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Funny dirt track racing quotes

Those witty words will have you laughing all the way through the holiday season. Subscribe to our newsletters Enjoy the best stories, tips and jokes! Copyright © 2020 HowStuffWorks, a division of InfoSpace Holdings LLC, System1 release company for October 2013. In the singular sagging season, give NASCAR a higher-up credit. Or at least for hiring people who pay to be higher-ups. Facing criticism over perhaps the most deadly dumb race in years, the Brickyard 400 on the Indianapolis Freeway in July, drivers came out swinging when backed into a corner by the press. Even more surlier than usual, Tony Stewart, who finished fourth, has addressed complaints about a complete lack of passing. Find the race in the dictionary and tell me what it says in the dictionary. Then the look up goes by, he said. We're racing here. Then he said this: For some reason over the last 10 years, everyone is on this beat that you have to go through all the time. It's racing, not going by. We're racing. View photos Yes, well, look boring in the dictionary, and maybe it should say: Race when no one passes anyone. How boring was the Brickyard 400, or, as was officially known, the 20th annual Crown Royal presenting the Samuel Deeds 400 at brick court powered by BigMachineRecords.com? There were zero passes for the lead, not counting those that occurred because of pit stops or restarts. There were three caution flags, all for stein cars, and two of those flags were for the same steine car. And all 43 cars that started finished, with Ryan Newman winning from the pole. The results of the radio raisins lasted less than 60 seconds. You wouldn't expect much different if you had 43 rental cars running platinum AAA members, except that NASCAR drivers admittedly went faster. Which brings us to the bizarre, unexpected, dazzling bright spot of nascar's 2013 season so far: dirt. Wednesday night. In the middle of com deposits in western Ohio. View photos of CJ BENNINGER This brought us, of all people, tony Stewart, who owns Eldora Speedway, a half-mile bank dirt track that opened june 6, 1954, south of New Weston, Ohio, which has a population of 136. On a Wednesday night in July, just four days before the 20th annual Crown Royal represents yad, New Weston's population swelled to more than 23,000. Stewart and Eldora have held NASCAR's first major race since 1970. In this case, these were not cars, but trucks, in particular, from the camping world truck series. The track's 17,782 locations have been sold out since January to fans in 48 states and five foreign countries. More than 5,000 additional fans bought tickets in the standing room only. Lucky Sperm club member Austin Dillon, 23, grandson of NASCAR team owner Richard Childress, won the race. That, Dillon said in Victory Lane, is racing. And yes, it was over. Many. Eldora Speedway was built by Earl Balts, a saxophone bandleader who Eldora's Ballroom in 1952. Because he had more land than needed, he built a racetrack. At the middle of nowhere Baltes began to promote the track with the fervor of P.T. Barnum. Watching CJ BENNINGER's photos of the CIA couldn't have done a better job of disguising the brilliant, savvy promoter as backwood, complete with dungarees, suspenders, a baseball cap with exposed edging, and the Andersenbards of Elvis. Baltes turned Eldora into a magical place-where else can a cheerleader sit at the top of the grands, lean in while watching the race and order a shot from the full bar? Baltes made Eldora into one of those properties, which is known worldwide by just one name as Talladega.He racer Pancho Carter presided over the wedding of two gorillas on the front straight. He invented the Eldora 500, with 33 sprint cars running 500 laps. For the annual Royal Sprint Car Race, the winner, wearing a red naking, must kneel in front of the white-canvassed Royal Suveren, which places a huge, cheesy red-and-gold crown on the rider's head. View photos of CJ BENNINGER In 2001, Baltes gave \$1 million to late race model winner Eldora Million. Donnie Moran won, the seat was packed, and Baltes, at the end of the night, delivered his lifelong phrase: If I could sell another hot dog, I would break even. In 2004, Baltes made it known that he planned to sell To Eldor. For ultra-loyal fans of the track, only one buyer was acceptable: Stewart. The three-time NASCAR Sprint Cup champion hails from next door to Indiana, and he began his dirt racing career. Despite his status in the big show, he still races on the dirt 60 nights a year. Stewart bought Eldora and has since successfully walked along the lightrope between preserving tradition - a velvet cape and a crown remain for the Royal King- and the upgrade of the facility. Stewart built luxury suites outside Turn Three and added a large video screen to Turn Two. The track is non-slaughtered, for the dirt track. A couple of years ago, Stewart had a conversation with Steve O'Donnell, NASCAR's vice president of racing operations. Almost like a joke, Stewart said, we started talking about bringing the race to Eldor. A year later, he called and asked if I was serious. The truck series struggled as support for manufacturers diminished. If the series needed a shot in the arm, it was trucks. Viewing photos of CJ BENNINGER In the early years, NASCAR's schedule balance was on dirt tracks, but that was gradually changing. On September 30, 1970, there was a Home State 200 race at the State Fairgrounds in Raleigh, North Carolina. Twenty-three cars started, 12 finished. Richard Petty won it in borrowed Plymouth. There were 6,000 people in the crowd. Stewart, 42, has not even been born yet. Forty-three years later, Stewart and Eldora could host the CarCash Mudsummer Classic. Stewart further upgraded the facilities, adding a helipad with two emergency helicopters standing nearby. He brought in a fittings center from North Carolina is able to perform surgery. Local police developed a traffic plan and additional officers were called from miles away. Speed TV showed up to Tuesday's televised practice and wednesday's race live, even if it dragged on all night. We are ready to stay until it's over,' Speed TV spokesman David Harris said. View photos of CJ BENNINGER Truck series usually allows 36 entrants to race, but given the size of Eldora, which has been trimmed to 30. The top 20 points were locked up, and the final 10 spots for the main event on 150 laps were determined by the results of five heat races. There were 36 drivers on the previous entry list, including some dirt bells, such as late-model star Scott Bloomquist and former NASCAR sprint car-ace driver Dave Blaney in a truck owned by current Sprint Cup champion Brad Keselowski. Stewart's name was not on the list of entries. I have enough to do, he said. The trucks themselves were not purpose-built for dirt. They were taken straight from the pavement duty and prepared with modest changes. The front spoiler was removed to prevent its action as a snowstorm. Shock absorbers were modified, the cooling system was protected from dirt, and Goodyear supplied tread tires that are similar to those it sells for dirt-modified racing. The windshield is left, meaning Stewart will have to keep the track relatively dry or flying mud will cover the windshield after a few laps. Drivers did not have the opportunity to clear the dirt. NASCAR veteran Ken Schroeder, who, like Stewart, races on the dirt whenever he can, qualified first and won his heat race. At 58, Schroeder also became NASCAR's oldest pole in history. Not far behind was Kenny Wallace, another NASCAR rider who manages his dirt modified almost weekly. How were the trucks on the dirt? Heavy, Schroeder said. Maybe 1,000 pounds. And too powerful for tires, maybe 400 horsepower. View photos of CJ BENNINGER It didn't matter. The race started on time and ended on time. There was only one half-hearted accident, despite dire pre-race predictions, based in part on the fact that nearly half of drivers had little or no dirt track experience. The flag of last caution fell shortly before the end, causing the green-white-kebabam to end. It started with Dillon in the lead, followed by future superstar Kyle Larson, Joey Coulter and Ryan Newman. Sparks flew, literally, as Newman fought to third place behind Dillon and Coulter. The boys just ran daylight apart,' Stewart said. Earl Baltes, 92, was also there cheering. For Scott Bloomquist, probably the best dirt late model driver in history, moving the needle is the reason we're here. [If] you have so much beating and knocking and passing on the asphalt, the cars will end up in the garage and the drivers could end up in hospital. This is what dirt] is done every night and it's cool that a lot of people know that now. See photos As for Stewart, wasn't about the money, though it looks like he's sold enough hot dogs to break even. You couldn't write a check big enough to pay me for how proud I am now. I think NASCAR has made some mistakes, Wallace said, and maybe it's about coming back and fixing them. We made such admiration for the new fans that maybe we forgot about some of the older fans, the people who stopped paying attention when Dale Earnrd died. It can help bring back some of these people. Attendance at the Brickyard 400, which is what was caused before sponsors bloufied the name, was on wane. Multiple sources put the crowd at 70,000, in two of about 250,000 in 1994, the first year of the race. There's no way to know for sure though, because this year, for the first time in 11 seasons, NASCAR decided to provide attendance estimates. Viewing photos But the decline in numbers is not surprising as the NASCAR enni season wears on. Jimmie Johnson is clinically heading into a sixth championship. Middle finish headline Danica Patrick has reached 26th place this season. Not only do the tracks not add speed, they get rid of them. Daytona International Speedway once had 168,000 seats for fans, but slowly trimmed the tally to the current 146,000. The track announced in June that it was tearing down all the backstretch grandees - another 45,000 seats had disappeared. It's hard to put a happy face on reducing your number of seats by more than a third on your flagship track. Is Eldora the answer? Probably not. Adding Eldora to the Sprint Cup Championship Race or breaking Daytona to make it dirt are two pretty unlikely options. NASCAR is on the dirt as the opening singer who has a big voice just to find out she only knows one song. In the country there are no other dirt tracks that can remove the novelty so. So the Mudsummer Classic will return next year to prove that people will watch a series of trucks if you give them a reason and it may again embarrass the Brickyard 400 for excitement, but it's unlikely to be more than an isolated grass-roots revelation. That's historic, Schroeder said. But you'll have to ask someone smarter than me about where we're going from here. This content is created and supported by a third party and imported into this page to help users provide their email addresses. You can find more information about this and similar content in piano.io piano.io

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