

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2016 Vol. 20, No. 4

2016 USA Nationals Issue



Inside...



Pictures From The Past



Slinger Nationals



WoO Highlights



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Publisher's Note

Racing According to Plan



Dan Plan

I'll start this column out by stating I'm not actually related to Mark Lamoreaux, but have called him Uncle Mark for about 10 years now. Mark is in the same age range as a number of my uncles, but there are no blood ties that I'm aware of.

The name of Uncle Mark came about from this guy I'll refer to as Nuce Bruttelman. Nuce used to ride with Uncle Mark from the Twin Cities to LaCrosse for the weekly shows about 10 years ago, and offered to deliver papers to West Salem shortly after I purchased the operation. This was the first time I actually met Uncle Mark in person, and have gotten to know him even better the last several years when he decided to start running closer to home on a regular basis.

As long as I can remember, I've been able to watch Mark race around the upper Midwest. With his career starting out while he was a senior in high school in 1969, and me as a 3-year-old at the time, I don't



remember much about his first few years behind the wheel. However, I do remember him picking up the Elko track title in 1976.

Now, as much as people like to complain about the cost of racing, some things have gotten much better. Tire rules are one item, as Lamoreaux recalls spending \$10,000 on tires for the 1976 season. "We had a certain compound for qualifying; we had a certain compound for a heat race and another compound for the feature." That amount of money would equate to \$42,000 in 2016 dollars.

After picking up a Super Late Model feature race win at Elko in July, Uncle Mark described the differences

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TUNDRA at LaCrosse Speedway



Bruce Nuttleman photo



Bruce Nuttleman photo

The annual visit by the TUNDRA series to LaCrosse Fairgrounds Speedway in July saw the addition of the Sportsmen series. While the car count may not have been what series officials were looking for, the racing was off the charts. Bill Prietzel held off Dave Trute to win both 15-lap events. The TUNDRA Super Lates saw Nick Panitzke make a late race charge at Dalton Zehr, with Zehr hanging on for the win.

Jerry Richert MEMORIAL

Saturday, September 10

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Usually when you hear of a staged or manipulated race you think of NASCAR's upper divisions of racing. And when you here of this you're pretty perturbed as no one wants to be witness to an event that is fixed, right? Well that was not the case in the Sportsmen Division race here at La Crosse Fairgrounds Speedway, West Salem, WI., 7/1/16.

Actually, you won't here anyone admit to this happening but with just 6 cars racing Sportsmen which was being run with the Tundra Division Super Late Models on the night it just had to be the case. With two cars (Rachel Kallas and John Zuch) substantially slower than the four behind them on the front row for the 15 lap race, one way or another it was decided to race side by side until the end and break out at that time and determine a winner. Timing is key here as too early a breakout and the field will pass you before the checkered is waved. Well, the two

continued side by side with the race winding down to its conclusion and it appeared they might just pull it off! The move was made by Zuch with a lap and a half to go. That unfortunately was too soon, as Bill Prietzel in the blink of an eye went from last to first in just a straightaway to win the race. The funny thing is that even though most everyone knew what was going on it turned out to be a great race! Having been contested legitimately it would have been a horrible show. Maybe there is something to entertaining your crowd even if it isn't quite on the up and up. After all All-Star wrestling from way back as well as the current version of it is a huge hit. And if you think everything there is on the up and up, well, just tune into a NASCAR Cup event sometime.

Having seen racing like this is not exactly new either as I can remember drivers on occasion trying to hold up all the fast cars in feature events at the State Park Speedway of Wausau, WI. A narrow track, you just couldn't pass unless one of the two grooves opened up. Of course the fast guys caught on pretty quick to this ploy as they'd flip a coin before the race to see who would spin out to bring out a caution and restart the race in single file. That pretty much ended the front row parade but I guess when you think about it why not give something like that a try in hopes of getting a win? It was so difficult to beat the Trickles, Reffners, Detjens, etc., anyway, it was about the only way you at least had a shot.

Of course I remember seeing this same thing tried at the Golden Sands Speedway of Plover, WI. This track being very much wider, Marv Marzofka one night racing in the back decided he would have none of that nonsense. Marvelous Marv took his Camaro where no one previously had dared to go, onto the highest point of the track, 3rd groove. Marv passed half the field within a lap and had the leaders behind him within three more and went on to the win that had everyone talking. According to Marv it actually was easier than it looked to pull off the impressive win. "I wasn't really going all that fast out there but the front two were

going so slow that as long as I didn't drop a wheel into the dirt I was fine." And, the rest is history as next Mike Miller, then Tom Reffner and finally Dick Trickle all used the maneuver to win feature races at the track.

Speaking of the TUNDRA Series it was Dalton Zehr picking up the 50 lap Feature win at Lax 7/1/16 in a hotly contested race between Nick Panitzke and Casey Johnson. That's how the race finished with Nick Barstad and Jordan Thiel rounding out the top five. Interesting to note that Zehr and Johnson while running up front both used the outside lane on double file restarts. That's practically unheard of during Saturday night racing here unless you're Steve Carlson. Zehr obviously made it work just a tad better as he took the big win.

Here and there...Bill Prietzel took both of the Sportsmen feature wins 7/1/16 at Lax doing it in similar fashion as the aforementioned...Good to see the Vintage cars racing as part of the Tundra Series program at Lax 7/1/16. Rex Rossier got the feature win even though I tried to get him to slow down a bit and give the other drivers a chance in the race. When Rossier finishes he wins and he did it again convincingly here tonight...You just never get sick of the Green Mamba jet car melting down a vehicle. This time around it was a motor home with a boat inside that met its fiery demise. It happened as part of Smash-O-Rama at La Crosse Fairgrounds 7/2/16. All kinds of goofy novelty events as well as other destruction took place on the night and it was very entertaining for the huge crowd on hand. It didn't hurt either that a great fireworks display, biggest ever at the track, capped things off...It was back to racing for the purist on July 9th at Lax Fairgrounds and to no ones surprise it was Ty Majeski taking some time off from his Roush Racing Driver Development deal to win the 25 lap feature for NASCAR Late Models. Steve Carlson, Brad Powell, and Mike Carlson followed...The 126th La Crosse Interstate Fair of which I've been a part of all of them featured two 20

lap features for the NASCAR Late Models. As usual a number of racers tried to win races on the first or second lap which only resulted in a bunch of torn up race cars. When the dust had finally cleared it was Steve Carlson taking the win in 20 #1 and Ty Majeski coming back to take the 20 lap night cap...After a rain-out it was back to action with two 20 lap NASCAR Late Model feature races at Lax Frngds July 30th. In what has become a regular

Dale's Picture's from the past

In the Dale's pics from the past category we have Ron Hornaday racing this car at Saugus California Speedway in 1982 (left photo). Not sure what make of car it is but it's pretty wild looking. It took awhile, but Hornaday went on to bigger things. J.J. Smith who won on both dirt and asphalt surfaced tracks raced this #30 on pavement in 1982 (right photo).



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Going in Circles



Charlie Spry

Awhile back in this column, I stated that Rockford American Short Tracker division driver Leo Bujak III came very close to getting his first career feature win here, and that he was poised to get the job done shortly. Well, only a few weeks later he had that happen. I really enjoy seeing people get that first win, and Leo has made great strides in his racing this year, and while a late caution allowed for others to get by the first time, he didn't let anyone get near him this time when the same scenario presented itself. Leo started his racing back in 2004 at the old Lake Geneva Raceway in the BIC (Basic International Class) division, and when the track closed, he then ran in the Midwest Enduro Series. He then took a little time off from racing, re-emerging here at Rockford, where he is now a top competitor. He became interested in racing after helping Marty Butler on his car, then thought to himself, "Hey, I've got to try that racing thing myself."



Jimmy Ambruoso photo

Bobby Frisch is a veteran of many divisions with years of racing under his belt, and is always a threat. He now competes in the AST division here as well. "We've had all kinds of little things happen to us this year that have taken us back a bit, but we think we are getting back to where we need to be now," said Bobby. He has been a mainstay here at Rockford, but wouldn't mind running some other tracks as well in the future, saying, "I'd like to try that Midwest compact touring series, just don't have the gear for the bigger tracks like MIS, but it would be fun and I think we'd do pretty well."

The "dirt on the asphalt track" deal at Rockford seemed to be a rousing success by most accounts. While the track may have had its fair share of ruts, I think everyone kind of expected that. It is a difficult thing to put clay over an asphalt surface once a year and have it be perfect. I didn't attend the two big shows on Wednesday and Thursday with the World Of Outlaws, but did attend the race on Saturday which included area late models, Mid-Am cars, and sportsman cars running together. I thought the drivers did an outstanding job of driving, and it was interesting to note that normally at Rockford the high groove is the fast way around, and on the dirt it was the lower groove that seemed to be the preferred line. Hardly any damage to any of the cars, and a good, competitive race won by Tim Sargent, who actually started his racing career on the dirt. Others noted that they had never raced on the dirt at all prior to that night. The stands were packed and it was a fun show. Can't ask for more than that.

Took in the "Hall Of Fame" night at the Madison International Speedway. Inductees into the MIS HOF this year included Conrad Morgan, Dave Watson, Fritz Bishofberger and Bob Schmelzer. Father Dale Grubba was present to narrate and with the help of current HOF member Johnny Ziegler, presented the awards to the recipients. Conrad spoke of his fond memories here, including the year that the championship came down to the final night, holding onto a slim two point lead over Steve Holzhausen. The show was rained out with Morgan getting the title. However, over an hour later after most of the fans had left, an impromptu "dash" race was held on the dried track, and Conrad admitted that Holzhausen won that. I remember being in attendance that night and seeing this race. One of few to do so.

Dave is every bit as lively as ever and a great speaker at any public outing. He told of his formative years being involved with Joe Shear, who taught him much. He went on to a great deal of success in many forms of racing.

The family of Fritz was present in force, as this family is still very much involved in the sport. It was mentioned that perhaps his greatest year of racing came about when he bought Dick Trickle's car and continued the winning tradition with it.



Jimmy Ambruoso photo



TJ Harron photo



TJ Harron photo

Local Rockford drivers test out the dirt surface (top), Madison Hall of Fame Class of 2016 inductees Conrad Morgan (middle) and Dave Watson, joined by Johnny Ziegler (bottom)

I've been fortunate to know the Schmelzer family for many years and consider them great friends, so it was

Going In Circles continued on page 7

Going In Circles continued from page 6

great to see Bob honored this way, and with the family present. You could not ask for finer folks, as Bob and his family are outstanding people and great supporters of auto racing. His involvement in racing goes way back into the 1950's.

It was nice to see Lyle Phillips win one of the Bandit features, his first career. Many will remember his Dad, Lyle, racing here and at other area tracks with the #70 limited late model. Lyle Jr. carries the number 35 on his car, half of 70. Lyle is racing the former Dan Snyder car.

Late model racer Hunter Drefahl is back with a different car after his crash into the temporary inner wall at the track a couple of weeks prior. The new car is an '06 Randercar.

Sportsman racer Trevor Robinson impacted the third/fourth turn wall hard after his throttle stuck. At the time his Dad said that they thought the car was finished, but after further inspection they plan to have it reworked and back in action again as soon as possible, as Trevor is the leading rookie driver in the division.

Also took in round two of the Super Late Model Triple Crown Challenge at MIS on a blistering hot night. Racing went on as planned with Jeremy Miller getting the win. Ty Majeski won round one but was not present tonight. Two drivers who presently have the hot hand are late model racer Zack Riddle and sportsman racer Robert Hansberry. Both won their respective features. Brandon Delacy looked good in winning the Bandit headliner, which brought about a very good car count of seventeen. The Bandit division seems to be on the upswing here.

Took a trip north to the State Park Speedway recently. We left home under sunny skies, but as we got closer to the track we were enveloped in clouds, and sure enough, rain at the track. They don't give up easily here, however, and after a couple of rain delays, they got the show in. Well done by all.

Had a chance to talk to mini-stock point leader Greg Blount. After coming close in the championship hunt last season, Greg has a goal of winning the title not only here, but also at the Marshfield Super Speedway. So far, he is doing, that, leading in the points at both tracks. Greg has always raced in some type of four cylinder vehicle, starting out racing from 1999 to 2006. He then took a few years off and started up again three years ago. He has raced mostly at the two aforementioned tracks, but would like to travel a bit more, saying, "I have a pure stock that I have been working on for awhile, and might get into that more in the future, but I'd also like to do some mods to my current four cylinder and run the Midwest Dash Series next year."

Going In Circles continued on page 8

*Racing Facts, Observances and Opinions
from page 5*

occurrence at the track Ty Majeski was the big winner taking the checkered flag 1st in both main events. Majeski claimed his car wasn't quite right on the night which poses the question; How far ahead would he have been in the races if it had been? Brent Kirchner made his return to the Lax Speedway and looked good in placing 5th in both 20 lap Feature events...

And looking back in time to Wednesday afternoon, July 4th 1962 at Stratford, WI., Speedway it was Augie Winkleman winning the feature race over Everett Fox, Marlin Walbeck and Jerry Wagner. Semi-feature honors went to John McNamara over Marv Marzofka and Jr. Marzofka. Heat race winners were Jr. Marzofka, Marv Marzofka, and Walbeck. The non-qualifiers race win went to Al Nowak with Marv Marzofka winning the Chicken Race. (Chicken Race?) Fast time honors went to Marlin Walbeck at 15.7 seconds which was a new track record. Racing again at the track in the evening of July 4th, 1962 (Wow two races in one day!) it was Dave Unertl winning the feature followed by Ray Hoffman, Everett Fox and Norm Wolf. The Semi-feature went to Marv Marzofka with heat race winners Larry Hanson, Marv Marzofka and Augie

Winkleman. Marlin Walbeck was fast qualifier. (This information from the Jim Cleveland race results archive.) Looking back at August 9th, 1978 it was J.J. Smith winning the feature race at Marathon Park of Wausau, WI. Following Smith were Leon Plank, Roger Paul, Bob Menor and Mike Blaser. Heat race winners were Blaser and Smith with Plank winning the trophy dash. Fast time was set by Smith at 26.84 seconds. Back on August 16th, 1981 at Marathon Park it was Tom Nesbitt winning the 40 lap feature. Nesbitt was followed by Ron Schreiner, Gary Dorn, M.J. McBride and Scott Webb. Heat race wins went to Schreiner, Tom Greenlee, Nesbitt, and Webb. The Semi-main winner was Brian Leslie. (Results courtesy of Gary Hall. Looking back to June 18th, 1981 it was Marv Marzofka winning the feature race at State Park Speedway, Wausau, WI. Following Marzofka were Steve Moll, Dick Trickle, Tom Reffner and Mike Miller. Looking back on July 13th, 1975 at La Crosse Interstate Speedway, West Salem, WI., it was Tom Reffner winning the 20 lap feature over Jim Sauter, Mark Lamoreaux, Mike Miller and Jim Back. The Semi-feature went to Jim Bohmsach over Tim Carlson and John Brevik. Heat race winners were Earl Sharping, Denny Paasch and Sauter. The dash was won by Sauter with fast time going to Tom Reffner at 20.918 seconds.



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Publishers note from page 3

between the championship winning car in 1976, versus the one in 2016; “We had 700 horse back then and we had tires that were stickier than a son of a gun. The guy who won was the one that could drive it in the hardest and get on the gas the soonest. Now it’s kind of a glide and then hit the gas. We’re actually going faster now.”

In addition to the 1976 championship at Elko, Lamoreaux finished runner-up to Mike Demars in 1975. On the other side of the river, Mark picked up

the LaCrosse title in 1991 after finishing runner up to Steve Holzhausen in 1990. Both of the runner-up finishes were only a one point margin.

Another neat thing about Uncle Mark is he still utilizes an open trailer to haul his Super Late Model to Elko. “I don’t have enough room in my driveway to put an enclosed trailer. It’s against the rules to have trailer sit more than 8 feet from the front of your house. This trailer fits right up to the door and 8 feet from the front of the house.” While some might think it would be impossible to compete these days without bringing the entire shop to the track, Lamoreaux somehow

manages to get by, and still win; “Yeah, we’ve got a little 3-drawer tool box, Allen wrenches, hammers, Crescent wrenches. We’ve got everything we need.”

Based on how competitive Mark still is, we wondered how many years he’s going to keep driving in circles and if he gets to make the call or if it’s up to his wife Cindy; “Oh, I don’t know. She keeps saying it’s up to her, but it’s up to me. Just don’t tell her that.”

Don’t worry Uncle Mark; I won’t mention a thing to Cindy.



Martin DeFries photo



***Driver of the
Month***

***Ty
Sampair***

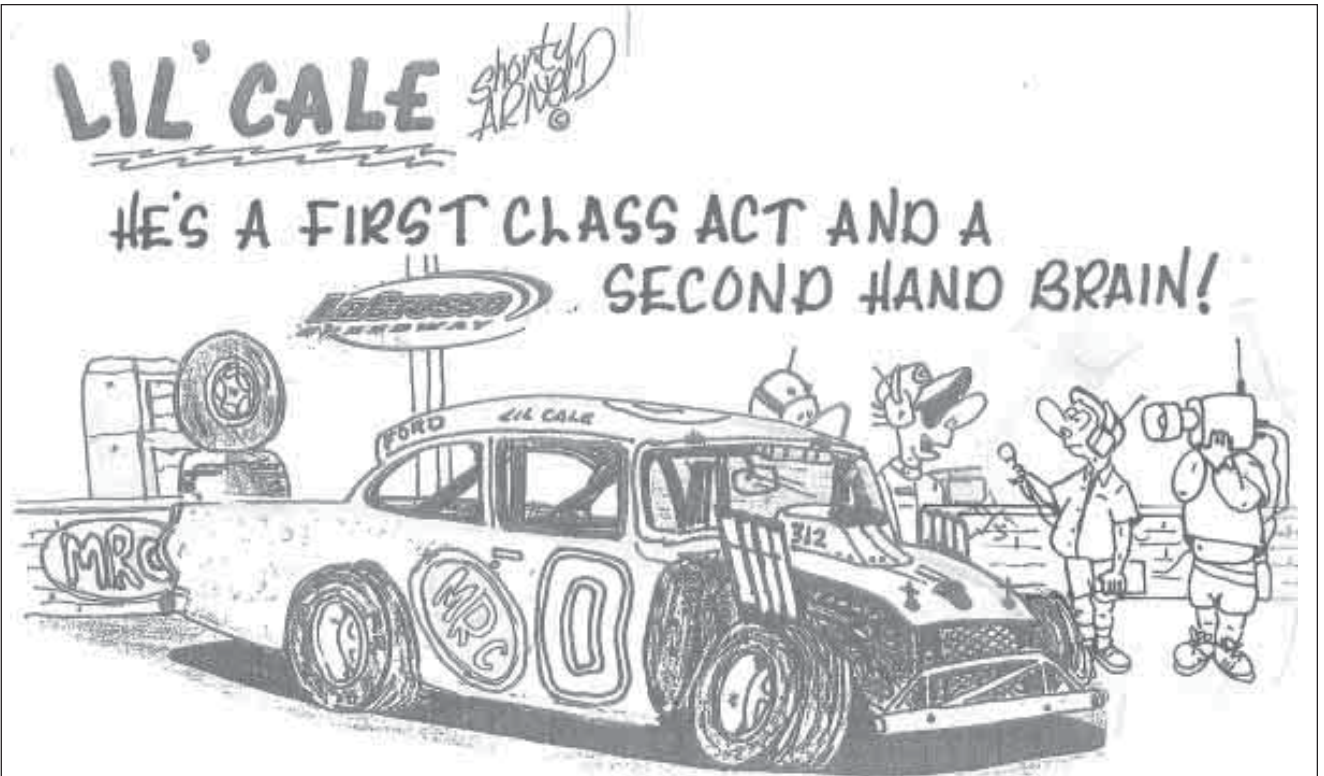
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Charlie Weber photo



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Going In Circles continued from page 7

Greg says that his success has caused some to ask questions about his car and wonder what he is doing to find the speed, to which he said, "the car is nothing special. I put new struts on it and that is about all. I really don't do a lot of work on it at all." It should also be noted that his car is one of the brightest and sharpest cars out there in his class, and he drives it well.

Veteran mini-mod racer Dale Louze commented about his future racing, saying, "I'd like to keep racing a few more years, then It will be fifty years in racing." He has raced in many different divisions over his career, all with a low budget.

John Lietz is not the least bit worried about chasing points this year, saying, "Dale and I purposely missed opening night, just so we wouldn't be tempted to chase points. Then I missed the second week, and had some other things come up, so I've missed quite a few of them. This is a year of just trying things and getting the car better. We are getting there."

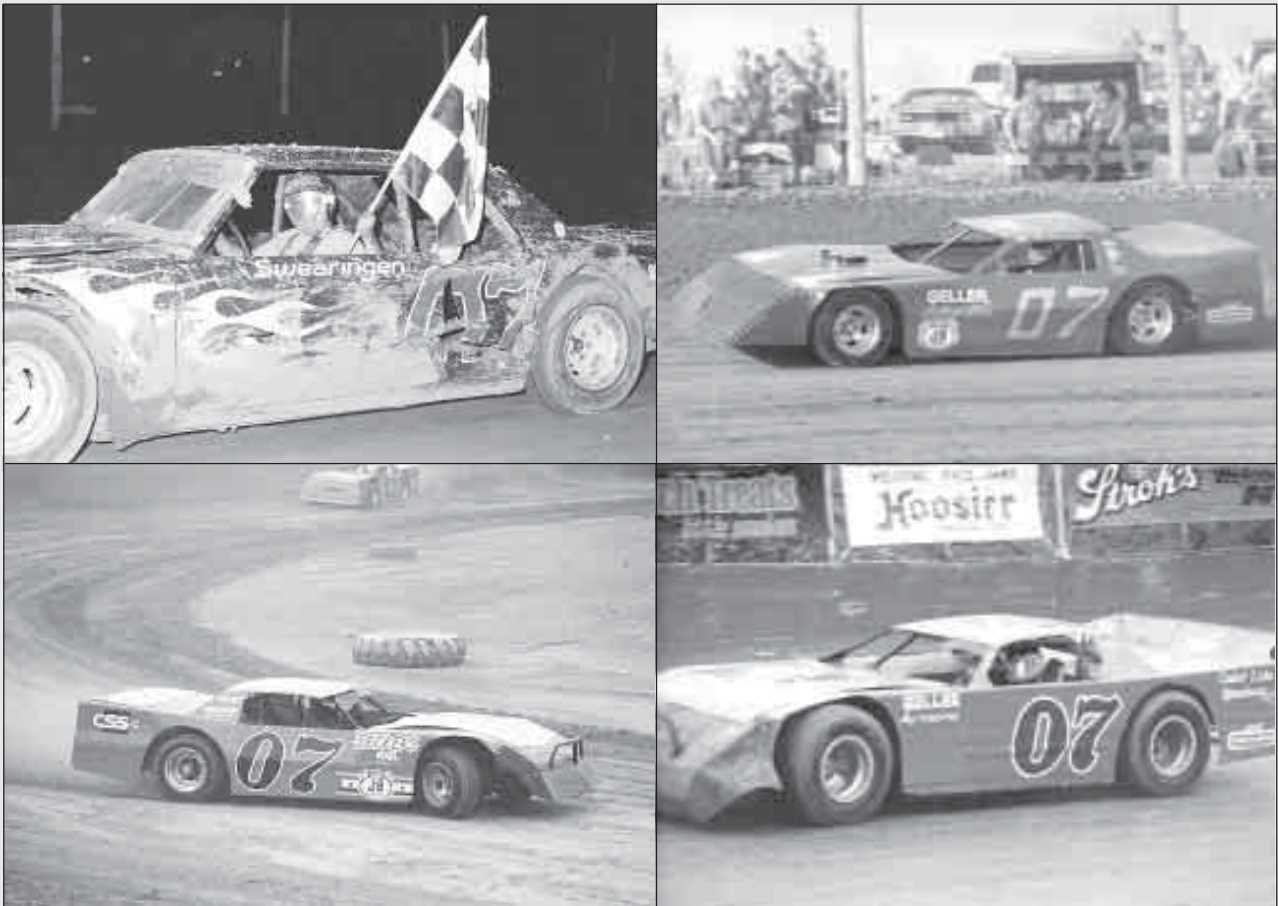
Jim Lietz is involved in the points chase, sitting in second place before the night started. "We didn't start out running for points, but it just happened. I wasn't even going to race this year, and then we started working on it in February and one thing led to another."

It was a popular win for super late model veteran Mark Mackesy, who took the feature win tonight. It was his first feature victory here since 2014, which is unusual for him. Mark is never one to brag, just goes about his business, and always with a smile on his face.

Todd Handrick took the limited late model feature win, holding off point leader and rookie pilot Jerry Brickner. Robb Wruck took his first career feature win here in the mini-stocks, while "Snappy" Joe Kuehn won the mini-mod feature, his first in a long time. Brian "Butchie" Schramm took the win in the ultra-competitive street stock main, and Levon Vandergeest continued his winning ways in the Bandoleros.

Classic Corner

The Legendary "Dyno" Don Swearingen shown hosting the flag (top, left photo) early in his career at Cedar Lake. No shortage of safety equipment in those days. The top right photo shows Dyno in his 1983 ride at CLS and the bottom left is 1984. The bottom right is the Craig Geller owned Late Model racing with the NDRA in 1985 at Kingsport, TN. Photos courtesy of the Swearingen family collection



Vintage Tundra



The TUNDRA Series added a Vintage group to their organization this year. Several sharp looking cars such as the AMC Javelin of Dave Gawronski

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Friday 26-Aug 7:30PM Fan and Driver Appreciation
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Standing Room Only



On July 2nd, 2016 it appeared as though everybody in the Twin Cities metro area decided to go to Elko Speedway. Not a seat left in the house and 6 deep along the fence.
(Martin DeFries Photo)

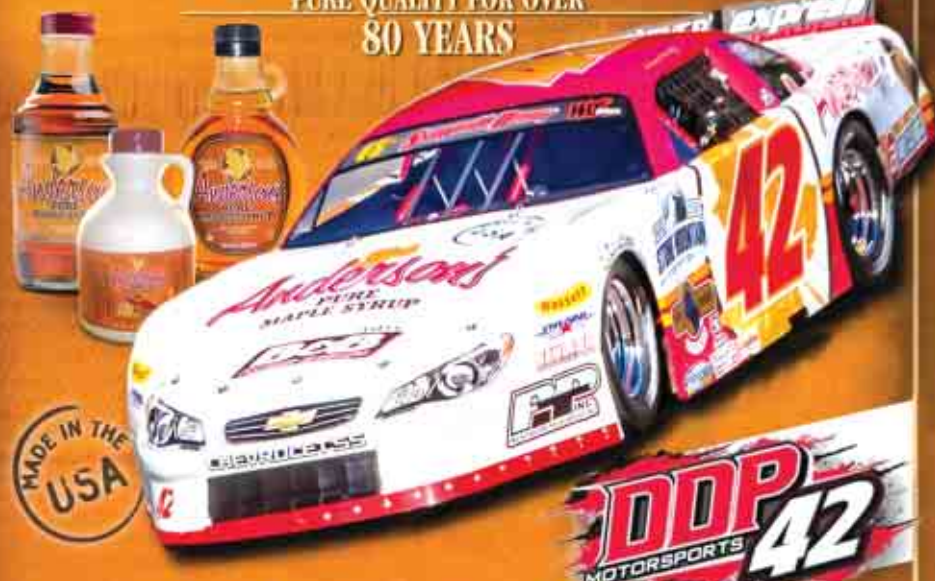
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THE MIDWEST RACING CONNECTION

Photo Gallery



Rockford pavement Late Models took to the dirt just for fun
Jimmy Ambruoso photo



Jeremy Kerzman swept the Traditional Sprint port of the WoO weekend at CLS
Vince Peterson photo



Brent Edmonds and Zack Riddle at MIS
TJ Harron photo



Race cars with the American flag is a great addition to Elko Speedway this year
Martin DeFries photo



Natalie at her best during Race Car Alley
Martin DeFries photo



Matt Henderson crosses the stripe at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Dan Fredrickson turned around his luck and picked up 2 wins in July at Elko
Martin DeFries photo



Jeremy Wagner at speed in his NASCAR Late Model in 2016 at LaCrosse
Dale P. Danielski photo



There's just something special about fair time racing at LaCrosse Speedway
Bruce Nuttleman photo



Sportsmen action at Madison International Speedway
TJ Harron photo



Micheal Bilderback and Adam Pescheck at Rockford Speedway
Jimmy Ambruoso photo



Super Stocks line up in front of a full house at Spring Lake Speedway
Tom Loos photo

USA Nationals Preview/Review



Bruce Nuttleman photos

As stated in August 2015 edition of The Midwest Racing Connection, each year many fans leave the USA Nationals on Saturday night wondering if things could possibly get any better. The 2015 version of the USA Nationals at Cedar Lake Speedway was no exception. Starting with a downpour just prior to Saturday’s racing, followed by Bloomquist being put in

as a provisional, Davenport riding on his roof with a foam hand during driver intros and ultimately winning the 100 lapper, the 2015 event will be hard to top.

Making his historic 2015 season even better, Jonathan Davenport led the final 88 laps of the 28th annual USA Nationals to score a \$50,000 victory in the World of Outlaws Late Model Series crown jewel event.

event. “We’ve just really done our homework. This thing is just so good, and it doesn’t matter if it’s a flat track, high-banked, big track, small track - it’s phenomenal everywhere.”

As always, there are plenty of other items to entertain race fans during 3-days of racing action. There’s enough going on over the course of the weekend to make for non-stop entertainment.

Davenport takes the checkered (top) and during driver intros (bottom)



“This is unbelievable. It’s really just like a fairytale,” said Davenport, who completed a sweep of 2015 Cedar Lake’s USA Nationals weekend after also winning \$6,000 in Thursday’s USA Nationals tune-up

Fans flock to the souvenir midway (top) and factory support from vendors such as Wehrs Machine is available for the racers (bottom)



USA Nationals Past Winners

1988	Billy Moyer
1989	Billy Moyer
1990	Billy Moyer
1991	Rick Aukland
1992	Billy Moyer
1993	Billy Moyer
1994	Jack Boggs
1995	Jack Boggs
1996	Jimmy Mars
1997	Rick Aukland
1998	Donnie Moran
1999	Scott Bloomquist
2000	Davey Johnson
2001	Dale McDowell
2002	Rick Eckert
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2006	Scott Bloomquist
2007	Brian Birkhofer
2008	Scott Bloomquist
2009	Jimmy Mars
2010	Scott Bloomquist
2011	Josh Richards
2012	Darrell Lanigan
2013	Tim McCreddie
2014	Jimmy Owens
2015	Jonathan Davenport

Dean & Jason Talkin' Racin'



Jason Searcy

When you talk about Marketing Motorsports to the public, the first objective is to simply get people to come through the entry gates of a race track. Usually the atmosphere, competition and cool cars sell themselves. If you are reading this, most likely step one has already been accomplished.

Now for step two, the challenge is for you to have more fun here than anywhere else, make this entertainment worth your time, so you want to come back. I want to make you become invested; I'm not talking about money, invested in the outcome of a race.

Go and find yourself a favorite driver and you instantly become invested. Maybe it's as simple as their race car is your favorite color or favorite number, or maybe they have the personality you like.

I encourage each and every one of you to spend some time in the pits after the races.

In the pits you will find drivers who are: Young, Old, Grumpy, Happy, Sassy, Cute, Sarcastic, Quiet, Humble or Loud. As a race fan you have the power, the power to cheer for any driver you want, it's your choice.

Talk to drivers and crew about how they saw the races unfold and get to know their personalities. Don't do it for them, do it for yourself, because when you get to know the person behind the wheel, you will have more fun watching the races.

Just recently at Elko Speedway we had the ultimate in real life drama. Four time Thunder Car Champion #99 Brent Kane proposed to his girlfriend in front of the crowd, on microphone, immediately after a feature event.

If you are looking to cheer for a driver who is a life-long racer and has tons of experience, how about #26 Mark Lamoreaux. He won a Championship at Elko in 1976 and he is still very competitive, he won a Super Late Model feature event earlier this season.

If you are looking for season-long drama, then start paying attention to the point races. In the Super Late Models #15 Joey Miller is putting a lot of pressure on #72 Jacob Goede as he tries to win a third consecutive title.

The Big 8 division point race is destined to go down to the final night as #54 Dylan Moore, #14 Doug Brown and #17 Jon Lemke are all battling for the top spot. The feature race where #18 Michael Ostdiek and Jon Lemke swapped the lead over and over was great entertainment, much better than anything you will see on TV.

If you like the young guys, check out #37 Bryce Blohm, he is a rookie driver who had never raced before in any division. Blohm has four wins and is leading points in the highly competitive Power Stock division. Brandon Petersen #7 has three wins and #62 Tom Doten has been top 5 nearly every week. All three of them are striving for their first ever Championship at Elko Speedway. This point race in the Power Stocks is destined to come down to Championship night during Thunderstruck93.

Find Yourself a Favorite Driver

If you are still having a tough time picking a favorite driver, look where they are from, they might live in your neighborhood, that is why tracks print driver's lists and publish their home towns in the race recap. Did you know #22 Great North Legend driver Shon Jacobsen owns a working 1914 Steam Powered tractor?

Super Late Model driver #28 Matt Goede and his brother Jacob are both Eagle River Vintage Snowmobile World Champions.

Thunder Car driver #55 Jack Larson has Aspergers, a social anxiety disorder, but he feels quite comfortable behind the wheel of a race car.

Power Stock #8 Taylor Goldman got her nick-name "Roller Girl" because early in her career she rolled her car at Raceway Park, it has nothing to do with roller skates.

Jon Lemke the #17 and Dylan Warner the #11 in the Big 8 division both run a Dodge body and motor, there are very few of that make in local racing.

Paul Hamilton #56 Power Stock invites all kids to take a marker and autograph his race car after every race night.

Joey Prusak #6 Power Stock once appeared on the Queen Latifah TV show and was recognized for an act of kindness that he displayed while working at Dairy Queen.

Bailey Sernett #17 in the Super Late Models is a Golden Gopher hockey Cheerleader.

The Hornet car #82 driven by Jack Barclay was built in his school shop class, he won a raffle to be the lucky owner of this race car.

continued on page 20



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Racing Nuggets



Jacklyn Daniels-Nuttleman

“Wherever you are, be ALL there.” This was a quote that a friend of mine recently shared from a book she was reading. It struck me, as I know I’m not alone when it comes to racing through a summer that is jam-packed with events and obligations.

As much as I try to travel to all of the races that my husband is involved in, I can’t always be there. And even when I am able to be there, I find myself getting swept up in the chaos that can be race day, so that’s why that quote resonated with me so much.

Wherever you are, be ALL there.

Sure, there are other similar sayings—“Stop and smell the roses,” for example. But roses are the last thing I’m thinking about when I’m at a race track, probably because racing fuel is more intoxicating to me, than a bouquet of flowers. This quote of being “all there” is so straightforward.

I’m guilty of not fully appreciating the little things that are part of race day; maybe you are too? We all tend

Wherever you are, be ALL there

to focus on the team’s need to qualify well—the desire to set fast time, or the obvious yearning to grab the checkered flag on the final lap in victory; but what about all of those moments that make up race day?

When I arrive at a track, I try to take in the facility and appreciate it; particularly the bathrooms. In my opinion, they say a lot about a place. I have yet to use a bathroom at a race facility that hasn’t been clean or well-stocked with supplies, and I’ve been to a lot of race tracks.

From the Taj Mahal of portable bathrooms in the infield at Five Flags Speedway in Pensacola, to the large, cement block bathrooms at La Crosse Speedway; I’ve peed in a plethora of potties.

Truth be told, I do try to avoid the stand-alone port-a-potty variety found in the pits at many tracks, mostly because I’m not certain if my husband has violated any of them. When faced with this situation, like at Madison International Speedway, I’m more apt to hike up the hill to the grandstands to use their lush, running water bathrooms.

The food at the race track is another delightful part of any experience on race day, and definitely one that you want to “be all there” for too. I always savor one of the Pork Chop Sandwiches during Oktoberfest Race Weekend, and over the years I’ve enjoyed juicy burgers at many tracks, including some incredible Italian sausage sandwiches that require a minimum of five napkins. I find myself salivating now, just thinking about them.

But even beyond such amenities at a race track, it would do you good to take a few quiet moments to just watch and actively listen to the people you are with, or around at the track. If you aren’t enjoying a laugh once in a while at the track, you’re sadly missing a big part of race day.

Fortunately for my husband’s team, there are plenty of hilarious opportunities for stories. The guys all enjoy poking the proverbial stick at one another and getting laughs. If your team has spent significant time together, they are essentially an extension of your family. Probably my favorite part of being in the pits is just listening to the stories that are invariably told about races of the past. I’m still considering writing a “Drunk History” style of column some month, based

upon some of the outrageous tales that I’ve heard from these guys over the years.

The ultimate moment to drink in for everyone should be during the pace laps of any feature race, as it’s a great time to appreciate everyone’s efforts to put on a great show; from the teams who have worked so hard to create the competitive field, to the safety officials who are ready to spring into action. It takes a lot to put an event together.

Track promoters tend to be on the receiving end of a lot of negativity some days. I equate them to farmers, as their paycheck quite often depends upon the weather. When you boil it all down, if all of these track promoters weren’t willing to stick their necks out each week, and risk it all to run a race track for a living, we wouldn’t have a playground to go to, so it’s a good idea to be thankful for them too.

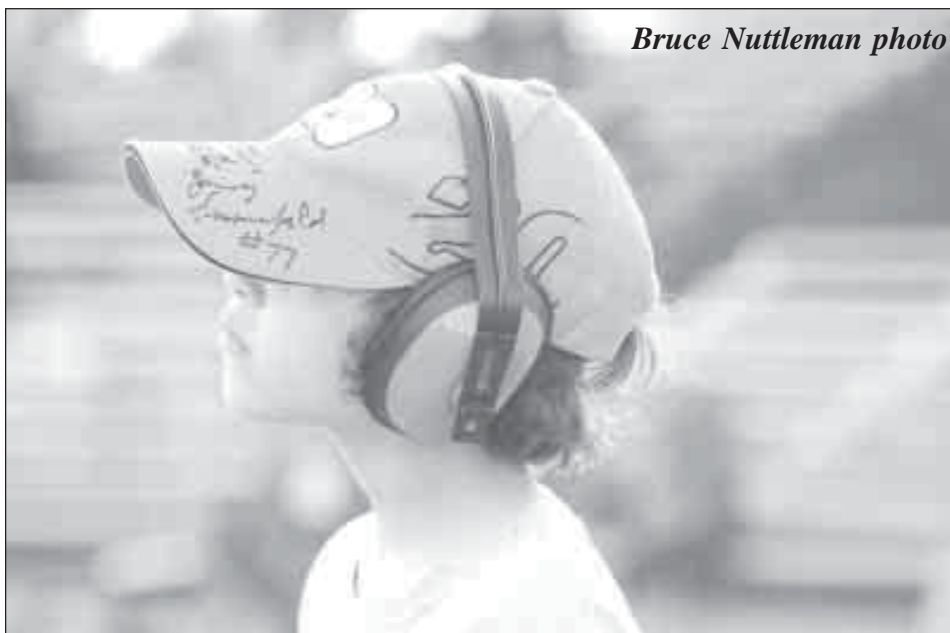
But back to those pace laps of the feature; they are easily the biggest moment of anticipation. I am generally lucky enough to be perched high above the stands at most tracks, as I like to videotape the action, so my favorite thing to do during those pace laps is to scan the crowd, looking for families who are excited for their personal pick to take the green flag. There’s something so special about seeing kids waving excitedly at their dad, as he drives past them during those pace laps.

It’s easy to take things for granted. I believe we all do it on a regular basis, because we are so engrossed with trying to manage everything that we attempt to cram into our busy lives. I’m issuing the challenge to you now to really try to take in the little moments that build to the big ones at the race track the next time you’re there.

Don’t choke down your burger, so you can get your hands free to scan the newsfeed on your phone. Instead, savor the flavor and be more like the kid with wide eyes, looking at everything around him, oblivious to the ketchup on his cheek. Make it a game with your kids to spot the safety workers at the track, and watch them do their thing when they are called out on the track. Ponder why many of them wear white pants, and be glad you’re not the one who will have to wash them.

Most of all, take a few moments to really live in the moment and appreciate the fact that you’re able to be a part of the ultimate team sport—auto racing. We are a special breed of people. Revel in that specialness. We don’t wait for a fly ball to come our way as a souvenir—we go into the pits after the races and take home autographed pieces of sheet metal.

Wherever you are, be ALL there.



Bruce Nuttleman photo

Dirty Talkin'



Kris Peterson

St. Croix Valley Quarter Midget Association races on Saturdays at Cedar Lake Arena in New Richmond, WI. Quarter Midget racing provides a family centered racing experience for kids ages 5 to 16. The mission of a club like this is to develop a race car driver in a spirit of competition that will develop self-esteem along with a sense of pride in each accomplishment.

The Randt family burst onto the scene two years ago after an arrive and drive day where parents can pay a small fee to give their kids an opportunity to try out the cars, wear the equipment, learn about the sport and get involved in the club.

Levi who is now 6 years old and about to start first grade drives in the Junior Honda class this year. Junior Honda is a restricted Honda 120 motor for kids

5 to 8 years old. Levi has several feature wins in this competitive division. He is a very little guy with a ton of spunk willing to put the car anywhere he can get it to get to the front. When not racing himself or watching racing with his mom and dad at the local dirt tracks he plays hockey and baseball.

Landyn is 9 years old and will be going into fourth grade and drives primarily in the Light 160 class this year. This class has a Honda 160 motor and is for kids 8 to 17 years old with the driver weighing less than 100 pounds. Landyn has had a lot of success in this class in his second full season of racing Quarter Midgets. He currently leads in championship points in this division. He has also raced in the Senior Honda class, an unrestricted Honda 120 for kids 9 to 17. When not actually on the track he likes to play football and ride scooters with the other drivers. While competitive on the track he and all the drivers are friends and have fun off the track. Landyn also plays hockey and baseball when he is not racing.

As this sport is family centered the whole family can be found at the track, both mom and dad are found



Vince Peterson photo

helping the kids into race suits, buckling kids into race cars, scoring in the tower, judging races their kids are not participating in and helping other teams and families to find success on any given Saturday.

In Quarter Midget racing all members and families are a close knit group all helping to insure the kids have a positive racing experience while still being competitive and the Randt family is the epitome of this mission every week.



Vince Peterson photo



Vince Peterson photo







Upcoming Events

August 8 - 14
Dakota County Fair

www.IMCAoldtimers.com

World of Outlaws at Rockford and Cedar Lake

Photos by Bruce Nuttleman and Vince Peterson



*A packed house for the WoO debut at Rockford (top left photo) and the 4 abreast salute to the fans (top right)
Logan Schuchart celebrates at Cedar Lake Speedway (bottom left), "Marty on the Mic" interviews Donny Schatz (bottom middle), Donny Shatz with yet another Outlaw win at Rockford Speedway (bottom right)*

The Craftsman World of Outlaws Sprint Cars recently made a Northern sweep through Illinois and Wisconsin. Two of the stops included Rockford Speedway and Cedar Lake Speedway. True to form, the Outlaws packed the house for their shows. While the WoO show at Cedar Lake is an annual event, this was the tours first visit to the historic Rockford Speedway on their temporary dirt surface. Multi-time series champion Donny Schatz picked up the Rockford win, followed by winning night number two at Cedar Lake. In the biggest win of his career, Logan Schuchart picked up the first WoO win of his career at Cedar Lake.



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Upcoming Race Dates

Aug 20	Race #11
Aug 21	Race #12
Sep 10	Race #13
Sep 11	Race #14
Oct 1	Night Race
Oct 2	Fun Day

2016 Slinger Nationals

Doug Hornickel photos

If you weren't on hand for the 37th annual Slinger Nationals at Slinger Super Speedway, you should definitely mark your calendars for next year.

This year's event saw a strong contingent of weekly Slinger competitors on hand, several regional stars and a few national stars on hand.

The weekly competition at Slinger has been separated by just fractions of a second and qualifying, and the Slinger Nationals was no exception. When a driver such as Bubba Pollard has to use a provisional to make the starting field, you know the competition is stiff.

This year, Matt Kenseth returned to his home state and picked up his record setting 7th Slinger Nationals title. Despite spinning after contact with Ty Majeski on lap 7,

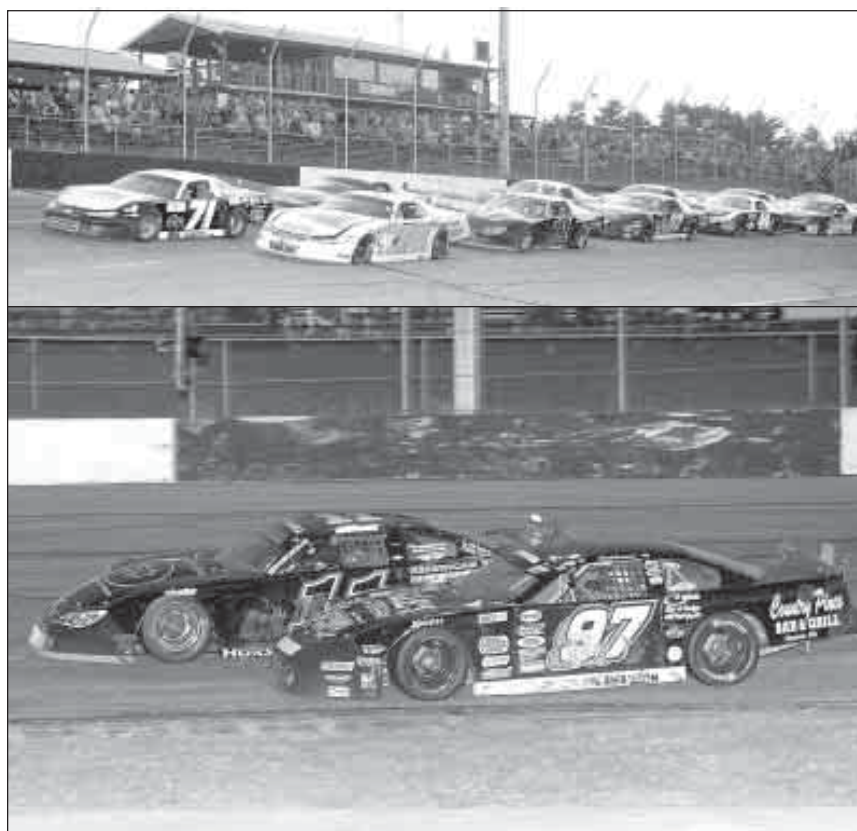
Kenseth fought through the field for the win. Fellow Joe Gibbs Racing driver Erik Jones made his Slinger debut, set fast time and almost won, if not for a "nudge" by Kenseth on the last lap. Local drivers Travis Dassow, Brad JJ Mueller and Steve Apel had strong performances to round out the top five.



Wallbeck Classic at The Dells

Dells Raceway Park hosted the second annual Wallbeck Classic early in the month of July. Dalton Zehr and Mark Eswein lead the field to green (top photo). With just 10 laps to go in the 60 lap main event, Sklyar Holzhausen passed early race leader Bobby Kendall and held off Dalton Zehr for the win (bottom photo)

Jeff Blaser photos



Talkin Racin from page 15

Every race track has numerous examples of a great back story to be told, this is just a small sample of that at Elko Speedway.

Racing is more fun to watch if you get to know these drivers.

Don't do it for them, do it for yourself, because when you get to know the person behind the wheel, you will have more fun watching the races and that is one investment that I guarantee will pay off big time.



Behrens and Kingery Tribute Race Preview

By Theresa Ostdiek and Tracy Kingery

August 13, 2016 marks the 23rd Dwain Behrens Memorial Race Event. It was 23 years ago Bob Fredrickson and Renee Fredrickson who owned and operated Elko Speedway hosted the first race on July 4th, 1994. I still remember a lot about that day...as it was very emotional for my family and extremely hot as it was an afternoon race with Steve Murgic, one of Dwain's best friends taking the checkered flag on that first Memorial Race.

Thanks to Tom Ryan and his entire staff at Elko Speedway as they continue to carry on the tradition with the Memorial Race on the calendar at the start of each racing season. This year the tradition continues as it will be a "Tribute Night" honoring two drivers, Dwain Behrens in the Super Late Models and Scott Kingery in the Thunder Cars, which both men being very dedicated drivers and had a passion for the sport of car racing.

As Elko Speedway continues the tradition, Dwain's parents have continued to present the winner with a clock to represent as time goes on we remember Dwain. This year since there will be double features, the winner with the most points between the 2 races will take home the clock.

The Annual Dwain Behrens Memorial Race honors one of the most successful and popular drivers to ever compete at the 3/8th mile oval. Sadly, we lost our friend and fellow competitor in a snowmobiling accident in Dec. of 1993 and drivers continue to race in his

honor. It is actually one of the favorite races of the year as there are still a few first generation drivers competing but now we are seeing second generation ones coming along to compete as well. This year Dwain's nephew, Michael Ostdiek #18, will be among the drivers during the event in the Super Late Model



class of drivers. Dwain's other nephew, Matt Ostdiek will be competing in the Legend class of drivers in the #40 as he has continued to carry on in his uncle's legacy with #40.

Dwain began racing in 1980 and won the very first race that he competed in, following in the footsteps of his father Larry, who also raced at Elko Speedway in the 1960's and early 1970's. Success followed Dwain, as he earned a total of five NASCAR Season Point Championships and the 1991 Oktoberfest Championship, while also being inducted posthumously into the Elko Speedway Hall of Fame.

Dwain believed that Elko Speedway was the perfect place for family entertainment and had the support of his wife Mary in that regard...always bringing family and friends and ultimately their Children to support him and his racing. Dwain took personal satisfaction in giving away his trophies to many of the young fans of the time and also willingly signed his autograph on checkered flags, drivers trading cards, t shirts until the line was empty.

Dwain left behind a wife, Mary and 2 young children and one on the way back in Dec. 1993. Today those children are grown up and are living throughout the midwest. Lyndsey 26 (Crae) with 2 children, Jennings 3, Laingen 2 and expecting a baby in Jan. , living in Spring Green, WI. Dustin 24, to be married to Kirsten in Sept., living in Seattle, WA , a United States Army Ranger Sergeant and Karlee (boyfriend Grandt) living in Bismarck, North Dakota.

Lastly, the 1993 Chevrolet Lumina that was Dwain's last race car has been rebuilt and restored to original condition and will be on display tonight...make sure to stop by.

The Tribute Night Memorial Races have become a special night to come on out to the track and enjoy some racing, but most importantly it has become a tradition to reunite and come together as a reunion.

Tribute night this year will also feature the 4th Annual Scott Kingery Thunder Car Memorial Race honoring one of the most fierce and competitive car owners and competitors in the Thunder Car Division to ever compete at "The Midwest Center for Speed." In 2011, Scott was diagnosed with throat cancer. For 2 ½ years he fought with all of his will to overcome this terrible illness and sadly lost his battle on March 20,

2013, surrounded by his family. Scott and his wife Tracy owned and operated RPM Engineering in Faribault for 12 years and were well-known for producing exceptional race engines.

Scott began his racing career in 1994 in the Thunder Car division where it didn't take him long to figure out the 3/8 mile oval and land himself in victory lane. That was just the start of his success as he would team up with driver Kurt Mosher and win back-to-back

Thunder Car Championships in 1996 & 1997. Scott, then made the jump to the Sportsman division from 1998 – 2000 as a competitor and car owner with Mosher. In another move, Scott competed in the Super Late Model division from 2001 - 2003 until mid-season in 2003 when he was involved in a serious wreck and decided to step out of the drivers' seat for good. He and his wife Tracy then became full-time car owners in the Thunder Car division. Throughout nine seasons (2004 – 2012) the RPM Engineering teams picked up numerous Fast Qualifier Awards, 30 heat wins and 17 feature wins. Some of their biggest accomplishments were winning the 2007 Thunder Car Nationals, three consecutive 2nd place Thunder Car points finishes from 2008 – 2010, and finally the storybook ending winning the 2012 Thunderstruck/Thunder Car Nationals, going out on top, and receiving the last checkered flag of the 2012 season before he passed away.

Attending the race will be Scott's family including his wife of 14 years, Tracy; his step-children Dustin (29), Brittany (26), her husband Charles and Scott's grandson Jase (3yrs); and step-son Brandon (24), who competes in Scott's memory driving the #7 in the Power Stock class. Many other relatives and friends will also be there as the family traditionally presents the race winner with a unique lighted valve cover memorial trophy which symbolizes Scott's career as engine builder and always having one of the fastest and nicest looking cars on the track.



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Full Throttle



Shane Carlson

Donny Schatz started off the 'Month of Money' with a bang, collecting a check for \$50,000 after taking the checkers at the 33rd running of the Kings Royal at Eldora Speedway.

Schatz seems well on his way to an eighth World of Outlaws Craftsman Sprint Car championship, as the win was his 15th of the season, and third career Kings Royal win, which he last won in 2009.

"This is unbelievable," Schatz said. "I think it makes up a little bit for last year, running out of fuel."

He credits his Tony Stewart/Curb Agajanian Racing team for the success they enjoyed at Eldora.

"I know I get to stand here but this race team is what wins these races," Schatz said. "These guys are incredible in what they do. You can't say enough about them. They are the ones that need to be wearing this uniform. They are the ones responsible for making that racecar."

Schatz finished second in both the Jokers Wild and the Knight Before the Kings Royal leading up to the main event Saturday night and he was on a mission to seal the deal.



Schatz Bests Abreu for Third Kings Royal Crown

A few minor adjustments to the car for Saturday's big event had Schatz feeling good going into one of racing's crown jewels.

The race didn't start out with Schatz and his No. 15 Bad Boy Off Road/Chevrolet Performance team making a beeline for the lead as he so often does.

After starting fourth, he fell to fifth place, but Schatz kept his cool.

"We put a full load of fuel on, and I was kind of in trouble at the beginning. You have to really pinch yourself to not panic. I was kind of going backwards. Guys were ripping the bottom and kind of getting away from me all over, but I knew if I just didn't abuse my tires and didn't get myself in trouble, we were going to be able to come back," he said.

At the drop of the green flag, second-place starter Brian Brown quickly jumped to the lead in the No. 21 Casey's General Stores car, but was eventually overtaken by three-time Kings Royal winner, Sammy Swindell, on lap nine of the 40-lap feature.

Swindell and his No. 1 Big Game Treestands team was under fire from Brad Sweet, who is currently second in the WoO standings. Sweet found the lead on lap 12 in his No. 49 Ollie's Bargain Outlet machine. By this time, Schatz and Christopher Bell in the No 14 car had joined Sweet at the front of the pack.

Schatz took the lead on lap 20, and never looked back. A closing Bell brought out the red flag on lap 26 when he hit the wall hard in Turn 4.

In the closing laps, Rico Abreu in the No. 24 Abreu Vineyards car, gave Schatz a run for his money, even getting side-by-side with two laps to go, but Schatz was stronger.

"I figured Rico had to be close," Schatz said. "Kerry Madsen was on the top and someone else was on the bottom and I tried to float through the middle there of one and two but I just couldn't keep the tires underneath me like I knew I could, so I knew someone was coming. Rico is a hell of a racer, he's going to give it his all, all of the time. I knew I was going to have to do what I could. I knew I missed the corner and that probably gave him a real good shot to get close but standing here, we're going to enjoy the hell out of this."

Abreu finished behind Schatz in third each of the two nights prior to the Kings Royal, and he knows he's close to breaking through.

"We've been right there putting ourselves in position, it's just baby steps that

separate the men from the boys in winning these races," he said.

Third-place finisher Sweet was happy to end the night on the podium. "I was smiling in the first 20 laps when we drove to the lead there," he said. But I know how long this race is and I didn't get through lapped cars there in the beginning. Slipped my tires a few times and Donny and Bell got by me. Once they had the position on me, I thought they were a little better at the end. The way the weekend went, it's nice to be up here on the podium and actually contending for the Kings Royal."

Along with his win in 2007, Schatz is now tied with Sammy Swindell and Jac Haudenschield on the all-time Kings Royal winners list, and now trails only Steve Kinser, who won the event seven times.

"I'm excited as hell at where this team is at right now," he said.

Rightly so.

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The Sarge Tops
Stock Car Dream 33

A last minute addition to the dirt racing at Rockford Speedway was an event known at The Stock Car Dream 33. The event featured the local pavement Late Models running on dirt. Local sponsors kicked in a large purse and a large number of drivers took advantage of their one and only opportunity to run on dirt at Rockford. "The Sarge" Tim Sargent topped the field to earn the unique trophy for this event.

(Jimmy Ambruoso photo)



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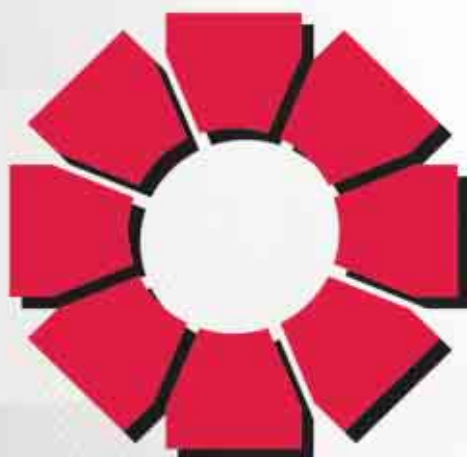


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2016 Kulwicki Driver Development Program

The class of 2016 for the Kulwicki Driver Development Program (KDDP) includes two drivers from the Midwest this year. Michael Ostdiek (left) has picked up wins at State Park Speedway in Wausau, WI and Elko Speedway. Alex Prunty (right) is the KDDP point leader as of July, picked a qualifying race win at the Slinger Nationals and has numerous second place finishes to date at Dells Raceway Park and Slinger. Both drivers took time out of their busy race day schedules to pose for these photos with a classic Kulwicki Mighty Mouse cap.





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