

# Real trucks hit the road through '07

**Dick Boness Jr.** of the NW Pro 4 Trucks will continue to travel in 2007. With two meetings in Washington's peninsula and three apiece in the lower Puget Sound region, Central Washington and the Inland Empire of Eastern Washington and Northern Idaho.

This represents four market areas divided by Mother Nature, economics and politics that also divides short oval track racing.

A rare oval racing schedule with extreme balance. Very aggressive for any group considering the fuel costs of tow and travel.

With a dozen years behind them, with a dozen paved track sites with thirteen lengths and design runs in Washington, Oregon and Idaho, these truckers have covered much ground.

On their open trailers, the NW Pro 4 Trucks travel from town to town with their real trucks.

The breakdown for these trucks: 65 percent sport a plastic late model truck body, 75 percent are race-built from the Chevy S-10 frame, chassis and cab; 85 percent run a hopped up Ford 4-banger.

They use 8x13-inch wheels and tires with an array of stock OEM parts and little after-market or tube frames.

The NW Pro 4 Trucks go it alone and always against the wind. They race where others won't or don't, or are not invited.

The 2007 NW Pro 4 Trucks season will open May 12 at State-line Speedway in Post Falls, Idaho. They'll be back at Stateline with a two-day program Aug. 4-5 along with the Idaho 200 for late models, and wrap up the season there on Sept. 8. These trucks were born at this track and have never missed a season there!

Along with Stateline, the Ephrata Raceway Park is the only track these truckers have raced at least once per year since 2003. Ephrata hosted the 1996 championship race for these trucks. And defending NW Pro 4 Truck champ Bart Hector will be on his home track when the group heads to Ephrata June 23 and July 28.

It wasn't until 2004 and again during the "Death March" 2005 season for these truckers the Wenatchee Valley's Super Oval came into play. After a year off, they return June 30.

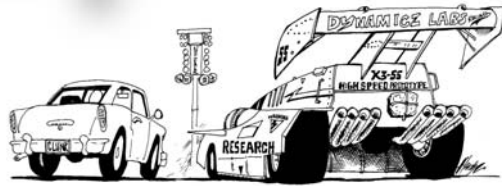
The June 9 event at South Sound Speedway takes place almost three years since these trucks appeared in the lower Puget Sound. They'll be on the bill with the "Big Rigs" July 14, and again Sept. 1. Both South Sound and the former Spanaway Speedway were once mainstays of today's NW Pro 4 Trucks.

In 2006, the truckers ended a near decade-long drought away from Port Angeles Speedway. This year, May 26 and Aug. 18 race dates await them. One of the current group's truck owners declares her first-ever truck race at Port Angeles, dressed in primer, in 1996.

# LAUGHLAP

A LITTLE RACING FUN FOR THE WHOLE FAMILY

## Scooter's World by Steve Hoeb



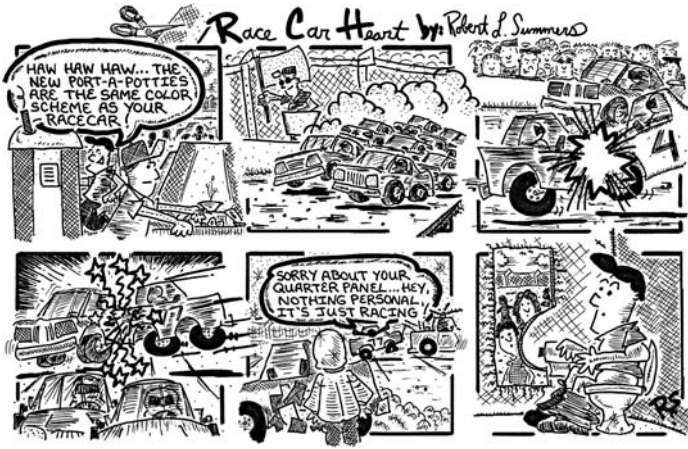
I think I can... I think I can... I think I can...

## Trading cards we'd like to see

If only Rattleden Productions was in the business of creating trading cards instead of Northwest motorsports publications. In each issue of *Inside Track*, we feature a Northwest driver in action at one of our local racing facilities, such as Kelly Mann of Monroe, Wash, pictured during the 2007 NASCAR Whelen All-American Street Stocks season opener March 31 at Evergreen Speedway. Enjoy.



## Race Car Heart by Robert Summers



## Remember when...

**10 Years ago**  
May 1997 edition: NASCAR veteran Chuck Bowd of Portland, Ore., took the wheel of Jack Roush's No. 99 Excite Batteries Ford in the Craftsman Truck Series.

Bowd had already racked up an impressive racing resume that included the 1976 Winston West Series and 1990 Busch Series titles.

A 1994 head injury at Pocono Raceway had sidelined Bowd for the remainder of that season.

Bowd then competed in several Winston Cup Series before getting the call from Roush to be part of the two-truck NCTS team.

Defending Unlimited hydroplane champion Dave Villwock of Auburn, Wash., joined the *Miss Budweiser* team to race for Bernie Little. Mark Evans of Chelan, Wash., climbed aboard Fred Leland's *PICO's* May 1997 *Dream* that Villwock left.

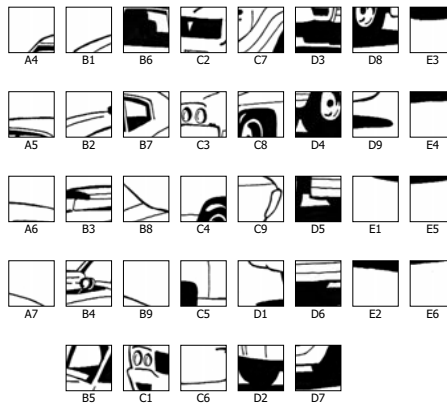
A schedule change for that year's Texaco Cup at Seafair that season meant that the Molson Dry Thunderfest in Kelowna, BC, would be sharing its date with the Apple Triathlon. Fortunately, the boats and the swimmers were scheduled for different times.

## Skill-O-Gram Puzzle

Artwork by Steve Hoeb



**START YOUR PENCILS:** Each square contains one part of a complete drawing. Copy the contents of each box exactly as it appears into the corresponding box in the empty grid. We've started things off by placing the art in square A-4. Continue on with A-5, drawing the box where Row A and Column 5 intersect. Then draw in A-6, A-7, etc., right through to the end. The result will be a finished drawing that should help get your motor humming.

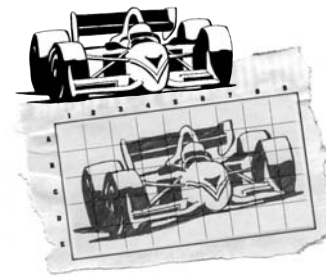


	1	2	3	4	5	6	7	8	9
A									
B									
C									
D									
E									

## Hey Kids!

(And adults of all ages!) When you're finished with the drawing part of this puzzle, why not color it in and send it to us? We'll publish some of our favorites on our website: [www.insidetrackmagazine.com](http://www.insidetrackmagazine.com). Just send the completed puzzle, your name, age and hometown to: **INSIDE TRACK, Box 591 Puyallup, WA 98371.**

## Last issue's puzzle solved



# Olympus Rally heads to Shelton May 17-20

## Craig Murphy

The Olympus Rally is in a bit of a growth spurt. This year's event, taking place May 18-20 in the forests around the Shelton area, is expected to draw around 60 entrants. Last year's event, the first Olympus Rally since 1988, attracted 40 entrants.

Helping spur the growth is TV involvement. Event organizers helped with the rally racing portion of last year's X Games on ESPN2. ESPN2 is returning the favor by taping this year's Olympus Rally, to be broadcast at the end of May along with highlights of April's Oregon Trail Rally.

In addition, the Olympus Rally is now a qualifying event for this summer's X Games.

"A looking real good" event chairman Steve McQuaid said of this year's Olympus Rally. "This is going to be a big deal this year."

John Forespring, the event co-chairman who helped the late John Nagel when Nagel first started the original Olympus Rally, noted this year's Olympus Rally winner automatically qualifies for the rally portion of the X Games, won last year by Travis Pastrana.

"Last year we had 40 cars," Forespring said. "We attribute part of that growth to the fact we're a qualifier for the X Games." The X Games has been getting the great publicity we've been trying to get."

The affiliation with Rally America means some of the country's top rally drivers like national champion Travis Pastrana and Ken Block are expected to compete in this year's event. Top drivers also competed in the area's Wild West Rally in December.

"It's a huge step up for us, because we've brought in some huge names," McQuaid said. "People know those drivers. They could know nothing about rally racing, but they know those drivers, either from Motocross or the X Games."

Forespring believes that will translate to larger Olympus Rally crowds this year. "We've always had one of the largest crowds as far as spectators," Forespring noted. "I anticipate we'll have a lot more spectators this year because of the X Games connection."

This year's event begins Thursday May 17 with a press stage at the Straddleline ORV Park, on the Thurston and Grays Harbor County lines. Racers have a tour of the stages Friday, with the racing starting Saturday. Cars leave from the Capitol grounds in Olympia and head to the Straddleline ORV Park before taking to the forests around Shelton for two days of hard racing.

"We're going to do basically what we did last year," Forespring said. "We will have course notes like we did last year. We've changed a number of stages around. They will be similar this year, but not the same. About the only thing that's the same is we'll use the Straddleline ORV Park."

McQuaid noted one stage in particular will increase the difficulty for this year's Olympus Rally. "We have some different stages from last year," he said. "One stage on Sunday is 26 miles long. That's going to keep the guys on their toes. That's a long stage to be trying to go as fast as you can without a mistake. Usually a stage is about 10 miles."

Forespring noted more volunteers — about 300 so far — have indicated interest in helping out with this year's event. He attributes the increase to more people realizing the rally is going again after an extended hiatus. Those who still want to volunteer can go to [www.olympusrally.com](http://www.olympusrally.com) for more information and to sign up.

"A whole lot of people that had forgotten about Olympus all of a sudden remembered it," Forespring said. "We're trying to make the Saturday night reunion party a big thing. People who remembered the Olympus and for some reason didn't realize we still rallied in the Northwest, much less had the Olympus, now that it's back they're really excited about it."

All told, the additional interest in this year's Olympus Rally has event organizers excited. "It's huge," McQuaid said. "This should be the biggest national rally we've had in Washington since the mid-1980s."

McQuaid, Forespring and others have been working the last few years to have a World Rally Championship event again in the Northwest, something last seen in this neck of the woods with the 1988 Olympus Rally.

McQuaid sees the progress with the current iteration of Olympus as a good news, bad news scenario.

"We're getting it to almost what it was like then," McQuaid said. "But that's still not good enough to get a (WRC date) now. That's still not even close enough to what they're doing now. We're still chipping away at it."

McQuaid said progress is still being made in terms of sponsorship, but more work is needed in order for the Federation Internationale de L'Automobile (FIA) to grant a WRC date.

"The WRC thing is still a long way down the road, just due to the sheer cost of it," he said. "You have to have \$250,000 just to file paperwork with (FIA), and that's non-refundable."

McQuaid is already looking for a bigger Olympus Rally presence next year, as he would like to have a ceremonial start to next year's event in downtown Seattle.

"There are a lot of things on the burner already," he said. "I think it's just going to get bigger and bigger every year."