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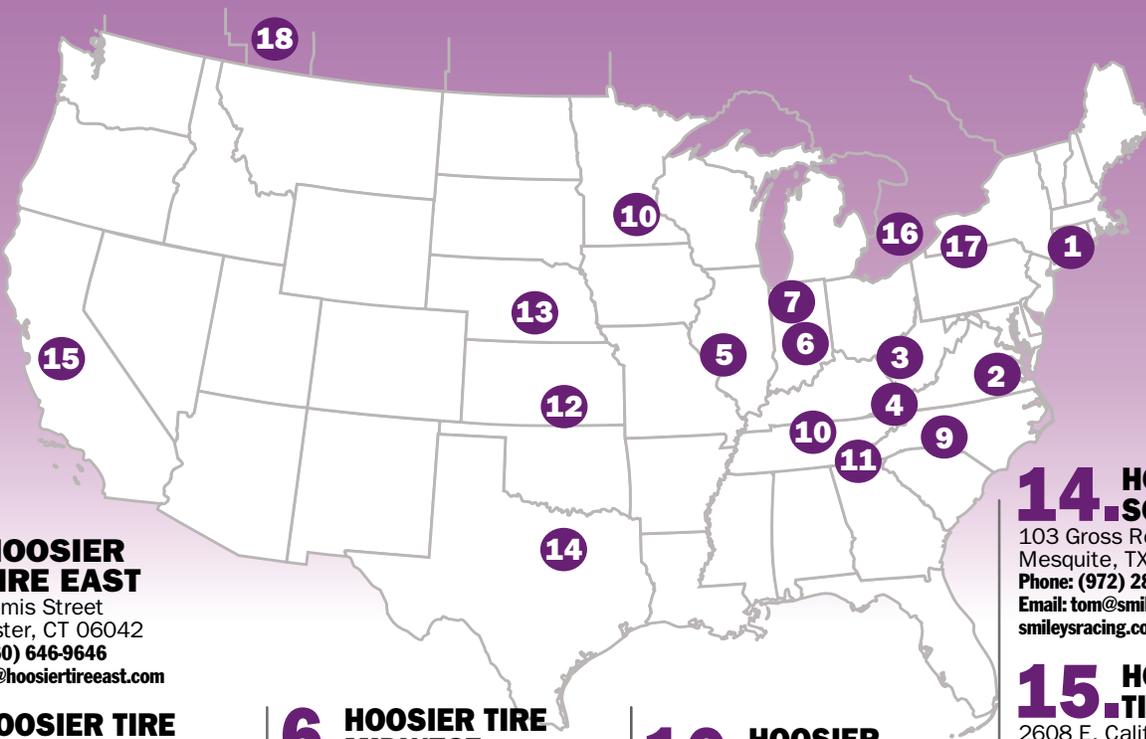


47TH ANNUAL AUTO RACING PROMOTER OF THE YEAR,
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Top photo; Tom Deery took a photo of the RPM Workshop banner hanging in the rafters at Rockford Speedway. We've laid claim and hope to retrieve this archive from Rockford ourselves. Above photo; Every promoter rolls the dice, each time we hold a race, this time Tim Bryant, who promotes Five Flags Speedway in Pensacola, Florida, took things a little too literally..



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OUR PEOPLE ARE OUR MOST IMPORTANT ASSET

People, it's what every industry in America is built on.

We talk about this frequently at the Racing Promotion Monthly Workshop and in the Newsletter and more recently, we experienced it within our own Race of Champions Modified Series organization. We don't just run Modifieds, we run 8 divisions of cars, dirt and asphalt across our region which covers Western New York, Pennsylvania, a couple of trips into Ohio and even Canada.



BARB HOLMES (LEFT) AND HER DAUGHTER MICHELLE. BARB'S TRADEMARK SMILE, HOW SHE GREETED EVERYONE THAT SHE ENCOUNTERED.

It takes a small dedicated and passionate army to pull off our season of races, there are 73 scheduled for 2023.

At many of our events, especially when we are the promotional group, there was one woman, in particular. She handled credentials, registrations, pay outs, handled the nightly accounting duties, greeted the VIP's, put out fires with ticketing, made sure everyone had a smile and new that we cared about them with a conversation that meant something to the individual she was addressing. She had that knack, an ordinary person accomplishing extraordinary things. She made sure many of us stayed on track, in our lanes and did "the right thing".

Barb Holmes was a person that helped make our events special. She brought a wealth of experience with her. She handled things in a professional manner with a down-to-earth delivery that made everyone feel like their situation was of the utmost importance. She made everyone feel special.

Her 68-years on earth, raising three girls, being part of large family with a larger extended family, helped her turn into the ultimate "Den Mom" who did something at every race to take care of everyone in need. She became a pillar we all leaned on for a voice of reason and experience, even in the most tumultuous situations. It's just what she did.

On February 28, suddenly, she left us, to go to her eternal resting place. It was sudden, it was shocking and it was something that immediately signaled to our core

group that, "things will never be the same".

What it forced me to recognize the most was what always happens when these unfortunate things happen. The importance of the people surrounding you. You are only ever as good as they are. I'm a lucky son-of-a-bitch (and I have to be one of those all too often), but our people are damn good. They care and we are lucky to have them. That is important to recognize.

So many times, I've heard

"I'll put my -- <<you name the group>>-- up against anyone in the country..." and that's because that group cares about you. They want to be successful and that drives the entire thing forward, without them, the sport would be nothing. They are all unsung, to infrequently recognized heroes of our sport, just as important as any driver receiving accolades over the public address system in victory lane.

Make sure you make a point to tell them. One day you may suddenly not have that opportunity and it will grind on you. When I spoke to Barb on the afternoon of the 27th of February, I had no idea it would be the final conversation we had, but it as always was a good one. It was positive and was in regard to taking care of a challenging situation and moving it forward on a positive course.

Anyone that's successful has that person in their group. All too frequently, I hear the use of the word "team". It's not a bad word, but a "team" has a bench with substitutes and replacements. In many cases, our "depth charts" are non-existent, so it all revolves right back to people, the most important part of your business, because the people will move things forward again.

We will move forward, things will it happen, it won't be the same. We will need 3 people to replace 1, that's just how it's going to be. Our hearts will be emptier. Barb Holmes was a special person and we are going to miss her, always.



DO YOU UNDERSTAND THE DIFFERENCES

As we all encounter different issues with staffing, payroll also becomes an issue. Are your staff independent contractors? Part-time employees? Full-time employees? The Department of Labor is changing rules once again and it bodes attention for all of us.

RULE ON INDEPENDENT CONTRACTORS FROM THE DEPARTMENT OF LABOR

The Department of Labor (DOL) has recently published a new proposal to the requirements that allow employers to declare certain workers employees and others independent contractors. This new proposal could affect your business directly if you rely on short-term contract workers for your business's day-to-day operations.

WHAT IS THE CURRENT RULE?

In 2021, under then-President Trump, the DOL issued a regulation that emphasized two factors - control over work and opportunity for profit - instead of the six guidelines previously considered in defining an independent contractor.

Because of this change, companies had greater flexibility in who they considered an employee and who they considered an independent contractor. The designation is huge in that under the Fair Labor Standards Act (FLSA), people considered employees are legally entitled to minimum wage, overtime pay, and other benefits. Independent contractors are not entitled to these benefits, which are real savings for companies.

THE NEW PROPOSED RULE;

Under the new rule proposed by the DOL, employers would not weigh control over work and opportunity for profit more than any of the other factors in the totality-of-the-circumstances analysis. All factors would be weighed

equally and would also include:

- The number of skills that are needed to complete the work
- How permanent the working relationship is
- How much the worker has invested in equipment or materials required for their job
- How essential the employee's part is in the running of the employer's business

This new proposed rule is seen as more pro-employee than the current rule. However, it's still good news for employers who use independent contractors since this avoids using the ABC Test under the FLSA. Some states require this test which deems a worker an employee until they can prove things about their employment, such as that they are free from control or perform work that is usually outside of the hiring entity's business.

HOW DOES THIS AFFECT THE GIG ECONOMY?

Any new regulations on independent contractors will impact the gig economy - a labor market comprised of short-term contracts or freelance work as opposed to full-time employees. Companies that use a gig economy model include companies like Uber and Lyft, DoorDash, and Airbnb.

This new regulation will make it more difficult for employers to classify their workforce as independent contractors and not full-time employees. That could mean a significant cost increase for many businesses as they now must provide pay and benefits to employees previously classified as independent contractors.

The DOL published the proposed rule in its entirety on the Federal Register on October 13, 2022. Employers and employees can comment on the new proposal for 45 days after its publication.

We will provide updates on this new proposal or information on HR and payroll that could affect your business.



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47th Annual Auto Racing Promoter of the Year, Lyle DeVore

Lyle DeVore, the promoter of Albany-Saratoga Speedway in Malta, NY, stood at the

podium after being introduced as the 47th Annual Auto Racing Promoter of the Year and after stating that the honor was “effing awesome”, he went on to say how “it was the only goal he ever wanted to achieve in the sport.”

DeVore did it, he earned it, he deserved it.

“This has been a long journey,” stated DeVore, who was diagnosed with cancer in 2022. “This award isn’t just about me, it’s about my family, my friends, our employees and racers, everyone who has stood behind me. This is an incredible milestone in my career and I am grateful for this opportunity. It is humbling and one of the greatest honors you can ever receive in our sport. I’m proud that my family is here with me. We all work extremely hard and to be recognized like this. Racing has been our lives and the track an extension of our family. We have poured our heart and soul into it, we hope to carry on the tradition for many years to come.”

DeVore’s path, much like many of yours has taken twists and turns, different paths, been bumped off track by events far from his control, been pushed forward by his control, to a point where he’s learned from some of the best, developed his own methods and built one of the strongest weekly programs, with an extremely loyal fanbase, that has vaulted him to be recognized as one of the best promoter’s in this business.



Lyle and Marcy DeVore receiving Northeast Promoter of the Year honors at a DIRTcar banquet



The late great hockey coach, Herb Brooks, spoke the following words, “Great moments are born from great opportunity...” DeVore has always found a way to create the opportunities to make the great moments.

He is part of the fabric at Albany-Saratoga where he started going to the races at the age of 4, before starting to pick the garbage up at the age of 6, just so he could get a ticket into the next week’s race (something we should all take note of - giving

a free ticket to someone most of allow in for free at this point was a brilliant move by the late promoter of the Champlain Valley Racing Associations CJ Richards, who owned Albany-Saratoga and Devil’s Bowl in Vermont).

By the time DeVore reached his early teen years he was working on the race track, learning the craft of “track prep”, while being given an education of the short track racing business. He served as an official under the Richard’s families management and dealt with many facets of



the track itself. It was an early look into DeVore's career.

While this was progressing, DeVore was receiving an education at Le Moyne College where he earned a four-year degree in business management and a minor in M.I.S.

After graduation DeVore's chose a different path than many college graduates. Rather than "tour" Europe, DeVore bagged a bag, jumped in his pickup truck and drove across the country going to many of the track he had always wanted to see.

"Knoxville, Eldora, Eagle in Nebraska, Angel Park in Wisconsin," offered DeVore. "I just wanted to see those tracks and learn. It was an incredible experience looking back on it now."

In 1993 at these very RPM Workshops in Reno, Nevada, DeVore met the late Alex Friesen of Niagara-on-the-Lake, Ontario-Canada. Friesen was creating his own short track empire at the time. The meeting of the duo set forth DeVore's career path in a fast-forward motion.

DeVore traveled back to New York and joined Friesen's growing promotional business that already oversaw the Friesen's Family owned Ransomville Speedway and the track that Alex's Father, Stan had purchased, Lancaster National Speedway. Alex



The late Alex Friesen, who passed all too young at the age of 33, was already on path to a brilliant promotional career in motorsports when he met and hired Lyle DeVore after meeting at the 1993 RPM@Reno Workshops. Friesen was destined to be one of the industries leaders as well almost certain to become an Auto-Racing Promoter of the Year. (Alex & Helen Bruce photograph).

and Lyle quickly formed a bond and began expand their horizons.

"We had a lot of fun and learned a lot," explained DeVore. "Alex was driven and he had a vision of what he wanted to do and where he was headed. He was an incredible promoter."

As Friesen expanded his ventures to Central New York, DeVore was quickly made the General Manager at Fulton and Utica-Rome Speedway's. Both tracks are pillars in the Central New York racing community and DeVore helped Friesen build on

their success.

During DeVore's time with Friesen, in addition to all of their other exploits they ran special events Grandview and Williams Grove in Pennsylvania and Delaware International. It was becoming an expansive enterprise that was changing how things happened in the Northeast.

Unfortunately lost his life in December of 1996 in a snowmobile accident. Friesen's death altered the courses of many people involved in the sport, including DeVore's. In a retrospective view, Friesen's death altered the future of the sport in the region in many other ways as well.

After the 1998 season DeVore went back to help at his old stomping grounds alongside CJ Richards before landing up working with former ARPY Howard Commander at Lebanon Valley Speedway, just East of Malta. DeVore took over many aspects of "The Valley" and helped Howard build on an already successful program.

While DeVore was working hard at Lebanon, his Albany-Saratoga home went through many changes. The dirt was pulled off for a few years and the track went back to it's early asphalt days. Through many twists and turns the track ended up for lease prior to the 2012 season.



Racing at Albany Saratoga Speedway on Friday nights in front of packed grandstands.



rpm STORY CONTINUED

DeVore and Commander were ready as they looked to build on their success in the Capital District of New York.

2012 became the time DeVore stepped to the forefront at Albany-Saratoga and raised the bar on weekly short track racing, not just in New York, but across the country.

While his methods may be “traditional” they work and it all begins with DeVore’s work ethic.

“We just work hard at things at Albany-Saratoga,” explained DeVore. “Our first focus when we started was getting the track right, without that, you are always chasing.”

It is a principle that DeVore also brought to Lebanon Valley with Commander, however as DeVore had learned, the race track being good and raceable is paramount to a dirt tracks success.

At Albany-Saratoga, he created is quickly, utilizing the popular Northeast handicapping methods where the top driver’s in every division needed to come from deep within the field racing their way to the front. With tremendous car counts and incredibly high levels of competition it gave DeVore a very unique and exciting product on the race track.

“We’ve been fortunate to be able to achieve what we have at Malta,” referenced DeVore in regard to car counts that average nearly 150 cars per night during his tenure at the speedway. “The competition sets the bar and makes people want to be at our race track competing.”

With the cars come people and DeVore has the ability to bring in sponsorship dollars which makes every night special at Albany-Saratoga. Sponsors vary from the highest level corporate partner right down to



DeVore with his Father.

“Mom and Pop” trades to make sure everyone has an opportunity to be involved at the speedway. Many of those partners have returned year-after-year based on DeVore’s commitment to customer service with a

rpm CONTINUED



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positive experience at his track.

“We make sure our sponsors get what they need in as many regards as we can recognize,” DeVore related. “We build relationships with them and make sure they know they’re part of the family. It’s a big deal for us because they truly continue to make sure things happen at the track. They are great relationships and we are proud of them and what we’ve created.”

Considering the geographical location of the track, just to the west of Saratoga Lake, south of the beautiful community of Saratoga Springs, to the north of Schenectady, Albany and Troy, just east of Ballston Spa, giving the facility a lot of local places to draw fans from, but also there is a lot of entertainment competition. The track races on Friday nights.

“We have success selling tickets and I would like to think that’s based on our show being three hours and thirty minutes long and if we know we are going to run long, we make sure the Modified race runs at earlier part of the program to get people what they want to see and then on their way,” offered DeVore in regard to his competition structure. “We use the DIRTcar rules package as much as we can to relieve us of some of those challenges. It’s tough enough in this business already, so when we can, we need to use the tools around us to make things happen and DIRTcar does a good job with their rules package to help us there.”

Each race season fans and competitors flock to Albany-Saratoga Speedway these shows. DeVore has even experienced parking and packing fans in to his facility.

“We’ve had to rent lots and shuttle people in,” smiled DeVore. “We’ve



DeVore and announcer personality, Shane Andrews observe things

been blessed. We work hard to get the word out, bring in the right competitors that have a strong following, plus the track has been a part of the community for so long. It’s incredible, it’s humbling.”

Uniquely, one of DeVore’s best year was during the COVID-19 pandemic when the track couldn’t host fans, but bolstered car counts near 180 each night the track ran. DeVore

people wanted to race,” offered DeVore. “I was very proud of that award but it drove me to do better.”

DeVore has done just that while he now faces the battle of his life after being diagnosed with cancer.

“It’s been challenging for sure,” DeVore smirked. “It’s made me appreciate everything that much more. My family, Marcy and Mia, just everything. The work at the speedway is great because I think about what we have to accomplish and just work through the other part of this. There have been good days and bad.”

DeVore is a previous regional ARPY winner in 2017, 2018 and 2020. He’s also been a business partner with Mike Perrotte from Plattsburgh, N.Y., in keeping Airbone Speedway alive.

In our most recent conversation, DeVore, the representative and

winner of Region 1 and the 47th Auto Racing Promoter of the Year was heading to the Doctor’s office for another appointment in a long list of regimented appointments and we join he, his wife and step-daughter in hoping they receive good news.

Lyle DeVore is a short track racing treasure. God doesn’t build guys like him too often, hardworking, old souls that just love our sport.



The 47th Annual Auto Racing Promoter of the Year diecast award as designed by ZAS Designs.

won the COVID-19 based Promoter of the Year Award from RPM that year for not having fans.

“That was strange, it was a tough pill to swallow in a way because we thought we were successful promoters without fans because we worked our asses off to survive. Streaming helped and so did the fact that our

Meet The Regional Auto-Racing Promoters Of The Year And Award Winners

Daytona Beach, Florida (February 14, 2023) – Nadine Strauss of Lakeport, California, was announced as the first ever recipient the Jody Deery Award. The Jody Deery Award named after the late promoter of Rockford (Ill.) Speedway will now become an annual award as part of the RPM@Daytona Workshops. Strauss, a former Auto-Racing Promoter of the Year still promotes the North State Modified Series with her husband Bob.

Region Two, Southeast Region; Scott Tripp from Lake View (S.C.) Speedway; Region Three; Rex LeJuene from Attica (Ohio) Raceway Park: Region Four, Northern

Region; Cole Queensland from Deer Creek (Minn.) Speedway: Region Five, Midwest / Great Plains Region; John McCoy from Knoxville (Iowa) Raceway: Region Six; Southwest and Western Region; Brad Whitfield from Cocopah and Central Arizona Speedway's, were all honored as regional award winners respectively. Features regarding these winners may be found in upcoming RPM Newsletters at www.promoetersnewsletter.com

JODY DEERY AWARD
NADINE STRAUSS AWARDED
REGIONAL AUTO RACING
PROMOTERS OF THE YEAR AWARD
REX LEJUENE; BRAD WHITFIELD
COLE QUEENSLAND; JOHN MCCOY
AND SCOTT TRIP
RPM OUTSTANDING EVENT OF THE YEAR
50TH ANNUAL SPRING SIZZLER

The 50th Annual Spring Sizzler at Stafford Motor Speedway in Stafford Springs, Conn., promoted by the Arute Family was presented the RPM Outstanding Event of the Year.

NADINE STRAUSS AWARDED THE FIRST DEERY AWARD

From the desk of Nadine Strauss in a letter she sent to Sue Deery, RPM is using this because no words we could have written matched what Nadine had to say;

JODY DEERY, A TRUE ANGEL!

We attended our first RPM Promoter's workshop in 1981 in Riverside, California, and I knew way back then that this was a great opportunity for all auto racing promoters and future auto racing promoters. Although Bob and I were not yet official promoters, he was on the Board of Directors of the Northern California Racing Association (NCRA). NCRA was the promoter of the auto racing

program at both Ukiah and Lakeport Speedways in northern California since 1966, and I was their official chief scorer.

We contracted with NCRA to be the promoters of Lakeport Speedway in 1983, and served in that capacity for 23 years, retiring after the 2007 racing season. We returned to the track in 2019 when the current promoter walked away two weeks prior to the first race. The track was in bad shape at that time, and we spent two years resurrecting it, even through the COVID 19 pandemic when we



NADINE STRAUSS

RPM CONTINUED

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California's Nadine Strauss, lifetime friend of RPM, accepting the first-ever "Jody Deery Award". The Award will simply remain the Jody Deery Award. Jody set the bar for women in short track racing and she built a legacy that will last lifetimes. The future winners of the now annual award will exemplify the qualities that Jody Deery put forth, not just in the sport, but in life. We would like to congratulate Nadine on this landmark achievement.

RPM STORY CONTINUED

were not allowed to have any spectators. Then in 2021 the fair board was talked into putting it out to bid, and NCRA lost the track to the guy who walked away at the start of the 2019 season. NCRA was out of Lakeport Speedway after promoting there for 56 years.

I first met Hugh Deery at the RPM meeting at Daytona in 1983, our first year as actual promoters. He was the best speaker I had ever heard, and he instantly became my "hero." He had so much to say and I learned a whole lot. Two years later I met Jody Deery and instantly fell in love with this larger-than-life, beautiful lady

who was the promoter of Rockford Speedway in Rockford, Illinois.

Bob and I attended the workshops at both Reno and Daytona every year through 2000. We missed 2001 in Daytona due to my back surgery. But to date we have not missed any sessions in Reno. Throughout those years I served on many panels with Jody at the workshops. Jody, Sue McKarns and I leaned heavily on Stew Reamer about the lack of attention to the female members of our industry. Finally he agreed to have a "Lady's Session" where we all learned that women's roles in auto racing were not limited to ticketing, concessions and bookkeeping.

The "Lady's Session" escalated and became one of the most popu-

lar session at the workshops. Jody Deery was at the helm. I always looked forward to the sessions with Jody, and we became friends. She made sure all the ladies spoke at these sessions and assured them that their role at the race track was as important as any other job, no matter what it was, male or female. Now it was Jody Deery who was my hero.

In the 1990s the RPM sessions at Reno were held on Thursday, Friday and Saturday. Jody was catholic and so am I. Saint Thomas Aquinas Cathedral was two blocks west and two blocks south of the Eldorado Hotel where the meetings were held. Jody mentioned the she and her family were going to the 5:00 pm mass and asked if I wanted to come along. Of course I did. I offered to drive everyone to the church, but Jody said she wanted to walk. So in 25 degree weather in a not-so-safe neighborhood, we bundled up and walked to church and back in the dark. Again she was our leader, and everyone attended mass that evening.

I have so many memories of Jody Deery that I treasure. She's gone, now, but her legacy will continue on at the RPM workshops with the Jody Deery award. I am so very proud and thankful to be the first recipient of this award. It means more to me than anyone will ever know. God Bless and Keep you Jody Deery.

HELP AND DONATE FOR A GOOD CAUSE!

Since 2019 we've been participating in the Ride for Roswell. Roswell is a cancer institution in Buffalo that is recognized for its health work and research worldwide. Each year, we have experienced people all around us, family, friends and colleagues that are fighting this terrible disease in some manner. Participating in the ride, which is ranked in the top-five charities rides in North America, is something we choose to support and participate in. Hopefully, in turn our contributions help someone in some way. This year, the International ride has returned and that is our route of choice, 44-miles through downtown Buffalo, across the Peace Bridge into Canada, following the Niagara River, crossing at the Rainbow Bridge returning in the United States and back to the University of Buffalo campus on the morning of Saturday, June 24. We are currently seeking any donation that may help push us past our goal and you can visit my cycling page for details on how to donate; https://give.roswellpark.org/site/TR/SpecialEvents/General?px=1352667&pg=personal&fr_id=1830



There was a theme within the 50th Annual RPM@Daytona Workshop Award winners and that was bulk of the recipients were first time winners. Representing Region 2, the Southeast, was Scott Tripp, the promoter of Lake View Speedway in South Carolina. Tripp has put a great deal of effort into re-establishing his speedway as one of the top facilities in his region. He has successfully brought in several different touring series that have assisted in rebuilding the prominence of the speedway through marquee events at his track. He has also rebuilt a successful weekly racing program coupled with strong promotions have helped fill his pit area and grandstand week in and week out. Top and Bottom photos are Scott Tripp with Tim Clemons, his business partner in the bottom photo.



Representing Region 3, another first-time winner in what was his “retirement” year. Rex LeJeune has been part of the fabric of short track racing for over 40-years working in a variety of capacities. The past 17 years he has served as the Director of Operations at Ohio’s Attica Raceway Park. LeJeune has worked at tracks like Eldora, with Ted Johnson as part of the World of Outlaws Gumout Series and the All Star Circuit of Champions. His career concludes with his work at what has been noted as “Ohio’s Finest Racing” venue in Attica. LeJeune was also a first-time recipient. Top and Bottom are photos of LeJeune checking out the track surface and with children at Attica when his retirement was announced.



The Region 4 winner is a familiar face at the Workshops and a believer in what the RPM Workshops stand for. His family won the Auto-Racing Promoter of the Year and he has taken over the family passion, single-handedly. Cole Queensland, who is the promoter at the beautiful Deer Creek Speedway in Minnesota. The job comes with the great responsibility of raising the bar at one of the Midwest's top facilities and Queensland has delivered. He has a true passion for the business, embracing it from all sides and implementing what he's at the Workshops. Queensland will be one of the top promoters of his time. Top photo is Queensland on race night and accepting his award on the bottom.



John McCoy from Knoxville, Iowa, promoter of the famed Knoxville Speedway is the Region 5 winner. McCoy has had big shoes to fill and the daunting task of helping drive one of the most popular tracks in all of short track racing through the pandemic and back into the national spotlight with huge events, including the world famous Knoxville Nationals. McCoy hasn't missed on any of his missions. He is not only extremely passionate about Knoxville but the entire sport of Sprint Car racing and short track racing. He recognizes that if everyone is successful it is better for the entire industry. He's worn many hats in his career and learned from the very best to ever hold the title of promoter. He is also a first time winner. Top photo is McCoy at a driver's meeting and bottom cracking a smile in a lighter moment at the speedway.





There are certain moments you never forget and when the Region 6 winner called to attend his first Workshop, he stated "Ken Schradler said this is something I need to do...", it emphasized two things for Brad Whitfield, he was willing to listen and he was ready to work. He has a full plate promoting multiple facilities in Arizona with Cocopah Speedway where he has elevated

and built several well attended and marquee events like the IMCA.TV Winternationals. He is also behind making sure Central Arizona Speedway remained a race track, keeping racers racing and building a schedule that works for both of his facilities. Top photo is Whitfield at work and bottom accepting his award the 50th RPM@Daytona Workshops.

RPM NATIONAL EVENT OF THE YEAR - THE "BIG EVENT", STAFFORD MOTOR SPEEDWAY'S 50TH ANNIVERSARY "SPRING SIZZLER" ...

In the fall of 1971 three short track racing enthusiasts came together to promote a race, earning revenue to assist in paying for their own racing efforts. Dick Berggren, Bruce Cohen and Lew Boyd, who have all gone on to great careers and have done more than their fair share to promote short track auto-racing gave birth to the "Spring Sizzler" in the Spring of 1972 at Stafford Motor Speedway in Connecticut. Over the past 50-years the race became a great tradition of the sport and one of the signs that the season was beginning in the Northeast. Track promoters, the Arute family; Mark and Lisa and their sons, David and Paul determined the race needed to



be reinvented.

There are few races in North America that have stood the test of time, let alone 50 years

The end product was bigger than any had imagined, it was impressive.

Mark and Lisa Arute have been the guiding hands over Stafford for a number years and now their sons

David and Paul have stepped into the forefront. New visions, new ideas, different approaches on Social Media. Interesting souvenir approaches.

The Spring Sizzler had long been a sanctioned race with time trial qualifying on Saturday and a 200-lap, one pit stop feature on Sunday afternoon. The very first Sizzler, however, was 80-laps in distance. Short and to the point. For this 50th the Arute's stepped out and made the event an "open" race. From there they created importance to the first day mimicking qualifying from the Daytona 500 format. Qualifying races created the



CONTINUED FROM PREVIOUS PAGE ... RPM NATIONAL EVENT OF THE YEAR

lineups for two 40-lap “duel” races as part of the Saturday portion of the event with only so many cars transferring. On Sunday, last chance races and the 100-lap feature remained.

It was a twist on making the Saturday ticket a value. It worked. The facility was filled with short track racing fans and enthusiasts, many of which hadn't been to a race in a number of years. Sunday, while it was chilly, the Arute's were rewarded with an absolutely packed house for all of their hard work.

The promotions began months before. Souvenirs included “Trading Cards” with past winner's of the event. Special edition posters for lap sponsors, apparel, etc... It was an interesting effort that coupled the past with current technology and potential view into the future.

It worked and it was well choreographed and assembled in presentation. Knowing the Arute family, this event will only improve going forward.



“When we began planning the 50th NAPA Spring Sizzler last year our goal was to honor the history of Modified racing and to re-establish the Sizzler as the biggest Modified event of the year,” explained Lisa Arute. “The race fans and race teams both embraced the new concept and our amazing staff pulled off

a successful event. The fans saw a great race and the drivers received a great payday, we're happy. We're already looking forward to the 51st running of the Spring Sizzler®.”

We would definitely say “mission accomplished” along with congratulations to the staff and the Arute family at Stafford Motor Speedway.



VERY TOP: Matt Hirschman enjoys the traditional Stafford bottle of milk in victory lane. LEFT: Long pit lines were common on all days of the event. ABOVE: The crowd was large and attentive throughout the two-days of racing. INSET PHOTO: NASCAR Cup Series driver and now RPM@ Daytona “Special Guest” Ryan Preece congratulates, Matt Hirschman in victory lane after their epic battle in the late stages of the race.



An RPM Workshop Tradition, a gathering of the former ARPY's. From left-to-right; Ray Marler (I-55 Speedway); Ron Drager (Toledo and Flat Rock Speedway); Joe Kosiski (I-80 Speedway); Gregg McKarns (Madison International Speedway); Nadine Strauss (Lakeport Speedway); Cole Queensland (Deer Creek Speedway); Lyle DeVore (Albany-Saratoga Speedway); Dan Robinson (Lucas Oil Speedway); Bob Strauss (Lakeport Speedway); Steve Beitler (Skagit Speedway) and Chuck Deery (LaCrosse Fairgrounds Speedway).



A new session of tradition was born at the 50th Annual RPM@Daytona Workshops at the conclusion of day one, with the "Ask an ARPY session?" as ARPY's gathered for an open "ask anything, answer anything" session that was well received throughout the over-an-hour extended session.



The general sessions in Daytona were not only well attended but very interactive. It was a refreshing and strong indication of the things that lay ahead for the industry.



Race Track Wholesale's Dennis Paul speaks to attendees. The Hoosier Exhibit Area is always busy. Joe Vinson, owner of RaceCeiver demonstrates products and discusses their capabilities with attendees.



The Hoosier Exhibit Area is always busy



Joe Vinson, owner of RaceCeiver demonstrates products and discusses their capabilities with attendees



Chris Graner from Rivet and Speed Sport discusses streaming with an attendee.



50th Annual RPM@Daytona & RPM@Western Workshops Review

SAVE THE DATES - NOTICE BELOW

The 50th Annual RPM@Daytona Workshops came with many challenges, we knew it going in. We weren't completely blind, but with the unexpected closure of the contracted Plaza and the limited space availability in the Daytona region, especially "beachside", we were swinging the bat in a pinch on a short timeline. We appreciate and are truly thankful for the patience of everyone in attendance whether you were an exhibitor, presenter or attendee.

While the Shores stepped up, the past dictated that separating our groups would come with a different set of challenges, however, we were pushed into a situation that gave us no real ultimatum. Moving forward, we know there are changes we can make and after speaking with several exhibitors we will be making those changes and that the exhibitors will now have free-standing booths that do not require the "pipe and drape" backdrop that we've had in the past.

As we continue to review and plan, we recognize that the Plaza (which provides an ideal environment for RPM) will not be available next year, therefore we are working on an "A, B and C" plan right now. The idea is to give us the best choice to prevent a repeat of our 2023 situation.

We are also seeking a working lunch with the exhibitors, with the recognition that with just 18 hours of "showtime" over two-days things become challenging. Everyone wants their time, rightfully so, we understand it. It's not selfish, however, with the "stars" of the show being the sessions, things become give-and-take. It's our job to create that flow and we will continue to strive to achieve that until we somehow find the right balance with recognition that there will always be room for improvement and reasons to change.

**RPM@WESTERN
WORKSHOPS
WED, NOV. 29 &
THURS, NOV 30, 2023.**

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

**LOCATIONS WILL BE ANNOUNCED
AS SOON AS CONTRACTS ARE
NEGOTIATED AND SIGNED. PLEASE
DO NOT BOOK LODGING UNTIL WE
RELEASE WHERE WE ARE HOSTING
THE EVENTS.**

What we did find in Daytona is that the "Sessions" for the most part, were very well received. Sure, there were a few things that fell short of the mark, sometimes, talking to someone one-on-one is far better than the message in group. It happens, it is all part of making an effort and growth. The sessions themselves were the best attended in many years, in both the General and Breakout. They were not affected by the distractions that always seems to happen and attendees remained enthusiastic and engaged throughout the day.

The "Ask an ARPY" and "Victory Lap Session" presented by My Laps were truly RPM highlights. The Workshops will always be a "Work in Progress..." Not only are we learning the Conference Business, but we are learning what works for our Business.

We all have the same focus and goals and that's to elevate what we are doing.

We are also looking at "Specific Topic Sessions" like "Technical Inspection", "Sales Deck Presentations" and "Being a Promoter 101" - which will be exclusive sessions that may be attended by sign up only. They will take place on the Workshop days, in separate rooms over an extended period of time. Our initial thought is up to 2 hours with selected presenters. True classroom style with an interested audience.

We would again like to thank everyone for their patience and working with us as we moved through the challenges we faced. We are, however, looking to you for help (for example). If you signed up for a session and didn't attend, why? If you don't stay at the contracted host hotel, why? Just like everything else, it is the little things that helps the Workshops thrive and move forward.

Finally, thank you to the continued passion that former Auto-Racing Promoter of the Year, Larry Kemp has toward RPM and the sport. He is responsible for many of the giveaways that were put together for the 50th annual RPM@Daytona Workshops at the Shores Resort & Spa.

Dennis Paul of Race Track Wholesale for donating two cases of "pull back" diecast cars.

Tom Deery, with the Performance Industry (PRI) Trade Show committed two PRI Memberships and PRI Pro Member hats.

Jay Simes of Simes Graphic Designs donated two \$100.00 product certificates.

Dave Argabright and Larry Kemp came up with 60 copies of Chris Economaki's "Let 'Em All Go" and 60 copies of the Rex Robbins, "Let's Go Racing" books

Make Short Track Racing Great Again Vision Of Our Sport's Future

IN THIS MONTH'S SHORT TRACK RACER, SEAN FOSTER RECAP, HE LOOKS AT COMMUNITY IMMERSION

Foster Published the following March 30, 2018, let's examine his thoughts; what has changed, what is feasible and what is not, based on Foster's studies and opinions;

(EDITORS NOTE: THIS IS THE FINAL INSTALLMENT IN FOSTER'S STUDIES)



THE MOVEMENT AND COMMUNICATION BETWEEN TRACKS

There are many racing regions in the country that seem to lack communication and collaboration. The greatest proof of this is the misalignment of rules, divisions, and schedules. This divide is possibly the most tasteless attribute of short track racing. Our sport is in a fragile position and race tracks are not in a position to view each other as competitors. Such lack of unity becomes a massive anchor in building progression of short track racing.

Race track owners and promoters seem to not realize the potential benefits from working with other facilities. Speedways have very similar operational equipment necessities but it seems that tracks don't work together to acquire these items. Certain high-dollar purchases put undue strain on individual race tracks. Cooperative purchasing with other facilities not only provides financial relief to each track but also provides cohesive solutions to problems that tend to be repetitive. One example is to share technical inspection equipment such as templates, gauges, and tech manuals to create a more standard inspection that remains consistent throughout the region. Tracks with similar rules can work together to build a technical information database to save valuable time and resources, avoiding redundancies in inspection.

Track maintenance equipment can be jointly purchased by multiple tracks to reduce financial strain. Landscaping equipment, track cleaning and maintenance machines, track

One of our new presenters at the 50th Annual RPM@Daytona Workshops was Sean Foster of Willington, Connecticut. Foster is a unique mindful young man with a passion for the betterment of short track racing. He has raced successfully in Stafford Motor Speedway's SK Division, but he also looks at the sport from a promotional standpoint. A few years back he wrote an article that may or may not have drawn the most positive attention. Many points within that article are valid and from a different perspective, one that we don't look at very often. RPM will take a look at Foster's views in a multiple part effort beginning below. Most recently, Foster took the reins at Waterford Speedbowl in the role of General Manager and Promoter. From time-to-time Foster checks in. It will be interesting to see how much of his "Blog" applies.

preparation machinery, and painting supplies are just a few small examples of items that tracks can share. Facilities could also share trusted contractors for certain jobs to help reduce costs.

Entertainment equipment purchases could become a joint effort between surrounding race tracks. For example, a large screen television for fan viewing would be a major benefit to any racing facility. Incidentally, the cost of such a piece of equipment is prohibitive and the rigorous required

 CONTINUED

maintenance is often a barrier that makes its purchase impractical. However, if this expense was shared by multiple speedways and a mobile video unit was purchased rather than a permanently fixed unit, the financial burden would be reduced to a more practical figure. Furthermore, the same film crew could be hired for multiple tracks to create a more efficient product.

Beyond the joint efforts of cooperative purchases it is vital for short track racing to work towards a movement. The movement would show progression of having similar rules and divisions throughout the country. This would be a system that could take 20 years to get to an ideal situation but the sooner tracks realize the benefits of common rules, the sooner we can reach that goal and build a more practical and appealing sport. Obviously, dirt and asphalt divisions have evolved in separate directions and some regions have different followings. However, there are many divisions that can be slowly altered until common ground is reached. Then, at some point, it would be appealing for a racer to have the option to voyage to different race tracks without committing to a traveling series.

TRACK MANAGEMENT QUICK REFERENCE

-Are you spending a substantial amount of time in the off-season communicating with speedway owners and promoters within your region?

-Are you spending a substantial amount of time communicating with your technical crew and chassis and engine builders?

Our regions of track owners and promoters should be meeting up during off seasons to discuss short and long term objectives in speedway collaboration. Open communication between race tracks also includes aligning schedules so tracks don't have important events on the same dates.

FINISH LINE THOUGHTS (FOSTER'S CONCLUSIONS)

As mentioned in the introduction, the main purpose for sharing this vision statement is to suggest that promoters refocus their approach in improving the state of short track racing.

We're in an era where business success is based on long term relationships. It is vital for a speedway's staff to maintain positive relationships with both its competitors and its fans. Folks involved with race teams aren't interested in participating in a hobby where appreciation and communication is absent. With the abundance of alternative activities available to partake in nowadays, people will just find something else to do and that's exactly what is happening.

There is a lot of negative talk in the pits and it most frequently revolves around the lack of communication and the absence of unity between tracks and series. The division in short track racing is a hindrance. When the business community identifies this they then conclude that the owners and promoters of our sport don't know how to run their business. We don't want our sport to crumble from it's foundation which is a three-legged stool consisting of the

fan base, race teams, and business partners. Therefore we have to create a more unified and positive vibe around the short track racing world.

THE DISPUTES

Despite the many obstacles covered in this statement, there are still some frequently seen disputes:

-"There is a lack of mechanical interest. Today's youths don't like to tinker. Teenagers don't rush to get their driver's licenses anymore. There are no more shade tree mechanics and we no longer live in a car-centric society. America's love affair with the automobile has died..."

People who argue this aren't aware of their surroundings. There are plenty of mechanically and technically savvy people in this world, they just aren't hanging around the short tracks anymore. Look at how big the other motorsports industries are: Mud trucks, motocross, street car racing, drag racing, drifting, road course, & autocross. The interest is still present but, as mentioned in the introduction, modern day promoters need to highlight the compelling aspects of short track racing while evolving their product to connect with new age fans. If we can grasp the attention of the mechanically inclined folks then that fan base will progressively grow the population of the sport.

-"There is no connection to competitive auto racing anymore, especially in regards to the younger crowd. Youths are stuck on their mobile phones and self-driving cars are no longer science-fiction..."

This is a matter of perception. Take self-driving cars for instance... some will say that self-driving cars create a connection barrier for fans. One could turn this idea around and use that as a promotional tool to make auto racing appear as more of a phenomenon. Fans will become much more intrigued by the fact that these cars involve real life racers with impeccable abilities to control these vehicles that have no traction control, stability control, or any other driver assisting aids.

The world is constantly changing and nobody knows how youths will interact and socialize in ten years. Only predictions can be made. For example, our society may get to a point where the technology fad of handheld entertainment plateaus... Our phones do everything we want them to, everybody becomes familiar with them, and people decide to get more hands-on with their free time. This is only a theory but the main point is we can't continue to sit and fall further behind in entertainment and marketing trends. There will always be a need for real-life socialization and entertainment in this world.

SELF EVALUATION

Four main essentials of review and refinement are: Quality, service, value, and cleanliness. Execution of these elements are crucial in order to establish consistent workflow and repeat customers.

Speedway owners and promoters must be objective and

frequently evaluate the product being put out at their facility. It takes an open mind to give honest self-evaluations. Speedway executives must constantly work towards further progressing their product. It's also important to consider developing ideas that may have failed in the past. Many ideas do not work on the first attempt and have to be finessed before becoming successful concepts.

SUSTAINABILITY

The word "profitable" isn't used much in this statement because it's an end result. Each individual speedway can become a progressive business and maintain financial sustainability if they are able to:

Keep fans returning by creating a cost-effective, friendly, and memorable experience.

Keep racers and teams returning by simplifying divisions, controlling costs, and showing appreciation for their role as the attraction.

Keep sponsors returning by building close, positive, communicative relationships with marketing partners of the speedway.

MOVE FORWARD

Just because a speedway has 20 car fields and healthy grandstand attendances doesn't mean it's time to kick up the feet and admire success. Speedway owners and promoters have to study, adapt, and progress. We have to think big.

The entertainment industry is constantly changing – more so than ever before with the rise in technology and social media. With each new generational group comes a different method of connecting with them. Therefore, it is critical to constantly analyze and follow trends in the entertainment industry.

VALUE

There are few mentions of big investments in this vision statement. The big investments are only mentioned for long term additions. There is also no mention of lowering gate prices or increasing purses. Those are afterthoughts and can only be considered on a case by case basis. Instead of lowering prices, it is encouraged for speedways to increase their value.

CALL TO ACTION

We have a lot of work to do and this starts with the owners and promoters providing open communication with everyone involved. Speedway executives must create 5, 10, and 15 year plans for divisions and upgrades, then share these plans with surrounding facilities as well as their supporters – which includes track staff, the race teams, fans, and others within the industry. Neighboring short tracks should not be seen as enemies to one another. It's time to work together and think big.

PERSONAL REFLECTION

I may not have the credibility to be writing a vision statement like this: speaking about the lackluster performance of our short track owners and promoters. However, I'm offering possible solutions to what seem like widespread issues in this sport. I have devoted (and will continue to devote) a lot of time researching trends, reading publications on marketing, creating business plans, visiting speedways around the country, and communicating with people throughout the industry to gain knowledge, gather insight, and compile ideas for short track racing.

I'm in love with short track racing. The people within my racing family are who I care for most in this world. They are dedicated, devoted, and passionate and they are the ones who inspire me and make me believe in the sport. I'm simply here to say that short track racing should be so much more than it is. The entertainment factors are present because the sport is able to strike all emotions. Therefore I feel that the short track racing is just worth it.

The local speedway can be an exceptionally magical place with an excellent social environment. It is where friendships and relationships are created and it's the cool place to go as a group or family. The local short track brings families together and it's where local heroes are established.

My goal in life? I'll die happy if one day race tracks throughout the country are overflowing with fans and competitors... maybe even see new short tracks being built. I want to see speedway owners making money and reinvesting in their facilities. I want to see track promoters doing their part in building the sport while communicating with other race tracks. I want to see racers and fans satisfied with the product and gladly supporting their home tracks. All because I believe in short track racing.

Thank you to all who have helped with this vision statement and anybody who has reached out with their thoughts. Even opposing opinions have helped me gain a better understanding of the sport and people involved. It is much appreciated.

I have broken the issues down to nine categories that need revamping. These are:

- Visual Appeal and Attractions (Previous edition).
- Racer, Owner, and Team Interest (Previous edition).
- Fan Interest, Entertainment, and Youth Engagement (Previous Edition).
- Divisions and New Racer Captivation (Previous Edition).
- Business Partnerships (Previous Edition).
- Facility Uses and Extra Activities (Previous Edition).
- Marketing (Previous Edition).
- Community Immersion (In this Edition).
- The Movement and Communication Between Tracks (In this Edition).

And this statement will end with some Finish Line Thoughts

Visual Appeal and Attractions

(Editor's Note: Foster has traveled to many of these venues, viewing things from his own perspective and building a notebook that is not only valuable to him, but the sport).



SETUP AN ACCOUNT AND..

All of the folks that were in attendance at the 49th Annual RPM@Daytona Workshops will receive access to the archived "stream" of the Workshops. We know we are behind in this aspect, however, if you set up an account and send us an e-mail, we will be able to grant you access to the Workshops video that was streamed in Daytona.

The LIVE streaming of the Workshops will continue. These videos and additional promoter focused RPM content will be available for a reasonable subscription, making it easy for promoters who cannot attend RPM to still get access to the informative lineup of speakers and topics the event always deliver



rpm PAY ATTENTION TO EVERY DETAIL

		1670 SPORTS AND ENTERTAINMENT LLC	
		Account Number:	2003-2197-475
		Statement Date:	March 06, 2023
		Amount Due:	
<i>Service Address: 3011 RIDGE RD MTR A, WILLIAMSON NY 14589</i>		Page 1 of 8	
<i>Next Scheduled Read Date: On or about April 05, 2023</i>		MPAGE	
Account Summary			
Previous invoice	\$3,779.84	Commercial	
Total adjustments	-12,708.50	See details beginning on page 3	
Payments received as of 03/03/23	0.00	See messages on page 2	
Balance forward	\$-8,928.66		
Energy charges	4,321.16		
Miscellaneous charges	1.00		
Payment due upon receipt:	\$-4,606.50		

Pay Attention! - The photo above is from our own experience. It is the result of countless hours on the phone and several discussions with the Power supplier for Spencer Speedway near Rochester, NY, which we lease. The power is left on - one meter only - during the Winter to prevent office damage - the heat is set at 40 degrees in an effort to maintain a small budget. After receiving a bill for over \$1,100 for this meter in December, we questioned the accuracy. As the situation progressed there were several other bills issued escalating the bill to over \$3,700. After demanding the meter be read, we finally received this adjusted bill. It went back through our use during the Summer and reflected a balance that will allow us to get through most of the season. With this discovery, we will be auditing the other meters when they are turned on. Be on the lookout for these type of things. Sometimes we become some programmed to a routine that we miss the obvious.

GREENVILLE-PICKENS SPEEDWAY LISTED FOR SALE...

The Greenville-Pickens Speedway started as a dirt track in 1940, often referred to as half a mile of history, but the legendary speedway off Calhoun Memorial Highway is now up for sale. Kevin Whitaker is the current owner who bought the property in 2003.

The Speedway is listed at 305 acres, a selling price is not yet listed.

Racers have expressed concerns with speculation the track could be turned into an industrial park. A real estate listing and brochure for the race track property shows possible redevelopment plans for "Speedway Industrial Park" which include multiple large warehouses.

The closest tracks to Greenville-Pickens would be a minimum of two hours away, putting local asphalt racers in a situation without a home and the rules at Anderson Speedway which is nearly two hours away are different.

However, the future of the Greenville-Pickens Speedway has not yet been fully determined.

Enter Jackie Manley. Manley was 3 days old the first time he went to Greenville-Pickens Speedway. In fact, his dad,



RPM CONTINUED

Wayne, went straight to the track after picking up his wife and son from the maternity ward. Their lives have been entwined with the historic racetrack ever since, as workers and as racers.

Manley could not bear to see it go. He has negotiated a \$100,000 lease with track owner Kevin Whitaker, a Greenville car dealer, and plans to open for the season on April 15. The future of the 83-year-old track – the second oldest in short track history – has been uncertain since the previous operator elected not to renew the lease.

And, more recently, a Greenville real estate company has listed the entire 300-acre property for sale as an industrial park.

Drivers and fans have spent the off season lamenting what they consider the track's downfall even as they reminisce about the heyday of racing, when the Blackwell (Tom and Pete) family owned it and the grandstand was packed.

Manley has negotiated a contract to operate Greenville-Pickens Speedway for the 2023 season.

Greenville Pickens Speedway opened in 1940 as a half-mile-long dirt track. It closed the next year during World War II and reopened in 1946, Independence Day, offering fans two horse races and a car race promoted by Bill France Sr., known as Big Bill, who two years later founded NASCAR. The Blackwell family bought the track in 1955, the same year NASCAR began sanctioning races there. The track, later paved, hosted various Winston Cup races through the years. After nearly 50 years, the Blackwells sold the property to Whitaker.

Manley hopes to offer an experience akin to the days of the Blackwells.



MATTIOLI FAMILY EXPLORING SALE OF SOUTH BOSTON SPEEDWAY

Another legendary Southeast race track is exploring options to sell. It has been confirmed that South Boston Speedway's ownership is currently exploring options to sell the venue.

The Mattioli family has had the honor and privilege of caring for South Boston Speedway for nearly 25 years, South Boston Speedway said.

"During that time SoBo has transformed into one of the most prestigious, competitive, and beautiful



Randy LaJoie, the "Safer Racer" addressing the attendees and giving "lighted" vests away to tracks at the 50th Annual RPM@ Daytona Workshops to help safety workers be seen in any condition.

SAFER RACER - RANDY LAJOIE AND RACE TRACK WHOLESAL COME TOGETHER FOR 50TH ANNUAL RPM@DAYTONA WORKSHOPS

Randy LaJoie has a passion, it is making racing safer, the entire environment.

A year ago, LaJoie came to RPM in regard to track safety workers. At the time there had been a couple of incidents and LaJoie in his typical manner asked, "what are we doing?"

LaJoie never rests on laurels. In recent conversations, we were able to connect Dennis Paul of Race Track Wholesale with LaJoie and the two struck a deal to LaJoie's program, "Safer Racer". In Daytona, they gave vests that have lights on them for track Safety Workers to just about every track and series in attendance.

It was another benefit of the Workshops. Racers help race tracks.

If you received vests, we will ask that you post on social media and become an advocate along with Randy LaJoie and his "Safer Racer" program.



South Boston Speedway entertaining a great crowd with it's exciting brand of racing.

short tracks in America," South Boston Speedway also said.

The family is determined to only sell the speedway to another great steward, who vows to keep the rich history and tradition of first-class short track

racing alive in Halifax County.

During this time of exploration, the speedway operations will remain unchanged with a continued commitment to the teams and fans of showcasing the best short track racing in the county.



UNIQUE USAC PROGRAM “CALLED ENGLER FAST PASS LAPPED CAR INCENTIVE”

A new incentive for lapped cars sits up for grabs throughout the 2023 USAC Silver Crown season as part of the brand-new Engler Machine & Tool Fast Pass program.

During each caution period at every USAC Silver Crown event in 2023, lapped cars will be moved to the rear of the running order. Any pitted cars returning to the track will line up behind the lapped cars.

The first car in the running order that has been lapped will be issued an Engler Machine & Tool Fast Pass, granting that team one lap back as long as the car has not pitted or was involved in the most recent caution.

Engler is providing a total of \$4,000 to Fast Pass recipients in 2023. Throughout the season, a points system will be kept regarding how many “fast passes” were earned. At the end of the season, that money will be split equally and \$2,000 each will then be awarded



Photos left and above; USAC has added a unique program for 2023, with the Engler Fast Pass Lapped Car Incentive”. Calistoga Speedway remains in limbo, while people are still trying to work the facility back into hosting races.

to the driver and car owner who has accumulated the most fast pass awards throughout the season.

This is a unique sponsorship opportunity for the Series and helps out those who may not be having a great day.

CALISTOGA SPEEDWAY NAPA COUNTY FAIRGROUNDS MEASURE E VOTE FAILED

We reported in an earlier edition of the RPM Newsletter that the future of Calistoga Speedway in California’s beautiful Napa Valley was in a position

where it could continue if it had a favorable vote on “Measure E”.

“Measure E” would have allowed the city to purchase the Napa Valley Fairgrounds and reopen the track, however the vote was denied.

If passed, the city would have purchase the 70.6 Napa County Fairgrounds from the county and then paid for the property’s acquisition, repair and maintenance through a special annual tax.

Tommy Hunt, who has promoted Calistoga sited that he was hoping things would be different. There is still belief for the track to regain life, however, at this time, the track remains idle due to the vote.

RPM MARKETPLACE



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 very near the Pennsylvania border, with pride and upkeep being a

focus on the facility, this track is ready for the right owners.

More information can be found here; 4150 Kortwright Rd, Jamestown, NY 14701 | MLS #R1453778 | Zillow - www.zillow.com/homedetails/4150-Kortwright-Rd-Jamestown-NY-14701/2068607536_zpid/

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 Greenville-Pickens Speedway hosted the first-ever, start-to-finish live-televised 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.

More information can be found here; Properties - Realty Link (realtylinkdev.com) (<https://realtylinkdev.com/property-inventory/?propertyId=1123248-lease>)





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

RACEJUNK COMES TO THE TABLE

Our friends at RacingJunk.com have agreed to help us with our RPM Market Place project. Visit the included link to identify with some track materials; Miscellaneous/Other, Tracks/Real Estate for sale on RacingJunk - www.racingjunk.com/



category/1371/tracks-real-estate.html?page=2

We will continue our quest as in past issues, that we are willing to help people find what they are looking for or place classified ads for equipment or real estate that anyone may want to sell. Please feel free to contact us in regard to publishing; info@racingpromomonthly.com

NEWPORT SPEEDWAY STATUS

Newport Speedway in Tennessee, has been shuttered and social media rumors of it reopening are just that, rumors. Currently the property serves as a home for Dave and Linda Ramsey's auto parts and towing business.

The track is listed with Weichert Realtors – Tiger Real Estate still has the property up for sale for a price of \$1,600,000. http://www.wrtiger.com/property/482-602961-767-Industrial-Rd-Newport-TN-37821?fbclid=IwAR04_fi_jF1pArZM-3jSaAg9aIS-sTqMbcYD4vrUWhBUKSFJV2F-pl6eNs3m0&_cf_chl_tk=5Y1TM5zwFpp0qqCjn-4qz1qjfUxs5UmjPXKaeoCa_z.c-1660616200-0-gaNy-cGzNCjQ For more information in regard to purchase, reach out to; 865-351-2909.



The track was built in 1977 as a dirt track before being paved in 1988. It is .400 in length with high banks (26 degrees) and seats approximately 4,000 along with being able to host tiered parking. The track last ran in 2019 and would take some work to get back up and running.



HISTORIC FRIENDSHIP MOTOR SPEEDWAY IS NOW AVAILABLE

This 40.84+/- Acre property features a 3/8 Mile Oval Dirt over Asphalt Track, Multiple Concession Stands, 9 Vender Booths, Restroom Facilities that have all been recently updated in 2021. In addition to recent updates, the owners have installed new Whelen Track Safety Lights, New Scoreboard, New Westhold Timing & Scoring Loop System, Updated Concession Stand Equipment, New 8'X12' Platform Scales. The grandstand has seating for 4000 people, 97 Trackside Tailgating Spots. Additional fill dirt is being delivered, compacted and seeded by January 1, 2023.

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



SANDIA MOTORSPORTS PARK

Chuck Jackson, who is with Sandia Motorsports Park, recently reached out via e-mail to state that the ownership of the speedway property near Albuquerque, New Mexico is looking for a promoter / track operator to lease the facility. The offer provides an opportunity to lease a multi-purpose facility in a middle market. Jackson is looking to discuss with qualified candidates and can be reached at; chuckaduck99@gmail.com or by phone: (505) 263-6916.



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