

RACE REPORTS

2006 Season

April 1, 2006 - Rockford Speedway (Day 1)

The Obermeyer Motorsports #93 car traveled to Rockford, Ill. For the Mid-American two day show. This was the first time for the #93 car to race on this high banked ¼ mile. As the #93 car would roll out onto the track for the 1st practice session trouble already would arise. As the field came down to the green a car in front of the #93 car would spin in turn 2 bringing out the caution flag right away. But the car behind the Obermeyer Motorsports car would not react in time and would hit the #93 causing some body damage and a loss of a rim and tire. The #93 crew would do an excellent job fixing the car in time to qualify. The Obermeyer Motorsports car would qualify 15th quickest out of 25 cars total. This would place us on the outside of the first row for our 10-lap heat race. The #93 Grand Prix would lead the entire heat race and would cross the finish line in 1st place.

April 2, 2006 – Rockford Speedway (Day 2)

Mother Nature would strike on Sunday causing a two hour rain delay, but the race program would get in. For the 50-lap feature event the Obermeyer Motorsports #93 car would start in 15th place. The race would see a total of two cautions and the #93 Grand Prix would finish in 14th place. This was a respectable finish for us considering the car was very tight and it was our first time competing at the Rockford Speedway.

April 23, 2006 – Slinger Super Speedway

The Obermeyer Motorsports #93 car traveled the short distance for the Slinger Opener. The #93 car would qualify 7th quickest out of 19 cars with an elapsed time of 12.806. For the 40-lap feature event the #93 Grand Prix would line up in sixth place on the outside. As the green flag flew the #93 car would begin to pick off cars one by one. On lap 11, the Obermeyer Motorsports car would take over the lead. Once the #93 car was out in front Dave would begin to pull away from the field. Looking for our first feature win at Slinger, Dave would maintain his advantage over the second place car. A caution on lap 29 would come out due to debris on the track. On the restart, the second and third place cars would battle for position while the #93 car remained out front. As the laps would down the second place car would eventually close in on the #93 Grand Prix's rear bumper. With five laps to go, the Obermeyer

Motorsports #93 car would swing wide in the corner and the second place car would take advantage of that and make the pass for the lead. Dave lead well over half of the race and would cross the finish line in 2nd place.

June 10, 2006 – Kaukauna (WIR)

For the Mid-Am series the Obermeyer Motorsports #93 car would travel to the first ½ mile track of the season. A total of 24 cars would time in and the #93 car would qualify 6th quickest with an elapsed time of 21.320. Next up would be the 10-lap heat race with the Obermeyer Motorsports #93 car starting in 11th place. This race would remain caution free and the #93 car would finish in 7th. Next would be the 35 lap feature event and the #93 Grand Prix would start on the outside of the third row in 6th place. As the field received the green flag, Dave would get stuck on the outside for about nine laps and would lose about four positions. The one and only caution would come out on lap 9 and the Obermeyer Motorsports car would restart in 10th place. As the #93 car would begin to put the pressure on for fifth and sixth place, Dave would radio over to the crew that the car just shut off and that he would have to bring it in. The #93 crew would later find out that a 30 cent fuse caused the car to shut off and it would give us our first DNF of the season.

June 17, 2006 – Lake Geneva

The #93 Grand Prix of Dave Obermeyer was back at the familiar Lake Geneva Speedway. This track has always been a hard one to learn how to drive. A total of 26 cars would time in and the #93 car would be 19th quickest with an elapsed time of 17.802. Next would be the 10-lap heat race with the #93 car starting in 7th place. The race would see one caution, but would otherwise be a clean race with Dave finishing in 2nd place. Unfortunately being 19th quickest would not make the feature event, so we would have to try to get in by racing in the 15-lap last chance race. The Obermeyer Motorsports car would start on the outside of the front row in second place. Dave would lead the entire race and would claim the win and a spot into the feature event. For the 40-lap feature event the #93 car would start in 18th place. A caution would be shown on the first lap and the Obermeyer Motorsports Grand Prix would restart in 14th place. After the field got back underway the #93 car would maintain 14th place. But, bad luck would strike us again on lap 20 when Dave had to bring the car into the pits due to a rocker arm breaking in the motor. Thankfully, it was just a rocker arm, which would be an easy fix at the shop.

June 23, 2006 – Madison International Speedway

The Mid-Am Series would then travel to the one and only visit at the Madison Speedway. This would be the other ½ mile track on the schedule and a total of 24 cars would time in. The Obermeyer Motorsports #93 car would qualify 3rd quickest with an elapsed time of 19.422. For the 10-lap heat race the #93 car would start in 10th place. This race would go caution free and Dave would cross the finish line in 11th place. The 40-lap feature event would be next and the #93 Grand Prix would start in the 5th row outside in 10th place. The Obermeyer Motorsports car would stay between positions 11 and 14 for the majority of the race. The first caution wouldn't come out until lap 37 due to a two car spin. The #93 car would restart in 12th place and would remain in the position until the end of the race. All in all this track was pretty good to us and we would finally shake the bad luck and finish the race successfully!

July 2, 2006 – Slinger Super Speedway

The next stop was back to the familiar ¼ mile oval for the 4th of July weekend. The Obermeyer Motorsports car would qualify 13th quickest out of 27 cars with an elapsed time of 13.068. That would place the #93 car on the outside of the seventh row in 14th place for the 30-lap feature event. The #93 Grand Prix would make it up to 11th place until lap 12. As the #93 car would catch the leading pack about 5 or 6 cars would get into each other leaving Dave with no where to go. Unfortunately, the Obermeyer Motorsports #93 car would also receive some damage and would have to bring the car into the pits. Thankfully the damage was not too severe and the #93 car would be back on the track just in time. Dave would restart in the 14th place spot, minus the hood and an ill handling race car. The Obermeyer Motorsports #93 Grand Prix would avoid two more cautions and would end up crossing the finish line in 12th place.

July 15, 2006 – Francis Creek (141 Speedway)

It was a very hot and humid day, but the Obermeyer Motorsports #93 would travel back to the 141 Speedway for round two. Originally, this race was scheduled for June 24th, but due to rain claiming the win the race would be rescheduled for July 15th. The Mid-Am Series decided not to have the field re-qualify from June 24th, so the #93 car would remain 26th quickest out of 28 cars. First up would be the 10-lap heat race and the #93 Grand Prix car would start on the pole. This race would remain caution free and the #93 car would finish in second place. As the crew

would get the car ready for the 15-lap Last Chance race, they would notice that the left front lower ball joint was broken. The crew would do an awesome job getting that fixed and we would get the #93 car lined up just in time. For the 15-lap race the Obermeyer Motorsports car would line up in 10th place with only the top four finishers advancing into the 60-lap feature event. As the green flag flew, Dave would drive through two wrecks that would happen right in front of him, and would be up to 5th place by lap 8. But unfortunately bad luck would creep back up on us again with 5 laps to go after he would just begin to catch the car in the last transfer spot. Dave would radio over to the crew that the motor was not running right and would have to pull off early. After further review the crew would figure out that yet again another rocker arm would cost us the chance to advance into the feature event. This time around we will be replacing all the rocker arms and hopefully be done with that problem for good.