

## **FROM THE DESK OF THE GENERAL MANAGER THIS IS A CANAAN FAIR SPEEDWAY NEWSLETTER**

The winter off-season is becoming quite exciting here at Canaan Fair Speedways. The asphalt track is heading into a new era with some significant changes ahead. The dirt track is working towards trying to unite the three area dirt tracks the best we can, and overall, it looks like a great season awaits us on both tracks.

The dirt track is seeing some decent early registration numbers coming in. We just adjusted the Modified purse for 2010 and that should help out with the fuel bills for some long distance travelers in that class. The phone has been ringing with lots of drivers trying to get info about racing on the dirt. Several names from days gone past are looking to return to Canaan dirt in 2010.

The asphalt track is seeing some changes, some are moving ahead and one major change is stepping back. The backwards movement is in the Outlaw Mini class. After hearing that there were not many cars returning in 2010, we mailed out a survey to help decide the fate of the class. The survey was mailed to all former competitors from 2009, and was available on the internet or by mail for any new people interested in joining the class for the upcoming season. Fourteen surveys were mailed out and just six were returned. Two confirmed returning, two no's, 1 undecided and one planning on a part time season. The others were not returned, thus meaning that it didn't matter one way or the other. After mulling over the results, it was decided that we will cut the division back to six events in 2010. If after the first event, or any of the scheduled events that there is not enough interest to continue, we will drop the division at that point. If there is enough interest in the future, we will review it again at a later date.

The big news is the addition of Late Models to the weekly card. The reason for this addition is the number of calls and e-mails requesting a Late Model class have been staggering. We did a little legwork, and it appears that the interest is significant enough to warrant starting this class. The unique thing about the new LMS division is that cars from just about everywhere would be eligible to compete under their track rules. How it works is simple, as you must declare what track you are choosing to use for the rulebook. Whichever track rules you choose, you must be 100% legal to those rules. We also will have a set of rules for Canaan which will include rules for a big motor, (non-crate). The big motors will have to use a restrictor plate, a carb spacer, and be subject to additional weight.

Our goal for this division will be to head our cars in the direction of ACT legal rules in 2011, since just about all tracks around are pretty much following the ACT rules right now. Our decision to allow the big motors comes from the fact that there is a lot of older equipment that could be used in this class to help out in numbers during our formative season. We want everyone to participate and be a part of this upstart class here at Canaan. We will be using the Goodyear tires for the Late Models, and we will be mandating the ACT shock rules for 2010.

There will be an informational meeting for people interested in running in the Late Model class this coming Saturday, January 30<sup>th</sup> at 1:30pm at the Canaan Banquet Hall. Info on the purse structure, rules, schedule and the announcement of our new sponsor.

The question has been asked, "Are we looking to phase out the Pro Stocks?" The answer is "**ABSOLUTELY NOT!**" The Pro Stocks are my favorite class of racecars. These potent little monsters are awesome. I think my close relationship with P.A.S.S. President, Tom

**Mayberry will help us out in the future, as well as the present in keeping car counts strong. There is a ton of these cars out there and from what I am hearing, some of these cars are coming out of mothballs to compete at Canaan in 2010. These cars are extremely exciting and I look forward to seeing growth in this class in 2010.**

**What is a splashguard? A splashguard is a piece of lexan attached to your cage or back of the seat. This splashguard is designed to keep racing fuel off you in case of a major disastrous event such as a rollover, or hard collision. Most people are using an old windshield. This safety measure that costs very little could be the difference between life and death.**

**License fees go up February 1<sup>st</sup> on the asphalt. Remember, every driver must purchase a license. To reserve your number you must purchase a license. Also, slab rentals are going quickly, don't be left out. Order yours today.**

**We will be hiring a bunch of new staff in the near future. Keep your eyes out for information on our websites, [www.canaandirtspeedway.com](http://www.canaandirtspeedway.com) or [www.canaanfairspeedways.com](http://www.canaanfairspeedways.com). We are looking for Tech people for the dirt and asphalt, as well as ticket sellers, 50/50 sellers and a host of other jobs.**

**We have a lot of new sponsors on board. Watch for a press release on that coming very soon.**

**We will be headed to the Racin' Preview Car Show in Portland, Maine on February 19<sup>th</sup> and 20<sup>th</sup>. Russell Christian will have his Dirt Mod on display and the Brehio family will have their Super Street at the show representing us. Hours are 4-9pm on Friday and 10am-9pm on Saturday. We will be giving away tickets at the show so head on over. Also we will be taking part in the show at the Diamond Run Mall in Rutland in March. More info on that show will be available soon. Unfortunately, there isn't a show in Hanover this year. I am working on putting on a show somewhere in Lebanon or West Lebanon, and of course we have the track shows in early May.**

**Take care and watch for more CFS messages.**

**Dick Therrien**