

# Elmwood Park Speedway still providing thrills

Elmwood Park Speedway was built in the late 1800s on the north banks of the Prairie Dog River, which is just north of the track's present location.

Horse races were first held there with emphasis on Trotters or Pacers and sometimes Sulky and harness races. Most of the spectators stood around the fence or sat in their buggies. Greyhound dog races were held in the early 1900s and again in the 1950s.

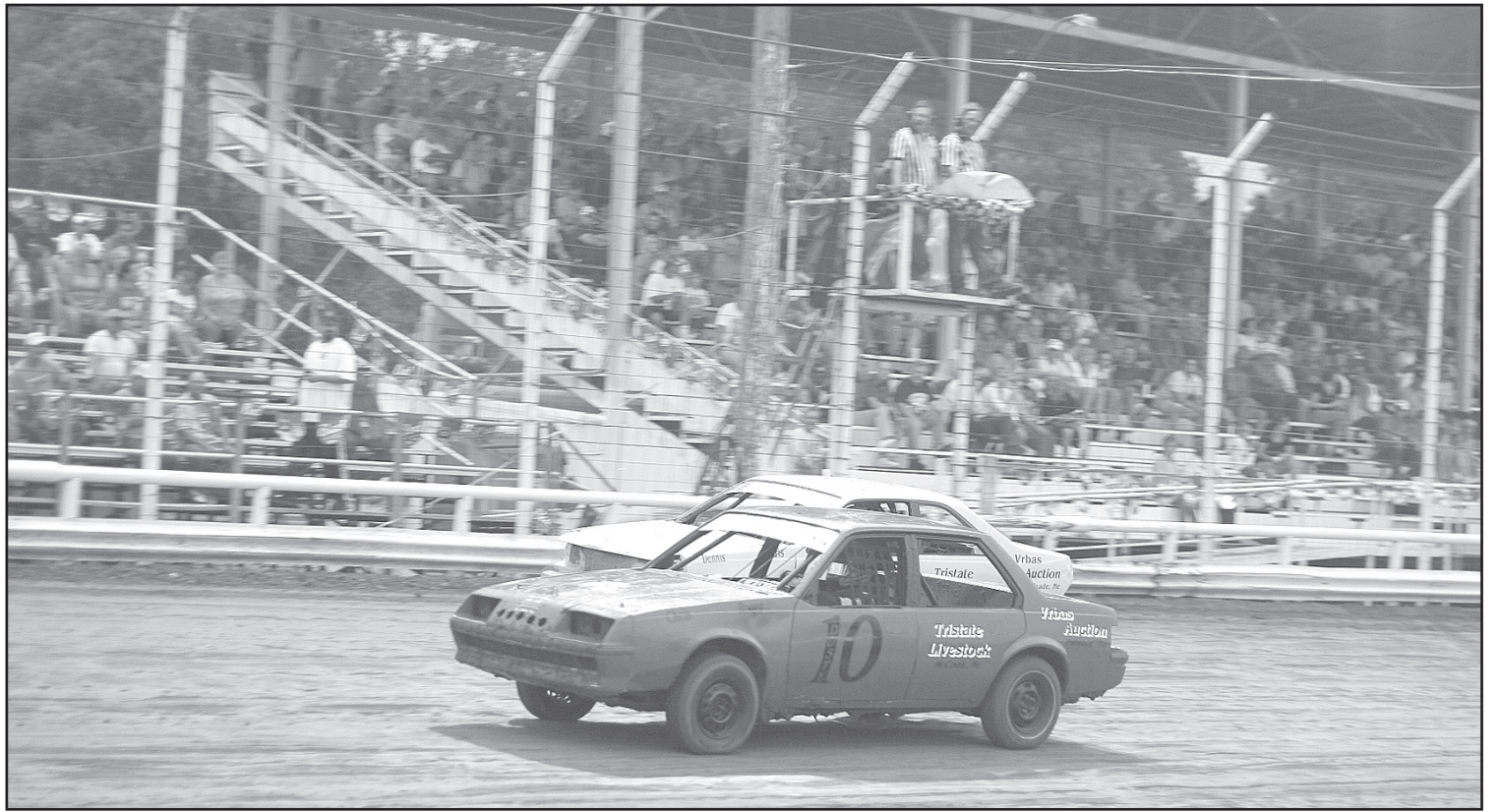
In the 1920s, the grandstands were started and, when finished, ran almost the entire front straightaway. Auto Races were first held at the 1910 fair.

The first International Motor Contest Association (IMCA) Modified races were held in 1988. The first IMCA Hobby Stock race in 1990.

In 1997, speedway promoters introduced the two-person wild and wacky cruisers. It takes two people to drive the cruiser: one to steer and one to operate the brakes and gas. The first Cruiser Track Champions were Dan Sisk and Wes Eagleburger of Norton. In 2007 a 4-Cylinder Young Gun was started to bring in introductory level racing for 14 year olds and older. The first 4-Cylinder Young Gun Track Champion was Lyod Schoen of Lenora.

Elmwood Park Speedway is in the Central region which includes Kansas, Nebraska, Eastern half of Colorado, Oklahoma, Arkansas and Missouri.

Norton is one of six IMCA sanction tracks in Kansas.



Brothers Drew (#20) & Dusty (#10) Eagleburger racing against each other in the 4 Cylinder Young Guns Class

## IMCA's mission: affordable entertainment while being competitive

The International Motor Contest Association (IMCA), organized in 1915, is the oldest active automobile racing sanctioning body in the United States. J. Alex Sloan, a native of Pittsburgh, Pa., was instrumental in establishing IMCA and ran more races than all other promoters in the United States combined, all under IMCA sanction. After Sloan's death in 1937, his son John continued the IMCA tradition. Under his leadership, IMCA continued to grow and held its first Late Model race on November 9, 1947 in Lubbock, Texas. In the late 1970's Keith Knaack introduced the IMCA Modified division. Few knew then that Keith's vision and innovation would result in the largest class of race cars in the country.

In 1990, Kathy Root was named president of IMCA and in 1996 purchased IMCA from the Knaack family. Using the vision and innovation of Keith Knaack, IMCA is based on enforcing fair and consistent rules that promote affordability as the foundation of racing in America. Through the promotion of the "grass roots" weekly racer, IMCA has continued to see remarkable growth throughout the last decade.

**The IMCA Philosophy**  
IMCA will continue the mission of affordable, entertaining and competitive auto racing as a sanctioning body. We are committed to establishing and enforcing fair and consistent rules that will

strengthen and promote the racing industry. Never resting on our laurels, IMCA is driven by past success to achieve future goals.

**POINT STRUCTURE** 1. Weekly (EA, Feature win is 40 points, with each subsequent position worth one point less, with

24th position in feature worth 17 points. If more than 24 cars start feature, all positions from 24th back receive 17 points. If track runs a (EB, feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position,

receives one less point per position. Sixth position and back in (EB, feature(s) receive 11 points. This applies to all (EB,s, even if more than one is run. Drivers that don't qualify for (EA, or (EB, feature will receive no points, but that event will not be figured into

driver's point average.

2. Should a driver qualify for EB feature or EA feature, and not be able to compete, they will be scored in last position and receive points accordingly.

3. If less than ten entries for any given night, for each car less than

ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.

4. Driver must participate at minimum 50 percent of weekly sanctioned point events at a track to be eligible for IMCA track point fund. Track must complete at least four race programs to crown a champion.

5. TRACK standings are based on driver's total cumulative points at that track.

6. STATE standings are based on driver's total cumulative points for first 55 sanctioned events at tracks located in that state.

7. REGIONAL and NATIONAL standings for 2008: Modified, Stock Car, Hobby Stock and SportMod drivers will use their BEST 30 finishes at their FIRST 55 starts at sanctioned events in their region to determine their regional and national standings

8. NATIONAL standings are based on driver's regional standings.

Elmwood Park Speedway is in the Central region. The Central region includes the states of Kansas, Nebraska, Eastern half of Colorado, Oklahoma, Arkansas, and Missouri.

In 2007 Kansas had 6 IMCA Sanctioned track: Norton, Wakeeney, Osborne, Stockton, Hays and Minneapolis. In 2008 more tracks have sanctioned in Kansas including, Dodge City, Colby and Goodland.

## Numerous track champions

Gene Sneath of Plainville -4th in track points, 3rd in State points, 16th in Regional points.

Dustin McClurg (son of Frank) of Logan -3rd in track points, 4th in state points.

Jerry Hudson of Kensington - Track Champion, 2nd in State points, 3rd in Regional points, 5th in National points.

**IMCA STOCK CARS class:**

Jason McCartney of Smith Center -7th in track points, 10th in Ne state points.

Jay Hachmeister of Lenora -6th in track points, 4th in State points.

Dan Lauer of Norton -4th in track points, 8th in State points.

Jason Davis of Norton -3rd in track points, 3rd in State points.

Josh Hudson of Kensington -2nd in track points, 2nd in state points, 8th in Regional points, and 12th in national points.

Cory Struckhoff of Kensington -Track Champion, Ks. State point Champion, 4th in Regional points, and 4th in National points.

**IMCA MODIFIED class:**

Matt Fabrizius of Wakeeney -9th in track points, 8th in state points, and 20th in Regional points.

Marty Clark of Russell -3rd in track points, 4th in state points

Jason Schoenberger of Gorham -2nd track points, 3rd in State points, and 10th in Regional points.

John Fabrizius of Colby -Track Champion, 7th in state points, 7th in Regional points, & 7th in National points.

## Meaning of the Flags . . .

**GREEN** — Start/Re-start  
Signals the start or re-start of a race.

**YELLOW** — Slow down  
Drivers are to slow down. There is to be no passing. Driving conditions are unsafe.

**RED** — Stop  
Signals a complete stoppage of driving activity. Drivers are to come to a complete stop as quickly

as possible.

**BLUE WITH YELLOW STRIPE** — You are about to be lapped  
Drivers are to be considerate of the overtaking car. They should be prepared to get passed.

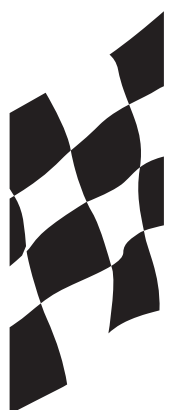
**WHITE** — One Lap  
Indicates one lap remaining in the race.

**CHECKERED** — Race over.  
Signals the completion of the race.

Enter the pit area at your next opportunity.

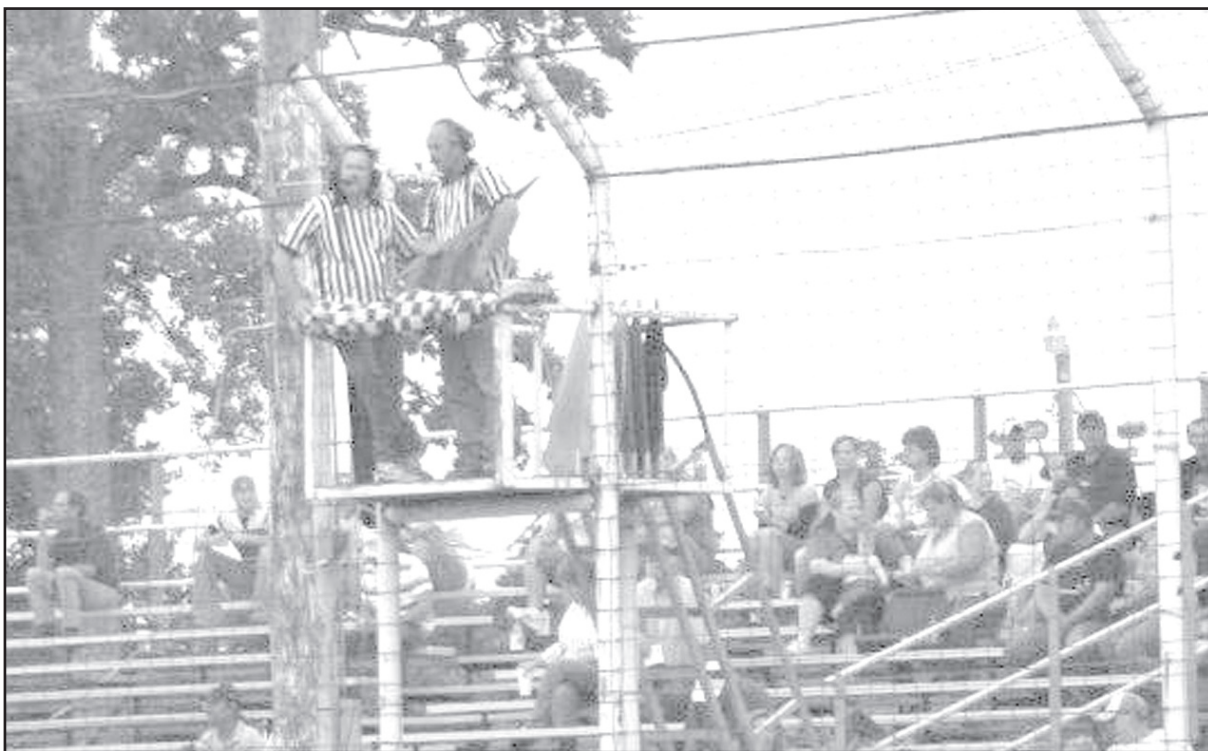
**BLACK** — (Rolled up) Warned  
Signals you've been warned. Do it again and you go to the pits.

**BLACK** — (Open flag)-You're done  
Signals you were bad or for mechanical reasons, you are to enter the pits.



Head flagman Terry Goscha and Mark Miller of Selden, controlled the traffic during a race at Elmwood Park Speedway.

Photo courtesy of Jim Myer Photography



## Type of classes

### Hobby Stock

IMCA also features an entry-level division of its own, the IMCA Hobby Stocks. This division gives new competitors the chance to experiment with the sport at the lowest possible cost, while still experiencing the rush that only IMCA racing can provide.

### Stock Car

One of IMCA's most popular classes, Stock Cars are synonymous with fast-paced excitement. Known for their identifiable, full-bodied appearance, IMCA Stock Cars offer fender-banging thrills and chills that keep the fans coming back for more.

### Modified

Since exploding onto the racing scene in 1979, the IMCA Modifieds have become the calling card of IMCA, thrilling legions of new race fans every year. These high-flying, open-wheel stock cars push the limits of power and excitement on short tracks from coast to coast. Racing in front of millions of spectators each year, IMCA Modifieds have gained a reputation for fierce competitiveness that is as unique as the car itself.

### 4 Cylinder Young Gun

A bare-bones class, truly entry level, the 4 Cylinder cars are not race cars, they are cars that race. They can be purchased off-the-street or at a salvage yard. Then you gut them, put in the safety equipment and go racing. This division is for younger drivers, not those who want to get out of late models or modifieds. It's perfect for kids in high school, as there is a minimum age of 14.

Four-cylinder not IMCA sanctioned.