnes
- 5 #98 – Chase Pollard
- 6 #32 – Michael Klein
- 7 #11 – Jayson Alexander
- 8 #98 – Tyler Ashley
- 9 #73 – Bobby Salisbury
- 10 #99 – Billy Snodgrass
- 11 #14 – James Sweeney
- 12 #14 – Akinori Ogata

- 13 #57 – Hunter Deshautelle
- 14 #84 – Don Carlton
- 15 #32 – Justin Parry
- 16 #23 – Reilly Doyle
- 17 #71 – Daniel Wilk
- 18 #25 – Graham Hollar
- 19 #97 – Billy Jack Lester
- 20 #21 – JP Dyar

Stars Super Stock Tour:

- 1 #60 – Jeff Melton
- 2 #48 – Alby Ovitt
- 3 #53 – Cody DeMarmels
- 4 #19 – Jesse James Lawson
- 5 #17 – Tyler Chapman
- 6 #07 – Mike Cooper
- 7 #97 – David Rader
- 8 #4 – Gary Ledbetter
- 9 #10 – Wayne McGee
- 10 #03 – Alan Rich
- 11 #34 – Frank Curtis
- 12 #11 – Dustin Little Jr.
- 13 #13 – Dylan Mays
- 14 #2 – Dillon Crouch
- 15 #56 – John Guker

Vintage:

- 1 #0 – Cody DeMarmels
- 2 #72 – Don Fenn
- 3 #16 – Mackie Webb
- 4 #90 – Connie Mickel

Allison Legacy:

- 1 #03 – Ethan Elder
- 2 #01 – Bobby Mares
- 3 #10 – Matthew Davey
- 4 #4 – Cohen Harris

- 5 #05 – Weston Freeman
- 6 #24 – Caleb Harris
- 7 #27 – Devan Mello
- 8 #02 – Nathan Barrows
- 9 #60 – Christopher Torrence

Carolina Pro Late Models:

- 1 #24 – Jade Avedisian
- 2 #4 – Mason Walters
- 3 #6 – Evan McKnight
- 4 #7 – Jeremy Sorel
- 5 #88 – Max Reaves
- 6 #00 – Kyle Barnes
- 7 #10 – EJ Tamayo
- 8 #43 – Joshua Horniman
- 9 #32 – Alex Quarterly
- 10 #32 – Dale Quarterly
- 11 #28 – Nate Gregg
- 12 #80 – Brayden Monteith
- 13 #24 – Austin Jones
- 14 #33 – Greg Peterson
- 15 #37 – Corey Smith