

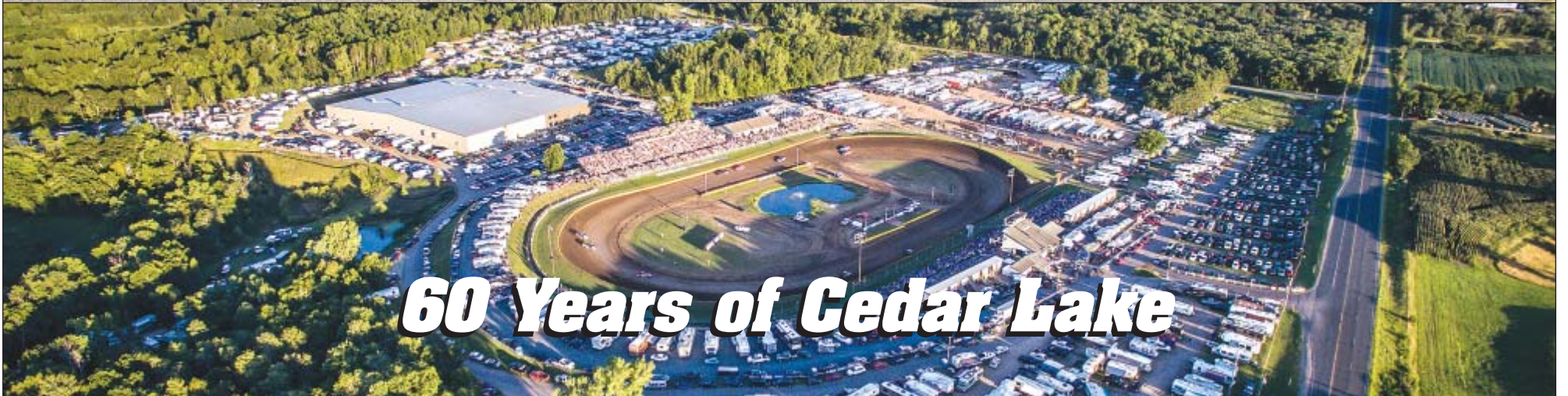
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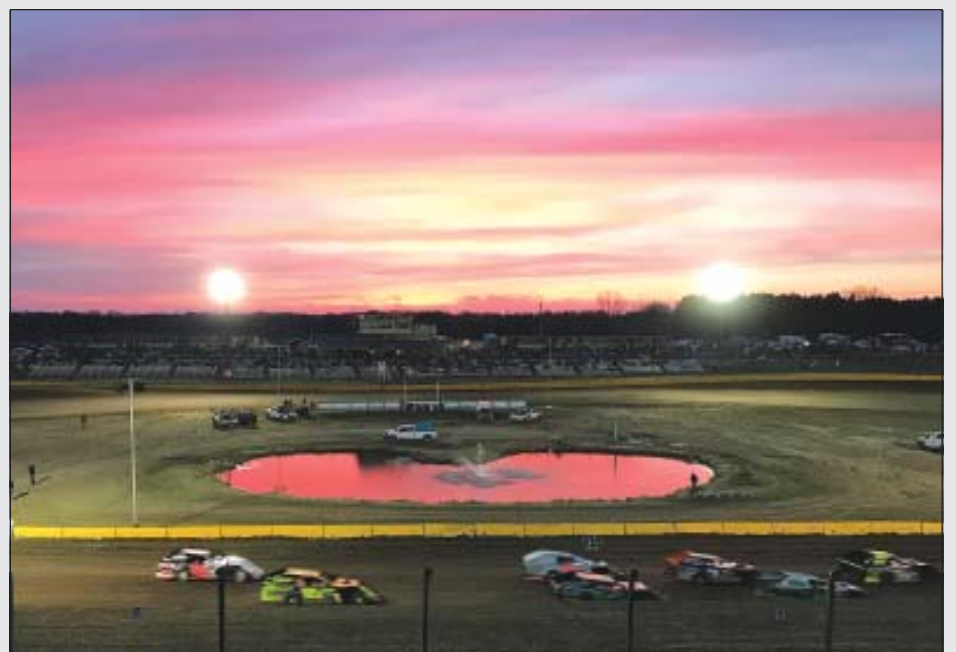
60 Years of Cedar Lake

May 2017 Vol. 21, No. 1

Inside...



ARCA Returns to Elko



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✓Yes



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Publisher's Note

Racing According to Plan



Dan Plan

The photo below from Bruce McClain's Minnesota State Fair racing collection has been making the rounds lately on social media. When I started looking closer at the photo, one of the things that stood out to me is the race within the race. Mike Miller is leading Mark Martin and Mike Eddy down the back stretch on

Some guys just want to race

the outside row. On the inside row, Dave Noble is ahead of Greg Holzhausen and Mike Murgic.

One of the common things people mention today is how racing has changed. I honestly don't think short track racing has changed all that much. The product on the track is still the same. Cars are still going fast in circles. One driver is still trying to outperform the other. The thing that might have changed is there are fewer people like the inside row in the photo; the guys that want to race, but don't necessarily have the same equipment as the front runners.

I have no concrete facts available to base my opinion off of, but I'm willing to bet those guys on the inside row didn't have the same power under the hood as Miller, Martin and Eddy. I'm also pretty sure they didn't sit around after the race and whine to the officials about not having the same equipment, and asking for rule changes or weight breaks to make them competitive. They probably battled each other hard for their positions on the track and, at this point in their racing careers, they were probably just happy to be on the track in front of a big crowd.

You still see this occasionally within the race, just not as often these days. For the most part everybody has the same equipment at their disposal. Occasionally you'll still get somebody that just wants to race and doesn't have as much power as the top runners, or the same expensive shocks or their car is heavier than everyone else's. They just want to race. At the end of the day, that's all the really matters.



Bruce McClain photo

The Midwest

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May 2017

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Going in Circles



Charlie Spry

Haven't had much happening thus far for racing events as of this writing this year, as we have had rain, rain, and more rain!

Did have a chance to get to a new track for me, the Cedar County Raceway in Tipton, Iowa, for the "Springfling" on April Fool's Day (No foolin').

A reported 221 cars were present. The track is like many in Iowa, situated at a county fairgrounds, with a very old covered wooden grandstand which was quite a throwback. They also incorporated a newer aluminum section of seating, but we decided we liked the old-timey feel to the wooden grandstand and sat there. The track has a decent banking to it, and the stands sit back from the track, so if the cars go off the track on the frontstretch, they either fly back on the track, or drive around it on the outside to the pits off the backstretch.

Drivers from several states were present, no doubt trying to get a jump on IMCA national points. Modifieds, sportmods, stock cars, four cylinders, outlaw bombers and mod-lites were running.

Nice to see several Wisconsin cars and drivers present, including many regulars from 141 Speedway who I don't get to see often. Travis Van Straten made a late pass in the stock car feature and seemingly had it won, but was re-passed late by Elijah Zevenbergen and had to settle for second. Jeff Steenbergen made the trip over from the Beaver Dam area and came home third in the sportmods, with Tyler Soppe emerging the winner. Many regulars from Dubuque and Darlington were also present, so it was a fun show to see.

Brett Marshall went for a wild ride in the four cylinder main event, rolling over several times, flying high in the air, landing on his wheels. Dazed for a bit, but emerging seemingly unscathed otherwise, I have to give credit to whoever built the roll cage in his car, as it held up to the abuse very well.

I also attended the practice day and enduro at the Rockford Speedway on April 15th. Quite a few drivers took advantage of the warm but windy afternoon to check out their cars, and many were

obviously there to prepare for the Big 8 opener, the annual "Spring Classic." Jared Duda and Ryan Kamish made the long trip down from Minnesota to get some laps in, along with several others who didn't travel quite that far.

As for the enduro, it was pretty much trouble-free, as far as enduros go. Rockford regular David Prince seemingly had the event won, driving off to a commanding lead, only to have his car blow on lap 143 of 200. All he could do was get pulled off by the wreckers and bow his head in dejection, watching the rest of the race. Tyler Griswold made it a steady race, taking the lead and holding on to it the rest of the way.

In speaking of enduros, some people kind of scoff at this kind of racing, but I truly enjoy them. Racing is racing, and there is always action. I remember seeing my very first enduro at this very track many years ago, when they were a completely new thing to the area, and used full size cars which were prevalent back then. I think it was a 300 lap event and pretty much anything went. I couldn't even tell you the winners name, but I think every car had to pit several

Early Season Action



Jimmy Ambruoso photo

times, and I don't believe there was a fuel stop at the halfway point or anything similar. Now I'm going to have to look back in my stash of racing papers to find out. I don't even remember the year, but I do know that pretty soon every track had several of these, and they were a real big hit for quite some time. Now, they have emerged in popularity once again with the advent of cheap and useable four cylinder cars.

Now if we can just get some dry weather in to see some more racing!

Enduro winner Tyler Griswold from Streator, IL receives the winner's trophy from radio station WXRX 104.9 The "X" personality Lori



Jimmy Ambruoso photo



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Dean & Jason Talkin' Racin'



Jason Searcy

Circle the date June 3rd on your racing calendar because that is the return of the ARCA series to Elko (MN) Speedway. The ARCA series not only is one of the very few chances for us to see live pit-stops up here in the North, it also provides the unique opportunity to meet and greet the future stars of our favorite sport.

As an example, think back to the very first ARCA race ever held in Minnesota, it was at Elko Speedway six years ago, it was a beautiful day on June 2nd in 2012. 28 cars started the Akona 200 with Alex Bowman on the pole. Alex Bowman currently is employed by Hendrick Motorsports and he drove the #88 car for Dale Jr in the opening Clash at Daytona International Speedway last February. He is so highly thought of that Mr. Hendrick offered him a contract even though he has no ride for him at the moment.

Matt Lofton led the race for a few laps until Brennan Poole took the lead on lap 12, he had the quickest car all night long. Poole currently races full time in the NASCAR Xfinity series in the #48 car for Chip Ganassi.

Some cars pitted for tires on lap 66, including Chris Buescher who is now racing in the Monster Energy

NASCAR Cup Series for JT Daugherty after winning the NASCAR Xfinity Championship in 2015 for Roush/Fenway racing.

Local driver Joey Miller from Lakeville (MN) brought out the caution on lap 90

providing the opportunity for Brennan Poole to pit for tires, Poole returned to the track in 8th position.

Steve Arpin, who grew up just a few miles north of Minnesota in Fort Francis, Ontario, Canada brought out the next caution on lap 117. Arpin is now racing for Chip Ganassi as a factory Global Rallycross driver. Poole had worked his way up to fourth when the caution flag flew.

Poole then used the high side to his advantage and took a lead he would never relinquish on lap 133, he won by 1.205 seconds over Matt Lofton with Chris Buescher finishing 3rd and Frank Kimmel coming across the finish line 4th. Tom Hessert was 5th and Joey Miller fought back for a strong 6th place finish.

Two other notable drivers were not even a factor in the race. Erik Jones, a 7 time winner in the Xfinity series, who currently drives for Furniture Row in the Monster Energy NASCAR Cup series finished 8th and two-time Daytona Xfinity series winner Ryan Reed, who is now driving for Roush/Fenway in the #16 car, finished

ARCA Returns to Elko



Martin DeFries photo

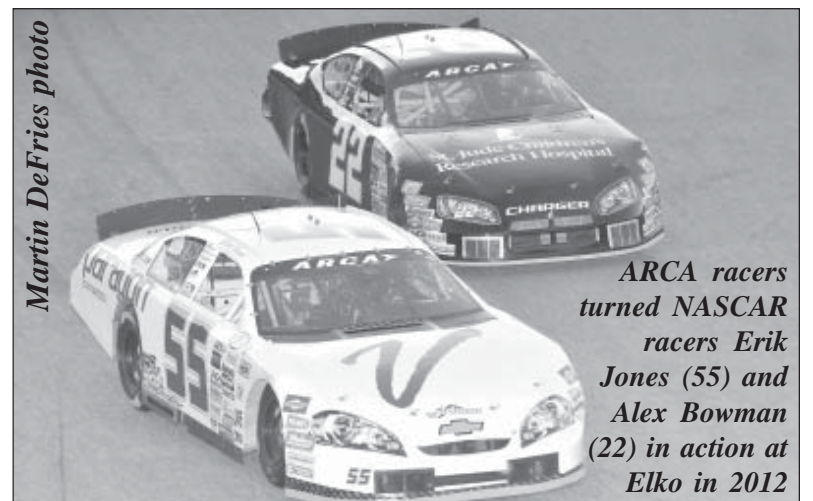
13th.

The race took just over one hour to complete in 2012, so an extra 50 laps were added in 2013. It was a very memorable event when NASCAR Cup Legend Ken Schrader won the pole

and ARCA Legend Frank Kimmel tied Iggy Katona for the most career ARCA wins with 78. Grant Enfinger spun early but came back through the field and won the ARCA race at Elko Speedway in 2014.

Thinking back 6 years ago to the first race in 2012, if only we had known just how many of those ARCA drivers would go on to become stars in NASCAR things would've been different. We all easily

continued on page 10



ARCA racers turned NASCAR racers Erik Jones (55) and Alex Bowman (22) in action at Elko in 2012



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Being that we haven't gotten to that first short track race yet for 2017 we'll continue a bit as in last month's column on the opening race topic. We'll take a look back through the years at openers we've made, whether the tracks are our own, and maybe throw in a circumstance or two from the events.

Years ago when we caught 75 to near 100 race events it was anyone's guess where we might start a season. Quite often it was in Florida somewhere or at an event on the way down there for Speedweeks. February 1976 caught us heading to New Smyrna Speedway, New Smyrna Beach, FL for some World Series racing action. Still in school it was Spring break for us so what better way to enjoy the time off than by

driving 1200 miles to a short track race. The events we saw found Freddy Fryar, Donnie Allison, Jody Ridley, John Anderson and Gary Balough winning. It was really interesting to see the year and make of car competing. As a matter of fact, winning during the Series was Fryar, driving a Pete Hamilton built 1972 Nova, Allison was in a 1974 Nova, Ridley won with a 1964 Ford Falcon. On the more normal side, Anderson and Balough were in current year Camaros. At least 10 states were represented during the Series and it was with great difficulty after 10 days or so in sunny Florida that we headed back to snowy Wisconsin.

1985 found us heading south again and the first stop this time was to the Jax Raceway of Jacksonville, FL for a February 9th race. Some good old fashioned dirt racing was the order of the day and it was Jeff Purvis taking the 50 lap feature win. We got a good dose of how they liked to do things south of the Mason Dixon line at this event as the main started straight up with fastest qualifier Purvis starting in front and running away with the race.

February 10, 1991 found us at Volusia County Speedway in Barberville, FL for some asphalt action. Volusia was flip flopping back and forth thru the years on which racing surface they would hold events on and in this event it was paved star Daniel Keene taking the asphalt surfaced win. Interesting to note that Wisconsin racers Tom and Steve Carlson finished 5th and 6th in the 30 lap main.

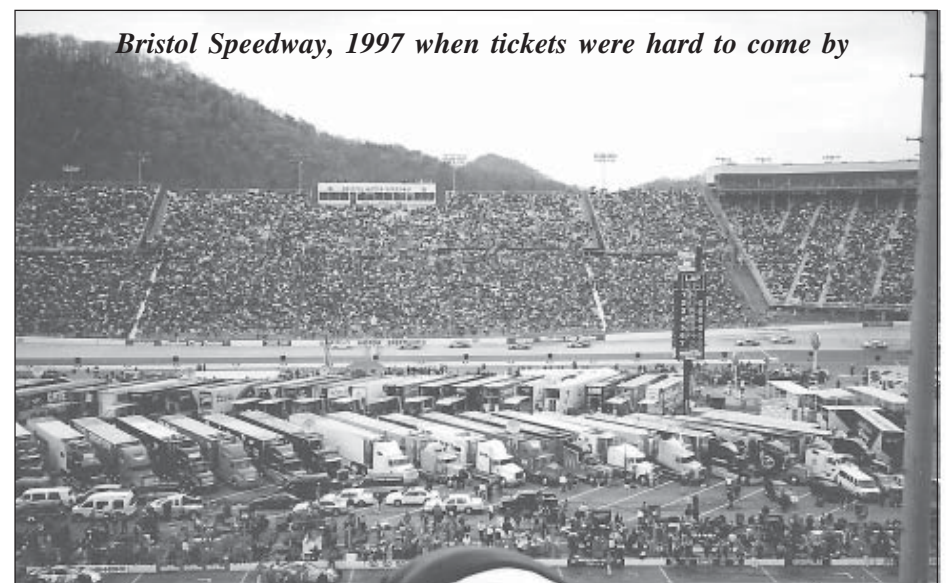
March of 1996 found us in New Mexico for some USMS

action at the Southern New Mexico Speedway of Las Cruces. In traveling to this event you find yourself thinking that you can't get there from here as in from our roots in Iowa at the time. Days later we did indeed get there and saw Mark Noble (20 lap main) and Eddie Martin (40 lap feature) the victors for the two day show.

For many years it was ARTGO starting out the Midwestern asphalt racing season at Rockford, IL., Speedway and that was the case in 1997 on April 6th. Unfortunately good intentions for the day went away quick as the race was snowed out. With that our opening race for the year was at the NASCAR Cup race in Bristol, TN. on 4/13/97. Jeff Gordon took that 500 lap win in our first ever visit to the high banked speedway.

It's always fun to make your opening race a Grand opening one at a speedway and on this occasion

continued on page 8



Dale's Pictures from the past



"Lil" John Provenzano #5 raced at Jax Raceway in 1985 (left), Buck Simmons who, did very well on both pavement and dirt, raced at News Smyrna Speedway in this #81 in 1976 (middle), #27 Tony Bagstad racing at Lax Fairgrounds in 2004 (right)

Vince Peterson photo



Terry Lilo and Cody Campeau up close and personal on opening night at Cedar Lake Speedway

Racing Facts, Observances and Opinions from page 7

actually it was a grand re-opening of the Lafayette County Speedway of Darlington, WI., on April 14th 2000. Modifieds were the top billed class on this day and it was veteran Scott Nesteby taking the 20 lap feature win on the 3/8 mile, weird shaped dirt track.

Definitely closer to home, about 2,000 miles closer as a matter of fact than New Mexico where we were years earlier we caught the opener at La Crosse Fairgrounds Speedway, West Salem, WI., on April 10th, 2004. NASCAR Late Models were the top attraction and the day found 31 of them in action on the paved 5/8 mile oval. When the dust had cleared it was Charlie Menard taking the 25 lap feature win followed by Kevin Nuttleman, Tony Bagstad, Andy Burgess and Steve Holzhausen.

The Chateau Raceway of Lansing, MN., had their opening event on 4/17/09 and we were there! Modifieds were the top attraction here and it was Mike Sorenson taking the feature win. Sorenson was followed to the finish in the main by Steve Wettstein, Tommy Myer, Brad Waits and Doug Hillson.

With the Annual Frostbuster event coming up at La Crosse Fairgrounds Speedway this year on April 30th, that's where we found ourselves starting the season on April 26th, 2015. To absolutely no one's surprise it was Steve Carlson taking the 25 lap NASCAR Late Model feature win with Ty Majeski, Brad Powell, Harley Jankowski and Mike Carlson following.

And that of course gets us pretty close to up to date and by the time you read this we most certainly will have made several early season race events. Looking back in time at early 1971 season events held at La Crosse Interstate Speedway of West Salem WI., beginning with the May 7th opener taking main event wins were Jim Sauter, Jim Sauter, Jim Sauter, Marv Marzofka, Jim Sauter, and Marv Marzofka. Yes, Mr. Sauter went on to win the track championship that year with Marv Marzofka 2nd.

Here and there...What you have read is fake news. It was written by an anonymous party who doesn't exist and even if they did wouldn't tell you who they are as they are not supposed to be reporting this news before the media gets a hold of it. Can you believe that?

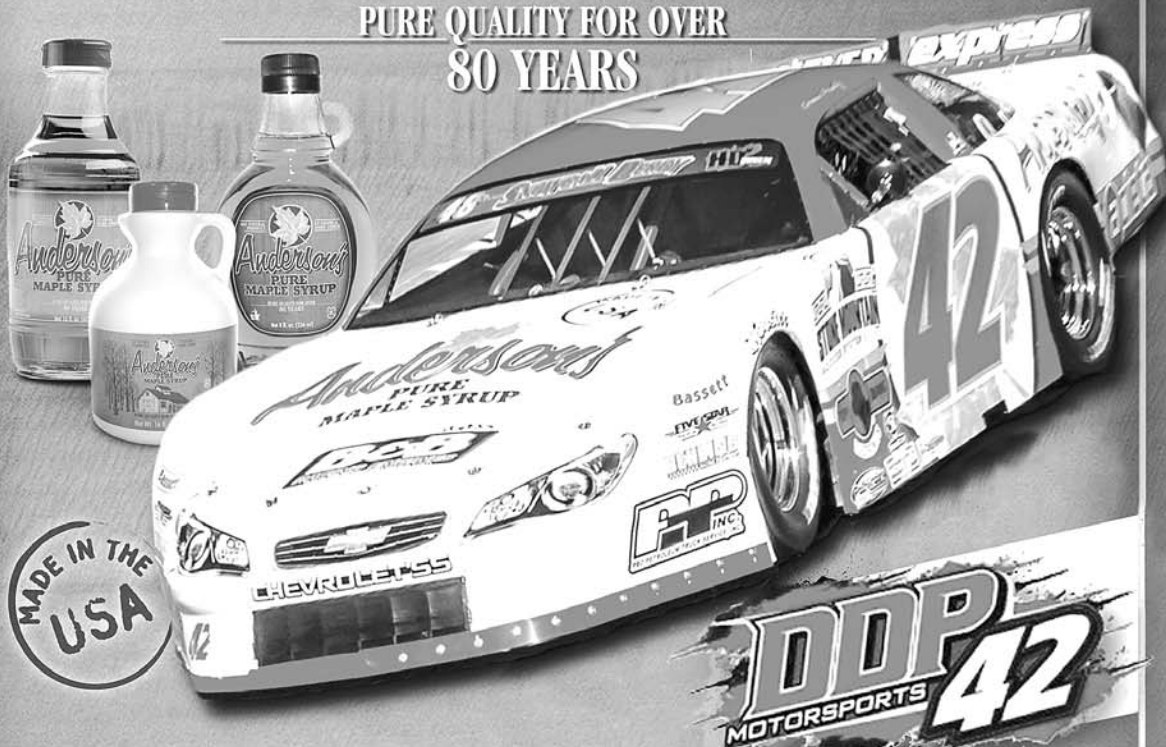
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Jeff Blaser photo

A stout field of 28 cars rolled off for the 2017 version of the Icebreaker at Dells Raceway Park on a beautiful Sunday afternoon

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The next issue of **MRC**
will be available
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Matt Plan photo

Rather than sitting at home, do yourself a favor and head out to your local short track. Even if you don't like racing, the sunsets are guaranteed to be far more entertaining than the ones at home.

Talkin' Racin' continued from page 6

could've gotten autographs from each and every driver in the race and filled up our camera's with the photographic proof that I met THAT GUY who now races every weekend on TV!

Many of us didn't take advantage of that opportunity a few years ago but, thankfully we now have a second chance because after a two year hiatus, the ARCA series presented by Menards will be returning to Elko Speedway for a 250 lap event on Saturday night June 3rd and joined by the Great North Legends cars.

Look for rising stars like Austin Theriault from Fort Kent Maine who has recently raced in both the Truck series and Xfinity series, Kyle Weatherman is a 19 yr old former Legends Car National Champion from Missouri with lots of potential, Dalton Sargeant is a 19 yr old from Boca Raton FL who is turning heads. Gus Dean from Bluffton Georgia and Justin Fontaine from Fletcher North Carolina are driving for Win-Tron racing owned by former ASA Champion Kevin Cywinski who lived for many years in Minnesota. Natalie Decker from Elk River WI, who has spent a lot of time at Elko Speedway the last couple years, will be racing for Venturini Motorsports on a three race ARCA deal.

The race itself is sure to be memorable but the pre-race autograph session and selfie line with all the ARCA drivers might provide that lasting image that you will cherish in a few years. When you live way up here in the North Country, opportunities like this one don't come along every day. So don't miss it.

Martin DeFries photo

2012 Elko ARCA winner
Brennan Poole



THE MIDWEST RACING CONNECTION

Photo Gallery



Johnny Parsons III and Scott Brandt in UMSS Traditionals Sprint Action
Vince Peterson photo



Wayne Lensing and Ty Majeski at the DRP Icebreaker
Jeff Blaser photo



Rockford's Jody Deery welcomes fans to the 70th season of racing
Jimmy Ambruoso photo



Matt Berger and crew pose for a team photo
Jimmy Ambruoso photo



Great Northern Sportsman Series ready to take the green at the Dells
Jeff Blaser photo



Steve Laursen with his retro-scheme for 2017
Vince Peterson photo

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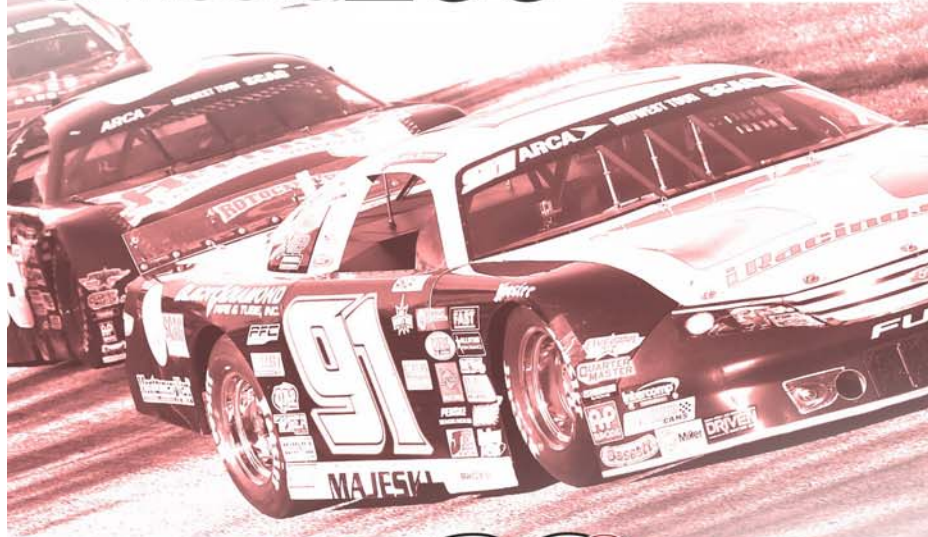
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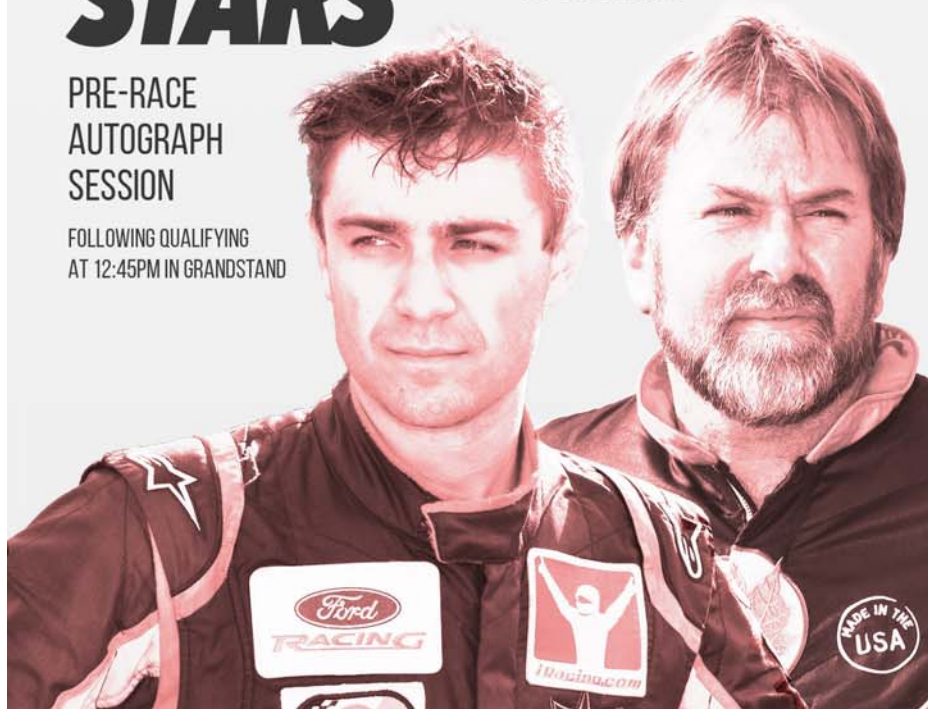
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USRA LIMITED LATE MODELS ON THE ROAD IN 2017



Charlie Weber photos

Mississippi Thunder Speedway owner/promoter Bob Timm has spearheaded the development and growth of the USRA Late Models, and several new venues are set to welcome the full-fendered machines during the 2017 racing season.

Cedar Lake Speedway in New Richmond, Wis., Upper Iowa Speedway in Decorah, Iowa; Fayette County Speedway in West Union, Iowa; Cresco Speedway in Cresco, Iowa; and Red Cedar Speedway in Menomonie, Wis., will work together to add an additional 18 races for the USRA Late Models in 2017.

40th Anniversary Spring Classic

Rockford Speedway hosted the 40th version of the Spring Classic at the historic Illinois facility. This frightening incident (below left) involved Dennis Smith Jr, Tyler Kingery, Michael Clapper and John Beinlich on lap 38 of the 88-lap main event. All drivers were OK. Michael Bilderback (below right) set fast time and won the race.

Doug Hornickel photos



60 Years of Cedar Lake Speedway



This year, Cedar Lake Speedway is celebrating their 60th racing season. The track was originally built by the late Elmer Cook and his boys back in the 1950's. Several members of the Cook family are still working at the track to this day. Two of

the more visible members of the Cook family still at the track are Bob and Marj Cook. Bob still works the track surface into shape each and every week, while Marj is still at the pit gate.

The thing that has always impressed me is about Bob and Marj is how much they still care about the track, even though they haven't been part of the ownership team for years. While Bob and Marj are seen by many doing their primary jobs the beginning of the each night, their day doesn't end there. I've seen them mopping floors, taking out the trash or cleaning the showers over the course of the weekend on multi-day

events. It's hard to get good help like that these days. With the 60th season under way, I had a chance to see what Bob and Marj's first and favorite memories are through all of the years at Cedar Lake Speedway. Not surprisingly, their first memories go back to the first days of the track. Bob was on hand to help build the place in 1956. "I remember the very first race. We didn't have any clay on it and they were getting stuck in the sand. "When asked about his favorite moment, family comes first with Bob, "My favorite memory is all of the family members that work here. Everyone in our family has worked here for years."

Top left photo - Bob and Marj back in the day at Cedar Lake (photo courtesy of Cedar Lake Speedway)

Below left - Marj can still be seen keeping things in order at the pit gate (Bruce Nuttleman photo)

Below right - Bob and Scott Bloomquist discussing the finer points of track preparation (Bruce Nuttleman photo)



Marj recalled her first night at the track working in the pit gate, "We used to have this gate way out by the road. I was just sitting out there in the dark and signing drivers in at the gate." Through the 60 years, a large number of drivers have greeted Marj at the pit gate. "My favorite memory is probably all of the drivers we've met and known for years and years."

Racing Nuggets**Jacklyn Daniels-Nuttleman**

I had to pee. It was a sweet relief, as I had been making an effort to drink more water and my bladder was burgeoning. I turned to grab some toilet paper and was greeted by what was essentially an empty roll, with three shredded strips barely clinging to the cardboard tube. Yep, my husband Toby had used the bathroom last. This was his gift to me.

What can I say? I married a toddler.

Don't get me wrong; I love the big lug. And believe it or not, these little incidents just accentuate the reasons why I love him. Case in point: the empty tube of toilet paper. Toby likes to multi-task when doing anything other than working on a race car. You will rarely see him just watching TV—it's much like when he makes a visit to the bathroom—he'll have the iPad in his hands, watching videos of races.

Football players watch tape of their competitors before they face off, and Toby's no different when it comes

to racing. He'll watch hours of race footage—taking note of how the machines of others are handling, and often watching his own car, piloted by Ty Majeski, formulating ideas for future set-ups.

My point here is that I'm 99.9% sure that when he finished his business in the bathroom, the empty toilet paper roll was the last thing on his mind, as he was likely deep in thought watching the video. I'm just grateful he washed his hands... at least I HOPE he washed his hands.

Again, I married a toddler.

Sometimes he's not on the iPad while "taking care of business" on the commode. Instead he will have the phone glued to his ear, deep in conversation with someone about a race or trying to help someone dial in their car. These incidents regularly provide moments of mortification for me.

Invariably, there is a "release of the hounds" so to speak, whilst he's seated on the throne. Doing this on what is essentially a porcelain megaphone surely makes whoever is on the other end of the phone either burst out laughing or ponder what Toby is working on while talking to them. Meanwhile, I'm literally dying in the other room, where it was completely audible as well.

I can't make this stuff up; and his indifference toward it is another shining example of the carefree heart of a toddler.

The times I most feel like his parent thankfully don't happen very often. It's when we make rare plans to go and do something that has nothing to do with racing. I've learned to keep planning simple, like just a month or so ahead of time with him; as I did for the wedding of a close friend's son. I checked and double-checked with him and his race schedule before I sent in our RSVP for the blessed event. But in true Toby fashion, he informed me the week of the wedding that there was a race in Plover that was happening.

I just stared at him. He stared at me, like a precocious child. After much silence, he walked away to play with his dog. He didn't have a driver running in this race at Plover. He just knew there was a race going on and he feels the need to be there.

It was a day later that I realized why he was needling me about going to the race, when I

I Married a Toddler

received a text message from a driver, who shall remain nameless, because I like him and don't want to throw him under the bus. At any rate, he texted me asking what favors he would have to do for me to "allow Toby to go to the race" to help him.

Mind you, this was two days before the race (or wedding). Feeling like a jerk, I had to text back and explain that we had already committed to attending this wedding and there would be other opportunities for Toby to work with him this race season. I felt awful doing that.

After I hit "send," it occurred to me that there may have been an attempt to play me.

I called Toby and asked him, "Did you put (insert driver's name here) up to asking me about getting you to go to Plover?"

"What? I don't know what you're talking about." Could the response get any more toddler-like?

After a few more tactfully angled questions, he confessed that he had indeed left the proverbial door open for this ploy to occur. Like a parent at their wit's end, I threw my hands up and told him if he really wanted to go to the race, he might as well do so.

It was pretty quiet for a few beats, but eventually he agreed that he would follow through with his commitment to go to the wedding with me. His voice drooped as the words fell off his pouting lips.

It's the same dejection that I feel when I'm staring at the epic stains he somehow gets on his clothes. I've told you about these stains before and the challenges I have removing the mystery stuff out of his crew shirts.

Racing Nuggets continued on page 15



Racing Nuggets continued from page 14

Once, Toby even managed to get mustard on his dog, Pudge while the two shared his lunch. I had to pick my jaw off the ground when he took his meaty index finger and swiped the yellow glob off Pudge and plunked it directly into his mouth.

If that's not toddler behavior, I don't know what is.

He revels in the play time with his grandchildren, and I'm convinced it's because he's so fluent in their language. He took the kids for a "ride" in the cart on the back of the riding lawnmower over Easter weekend. It began to rain heavily, but rather than hurry back to the garage, he proceeded to turn donuts in the rain with the kids.

The cheers and squeals were hilarious, but were nothing compared to the big grin on the face of the toddler that I married.






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The Dirt Shooter



Jacy Norgaard

A quarter-mile, bull-ring, asphalt oval with a big eight in the middle will forever stand for what my childhood was. The son of a legendary figure eight champion, it was only natural that I follow in his footsteps, so to speak. I'm not my father though. He had a steering wheel and a car. I have a camera and a story to tell. His race was contented on asphalt. Mine is dug deep in the clay. Let me be clear, I will never forget growing up at the now non existent Raceway Park. The Sunday Nights spent under the lights of the "action attraction" burn bright in my memory. Moments forever frozen into my psyche gave me the desire and passion for racing that I have today. But my existence in this sport was only merely created on the asphalt. It never grew and I never grew until the dirt.

At the surface the large difference between asphalt racing and dirt racing is, well the surface. A divisive argument comes from both sides of the fence. You have those who say, "Dirt is for racing, asphalt is for getting there." Matched against opponents who shout, "Asphalt is for racing, dirt is for farming." Neither one is really wrong. I do not wish to argue for or

against either in this column. At the end of the day, racing is racing.

My focus of this column is however to share with you the stories of dirt track racing. From the drivers, the tracks, the sponsors, the workers. Every thing that makes it good. And I do so with an intent for folks on both sides of the racing argument to better understand the beauty of what this sport creates. Maybe the asphalt fans will be drawn to a dirt race, maybe the dirt fans will become more involved with this sport, maybe the asphalt fans will want to create the same environment that exists in dirt. And maybe that could revitalize the asphalt racing scene in our area. Or dare I say it... put an end to this debate and force the "asphalt is for getting there" & "dirt is for farming" bumper sticker companies out of business. Regardless of the reaction I hope it get's people talking. If we're having a conversation, we are moving in the right direction.

Last summer, I fulfilled a career long dream of mine. Making a documentary about Dirt Track Racing. Dirt Track Confidential provided an insight into the world of racing through the eyes of four different drivers. Their experiences, cars, expertise and worldly view all different. Despite these differences, each shared a love for our sport. Producing my first documentary allowed me to see racing from a different perspective and has now inspired me to continue to try and share these experiences with everyone. The stories of our sport are exceptional, many of them unheard of. This summer I plan on filming and producing a follow-up, Dirt Track Confidential 2: Girls of Dirt. I do so with the intention of bringing to light the real struggles girl racers face in this sport. I and many of



Jacy Norgaard photo

us do not know what it's like to be them, nor will we ever truly be able to fully understand their adversities. We can still however try. Try to put ourselves in their shoes.

I firmly believe that in order to truly appreciate the sport of racing, you have to understand all the pieces that make it whole. That's what I hope this column can be about. Bringing the untold stories of clay ovals, slide jobs, slick tracks and tear-offs to the surface.



Jacy Norgaard photo

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Dick Trickle video now available on DVD



Memories Of The White Knight



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In these conversations, Dick Trickle speaks candidly about racing from the early days through his later years behind the wheel.

Other drivers interviewed include childhood friends Tom Reffner and Marv Marzofka. Former NASCAR drivers Dave Marcis, Bobby Allison, and Rich Bickle Jr. also appear. Over an hour of racing with Dick Trickle and some of those who knew him best.

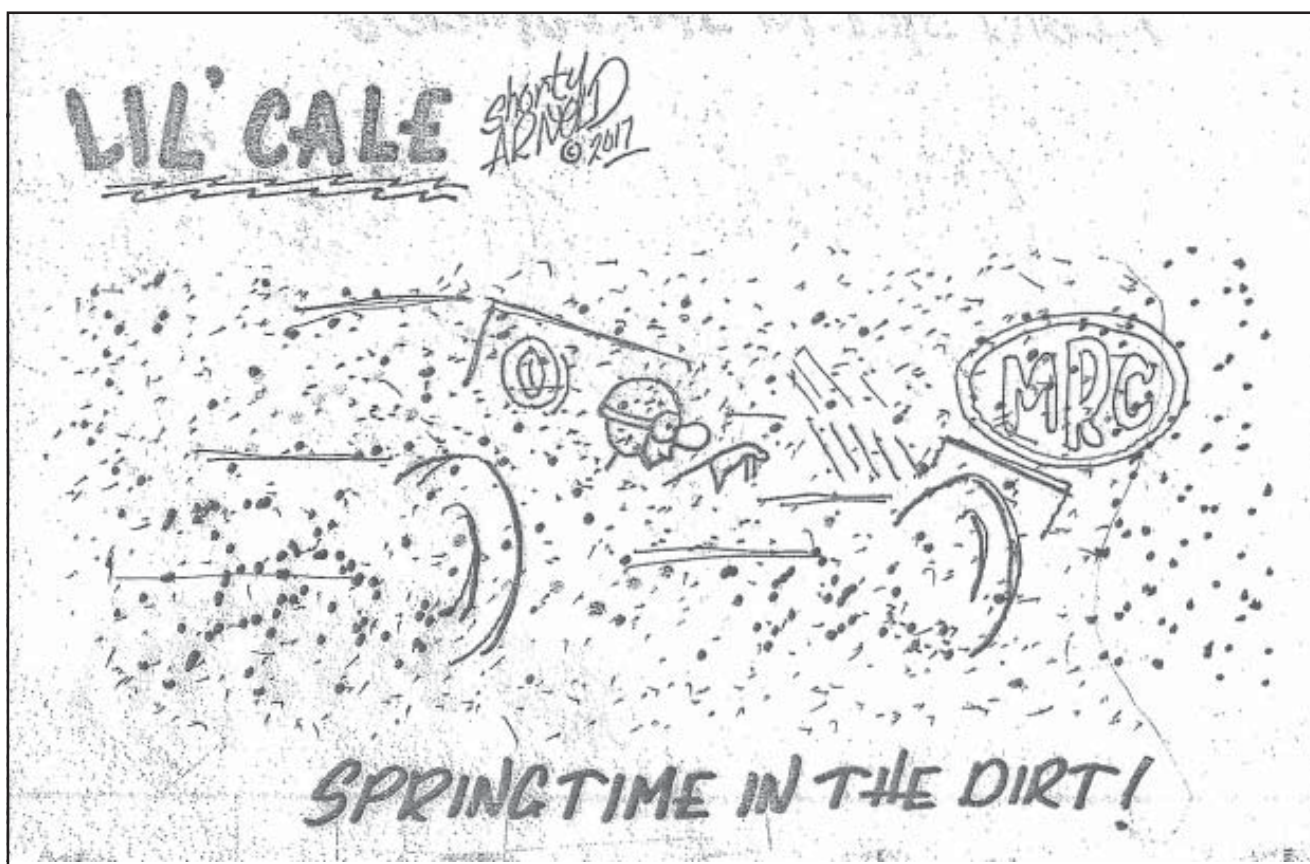
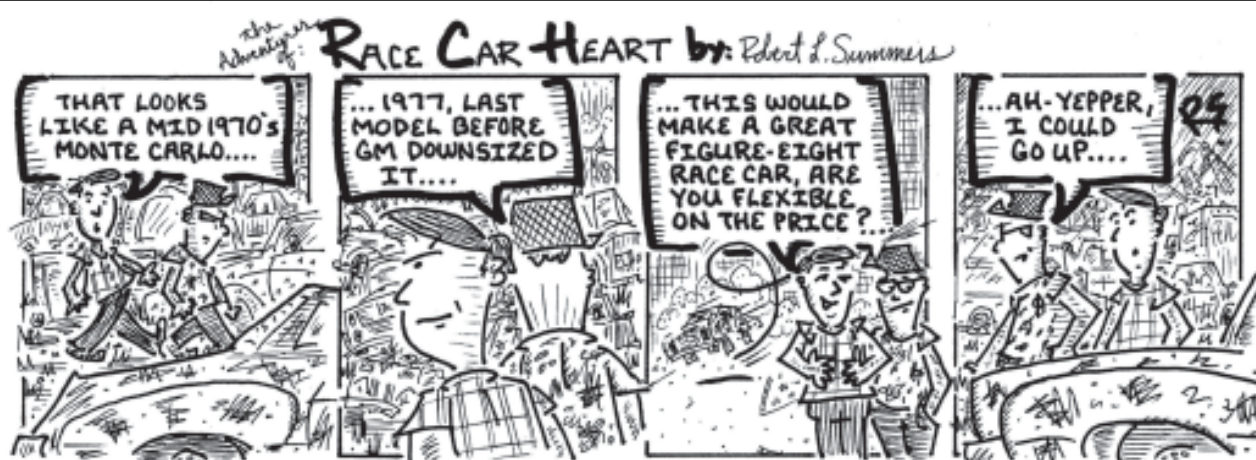
Copies of this DVD are available for purchase through the Dick Trickle Memorial project at: www.dicktricklememorialproject.com.

Midwest Dash & Great Northern Sportsman Series at the Icebreaker

Mark Melchiori photos



Scott Luck (left) picked up the GNSS win following tech and Tom Berens picked up the Midwest Dash win at the Dell's Icebreaker



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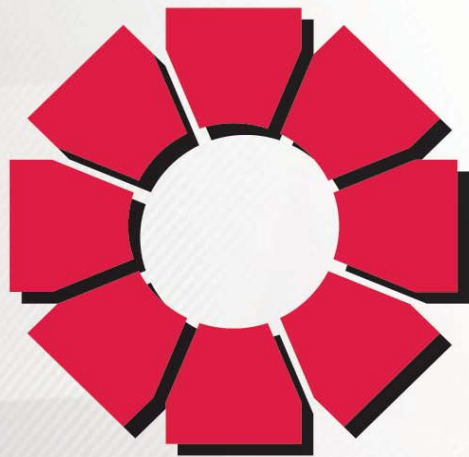
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