

Ping! Ping! Ping! The sound of the hammer against the aluminum body echoes through the shop. I am getting ready to go out this weekend with by Bob Pierce number 84 Late Model. The body is a little bit beaten up from the previous weekend racing, but other than that, the car is in good shape. It will be ready to go racing within a few more hours. As soon as my crew gets back from lunch, they will get everything else done for me. I am getting ready to go clean out my trailer now and get it ready to put the car in. As I start walking out, my wife, Tori, calls me into the office in the shop to ask me a few questions about the parts I need and where they need to be ordered from. As I was telling her what to order, I looked up at the wall at all my pictures of all the racecars I have had though out the years. I remember when...

I remember when I was the crew chief instead of the driver. I started helping Bob build Modifieds the winter before. I went there to learn everything I could. After about two weeks of me working for him after school, he asked me if I wanted to go racing with him all summer. He said he would teach me all I needed to know about a racecar. So in the meantime, I helped him build Modifieds. When spring came around I started helping Bob with his Late Models. We went all over the country, anywhere from North Carolina to California. We had a great time. We won a lot of the big races. The World 100 was coming up soon, and with me helping him all spring, we got used to the way each other did things. It worked out really well. I started to know what Bob wanted done to the car without him even telling me. It was fun meeting all the drivers and helping Bob. It was a lot of work, but we had a good time together. When the World 100 came up we got a little nervous. It is one of the biggest races of the year for the dirt Late Models. When we got there, there were only about 100 drivers signed in. By the time practice was getting close the next day, there were almost 200 drivers there. Bob went out for practice, and he came in and told me what was going on and what to do to the car. I made a few changes, and he went back out and did really well. So we left the car alone until the next day when it was time to qualify. We had to change the car since the track changes overnight. We put some harder tires on and changed the right rear shock. Bob went out 48th

qualifier. He ended up qualifying 12th which wasn't too bad. Out of pure luck, we got to start on the 2nd row inside the heat race. Bob got second in his heat, which put us in a transfer spot for the feature. We looked at the board, and he had to start 17th out of 26 cars in the feature. The green flag dropped, and Bob dropped back to 22nd. This was expected though as soon as the tires got warmed up, the car started coming around and he slowly made his way to the front of the pack. Finally on the 87th lap of the race he had worked his way up to 3rd. Soon after he passed Scott Bloomquist for 2nd place, and then he was in a dual with Don O'Neal. Bob and Don battled for the lead for about 10 laps. Finally Don's tires were burnt up from battling with Bob so hard, and Bob just took off. He pulled away by almost a half a straightaway, and he took the checkered flag on lap 100. It was a good, hard race and fun to be there for. Bob won a little over \$100,000 for the race. Once Bob pulled back to the trailer, some guys came up with a five-gallon jug of ice water and dumped it all over Bob to congratulate him. We all partied all night and the next day. It was the first time Bob had won the World 100. The other times he always ran into bad luck. It was a night I will never forget.

"Honey! Hello!"

"Oh sorry, Babe. What were you saying?"

She tried to explain everything she asked once before, but I was still thinking about that night at Eldora. What a great night! Now Bob stops by my shop every once in awhile and we just talk about racing all night. We will never run out of racing stories for each other. The one that comes up most though is the night at Eldora.