

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

February 2016

Season Preview and SnoCross Highlights

Anderson Ready for Speedweeks Debut

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Dale's Racing History



Asphalt Driver of the Year

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Publisher's Note

Racing According to Plan



Dan Plan

For many years, I always was extremely jealous of my racing friends that were able to attend the season opening events in Florida. Having attended



Getting ready to kick off 2016

Speedweeks first as a youngster in the late 1970's and then a again in the early 1990's and once more in the early 2000's, made it harder to deal with each time sitting at home in the winter. Four years ago, I took our son on his first Speedweeks trip, and decided I needed to go more often than once every ten years. I didn't really plan on going 4 years in a row, but sometimes things work out that way.

On our visit in 2014, the legendary Greg Larsen said one of the best parts of going to Speedweeks is you only have a few weeks of cold weather to deal with when it's time to go back home. Some years that statement is true, and other years it doesn't seem like it warms up for a few months. Either way, it's always a blast to get away from the cold and snow and see the beach and a ton of short track racing. Whether you're an asphalt fan or a dirt fan, there are plenty of opportunities to see a ton of racing. There's just something really cool about going to the races every night of the week.

Now, in true race fan form, I couldn't write this column without including a complaint of some type. My only complaint about Speedweeks these days is the changes they've made at Daytona in recent years. During my trip in the 1992, we were able to go to Daytona during the afternoon several times, and then head to the local short track at night. Now, fans are forced to make a choice between the big track and the short tracks. My

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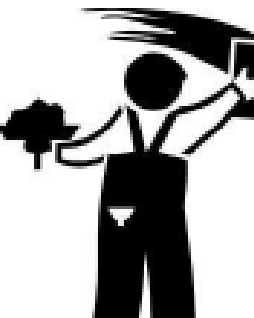
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Racing According to Plan from page 3

choice is the short tracks solely because I think the racing is better. The races at the big track might be more of a “show”, but the short tracks are where the real excitement is. Others may disagree, but that’s my opinion.

In addition to the non-stop racing, it’s always neat to spend the day walking along the beach and imagine cars racing along the ocean, check out some of the local museum’s & restaurants before heading out to

the races. Once the races are over for the night, one of the more entertaining parts is seeing everybody at the local watering holes. To protect the innocent, I won’t go into much detail on the things that happen at the local bars after the races, but needless to say, I always end up laughing my hind end off and have a new story to tell every year. That’s one of big reasons I keep going back each year now, and hope to continue the tradition for many years to come.

Miscellaneous news & notes:

It was announced in January that Tim Olson will have a little less free time on his hands this year. Tim will be

handling the race day operations at Elko Speedway during the 2016 season. I know I’m not the only one that is looking forward to Tim being at Elko on a weekly basis. Tim’s background as a racer and a track/series owner and promoter will definitely help in his new role. In addition to these items, he’s also a pretty nice guy.

And finally, it seems that most people I know have watched (or have heard about) the Netflix documentary Making a Murderer. Like a lot of people, I too became hooked on watching the shows this winter. I’ve been to Manitowoc, and it seemed like a nice place, but they are sure getting a lot of bad publicity these days. Now we are seeing the news that officials in Manitowoc have sold the land at their county expo to a grocery store chain. This same land has successfully hosted racing for some time. I wonder if the same people that made Making a Murderer will make a new Netflix documentary about the race track that reflects the Manitowoc County officials in the same light?

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NASCAR Insight



Shane Carlson

2016 is bound to be a year unlike any other, with new faces in new places, manufacturer changes, and the absence of a legend on the racetrack. With all of the changes in place, there's sure to be a rise in first-time winners and young guns finding their way to victory lane. Here are five things to keep an eye on this season.

Will Tony Stewart return to form in his final season?

Tony Stewart's last win came in 2013 at Dover, which seems ages ago. So much has happened between then and now, and he announced partway through last season that 2016 would be his last. Without a single top-5 all of last season, he flat-out hasn't been competitive, and I think that weighs on him. In the end, he hasn't forgotten how to drive so I'm hopeful Smoke can get one last win. I'm not predicting he will have a deep run in the Chase as Jeff Gordon did last year, but I think just one more win would be huge for Stewart. Obviously, it would be great to see him finally win the Daytona 500, but don't count on it.



Getty Images by NASCAR photo

NASCAR 2016 Season Preview



How will Chase Elliott fare in his first season at the Cup level?

A lot of people are comparing Chase Elliott to his Hendrick Motorsports stablemate, Dale Earnhardt Jr. Both have large last names to live up to, trying to carve their own identities. The thing that gives Chase Elliott an edge stepping into the No. 24 Chevrolet is that he has already won. He's won in the Camping World Trucks and the Xfinity Series. He won't be expected to win right away in the 24. He's there to absorb information and get seat time. There's a lot of outside pressure riding on this kid, but he does a great job deflecting it and being himself.

Does the Chase format favor first-time champions or have the multi-time champions been slow to adapt?

Since the inception of the playoff format two years ago, the Sprint Cup Series has crowned two first-time champions; coincidence? Considering Kevin Harvick was one point away from repeating, I think so. Jimmie Johnson isn't done winning, Matt Kenseth, and Brad Keselowski, and Kurt Busch (wow, can't believe I'm writing that) can all get back to the top of the sport. No matter what, the format won't change, and all the drivers have to abide by the same rules. Sure, since there are so many up-and-comers in every division of the sport, they are bound to win sometimes. Just don't count out the ones who have done it before.

The NXS and NCWTS get new Chase-like playoff formats. Will this create better racing?

Probably. The issue with this is that there will still be Cups guys coming to play in the Xfinity and trucks, so that won't change. The way the regulars approach the races will change, though. They know that in order to beat the Cup guys, they will have to take more gambles at the end of a race in order to try and snag a win. This opens the door for more first-time winners and potential new champions.

Can Martin Truex Jr. duplicate his success after switching from Chevrolet to Toyota?

This is a toss-up. I've never been a huge advocate of switching manufacturers if you've had success with them because you know what you have. Furniture Row Racing makes the switch from Chevrolet and a

NASCAR Insight continued on page 7



Getty Images by NASCAR photo

Going in Circles



Charlie Spry

Going in Circles by Charlie Spry is taking a break to start out the year, but will be a regular part of The Midwest Racing Connection in 2016.

NASCAR Insight continued from page 6

technical alliance with Joe Gibbs Racing and Toyota Racing Development. Rumor has it that FRR will be given more resources than they had with Chevrolet, but it will most likely have some growing pains.

Championship Picks

Camping World Truck Series: Cole Custer

Xfinity Series: Daniel Suarez

Sprint Cup Series: Joey Logano

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Dean & Jason Talkin' Racin'



Jason Searcy

Jacob Goede from Carver (MN) has been named the 2015 Minnesota Asphalt Driver of the Year.

This is the second year in a row that Goede has won this award. Jacob won ten feature events and his second track Championship at Elko (MN) Speedway in 2015 plus he was the fastest qualifier in every points



Martin DeFries photo

event the entire year. "Elko has great competition, so to do that I was pretty stoked," said Goede "going into the final night my number one goal to maintain that qualifying streak and we got it done."

Goede also was incredibly close to winning the Midwest Tour Thunderstruck93 event, leading numerous times and losing to Ty Majeski by 2 feet at the finish line. "That's what racing is all about, we need to put a good show on for the fans," said Goede "I don't think I've ever driven that hard the last 30 laps."

Midwest tour announcer Eric Huenefeld said it was the best Super Late Model race he had ever seen and the top 3 competitors

were given lots of accolades for exciting but clean racing. "Danny Fredrickson was right there the whole time and he got into me a little bit and then I got into him a little to take the lead," said Goede "it was all just a little rubbing, we all respect each other, it was awesome racing, if we could do that every week the stands would be packed."

Jacob gives a lot of the credit for his great success to his crew and teammate. "Matt had a great season too, as a team we had a great season," said Jacob "our cars are very similar so we can bounce things off each other and work together to make the best set-ups we can." Jacob's brother Matt had three feature wins even though he raced part of the season with a broken

Talkin' Racin' continued on page 9



Doug Hornickel photo



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Talkin' Racin' continued from page 8

wrist on one hand and a broken forearm on the other hard from a motocross accident.

Goede not only won the Elko Super Late Model track championship but also won the NASCAR Whelen All American series Minnesota State Championship and he placed 6th in the National point standings for division I. "It goes to show that hard work and having a fast car pays off," said Jacob. Goede plans on racing for his third consecutive championship at Elko Speedway in 2016.

Previous winners of MN Asphalt Driver of the Year.

2004 Dan Fredrickson
2009 Adam Royle
2010 Brent Kane
2011 Chad Walen
2012 Jonathan Eilen
2013 Ricky Martin
2014 Jacob Goede
2015 Jacob Goede



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

In my travels both to various speedways and in general I'm always keenly aware of race tracks in the vicinity, both those operating and the ones that have come and gone. Many I've seen racing action at while with others it's always kind of cool thinking about what racing may have taken place there and the excitement level generated from it. In no particular order of when they operated the following are excerpts from some of the tracks in this category based on some old newspaper clippings and my slowly fleeting memory.

Of course in my neck of the woods, Central Wisconsin, the Griffith Park Speedway of Wisconsin Rapids, WI, was well known as it was the first paved speedway in the area. Although young, I was fortunate to have seen racing action there. On May 2nd, 1965 at a race I probably attended it was Lyle Nabbefeldt winning the feature race followed by Rich Somers, Ron Beyer, Ev Fox, and Morrie Piotrowski. What's significant here is that of the top 5 finishers three were from my hometown of Stevens Point. The track, although closing in 1970 or so, could be seen on the South side of the city for many years before finally being buried due to housing development. The track is still there but it's beneath about 50 feet of dirt.

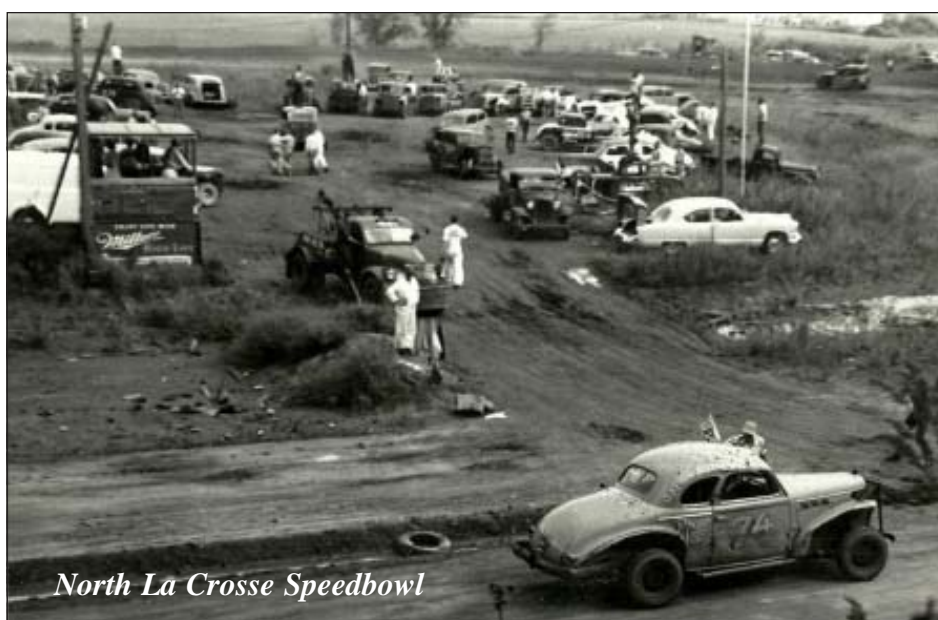
A track I've been by numerous times is the Black River Falls Speedway of Black River Falls, WI. I never saw a race there but have heard much about the track and seen some video of the action there. This track was also one of the first Dick Trickle raced at so it definitely holds its place in Wisconsin racing history. The first ever event at the speedway was August 12, 1961 with Lyle Nabbefeldt taking the feature win in his 1955 Studebaker. Augie Winkleman, Marlin Walbeck, Vic Kopacz and Bud Barfnecht followed.

This track operated until 1966 but remained in view for many years after. Located just North of Black River Falls it is now rumored to have been gobbled up with virtually no sign that it was there and held racing. Back in 2010 I took a lap around it avoiding the trees growing through it as I went so I guess no one saw any value in it anymore, for sure at least as a racetrack.



Wayne Gietzen a winner at AF Speedway

Of course now living in the greater La Crosse, WI area a track that held events from the 1950s as a dirt track, into the early '70s, paved sometime in the mid-sixties, is the North La Crosse Speedbowl. Surprisingly I never caught a show here and never actually saw the race track in person although I have seen video, before the Kwik Trip Convenience folks leveled it to make way for their Distribution Center. Many stories have been told about this track and interestingly enough the guy that built it in 1952, Donald Denny is still alive today. Early racing hot shoes competing there included Dubby Anderson, Cecil Henderson, Bob Hartley and Lloyd Viner. In a



North La Crosse Speedbowl

pre-Fourth of July event held at the track in 1968 it was Dick Trickle taking the 100 lap Feature win. Trickle in his 1967 Ford Fairlane held off Marlin Walbeck, Larry Baumel and Everett Fox for the win which made him \$500 richer.

A track very few people know about held events in the La Crosse area in the 1950s. La Crosse Speedway which was built by Don Friday and opened in 1951 was located near where the Mt. La Crosse ski hill is in La Crosse, WI. The track was an attraction for a number of years but all that's left to identify there ever was racing there is a light standard with a switch on it to turn the lights on for night racing. I've been through that area recently and if you have a keen eye you can just about tell where the track was and the lay out of it. Corn has been planted there for quite some time now but you can see where the trees end and a flat racing surface would have been. Roy (Happy) Franklin was involved early in racing as a car owner fielding numerous cars for racers at this track. Some early stars of the day included Arlo Ziemann, Monte Lecher, Squeak Kempf and Lyle Sheehan.



A track we are all still suffering over being shuttered is the Minnesota State Fair Speedway of St. Paul (Falcon Heights) MN. Who doesn't have fond memories of this place and all the events held there? Rumored noise issues (Fairs aren't loud?) and greater potential revenue from concerts (they could still have done both) were supposed reasons for its closing. A fair portion of the track remains although I haven't been through there in

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*#26 Mark Lamoreaux at Minnesota State Fair
1975. Lamoreaux is still competing today.*

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years so maybe racing can return someday? Very doubtful, but again what memories of so many racers that competed there. One of them was Ernie Derr famed of Keokuk, Iowa, who won the Viking 200 there on August 30th, 1969. Bob Jusola followed in 2nd place completing 199 laps with Bill Mueller, 197 laps, and Norm Setran, 195 laps next. Derr took home \$1,000 for the win.

Of course Raceway Park of Shakopee, MN, was recently shuttered ranking as one of the latest speedways to close. Having been built in 1957 by Darwin Hentz the track has seen it all through the years only to fall by the wayside due to land value and commercial construction. I remember attending an

ARCA Midwest Tour event there and seeing young Ross Kenseth battle his way through the field no less than three times from last finally placing 4th in the event. What a great race on a bull ring track which are the lay-outs I like. I couldn't even tell you who won the race being so intent on watching upstart Kenseth do his thing.

The AF Speedway near Adams Friendship Wisconsin is another track that has a long racing history. The late Sam Bartus promoted events there and all the top drivers back in the day competed at some time or another. The track closed in the '70s sometime and when I last drove through the area the only

remnants left of a racing facility were the small covered grandstand and a tiny portion of the front straight away. Our race chasing gang never saw an event there either but certainly have heard much about the place through the years. One particular event was July 16th of 1971 when Dick Trickle stopped by just in time for the feature after having gotten rained out at his other chosen Friday night venue. They placed Trickle in the back of the main and of course he made it all the way to the front to win the event.

Doing a little reminiscing here in the heart of a cold winter has been fun so maybe we'll cover other tracks we've seen in the next column or two.

Here and there...Sorry to see the passing of promoter Paul Kaczowski here recently. Kaczowski promoted

numerous dirt speedways and also took on the promotional reigns at the Golden Sands Speedway after the Sam Bartus era. I was the PR man for Paul at GS, one of my first gigs in racing and I do remember him being quite the character. Racing on Tuesday nights at that time it was the coolest thing as it was an open night for racing and most of the heavy hitters would show up to race against the regulars of Trickle, Reffner, Marzofka, Back, Detjens, etc., Joe Shear, Dave Watson, Whitey Harris and John Rank were just some of the travelers competing to see how they fared against the Wisconsin Rapids area gang.. Fields were large and the racing was great. For that we can be thankful to Paul Kaczowski who definitely "promoted" at all the venues he was involved in. Sadly, another one of our racing pioneers is gone... La Crosse Fairgrounds Speedway, West Salem, WI, has released their 2016 racing schedule and it looks like the April 24th Frostbuster event will start the season out. A Sunday afternoon show, last years' edition of the event was a huge hit...

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



*Lyle Nabbefeldt in his famous X waiting to time
in at Griffith Park Speedway*



*Dale D heading for his imaginary checkered
flag on the front stretch of Black River Falls
Speedway. Action at La Crosse Speedway. . .*



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Racing Nuggets



Jacklyn Daniels-Nuttleman

"The off-season must be a welcome break for you guys," a friend said to me the other day. I know she meant this just as a conversation-starter, as she's really not that into racing, so I just smiled politely, and asked her what she and her husband were up to these days.

What I really wanted to ask her was, "What off-season?"

When you're married to a guy like my husband, Toby, there really isn't much of an "off-season." There are always more races to be preparing for, even when it's snowing. We went to the Snowball Derby at Five Flags Speedway in Pensacola back in December. As I'm writing, he's down in Georgia for Speedfest. In just a few weeks, it will be off to New Smyrna, Florida for SpeedWeeks. March will bring The Rattler, in Alabama, and then of course, there's always the possibility of other superlative model events to crop up

before we even begin to get a whiff of what most people perceive to be the start of race season.

Mind you, I'm not complaining. I try to go along to as many of these races as I can, because it allows me to hook up a couple of GoPro cameras, and use my handheld to create some content for my little hobby that pokes into the racing world. It's just that when a person is passionate about something that happens to be their career of choice, there is no downtime, or "off-season."

Think about it. If someone is an artist, they don't just create art for eight months, and then sit around sipping cocktails on the Riviera for the other four months of the year. OK, maybe that's not such a great example. Artists, generally speaking, are eating Spaghetti-Os out of the can, and trying to make ends meet while following their passion.

Wait. Doesn't that sound a lot like racing?

It's true. When there is passion about something, the money doesn't always follow immediately or ever at all, for that matter; nor does the free time. When you're passionate about something, it consumes your every fiber of being, and free time is not even something that you think about either. You're just too focused on the next big project that consumes you. In my husband's case, that's the next race.

He has been this way most of his life. He has one of those addictive personalities. His mantra has always been "Go big, or go home." Unfortunately, that cuts both ways. He was once a raging alcoholic; true story. But he even went "big" when he realized that it was time to give that habit up; quitting cold turkey, and not taking another drink for what has been over 30 years now.

What Off Season?

The strange thing for me is that while I do enjoy cocktails, and have been known to miss the dosage from time to time, he has never imposed his alcohol-free stance on me. As a matter of fact, he often encourages me to have a drink. It doesn't bother him to hang around in the pits after a race, rehashing events with everyone, whilst they swill on their beer.

I've admired my husband for many of his talents with racing; the so-called visions he has when he ruminates on how to make a car roll better through the center of the turns, carrying maximum speed, his ability to understand what a driver is telling him and translate that into changes to make a car better handling, and even his quiet, steely stare that he gets at the track. The "game face," that often times makes people think he's either arrogant or unapproachable.

It's neither. He's just focused, and I admire it.

It's that same focus that allowed him to quit drinking the six to twelve cans of Pepsi each day, after he was diagnosed as pre-diabetic. Yes, he quit that cold turkey too, and go figure, his blood sugar leveled back down to the normal range.

He does admit that while he doesn't get cravings for alcohol, he does have to fight the urge to crack open a can of the carbonated cola sweetness. I admire his diligence to stay the course.

Go big, or go home.

And considering there's always another race to be getting ready for, he won't be going home anytime soon. I'm speaking rhetorically, of course, because we definitely enjoy our time together at our home... or at a race track together, because there is no "off-season."



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Cole Anderson Ready for 2016 Speedweeks Debut

Fresh off his first Super Late Model feature win at New Smyrna Speedway for the Red Eye 100, and a second place finish the same evening in the Pro Late Model race, *The Midwest Racing Connection* caught up with high school senior, Cole Anderson. With a few races now under his belt at New Smyrna, Anderson is preparing to make his 2016 Speedweeks debut at the historic speedway in Florida. *Note: after conducting this interview, Cole proceeded to win the next race of the season (The Orange Blossom 100) at New Smyrna Speedway as well.*

How cool was it to win a big race out of state like the Red Eye 100?

It was pretty amazing to come down there and compete against some pretty big names like Bubba Pollard and Kaz Grala and represent the Midwest. It was a fun time and I'm looking forward to going back down there for the Orange Blossom race and Speedweeks.

Was your family able to make the trip to Florida for this race?

Just my mom, my dad and I flew down for the race. My sisters stayed back at home.

How involved is your family in your racing career?

Well, when we started out, it was just me and my dad. Since we moved up to Late Models and working towards to goal of moving up a series and hopefully get to NASCAR my mom has become a pretty big part of my racing. She's becoming more involved with it and understands it. She will record all of the qualifying times and race winners during the night. It's pretty cool.

You've had a lot of help the past few seasons from Dan Fredrickson. Will he still be involved in your program?

After Thunderstruck at Elko last year we came to him last year and we decided to go our own ways. He's got 5 kids and building a house and didn't have enough



time to go every race. He's got a busy life and it would be hard to get away.

What lead to your move to Anthony Campi Racing?

My mom and dad called a few people looking around to see what was out there. We met Frank Kreyer

through the Tundra Series. Frank said he was working with a team out of Florida named Anthony Campi Racing. We looked them up, and they looked like they had a pretty good race program going. My dad and Anthony talked and kind of figured out when we could race together. We went to Florida for the Governors Cup in November and tested a couple of days before the race. We were right there with everyone. We set fast time and ran up front for the first half of the race.

You will have several races under your belt at New Smyrna Speedway prior to the 2016 version of Speedweeks. What else are you doing to prepare for this long stretch of races?

I've been preparing myself by going to the gym. I hardly ever workout, but now with the longer races and going to Speedweeks I want to keep up mentally and physically. We'll be racing two classes at Speedweeks with the Super and the Pro Late Model.

Will you have a week's worth of homework to do in Florida?

Yeah, that part kind of sucks. That's the only downfall. I'll also have to miss work to, so it gets pretty hectic.

What are your plans for 2016 as it pertains to racing closer to home here in the frozen state of Minnesota?

Next year we're going to be running with Frank Kreyer and running his car with the Tundra Series at Golden Sands Speedway with Michelle. We're also running the Southern Super Series with Anthony Campi Racing. We probably won't be doing any racing at Elko but have talked to Anthony Campi Racing about coming up for Thunderstruck as a possibility, but haven't worked out any details yet.



Dan Fredrickson helped the Cole Anderson team throughout most of the 2015 season (left photo), Anderson at Speed in the Anthony Campi machine at New Smyrna Speedway in January (right photo)

2016 Canterbury SnoCross Action

Photos courtesy of ISOC/Esa Bay

The ISOC SnoCross event at Canterbury Park in Shakopee, MN seems to get bigger and better every year. With factory involvement, rest assured the teams are giving it all they have. The large base of die hard fans helps to make each race event into a true show.



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2016 Midwest Racers' Expo

One of the winter-time traditions in the upper-Midwest is the annual Midwest Racer's Expo and auction. Race fans have an opportunity to catch up with old friends, visit the exhibitor midway, or bid on a plethora of parts during the two-day action each January.



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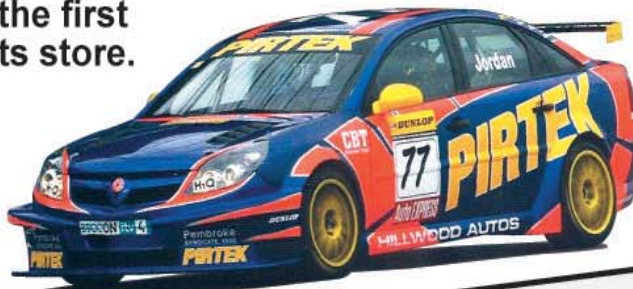
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