



Presented By **GOODYEAR**

HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

CHRISTOPHER ALLEN
1989 FORD THUNDERBIRD



This 1989 Ford Thunderbird was campaigned by Roush Racing in 1989 and 1990 as a dedicated road-course car. In 1989, it wore the #6 Stroh's Light livery and competed at Sears Point and Watkins Glen, achieving a best finish of second place. In 1990, the car's livery was changed to the #6 Folgers scheme, and it returned to Sears Point, with another second place. During practice for the Watkins Glen race that year, it was badly damaged in a crash and was replaced with a backup car prior to the race. After the 1990 season, the Thunderbird was left for scrap behind the Roush shop in North Carolina.

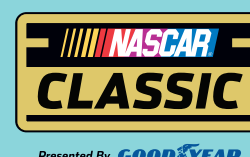
In 2018, before it was scrapped for good, Bill Rhine of Rhine Enterprises in Denver North Carolina, was able to salvage the car and begin a multi-year restoration, bringing it back to its former glory. The original frame, from firewall back was retained, and a new front clip was installed. Its authenticity was relatively easy to verify based on damage consistent with its well-documented 1990 wreck. A fresh but period-correct engine was fitted, and the car was once again ready to return to the track. I purchased it in 2021 and have since run multiple events on the East Coast with the help of Performance Tech Motorsports. When it's not on track, the car sits proudly on display at the Cannonball Members Club in Philadelphia, PA.

Driven by veteran stock car racer Frank Kimmel winning many races with multiple championships in both ARCA and NASCAR.



NIGEL ARMSTRONG
2007 TOYOTA CAMRY

JULY 2 - 5, 2026



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KURT BUSCH

2020 CHEVROLET CAMARO



The car being presented is from the private collection of 2004 Nascar Cup champion and latest member of the NASCAR hall of fame Kurt Busch.

Kurt drove this very car to a victory at Las Vegas Motor Speedway in September of 2020.

Powered by a Chevrolet 358ci R07 engine.

This 1992 Chevrolet Lumina Busch Grand National car was originally raced by Ed Barrier in the Greased Lightning livery. The car ran several races during the early 90,s at tracks like Dover, Charlotte and Darlington. This historic car is one of only four Busch Grand National chassis built by Aaron Dudley after his time building cars Petty Enterprise and Richard Childress Racing. In the early 2000's the car found its way back to Aaron Dudley and began its new life vintage racing at several HSR races up and down the east coast. Aaron Dudley later sold the car to its current owner Larry Carroll in the #7 MAC TOOLS-Harry Giant livery.

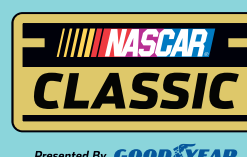
Larry Carroll left the car in the Harry Gant livery for HSR racing because it is a more recognizable livery for the HSR fans to see on the track.

After racing for several seasons from the mid to late 2000's, Larry took some time off from racing, but just a few years ago Larry had the car completely restored at Rhine Enterprise and is back racing HSR NASCAR Classic and track events. The car was restored with all the care and concern as to not take away any of the original racing history. This classic NASCAR Busch Grand National stock car still consists of all the era correct parts, brakes, oil systems, etc.



LARRY CARROLL
1992 CHEVROLET LUMINA

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VICTOR CORDA
2009 FORD MUSTANG



Originally raced by Greg Biffle (RIP) with the #16 3M livery. He raced the car at Texas Motor Speedway April 5th 2009, Michigan International Speedway June 14th 2009 and again on August 16th 2009, California Speedway October 11th 2009, Darlington Raceway May 8th 2010, Michigan International Speedway June 17th 2010.

Carl Edwards raced the car; with the #60 Fastenal livery at California Speedway March 26th 2011, Darlington Raceway May 6th 2011, Iowa Speedway August 6th 2011, and Kansas Speedway October 8th 2011.

The car was also driven by Michael Annett in 2012 then became a backup car for 2013 #43 Pilot livery.

The car is currently in the #60 Fastenal livery and now being driven by Victor Corda, running Road Course tracks and being maintained by Cobra Automotive

HMS chassis number 4-11-667, was built by Hendrick Motorsports for driver Jeff Gordon, and was first Presented for Inspection to NASCAR on April 14-2011. The cars first NASCAR race was Michigan international Speedway for the June 6th, 2011 NASCAR race. Jeff Gordon qualified 31st and finished the race in 17th position. 667 was then raced by Jeff Gordon at Pocono on August 7th, 2011 where again, it qualified 31st and this time finished in 6th position.

HMS-4-11-667 was presented for inspection to NASCAR on October 16th, 2011 and ran a NASCAR EFI test session the very next day October 17th, 2011, where it was driven by both Jeff Gordon and Eric Aramora.

The car was sold by HMS as a near complete roller and was stored for some time in a private collection before Carlos purchased the car and took it to Rhine Enterprise for a drive train installation and chassis completion. An original Hendrick race engine was installed in the car and all chassis components were changed over for road racing. The car currently campaigns the 2011-12 Jeff Gordon livery.



CARLOS DEQUESADA
2011 CHEVROLET IMPALA

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

SCOTT DOLFI
2016 CHEVROLET SILVERADO



2016 Mobil 1 Chevy Silverado campaigned by John Hunter Nemechek from 2015 to 2016 resulting in several top ten finishes and two 1st place podiums in the Mobil 1 white livery that it currently runs. This NASCAR truck comes out of the Joe Nemechek stable "NEMCO Motorsports".

Over the last 2 years after a full rotisserie restoration by NEMCO Motorsports, this truck has finished multiple times as class winner and multiple top 10 overall finishes. This truck currently is serviced by Nemco Motorsports, and its owner has had 2 years of successful campaigns in HSR and SVRA, plus delivered an overall NASCAR Truck Championship with HSR and SVRA .

Now driven by Scott Dolfi who is a former Professional Football player in the NFL and CFL. This truck also appears and can be raced on iRacing .

2006 Chevrolet Monte Carlo presented in the Wonderbread paint scheme from the movie Talladega Nights starring Will Ferrell.

This car will be present at the HSR NASCAR Classic to Le Mans Classic Legend event alongside the Perrier car as a tribute to the sport's most iconic films.



JOHN DOONAN
2006 CHEVROLET MONTE CARLO

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HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

CHRISTOPHER EVANS

2017 FORD FUSION



Roush Racing Chassis RK-761 was raced by Richard Petty Motorsports from 2011-2017 by drivers Marcos Ambrose, Sam Hornish, Brian Scott, and Aric Almirola at Watkins Glen & Sanoma raceways. This NASCAR has a purpose-built road course chassis with a proper Roush FORD FR-9 358ci motor. This chassis has 5 top ten finishes, one pole, and one win at Watkins Glen by Marcos Ambrose in 2011. The car is presented in its final paint scheme from 2017 at Watkins Glen when driven by Aric Almirola.

The iconic #43 car is owned and driven by Christopher Evans. This NASCAR is part of the Christine Marie Motorsports collection located in Indiana, PA USA.

The chassis was built by Hendrick and raced by Haas racing . It was driven by NASCAR legend Kurt Busch and Danica Patrick. Car was later sold to Tri Star Motorsports and bodied as a Camaro.

The car is currently wrapped in Garage56 livery as raced by NASCAR in the 2023 LeMans 24 Hour. This year is the 50th Anniversary of Bill France Sr. bringing NASCAR to LeMans in 1976 and the car is being raced by his grandson, JC France.



JC FRANCE
2014 CHEVROLET CAMARO

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

STANLEY FULTON
2007 CHEVROLET MONTE CARLO



Hendricks Motorsports Stock Chassis number HMS0306384
(National Guard sponsor car) driven by Casey Mears at
Homestead Florida in 2007.

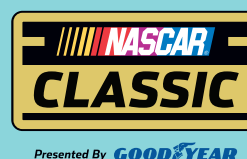
This car is one of the actual cars that was used during
filming of the famous movie Talladega Nights!

Fully restored and prepped by NEMCO Motorsports, this true
film car had only one change from its original version. A real
NASCAR 4 speed manual transmission replaced the original
automatic transition, as Sacha Baron Cohen did not know how
to drive a manual during filming.



RYAN GEMMELL
2002 CHEVROLET MONTE CARLO

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HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

DONNIE GOULD
1990 FORD THUNDERBIRD



3rd place finisher 1983 Daytona 500.

Winner of the 1983 Daytona Firecracker 400. Buddy Baker converted to road course chassis in 1984.

Bobby Rahal Riverside

Kyle Petty 1985-1988

Neil Bonnet 1989-1990

Dale Jarrett 1990-1991

Morgan Shepard 1992-1993 2nd at Watkins Glen

Nascar Canadian Tire Series 2008-2018

Road course races:

-Canadian Tire Motorsports Park (Mosport)

-GP3R Three Rivers

-Toronto Indy

-ICAR

-Montreal Circuit Gilles Villeneuve



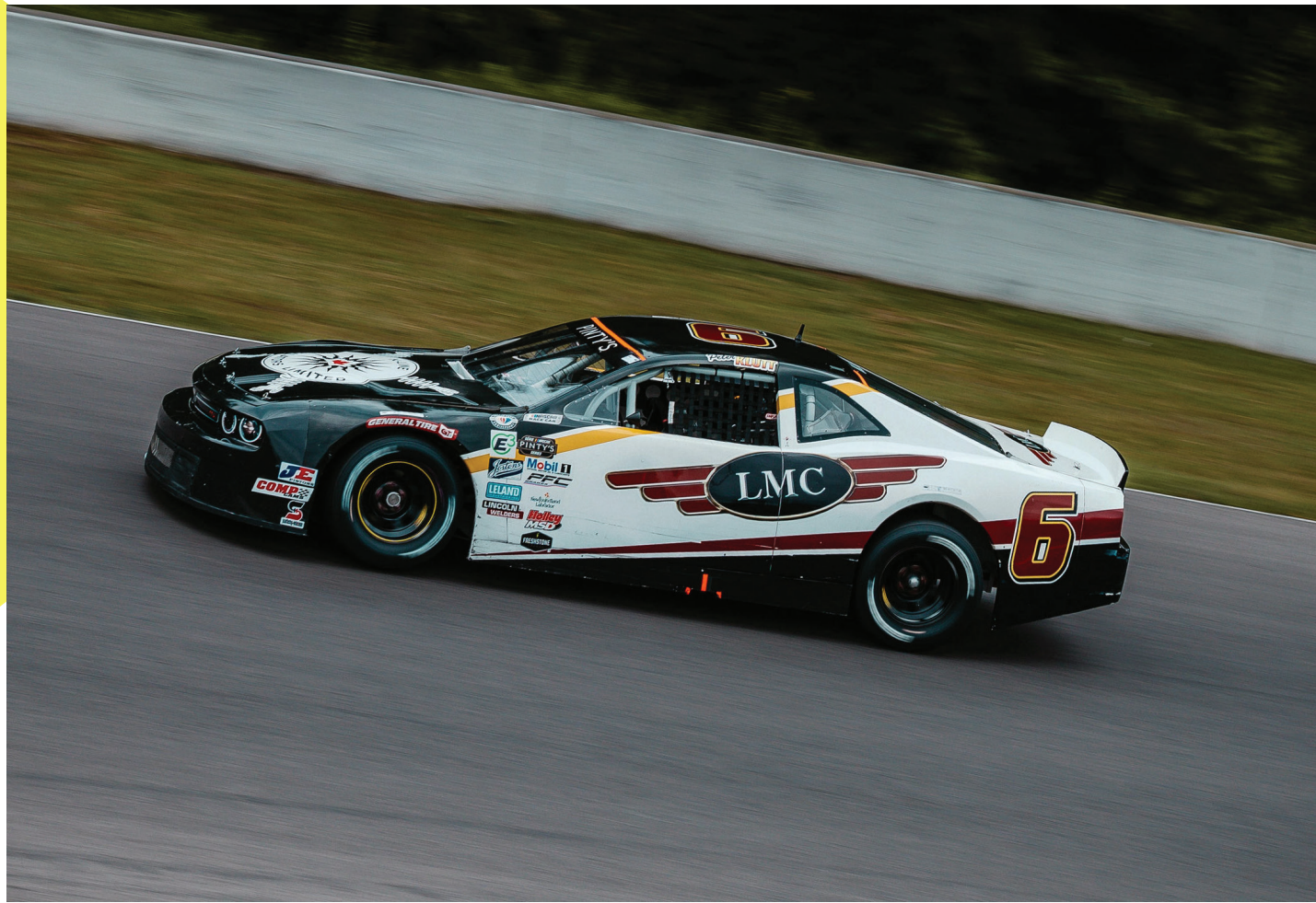
J. PAUL HAYNES
2008 CHEVROLET CAMARO

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

PETER KLUTT
2016 DODGE CHALLENGER



Built 2016 NASCAR Canada Series
Raced NASCAR Pintys series (road races):
-Canadian Tire Motorsports Park (Mosport)
-GP3R Three Rivers
-Toronto Indy
-ICAR

Originally built by Banjo Products (chassis 8) for Travis Carter (who formed Smokin' Joe's Racing with RJ Renolds Camel Cigarette sponsorship as a road course car. During the '94 season it was driven by Hut Strickland, then '95-'98 the car was driven by "Mr. Excitement" Jimmy Spencer.

During RJ Renolds sponsorship, the car was sent to Japan in the mid 90's to race 2 of the 3 years that NASCAR had its exhibition series there and was driven at Suzuka. During one of its outings in Japan (believed to be its first), it was damaged in the front and was subsequently fitted with a symmetrical front clip by SJR and restamped E233. The car then returned to cup in '97 and '98. After her Cup career she was placed in the RJ Reynolds museum for years before she was recently refreshed and made ready to race. She still sports a period correct C3 RYR drive train with upgraded brakes and safety equipment.



ROBERT MAU
1994 FORD THUNDERBIRD

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

BUZ MCCALL
1998 CHEVROLET MONTE CARLO



The car was built for Buz McCall, owner of American Equipment Racing (AER), by Hess Racing in 1997. The car was designed by AER's design engineer Brad Francis as a dedicated Road Racing Winston Cup race car. We raced the car twice in 1998 at both road course events. In June 1998 Robby Gordon started 18th at Sears Point Int'l Raceway, Sonoma, CA. The rear suspension broke while leading with 3 laps remaining. In August 1998 Ron Fellows started 2nd at Watkins Glen International, Watkins Glen, NY. The car retired after 70 laps with rear axle failure. The car was sold in 2000 and eventually ran in a number of vintages races in California with HSR before being sold in 2007 to a collector. In January 2024 Buz McCall re-acquired his CAT 96 race car via a Mecum auction.

The CAT #96 is maintained by NEMCO Motorsports (Joe Nemechek) and raced in the HSR Vintage Stock Car class.

JTG Daugherty Racing road race car was the team mate of Marcos Ambrose.

Currently in STP Marcos Ambrose livery.

Just finished and raced at Sebring December 2025.



JOHN MCCORMICK
2006 FORD FUSION

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

JEFF MCKEE
2019 FORD MUSTANG



Chassis # 738 was originally raced from 2012-2013 by Trevor Bayne with the Wood Brothers team at multiple race tracks including Indianapolis Motor Speedway . It was later campaigned by Rick Ware Racing (RWR) and driven by Cody Ware.

Currently it is presented as a Joey Lagano tribute from the 2021 Nascar Playoffs in the Penzoil Livery, driven by Jeff McKee from Delray Beach, Florida and supported by Olthoff Racing out of North Carolina.

Original Derrick Cope / Bobby Alison Motorsports road race Winston Cup car.

Has been competing in vintage races with HSR for the last 4-5 years.



GARY MOORE
1994 FORD THUNDERBIRD

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JOE NEMECHK
2006 TOYOTA CAMRY



The Chassis of this car was originally built in 2006 for the Joe Nemechek fleet of Xfinity cars. It was never used and in 2014 John Hunter Nemechek was making his Nascar K&N series debut at Watkins Glen so the car was assembled under the K&N rules. This car was used for quite a bit of testing for John Hunter and then he made his race a view at Watkins Glen with the Bull Hill barbecue sponsorship on his car. He was not old enough to have the Bully Hill Vineyards sponsorship on his car at the time. In that first race he had an engine failure. After that, the car was used for much testing and then stored away in the NEMECHK warehouse. In 2021 it was taken out of the warehouse and prepped for Racing in the Vintage racing series here in the USA.

This 1984 Cliff Stewart Pontiac was chassis #8 in the small fleet of Gatorade Pontiacs prepared for rookie NASCAR driver Rusty Wallace. The car was purchased by Carlos from, Robert Malke, who purchased the car from Scott Tyler. It was then taken to Rhine Enterprise for a complete restoration and final verification. It took over six months to return the Pontiac to its original 1984 racing glory. During that time Rhine Enterprise was able to get the Pontiac in front of the original Crew Chief, Darrell Bryant. Darrell was excited to see the cars restoration and became a vital asset in returning the car to its original livery and as raced condition.

Darrell Bryant was able to recognize the car through a few chassis modifications and some left over fabricated panels. Unfortunately he was not able to give us a race by race history of the car. Darrell was able to confirmed chassis #8 was one of their intermediate race cars. Carlos has campaigned this great car at track day events and car shows with a great response from the public.



JIM NORMAN
1984 PONTIAC GRAND PRIX

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MICHAEL PARSONS
1963 CHEVROLET RCR LUMINA



Richard Childress Racing Winston Cup Car Chassis No RC-02 was driven by Dale Earnhardt from 1992-1994 and was sold on December 31, 1994, at the end of the season. In fact, this car, RCR Road Course Car 02 was the 2nd road course car built specifically as a road course car by RCR to race at Sonoma and Watkins Glen. It ran in the Save Mart 300 at Sonoma in 1993-1994 and sat on the pole for the race on May 16, 1993.

On August 1, 1992, Dale Earnhardt sat on the pole in RCR #02 at Watkins Glen and also drove this car at Watkins Glen in 1993-1994, at the end of the 1994 Season Chevrolet switched from Lumina to Monte Carlo. Dale Earnhardt won his first road course race on May 7, 1995, at Sonoma Raceway.

Hendricks Penzoil Pontiac driven by Johnny Benson in 1996 and 1997, it was refreshed last year and has been raced the last couple of years at the Mitty by Ricky Sanders with RSR who has been taking care of the car.



PATRICK PAUL
1996 PONTIAC

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HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

RODNEY RESTON
2013 CHEVROLET CAMARO ZL1



HMS 823 was built in 2013 for SHR and driven by Danica Patrick as #10 Go Daddy and Kurt Busch #41 Haas CNC liveries. HMS was then campaigned by RWR as the #15 Skip Barber Racing livery driven by James Davison. HMS 823 was last raced at COTA in 2021 in the Skip Barber livery.

HMS 823 still retains the #15 Skip Barber Racing School livery as last raced by James Davison. HMS 823 recently completed the 2025 NASCAR Classic season and scored 3rd place in the overall championship.

This NASCAR Sprint Cup Series chassis (PRS-0111-749) was campaigned by Penske Racing in the 2011 season. Chassis (749) was built as a short track car. Kurt Busch drove the car at Richmond International Raceway, where it was campaigned as the No. 22 Shell/Pennzoil entry.

The chassis was then assigned to the Miller Lite team, converted to a road race car and re-wrapped as the number 2 Miller Lite Charger. This is the livery that Brad Keselowski carried in the 2011 season and into his 2012 championship-winning season. Included on the C-Pillar is the Carlisle sponsorship which Brad carried on his cars throughout both years.

Today, the car is owned and raced by retired Carlisle Chairman and CEO Dave Roberts under the HSR sanctioning body. It is professionally maintained at Ray Evernham's shop in Mooresville, North Carolina.



DAVID ROBERTS
2012 DODGE CHARGER COT

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LEE SAUNDERS
2005 DODGE CHARGER



This car ran in the Cup Series under Arnold Motorsports as car #50 with Jimmy Spencer as the driver in 2005. Arnold Motorsports was a NASCAR Nextel Cup Series team owned by Don Arnold. 1983 Winston Cup champion Bobby Allison was the Vice President of operations and also served a consultant. The team returned full-time in 2004 with Derrike Cope at the wheel. (This car made it onto NASCAR 2005: Chase for the Cup by EA Sports). Cope co-owned the team and merged his Quest Motor Racing team with Arnold's.

In 2005 Jimmy Spencer drove the car in what was a limited schedule due to lack of sponsorship. The team announced Allied Buildings sponsor for the rest of 2005 and all of 2006 at the Brickyard 400 at Indianapolis Motor Speedway.

Car is currently wrapped to look like Kasey Kahne's #9 Dodge Charge with the Mopar livery.

Former Roush Racing Cup Car
Driven by David Ragan in 2009 in both NHIS races
Driven by Greg Biffle, Matt Kenseth and Carl Edwards



CHRIS STILLWELL
2009 FORD MUSTANG

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CURT VOGT
1997 FORD THUNDERBIRD



Original Winston Cup road race car from the 1990's driven by Jimmy Spencer / Smokin Joes Racing, but currently in Mark Martin / Valvoline livery have raced at many HSR races in the past 2 years with this car.

Ganassi car originally driven by Kurt Busch, then purchased by Spire Motorsports driven by Corie Lajoi. After that, it was then sold to Trackhouse and changed to number 1 driven by Ross Chastain as the Moose Car.

The Busch Light purchased from Spire was stripped down to the chassis and reworked by NEMCO Motorsports with Joe Nemecek. Currently running in the HSR NASCAR Classic group with Raymond Webb driving under the Moose banner.



RAYMOND WEBB
2019 CHEVROLET CAMARO

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PATRICK WOMACK
2009 CHEVROLET IMPALA



HMS 540 was constructed for the 48 team and raced exclusively by Jimmie Johnson. HMS 540 has two race wins, 6 top fives, 2 top 10s. Race wins include Phoenix November 2009 and New Hampshire in June 2010.

The current photo shows the livery currently on HMS 540, which represents a patriotic paint scheme utilized at Charlotte Motor Speedway on Memorial Day weekend in 2011 when the HMS 540 was retired from competition.

Built in the United Kingdom in 2020 as an exact replica of the 1966 Richard Petty 43, it has been successfully raced in the UK and Europe over the last 4 years with class wins in the UK and class wins at the Copenhagen Historic Grand Prix.

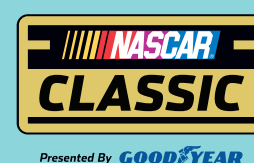
Obviously it's not the original NASCAR, but is as close as possible to replica, very popular and a crowd favourite.

Will be off the pace of the more modern NASCARs but will hold its own.



ALEX ELBROW
1966 PLYMOUTH BELVEDERE

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ROBIN HAAS
1984 OLDSMOBILE CUTLASS



This Oldsmobile Cutlass Supreme is an authentic Marcis Racing NASCAR stock car from the late-1970s Winston Cup era. Built to 1979 specifications and carrying the period "Transmissions Unlimited - Utica, Mich." livery from Dave Marcis' independent #71 program, it retains the correct tube-frame construction and period NASCAR V8 specification. The car represents the privateer spirit of Marcis, one of NASCAR's most enduring driver/owners.

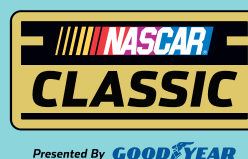
Since 2007 the car has competed widely in U.S. historic events under HMSA Logbook No. 07091028, including Reno Historics (2007 & 2009), CSRG Fall Classic (2007), Coronado Speed Festival (2010), Monterey Pre-Reunion and Rolex Reunion (2012, entries noting Richard Clark and Andrew Prill), Sonoma HGRS/NASA (2012), and SVRA/HSR Thunderhill (2017, scrutineer note: "won both Sat & Sun Big Bore races"). Today the car is preserved in Germany, stored indoors and maintained with specialist support for demonstrations and historic racing, accompanied by its HMSA logbook and a detailed HTP dossier.

Built by Michael Waltrip Racing for Clint Bowyer for the 2013 season. One of the cars Clint raced with a highest finish of 2nd place at Richmond.



ANDREW JORDAN
2013 TOYOTA CAMRY

JULY 2 - 5, 2026



HSR NASCAR CLASSIC ROAD TO LE MANS CLASSIC

CHRISTOPHE SCHWARTZ
1974 DODGE CHARGER



- 1973 built in the workshops of Petty Enterprise, North Carolina, USA, for Butch Hartmann, USAC championship competitor
- 1974 USAC Champion with Butch Hartmann 1975 2nd in USAC Championship with Butch Hartmann.
- Bought by Gary Wutke from Butch Hartmann at the end of the 1975 season and entrusted to its driver Paul Feldner
- 1976 5th in the USAC Championship with Paul Feldner
- 1977 USAC Champion with Paul Feldner
- 1978 rebodied in a Dodge Magnum - mixed season with Paul Feldner
- 1993 restored to its 1977 champion version by Larry Nau at the request of its owner Gary Wutke
- 1998 sold by Gary Wutke to Chuck Shafer
- 2005 sold by Cinde Shafer to Christophe Schwartz
- 2006 repainted in OLYMPIA BEER colors to participate in the Le Mans Classic 2006 - 2025 regular participation in the Le Mans Classic

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