

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

November 2017

Inside...



NSTC & The Bahamas



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Oktoberfest 2017



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Publisher's Note

Racing According to Plan



Dan Plan

The 2017 version of Oktoberfest had to be the wettest in the history of the event. Things started out great for practice on Wednesday, and then the sun rarely appeared again until Sunday morning. My checklist prior to leaving for Oktoberfest typically includes winter hats, warm boots and gloves. The updated version will also include an umbrella, rain coat and rubber boots. I'll have highlights of the actual racing that took place later in the column, but from now I'll run through my rainout highlights.

Normally, a rainy situation like this would put me in a foul mood, but I still had a great time. The rain allowed me an opportunity to spend more time with friends from near and far. We actually even had time to watch a movie one day. If you haven't seen the HBO documentary named "Dirty Driving -Thunder Cars

Fest was still Best

of Indiana", I would highly recommend finding a copy. It's good stuff.

I had plenty of time to check out the newly restored "Goldie" Camaro. This is the original car piloted by Dick Trickle about 30 years ago. The Gilbertson's and the rest of the gang that worked on this car did a phenomenal job. Definitely a cool car to have on hand at Oktoberfest.

My neighbors in the campground are from Edgerton, WI. I normally just see them in passing when going to and from the track. This year, I had time to sit with them during the day time hours. They have quite the spread of food (and booze too).

It had also been about 5 years since I joined the group for the annual visit to downtown West Salem on Saturday afternoon. The world famous author of the Racing Nuggets column (Jacklyn Daniels Nuttleman) had never experienced the Saturday gathering. She gladly joined us on the trip, and all indications were she enjoyed her time with the group.

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Dan Plan photo

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The rain did also lead into some other entertaining situations, with trucks getting stuck, and the poor girl in this photo falling face first into the mud while helping a stuck golf cart. I purposely excluded her face from the



photo to save her the embarrassment. I'm a good guy like that.

While the rain lead to some new memorable moments, the best part had to be seeing my dad take a few laps around the track. On Saturday morning, I walked up to see how the track drying was progressing. I had to

take a second look, as I thought I saw my dad driving around the track. Lo and behold, it was him. He mentioned he pulled off after the two trucks went by him 3-wide in the corner. In all honesty, I don't think I've ever seen him smile as much as he did on this day.

The traditional post race activities also took place. The exhibition hall had a good crowd each night, campfires were plentiful and there was even a Bubba Pollard sighting at the Pink Flamingo.

Now on to the racing. Thursday night looked like it was going to happen. The track was almost ready to go, cars were on the track and then it started to rain again. Friday was pretty much a lost cause and the plug was pulled in the afternoon. Saturday started out looking like there was a chance, but rain rolled in mid afternoon. Things finally got dried up enough around 9:00pm Saturday evening and we finally saw some racing. The Midwest Dash Series cars fanned out 4-5 wide at the green flag and looked like a NASCAR race at Pocono. Nobody wrecked and there was plenty of passing throughout the field. As a fan, you really couldn't ask for more. Phil Malouf is one of the top competitors in the 4-cylinder class and picked up the big win.

The Big 8 Late Models had their final event of the season, with nearly 50 cars attempting to qualify for the event. For their second event in a row, the Big 8 cars ran a caution free race. Fans in attendance were able to witness two situations of raw driving talent. Ty Majeski set fast time, started 13th on the field and worked his way to the front without the aid of a caution. Nay Sayers will conjure up stories as

to why he won, but in my opinion, the kid is just that good. The second display of talent that went almost unnoticed was the epic save by Grant Brown in one of the qualifying races earlier in the program. I'm still not sure how you get charged for a caution for almost spinning out. This

was one of those examples of you just can't make this stuff up.

Sunday came around and one would have thought they were in a different world. Clear blue sky for as far as
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Bubba, Conrad and Danny. 2 of the 3 have multiple visits to victory lane at LaCrosse

Bruce Nuttleman photo



Grant Brown made a world-class save Saturday night of Oktoberfest



Bruce Nuttleman photo



Discussing qualifying setups with my dad (left photo) record setting Mini-van lap at Lacrosse (right photo)

Dan Plan photo

Publishers note from page 4

the eye could see. After having a win taken away in the tech shed several years ago, Johnny Sauter was finally able to officially etch his name in the Oktoberfest record books. Driving a car that featured a paint scheme similar to the one run by his dad in the 1980's was a fitting way to pull off the win.

The event once again featured some awesome short track racing. It might have rained a lot, but it was still a great time.



Doug Hornickel photo



Doug Hornickel photo



Bruce Nuttleman photo



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Dean & Jason Talkin' Racin'



Jason Searcy

2017 was the 52nd year of racing at Elko Speedway, the 30th under NASCAR sanctioning. The Big 8 and Super Late Model divisions were merged into a new Late Model division. Jacob Goede #72 was a Champion for the fourth consecutive year, twelve different drivers earned wins: Goede 8, Joe Neisius 4, Michael Ostdiek 3, Owin Giles 2, Chris Marek 2, Dylan Moore 2 and Grant Brown, Michael Beamish, Derek Lemke, Ryan Kamish, Nick Panitzke and Donny Reuvers each had one win in 2017. A total of 33 drivers earned points during the NASCAR season. Jacob Goede finished 5th in the National NASCAR Home Track standings for Division I.

In the Thunder Car division #3 Conrad Jorgenson won his fifth Elko Speedway point title. Eleven different drivers won a race this year with Jorgenson taking home 9 trophies, Brent Kane had 8 wins, Jeremy Wolff 3, Michael Homan 2 and Ted Reuvers, Dillon Sellner, Bryce Blohm, Dave Reed, Dusty Mann, Matt Wiebusch and Adam Wiebusch all with one feature

Home Track Recap for Elko Speedway

win in 2017. A total of 33 drivers earned points during the NASCAR season and Jorgenson finished 2nd place in the National points for division II, Kane was fourth, Wolff 7th and Reuvers 9th so ELKO drivers dominated the standings in this division.

Dusty Mann #10 won the Power Stock division, this was his second title at Elko. Seven different drivers won a feature event, Mann had eight wins, Nick Oxborough, Taylor Goldman and Joe Prusak all had four wins, Tim Hollen had two and Jason Michaud and Paul Hamilton each had one win. A total of 34 drivers earned points this year and Dusty Mann finished 11th in the National standings for Division III.

Michael Wachs Jr #3 won his first Hornets Championship at Elko. Eight different drivers won a feature race this year, Alex Vincent had seven wins, Wachs had five, Brandon Olson with four, Brandon Plekkenpol and Michael Weiss had two and Justin Schelitzche, Ashley Bell and Ridge Oien each scored one win in 2017. Only 23 drivers earned points this year with Brandon Olson finishing 23rd in the National NASCAR Home Tracks final point standings for Division IV.

Derek Lemke #71 won his fourth Consecutive Great North Legends title at Elko Speedway. Six different drivers won a feature race this year and Lemke won half of them scoring nine wins for the season. Baiden Heskett and Tristan Swanson had three wins, Cole Klein, Jackson Lewis and Dirk Henry each scored one win in 2017. Baiden Heskett finished 9th in the INEX

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Martin DeFries photo

Dustin Mann (middle) picked up 8 wins on the season including this spectacular, 3-wide win late in the year



Michael Wachs Jr. picked up the Hornet division championship

Martin DeFries photo



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Pro Asphalt division, Tim Brockhouse was 2nd in Masters Asphalt, Will McCully was 22nd in Semi-Pro Asphalt and Austin Jahr was 27th in Young Lions Asphalt National Points for 2017. Twenty-nine drivers earned INEX points at ELKO this year.

Colin Stocker #8 won his first Bando Championship, he had seven wins, the only other winner was Kody King. The car count improved this year as eighteen different drivers earned points in the Bandolero division.

At the annual Champions Banquet Thunder Car driver Jeremy Wolff and Late Model driver Jacob Goede were both awarded the ELKO "Driver of the Year" award for excellent performance both on and off the track.

The "Most Improved Driver" award was given to Owin Giles who scored two wins in the Late Model division at the age of 15. He was also the NASCAR UNOH "Young Gun" award winner.

"Rookie of the Year" winners were: Maddie Larson in the Power Stocks, Bryce Blohm in the Thunder Cars and Tristan Swanson in the Great North Legends.

2017 was the fifth season of announcing at Elko Speedway. In addition to our NASCAR weekly program I was honored to being given the opportunity to announce an incredible ARCA race won by Austin Theriault, a great Big 8 series win by Chris Marek and do pit lane for the ARCA Midwest Tour ThunderStruck93 event won by Dalton Zehr. A truly memorable season for me, I hope it was for you as well.

Owin Giles (left photo) picked up the most improved driver award. Maddie Larson (Power Stocks), Bryce Blohm (Thunder Cars) and Tristan Swanson (Great North Legends) were the recipients of the Brothers Jorgenson Racing Rookie of the Year Awards (right photo)



Martin DeFries photos

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Going in Circles



Charlie Spry

Rockford Speedway's National Short Track Championship was started some fifty-two years ago as a chance to showcase talent from many different tracks in one big event at the end of the regular season. It's mid-September date is now eclipsed by many other shows, as it seems the season lasts much further into the fall of the year than ever before. However, the NSTC is still the event that everyone wants to be known to have competed well in.

This year's show started off with racing on Friday night amongst many weekly classes, including the "Weekly Warrior" late model portion. A nice field of cars were present, with Michael Bilderback serving notice that he's be the man to beat during any race he entered, taking the win over Bobby Wilberg and Jerry Gille. It wouldn't be the last we would hear of Michael, either.

Nick Cina Jr. would take the win in the American Short Tracker main over Zach Rodriguez and Ryan Nelson. Aaron Rude had the misfortune of having a fuel line spray fuel over his hot exhaust in hot laps,

igniting his engine compartment. Calmly driving over to the emergency vehicles, the fire was extinguished, rewiring and other repairs completed, and he ran the race, finishing fifth. Arguably the most competitive division here during weekly shows, everyone once again put on a great show. It was nice to see Derrick Bettenhausen back out racing. Derrick told me that he last raced the car two years ago, and much longer than that here at Rockford.

Trevor Robinson took the sportsman win over his brother, Johnny. It was a very exciting moment for Trevor, as he noted that he had always watched his Dad and brothers race and win this event, and now he has accomplished that too.

Other winners on opening night included Charlie Frisch in the Bandit/Hornet challenge, and Rich Schinderling Jr. won the Roadrunner feature in possibly his last time in the car and division.

Saturday's show showcased the Big 8 late models, with Michael Bilderback once again showing his stuff. Once he had the lead he kept his distance from Dale Nottestad to gain his second win of the week. Could he get the win on Sunday and collect bonus \$\$\$ for doing so? it sure looked possible.

Jason Thoma runs strong wherever he goes, and showed it here tonight in the Great Northern

NSTC & The Bahamas



Jimmy Ambruso photo

Sportsman Series feature.

Patrick Heaney won the vintage feature for the second year in a row over local favorite Bobby Frisch, who gave it his all in trying to work the low side of the track.

Sunday's super late model main event featured an all-Prunty front starting row, with Dennis on the pole and Alex on the outside. Alex took the lead at the start and was never headed, and while that may not sound too exciting, there was plenty of action and "what-if's" going on. Several cars were moving through the pack which looked capable of overtaking Prunty, but they were involved in a crash, damaging them enough to

Going In Circles continued on page 10



Jimmy Ambruso photo



Doug Hornickel photo

Going In Circles continued from page 9

alter their fortunes, one of them being Michael Bilderback. Prunty won the event with Rob Braun following, and Jon Reynolds Jr. bringing his car home in third after seemingly having everything possible happen to him to keep him from the front. Hats off to Jake Gille, who drove a very steady race in his Rockford late model to finish third. Jake is very good in these kinds of races, as he has plenty of patience and perseverance.

Jamie Domski passed Amanda Bohn late in the race in lapped traffic to get the win in the super cups. Domski noted, “She is one heck of a racer, but I’m not giving it to her!”

Some twenty-eight Mid-American stock cars took to the track here on Sunday, much higher numbers than in the past, not only here, but for the series. It was good to see such a strong turnout!

Ron Vandemeir Jr. won the feature over Dan Gilster. Ron always seems to run especially strong here, but it had to be a special victory just because it was such a tough field.

Cody Potter has been racing his ’57 Chevy bodied car with the Mid-Ams. He informed me that he also has another similar car to race on the dirt. He has raced often at Wilmot on the dirt, but has had fun here at Rockford, and is strongly considering racing here next year in the sportsman class. The car is all homebuilt and based off a GM metric chassis. It features some real 1957 Chevrolet panels, such as the roof and hood, as well as the bumpers. The level of craftsmanship here is outstanding! The Potter family has always fielded very sharp race cars wherever they go.

One of my favorite shows of the year is the annual Bahama Bracket nationals at Rockford. This season the show was postponed on its normal weekend due to constant rain. The rescheduled show went off as planned during the last weekend of October, with threats of rain on Friday and Saturday, and severe cold. However, the hardy race teams and fans that showed up and withstood the cold temps were treated to some great racing, as per usual at this event.

Got a chance to meet and talk with Brian Ashmore, who tows over from Iowa to race. His car is a ’74 style Camaro done as a replica to the Duane Steffe car from 1976. The car is sharp looking and well done. “I’ve raced in the past in many different divisions, and ran an IMCA modified from about 1989 to 2005, but am having more fun racing in vintage events now, just racing when and where I want. This is so much more fun, and I love this track. I’d like to get a sportsman car and race here a few times a year, even though it is a long haul,” Said Brian.

Mike Loughren also makes the trip over from Iowa to race in this event, and has been doing so for some time. “I have been coming to this event for several

years now. I have done the weekly racing thing as well, and that just doesn’t interest me anymore. I was involved in a tight points race at Tipton, and that just takes the fun away. I like the way we do it now, race when and where we want.”

Talked with four cylinder racer Terry Ciano Jr. “I had a pretty good year in 2017,” said Terry. “I won fourteen races this year, and won features here as well as at Slinger and Sycamore, two tracks I had never raced at before.” I talked with Terry before the racing on Saturday, and before the weekend was over he would bump that total up to sixteen race wins for the year, as he won a qualifier and the “BB” bracket feature on Sunday.

Jeremy Clement was present, another Hawkeye state driver making the trip to race. “I pretty much took this season off from racing,” stated Jeremy. “This is the first race this season with my own car. I did get an opportunity to race a modified one night at 34 Raceway, and it went well. I drew a front spot for my heat race, and ended up finishing second in it. I couldn’t believe it. So, it was a draw/redraw show, and I drew the second spot to start in the feature. I asked the car owner what to do and he said to take your spot. So I did that, ran well in the feature and finished fifth. Now, I have a couple of opportunities to race next season, and am trying to decide what to do.”

Local driver Sean Worman was happy to be out here racing in the four cylinder “BB” bracket, saying, “I have to thank Bobby Frisch for giving me this chance to race. He is real good to work with, I try to help him out with whatever I can, and he does the same for me.” That is what the sport is all about!

Some drivers race their cars only one time per season, only coming out to race this event and no others. One such driver is veteran Ray Swan. Ray raced his car at Sycamore Speedway several years ago, as that is where the car came from when he got it. Now, he races only at the brackets each and every year, foregoing any weekly racing, but still getting his racing fix in once per year.

Herb Moag raced at Sycamore for many years, and would bring his car to the brackets as well. Now, his Son, Mitch races the same car weekly at Sycamore. However, Dad still gets to race at the brackets. “Dad works on that car so much during the year, it’s only fitting that he get to race it here at the end of the year,” said Mitch.

As for the racing, Alex Papini won the feature in the “A” bracket for the fastest qualifiers, giving him four bracket wins in his career, tying his Dad, Al Papini III in numbers of these events won. He had some strong competition from Shaun Wiltjer throughout, however.

The “AA” bracket saw Eddie Wolf get by

early leader Scott Gardner and maintain the lead until the final lap, when Rockford regular Jake Gille passed him right at the line amidst a slide across the line for both and get the victory. Gille drove patiently throughout the race until the late stages when he really charged. He was driving the sportsman car normally driven by Nick Letsinger.

The “AAA” bracket went to Ryan Moore after leader Tim Stewart broke out from his qualifying time.

The “AAAA” bracket feature was a simply outstanding race to watch. Six or seven cars were vying for the lead at any given time, side by side in a group. Josh Marcomb appeared to take the checkers first, but actually broke out on his last lap, giving Kevin Memoli the win. Marcomb was not pleased to say the least, but that’s the way this show runs. Memoli had a trying season, so it was a special win for him.

The four cylinder cars run in two brackets, with the fastest running in the “B” bracket. Phil Malouf looked very stout all weekend, and showed his stuff in the feature, getting the lead and then carefully racing so as not to break out. Chris Jones closed in on him late in the race, but Malouf had the field covered. Phil had never won this event before, having finished second and near the top often, but never quite getting the win. Now he can take that off the list.

The “BB” bracket feature was interesting, with the aforementioned Terry Ciano Jr. getting the lead, but having to fend off Charlie Frisch. He stayed low on the track, giving Frisch the faster top groove, but also forcing Frisch to race a little faster than he wanted, forcing him to break out.

All in all, it was a very satisfying way to end the 2017 season at the speedway. .



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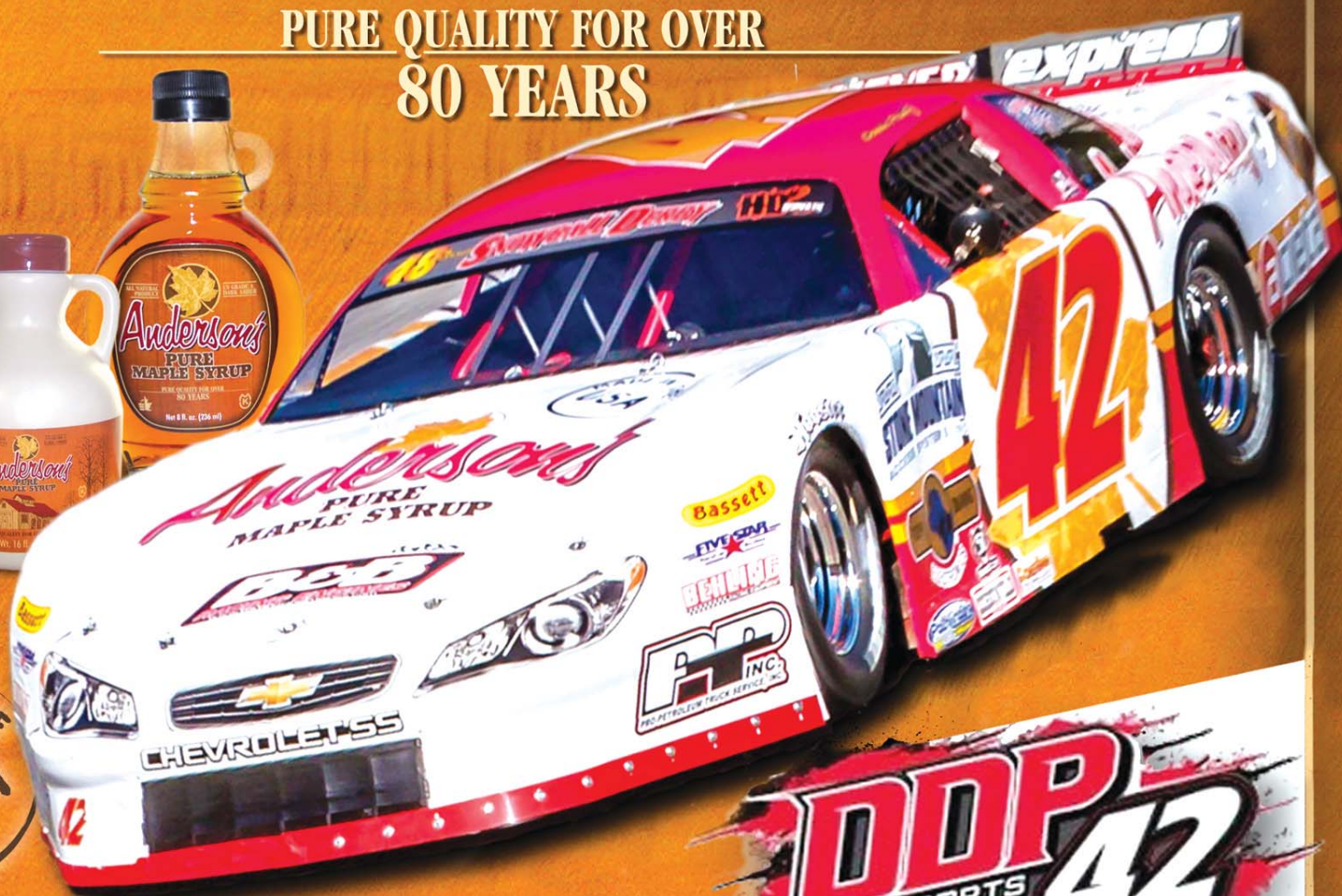
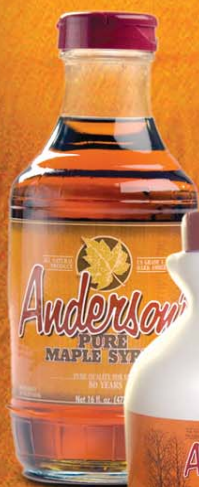
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Racing Nuggets



Jacklyn Daniels-Nuttleman

He is the life of the party, usually spotted with a glass of Blue UV Vodka mixed with Mountain Dew. I'd heard hilarious stories about him and was well aware that he is quite the wheelman, having nailed down his 5th Thunder Car Championship at Elko Speedway this past season. However, I had never "officially" met him.

I'm talking about Lakeview, Minnesota's Conrad Jorgenson.

He is half of the brain-trust behind what has been dubbed "The Pink Flamingo" at Oktoberfest Race Weekend—and I finally had the opportunity to actually spend some time with him this year at Fest. He has more than lived up to all of the stories I've heard.

The guy will give you the shirt off of his back. Seriously, I watched him do it at least twice over the course of the water-slogged Oktobefest Race Weekend. Yes, he literally gave his shirt to other

people—in exchange for theirs. God bless him. I haven't laughed that hard in years when I gazed upon his pasty-white protruding belly from under the way-too-small Wisconsin Badger shirt.

I blew much of my drink out my nostrils several times as I spent the afternoon with Jorgenson and his fellow revelers from Minnesota.

But few probably realize that this man is not just a funny guy who is generally the spark for shenanigans at events—but he has also helped to breathe life into a pretty important program to help a new generation get involved in racing. Jorgenson has been instrumental to help give validity to an organization called, "Youth Impact Racing."

Adam Brachle is the founder of the group which is a ministry to teach students skill sets that are not only useful in racing, but beneficial in life—and connect with them through the Gospel at the same time. He says that Jorgenson put his credibility on the line by talking with other racers at Elko Speedway to get more of them involved with the organization too.

"Nothing I ask for is ever denied from Conrad. He goes the extra mile," Brachle says.

Youth Impact Racing has been engaging young adults through the sport of racing and Jorgenson has been "all in," since he started getting involved by donating time, knowledge, financial resources, parts, and his fun attitude.

Brachle says that once during pre-race interviews at Elko Speedway, he heard track announcer, Jason Searcy interview Jorgenson on the microphone, telling about the "Brothers Jorgenson Impact Beer Bash Racing Benefit."

"He always has a joyful and fun way to lend support to the cause," laughed Brachle.

Not only is Jorgenson passionate about helping kids in the community, but he's been right there to help his own daughter, Julie who has also recently started racing. He's been influential in helping her find the passion for horsepower, as well as teaching her how to get the car dialed in—and it's obviously working—she nearly won her first Power Stock feature earlier this year.

"Working with my Dad is fascinating," the younger Jorgenson says and adds that



he's been a real font of knowledge as she has begun to learn more about setting up her race car—and helping with his.

Beyond the mutual love of going fast, making risky moves, and competing against other drivers, Conrad Jorgenson has also taught his daughter one of the most important lessons of racing. Every time she straps into the cockpit of her car before each race, Jorgenson asks his daughter, "What's the number one rule?"

The answer? To have fun.

Jorgenson has taught his daughter the incredibly valuable lesson that if a racer focuses too much on winning, it ruins the fun.

And Jorgenson is all about the fun. Yes, this instigator of belly-busting laughs leads with his heart, and is the perfect mix of mischief, ministry, and motorsports.



Martin DeFries photo

Auto Racing Facts, Observances and Opinions

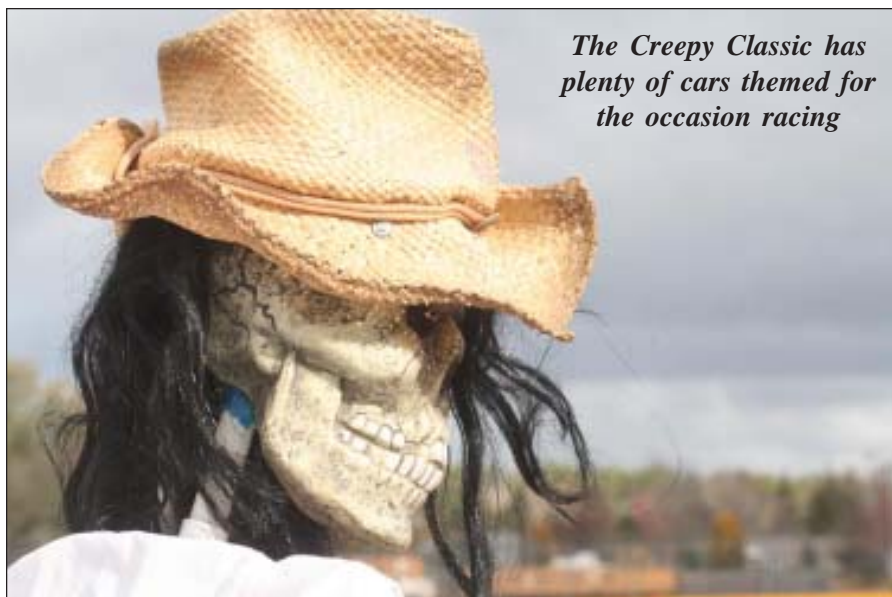


Dale P. Danielski

Racers wearing snowmobiling suits, an icy track, and even some snow in the air. Sounds like a snowmobiling racing derby ready to take place, but no, it's Matt Rowe's Impact Survival series getting set to go at Wausau's State Park Speedway, here Saturday, October 28th, 2017.

The event is run rain or shine and it's a good thing as snow and sleet were a part of the race all day long making for "Tricky" track conditions and numerous changes in driver strategy. This year's "Creepy Classic" 300 found 100 cars entered to race which meant the lucky winner would be "Treated" to a \$5,000 Reward!

That lucky winner turned out to be Todd Tacheny who would roll to the win over Travis Volm and Allen Maher. Roll, being the key word here as you really can't race in these events as it more often than not gets you eliminated. Survival as the ISS title states, is



The Creepy Classic has plenty of cars themed for the occasion racing

truly the way to approach it as with close to 100 cars to dodge on a 1/4 mile paved track there is something going on constantly. Some of that action includes leaving cars where they die (without the drivers in them of course) on the race track and racers lap after lap, having to deal with them. Try running the same line around a race track without ever changing obstacles to deal with. Not that easy. Now try it with cars stacked up in the corners and vehicles blocking the way on the straights. You can just see when drivers have that Oh! ____moment and forget there was a car there! Quick reflexes can't always save you and consequently more carnage is added to the mix. These events are kind of like your typical NASCAR race where everybody wrecks. The difference is these guys have to deal with much more in the way of distractions and if you look at things when they are all said and done, handle the situation better than the pros! We're not dealing with millions of dollars of losses either as very little expense is involved with fielding one of these cars and consequently the fun factor is practically off the charts. Can't say that with our more famous, top tier, best in the World racing group.

Case in point is second place finisher Travis Volm.

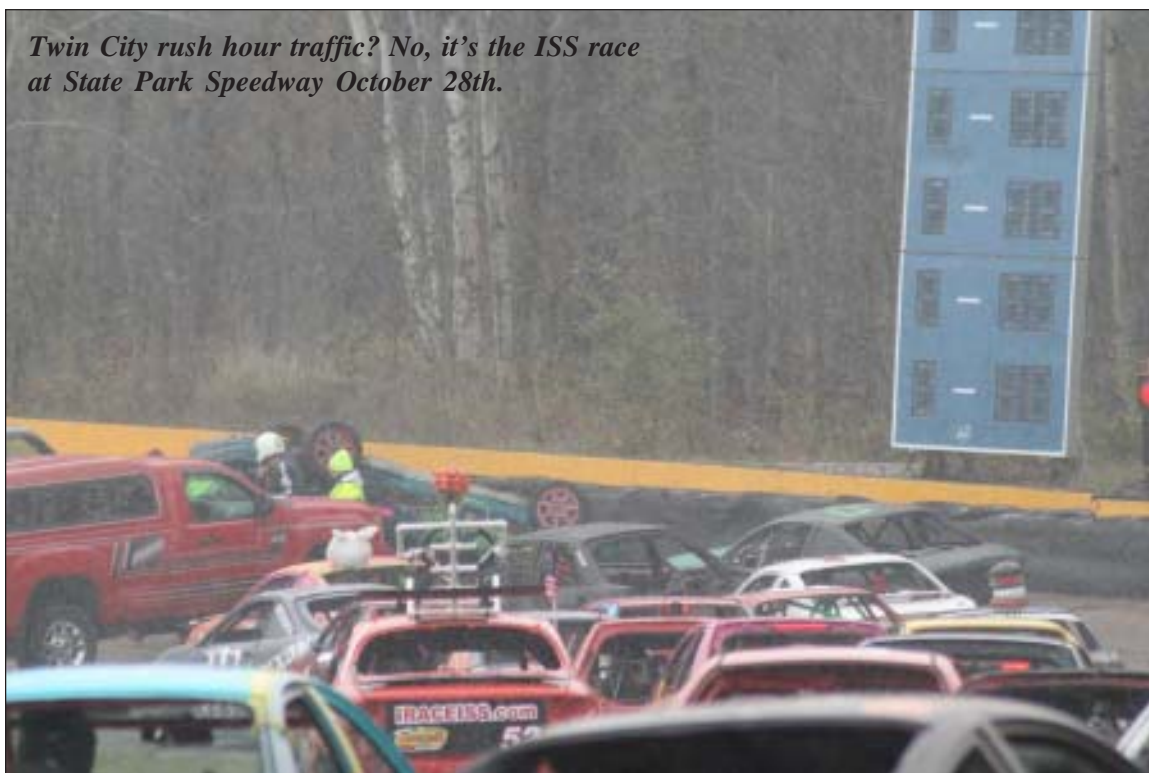
Volm caught wind of getting a car Thursday prior to race day to participate with and the \$2,300 second place finishing share surpassed, (Volm races at other venues throughout the summer) what he made during the entire racing season!

All in all, just a fun type of racing. And looking at some of those that compete in these races it's a mix of average Joe, off the street racer and drivers that have seen success at numerous levels of the sport. It's a level playing field whether your name is Muenster, Tushoski, Calabrese, Van Pay,

Bennett, or Tacheny, Maher, Piekenpool, Brandt, and Cabelka. Plus, if you stumble onto something with your car and win one of these things, Matt Rowe is going to take it away from you so you can't race it for awhile. Fun to participate in, fun to watch and a great fan drawing. That's the Impact Survival Series of Matt Rowe.

Here and there...It was definitely the wettest Oktoberfest racing weekend that anyone can

Twin City rush hour traffic? No, it's the ISS race at State Park Speedway October 28th.



remember as two of the four scheduled days were totally washed out. The Annual event at La Crosse Fairgrounds Speedway, West Salem, WI., was set for October 5-8, but just Saturday, (Barely) and the finale on Sunday took place. Big winner in the final, the ARCA Midwest Tour 200, was Johnny Sauter who pretty much put everyone to sleep in his covering the field on the day. Dan Fredrickson made things a bit exciting at the very end, but couldn't make it stick so Sauter cruised under the checkered. The final order was Sauter, Ty Majeski, Fredrickson, Dalton Zehr and Andrew Morrissey...With a sunny sky and downright balmy conditions on Sunday of 'Fest, the show went on. The show as in Champions Reunion IX, celebrating "60 Years of Racing at the Fairgrounds". A great turnout of racers, promoters and fans made for a fun filled day. Looks like my arm has been twisted and we will do another next year...For the first time in five years there is a new NASCAR Late Model Champion at La Crosse Fairgrounds. With the rain falling and no racing occurring Thursday of 'Fest, Nick Panitzke held onto his slim points lead over Steve Carlson and took the championship without having to race a lap in what was supposed to be the season finale...

continued on page 13

Racing Observances from page 12

And looking back in time on Sunday night, September 6th, 1964, it was Ken Pancratz winning the 25 lap feature at Wausau's State Park Speedway. Dick Schultz, Sonny Immerfaul and Eddie Hume followed. The 20 lap semi-main went to Junior Marzofka followed by Jerry Glodowski, Milt Abitz and Carl Frick. Heat race winners were Frick, Abitz and Augie Winkleman. The special "Hot dog" dash race was won by Pancratz. Marlin Walbeck was fast qualifier at 15:51 seconds. On Sunday night, September 5th, 1965 it was Ken Pancratz winning the season ending 25 lap feature at State Park Speedway. Pancratz was followed by Denny Schwantes, Jere O'Day, Jake Schoone and Neil Callahan. The 15 lap semi-feature went to Bill Bembinster followed by Carl Frick, Don Budleski, and Chet Strojny. Heat race wins went to Frick, Schwantes and Jim Ryan. The 5 lap feature car dash went to Don Lewis with Pancratz setting fast time at 15:45 seconds. Thanks to Jim Cleveland for the archived race result history...

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com

Dale's Pictures from the Past

Sonny Immerfaul (Left) who flagged and raced at State Park Speedway and many other tracks in Wisconsin, hands the trophy to winner #29 Ken Pancratz another hotshoe racer back in the day.



Shown above are Central Wisconsin racer Denny Schwantes #47 (left) and Carl Frick in the #52 (right). Photos from the Marg/Farrar collection.

Topless Night in Ogilvie

Scott Swenson photos



WISSOTA Modified 4 driver Mike Rau (M1) took this wild ride during the 2017 version of the Topless Nationals at Ogilvie Raceway.

This year's Topless Nationals at "The Big O" had another great field on hand to cap off their season. While weather interrupted the weekend, they were able to squeeze the entire program into a one-day show on Friday evening.

The event carries a special tradition, as they paint the walls pink and many drivers add ribbons to raise awareness for breast cancer.

In addition, some drivers also decorate their cars with a Halloween theme with lights (such as Matt Dickey show above right) and other ornaments on the exposed roll cages. The kids enjoy this side of the evening and were treated to a pre-race trick-or-treat session prior to the show.

The Minnesota State Highway Patrol was also on hand at this year's event, helping out with the t-shirt cannon and pacing the field for the 6 main events.



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Kulwicki Driver Development Program (KDDP) participant Michael Ostdiek was crowned the ARCA Midwest Tour Rookie of the Year following the final event of the season at LaCrosse Fairgrounds Speedway (left photo). Ostdiek and fellow KDDP participant Justin Mondeik (right photo) compare notes prior to start of the Oktoberfest 200.

Doug Hornickel photos

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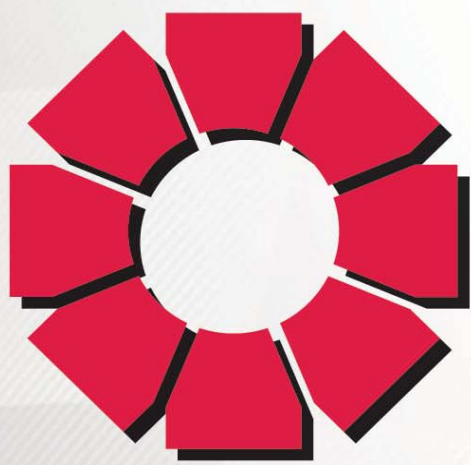
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