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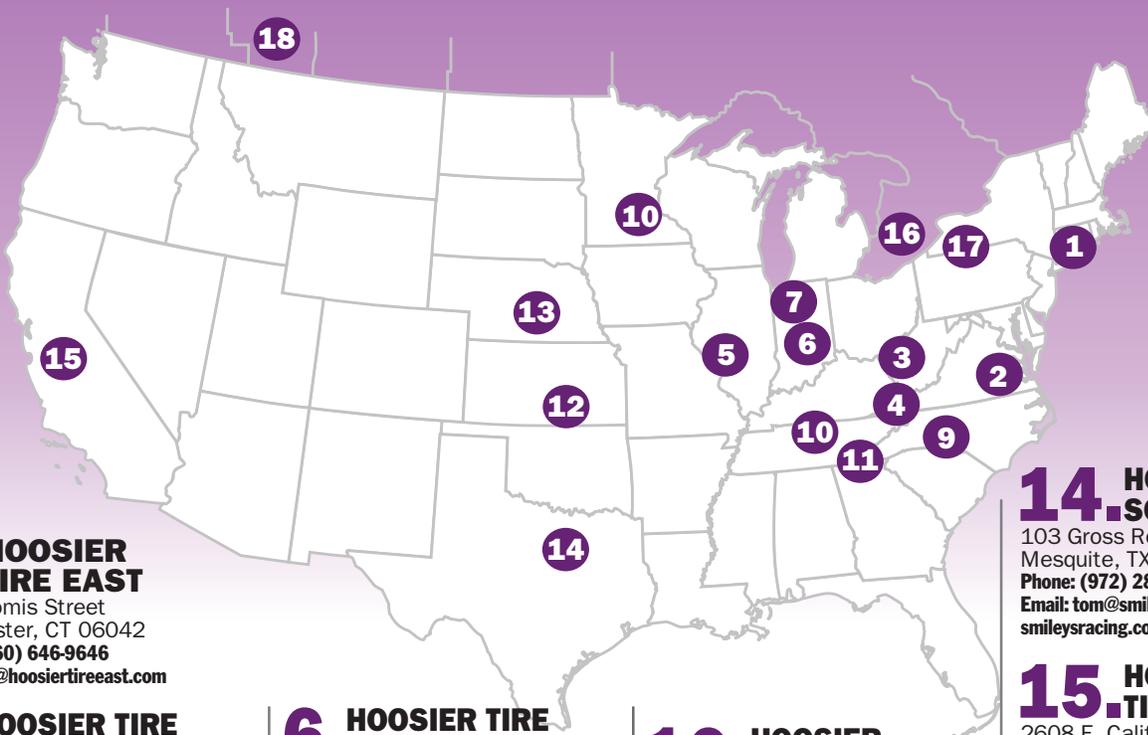


WHERE IT ALL BEGINS

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TABLE OF CONTENTS

MAKING NEWS	PG 4
WHERE IT ALL BEGINS...	PG 6
LEGAL UPDATE	PG 8
I'VE LEARNT	PG 11
LEADERSHIP	PG 14
NOMINATIONS	PG 16
GET IN THE KNOW	PG 17
TRAXPIX	PG 21
RPM MARKETPLACE	PG 24
DIRECTORY OF SERVICES	PG 26

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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@DAYTONA VENUE

51st Annual RPM@Daytona Workshops begin to Take Shape

Time to Book Your Trip to the 51st Annual RPM@Daytona Venue;

As 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 at the Shores Spa & Resort in Daytona Beach, Florida.

Registration for the 51st Annual RPM@Daytona Workshops can be found here;

Online; www.myracepass.com/businesses/21560/tickets/1365753

Offline; www.promotersnewsletter.com/downloads/get.aspx?i=893307

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.

The link of the 51st RPM@Daytona Workshops is



51ST ANNUAL RPM@DAYTONA WORKSHOPS, WILL TAKE PLACE FEBRUARY 11, 12 AND 13, 2023 AT THE SHORES SPA & RESORT IN DAYTONA BEACH SHORES, FLORIDA FOR THE SECOND CONSECUTIVE YEAR. WE ARE IN THE MIDST OF MAKING ADJUSTMENTS TO MAKE THE SHORES MORE VISITOR FRIENDLY FOR ATTENDEES AND EXHIBITORS.

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@Daytona Workshops already include Josh Holt (MyRacePass); 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 and a "can't miss event" for promoters.

The 51st Annual RPM@Daytona 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 December 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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Jennifer Fitzpatrick and Don Goodman) looked after us incredibly and took care of every detail. The RPM logo was visible throughout all of the properties at "The Row", which emphasized the importance of the Workshops to attendees and the property, a very nice touch.

Holt, Kendra Jacobs, Chris Graner and a host of others led educational sessions that were productive as well as people moving to visit with exhibitors, new and old. There were many familiar

our reliable Master of Ceremonies and one of the top promoters on the West Coast. He requested a session dedicated to California, which we were open to and dedicated time to this. We called it "California Dreaming". In its first go round, it wasn't that great, however, this past year, Gage played it to a full room, with a productive discussion and open conversation of racing and race track challenges in the "Golden State".

As stated at that session, we are open to hosting sessions like this for other states and topics. It is the information pipeline that RPM desires. We learn from one another with open and constructive dialogue, this session was an added bonus to the Workshops and we need to applaud Gage's diligence for making it a success.

We would be remiss if we did not mention the "Slot Tournament" hosted by Caesar's and presented by MyRace-Pass, a great-time was had by all that attended and played.

Before we turn our attention to RPM@Daytona, we will be looking at returning to the Silver Legacy as they played gracious hosts for our time in Reno for the 52nd Annual RPM@Reno Western Workshops.

RPM@Daytona looks to be a well received and attended event and it is just a short time away. We hope to see you in attendance in Florida.

Josh Holt of Webster, South Dakota gave the "keynote" presentation at the RPM@Reno Western Workshops. Holt brought a unique blend of industry experience, factual data, business building and a inside look at what we do to the podium. He will return to the podium and lead the sessions when things begin at The Shores for RPM@Daytona "Where is all Begins".

When we have the opportunity to speak with folks in regard to the RPM Workshops we are often asked "which Workshop should we attend?" and my answer has become boiler plate.

The answer is always, "it depends on what you are looking for. Reno is a dedicated group of individuals that are captive because the casino is open all of the time without all of the distractions, while Daytona always seems more specific. Attendees look for specific exhibitors, specific sessions, where-as Reno seems to be more 'wide-open' to discussions across the board..."

The 51st Annual RPM@Reno Western Workshops took on a new look moving to the Silver Legacy in a new location, bringing a creative and energetic vibe from presenters, exhibitors and attendees. The folks at Caesar's (primarily

faces in attendance as well as several new faces, who were promoting new facilities or restoring the tradition of existing tracks that required their brand of "TLC".

While many people wait "for the halls" to be filled once again, we all have to recognize that our businesses have changed. Many tracks operate slim, with streamlined staffing, other tracks only have a promoter and that promoter is the publicity director, the technical inspector, race director and the concessionaire. While others represent multiple facilities. It is just a "sign of our times" and it does not diminish from the importance of the Newsletter or the Workshops themselves.

One of the most unique sessions in the history of the Workshops was brought to us in a concept from Dennis Gage,

WHERE IT ALL BEGINS



FEB. 11TH - FEB. 13TH, 2024

THE SHORES RESORT & SPA DAYTONA, FL

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Top-and-Bottom; The “California Dreaming” breakout session drew a full crowd and great conversation, with an educational and popular outcome for the session. Reno, Nevada has been a long-time host to RPM and the Western Workshops, this year, the Silver Legacy that is part of “The Row” hosted and did an incredible job.





Five New Regulations for Small Businesses to Think About Entering 2024

Regulations are a double-edged sword. They're created to improve business dealings, discourage unfair or illegal business activity, and protect workers. But, for small business owners, they often mean more red tape, higher costs and possible penalties for failing to comply.

For a small business, you have a higher cost per employee when it comes to complying with regulations than larger business competitors.

Heading into 2024, there are several regulations that should be on small business owners' radar.

Registering with FinCEN

Small businesses will need to register with an agency called the Financial Crimes Enforcement Network in 2024, as part of an act passed in 2021 called the Corporate Transparency Act.

The act was intended to get a look inside shell companies and crack down on attempts by "criminals, organized crime rings, and other illicit actors to hide their identities and launder their money through the financial system," Treasury Secretary Janet Yellen said in 2022.

Businesses with more than 20 employees and more than \$5 million in sales can qualify for exemptions. But that leaves an estimated 32 million small businesses that aren't exempt. The owners and part-owners of those businesses must register personal information with FinCEN, such as a photo ID and home address.

Despite legal challenges, the regulation is set to take effect in 2024. Deadlines have been extended, however. The deadline for existing businesses has been changed to Jan. 1, 2025, from Jan. 1, 2024.

Businesses that are created after Jan. 1 will have only 90 days to comply, extended from 30. The cost of not complying could be steep: Penalties can run as high as \$10,000.

A reprieve from reporting digital transactions over \$600 to IRS

In November, the Internal Revenue Service again delayed a requirement that payments of over \$600 via third-party providers like payment apps such as Venmo and Zelle and online marketplaces have to be reported.

The requirement, part of the American Rescue Act, was delayed last year but set to take effect for the 2023 tax year. Now, the IRS says businesses won't have to report that revenue for 2023, either. They're planning a threshold of \$5,000 for the tax year 2024 as part of a phase-in to eventually implement the \$600 reporting threshold.

The move was made after feedback from the tax community and other third parties and "prevents unnecessary confusion".

New reporting requirement for small business loans

It's notoriously difficult for small businesses to secure loans because they often don't have the profit or track record needed to assure banks of their ability to pay back the money. Women and minority-owned businesses especially find it difficult to get loans.

In an effort to have less discrimination and more transparency around the loan process, the Consumer Financial Protection Bureau this year said it would require banks to start reporting demographics and income of small business loan applicants.

The aim is to create a database similar to what the mortgage industry has. Bank regulators have for decades collected data on residential mortgage applicants; including race, geography, whether the loan was approved and the interest rate; under a 1970s era law known as the Home Mortgage Disclosure Act. The data collected under HMDA has long been used by regulators and the public to look for potential signs of banks discriminating against borrowers, also known as redlining.

But small business advocacy organizations say these requirements will slow down the loan process and could make it even more difficult for small businesses to get loans, not easier.

The regulations will "bury small businesses and financial institutions with costly and time-consuming paperwork, expose small-business borrowers and lenders to increased litigation and privacy risks, drive more small banks out of business, and limit competition in the financial lending space".

Due to ongoing litigation, the CFPB has stayed deadlines for compliance with the small business lending rule for the moment. Still, it's something to keep an eye on in 2024.

National Labor Relations Board joint-employer rule

In October, the National Labor Relations Board issued a revised joint employer rule, expanding the definition of a "joint employer." This means that two companies that are both



responsible for some decisions about employees-such as a franchiser and franchisee, although the rule goes beyond franchisees-can both be held liable for unfair labor practices. The rule only applies to labor relations. It applies to every business that falls under the National Labor Relations Act, which is most private-sector businesses.

Unions and workers' groups say the new rule will benefit and help protect workers. But small business advocacy groups say it's unfairly burdensome to small businesses.

The rule was scheduled to go into effect on Dec. 26, but pending Congressional and legal challenges, the National Labor Relations Board extended the effective date of the new joint-employer rule to Feb. 26, 2024.

Wages and overtime

More than 20 states will have minimum wage increases in 2024. For example, Nebraska's minimum wage will rise by \$1.50 to \$12 on Jan. 1, and Florida's will go up by \$1 to \$13 on Sept. 30.

Also worth keeping on the radar: The Department of Labor in August announced a proposed rule that would let 3.6 million more workers qualify for overtime. The proposed regulation would require employers to pay overtime to salaried workers who are in executive, administrative and professional roles but make less than \$1,059 a week, or \$55,068 a year for full-time employees. That salary threshold is up from \$35,568.

It is expected when the final rule is out it will face legal challenges, because raising the threshold would have a big impact on so many businesses. The comment period closed on Nov. 7 so the Labor Department could issue the final rule any time in 2024.

WHERE IT ALL BEGINS



FEB. 11TH - FEB. 13TH, 2024

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NOTICE SAVE THESE DATES

51st Annual RPM@Daytona & 52nd Annual RPM@Reno Workshops

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

**RPM@RENO
WORKSHOPS
WED, DEC. 4 &
THURS, DEC. 5, 2024**

RPM@RENO - SILVER LEGACY, RENO, NV
RPM@DAYTONA- THE SHORES RESORT, DAYTONA BEACH, FL



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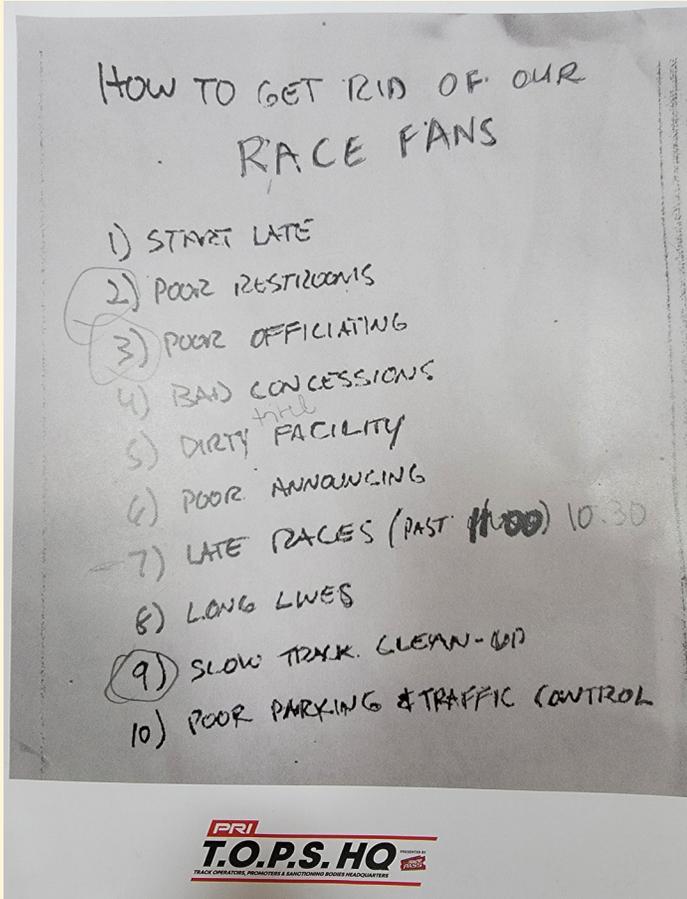
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In the December 2023 edition of Speedway Illustrated, Karl Fredrickson, the editor of the last printed and distributed edition of magazine in regard to our sport, ran a column called “I’ve Learnt”, the lessons of the column that will follow, have been embellished in regard to tracks where applicable and have become a cross between a “Christmas Wish” and “New Year’s Resolution” list;

The greatest gift a child driver can have is parents devoted to their safety. Nothing else is close. Promoters can certainly help in this regard.

If your kid drives for someone, stay the hell out of the pits. And if you can’t do that, shut the hell up. Let the owner pay, the crew set-up and the race be run.

Most talented kids lost rides due to overbearing parents. And the kid wears that scarlet letter. Creating and having a designated “parents only” section at the track has been more than a thought for some of our own events. We’ve implemented it for spotters in one division and have had to discipline spotters, who are parents even when standing next to them managing the event. It seems ridiculous, but it happens and it helps to stop the creation of truly bad habits.

This hand written document was floating around the TOPS HQ room at the PRI show. We should all take note. Karl Fredrickson’s December column in Speedway Illustrated also has the makings of a “Christmas Wish” and “New Year’s Resolution” list for Promoter’s and their participants. It’s a worthy read.

For the first three years of racing, a detailed retelling of every lap is the most important thing in the world. For the next 40 years, there is nothing less important. Promoters should do the same thing. Relive, analyze, rebuild, repair, retry, many times it is the only way to get it right.

Open trailers are cool. Everything else is just shiny. Create a bonus plan for participants in your pit area with open trailers. Race cars still draw a great deal of visual attention and they can’t be seen in a box heading to your facility.

It is easier to fund your race car earning pay checks than finding a sponsor. Fact. If you do find a sponsor, treat them right, make them part of your “track family” and make sure they want to be part of your program. This works on all sides of our sport.

Pitside meltdowns are the calling card of the overextended. Race within your means. As a promoter it is more than okay to talk to participants about this. It is also okay to create ways to protect racers from doing this.

Veteran racers will bump, bang and push you around a bit. Stand up for yourself. This goes in the promotional world as well.

If it comes to the pits, whether a squabble or a donnybrook, so be it. Winning the fight does not determine whose on-track actions were wrong or right. It’s about whether you’re willing to stand up for yourself. And no one needs a jack handle or worse - a race car - to do that.

Value tradition. The sport did not start the day you discovered it. Get over yourself.

Having a different skin color or gender doesn’t give you the right to claim critics are bigots when you screw-up. You want to be treated the same as everyone else? Here’s your chance.

Racing draws from all walks of life. Embrace that. Don’t pity the poor nor praise the rich.

Show the same respect to officials at your weekly track as the ones who work on a tour.

Say thank you to those working at your local speedway. Seriously. Say it. Out-loud.

Wrecker drivers know you're disappointed. Surprise them with gratitude and see how much care they have for what's left of your race car.

No matter how unsatisfying the season, never skip the banquet. That's a slap in the face to your track and it's champions. Your absence is a tantrum, and that goes double for former champions. Imagine being at the head table basking in an empty room's silence.

Shut up while someone is at the podium.

Promoters - remember to shut up someone who's been at the podium too long.

Eight minutes is too long.

Hoodies and united work boots are great if you are auditioning for the community theater's rendition of The Breakfast Club, not the banquet.

I have purchased suits at thrift stores when money was tight. It is okay to let participants know this is okay.

I figure anyone who can't be bothered to dress appropriately for the banquet brushes their teeth once a week. Really. That's what I think when I see them.

Always give a kid who ran into you a second chance. Most people deserve a second chance in life at anything, rarely do they deserve a third. A leopard's spots rarely change, but there is that rare time, just don't be surprised if you get burned a third time. It happens to the best of us, just remember to never return to that well.

Be a multi-track racer and/or fan. There's nothing greater than having your entire world revolve around one speedway, but there's nothing more limiting to your perspective than never visiting any other.

How you won will always be greater than how often you won.

When you're 90, it will eat you up inside that winning on a bump-and-run was empty and a chorus of boos was full.

If your suggestion for setup or strategy is not chosen, don't pout, moan, whine, or hope for failure. If it works, you were wrong. If it doesn't, have the quiet confidence of being right

and ready the next time.

Better to have three true fans than gripe about the track to 3,003 of them on Facebook.

Enough with the '12-year-old Timmy donates all his winnings to charity press releases. Unless Timmy is schlepping to work after school, paying all of the race car's bills, and then giving away whatever he wins, it's a ruse. And no one is falling for it. The art of true publicity is dying and we desperately need to find it again for the sanctity and preservation of the sport.

If a fellow racer, fan, or track official positively affected your life, write him/her a thank you note. You'll have a friend for life. Handwritten is best, but e-mail is better than nothing. Text doesn't count. It's kfredrickson@speedwayillustrated.com.

Never be ashamed of being a low-dollar racer, but don't complain about the cost to run the A-division. Step up or step down. This can be seen on the promotional side of the business as well. People go back and forth too much about what they don't have rather than working with what they have and making the best of it.

Never be ashamed of being rich, but don't discount the advantages it provides. And run in the A-division.

A driver who belts the "f-word" into a microphone has no respect for the audience, the sport, or himself. For them dignity is foreign and the foul word is the punch-line. They empty grandstands quicker than a stink bomb. Instead say, "I'm a simple-minded moron who has trouble using big people words." As a promoter it is a good idea to remind your participants this and if they don't listen, collect for the season ending point fund awarded at the banquet.

Most morons grow out of doing moronic things and are ashamed later in life. Skip the pain.

The underfunded back marker who doesn't miss a race in four years is working harder than most just to be at the track. And has my utmost respect.

You'll never regret having said no to illegal components and chemicals. And from an officiating perspective, thank you for saying no, racing needed it's own "just say no" campaign several decades ago, because the lying about "I didn't know" and "you didn't say" and "I bought this from another guy and he raced with it", gets so old, so quickly. It's part of what makes the promoters and inspectors so cynical.

You can inflict pain to your track (or series) with social media. Don't post if you are just home from a rough outing. Cool off. Contemplate. Consider if you'll be pleased with what you did in five hours, five days, five weeks, and five years. What feels good today may be a source of embarrassment for the rest of your life. In addition, as crowds decrease, think about when you post, "what family wants to come out and watch us do our thing?"

A driver who makes fun of another team's financial resources is going to get humiliated.

The size of your win column is inconsequential to anyone who truly cares about you as a racer. The size of your heart is all that matters.

Any track that doesn't have rosters for the fans isn't doing its job.

Race for the love of the sport and only love of the sport.

You're not going to make the pros.

There are fewer than 200 professional stock car drivers. Most have financial and family connections. Enjoy every lap instead of thinking you gotta get somewhere.

The whole point of oval racing is to be the first one who ends up back where you all started.

Pressure increases with division.

If you're lucky enough to have a good-size team, treat the most modest member with the same respect as your championship-winning crew chief. The same goes for a promoter with a concession worker, to parker, to the race director and chief steward. Everyone is valuable.

A good crew chief will lead his team to a championship. A great one makes every member an appreciated part of the team.

You alone are responsible for your safety. Be smart.

Fire doesn't know where cars start or end.

You can get burned by someone else's incompetence. Take care of yourself and those racing with you.

Getting beat by driver skill should hurt like hell. Cheating to win should hurt even more.

It's better to race with the potential of not qualifying than where fourth is a lap down.

The most enthusiastic victory lane celebrations are built on

overcoming challenges. The team can't hide it. We get to see it.

Always let others - the newest member of the team, a kid from the grandstands, a crew member's wife - hold the checkered flag and the trophy for victory lane photos. Your suit indicates your role. Share the spotlight.

Lastly, promoters, officials, track employees, never have a victory lane. Their victory lane is the night there isn't someone screaming in the tech barn or posting bad things on social media. It happens rarely, even less than some people want to think. We all know this, we bought in for our love of the sport and the challenge that goes with our chosen path. Enjoy the little victories, the big ones, but never get too high or too low, the roller coaster will throw you off and we need all of the riders this thing can handle.



Karl Fredrickson is a friend of RPM and one of the hard-working "good guys" in the business. He's even a winner at the Super Nationals in Boone, Iowa in the SportMod division, but that's a story I love to hear Karl tell. He is always a helpful resource and we thank him for allowing to borrow and "embellish" his column a bit.

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Leadership Secrets

We all know that “Leadership” is a difficult job, especially this time of the year with the Holidays and the “off-season”. We are expected to do the impossible, giving people exactly what they want.

However, what we don’t realize is the challenge of actually running a business. There are workers to hire and lead, processes to manage, inventory to buy, sponsorships to obtain, standards to maintain, new technologies to adopt, skills to develop, problems to solve and a to do list to manage on time.

You are probably wondering how “Leadership” manages to bring everyone and everything together to complete the mission each year. Take notes and I hope you enjoy it.

LESSON ONE: Build a Wonderful Place to Work - What Does Your Operation Look Like?

- Make sure everyone knows your mission
- Spend time with individual employees discussing how their specific jobs contribute to the mission
- Talk about your mission to remind your staff everyday or at staff meetings
- Make sure your decisions made for your business or organizations are a core component to support your mission.

Focus On Your People As Well As Your Purpose and Mission

- Be accessible to employees.
- Be considerate of staff member needs.
- Provide employees with training and resources required for success.
- Listen to your staff.

- Help people develop and grow.
- Fairly distribute the workload.

LESSON TWO; Choose Your People Wisely

- Hire tough so you can manage easy.
- Staffing has to be the single most important responsibility.
- Put them in the right roles.

LESSON THREE: Make a List, Check it Twice - Measure Twice, Cut Once

- Plan your days wisely with goal setting.
- Work you plan and make adjustments if necessary.
- Make the most of what you have: Time, Money, Materials and Equipment, Employee Talent and Expertise.

Your people are depending on you just like we all depend on the “Leadership” to come through each and every year. Begin running your business or organization with more structure and guidance and things will become better, more efficient. Leadership is never easy, but strong leadership is a requirement for success.

WHERE IT ALL BEGINS



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The nomination ballot for the 48th Annual Auto Racing Promoter of the Year has been released.

Lyle DeVore, who promotes Albany-Saratoga Speedway in Malta, N.Y., was introduced as the 47th Auto-Racing Promoter of the Year last February at the 50th Annual RPM@ Daytona Workshops presented at the Shores in Daytona Beach Shores, Florida.

The 48th Auto-Racing Promoter of the Year Award will be presented at the 51st Annual RPM@Daytona Workshops at the Shores in Daytona Beach Shores, Florida, February 11-13, 2024.

Industry representatives wishing to nominate promoters may do so at the link included within the release. All six regions (Eastern, South Eastern, Central, Northern, Great Plains, West) are eligible and once again will have representatives that will be recognized at the 51st Annual RPM Workshops in Daytona Beach Shores, Florida at the Shores, February 11, 12 and 13, 2024.

The link for balloting is as follows: <https://forms.gle/ipavq1gRkg9YkeRi7> (a gmail account is required to participate and nominate).

Nominations will close at midnight, Friday, December 31, 2023, with voting for the 48th Annual Auto-Racing Promoter of the Year to commence on Wednesday, January 3, 2024, once all nominees have been announced. All polling will be tracked digitally



Scan the QR code to be taken to the Nomination Form for the regional and national Auto Racing Promoter of the Year Awards.



The RPM Newsletter and Workshops was once again part of the TOPS H.Q. Workroom and Lounge which provides meeting space for Track Operators, Promoters and Sanctioning Bodies, along with hosting the popular “BS & Brews” which gives industry folks the opportunity to network and let their hair down in casual conversation.



WHERE IT ALL BEGINS

FEB. 11TH - FEB. 13TH, 2024

THE SHORES RESORT & SPA

DAYTONA, FL

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

The 51st Annual RPM@Daytona 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.
- Sponsorship Proposals
- Expanding the Technical Inspection process.
- “Ask an ARPY”
- 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”.



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WHERE IT ALL BEGINS



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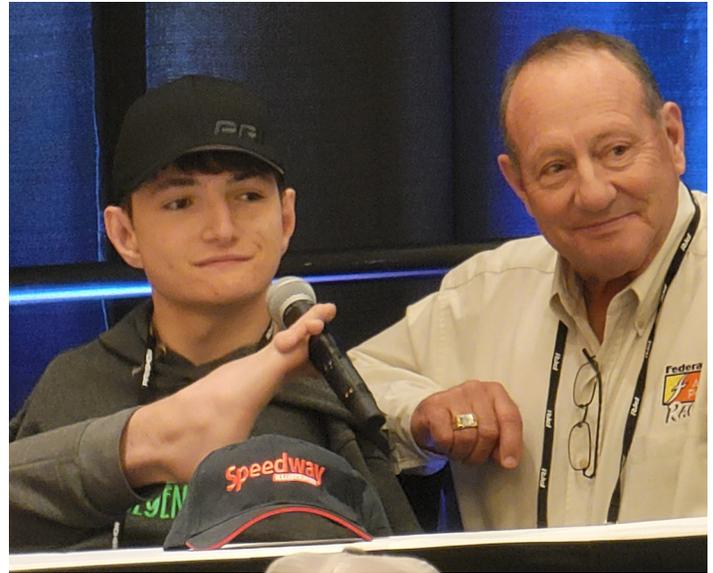
Speedway Illustrated Ken Schrader Real Racer of the Year Award

For the past several years, Karl Fredrickson and Ken Schrader have partnered to present the Speedway Illustrated Ken Schrader Real Racer of the Year Award to a worthy individual. As many of you know, Schrader provides the definition of “Real Racer” to the rest of us. The award is presented each year at the PRI Trade Show in Indianapolis, which is fitting.

This year’s recipient defined “Real Racer”, with an added “you can do anything that you put your mind to”. We are adding this piece here for a multitude of reasons, but this one is special.

Joe Renfro came into the world on July 23, 2006. He was born without arms, and with one leg that’s significantly shorter than the other. Seventeen years later, he shrugs off the impact of the birth defects. “I’ve always known that I’m different,” he said. “I just try to be normal.” For the Renfro family of Cheyenne, Wyoming, “normal” means going racing— not as a spectator, but as a competitor. In that sense, Joe Renfro is as normal as anybody. The difference between him and everyone else is that he uses his feet to turn the key in the ignition, steer, press the gas and brake pedals, unbuckle his safety harness, and to drop the window net and clamber out of the car. Joe’s racing is part of a family affair. Jim Renfro, an oilfield worker, has three sons and two stepsons—Jimmy (“J.D.”), Johnny and Joe Renfro, and Jonus and Josiah Aragon. All six work out of a shop behind their home and race at dirt tracks in Wyoming and Colorado. Josiah races a 1993 Toyota Celica GT that fits in IMCA’s sport compact division. Jim and the other boys run in the Warrior class that is the creation of BST Promotions’ Joe Bellm.

Joe was satisfied to cheer his brothers on—to a point. “And then I was like, ‘I don’t want to watch anymore, I want to do it,’” he said. To that end, Jim took a four-cylinder Ford Tempo one of his sons had raced and modified it for Joe, who steers with his sock-clad right foot and toes. “Joe doesn’t have a knee in his left leg. The bone goes from his ankle to his hip,” Jim said. “What I did was build extensions from the gas and brake pedals with steel rods and plates, and he operates those with his left leg. We mounted the seat to where he can start the car and reach the gear shifter. He can unlatch his belts. I’ve got the window net installed where it folds up instead of down, so he can just reach over, click it, and he’s able to push his way up out of the car by himself if he had to. The only other thing he needs help with is getting in the car and getting strapped in.” Joe’s first race was in 2022 at Intermountain Speedway, a paved track in Cheyenne. Jim said track management had no issue with Joe racing once he showed them he could exit the car on his own. “I was nervous,” Joe said of his debut. “I had wait-



Joe Renfro and Ken Schrader at the Speedway Illustrated Ken Schrader “Real Racer” of the Year Award presentation at the PRI Show in Indianapolis this past December.

ed for a year to do it, so I was excited and nervous at the same time. That night, they did a trophy dash, a heat race and the main event in a beginner class.” “It’s been ‘race on’ ever since,” Jim said. Now, however, their endeavors are limited to dirt, which is just fine with Joe: “I love the dirt,” he said. “It’s so much fun, and a lot more challenging than the asphalt.”

At the end of the 2022 season, Joe posed a question to Jim: “Dad, do you think I can get into something a little bit faster next year?” The answer was yes. Jim bought a stock 1994 Ford Mustang equipped with a fuel-injected V6 and an automatic transmission, and he again made the needed pedal modifications. There was a learning curve, of course, with the higher-horsepower car, but Joe made steady progress. On Aug. 12, Joe, J.D., and Jonus hit the road for the three-hour drive to El Paso County Raceway in Calhan, Colorado. They and Nash Conner made up a four car Warrior field, and in the late going, Conner slowed to a stop with carburetor issues. The feature restarted with one lap to go, and when the front row of J.D. and Jonus drifted high and low entering the corner ... “I thought, ‘I’ve gotta go, I’ve gotta get it,’” Joe said of his first chance to notch a win. “Then it was, ‘Oh, I’ve got a shot right here,’ and I took it.” And with it, the checkered flag. The gift of brotherly goodwill was endorsed by Conner, who is the same age as Joe. “They are an awesome family and I respect them so much, and how much inspiration for kids and this generation they

CONTINUED

have,” Conner said. “It is really cool to see Joe go out there and drive with his foot like he’s done it a million times.” The three cars stopped on the frontstretch the next time around and “the crowd was cheering so loud I couldn’t hear my own car,” Joe said. Jonus and J.D. got him out of the car, perched him on the roof of his No. 11J Mustang, and posed for a family photo in victory lane with their podium sweep. “They told me how proud they were of me,” Joe said. “By the time we got home, I was exhausted, I was sore.”

Jim was unable to attend the race because of work, but he got plenty of text messages informing him of Joe’s win, and he saw the trophy when he walked into the kitchen Sunday morning. Later that day, Joe bid an end-of-summer goodbye to his stepmother, Kristyne, and his dad, loaded up his 2014 Jeep Patriot, and began a four-hour drive west to Rock Springs, Wyoming. That’s where Joe lives during the school year with his mother, Katherine Jetmore. He is a senior at nearby Green River High School and a member of the Wolves swimming team. Colleen Seiloff, his swim coach and math teacher at Green River, knows him very well. “I held him as a baby,” she said, adding words such as “nice,” “intelligent,” “handsome” and “leader” to describe him. “He doesn’t let things hold him back, he just gets out there and does it. He does everything with his feet—writes, draws, uses his phone,” Seiloff said. “He’s an inspiration not only for other students in our school, but to the other (swim) teams around the state. It’s pretty amazing. He’s a good student, good person, has a good heart, and he’s a jokester. He’s just a very positive influence.”

Obstacles, he said, are merely challenges to be overcome. For instance, to walk with legs of uneven lengths, he has to contort himself into a stance where “I’m pretty much in a squatting position with my right leg.” However, that constant overcompensation created a curvature of his spine, and as recently as three years ago he underwent corrective surgery at Shriners Children’s Philadelphia. Doctors inserted eight screws in his back and attached something akin to large rubber bands that help maintain spinal alignment. Early versions of prosthetics for his left leg weren’t to his liking “a lot heavier and a lot clunkier,” he said but his current one that’s made of lightweight carbon fiber “helps me walk pretty much normal.” Joe wants to do “normal” things after he graduates from Green River High, such as pursuing a college degree. He’d like to follow in Seiloff’s footsteps and teach high school math. And he hopes his future also includes racing at a higher level. “I’m hoping to go, like, all the way,” he said. “I wanna race a sport mod, a late model.”

Joe Renfro should be an inspiration to us all that if we put our mind to it, we can do anything.



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Mark Your Calendars - RPM Workshop Dates for 2024 and 2025

The RPM Workshops dates for next year following RPM@Daytona in 2024 will be as follows:

RPM Western Workshops will take place on December 3, 4 and 5, 2024.

RPM@Daytona will take place February 9, 10 and 11, 2025 and will likely take place at The Shores in Daytona Beach Shores, Florida, provided things do not change.



In the world of promotion this is something that is news to us so we thought we should share that weather and lunar events are affecting event promotion;

Vermont Motorsports Expo Changes Weekends to March 29-30

Solar eclipse tourism influx forces date change for racing season preview

The inaugural Vermont Motorsports Expo has a new date. The reason for the change? The Moon.

In what may be one of the oddest schedule shifts in racing history, the Expo has been pushed ahead one weekend earlier to Friday, March 29 and Saturday, March 30. The Expo will still be held at the B.O.R. Arena in Barre, Vermont and has been adjusted a two-day format to accommodate the Easter holiday on Sunday, March 31.

The original date of April 5-7 has been scrapped due to incoming tourism and skyrocketing hotel prices tied to a once-in-a-lifetime total solar eclipse, which will take place on Monday, April 8. The eclipse's predicted path of totality puts Vermont in the prime viewing zone, and the influx of an estimated quarter-million astronomical onlookers has most hotels in the region already booked for that weekend and remaining vacancies currently going for as much as \$800 per night.

"I never imagined that a racing event would be mooned-out, but here we are," Vermont Motorsports Expo promoter Justin St. Louis said. "I didn't consider the eclipse when the Expo was put together, but when we realized what was happening with hotel prices, we immediately hit the pause button. There was no way I could ask racing fans, teams, and vendors to spend thousands of dollars on hotels for this show."

Suddenly, a perfect storm of scheduling developed, as organizers looked for another open date between hockey season at the B.O.R. Arena, Easter Sunday, the eclipse, and the beginning of racing season including the American-Canadian Tour/Pro All Stars Series event at New Hampshire Motor Speedway on Saturday, April 13.

"There has been such great enthusiasm for the Vermont Motorsports Expo since we announced it, and Jeff Bergeron and his staff at the B.O.R. Arena and the City of Barre worked hard to adjust their ice-out and cleanup schedule to make sure the Expo happens," St. Louis said. "That's one of the reasons we're holding the event in a racing town like Barre – the people in the area truly care about this show."

The B.O.R. Arena has more than 17,000 square feet of indoor display space available for the Vermont Motorsports Expo. Commitments have already been received from speedways, vendors, and racing teams from several disciplines representing Vermont, New Hampshire, New York, Maine, and Quebec.



Race nights with full moons are often filled unexpected events, however, we have not seen the lunar cycle move an indoor event until this episode in Vermont.



The popular action of the Slot Tournament presented by Caesar's Entertainment and MyRacePass. The opening reception at NOVI, where folks can pickup their credentials and enjoy time networking. The RPM logo projected on to the ceiling of the dome in the Silver Legacy was a very nice touch.



Dennis Gage keeps things moving for us during the Workshops in Reno and we couldn't through the event without his sincere and thoughtful contributions as well as his voice at the podium.



Bob Strauss, Tammy Vietti, Kendra Jacobs, Paul Tetreault and Chris Graner were all featured presenters at RPM@Reno.



Top-to-Bottom; “To the Victor Goes the Spoils” as ARPY 43, Gregg McKarns was declared the winner of the Slot Tournament. Sean Foster of Connecticut has become a valuable contributor to the Workshops and finally a portrait of RPM friend, Balton Aulls of MyLaps, which call “the modern working man...”





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



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/



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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