

# Guest Editorial

## "The Only Way To Go"

By Tom Savage

Dirt track racing is the only way to go. The sight of a speeding racing car, broadsliding at full power, cocked sideways through the turn, sending huge rooster tails of dirt high into the air can never be equaled on an asphalt surface. Competition on the dirt tracks tends to require more driver ability where on the paved courses the durability of the machine prevails. Dirt trackers are "seat-of-the-pants" drivers. When they run their cars full bore down the chutes and into the turns nobody has to tell them when to lift the throttle or get it set-up for the corner. They can tell by the seat of their pants. These guys run deep into a corner until they feel the back end sliding out from "underneath" them. They then lift for just a fraction of a second and plant their right foot DOWN to power the car through the turn. A good handling and running car can be "steered" through a corner by one foot and two biting rear wheels. The sight of a

half dozen of these "hot-shoes" performing this little tactic, while running only inches apart, will give their fans "herds" of goosepimples on their arms. This fierce type of competition is a "no-no" on the asphalt tracks. Drivers must drive their cars AROUND the corners on paved circuits. Once the rear wheels lose traction, and the car feels like it wants to trade ends, it's time to lock it up, turn left and hope the whole works doesn't get hung on the wall.

The real beauty of racing on dirt is the different grooves that can be established and the ever-changing condition of the actual running surface. When racing on asphalt the groove is usually easy to identify after a few laps. The huge slicks used on asphalt will lay down a layer of "rubber" around the entire oval. It is real easy to spot where everybody is running through the corners. After 10 or 15 laps the groove for the day or night is set and that is where everyone will usually run. Ah...but

not on the dirt. The condition of a dirt track can change drastically between the hot laps and the final heat race. And at times even sooner than that. A wet and heavy track for the first heat can become a dry slick surface for the final heat. Moisture can work in, out, up and down and holes can develop, disappear and move. To compensate for these changing elements the drivers will study their track for the features. Many can be seen "walking" the turns or checking the chutes for the adhesion or texture of the dirt. They change gears, tires and weight and cut a few fast ones to find out if they have what they feel is the right combination for the track. So on a given night a driver might win his heat and the trophy dash running a conventional groove around the circle of dirt. Comes times for the feature and he goes out and smokes 'em off again this time running a completely different section of the track. Exciting...you bet it is and this kind of racing is found ONLY on dirt tracks.

## McDonald Main Winner

JAMESTOWN, N.D. — Jack McDonald of Eldridge and Bill Spitzer of Kensal were feature race winner Sunday afternoon in Northern Racing Circuit auto racing at the Stutsman County Fair.

McDonald finished ahead of Bill Wilson of Jamestown and Howard Nelson of Car- rington in the Late Model feature.

Dean Affalter of James-

town was second and Larry Schrader of Adrian third in the Street Class feature.

Affalter and Wilson were the feature winners on Saturday night's program. Schrader and Brad Bischke of Steele finished behind Affalter in the Street race. Wilson finished ahead of Larry Sekerson of Jamestown and Chuck German of Ludden in the Late Model feature.

## Carroll's Corner

While on my way to the Brown County Races in Aberdeen last Friday night, I thought I would drop in and say hello to one of DIRT TRACK advertisers Jim DeForrest at the Starlite Cafe and Truck Stop.

Pulling in, I noticed that Jack McElrath's rig was at the pumps taking on some petrol. Now that in itself isn't so unusual when you consider that Jack's rig is pretty hard to not notice.

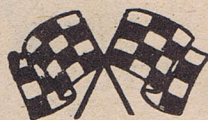
Jack is better known as "Buckskin Jack" and he has produced the "Big 4 Thrill Show" since 1965. Jack, you may remember, is the World Champion Skydogger (dropping from a low flying airplane to catch a steer) and was featured on Garry Moore's "To Tell the Truth" Show, Chuck Conner's "Thrillseekers Show", NBC News and the Columbia movie "J. W. Coop."

Being editor of the DIRT TRACK NEWS I guess the thing that really caught my attention was the motorcycle in the back of the pickup that was attached to the long white gooseneck trailer.

Jack makes daring motorcycle jumps over 10 vehicles ...usually. The dents in the pickup roof is why I say usually. Jack points them out with pride as I would show a prize-winning photograph. After a bit of good-old journalistic harrassment I found out that Buckskin Jack was heading for Sioux Falls with his two-hour spectacular production. In Sioux Falls he is a Promotion Director for the Western Mall but I really suspect he was delivering some medicine for his life insurance agent's ulcers.

The Big 4 Show (Acts-Stunts-Music-Singers) will be a major attraction at Fosston, Minn., on July 21; Mt. Ayre, Ia., on July 28; Nelson, Nebr. on July 30 and Philip, So. Dak. on Saturday, July 31.

As I got in my car and left for the races, I realized that I SHOULD have visited with Jim at the Starlite Cafe and Truck Stop, because as I write this story I am sitting somewhere between Redfield and Huron...you guessed it....out of gas!



## Karen Evans Joins Staff

MILLER--Karen Evans, 28, of Miller has been named as a writer for Dirt Track News.

Karen has been associated with stock car racing now for 4 years as the wife of Jimmie Evans, Miller. They have 3 children. Regardless of special or coming events, they have always managed to attend regular racing programs at area race tracks.

Karen now writes regular newsletters for Central Speedway and publication in the Daily Plainsman in Huron. This year she has been promoting goodwill for the Miller track in the community. In past weeks new advertisement for Central Speedway has been underway on local radio stations. She devoted time and effort to arrange with local businesses for quality advertising to bring about a fresh look for the Speedway.

Karen's entry into racing came from a wedding ring. She recalls for their honeymoon, Jimmie took her to the races. Stock car racing runs deep in the Evans family. Jimmie, her husband, has been associated with racing for 8 years. He and his father, Albert, own Evans Construction of Miller. If the name seems familiar but not quite clear, the caption ran on the No. 7 Chevelle driven by Chet Danburg and in earlier years "68-69" on the No. 177 hobby stock.

The Evans team owns the No. 7 late model, which last year Danburg drove to the championship circle in Miller. Danburg claimed championship honors at Central Speedway the year before also; now with a racing career with the Evans team behind him. Jimmie Evans has the No. 7 Chevelle up for sale.

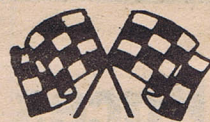
In accepting the position in Dirt Track News, Karen said: I have always felt that

fans and enthusiasts would enjoy hearing area and track reports from someone local and just as interested in racing and current events as competitors and fans. Many happenings in the area are often overlooked, without the ability to call these events to the public's attention, they are usually left by the way-side.

I'm looking forward to being contacted by drivers, owners and track officials to track and racing news for all to read.



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