

When Randy Turner rolled his PASS Pro Stock into Victory Lane at Maine's Unity Raceway on August 2nd of last year it was "a victory for the little guy" as many media outlets called it. For Turner, a part-time driver on the PASS North Tour, "low-buck" had finally turned into "big results."

Turner is no stranger to Unity's tough racing surface. You might say he has a "checkered past" there, in ways both good and bad.

Turner began his racing career at Unity in 1996. After running Chargers and Super Late Models (earning a track championship in 2004) he found controversy in 2005 when he was accused of using illegally-altered parts.

After winning 7 Pro Stock features that year he was found to have illegal heads. His day job at Watson Racing Heads lent weight to the suspicion of cheating and lessened thoughts that it might have been an honest mistake.

A decision by track owner Ralph Nason to take away points and money from Turner caused him to simply leave the track instead. Maintaining that his head alterations were within the rules, Turner chose to find other tracks to race at instead of accepting the punishments at Unity, including giving up points and money, adding weight to his car and starting from the back of the field for at least several weeks in a row.

Despite Turner's love for the Unity track, he found himself traveling instead to Wiscasset Raceway, Speedway 95 and numerous PASS North and open competition events in New England and in Canada. Unity eventually dropped their Pro Stock class, meaning Turner could not return to the track to race anymore.

Wins at numerous tracks and a Super Late Model title at Wiscasset in 2008 proved Turner could race at tracks other than Unity, but there was still some unfinished business between Turner and the Unity Speedway.

When Unity, absent from the PASS Tour for several years, appeared on the 2009 schedule for two visits Turner knew he had to go back. A top 3 finish in the May race there was inspiring but not quite what he had in mind.

Two wins at Wiscasset in the weeks that followed boosted Turner's confidence, but winning the August race at Unity seemed but a dream at best. "In practice, we were bad. We just didn't have it" said Turner. "We made a big change right before

the heat race. It was okay then. It still wasn't good. We made more changes right before the feature and we still weren't good. We knew we could do it, but we just couldn't get the car right.”

By the end of the day, though, it was Turner who crossed the finish line first, beating out all of the veteran and higher-dollar drivers who had so often beaten him.

“Circumstances worked out for us and you take them whatever way you can,” said Turner. “It feels really good to win a PASS race, that’s for sure,” said Turner. “They're all good guys. That is the challenging part about running in PASS. Everyone is at the top of their game. To be competitive with them is very special. Regular PASS tour guys are hard to beat, you know what I mean? They do this every week.”

Turner has no grandiose aspirations after that win. In 13 races on the 2009 PASS North schedule, Turner competed in just 4 of them. His budget simply did not allow him to be a full-time competitor. This year, however, he has entered all of the races so far. He will continue to race when he can afford to and race competitively as his budget allows. He understands this and is okay with it.

Whether or not he wins more PASS races, though, Turner is happy to have won at the track he once called home and beat the likes of Ben Rowe, DJ Shaw and Scott Chubbuck, among others. At least for one day in his racing career, Turner was the David who beat Goliath. If he can do it once, then he knows that just maybe he can do it again. And each time he wins it will be another one for the “little guys”.