

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

July 2017 Vol. 21, No. 3

Inside...



CWRA Returns



Modified Master



Paws for the Cause



World of Outlaws Preview



Gateway Gallery



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✓Yes



xNo



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Publisher's Note

Racing According to Plan



Dan Plan

I've mentioned this several times before. I've been watching racing since I was in diapers, and will always be a fans of motorsports. I think I'm not alone in saying that most race fans have had dreams of being in a race and actually winning a race. I've had aspirations of driving at times, but just never really got around to doing it on a consistent basis.

That winning feeling

Last year, my son started racing karts with my good buddy Bob Snyder. At the end of last year, the kid bought his own kart. He suggested I join in the fun and run in the "old guy" class with the Midwest Karting Association group at Eau Claire Raceway. I've run a few kart races here in the past, but mainly just wallowed around and tried to stay out of everyone's way. The adrenaline rush of going fast seemed good enough to get me by. I figured if they kid already had the kart, why not give a shot this year.

On Memorial Day weekend, I crossed a couple of items off the old bucket list. Not only was I able to keep up with the pack, I was able to track down the leader and pick up a feature race win. I'm sure Bob and my kid thought the kart was setup so well, any monkey could have driven it. I have to admit, the kart did handle well. I was on cloud nine the rest of the weekend and still smile when I think about it a month later.

Now I know the feeling all of these people I've been hanging around with all of my life have been experiencing. I honestly felt like Jeff Bridges in the movie named *The Last American Hero*. If you're not familiar with the movie, it's an early 1970's movie based loosely on Junior Johnson. At the end of the movie, Junior makes a late race pass of Kyle Kingman to win the race. I didn't pass Kyle Kingman, but I did

*Publisher's Note
continued on page 4*

*Jeff Bridges as Junior
Jackson in the movie titled
The Last American Hero*

The Midwest

RACING

Connection

July 2017

Vol. 21, No. 3

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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: Dale P. Danielski, Doug Hornickel, Vince Peterson, Jacklyn Daniels-Nuttleman and Charlie Weber



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Publishers note from page 3

pass point leader Brian Bejin. The movie shows Bridges (known as Junior Jackson in the movie) waving the checkered flag and grinning from ear to ear. That was me. You couldn't see it with the helmet on, but I had a smile a mile wide on this day. I even started singing Jim Croce's *I Got a Name* to myself on the cool down lap while hoisting a checkered flag in the air.

To top it off, Greg and Mandy Jaspersen had their cute little girl Chelsea acting as the trophy girl. Talk about a dream come true; winning a race, hoisting the checkered flag while driving around the track and getting my picture taken with a cute trophy girl. A guy couldn't have asked for a better weekend.


The Indy Shooter

Jacy Norgaard

Over the span of 10 days in the closing stages of May and early days of June, the racing world taught me a valuable life lesson. I attended the 12th Annual Minnesota Modified Nationals as the historic event opened a new chapter at the prestigious Ogilvie Raceway over Memorial Day Weekend. Few were as heavily favored to win as my good friend, Jody Bellefeuille. In five plus years of racing Ogilvie, Jody had become a master of the track. Any given weekend he was a threat to win and had the feature victories and track championships to his name to prove it. I was ecstatic when Jody raced his way to the pole of the \$12,500 to win feature. Luck seemed to be on his side and destiny appeared to be pointing towards the biggest race of his career ending in a victory.

Despite good fortune, Jody never wavered in keeping a level head and avoiding arrogance. "Tonight was good, but tomorrow is another day." He remarked after winning the pole. He sure was right. Mother nature arrived in full force Sunday and turned a normally slick Ogilvie Raceway into a mud pit. But the excellent work of Nate, Brian and Chris Stepan brought the track back to life. Jody prefers slick but was not fazed by the sudden change in conditions. As midnight approached the A-Main rolled onto the track and they were off. 70 laps, \$12,500.00 going to the one leading the last lap. Jody led the first few circuits but lost the lead about 8 laps in. A caution came out two laps later and allowed Jody the chance to regain the top spot. Sure enough, in a nearly picture perfect restart he fired off the line and charged to the lead! Jody began maneuvering the race track without regard to the race or the prize. He was just out there to drive.

The check and trophy seemed inevitably his as he began pulling away from the field.

Fate had other plans though. As he raced into turn 3 his car hit a rut and slowed. A ball joint broke and just like that Jody's race was over. The biggest race of his career at a track he was unquestionably one of the best at, a chance to win and a heartbreaking ending. You couldn't dream up a more heart wrenching tale. Despite this, Jody calmly climbed out of his car and waited for a wrecker before walking off the exit in turn 4. As quickly as he had success, Jody had heartbreak. He knew that was the nature of racing. Afterwards, despite the bitter loss he remained cheerful. "That's racing." He remarked. I shared Jody's story in an article on One Dirt.com as I was astonished by his showmanship and character he showed after his Mod Nationals experience. I never knew this experience would have an impact on me only days later.

The Wednesday after Mod Nationals I drove to Detroit, Michigan to cover the Verizon Indy Car Series at the Chevrolet Detroit Grand Prix on Belle Isle. Of all the things I have done in my photography career, this was by far the greatest. I showed up Saturday morning surrounded by racing celebrities and photography professionals. I was like a fish out of water. It was the equivalence of an Elko Speedway Late Model showing up for a Monster Energy NASCAR Cup Series race. Despite my lack of experience shooting a professional race I did my best to fit in. At the mandatory photographers meeting I quickly learned the "ropes" of professional racing photography. It seemed that if you wanted to go anywhere to shoot you had to have this color credential or a certain card. I just wanted to get close to the action. It's hard to stand 25 feet away from race cars for 10 years and not have that same desire when you attend any race. Indy Car is far different from Dirt Track Racing though. If you wanted to gain access to the designated photography holes (essentially, areas in the fence cut out so that a camera lens can stick out) you had to be somebody. The media director stated without reservation, "If you aren't here from a major publication or representing a racing team, we can't give you a photo vest." I figured I would try anyways. The gentleman in front of me

The Indy Shooter continued on page 13

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Racing Nuggets



Jacklyn Daniels-Nuttleman

Like a lot of people, I'm a dog lover. I couldn't imagine NOT having a dog. Actually, I couldn't imagine not having a dog. We have three; Beau the Black Lab, Daisy the Boxer-mix, and the shop dog—Pudge the Boxer.

Pudge is my husband, Toby's baby. They are inseparable. The pup's going to be two years old in August, but he's already bigger than Beau or Daisy, who are 9 and 4 respectively. He goes to nearly every race with Toby, and gets downright pouty if he ever gets left home from the track; as was apparent by the look he gave me once when I took him home, instead of him being able to hop in the hauler with Toby.



Jacklyn Daniels-Nuttleman photo

Paws for the Cause

My husband swears that his driver, Ty Majeski has a great day and ultimately wins whenever Pudge is along at any race. I find it hard to disagree with his crazy logic.

Pudge was not along for the season opener for the ARCA Midwest Tour—the Joe Shear Classic at Madison. Majeski posted a third place finish that afternoon, after winning the event the previous year, which was in fact a race where Pudge was in attendance.

Toby swears that part of the problem at the Joe Shear Classic was Pudge's absence. I just quietly stared at him as spoke those words, waiting for him to laugh.

He didn't laugh.

According to Toby, when he gets "nuttet up," or is wrestling with which direction to go on adjustments to the race car, he sits and pets on Pudge.

It's not as if Pudge speaks English and chats about bumpstops with Toby and the team, although his face is incredibly human-like and I wouldn't be surprised to hear him start talking some days. Apparently, Pudge just has a calming effect on my husband and that in turn leads to better focus for winning. At least that's the theory that Toby has on this.

It's hard to argue with it. Since losing at Madison, Pudge made the trek to the next four races on the team's schedule: Wausau, Jefferson, Plover, and Marshfield. Majeski notched four consecutive victories—five if you count the Midwest Truck win he nabbed in Kelly Bires' machine at Plover that same afternoon.

Pudge seems to be getting a reputation for being a good luck charm of sorts. I've had the pleasure of walking him around at some tracks to go potty and many competitors want to come up and pet him for "good luck." And of course, he eats that up. I've never known a dog to be as social as he is. He craves being around people—especially if they'll throw the ball for him.

But is it all just a coincidence? I mean, he stayed home with me and his furry siblings instead of going to the Gateway Motorsports Park event with the ARCA Midwest Tour, and Majeski still set the fast time—and won there.



Jacklyn Daniels-Nuttleman photo

"Yeah, but things didn't go very smooth that day," Toby said. "It was miserable hot, the engine wouldn't run, the shifter locked-up..."

He went on to tell me that the 15-car invert with over a full second difference in speeds there, brought on constipation throughout the field that just added to the craziness for a 40-lap race on a blazing fast track like Gateway.

Fair enough. Things could always go better, and it's safe to say that Pudge would like to go to every race with Toby to be that calming force for him. But the truth be known, I think Pudge enjoys going to the races more for the excellent "people food" that he gets to enjoy—and the interesting people he gets to meet.

He's more than a shop dog, or "man's best friend." Pudge is a good luck charm—at least in Toby's mind... and maybe mine too.



Going in Circles



Charlie Spry

Madison International Speedway is well into their regular season schedule, with what appears to be stronger car counts and even more fans than last year...A very good thing!

The NASCAR late model division looks to be going strong, with many regulars from the nearby Rockford Speedway joining in the group. Others making appearances include Jefferson Speedway regular and rookie Seth Reamer. Paul Dygon raced here several years ago and said that he was going to try to make most of the shows here this year, as long as things work out. Will Rece raced sportsman cars here in the past and is going for the rookie-of-the-year honors with his new car which was the former Bruce Lee car. Will got his first feature win recently in only his third time out in the car! Brian Beale raced only a couple of times last season, keeping his possibility of ROY status intact. He looks very strong in the early going. Steve Anderson raced last season in the sportsman division here and looks to be very strong in his new late model for 2017. Defending Rockford and Big 8 champ Michael Bilderback is racing here weekly as well. Former Columbus 151 Speedway racer Michael Clapper is running frequently as well.

While Robert Hansberry Jr. looks to be the man to beat in the sportsman division, the whole field is very competitive with one another, and that has been proven so far. New drivers this year include former Bandit racer Sam Messel, as well as Dwight Dunlap and Bryan Hellenbrand.

It was nice to see veteran Mike Taylor get a feature win in the sportsman division here recently. Mike said that he thought his last feature win here was about eight years ago. He is a great person on and off the track, supports racing in general, and basically, keeps quiet and gets it done. He has been right in contention all along, so you knew it would happen soon!

I raced here in the Six Shooter division on the first night the division was scheduled, and this division is really taking off. Had a fan come down and talk for an hour afterward, saying that we put on some of the best racing of the night. There is plenty of interest amongst potential drivers to come out and race in this budget division. I will also say that we may have an entry level division here, but we get treated with respect and dignity as much as any of the "regular" divisions.

I like the fact that Gregg McKarns does everything he possibly can to run a show here at MIS in less than favorable weather conditions, and even better, the crowds seem to have realized this and nobody stays home in iffy weather.

We took in the "Jim Back Memorial" race at the Marshfield Motor Speedway, which showcased the CWRA late models. The CWRA, or Central Wisconsin Racing Association has seen an emergence of more shows this season and has likely brought some drivers back into racing whom may have left their cars in the garages, as this group is trying to do things to keep a tight budget on racers and keep more money in their wallets, just like they had done in the past.

With the race being run in honor of Jim Back, it is only fitting that Jim's Grandson, Brian, would be present tonight in a late model. Brian finished second to Derrick Van Dreel, who reportedly won his very first feature tonight in any division. Quite an accomplishment and something I am sure he will always remember.

Probably very few of the drivers present tonight actually raced with Jim, but they all likely have heard the stories or maybe had seen him race. Jack Greenwood noted that he had probably raced with Jim when he was at the tail-end of his career, and Jack was starting. Veterans Monte Gress, Wayne Breitenfeldt and Jeff Weinfurter likely did, and I am pretty sure that Kirby Kurth definitely did. The first names of the drivers change, but the family traditions continue, and that is pretty cool.

I enjoyed talking with X-treme four cylinder racer Charles Dixon. At seventy-five years of age, he has been involved in the sport a long time. "I started racing in about 1959 or 1960, and kept at it until about 1969 or so. I had a mortgage, kids, bills and other things that came first. Then my kid (Mike) wanted to get into it, so in about 1989 or so I got back into it with him, and have been doing it since," Said Charles. He also

noted that he felt that the four cylinders were a good class to get back into, as it was more cost-effective, and the adrenaline rush was still the same. Charles also said that he ran against Jim Back, Tom Reffner, Dick Trickle, Lyle Nabbefeldt and so many others back in the day.

Now with his Son Mike racing, Mike told me that he is hoping to get a car together for his Daughter, so that three generations can race at the same time.

At the Rockford Speedway, rain has been a factor in many programs, both on the regular Saturdays and the Wednesday shows. The Midwest Compact Series made their first ever showing here recently, with a surprise finish. Tom Berens had been dominating pretty much everywhere he races, and was present for this show, leading the feature race very late in the event over Brandon Delacy. Contact with a lapped car and the wall took him out of the finish and allowed the surprise victory to go to Delacy. Rockford regular Justin Pearson ran a good race to finish second.

Phil Malouf was present tonight, which is not at all unusual, as he travels all over to race wherever and whenever he can. "We raced last night at Wausau, but only got time trials in," Said Phil. "We had a miss in the car and we figured out that it was in the wiring, and stayed up all night to rewire the whole car." Phil would experience other problems on this night and drop out of the feature, which is very uncharacteristic of him.

The late model feature was simply, WOW! Michael

Going In Circles continued on page 7



Jimmy Ambruoso photo



Jimmy Ambruoso photo

Going In Circles continued from page 6

Bilderback and Matt Berger swapped the lead several times, swapping lanes and making daring passes on one another. It was a race that many will be talking about for awhile. Berger made the last pass on the 3-4

turn to get the win, all while lapping other cars.

One other late model rookie here that I forgot to mention is Jake Vanoskey. Jake is not a rookie in racing, as he races a super late at Slinger, and had raced at Columbus for a few years as well, but he

never raced here weekly until now. He has been a steady force, with many good finishes in features, but had the rear end in his car break one night, borrowing Tyler Hromadka's car to maintain points.

Rockford started off their "Wild Wednesday" shows recently on Wednesday nights. The Bandit class features the strongest car count, with usually between 18-20 cars present, more than most weekly tracks. I think the mid-week deal gives racers from a wide area another chance to race, and they are responding. Nick Schmidt scored the feature win at the opener over Charlie Frisch, in a real close finish. Mark Bielefeldt had his car expire and burst into flames during the last lap of the event. He drove over to the infield after finishing his race and exited quickly, with no harm to the driver.

Going In Circles continued on page 8

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Going In Circles continued from page 7

Bobby Frisch held off Josh Thiering in the Roadrunner feature in another race that was very closely contested. Josh has been the man to beat in Roadrunner action so far this season. He did get a feature win tonight, however, as he took the win in the figure-eight.

In another close contest, the WWOW (Winged Women On Wheels) feature went to Destiny Genore over Cassidy Frisch. Cassidy is kind of the veteran of the group, with Destiny the relative newcomer. Both come from racing families so they know what is going on. Should be an interesting year in this division.

If you are looking for a midweek diversion from work and other mundane things, check out the Wednesday shows at Rockford. The show was over before ten pm, so there is plenty of time to get some sleep before back at it again in the morning.

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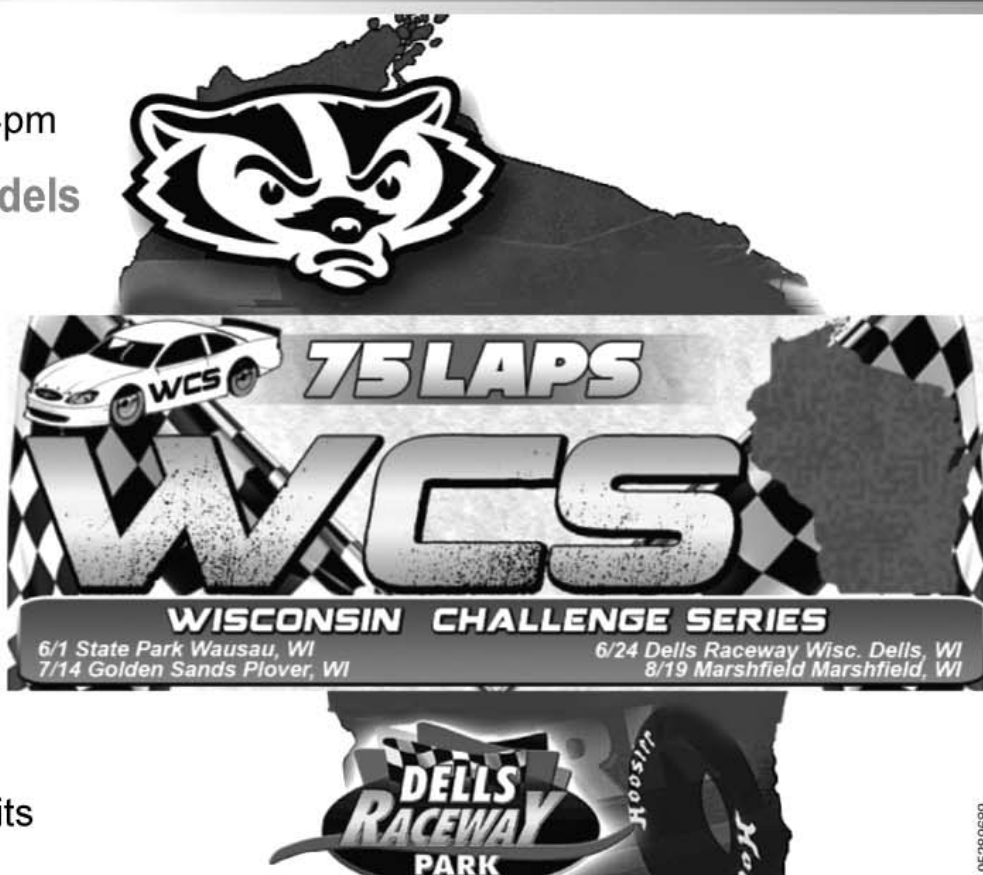
7/22 Kids Bike Night / Fan Night

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2017 World of Outlaws Preview

Vince Peterson photos



The World of Outlaws have been coming to Cedar Lake Speedway for over 30 years. The names in the headlines throughout the years include the heavy-hitters of the World of Outlaws Sprint Car group; Kinser, Swindell and Wolfgang. These days its Pitman, Saldana and Schatz.

Twenty-time World of Outlaws champion Steve Kinser picked up the win in the series very first race at Cedar Lake in July of 1983. Donny Schatz is a former 360 Sprint Car racer at Cedar Lake Speedway, eight-time and defending World of Outlaws champion. Schatz has continued his modern day domination by picking up yet another win at Cedar Lake during the 2016 visit.

Logan Schuchart battled past Joey Saldana and held off Donny Schatz to win on night one at Cedar Lake in 2016, while Schatz withstood several challenges from Brad Sweet to win on night two.

- | | |
|-------------------------|------------------------|
| 1983 - Steve Kinser | 2000 - Mark Kinser |
| 1984 - Steve Kinser | 2001 - Mark Kinser |
| 1985 - Bobby Davis, Jr. | 2002 - Sammy Swindell |
| 1986 - Steve Kinser | 2003 - Steve Kinser |
| 1987 - Sammy Swindell | 2004 - Craig Dollansky |
| 1988 - Jeff Swindell | 2005 - Brooke Tatnell |
| 1988 - Steve Kinser | 2007 - Paul McMahon |
| 1989 - Jac Haudenschild | 2008 - Donny Schatz |
| 1989 - Bobby Davis, Jr. | 2009 - Donny Schatz |
| 1990 - Sammy Swindell | 2010 - Craig Dollansky |
| 1991 - Dave Blaney | 2011 - Jason Meyers |
| 1992 - Sammy Swindell | 2012 - Tim Kaeding |
| 1993 - Dave Blaney | 2013 - Sammy Swindell |
| 1993 - Dave Blaney | 2014 - Donny Schatz |
| 1994 - Sammy Swindell | 2015 - Donny Schatz |
| 1995 - Sammy Swindell | 2015 - Joey Saldana |
| 1996 - Mark Kinser | 2016 - Logan Schuchart |
| 1997 - Mark Kinser | 2016 - Donny Schatz |
| 1998 - Stevie Smith | |
| 1999 - Danny Lasoski | |

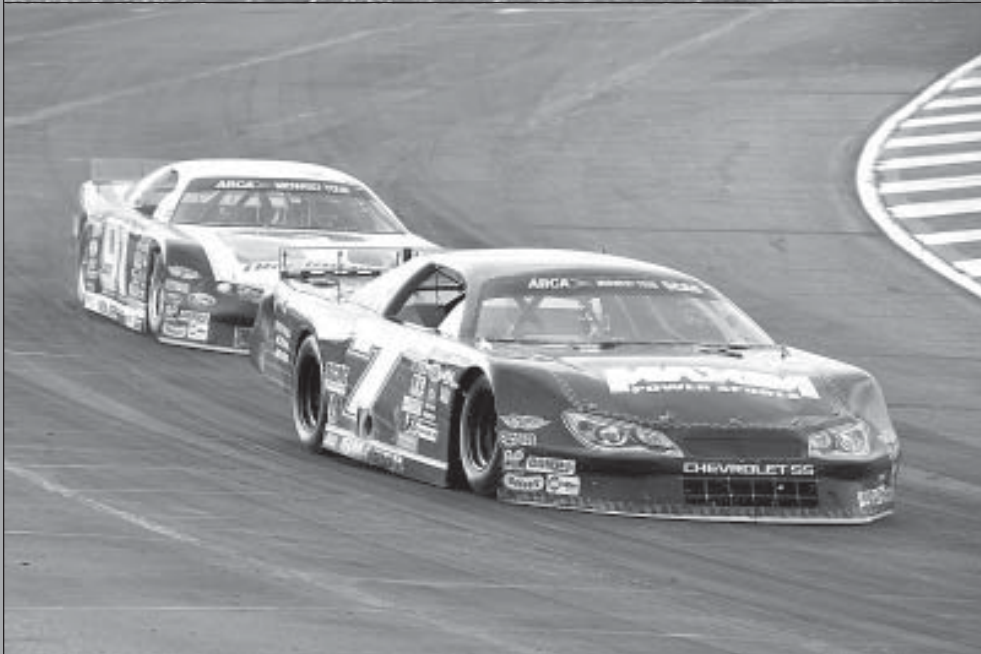
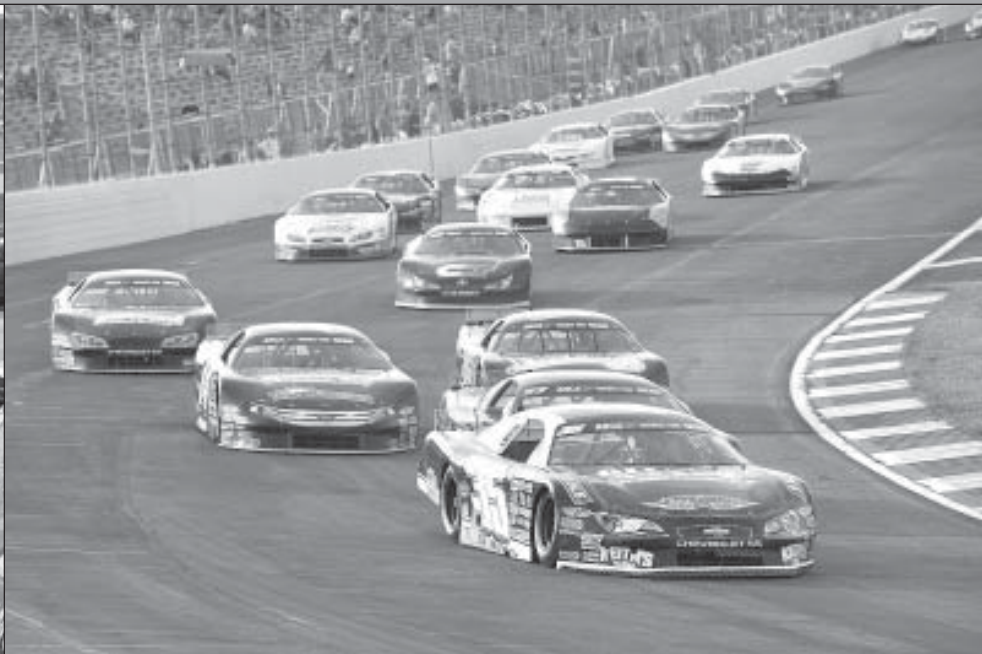
Upcoming Events

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www.IMCAoldtimers.com

ARCA Midwest Tour at Gateway Motorsports Park

Photos by Doug Hornickel – www.fastlapphoto.com



Top left - Andy Jones, Dalton Zehr, & Ty Majeski talking before the start of the race. Top right - Travis Dassow leads the pack
Middle left - Michael Ostdiek (18), Dalton Zehr (119), & John DeAngelis, Jr.(7). Middle right - Justin Mondeik after making contact with a spinning Jim Sauter Jr.
Bottom left - Paul Shafer Jr. and Ty Majeski battle for the lead. Bottom right - Third place Paul Shafer Jr., Winner Ty Majeski, & Second place Dan Fredrickson.



Dale P. Danielski photo

The return of the CWRA

One of the most-recognized weekly sanctioning bodies in Wisconsin, the Central Wisconsin Racing Association (CWRA), is up and running again in 2017. The group has number of events scheduled at the historic paved ovals of the past.

Mark Mackesy picked up his first feature win of the 2017 racing season and roared to a main event sweep, capturing both 25 lap events in the CWRA "Stars to Legends Tour" event at State Park Speedway.

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Modified Master

The annual Masters weekend at Cedar Lake Speedway has gone through several transformations through the years. For the 2017 version, the event became Modified only event, with \$50,000.00 on the line. Over 60 drivers were on hand to take their shot at the prize, including stout local competitors and the traveling stars of the United States Modified Touring Series (USMTS). Following a rain delay on Saturday evening, USMTS regular Ryan Gustin took home the biggest paycheck of his career by dominating the event on Sunday afternoon. Rodney Sanders and Zack Vanderbeek rounded out the podium for the event. Local drivers Jimmy Mars and Jake Hartung finished fourth and fifth respectively.

Photos courtesy of Charlie Weber



SATURDAY NIGHT SHORT TRACKIN'



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The Indy Shooter continued from page 4

was representing a well known digital website that exclusively covered open wheel racing. He was denied a photo vest. So rather than be disappointed, I walked away without even asking.

I had traveled all this way dreaming of capturing panning shots of Will Power and Marco Andretti. The whole drive out I thought about nothing except proving I could hang with the pros and bring my style of racing photography over from the dirt world to Indy Car. But as quickly as I had hope, I had disappointment. But rather than get disappointed, I thought about Jody. I thought about the courage and spirit he showed in a time of defeat and put my best face on the day. No setback would prevent me from shooting the race. So what if I was limited as to where I could gain access. I was determined to push through and take every second of my first Indy Car race as a photographer in. I walked up and down Belle Isle shooting from various locations, often getting funny looks from security guards and fans. But I got the shots I wanted despite not being in the location I thought I needed to be in.

Finally, after a long 9-hour day in the hot Detroit sun I had made it to victory lane. I've been to thousands of victory lanes in my lifetime, but none were as cool as this one. Surrounded by media members from around the globe, car owners and some of the most known drivers in the world, I had arrived.

My friend Jody Bellefeuille had taught me a valuable lesson about life through his simple but remarkable graciousness in defeat. You have to make the most out of every situation you are in. You can either be upset that things didn't turn out the way you wanted or you can change the trajectory of your destination by putting a smile on your face and being thankful you got to be on the biggest stage of them all. Just as Mod Nationals wasn't Jody's first defeat, Detroit won't be my first professional set back. I'll just keep pushing through and bringing my talents and creativity to wherever I can and maybe someday I will be standing 3 feet from the flag stand at the Indy 500, looking back on that Saturday in Detroit.



Jacy Norgaard photo



Jacy Norgaard photo



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SATURDAY 15-JUL / GRUNDY COUNTY SPEEDWAY
TUESDAY 1-AUG / WISCONSIN INT'L RACEWAY
SATURDAY 12-AUG / GOLDEN SANDS SPEEDWAY
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JULY SCHEDULE

FRIDAY 7-JUL 7:30PM - SUPER LATE MODEL TRIPLE CROWN ROUND II
THURSDAY 13-JUL 7:30PM - THURSDAY NIGHT STREET DRAGS
FRIDAY 14-JUL 7:30PM - KID'S NIGHT (AGES 11 AND UNDER FREE)
FRIDAY 21-JUL 7:30PM - HALL OF FAME AND BUCK NIGHT
FRIDAY 28-JUL 7:30PM - 'BANDIT BIG RIG SERIES' SEMI TRUCK RACING





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THE MIDWEST RACING CONNECTION

Photo Gallery



Nick Panitzke, Steve Carlson and Mike Carlson at LaCrosse Speedway
Bruce Nuttleman photo



Jeff Keeney and Robbie Johnson in NASCAR Dash action at Cedar Lake
Vince Peterson photo



Zach Rodriguez and Shannon Stolz in Short Tracker action at Rockford
Jimmy Ambruoso photo



The Great North Legends at Elko Speedway
Scott Swensen photo



Super Stock action at Spring Lake Speedway
Tom Loos photo



Three-wide Truck action at Golden Sands Speedway
Jeff Blaser photo

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Been hearing some discussion about the chances of Ty Majeski winning a main event at each of the Wisconsin pavement tracks he's competed at, less a couple that don't race what he has driven. For modern era short track paved racing the list is impressive.

It would appear the only Speedway left for Majeski to conquer, is the Slinger Super Speedway, Slinger, WI. As far as I know even with all the Roush development stuff going on for Majeski, he still does plan on racing in the upcoming Slinger Nationals. If he wins there my guess is he'd be at 10 or so Speedways in the State raced at as there are currently 12 paved tracks operating.

Of course I always have to make comparisons with today's racing to that taking place years ago and it brings up past stars and how many paved tracks they may have won at. Being able to compete through a number of generations of short track racing, and a circuit consisting of 5-7 events/week greatly increased the totals for drivers such as Dick Trickle, Tom Reffner and Marv Marzofka. Therefore their totals all surpass the Majeski mark, but that really shouldn't diminish from what he's done. Different era, less opportunity to win at all tracks. Preliminary totals for the aforementioned trio are in the 14-18 range of tracks having won features at. In Trickle's case we know he won at Stratford, Adams Friendship, Black River Falls, Tomahawk, Tomah/Sparta, Capital Speedway, both the old 1/4 mile and newer 1/2 mile, Wis. Dells 1/4 mile and 1/3 mile, Griffith Park Speedway of Wisconsin, Rapids, Golden Sands Speedway, KK Sports Arena, (WIR) North La Crosse Speedbowl, La Crosse Interstate, (Lax Fairgrounds) State Park Speedway, (Wausau) Slinger and the Milwaukee Mile. Although I can't confirm it, I believe he also won an event, possibly in a secondary division at the road course, Road America of Elkhart Lake, if that counts.

Reffner's totals are very similar although I know Tom won at Columbus 151 Speedway and I don't think Trickle ever did.

Marzofka won at the majority of those same tracks although Marv tended to stay closer to home in pursuit of track championships whereas Trickle and Reffner did more traveling.

Looking at winning at out of State venues Majeski has excelled in that category as well winning in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Michigan, and Minnesota to name a bunch.

Of course Trickle did a ton of traveling through the years winning pretty much throughout the Midwest and both coasts. Some wins that stand out were in Florida, Georgia, Illinois, Minnesota and Missouri.

Reffner meanwhile had stand out wins in Colorado, Indiana, Minnesota and Missouri.

There are others like Mike Miller who moved from Minnesota to Wisconsin to race more that won at most of the Wisconsin paved tracks but also at numerous out of State venues. For Miller it included big wins in Alabama, California, Georgia, Indiana, Michigan, Minnesota, Missouri, Nevada, North Carolina, Pennsylvania, Tennessee and Virginia.

All in all, drivers from Wisconsin years ago had more opportunity to race and win all over the Country due to uniformity in rules, much of which started with the Central Wisconsin Racing Association. Rules formed there went Nationwide and allowed drivers to race and win everywhere.

For Majeski, considering he's had much less rules uniformity to work with than racers back in the day his winning where he has, has definitely been impressive. And it's good once again to see someone from Wisconsin making their mark higher up.

Here and there...The CWRA Stars to Legends Tour returned to action at the Marshfield Motor Speedway, Marshfield, WI., here May 27th with the Jim Back Memorial race. A field of 16 Super Late Models were on hand and when it was all said and done Derrick Van Dreel had taken the 30 lap win, a first ever occurrence for the Stevens Point, WI., driver.

continued on page 16

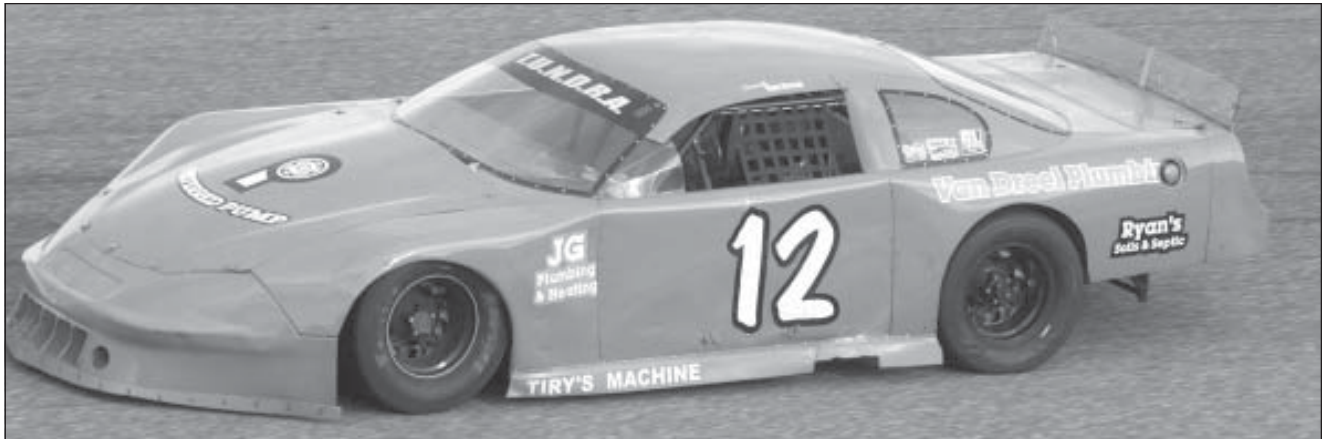
Dale's pictures from the past



Mike Miller poses next to one of the Oldsmobile Cutlasses he drove in the late 1970's (left). Marv Marzofka #91 racing back in the day (middle). Dick Trickle posing with "Goldie" in 1989 at Golden Sands Speedway (right). Supposedly the last chassis constructed by Trickle, this car is rumored to be reappearing in the not too distant future.

*Racing Facts, Observances and Opinions
from page 15*

Originally scheduled for 61 total laps as that was Jim Back's car number, the event was called complete after the first 30 due to a power outage. A generator that provides electricity for the track went out and the program had to be called as no other options for lighting were available. I remember back in the day when lights went out at the Golden Sands Speedway and cars with their headlights on surrounded the track providing lighting to complete the program. That option was apparently not available here on this night... La Crosse Fairgrounds Speedway, West Salem, WI., which has been extremely weather plagued all season had a show June 3rd with 26 NASCAR Late Models on hand. Nick Panitzke who so far has raced in all the events won both 20 lap features on the night, no easy task...State Park Speedway, Wausau, WI., held a CWRA Stars to Legends Tour race here June 8th. Although a bit slim on cars both 25 lap features for the group were competitive and consequently entertaining to watch. Mark Mackesy in his first appearance on the Tour this year won both main events and was crowned the overall race champion...Good to catch a show at the Golden Sands Speedway, Plover, WI., here June 9th and Wyatt Brooks who we've never seen win a feature did just that here Friday night. Brooks held off Mike Lichtfeld and Jordan Thiel for the win in the 50 lap event...La Crosse Fairgrounds held another show on June 17th and it was another driver we've never seen win a Feature, Jesse Pokszyk taking the 25 lap NASCAR Late Model main event win. Pokszyk started up front taking an early lead and building on it as the laps unwound, pretty much leaving everyone in his dust by the time the checkered flag waved. Nick Clements and Corey Jankowski followed...CWRA Stars to Legends Tour racing took place at Golden Sands Speedway June 23rd with the Albert Getzloff Memorial race. Getzloff was the tire sales and service guy for CWRA for many years. Some of the stuff Albert said would make you do a double take, but more often than not he'd have you busting a gut after something he commented on. This race is the first to honor him and 19 Super Late Models showed up to do battle. Mark Mackesy continued on his roll taking the first 30 lap feature which was three in a row in CWRA competition for the Wausau, WI., driver. The streak was snapped in the 2nd 30 lap main as Derrick Van Dreel took the win, his 2nd of 2017 on the Tour. Next up for the Stars to Legends Tour group is July 15th at Dells Raceway Park, Wis. Dells, WI. This event will honor two drivers that are what the Tour represents, superstars in their racing days and true legends of the sport now. The two great racers, Marv Marzofka and Tom Reffner will both be in attendance for the event... La Crosse Fairgrounds got another race in, albeit with



Derrick Van Dreel picked up a CWRA win at Golden Sands Speedway. Dale P. Danielski photo

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continued on page 17

*Racing Facts, Observances and Opinions
from page 16*



Bruce Nuttleman photo

*Lacrosse Fairgrounds Speedway announcer
Dan Deicher congratulates Minnesota's Nick
Panitzke on one of several wins this season*

threatening weather again, as a thunderstorm rolled through an hour or so prior to racing, and it was Nick Panitzke taking his 3rd NASCAR Late Model win. If Panitzke continues to race at Lax he will definitely be a threat to win the track championship. As long as the team is having fun, Panitzke indicated they will.

In the quote of the column department it's Jesse Pokszyk after his big win at La Crosse Fairgrounds. "That's my biggest win in any kind of stock car to date."

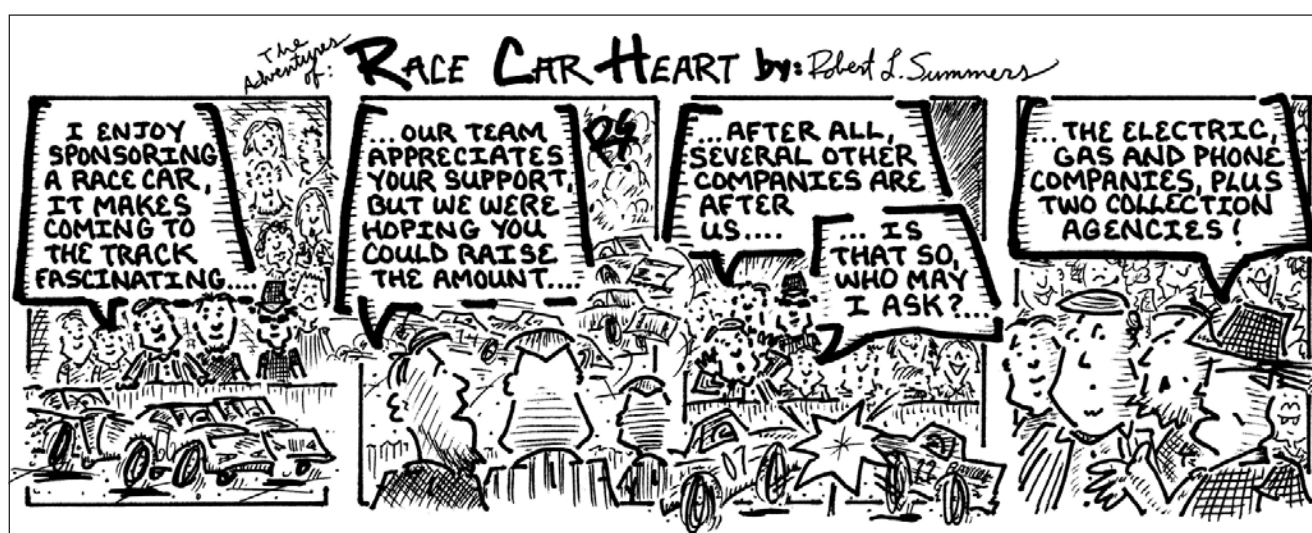
Looking back in time on May 25th, 1964 it was Marv Marzofka in his 1957 Chevy taking the Feature win at the Black River Falls Speedway...And looking back on August 8th, 1964 at that same speedway, it was Dick Trickle winning the Feature race over Marlin Walbeck and Marv Marzofka...On Sunday, June 7th, 1970 it was Marv Marzofka winning the 50 lap Feature at Golden Sands Speedway. Marzofka was followed by Tom Reffner and Jim Back...On Thursday night, May 27th at State Park Speedway of Wausau, WI., it was Tom Reffner winning the 20 lap Feature over Jim Back and Marv Marzofka...

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



Boom! Confetti

Jacy Norgaard captured this
victory lane confetti shot at
the Detroit Grand Prix



Dean & Jason Talkin' Racin'



Dean Reller

We plan about what to do at home, practice it in school and even have a plan at work, but do you know what to do when Severe Weather strikes when you are at a racetrack? The answer is probably, NO. The logic behind that is we don't race in the rain and many times the races get cancelled well before there is any sort of danger. The reality of it that in the summer, weather systems develop quickly and many times an afternoon that is clear and sunny quickly turns dark and unleashes a witch's brew of weather.

Unlike your home, school or business, race tracks are built with very few buildings, let alone something that could be considered a shelter. Concession stands and permanent restrooms will provide some shelter, but these aren't built to hold large masses of people whether that be a NASCAR race or local short track event. Also, those porta-pottys don't provide much as in safety.

So, what should you do? Race tracks do and should be monitoring the weather when there is a possibility

of something serious developing or even just rain. The goal of race tracks is to get the show in and despite that plan, they need to consider everyone's safety in this process in making decisions. PA announcements should be made in advance, not to scare people, but to make them more weather aware. So, if something does turn threatening, people aren't caught totally by surprise. If severe weather is imminent, then warnings and instructions should be provided to those in attendance (both spectators and participants).

Race tracks are NOT responsible for providing a place of safety. YOU are ultimately responsible for your own well being. Don't expect someone else to do that for you. Make sure you keep tabs on your children and others in your party. Cell phones are great for this, but don't just rely on them. Talk it out and plan a meeting place such as by the front gate or even by your car. It doesn't have to be an elaborate plan, just having the conversation ahead of time might be all that you need to keep everyone out of harm's way.

Suddenly the skies turn dark, sirens are going off and the racing has been suspended or even cancelled. Hopefully, there is enough time for participants to secure and store equipment. Usually, there is time, but in some cases there is not. Seek shelter in any strong building if possible or look at nearby places that serve as a place of shelter. That restaurant that you stop after the races, a gas station or even a nearby friends house are all options if there is enough time to get there. Weather experts used to recommend laying flat in a ditch. In all reality, there is never a ditch around when you need one. Though not the safest of places, it has been recommended that you get in your car, buckle your seatbelt and keep your head low. This is not a preferred option, but your car does prove a certain degree of safety. Cars are built for impacts,

have safety glass and even have air bags that will deploy if you keep your engine running. Do not try to outrun a storm, rather "Hunkering Down" will provide some limited shelter.

Storms can happen quickly and just a little time spent in advance may just save your life. That's something to think about the next time you head to the track and the weather is questionable.



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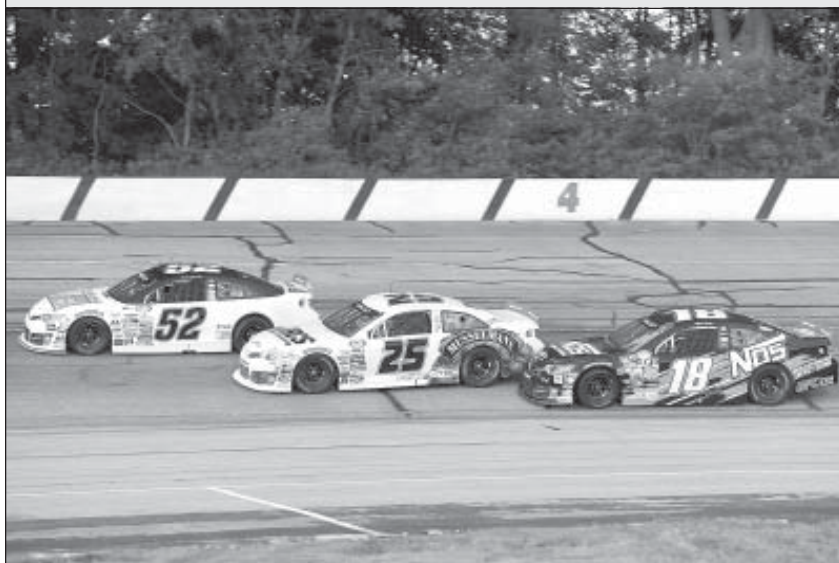
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ARCA Visits Elko Speedway & Madison International Speedway

The ARCA Racing Series made two visits to the upper-Midwest in the month of June. Austin Theriault (driving for Ken Schrader) picked up wins at both Elko Speedway and Madison International Speedway. Local racer Cole Anderson (pictured to the right) participated in the Elko Speedway 250-lap event. Anderson ran in the top-5 for the majority of the event before being caught up in a last lap melee.

Photos courtesy of Doug Hornickel and Scott Swensen



NASCAR Dash at Cedar Lake Speedway



The NASCAR Dash series is a unique format for the NASCAR Weekly Racing Series featuring a six-race series for the track titles at Cedar Lake Speedway. The six events feature higher payouts than regular race nights and include a season ending point fund for running just six events. The format draws local drivers as well as travelers looking for a chance at a championship. As the “mini-series” heads into its final three-race stretch, Jason Vandekamp currently holds the point lead over David Swearingen (left photo) in the Midwest Modifieds. A.J. Diemel (right photo) has picked up one win and several strong finishes to lead the Late Model points. Jake Hartung leads the Modified points and Dan Gullickson leads the Pro Stock drivers.

The Dirt Shooter



Jacy Norgaard

Innovation has defined the sport of auto racing for many years. The cars on the track are different than they were 10 years ago. The improvements in safety equipment are far more advanced than days past. Innovation and change needs to be embraced and engaged in this sport. One such area that many seem to struggle with embracing is social media. Social media presence is just as prevalent as a newspaper advertisement was 20 years ago, if not more. The world is moving towards more social media and cell phone usage from Facebook, Twitter and Snap Chat. There isn't much you can't do on your phone anymore. Need groceries? There's an app for that. Need a date? There's an app for that. Need to out race a monkey on a golf cart? Well I'm still developing that app. The point is that as a society the trajectory of who we are is shifting towards social media.

In the spirit of that shift, numerous race teams, race tracks and sanctioning bodies have a presence on

social media. With this presence comes the ability for competitors and fans alike to raise their concerns with tracks and sanctioning bodies, often within minutes of an incident or occurrence. As you can imagine this instantaneous ability to deliver feedback can have a downside. It's not often that good things are being shared on social media, more times than not it's the bad things. People putting down tracks and drivers, calling out officials for a call they may have missed. Statements such as, “The track was rough.” Or “One lane freight train.” are often seen on social media. People may even engage in debate back and forth about track and sanctioning body rules all the time while throwing dirt on fellow competitors, tracks and sanctioning bodies.

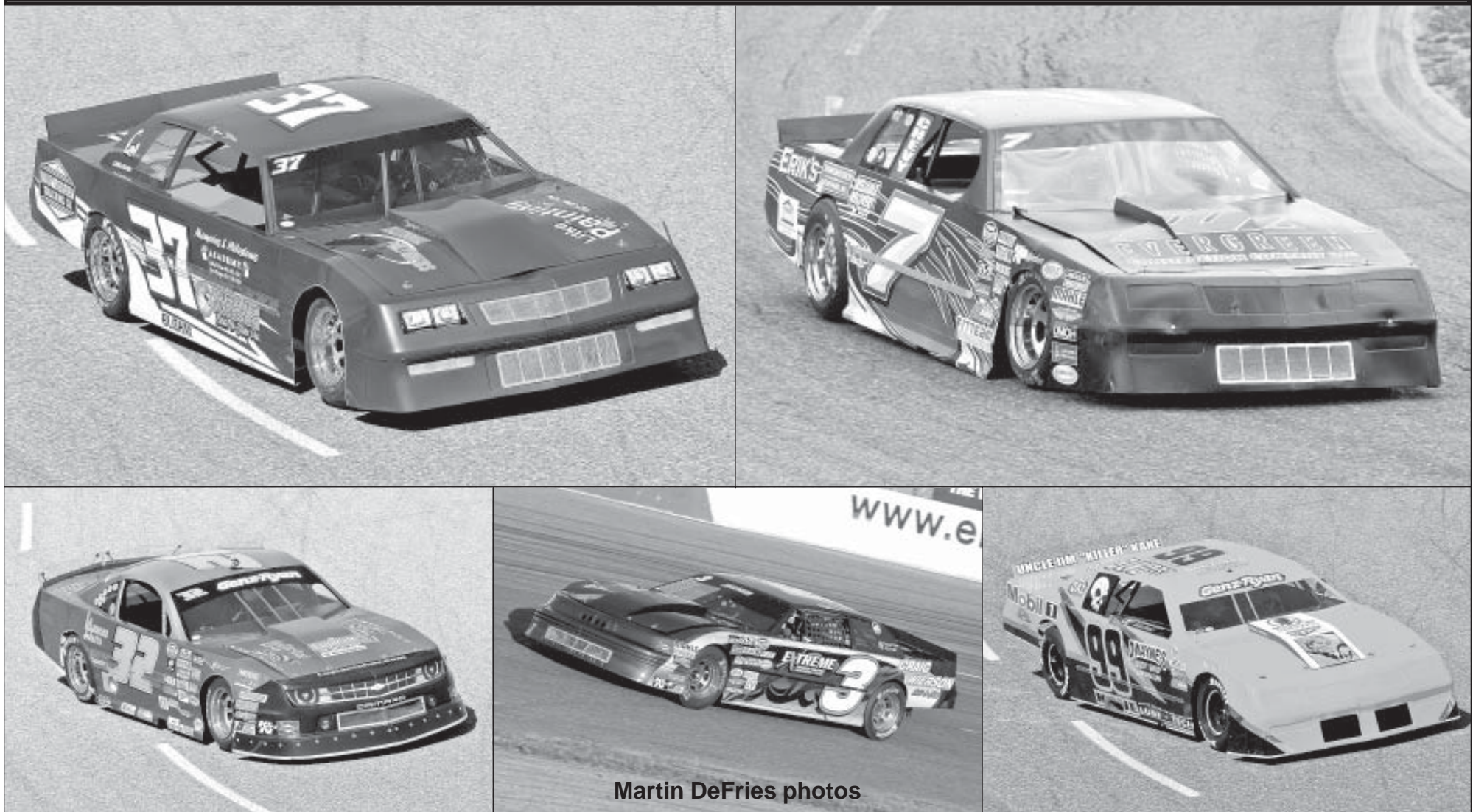
All of this conversation shows how we have changed as people. Back when my father was racing if he had an issue with a call or the track itself he did not take it to social media, he took it to them. Social media has built up a wall and encouraged us to take it to our phones rather than to the person. The bad part about this environment is that interpretation is different from one person to the next. A person could post something with no mean intent and one person could understand what they meant, the next could be enraged. This proves to be especially harmful for race tracks and sanctioning bodies. Who wants to attend an event or compete at a place when they're reading negative things on social media. There are two schools of thought when it comes to this very pressing issue. Either create policies and rules that prevent drivers from speaking out on social media or ignore it because it's just one person's thoughts.

Both of these ideas are wrong. Everyone wants to feel like they are heard so preventing them from speaking

or not listening at all, is the wrong approach. No track or sanctioning body is free of problems or protected from the opinions of others. No track or sanctioning body will always make the right decision or implement the right rule. Drivers will not always make the right choice either. The important thing though is that we can have a conversation. Tracks and sanctioning bodies might not be aware of rules or decisions that are affecting competitors or fans. That's why it's important that drivers and fans can come to them with issues or suggestions. Social media is not the place to do it though. If you have a problem with a call the official made, kindly talk to him or the track promoter or race director after the race. Ranting on social media about how terrible the call was or how bad the management of the track is, destroys racing. Having a mature and civilized conversation in person allows one to realize the fault(s) and correct the issue. This leads to the growth of racing and the success of a track. Anyone who can learn from mistakes and missteps and make things better will be more successful.

Social media has a place in racing. It's great for sharing updates with your fans, promoting events, having contests and creating an online identity to grow your fan base. The negative stuff should stay off and be dealt with in person. In honesty, it all should be dealt with in person because it means more. But since we have the power of social media, we should all use it to grow the sport we love so much.

ELKO THUNDER CAR ROOKIES & VETERANS



One of fan-favorite divisions at Elko Speedway is the class named Thunder Cars. The cars are a throwback to days gone by where teams built their car from what was once a street driven vehicle. Hand-crafted roll cages and bodies are the norm for this class. The 2017 season features two former Power Stock drivers (Bryce Blohm – top left, and Brandon Peterson – top right) joining the class as rookie of the year candidates.

Three veteran drivers with recent Thunder Car titles will show the rookies the ropes throughout the course of the season. Defending division champion Jeremy Wolff (left), current point leader Conrad Jorgenson (middle) and the driver that just recently picked up his 100th career win Brent Kane.

#MartyOnTheMic

In addition to announcing several events at Cedar Lake Speedway in the past few years, Marty Gallagher has also been filling in on the microphone at select ARCA Midwest Tour events during the 2017 season. While getting the opportunity to interview some of the biggest names in the sport, Marty also had an opportunity to interview world famous stuntman “Wild Man” Clay Gallagher. For those that are wondering, they are not related.

Vince Peterson photo



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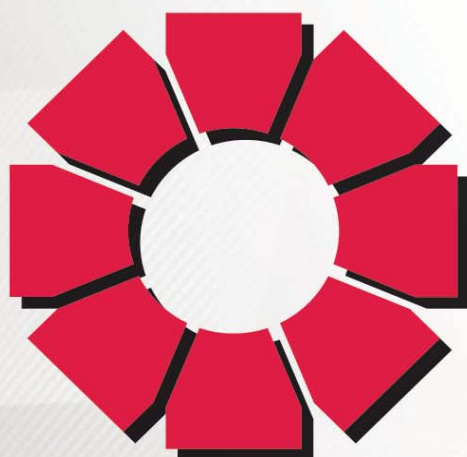
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