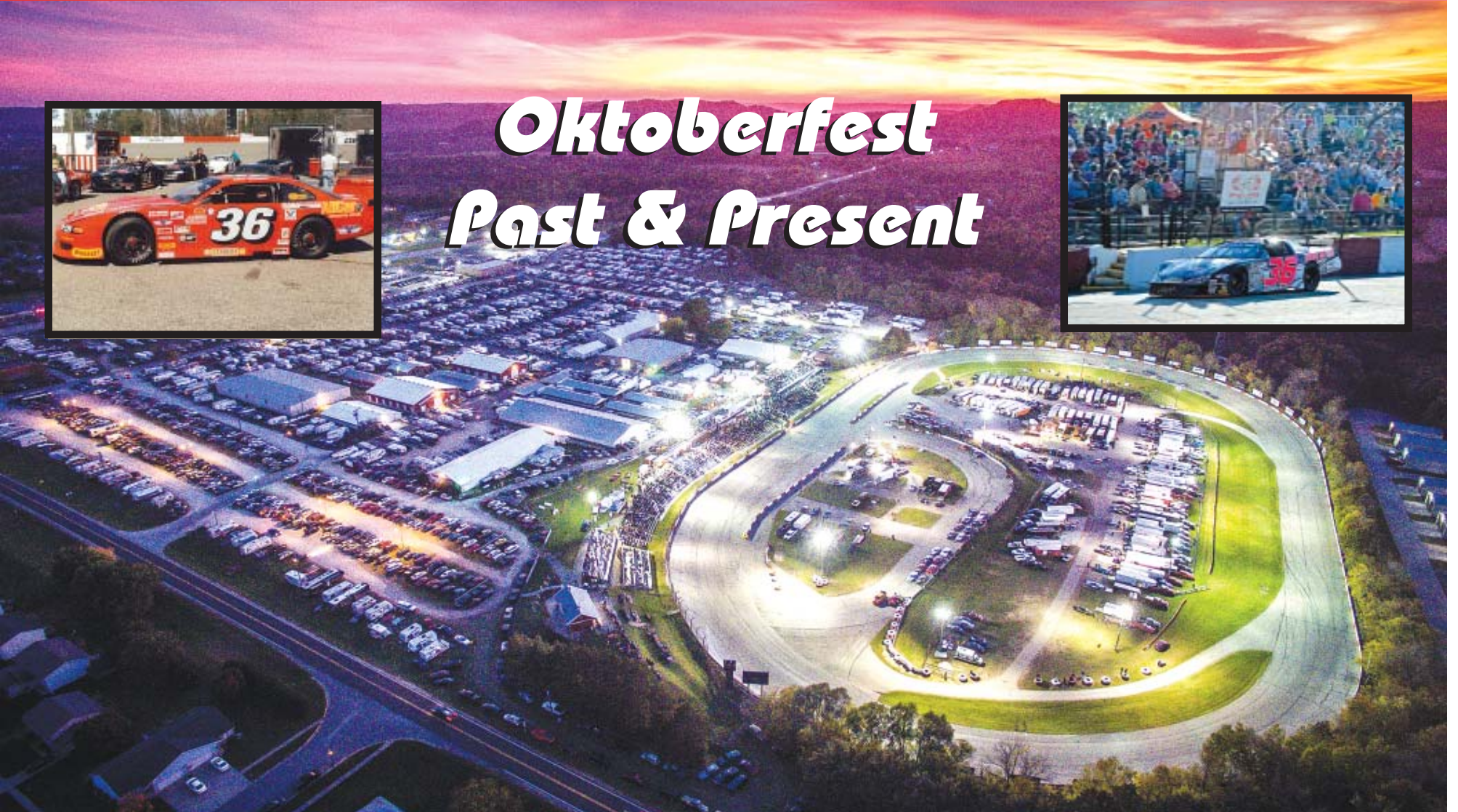


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Oktoberfest Past & Present



October 2016 Vol. 20, No. 6

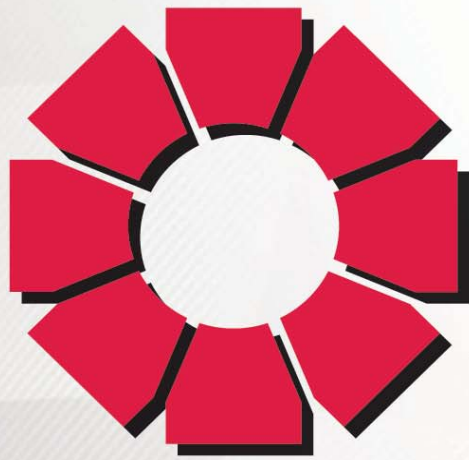
Inside...



Gustin Grabs 40 Grand



Pictures from the Past



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Publisher's Note

Racing According to Plan



Dan Plan

I've always enjoyed the aspect of awarding the point championship based on the entire season's efforts by driver and his team. This year's Big-8 point battle at Elko came down to the final night, with only 11 points separating Dylan Moore and Jon Lemke.

An Epic Battle

During the final night's action, Lemke chipped away at the lead, and the margin was down to just 5 points heading into the final point race of the season for the division. Moore and Lemke lined up right near each other in the feature race to add more excitement to the race. While the two drivers were making their way to the front, Moore was tagged by another competitor and went spinning into turn one. Lemke narrowly avoided the carnage. From my vantage point, all I could see was tire smoke and the crunching noise of cars coming together.

When the smoke cleared, Moore's car had received significant damage. It was a shame to see one of the sharpest looking cars all season torn to pieces, and the championship fading away.

Fortunately for Dylan, there was a lot of carnage and debris to clear off the track before competition could resume. Numerous members from various teams swarmed into action. I'm guessing there may have been a duct tape shortage in the pits at Elko by the time Dylan made it back onto the track with his wounded machine.

Moore was able to gain a few spots and finish the race 5 spots behind Lemke, causing a tie for the overall championship. Dylan was declared the champion based on more feature race wins than Jon over the course of the year. It was an epic battle to the end. Hats off to both competitors for giving their

Martin DeFries photo

continued on page 12

The Midwest

RACING

Connection

October 2016

Vol. 20, No. 6

P.O. Box 22111

St. Paul MN, 55122

651-451-4036

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The Midwest Racing Connection is published six times during the summer racing season by
The Plan Company, Inc.

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Cover photos by: Doug Hornickel, Bruce Nuttleman and Dale P. Danielski



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Going in Circles



Charlie Spry

Season point champions were decided at most of the tracks that I frequent in early September, with some pretty interesting scenarios presenting themselves, and even when there weren't any close battles, it's still an interesting time of the season.

At Wausau's State Park Speedway it came down to Dalton Zehr and Derek Kraus in the super lates. Kraus had whittled away Zehr's point lead down to eight points before the feature race, but alas, Zehr took the feature win over Kraus to seal the deal.

In the limited lates it was between veteran Lyle Nowak and rookie Jerry Brickner. Once again, Brickner won the feature on the final night over Nowak, assuring himself of the title.

The Mini-Mod division didn't share in the drama, as George Seliger drove his Saturn to the title over Phil Malouf, bringing in a 100+ point lead into the final night. Malouf got the feature win, but it wasn't enough.

In the Pure Stock division, it was Mike "Louie" Merriam with a slim lead over Travis Volm before the night began. Before the racing, Volm told me, 'He would have to have a kind of bad night, and I'd have to have a real good night, but it's possible.' Brock

Heinrich took his first ever feature win in the division tonight, holding off Volm and Merriam for the win, with Merriam getting the title.

In the Mini-Stock division, Greg Blount came into the night with a slim lead over Rob Wruck. After Wruck set fast time, things were looking up for him, but from there on out he had nothing but troubles with his car, not even finishing the feature, which Blount won, giving him the title honors.

In the Bandolero division, Levon Vandergeest had a thirty-four point lead over Kolton Guralski coming into the night, and while Guralski won the feature and Vandergeest finished back in the pack a bit, it wasn't enough to overcome, and Vandergeest got the title.

Third generation driver Rayce Haase was present, racing in the Mini-Stocks. At seventeen years old, Rayce is just starting his racing career. He ran an enduro here a couple of years ago, only finishing a few laps, then came out late last year and raced his Mini-Stock on the dirt at Tomahawk late in the year. He started on the dirt again this year before switching to the asphalt, and runs well here now. His Dad is Jesse Haase, who also got his start in racing at Tomahawk back when it was paved, and went on to race limited lates and super lates for many years. Jesse had this to say about Rayce, "My Dad was just so smooth in the corners, just kind of glided in there and made the turns, and I was way different, I just threw it into the corners. Now, I see in Rayce that he drives the same way my Dad did. Maybe it skips a generation or something." The plan is for Rayce to move up to the limited lates next year with Jesse's super late.

The Haase family was well represented, as Grandpa and Dad to the pair, Rick Haase was present. The family found Rick's old super late that had been sold many years ago, still sitting in a shed. It had been stored since probably the late 1980's, and was left intact, save for the engine. The family cleaned it up and left it alone, appearance wise, as it still had all the lettering on it from when Rick raced it. They found an engine, redid all of the brakes and rear end, and now have a neat piece of history. Rick was reunited with his old car and drove it out for opening ceremonies. Rick is fighting some health issues, so this was a real cool thing to see.

Next up for the champions chase was a trip to the Madison International Speedway to see who would be crowned 2016 champs there. Casey Johnson had been declared the winner of the triple crown series for super lates a couple of weeks prior, with the weekly divisions having their time to shine on the final point night.

In the NASCAR late model division, veteran Bobby Wilberg was seeking the 20th championship of his career, and he got it done, winning the title on the final night over last years' champ Zack Riddle. Ty Majeski was present, seeking to add to his NASCAR point

Going In Circles continued on page 5

TJ Harron photo



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Going In Circles continued from page 4

total, and won the first feature over Wilberg with a late race pass, while John Beale won the second feature over Riddle. Wilberg basically had the title wrapped up before the racing began.

In the sportsman division, it was Robert Hansberry Jr. placing third in the first feature and winning the second one to claim the title over Steve Abderson. This was a similar scenario as to the late models, being that Hansberry pretty much had the deal sealed beforehand.

In the Bandit division, it was Brandon Delacy gaining the title over Steve Dickson. Dickson won the first feature over Delacy, while Nick Schmidt won the second one over Dickson and Delacy. Brandon pretty much knew what he had to do to get the title and he did it.

On the final couple of nights various drivers made appearances to collect NASCAR points, as Lacrosse veteran Steve Carlson also showed up on the



Bruce Nuttleman photo

final night. Casey Johnson had showed up the previous week as well, and while he wasn't really chasing points, he was a great addition to the field. Jeremy Miller, Tyler Hromadka, and Jake Gille also were present.

Craig Phillips brought out a really sharp looking car late this season in the late models. A very deep maroonish-red color with a simple #79 on the side. No gaudy graphics or anything, just a sharp looking car that stands out. Craig said that he really was not set up for racing at MIS, but he ran well and stayed out of trouble. Nice job!

We took in our first post-season special event early in September, the Fall Spectacular at the Marshfield Motor Speedway. This has become an annual trek for us, usually a chance to see a few different drivers and cars that we don't see much of.

The two day event started off on Friday night, which is a tough sell pretty much anywhere, as this is a big night for high school football. Racing was on our minds, however, and it was nice to see the late models of the Central Wisconsin Racing Association headline tonight's action.

Several drivers are still racing that ran with the CWRA years ago, including Kirby Kurth, Wayne Breitenfeldt, Jack Greenwood, Monte Gress, Brian Back, and Jeff Weinfurter. The night was in honor of Brian Back's Grandfather, Jim Back. Weinfurter won both CWRA late model feature events, but had to work hard for both victories. The CWRA was always all about saving the racers money, and that is still the mantra, as they run on a Towel City recap tire. The tires seem to have a great wearability, and as I understand it, driving on these helps a driver learn throttle control better, as if you are not smooth, you will spin and lose traction. Too many racers seem all too willing to bolt on fresh rubber all too often, and in racing today, you will spend lots of money doing this, when track purses can't cover this cost more often than not.

Going In Circles continued on page 17

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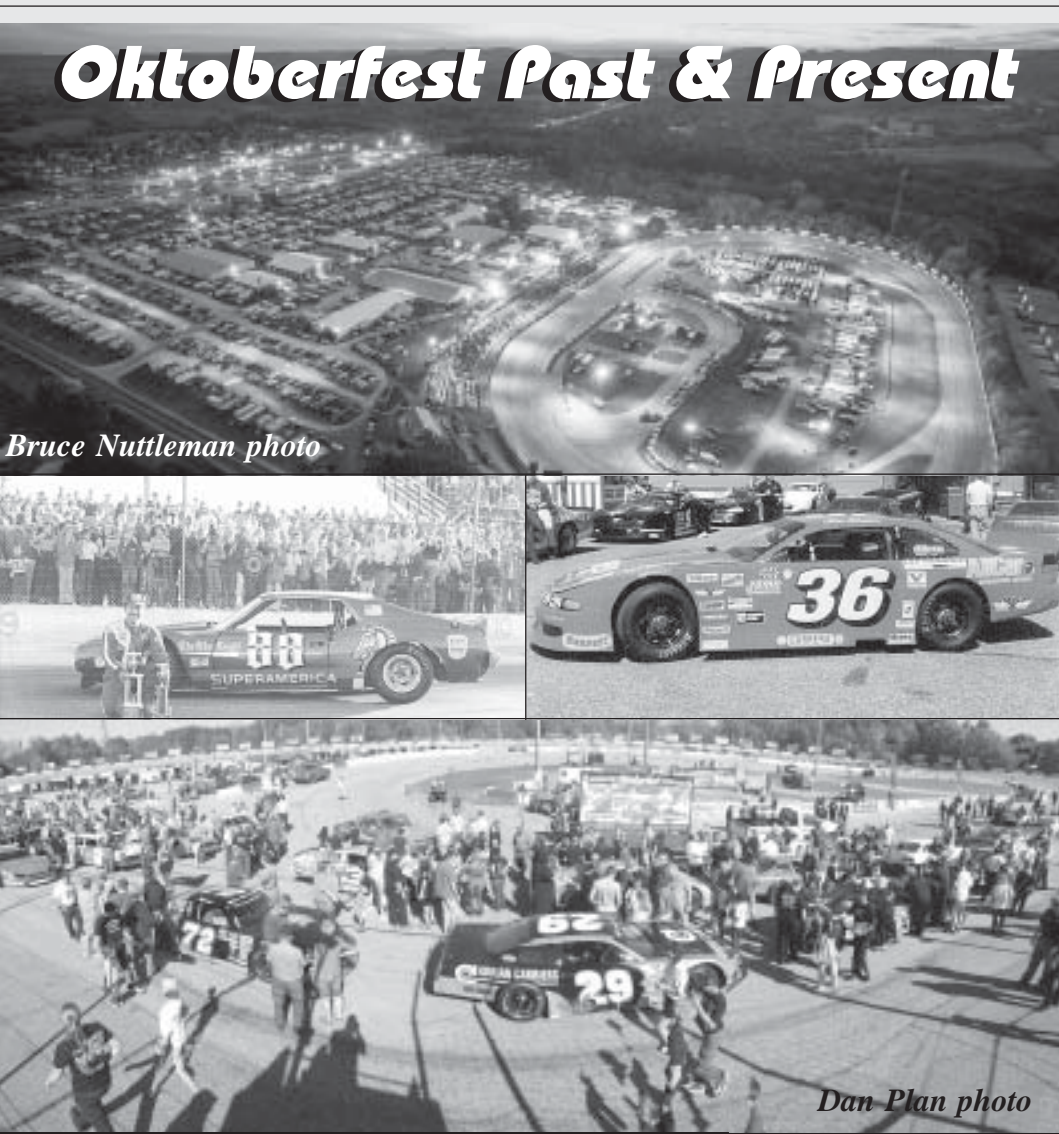
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By Dan Plan

As mentioned in our Oktoberfest issue last year, what I originally thought as a youngster was a Sunday afternoon , late-season special was in all actuality a 2-day show.

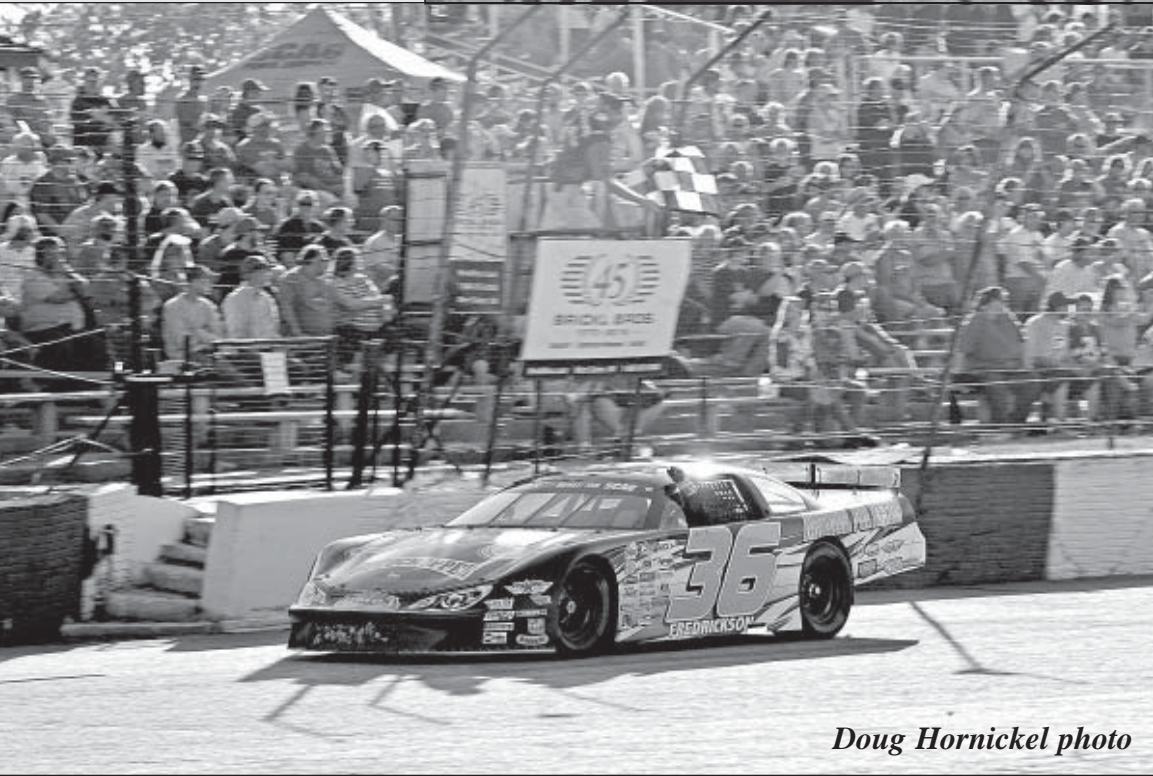
As the years progressed, the event Larry Wehrs invented grew to a 3-day show and now is a 4-day extravaganza under the current Deery/McKarns era. For many race fans, it has become a weeklong event, arriving on Monday before ‘Fest and staying until the Monday after the last race.

Unlike many post season special events, Oktoberfest is fast paced, efficient program. Granted, each night may be longer than a regular race night, there are a lot of cars, and minimal down time. Unless there are events beyond the promoter’s control, the days of racing well past midnight are



Bruce Nuttleman photo

Dan Plan photo



Doug Hornickel photo

long gone. Oktoberfest gives everyone a chance to go to bed early or enjoy a post race bonfire with plenty of time to rest before it all starts over again the next day.

The list of past winners reads like a venerable “who’s who” of short track racing. Personally, I feel extremely lucky to have seen guys from the past with multiple wins like Detjens, Reffner

continued on page
12

Oktoberfest Champions

- 2015 - Dan Fredrickson
- 2014 - Travis Sauter
- 2013 - Nathan Haseleu
- 2012 - Travis Sauter
- 2011 - Travis Sauter
- 2010 - Dan Fredrickson
- 2009 - Travis Sauter
- 2008 - Dan Fredrickson
- 2007 - Dan Fredrickson
- 2006 - Steve Holzhausen
- 2005 - Tim Schendel
- 2004 - Brian Hoppe
- 2003 - Tim Schendel
- 2002 - Brian Hoppe
- 2001 - Eddie Hoffman
- 2000 - Steve Carlson
- 1999 - Eddie Hoffman
- 1998 - Eddie Hoffman
- 1997 - Terry Baldry
- 1996 - Joe Shear
- 1995 - Joe Shear
- 1994 - Joe Shear
- 1993 - Matt Kenseth
- 1992 - Tom Carlson
- 1991 - Tom Carlson
- 1990 - Scott Hansen
- 1989 - Joe Shear
- 1988 - Ted Musgrave
- 1987 - Dick Trickle
- 1986 - Rich Bickle, Jr.
- 1985 - John Ziegler
- 1984 - Bryan Reffner
- 1983 - Tom Reffner
- 1982 - Jim Back
- 1981 - Junior Hanley
- 1980 - Mark Martin
- 1979 - Butch Miller
- 1978 - Dave Watson
- 1977 - Larry Detjens
- 1976 - Larry Detjens
- 1975 - Tom Reffner
- 1974 - Jerry Makara
- 1973 - Marv Marzofka
- 1972 - Joe Shear
- 1971 - Dick Trickle
- 1970 - Tom Reffner



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Vince Peterson photos

2016 Legendary 100



For the past several years, The Legendary 100 has been plagued by inclement weather. This year was no exception with the entire Thursday night show being a wash out, and Friday's program being cut short due to a passing shower. The remainder of the Friday night program was completed on Saturday afternoon, and the Saturday show went on as scheduled. Legendary 100 top-three finishers for the weekend included: Late Models – Darrell Nelson, Jake Redtezke and John Kaanta; Modifieds – Corey Mahder, Lucas Schott and Darrell Nelson; Pro Stocks – Shane Sabraski, Nick Oreskovich and Ben Hillman; Midwest Modifieds –

Mack Estey, Jason VandeKamp and Josh Bazey.





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Classic Corner

The Classic Corner this month goes to 70-year-old Charlie Karau. Charlie swept both main events late in the summer at Eau Claire Raceway, beating drivers nearly 20 years younger than him. Also pictured are youngsters that ran behind Charlie: Bob Snyder (left) and Steve Vermeer (right).



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THE MIDWEST RACING CONNECTION

Photo Gallery



The MKA's Dave MacIntyre getting the field lined up at Eau Claire Raceway
Brewster Baker photo



John Kaanta and Jesse Glenz in action at the Legendary 100
Vince Peterson photo



A whole new meaning to leave the left front at home at Fountain City
Bruce Nuttlmean photo



The Rossier's in TUNDRA Vintage action
Jeff Blaser photo



The Discount Taxi ride of Todd Tracy
Martin DeFries photo



Marty on the Mic
Vince Peterson photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Elko Big 8 Late Model champion Dylan Moore at the beginning of the season
Martin DeFries photo



Dylan Moore on championship night
Martin DeFries photo



MIS track champion Bobby Wilberg battles with Ty Majeski
TJ Harron photo



The six fastest cars in each division at Rockford Speedway
Jimmy Ambruoso photo



A large crowd waited through several rain delays at Fountain City
Bruce Nuttleman photo



Derek Kraus on his way to winning the ARCA Midwest Tour race at the Dells
Doug Hornickel photo

Publishers note from page 3

all and giving the fans something to see. It’s true, you can’t make this stuff up.

Miscellaneous News & Notes: For as long as I can remember, I’ve gone to the races on Labor Day. For many, many years it was the annual Minnesota State Fair race. After they tore up the track, the tradition became the Enduro race at Raceway Park on Labor Day. After Raceway shut down, it was a trip to Boone, Iowa for the IMCA Super Nationals followed by a trip to Golden Sands Speedway in Plover, Wisc. for the annual TUNDRA series Labor Day race. This year my plan was to check out the annual Russ/Brent Laursen Classic at St. Croix Speedway. This race was typically held the Friday before Labor Day and is the only Late Model race of the year at St. Croix. Unfortunately, Mother Nature got in the way and the show was cancelled.

All was not lost, as I was able to see some racing on Labor Day. If you remember the grandstand at the Minnesota State Fair, they had green folding stadium seats to sit on. Once again this year, I sat in a green folding stadium seat, watching racing with a large crowd of people for the first time in 14 years. But this event was a little different. There was plenty of horsepower on hand, but from actual horses. I think

the biggest draw of the day was the wiener dog races that are an annual event at Canterbury Downs. I think the wiener dog races are something a local short track could use to draw in fans also, but I digress.

Now, I’ll be the first to admit I don’t know much about horse racing, so I tried my best to relate my experience at the horse track to short track racing. For the first race of the day, I noticed the lineup sheet had the first horse listed as the Red 1 and named Native Princes. I figured Dan Wheeler drives the Red 1, but I would never call him Native Princess, but he does win a lot. I was sure this had to be a good pick. Unfortunately, Dan is out for the season, and horse scratched from the race too. The next name I noticed in the lineup was a horse named Saturday Night Hero. Who at a short track doesn’t want to be a Saturday Night Hero? Sounded like a good bet to me, and I won.

For my final wager of the day, I noticed a horse named Suddenly Seymour. I thought to myself; Ty Majeski is from the town of Seymour, so this was assuredly a good pick. My hunch was right again, and Suddenly Seymour made a last corner charge to the front.

Another trip to the betting window to pick up my winnings. All in all not a bad day, but I still would have rather experienced the sights and sounds of short track racing.

And finally, the quote of the month goes to Mike Kelly Jr. As I was in the scoring tower at Cedar Lake Speedway during the Legendary 100 to take a picture of Marty on The Mic, I noticed Mike Jr. was in the tower. I mentioned the officials years ago probably cringed if they saw him walking towards the tower. Mike replied he never went into the tower. He just climbed into the flag stand. It’s true. I saw it happen. Twice.



Oktoberfest Pat & Present from page 6

and Shear pick up wins in the prime of their careers. Throw in wins by Mark Martin and Jr. Hanley and a kid like me didn’t realize how lucky he was at the time.

During recent years, drivers such as Travis Sauter and Dan Fredrickson have made their way to the top as multi-time Oktoberfest champions. The folks watching these days are watching a new era of heros race and hopefully realize how lucky they are that an event such as Oktoberfest continues on. The race may not pay the most money of any event in the upper-Midwest, and may not have the most laps, but is the most prestigious in my book.

In addition to all of the on track activity, there’s also plenty else going on over the course of the weekend. One of the more popular items the last few years has

been the Racers Reunion put on by Dale P. Danielski each Sunday. Drivers from dirt and asphalt are on hand to bench race for several hours before the Sunday afternoon show kicks off. If you haven’t made your way to the turn one pavilion Sunday morning in the past, I would highly recommend it.

Bonfires, bean bags, and the Redneck Express bringing everyone to downtown West Salem are also recent fan favorites. As they said last year, #FestIsBest.



Doug Hornickel photo

Top photo - The Racers Reunion put on by Dale P. Danielski has become a fan favorite on Sunday morning of Oktoberfest.

Left photo - Travis Sauter and Dan Fredrickson have come to the top of the list of multi-time winners at Oktoberfest putting their names alongside drivers such as Carlson, Detjens, Hoffman, Shear etc.

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

I don't think you ever totally take the "Racer" out of a racer. Case in point would be Dave Tradup, a successful racer for many years out of Viola, MN.

Tradup is from a racing family as his father Paul did very well in the sport racing on both dirt and pavement in East Central Minnesota. Dave's brothers also raced so it was inevitable Dave would get behind the wheel as well.

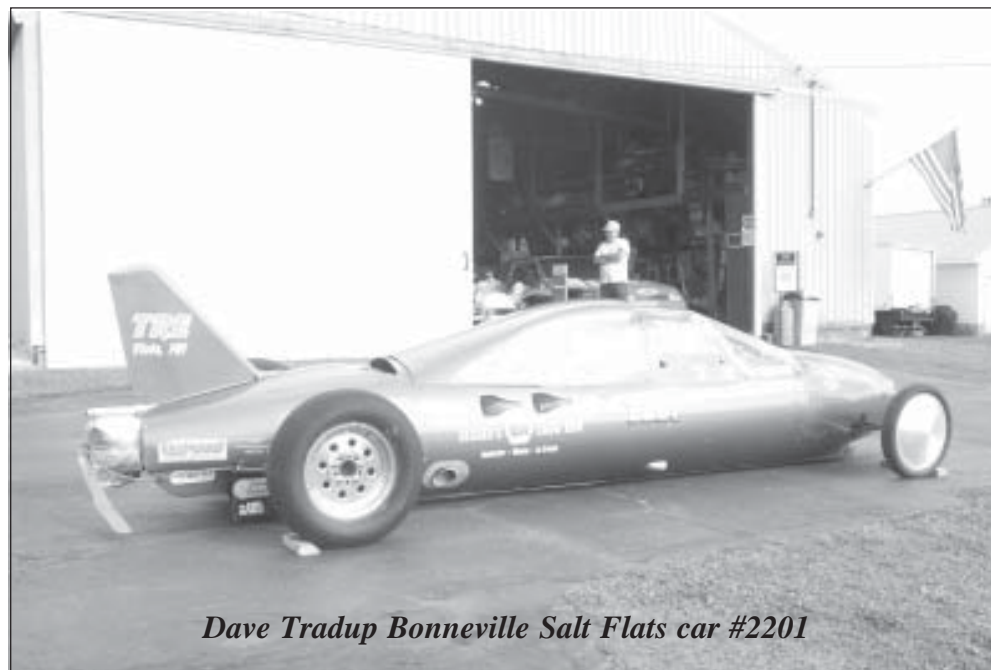
Of course the sport at some point will wear you down, and you either become satisfied and keep doing what you are doing at whatever level that may be, get out of the racing game entirely, or pick another avenue of speed. In Tradup's case it was not exactly a normal, natural progression, as a matter of fact it was more of an escalation of sorts as his avenue of choice was attempting to set a land speed record at the Bonneville Salt Flats!

So now instead of racing around dirt and pavement bull rings in Minnesota and Wisconsin, Dave would be taking his wheel driven missile shaped racing machine in a straight line down a runway of salt at over 200 miles per hour! The goal for Dave as he headed to Utah back in August was to average right around 250 miles per hour which would be a new record for his class of car that featured a 304 CI V-8 engine producing 685 horsepower. The team got up to speed quite quickly and reached a top speed of 253.5 miles per hour. In order to set the record however they had to average in that 250 mph range over a certain amount of miles which unfortunately due to mechanical issues they were unable to do. Their average of 245.3 mph is certainly not a speed to take

lightly and having been so close this year, Tradup Racing Enterprises plans another trip out to the flats in 2017. With what they have learned and a couple changes with their car mechanically they plan this time to come home with the record.

In talking to Dave I asked him how big a difference it was going over 200 in a straight line compared to racing in circles at 100 mph or so. And according to him once you got up to the 200-250 mph speed it really was not that noticeable how fast you were going. I guess it's similar to race cars going over 200 on an oval track. You don't really notice the element of

continued on page 14



Dave Tradup Bonneville Salt Flats car #2201

Dale's Pictures from the past



In the Dale's pics from the past category it's the #75 Dave Noble driven coupe (right photo). Dave was a top shoe racing pavement and dirt in the 1960s and '70s. The left photo is one of the coolest creations ever, the Mert Williams wagon #96.

Racing Facts, Observances and Opinions from page 13

speed until you hit something! In Dave's case he was fortunate and didn't have that happen although he did mention having one finger on the parachute release button just in case the car started to get away from him. That actually did happen to some extent, but with the parachute deployment, the car slows drastically and very quickly and in turn gets straightened out before disaster can hit.

Like I said earlier, you really never totally take the "Racer" out of a racer. Some aspect of it may be gone but in Dave Tradup's case it was filled in with something at least as much if not more exciting and fulfilling.

And speaking of Tradup, his Salt Flats car was on display at Elmer Duellman's Annual Racing Reunion in Fountain City the weekend of September 17-18. In looking at the car up close you wouldn't really think it was capable of speeds in excess of 200 miles per hour, but upon further inspection underneath the tube shaped shell, you can see some pretty tricked up stuff that enables you to reach those speeds. A really cool deal to say the least. And of course at the Reunion we were able to view a number of race cars from days gone by. And with the cars, of course a number of drivers that raced back in the day were on hand as well. All the storytelling broke out and as usual it was a fun time for all the one day we were there. Again, I can't emphasize enough for those that haven't been to Elmer's Auto and Toy Museum to make a trip there if you get the chance. There is so much cool stuff there I guarantee you will not leave disappointed. Elmer's is open into October so go to the website www.eltersautoandtoymuseum.com and see what days you can attend.

Here and there...With a huge field of cars and weather issues throwing a wrench into things the big A Feature finale of the Modified Nationals at Mississippi Thunder Speedway, Fountain City, WI., turned into a Marathon. Just now wrapping things up, here comes Ryan Gustin taking the checkered flag, your A Mod main event winner! The big paying B

mod main has just ended with Michael Truscott taking the win! I'm sure those two aren't complaining about the lengthy program as the wins were worth a whopping \$40,000 and \$20,000 respectively...Scott Bloomquist was at the Fountain City race placing 2nd in the A Mod Feature. Of course as most have heard Bloomquist has filed a lawsuit against Eldora Speedway and others over having been disqualified twice there for tire and weight infractions. Litigation of this nature could be the death knell for the sport as we know it and in Bloomquist's case going for a settlement of 16.5 million just isn't warranted. Rules are in place for a reason and someone has to make a determination in these instances. Take your lumps and move on, don't try to ruin the sport over something you are more than likely guilty of...

In the quote of the column department, and there's actually several here, we need a bit of a background lead in. Of course everyone knows of the successes of Steve Carlson. He's won everywhere and a lot. But in talking to his brother Tom, no slouch in racing either we learned that the Wisconsin International Raceway of Kaukauna, WI., was one that took a bit longer for Steve to conquer. According to Tom "I was following J.J. Smith there and boy did I learn a lot about how to get around that place." At a race that both Tom and Steve were at Steve didn't make the show while Tom got a top 5 in the main event. According to Tom "I noticed Steve wasn't in the race, here he was on his hauler waiting to get out of the pits and head home. He came over to me and pretty humble looking asked, "Can you show me how to get around this place.? Tom pretty much unbelieving his brother would ask, promptly responded, "Come with me I'll show you around." He rode with me and learned the right line just like I had, and from then on Steve was fast, eventually winning a number of races at Kaukauna!"

And looking back in time to July 22nd, 1972 it was John Brevik taking his second consecutive Late Model Feature event win at the North La Crosse Speedbowl of La Crosse WI. Following Brevik were Don Grant, Al Kroes, Don Turner and Larry Anderson... August 19th, 1978 it was Steve Holzhausen winning his first ever Feature race in Late Model competition as he took the 30 lap main event at the Dells Motor

Speedway, Wis. Dells, WI. Following Holzhausen at the stripe were Mike Miller, Marv Marzofka, Tom Musgrave and Ted Musgrave the top 5....On June 11th, 1987 it was Rick Haase taking the Late Model Feature win at Wausau's State Park Speedway. Following Haase were Tom Reffner, Jim Back, Wayne Lodholz and Perry Redeker. In the Hobbystock main it was Terry Marzofka taking his 6th win of the season followed by Keith Witt, Darwin Brunow, Nick Erickson and Don Woller...On June 26th, 1991 it was Mark Lamoreaux winning the CWRA Late Model Feature at La Crosse Fairgrounds Speedway. Following Lamoreaux were Bryan Reffner, Steve Holzhausen, Steve Carlson and Tim Sauter. The Sportsman Feature went to Mike Koenke followed by Kurt Thicke, Scott Helmers, John Stasiak and Terry Miller...Looking back to May 30th, 1991 it was Tom Carlson winning the 30 lap late Model Feature at Wisconsin International Raceway, Kaukauna, WI. Following Carlson at the line were Jim Weber, Rod Wheeler, J.J. Smith and Steve Paoli...

And in closing, don't forget to make it out to Oktoberfest 47 at La Crosse Fairgrounds Speedway, West Salem, WI., October 5-9, 2016. Way too much racing to try and list it all here but believe me there will be something if not a number of things going on during the weekend you will enjoy. And of course as part of the racing event is Champions Reunion VIII to be held Sunday October 9th, from 11am-2pm in the Hospitality Chalet in the turn one grandstand area. This part of the weekend will feature racers from the past doing what they do best, b.s.-ing about all their racing accomplishments. Fans with a Sunday ticket can get in on the fun and attend free of charge. A number of old time race cars will also be on hand for all to enjoy. Just a sampling of some of the racers that will be at the reunion include, Tom Carlson, Roy Bohm, Rory Melbinger, Tom Reffner, John Rogge, Les Katzner, Rick Hauser, John Brevik, Nelson Drinkwine, Pat Durnen, Paul Thicke, Ron Waite, Steve Holzhausen, John Bell, Bruce Backus, Jim Hendricks, Tom Jones, Marv Marzofka, and more than 50 others the way it looks!


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Racing Nuggets



Jacklyn Daniels-Nuttleman

We've been getting pounded with rain in the upper Midwest as of late, and while it's been devastating to many with the horrendous flooding and mudslides, I can't help but try to find a bright spot in all of this dismal drenching. I'm hoping that Mother Nature has now purged all the rain out of her system, so we are left with gorgeous sunshine and temperatures ranging in the 60s to 70s for Oktoberfest Race Weekend at La Crosse Speedway.

Don't get me wrong—I enjoy the brisk temperatures of fall, and I would welcome them as well. Any woman over the age of 40 appreciates the opportunity to wear a sweatshirt to cover up her hip grips. The fact that these types of temperatures would be ideal for four days of racing is just icing on the cake; cake that I ate more than my share of, hence the need for the sweatshirt.

It's not just cake that is my Achilles heel. No, I have a propensity for enjoying malted beverages a bit more during Oktoberfest Race Weekend. Beer is like potato chips for me. I can't have just one.

Don't get me wrong, I'm not out of control by any means. It's just when I'm immersed in such a party atmosphere, like Fest, it makes it extra easy to pop a top again... and again... and again. Probably the fact that so many good friends from all over the Midwest converge on La Crosse Speedway for that weekend aids in that revelry too.

It's been said before that Oktoberfest Race Weekend is like the racing community's "Family Reunion," and that's true. Only this is one reunion that you WANT to attend, and don't have to worry about Aunt Doris asking you when you're going to settle down and have kids.

Which is not to say that there haven't been plenty of kids created during Oktoberfest, because there have

been. I think I've inadvertently witnessed the act a time or two as well. You know who you are.

That's actually one of the best things about Oktoberfest Race Weekend—you never know what you're going to see—both on and off the track. We've witnessed track records being broken, race cars getting demolished in spectacular fashion, underdogs taking checkered flags, and hot tubs in the campground with lots of skin—Skin to Win.

Winning in the campground is subjective. Winning on the track is black-and-white—which is probably why the checkered flag is done in those two shades. When you win against and in front of your peers, it's a huge feat. When you do it at Oktoberfest, which is arguably the stoutest field of competitors, it's a real crown jewel.

There's a distinctive energy crackling and sparking in the air each race day, when drivers secure their helmets and safety gear and crew members give the lug nuts a final wrenching before the cars roll out to the starting grid. Every driver and team wants to snag a victory and have their moment in the white-hot spotlight. Every fan wants to feel like they are a part of watching history be made with "their" driver.

Racing fans are the best; they are so passionate. I get a kick out of watching the body English on fans in the stands when their driver is trying so hard to complete a pass—it doesn't even have to be for the lead. Fans literally are "leaning into it," trying to "help" their driver. What's that saying? It's not weird if it works, so lean on fans and keep the fist pumps coming. Your drivers are depending upon you.

Superstitions have always had their place in auto racing. I can remember a certain driver over a

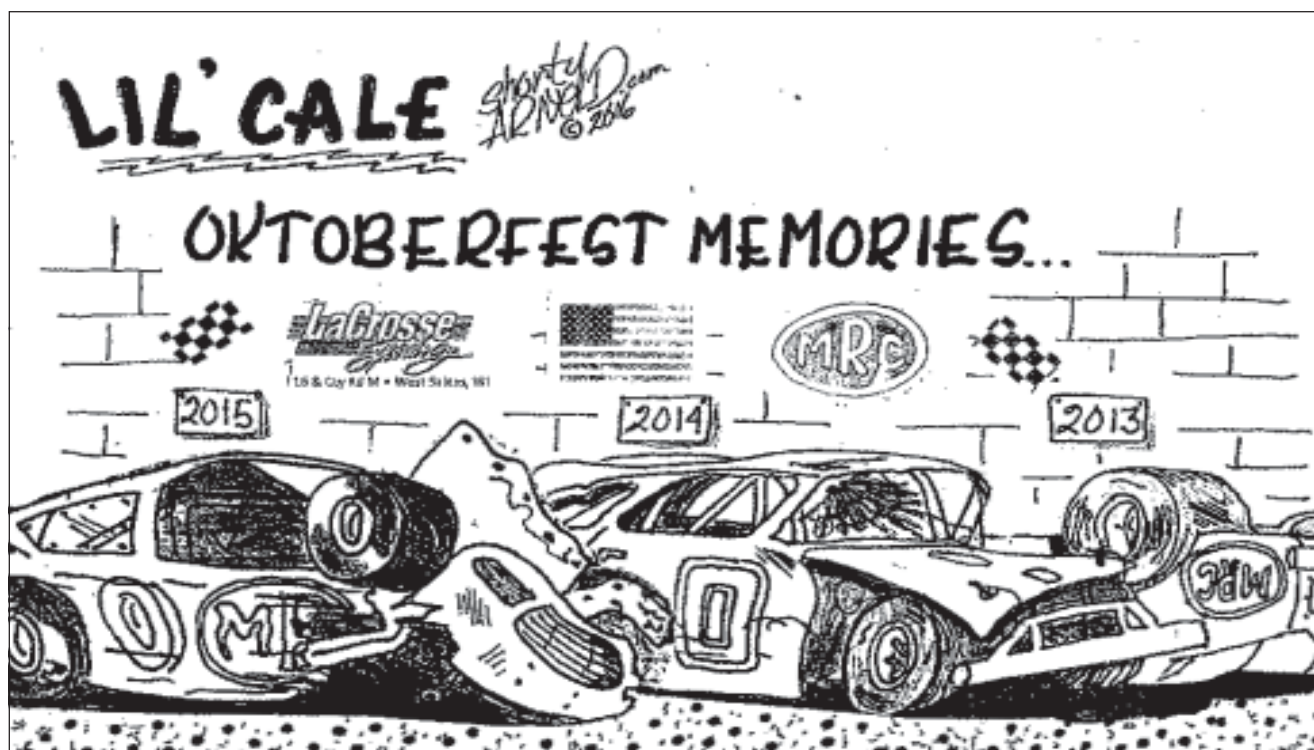
decade ago, who shall remain nameless, that refused to wash his driver suit, because he kept winning. He was fearful if he washed it, the "mojo" would be washed off too. Let me tell you, that "mojo" was mighty stinky after about 20-some races.

I know other drivers who will swear if they don't have a serious bowel movement the morning of a race, they won't win. I might know a crew chief who swears by a good BM too, but I'm married to him and he's most definitely full of "it," whether it's race day or not.

Prayer has also played a role in auto racing. Probably more than any other sport, and for that—I'm grateful. I'm a Christian, and the prayer before each race night means a lot to me, not just because I want God to watch over everyone and protect them—but because I'm grateful for all that He has given us. From my husband's health after surgery two years ago to remove cancer from his colon, to the opportunities that are on the horizon, God is good and He's always been welcome in auto racing, unlike some other sports that strive to be what is deemed "politically correct" these days.

If someone asked you to describe Oktoberfest Race Weekend in three words, you might be hard-pressed to decide only upon three words. Even my meandering musings here seem a bit scattered. I don't think I've ever covered God, beer, and bowel-movements in once article before, and while those are three words that could be someone's description of Oktoberfest Race Weekend, they're maybe not the best combination as a whole.

Whichever words you might use to describe this fantastic race weekend we are about to embark upon at La Crosse Speedway, there's definitely one word that can sum it up after it's over: Memorable.



Thunderstruck 93



Doug Hornickel photo



Doug Hornickel photo

The 8th annual Thunderstruck event at Elko Speedway once again featured the Stars and Cars of the ARCA Midwest Tour and the Big 8 Late Model Series joining the regular weekly divisions. Dan Fredrickson picked up his 5th win in the event, narrowly edging the defending tour champion, Ty Majeski.

The finish of the Big 8 Late Model event was definitely one for the record books. The battle of the Michaels took place during the closing stages of the race as Michael Ostdiek and Michael Bilderback swapped the lead back and forth on the last lap, and nearly crashing across the finish line. Bilderback picked up the win by inches.

The event was also the final point night for the Elko Thunder Cars and Power Stocks. Jeremy Wolff picked up his first Elko Speedway championship, and Tom Doten picked up the Power Stock point title.



Martin DeFries photo



Martin DeFries photo



Martin DeFries photo

Gustin Wins 40 Grand



Bruce Nuttleman photo

Mississippi held their annual Modified Nationals early in the month of September. Although planned as a 3-day show, Mother Nature forced the race into a condensed 2-day show. The B-Mods raced for 20K to win and the A-Mods had 40K at the end of the rainbow. After a Friday night rain out, a long day was ahead for race fans on Saturday. Through a marathon 16-hour event, Ryan Gustin held off "Black Sunshine" Scott Bloomquist (in a rare Modified start) to win \$40,000.00 in the wee hours of the morning.



The Kobs & Kouba Show

It seems that most of the Traditional Sprint races held during the 2016 have had Rick Kobs and Jimmy Kouba battling for the lead and putting on a heck of a show for the fans.

Vince Peterson photo

Going In Circles continued from page 5

MMS regular Charlie Nickel showed the visitors from the Midwest Compact Touring Series how to get it done, as he took the win over visitor George Sparkman. Kevin Tessmer took the win in the Bandit division, while teammate Greg Blount secured the track title, and Brent Strelka won the limited late model feature. This division had an interesting cross section of cars and drivers from various tracks, including Michael Clapper, who turned a lot of laps at my old stomping grounds, the Columbus 151 Speedway.

Saturday brought several rain showers, seemingly popping up every time the track dried. After several such showers, mother nature finally relented, and the show went on as scheduled.

An outstanding field of 29 super lates were present, down to 28 when Jeff Weinfurter scratched for the evening. Jason Weinkauff took the win in the rained out, make-up Yellow River Racing Series feature for the super lates, also taking the overall YRRS title over Dalton Zehr, who finished sixth. Zehr won the regular Fall Shootout feature later in the evening, giving him the track title to go along with titles at Golden Sands and Wausau as well. Derek Kraus finished second and Colin Reffner third, as the field was, as they say, star studded.

It was also nice to see several visitors from some other tracks that we don't get to see too often. Coming from Norway, Michigan area were regulars Robbie Iverson, Scott Stanchina, and Chad Butz. Several Lacrosse area cars came out in various divisions and a smattering of Minnesota drivers as well. Even the entry level Bandit division had some dirt cars come to play, as Jake Halterman, Jody Halterman, Chad Halterman, and Jason Junker brought their dirt cars out.

Steve Hauser won the feature, but Kevin Eckes finished right behind in second, which was enough to give him his second consecutive track title in the X-treme four division, while Brian Weinfurter took the feature win and track title in the super stocks on Friday night. These cars ran with others in the sportsman division on Saturday night, with Travis Volm getting the close win over Weinfurter.

Overall, an excellent show, which was a great way to kick off the post-season specials part of the year. Always have a good time at Marshfield, and this weekend was no different.

At the Rockford Speedway, Michael Bilderback dominated most of the season to take home the late model track title. A couple of bad nights made it close at times, but he clearly had the car to beat on most nights, and he drove it well. Kelly Evink took home the Rookie-Of-The-Year title.

In the sportsman division, it was Brett McCoy once again taking the title, his third in a row. Brett never really faltered during the year, with consistent top finishes throughout. Chris Jones finished second with a great year and garnered ROY honors.

The American Short Tracker division title was not settled until the final night and final lap turned, as Nick Cina Jr. edged out Zach Rodriguez for the title. Late in the season Cina made headway on Rodriguez, taking a small point lead going into the final night. Both drivers had difficulties on the final night, with Cina remaining on top by a slim margin.

The Roadrunner division had Chris McQuality grab the title over Josh Thiering. As McQuality remained consistent throughout the year.

The Roadrunner challenge title went to Jeff Allendorf, a long-awaited title for him.

On the final regular night of the year, Rockford had twenty-three late models present, the most for a regular weekly show in quite some time. The car count went up steadily throughout the year, which was great to see. The track normally had ten or less cars just a couple of years ago, and things are really heading in the right direction. Thanks to those that are making this happen! Really can't wait for the post season shows here in 2016, and the regular season in 2017!

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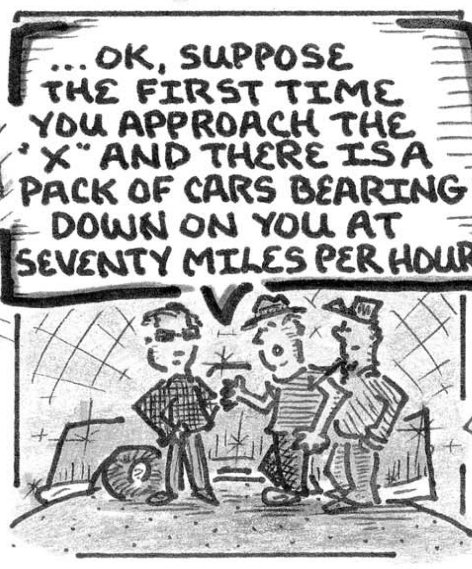
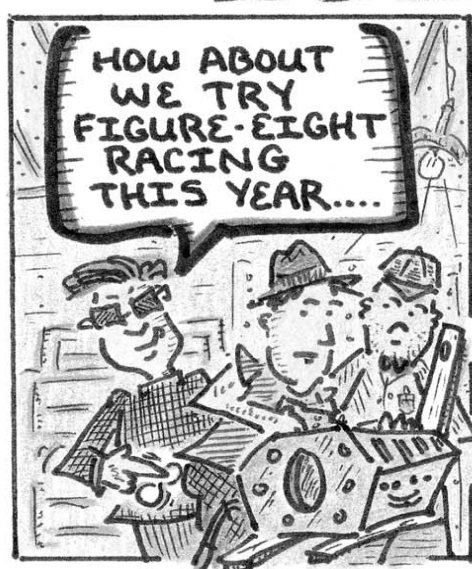
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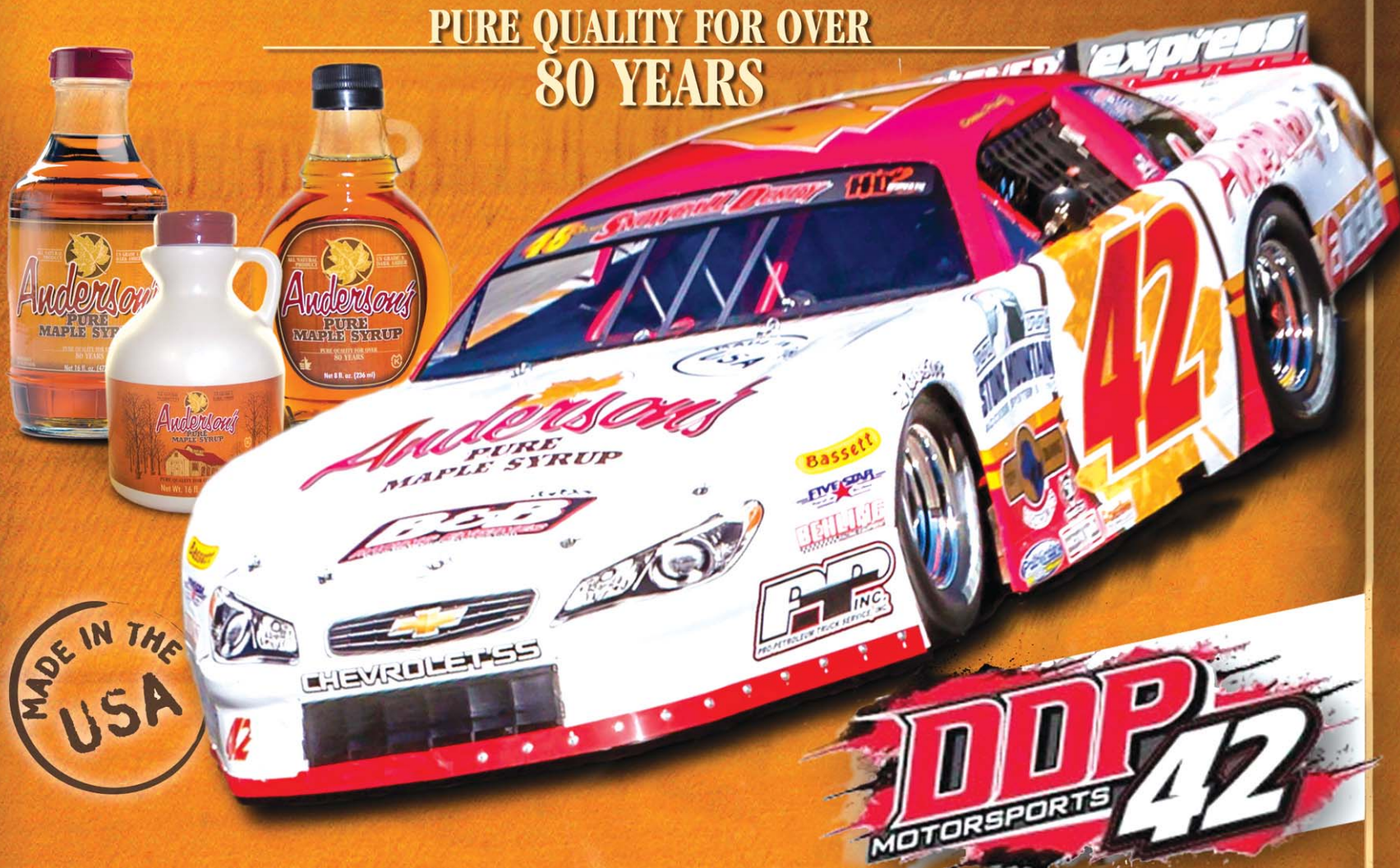
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