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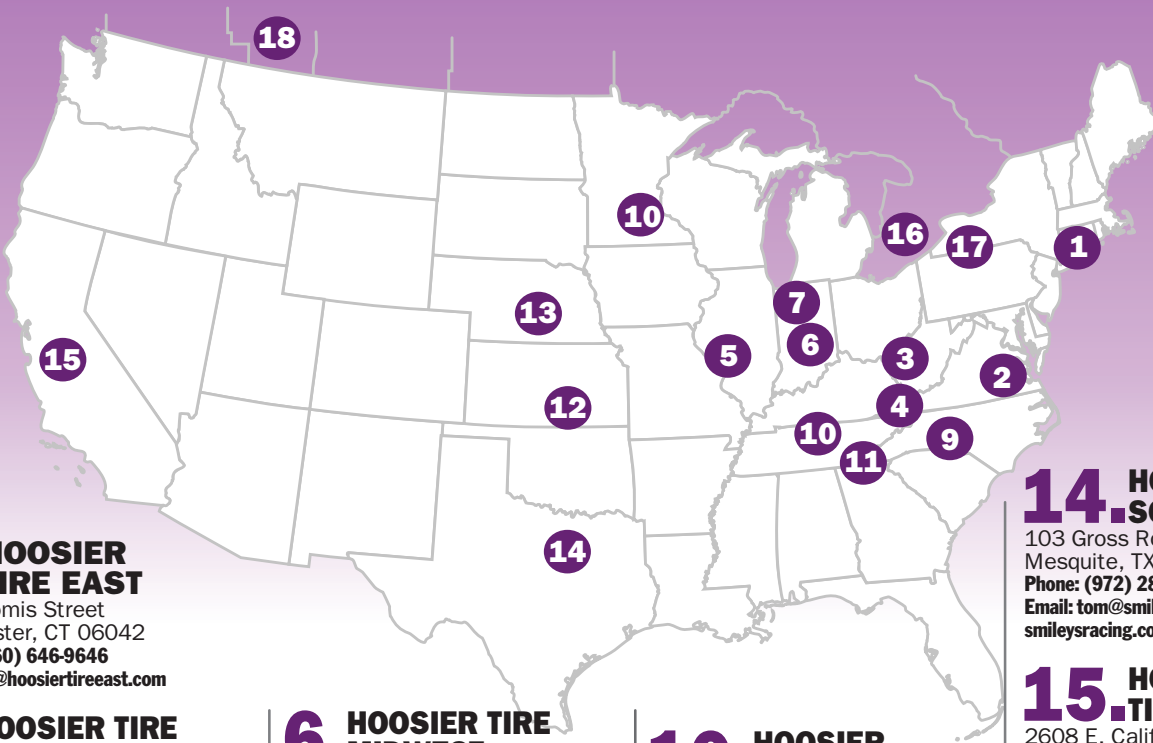


WHERE IT ALL BEGINS

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Please take note of our locations for the 51st Annual RPM Workshops, whether it be the Silver Legacy in Reno or the Shores in Daytona and plan to patronize and stay there. Your help in attending and supporting the locations of the Workshops help us grow the activities and sessions. The dates once again Tuesday, November 28,; Wednesday, November 29 and Thursday, November 30 for Reno, while Daytona is Sunday, February 11; Monday, February 12 and Tuesday, February 13, 2024. We look forward to seeing all of you there.



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TIME TO BOOK YOUR TRIP TO THE 51ST ANNUAL RPM@RENO WESTERN AND RPM@DAYTONA VENUES

SAs we continue to move forward this season, things on the short track level are looking good.

Crowds and cars are positive and the panic that seemed to consume “off-season” discussions has become quieter. There remains a lot of work to be done, no different than any of us face as we continue to build the 51st Annual RPM Workshops as well as running through the bulk of our racing schedule. The work seemingly never ends.

The long grinds, the tireless effort without fanfare, we all face it. Make sure you attend the 51st Annual RPM Workshops and make arrangements to stay with us at the Silver Legacy in Reno, Nevada or the Shores Spa & Resort in Daytona Beach, Florida.

Some folks have already called and there are airfare breaks, with more expected in regard to Reno. Please note the correct dates for the 51st Annual RPM@Reno Western Workshops are Tuesday, November 28; Wednesday, November 29 and Thursday, November 30. Early bird airfare breaks were being offered by Southwest Airlines.

The 51st Annual RPM@Daytona will take place at the Shores Resort and Plaza in Daytona Beach Shores, Florida on February 11, 12 and 13.



**(TOP) LOCATION OF 51ST ANNUAL RPM RENO WORKSHOPS, SILVER LEGACY, RENO, NEVADA
(BOTTOM) LOCATION OF 51ST ANNUAL RPM WORKSHOPS, THE SHORES RESORT, DAYTONA BEACH, FLORIDA**

Booking information for Reno is available at this link; The group code is SRRPM23; <https://book.passkey.com/go/SRRPM23> (Room Reservations begin at \$55.00 per night).

The link of the 51st RPM@Daytona Workshops is here. Book now for accommodations as many of the sessions last year were “Standing Room Only” for one of the most exciting meetings in years; https://be.synxis.com/?Hotel=17713&Chain=5433&arrive=2024-02-09&depart=2024-02-15&adult=1&child=0&group=2402RPMRAC_001 (Room Reservations begin at \$195 per night).

Current speakers for the 51st Annual RPM@Reno Western Workshops already include

Sean Foster (promoter at the Waterford Speedbowl); Renee Dupuis (Monaco Modified Series) and Megan Hazel (World Racing Group) among others. The 51st Annual RPM Workshops are certain to be exciting and educational experiences.

The 51st Annual RPM@Reno Western Workshops are beginning to take shape as speakers and presentations continue to be added to the agenda, which will be released at the end of September. Registrations will be available for all parties beginning October 1, 2023 but that doesn't mean you should stop planning your travel itinerary to help bolster your business. That is our goal with the RPM Workshops, to help you increase your bottom line, which is the most important part of business for all of us. We are working on updating everything so please stay tuned, we are looking forward to a successful 51st Annual RPM Workshops season that is approaching all too quickly.

WE USE



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capability and that young man is Josh Holt. Holt is from Webster, South Dakota, currently residing in Sioux Falls, South Dakota after studying at South Dakota State University and he turns 40 in January. He's a bright light in our business.

He has experienced more than any of us probably know. He's been involved in racing for more than 30-years; a retired sprint car racer, previous track and event promoter. Holt held the lease

our trends, our successes and our failures.

Holt is not charged to stand before us and discuss websites or any of the products within MyRacePass, but to help us come together, "Where it all Begins" the 51st Annual RPM@Reno Western Workshops.

In our discussions we have discussed topics from "building a business from scratch" to "the numbers" to the importance of "relationship building" and how it takes all of us pulling the rope in the same direction. For the betterment of our business, that point has become imperative.

Sometimes we have looked outside of the business for guidance, however, sometimes we have to start within ourselves when it comes to reevaluating things and returning toward success. That's what we did this time and we know "Where it all Begins..." the 51st annual RPM@Reno Western Workshops, we hope to see you there.

To learn a little more about Josh and his two partners Zach and Ross, please watch this video put together by the PRI Road Tour just a couple of years ago. <https://www.youtube.com/watch?v=O2yG67EdGhQ>

Josh Holt of Webster, South Dakota has played a vital role in the continued development and production of the RPM Workshops, a true "RPM Believer" will play a major role "Where is all Begins" when we gather at the Silver Legacy for the 51st Annual RPM@Reno Western Workshops.

Putting together the Workshops is quite an undertaking. We have to take the temperature of the industry, arrange for discussions on relevant topics and attempt to assemble the best program possible for all in attendance. From the outside looking in, it may appear easy, however it is far from it.

One of the most relevant topics that has come out recently is the ability to work with one another. The landscape of the business is always changing, but we - as the major stakeholders in all of our businesses - do very little to work together and benefit one another.

It's evident, even more so if you are in the trenches, so as I looked near and far to find someone who seemed to have the capability to pull us all together and make us stronger, I realized there was one person who had this

and role of promoter at Rapid Speedway in Rock Rapids, Iowa and as the General Manager and Promoter at Park Jefferson Speedway in South Dakota, His current business is MyRacePass, that he owns with partners, Ross VanEck and Zach Calmus.

The business of MyRacePass began in 2008 with a vision of building driver's websites. Over time the vision and direction changed to what is now MyRacePass.

Holt's passion for the business is obvious, but his ability to work with everyone is what has caught the attention of many. NASCAR, IMCA, WISSOTA, USMTS, World of Outlaws, DIRTcar, Super DirtCAR, nearly 800 promoters across North America and now they are venturing into drag racing, constantly growing, working with everyone, seeing

WHERE IT ALL BEGINS
 NOV. 28TH - NOV 30TH, 2023

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 **CONTINUED**



From top-to-bottom moving clockwise; Holt, laptop open, on the phone working a tradeshow booth. This is Holt on most days. Holt piloting his kart at Indianapolis Motor Speedway. A young Josh Holt ready for karting competition. In victory lane at a sprint car race and prior to his retirement, behind the wheel of a sprint car.





“PRO BONO” HOUR AND “THE LEGAL UPDATE” WHY IT’S IMPORTANT TO YOU

In recent years we have watched a decline in attendance during the “Legal Updates” and “Pro Bono” hours at the RPM Workshops. The services provided are contributed to the Workshops from the firm of Agajanian, McFall, Weiss, Tetreault & Crisp, as well as Ronald P. Bennett and others in the past.

On average an attorney charges \$3,500 in just a retainer fee. The hourly rate varies from that point, once the “retainer fee” is used up. At RPM, twice a year, we have some of the top attorney’s in motorsports donating their time to and for you to listen, ask questions and have access to them on multiple levels to assist your business.

If you have been in the motorsports business for any amount of time you have probably had a situation occur where you required an attorney, so there should be an appreciation for the services these folks are providing to our business.

We all understand the “boredom” and “fear” that comes from the “legal language” along with a remaining factor, “it can’t happen to me...” or “my insurance provides me with....” and there are no guarantees for either.

It is our jobs as “Stewards” of the industry to continue to guide the sport and these folks can help those situations to guide us away from potential problems and help us into situations that prevent other challenges from rearing their ugly heads.

The sessions that are provided by these legal experts are invaluable to the industry and more importantly, invaluable to your business. Counseling from these experts is an incredible opportunity for all of us to help, grow and prosper our business. Each Workshop it is set in front of all of us and will remain a part of the Workshop for years to come.

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NOTICE SAVE THESE DATES

51st Annual RPM@Reno & RPM@Daytona Workshops

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WORKSHOPS
WED, NOV. 29 &
THURS, NOV 30, 2023**

**RPM@DAYTONA
WORKSHOPS
MON, FEB 12 &
TUES, FEB 13, 2024**

RPM@RENO - SILVER LEGACY, RENO, NV

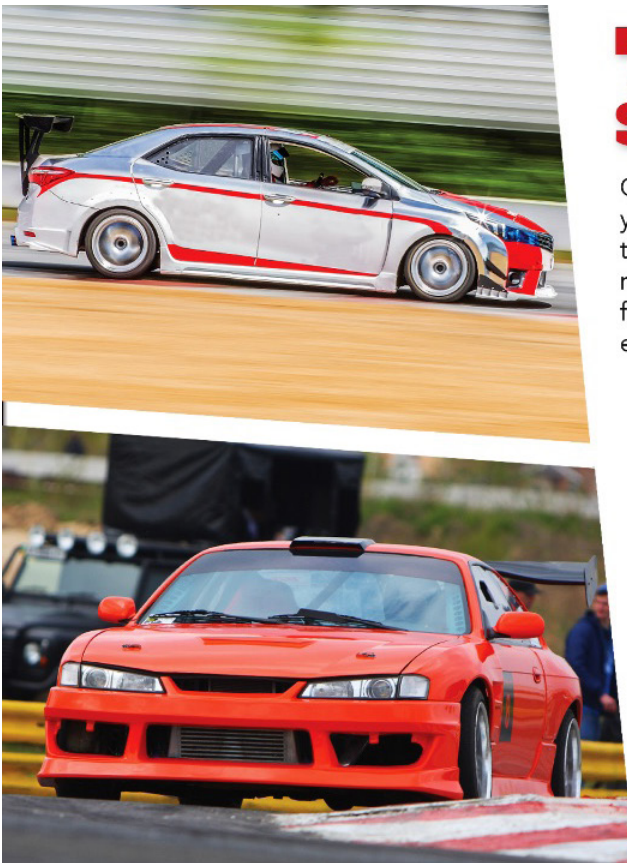
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51ST PROM ARE YOUR CUSTOMERS "QUIET QUITTING"?



In speaking with customers of all types, neighbors and even family members who tell me they feel like they are being taken advantage of and getting ripped off. First it started with Covid, then inflation and now many customers think it has turned into pure greed. Prices are outrageous.

Does this sound familiar? Take your favorite local lunch hang-out that is a good place and reasonably priced. A few months pass, they begin charging \$12.00 for a sandwich that use to cost \$8.00. You talked to the manager/owner and they have no explanation but to tell you that prices have gone up. So, you stop buying the sandwich but continue to go there and order other items on the menu.

A few weeks go by and you look at the menu and some lunch items are up to \$15.00. No way! Does it really cost that much to make? So you say adios. You have been spending hundred dollars a year in that place in the past but enough is enough.

It's not the money; it's the principle.

Then you go get your car fixed and you notice all of these additional add on expenses on your bill. Where did this come from? So you again talk to the manager and he has no explanation but to tell you it is out of their control.

What is going on? I certainly don't do business like that. Do your customers feel the same way about your business? Are they fed up and going walk away?

We all understand and unfortunately have been experiencing the rise in inflation costs. But it comes to a point where your customers may think they are being taken advantage of. That's not a good sign.



Good suggestions for business owners are to:

- Be as transparent to your customers as much as possible.
- Build relationships by understanding their needs and wants
- Increase communication with your customers by talking to them.
- Offer more value in other ways by providing little extras.
- Gradually raise prices in small increments when absolutely necessary
- Provide a better customer experience.

Inflation is not going away any time soon. Do whatever you can to keep your existing customers happy and not feeling like they were taken advantage of as so many other businesses they visit have. Be different than them. Take good care of your existing customers or your competition will. Customer "quiet quitting" is for real.

"You can have more business in 2 months by becoming interested in your existing customers than you can in 2 years trying to get strangers interested in you."

51ST PROM Promoters Workshops **WHERE IT ALL BEGINS**
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It has been announced that Devil's Bowl in Mesquite, Texas has been sold by Lanny Ross Edwards and the last weekend of racing at the track will be October 21 and 22 with the World of Outlaw Sprint Car Series.

The event is drawing national attention as the World of Outlaws of began their tenure at Devil's Bowl and will ultimately be the last event to close the facility.

Devil's Bowl is one of the most iconic dirt tracks in the country. It opened in 1966 and has been a staple in the Dallas area throughout the years. The Outlaws have run there 88-times previously.

The closing of the speedway continues a trend of iconic tracks closing this season.



Facebook Quotable, the world needs a few more "Joe Duvall's";

Joe Duvall · Every race I go to I always look at the stands and see what kind of spectator turnout they have. This year I've raced a little less than in years past, 39 to date. There's been a LOT of those nights that weren't "standing room only". The land these tracks sit on is worth more than the business. Racers AND fans, keep that in mind this weekend when you visit your next or favorite racetrack. Also, just keep that I got screwed comment in your head and say thank you at the pay window.





WHERE IT ALL BEGINS

NOV. 28TH - NOV 30TH, 2023

SILVER LEGACY RESORT CASINO

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What will the 51st Annual RPM@Reno Western Workshops look like?

The 51st Annual RPM@Reno Western Workshops, full schedule will be released shortly, however, individuals can plan on a full slate of sessions that help move their sport forward.

Topics will include;

- Streaming, how to make the right deal for you.
- Dennis Gage's "California Dreaming" - a session dedicated to California Tracks the issues, challenges and solutions.
- "Ask an ARPY" - The well received session in Daytona
- Fan Engagement and what it can give your business.
- Paul Tetreault from Agajanian, McFall, Weiss, Tetreault & Crist, LLP, Legal Sessions
- Sean Foster's enthusiastic brand of looking ahead at short track racing.
- Renee Dupuis looking at things from the Women's perspective in the sport leading the Jody Deery Session.
- And a few more surprises along the way.



A photo of the popular "Ask an ARPY" session at the 50th Annual RPM@Daytona Workshops last year at "The Shores".



Economic Impact is All Around

Many short tracks across North America and the world hold an important role in their own communities with their individual economic impact. Often times it is not measured like the economic impact of the Indianapolis Motor Speedway. These are all things we can measure and let our community know. The numbers don't have to be as incredible as Indianapolis. Every drop in the bucket is important.

The Indianapolis Motor Speedway has a significant impact on Indiana's economy, according to a recent study by the Indiana University Public Policy Institute.

The economic impact study of the IMS found the unique sporting facility generates \$1 billion in annual revenue.

The study took data from June 1, 2022, through May 31, 2023. Of the total, more than half — \$566.4 million — was generated in the month of May.

According to the study, Brickyard Weekend 2022 generated \$117.2 million, while visitors for other activities, such as the Brickyard Crossing Golf Course and IMS Museum, generated \$375.1 million to the economy.

IMS also has 8,440 full-time employees, totaling an estimated \$360 million in labor income, the study found.

"The Racing Capital of the World is a marquee hub for economic development that directly benefits Central Indiana and the Hoosier State, triggering innovative activity and providing jobs and income for thousands of families," IMS President J. Douglas Boles said. "The impact and value of IMS and its contributions to Indiana's economy are invaluable and fuel us to further prioritize our role as a key driver of progress and impact moving forward."

The last economic study was done in 2013 and found at that time, IMS generated \$510 million for the local economy.

All-Star Sprint Car Series Sold to High Limit

The High Limit Sprint Car Series announced they have acquired the All Star Circuit of Champions. The High Limit Series is owned by Kyle Larson and brother-in-law Brad Sweet. Tony Stewart has owned the All-Star Circuit of Champions since 2015.

“Sprint Car racing is in a better place today because of the contributions Tony has made, including his ownership of the All Stars,” stated Kyle Larson in a press release. “His commitment to giving back to the sport has been an inspiration to me, personally. Brad and I share his passion for making the business side of the sport better for teams, drivers and sponsors, and we’re thankful for Tony’s trust in us to carry on what he started.”

The High Limit series concluded their first full season of competition this past season with Larson being crowned the first High Limit champion after 11 rounds of competition. The series was initially created as a way to stage high-dollar races during the middle of the week with payouts exceeding \$20,000.

The primarily Midwestern-based All Star circuit hosted its first race in 1970 and has been in continuous operation since 1980. 2023 saw the series have a 45-race calendar.

The 2024 calendar has not yet been released and that typically does not happen until winter after dirt tracks end their weekly schedules.

Both Larson and Sweet won on the All Star circuit in 2023 with Sweet securing his only win in the season-opener, February 7 at Volusia Speedway Park, a track owned by the parent company of the World of Outlaws.

This acquisition places 410 Sprint Car squarely in the optics of everyone in the motorsports industry. In the past similar situations become a tug-of-war between sanctioning bodies and has not always worked out positively for promoters or racers forced to make a decision.

In the dirt Late Model world, things have come a long way in this regard. Racers seemingly race where they want or become “money” racers chasing the biggest events and payouts, however Sprint Car racing has not always been this way.

More recently with the advent of the Eldora Million, other high paying events and Series things have loosened up slightly, but racers are still handcuffed, which does handcuff the fans to an extent with their choices.

We are hoping things do not head down a negative path and that overall this helps and bolsters Sprint Car racing, bringing it to new heights in it’s already steady ascent in popularity.

Only time will tell the story, however, everyone involved has plenty of experience to prevent any steps in the wrong direction.



Kyle Larson and Rico Abreu battle in High Limit Sprint Car action. Both are familiar competitors to everyone engaged in Sprint Car racing.

Pennsboro Speedway Gears Up for a Thrilling Comeback in 2024

Pennsboro Speedway, nestled in the heart of Pennsboro, West Virginia, has taken significant strides in its journey towards revitalization, setting the stage for an eagerly awaited return to racing in 2024. The recent autumn construction efforts have successfully laid the foundation for the brand-new ¼-mile race track. The project remains firmly on schedule, with plans to fully unveil the facility for racing by Spring 2024.

The Pennsboro Speedway revitalization project, led by XR Events and supported by the Ritchie County Fairground board, encountered and surmounted the customary challenges and adjustments inherent in any construction undertaking. Adhering to strict hillside regulations, the project led to the reduction of the track’s width, although this was ingeniously offset by a lengthening that created a spacious track design. Drawing inspiration from renowned tracks such as Davenport Speedway in Iowa (layout), Fairbury Speedway in Illinois (banking), and the former Legendary Hilltop in Ohio (size), the construction team is meticulously crafting a cutting-edge track model that promises to deliver an unparalleled racing experience.



The legendary Pennsboro Speedway with Late Models on the track is set to make a return to racing, which is great news for the entire sport.



Lebanon I-44 Speedway in Missouri.

Lebanon I-44 Speedway to Return to Business in 2024

Over the past three racing seasons, Lebanon I-44 Speedway has hosted just one race.

In 2024 that will change when promoter Aaron Douglas as there is a planned 8-10 events at the track.

Many iconic driver’s like Larry Phillips, Carl Edwards, Jamie McMurray and Kenny Wallace raced at I-44 early on and throughout their careers.

The track, which was built by Bill Willard in 1982, has seen a variety of events and promotions at the speedway over time. The 2024 program will feature late models, chargers and the entry level and popular “Crown Vic” division.

Good news for asphalt racing in the Midwest.

Sticking Together...

We at RPM often speak of working together. Many people perceive that “working together” or someone asking to “work together” means that one side is going to benefit more than the other.

Sure, in some cases, that may be true, however more often than not, it means elevating each other’s programs and not hurting one another. The frustrations flow when agreements are made but not meant. It happens all of the time in this business. We’ve seen it from all sides and experienced it personally.

Most recently, after something happened at a track where another promoter was promoting their own “open” non-sanctioned race and they had an altercation that was on video, spilled through the infield pits and outward to the local authorities with videos and a lot of post-race coverage.

The promoters were Chris Michaud and Tom Mayberry at Thompson Speedway and several sanctioning bodies and tracks all quickly stood behind Michaud and Mayberry in the suspension of the team and individuals who were responsible for the skirmish.

It wasn’t a positive situation for the sport that the promoters were placed in, but the positive was groups of people standing together and handling the situation, making sure that everyone knew who was looking out for the best interests of the sport. It was truly a positive moment for the sport in regard to the leaders working together.

In related news, after speaking with Michaud, who also now owns Thunder Road and the ACT (American-Canadian Tour) he related how devastating to their season, emphasizing that we have all been in the same boat in those regards.

Michaud has done an incredible job since purchasing the businesses from Tom Curley. Thunder Road in Barre, Vermont, remains one of the top tracks in the nation under his guidance.



Thunder Road remains “The Nations Site of Excitement”

Worth Reading...

Recently published by Speed Sport and granted permission by Speed Sport to re-publish were pieces from two articles written by the great motorsports author Bones Bourcier.

BOURCIER: So, You Want To Be A Promoter?

It was a little past dinnertime on a splendid autumn Wednesday, not a trace of October in the air. I said to my wife, "What do you think about Saturday night?"

She knew I was talking about the last Midwest date of the season for USAC sprint cars, which was scheduled at Lawrenceburg Speedway. Lawrenceburg is tucked into the southeast corner of Indiana, and already I was picturing the ride there.

Once you clear the city of Indianapolis, I-74 East carries you through 70 miles of pleasant farmland before you dip south on U.S. Route 1 for, oh, 15 miles. That last bit winds through rolling, wooded hills, and at this time of year the trees offer up shades of oranges and yellows that you never knew existed.

In the summer, the 110-mile drive to Lawrenceburg is just long enough to be boring. But that changes in the fall, when the calendar and those trees remind you that winter will soon shut everything down. That USAC show seemed like a great idea.

My wife said, "Have you seen the forecast?"

I dug out my phone and found the weather app. Generally, I curse anyone who checks the weather three or four days ahead of a weekend, unless the person checking it is me. We are all slaves to technology.

My phone screen suggested a Saturday high of 59 degrees, with temperatures likely to dip into the 40s during the race program. Instantly, that lovely drive through the foliage vanished from my mind. I saw us piling into the car after the Lawrenceburg feature and urging the heater to hurry up.

"Yeah, we're skipping that one," I said.

So, you think you'd like to be a race promoter or a track operator? Let's face it, at one point or

another we've all criticized those folks, muttering that we could do the job better ourselves.

But then you face a week like the one I just described, where all available evidence points to a night shivering in the grandstands, and you are reminded that the promoter's world has plenty of landmines, with weather right at the top. He may not understand the science, but barometric pressure is as important to him as tire pressure is to a chassis man. But the chassis man with his air tank can dial himself in, while the promoter can't do a thing about an approaching storm front.

And when it comes to weather, the hardest-working promoter in your region has no edge at all on the laziest one. Neither of them can hold back the rain, or the cool weather that ruins a special event in the spring or fall. Nor, for that matter, can they wish away the intense heat that in the summer of 2023 led to poor attendance at some tracks and postponements at others.

The race promoter has a lot in common with the farmer. Both can get every offseason move right, from plowing the fields to planting the seeds, but in the end they both roll the dice when it comes to weather.

If Mother Nature smiles, there are bumper crops of corn, beans and spectators; if she frowns at the wrong time, yields are low. Too many bad harvests can kill off a family farm, and too many lousy race nights can wipe out a promoter.

Sure, you can argue that this has always been the case. But the increased availability of long-term forecasts is a recent and serious development. More fans than ever are making up their minds on Mondays and Tuesdays whether they'll be attending races on the coming weekend.

And once the fan has scratched off the idea of going to the track on Saturday, that decision is too often irreversible. He and his family might schedule some other activity — a visit to grandma's, dinner with the neighbors, whatever — that can't be broken.

Even if the weekend brings surprising blue skies and 70-degree evenings, that fan is not walking up to the ticket window.

There's a secondary problem involved in all this, a modern problem that legendary short-track promoters like J.C. Agajanian, Lindy Vicari and Hugh Deery never had to deal with:

contagious online negativity.

Once the fickle forecast followers see that the weekend looks grim, they blanket social media with their prophecies of rain, hail and thunder. By week's end, they have you convinced that you need to start building an ark.

Put yourself in the promoter's shoes. He's already on edge, watching the skies, because weather is his primary opponent. Now, he's got the Internet screaming that he's got no chance of running on Saturday.

Yet he still has to prep his facility just in case, tending to everything from the track surface to the sound system.

Never mind that thanks to the forecast, he'll be lucky to fill a third of his grandstand seats. He can't pull the plug and cancel too early, because if the bad weather shifts and his track is bathed in sunshine, he'd better be ready.

Hell hath no fury like a race fan who pulls into a dry parking lot at 5 p.m. only to find that the promoter got jumpy and called things off at noon. The unfair treatment that promoter got from the social-media gnats prior to the event will feel like a soft kiss next to the pummeling he's about to receive.

Sure, promoting is easy. Go ahead, have a crack at it.

Bourcier: Through Fresh, Wide Eyes - A story about bringing young folks to the race track

August 06, 2023

It doesn't matter when it happens or where it happens, only that it does happen. And when it does — when you first see that racing is not a game of machines, but rather of people — that is when the hook is set.

From there, racing just pulls you in, as deep as you want to let it take you.

I was reminded of that the other night, in the middle of USAC's Indiana Sprint Week, a dirt-

track carnival that drags teams and fans to eight Hoosier speedways in nine nights. It was all there on the face of a young boy walking through a pit area after a race, eyes wide with wonder.

A brief backstory: I am one of those fortunate humans who sneaks through decades of life without having children, but ends up a grandparent anyway. There's no real trick to it; you marry someone who has a couple of grown kids, and from there things take care of themselves.

So without ever having changed a diaper or dealt with a lousy report card, I have someone who calls me grandpa. And now that little someone, 10-year-old Colton, was staring up wide-eyed at Justin Grant, the reigning USAC sprint car champion, who was autographing Colton's new T-shirt.

Although photos prove that he'd attended some races in the past with an uncle, Colton doesn't recall any of that. But watching him navigate the pits, clutching that T-shirt and a toy sprint car his grandma had bought him, I guessed he might remember this night for a while.

In addition to Grant, he'd met drivers Dave Darland and Logan Seavey and chatted with veteran mechanic Jeff Walker.

"I work on that car," said Walker, nodding toward Grant's blue sprinter.

"Cool," said the boy, drawing out the word the way kids do.

It was dawning on him that all the colorful cars he'd just watched were not just bigger, louder versions of the toy in his hands. This was something real. People drove these cars.

Other people worked on them, fiddling with engines, measuring things, scraping mud. And when the last race ended, people rolled the cars into giant trailers and stood around talking about how things had gone.

I can't imagine that it all made sense to him. But it seemed to me that a light had been switched on, just as there was once a light-switch moment for you, for me, for all of us.

In my case, it happened 50 summers ago in a small garage where a handful of adult males

hovered over a black coupe-bodied modified. It belonged to Tom Ormsby, who raced it on Saturday nights at a Connecticut bullring called Plainville Stadium. I had been to Plainville many times, but at 13 I was too young for a pit pass.

A neighbor girl dated a guy who worked on Ormsby's crew and when she asked one evening if I wanted to see where they kept the car, I jumped at the chance. We had different agendas, of course. She wanted to see her guy and I wanted a close-up peek at that coupe.

I examined every inch of it, from its stark interior outward to its front and rear bumpers. But mostly I watched those men work on it.

After that garage visit, racing never looked the same to me. I had no skin in the game, but I now understood that many people did. If Plainville Stadium drew 30 modifieds and 30 more cars in its full-bodied support class, and each of those cars had a crew of five, there were 300 people intimately involved in what I watched every Saturday.

I'd read in one of the trade papers I'd bought that there were something like 700 short tracks across the United States. Quick math said that more than 200,000 people were hovering over race cars on Tuesday nights and Thursday nights.

Just like that, racing changed for me.

I can't imagine that Colton felt the same jolt I experienced in 1973. He belongs to an overstimulated generation fueled by video games and YouTube clips, so racing has some fierce competition if it wants to grab him. But he insisted on wearing his Justin Grant shirt to bed and he wore it again the next night when, via live-stream, he watched Grant drive to victory.

He was certain that by wearing that T-shirt, he had somehow contributed to Grant's winning effort. No one in his family was going to suggest otherwise.

As always, Indiana Sprint Week was full of buzz. For Jake Swanson and Emerson Axsom, 24-hour redemption was a theme: Swanson flipped at Terre Haute and won the next night at Lincoln Park, while Axsom missed the Lincoln Park feature on Thursday and won at Bloomington on Friday. Mitchel Moles walked away from a

Kokomo crash that sawed his car in half just ahead of the engine.

Grant won three of the seven ISW features — the Haubstadt finale rained out — but the series title went to consistent Brady Bacon.

Something tells me that in my long-term memory, all of that will take a back seat to the sparkle I saw in Colton's wide eyes as he stared up at Darland, Seavey, Grant and Walker. Not because he's my grandson, but because he is a 10-year-old who rode home that night in love with everything he'd seen. I'll remember that and I'll smile.

So this is not one of those sappy columns that ends by suggesting you take a kid to the races because it's good for the track, or good for the sport. Sure, that might be true. But I think you'll find that it can be pretty damn good for you, too.

Bones has always had a unique way of putting things and these two columns provide a great perspective for all of us.





In early October we took a trip to check out Toledo Speedway, Ron Drager's family-owned and operated speedway that sits just south of the Michigan state line, not too far from downtown Toledo. Drager stated, "we work hard at all of our events, but we make this race (the annual ARCA visit to the track) the one everyone can't miss and needs to be at..." Drager and his team's efforts paid off, were well executed and rewarding, even on a cool breezy Fall day.



The entrance into the speedway is neat and clean with visible signage and polite attendants. There were plenty of parties going on in the parking lot, even a group that was shuttled in by a limousine type bus. This is a sign that your event has energy and a positive impact on your community making people want to attend.

Toledo Speedway has ample seating with two tall and elevated grandstands at the end of the end of the frontstretch entering turn one. The unique visual of this event was that people were rushing to the grandstand area from the parking lot right up until the engines were fired for the ARCA feature event.



Full parking lots are good for promoters and events like this have a positive in many ways including building energy to vault tracks into the next season.





Menard's is the ARCA Series and event sponsor. The "giant" Menard's shopping cart was a huge attraction and paced the field prior to the green flag being displayed.



The "Bounty Rookie Challenge" is an ARCA program with this as part of the "yellow rookie stripe" on the bumper of candidates cars. This provides marketing partners a unique opportunity and a new potential sales point at your track.

Recently ASA visited the high-banks of Winchester Speedway in Indiana and Mark Martin, who became a star in the sport, recently posted these photos. The Miller High Life Ford was one of ASA's most recognized cars. Right now the sport is seemingly missing that. Mark Martin in victory lane at Rockford Speedway's Short Track Nationals when he was just a youngster.



Top Photo; Mahoning Valley Speedway is a fast quarter-mile in Lehigh, Pennsylvania and recently they had an incident that brought their Oktoberfest event to an end. It's just another reminder that it can happen at anytime.

Bottom Photo: Popular dirt racers continually change their paint schemes or wraps for special events to sell merchandise. This is something that can be capitalized in more ways than just paint schemes for race teams. In this case Matt Sheppard simply turned his blue livery to grey and black. A simple and effective move at the souvenir trailer.



RECENTLY TNT SPEEDWAY LOCATED IN NORTHERN WISCONSIN LISTED

“It is with great sadness that we share this link and announce the track is for sale or lease. Current circumstances, prior commitments and work loads do not allow us to dedicate the time and effort into bringing our dreams for TNT Speedway to fruition,” this was posted and taken from the tracks Facebook page.

The track was previously sold in 2021 via auction. Zabel-Ackerman in Fond du Lac, Wisconsin is handling the listing. Various record may be found on the facility.
zacommercial.com/Search.html#/property/63062206e207a5000751b2e7/63062503ba895e0007f8b27d



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More information can be found here;
www.loopnet.com/Listing/11420-NC-268-Elkin-NC/27089397/



WEST VIRGINIA MOTOR SPEEDWAY HAS BEEN PLACED ON THE MARKET FOR SALE.

West Virginia Motor Speedway and it's facilities recently received an entire renovation with all brand new finishings inside the buildings. West Virginia Motor Speedway is known for its beautiful valley views and its unique terraced seating on the front straight hillside. More information can be found here; www.loopnet.com/Listing/1-Matheny-Dr-Mineral-Wells-WV/29717599/



very near the Pennsylvania border, with pride and upkeep being a focus on the facility, this track is ready for the right owners.

GREENVILLE-PICKENS SPEEDWAY IN SOUTH CAROLINA IS LISTED FOR SALE

The historic Greenville-Pickens Speedway in Easley, just west of Greenville, was recently listed on a real estate website.

According to the listing from RealtyLink, a real estate development company, ground lease or “built to suit” opportunities are available for the 305-acre property at 3800 Calhoun Memorial Highway.

Starting as a dirt track in 1940, the Green-

ville-Pickens Speedway hosted the first-ever, start-to-finish live-televized NASCAR race in 1971 after being paved in 1970.

The race track also holds events like the Upstate Holiday Lights Show and the Upper SC State fair.



STATELINE SPEEDWAY IN BUSTI, NY FOR SALE

77 acre property, with a ranch home, in addition to the stock car track is a gokart track. The facility, in the Southern Tier of New York is

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MACON SPEEDWAY IN MACON, ILLINOIS FOR SALE

The famed bullring dirt track is up for sale in Illinois, Macon Speedway is a 1/5-mile bullring dirt track. The facility is located in Macon, Illinois and hosts races from all the major touring series. The track was born in 1946. It was built by Wayne Webb on the site of a brick factory.

In late 2022, the Kearns family took over ownership of the facility. Since then, they have brought improvements to the facility, some of those are still underway. The track recently hosted their season-ending event. Now, the track is on the market. They have stated that if the track is not sold during this off-season, then they'll continue to manage it through 2024 and beyond. The right buyer is required to lift the property.

Chris Kearns explains that health in the family is the reason the track is listed for sale; "It is with heavy heart and unforeseen circumstances in my family's health that I must announce the decision to put Macon Speedway up for sale," Chris Kearns opened.

"Owning Macon Speedway has been a long time dream of mine, and turning it into an exceptional facility that would make not only my family but the also the entire Macon community proud. The plan was for my wife and I to do this venture together as a promoting team."

"Unfortunately, her medical issues are not going to allow that to happen and, I honestly can't and don't want to pursue this journey without her. In the brief time we've been here, I am very proud of the improvements that have been made."

"I want to emphasize that if Macon Speedway does not sell in the off season to the right person, my son Blade and I have every intention and are committed to running the Speedway in 2024 & beyond, and further enhancing its facilities."

"Despite being in the middle of the new bathroom project, I have already been making plans for our off season improvements, which include enhancements to the concession stand and fencing. If the speedway sold tomorrow, I still have every intention to host the 2023 banquet and honor the racers who have supported Macon Speedway throughout the 2023 season."

"I want to extend my sincerest apologies if this news disappoints anyone (might make some happy lol); it certainly was not my intention. I sure didn't work this hard, invest this much money and have my son quit his job & move to a new state with the intent of owning Macon Speedway for 1 year. Blade has turned into a great track prep guy and an asset to Macon Speedway."

"This is a very, very difficult decision for me, I think everyone knows that I bought Macon Speedway because I love this track. In the year I have been here, I have learned things that have made me love it more."

"I knew this race track was special and unique, I honestly didn't realize that it's actually one of the most unique tracks in the country. We have hosted amazing races in Micro Sprints, Super Late Models, Non Wing Sprint Cars, Wing Sprint Cars, and Midgets this year. I'm not sure if there's another track in the country that offers that much versatility."

"The unwavering support from the Macon community has also weighed heavily on my decision. I am always bragging and take pride in the support I receive from the City of Macon, the local fans & racers who have donated their time, as well as the generosity of the locals that have handmade me gifts, and dropped off produce from their garden, etc. It's a great feeling that I cannot fully express!

He concluded, "I appreciate your understanding and support going forward."

Bob Sargent, Ken Schrader, Kenny Wallace and Tony Stewart formerly owned the track.

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