



## Upcoming Races:

### May 7

Tri-County Motor Speedway  
Concord Motorsports Park

### May 8

Hickory Motor Speedway  
Concord Motorsports Park

### May 14

Tri-County Motor Speedway  
Concord Motorsports Park

### May 15

Caraway Speedway

### May 21

Tri-County Motor Speedway  
Concord Motorsports Park

### May 23

Iowa Speedway

### May 28

Concord Motorsports Park

### May 29

Caraway Speedway

## Upcoming Events:

### May 19

Sprint Pit Crew Challenge

### May 20

NASCAR Rev'd Up

## On-Track Update

April was a busy month for Revolution Racing, with all 10 drivers on-track throughout the month.

### Late Model Update

The Revolution Racing late model drivers competed at Caraway Speedway (Asheboro, N.C.), Hickory (N.C.) Motor Speedway and Tri-County Motor Speedway (Hudson, N.C.) throughout the month of April.

Becca Kasten, driver of the No. 5 AirTight Late Model, earned Revolution's first late model pole award when she set fast-time at Tri-County Motor Speedway on April 23.

Michael Cherry and Jason Romero were also successful at Tri-County; Cherry has two second-place finishes at the 0.4-mile speedway and Romero earned a third-place finish in his only start at the track. Romero also earned a top-five finish at Hickory Motor Speedway.

Megan Reitenour scored her first top-five of the season at Tri-County Motor Speedway on April 23 with a fourth-place finish.

All six late model drivers continue to make progress each and every week, both on the race track and in the shop.

To date, all six late model drivers have combined for

seven top fives and 19 top 10s.

Turn to page 3 for more on the Revolution Racing Late Model program!

### K&N Pro Series East Update



Ryan Gifford in the No. 2 Chevrolet

Ryan Gifford showed that consistency pays off when the NASCAR K&N Pro Series East headed to South Boston Speedway on April 3.

He drove the No. 2 Distribution One Chevrolet to its second consecutive fourth-place finish, after starting the race seventh. Two strong finishes have Gifford sitting second in the NASCAR K&N Pro Series East standings, just 25 points behind the leader.

Sergio Pena finished 14th in the No. 4 Chevrolet after starting 10th. Pena ran in the top 10 for most of the day, until a spin on lap 118 caused him to lose valuable track position.

Darrell Wallace Jr. was looking to follow-up his Greenville-Pickens Speedway win with another strong finish at South Boston, despite starting from the rear of the field. Wallace cut a tire passing for fifth and lost laps on pit road. He ended up with a 20th-place finish in the No. 6 Chevrolet.

Mackena Bell was having a solid run in the No. 8 Chevrolet when she was caught up in a hard crash on lap 118. She was credited with a 23rd-place finish after qualifying inside the top 10.



Michael Cherry signs autographs



### Front Office Staff

- Max Siegel, Chief Executive Officer*
- John Story, President*
- Marilynne Mancuso, HR/Accounting*
- Brandon Thompson, Operations*
- Wade Leaphart, Business Development*
- Rob Harris, New Media*
- Michelle Langley, Public Relations*
- Claire Anderson, Executive Assistant/  
Facilities*
- Arionne Allen, Receptionist*
- Sue Santerre, Travel Coordinator*

### Competition Staff

- Andy Santerre, Director of Competition,  
NASCAR K&N Pro Series*
- Jerry Babb, Crew Chief, No. 8 K&N Pro  
Series*
- Robert Huffman, Crew Chief, No. 6 K&N  
Pro Series*
- Lee McCall, Crew Chief, No. 2 K&N Pro  
Series*
- Mark McFarland, Crew Chief, No. 4 K&N  
Pro Series*
- Blair Addis, Director of Competition,  
NASCAR Whelen All-American Series*
- David Flynn, Crew Chief, No. 1 & 3  
Late Models*
- Danny Johnson, Crew Chief, No. 4 & 5  
Late Models*
- Phil Horton, Pit Crew Coach & Athletic  
Trainer*

## Fueling Dreams: Youth Racers Head to the Track in May

The Revolution Racing shop is about to get a little busier this month. The Youth Racing Initiative is ready to launch, with one goal in mind... fueling the dreams of young racers. The program, which heads to the track for the first time in May, is designed to identify, engage and develop young drivers between the ages of 8 – 14.

Younger drivers compete in Bandolero Cars, turnkey, spec-series racers designed for drivers as young as eight years old. These cars, which turn 30 horsepower, serve as an introduction to motorsports and the training required to race competitively, and also allow Revolution Racing competition staff the opportunity to assess a child's interest in the sport.

As drivers advance in age and skill, they can compete in Legends Cars, 5/8-scale fiberglass, full-fendered versions of the famed NASCAR modifieds, with engines that turn 122 horsepower. Revolution Racing's Legends program is designed to further develop a driver's skill and prepare them for the next step in their racing career.

### **The following drivers have been identified to compete with our Youth Racing program starting in May:**



Revolution Racing Legends Car

#### Legends

Annabeth Barnes (15) – Anna has been competing in go-karts on dirt and asphalt since she was 7 years-old. After winning numerous karting championships, she is ready to move up the racing ladder.

Heather Lynn (13) – Heather has raced Bandoleros for three seasons – since she was just 10 years-old – and is ready to move up to the Legends Car Young Guns Division this season.

#### Bandoleros

Elijah Bacon (11) – Elijah was identified for the Youth Racing program after a community event at New Birth Church in Huntersville, N.C. Elijah, who has never raced before, participated in two Revolution Racing karting events at Victory Lane Karting earlier this year.

Matt Murphy (9) – In 2007, at age 6, Matt started racing Jr. Dragsters and in 2008 added Bandoleros to his racing resume. This year Matt will again compete in Bandolero Cars.

Matthew Siegel (8) - Matthew has been receiving racing instruction in go-karts at Victory Lane Karting and is now ready to move up to Bandolero Cars. This is his first season of racing competition.

Our Youth Racing program will head to the track for the first time May 7-8 at Concord Motorsports Park, with lead mechanics Adam Brown and Benny Mingo preparing the cars. Additional youth racers will be identified and added to the roster for our races at Concord Motorsports Park throughout the summer. Our Youth Racing drivers will also compete in the Summer Shootout at Charlotte Motor Speedway later this year.

## Employee of the Month: Eddie Horrocks



Eddie Horrocks is a full-time mechanic and shock specialist for Revolution's NASCAR K&N Pro Series East teams.

"Eddie can do anything, is always here, and regularly helps out on the late models as well as the East cars," says John Story, President of Revolution Racing.

**Supervisors should submit their Employee of the Month recommendations to Human Resources by the 15th of each month.**

## Spotlight: Revolution Racing Late Model Program



Revolution Racing Late Models at Hickory Motor Speedway

In a division where most teams are individually owned and operated single-car operations, Revolution Racing's Late Model program is doing something different, and on a much larger scale. With six development drivers and six full-time employees, Revolution is competing in the NASCAR Whelen All-American Series on Friday and Saturday nights at short-tracks in North Carolina.

In 27 weekends from March to September, the team will compete in over 40 races at three different tracks.

"It's a lot of races and there are a lot of moving pieces, but we're up for the challenge," says Blair Addis, Revolution's Director of Competition, Late Models. "We have a great staff and great sponsors, like Freightliner and Air-Tight, who help us get to the track and be successful every week, but you can't deny what we're doing is a huge undertaking."

His drivers agree.

"With six drivers, three in each race, we're running the equivalent of 120 races this season," says Becca Kasten, driver of the No. 5 AirTight Late Model. "For most single-car teams, that's six years worth of racing. With six drivers, everything is six times as big and six times as difficult, but it's also six times as exciting."

Operating a multi-car operation for six drivers can have its challenges. Time management is key to overcoming obstacles and getting the cars turned around and ready for the next weekend of racing.

After spending Friday and Saturday at the race track, Sunday and Monday are off-days for the late model team. On Tuesday it's back to business. The cars are unloaded, scaled and cleaned, and the turn-around process begins. Task and inspection sheets are created for each car, to ensure that nothing is missed during the turn-around process. Wednesday and Thursday are spent working on the cars in the shop. Thursday afternoon they are loaded into the transporters so they are ready to leave for the track first thing Friday morning.

Preparation at the shop includes repairing any damage from the previous weekend, making sure the cars are mechanically sound and safe for competition, as well as routine maintenance.

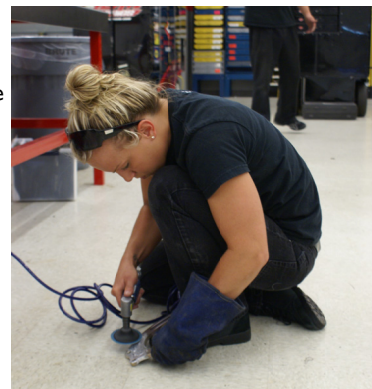
"The cars have to be ready to race before we leave the shop," says Brandon Butler, Car Chief for the No. 1 and No. 3 Late Models. "You can't finish your car at the track. There's just not enough time and it's pretty much a guarantee that something is going to get overlooked."

The Revolution Racing team takes every precaution to make sure things don't get overlooked and that the cars are ready to leave the shop on time.

"We have task lists and inspection sheets for each car," says Addis. "Each crew chief, driver and mechanic has assigned tasks that they complete and sign off on to ensure no detail is overlooked throughout the week."

In addition to repairs and maintenance, the teams also have to change out seats, pedals and shifter sticks to accommodate two drivers sharing a car. Set-ups also change.

"Each driver likes to feel something different in the car," says Butler. "From week to week when we swap out drivers we're also swapping set-ups. The drivers are also different weights, so we have to take that into account when setting up the cars. Add to that the changing of seats and pedals, and it makes for a busy week."



Late Model Driver Katie Hagar

Eight weeks into the season, the late model drivers and crew members have found their rhythm. Each week the process of turning around the cars gets a little easier and the performance on-track gets a little better. So far this season, the six late model drivers have combined for seven top fives and 19 top 10s. Kasten also earned the first pole for Revolution Racing's late model program at Tri-County Motor Speedway on April 23.

"We're confident in our academy-style program and that we're giving these drivers everything they need to develop and advance to the next level," says Addis. "Our drivers are in the shop everyday working side by side with their crew chiefs and mechanics, absorbing all of the information they can. As drivers they're learning and getting better and as a team we're learning and getting better, and that's what this program is all about."

## In The Community



### **Victory Lane Indoor Karting, Charlotte, N.C., April 17, 2010**

Revolution Racing again hosted 30 children ages 8-12 at Victory Lane Indoor Karting as a kick-off to the NASCAR Youth Racing Initiative. The two hour event allowed youth to come out for a day of karting and have exclusive access and insight into the world of racing. A similar event was held in March, and an additional youth karting day is planned for May 8. Children participating in the youth karting days may have the opportunity to participate in Revolution Racing's Bandolero car program later this summer. Elijah Bacon, an 11 year-old from New Birth Church who participated in both youth karting events, has already been selected to drive a Bandolero Car for Revolution Racing this summer.

### **Fanta Festival, Charlotte, N.C., May 2, 2010**

Jason Romero, driver of the No. 2 Late Model, attended the Fanta Festival in Charlotte, N.C. on May 2. The annual festival draws around 25,000 people, mostly Hispanic, from the greater Charlotte area. Romero signed autographs for fans and was introduced to the crowd on the main stage by NASCAR Diversity Affairs Account Executive Alejandra Diaz-Calderon. A Revolution Racing showcar was also on display throughout the day.



## Sponsor Corner



AirTight Mechanical, Inc., a critical site HVAC service contractor in Charlotte, N.C., has joined Revolution Racing as an official partner for the 2010 season. The No. 5 Air-Tight Late Model, driven by Becca Kasten, made its debut at Tri-County Motor Speedway (Hudson, N.C.) on April 23. Kasten kicked off the partnership in style, earning the first late model pole for Revolution Racing and AirTight.

AirTight Mechanical will serve as primary sponsor of the No. 5 AirTight Late Model driven by Kasten for six races. Katie Hagar will pilot the No. 4 AirTight Late Model for five events this season, starting at Tri-County Motor Speedway on May 7.



Mays Chemical Company has come on board as a Platinum Sponsor of Revolution Racing's Youth Racing Initiative for the 2010 season. Mays Chemical, headquartered in Indianapolis, is a fully integrated chemical distributor, recognized as an optimal source for chemicals, related raw materials, formulated products, outsourcing services, cleaning and sanitation systems and chemical management expertise. Mays services a diverse customer base in a variety of industries including: beverage, food, pharmaceutical, automotive, personal care, electronics, paint and coatings, pulp and paper, and chemical processing.

