

# THE MIDWEST RACING CONNECTION

[www.theracingconnection.com](http://www.theracingconnection.com)

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

March 2016



2016 Speedweeks Coverage



Inside...



Going In Circles



Racing History



The World's Fastest Man



**MPLS/ST. PAUL**  
**(651) 641-1414**

2161 University Avenue  
St. Paul, MN 55114  
[www.pirtekusa.com/fwp/midway/](http://www.pirtekusa.com/fwp/midway/)

**PLYMOUTH**  
**(763) 475-0475**

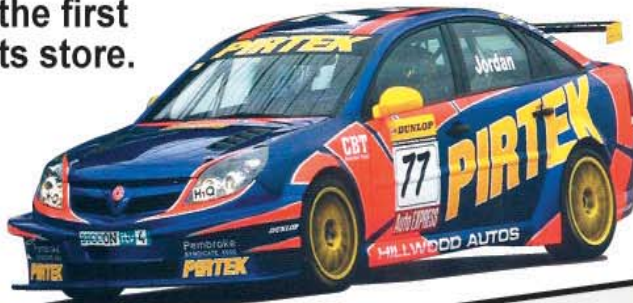
11350 Highway 55  
Plymouth, MN 55441  
[www.pirtekusa.com/fwp/plymouth/](http://www.pirtekusa.com/fwp/plymouth/)



**PIRTEK**

**Proudly Serving The Construction And  
Racing Communities Since 1996!**

**PIRTEK** fluid transfer solutions for automotive, marine, off-road and custom applications work to your advantage and your budget. Get the right part the first time. No more leaks or endless trips to the parts store. **No More Headaches!**



**Hoses-Adapters-Fittings • Standard-Metric  
D.O.T. Certified Brake Hoses and Lines •  
Power Steering • Oil Lines • Transmission  
Lines • Fuel • A/C**

**PIRTEK HAS AUTOMOTIVE SOLUTIONS**



✓Yes



✓Yes



xNo



✓Yes

✓Reliably Low Prices  
✓Huge Selection



✓Easy To Use Website  
✓Fast Shipping

[www.rockauto.com](http://www.rockauto.com)



## Publisher's Note *Racing According to Plan*



**Dan Plan**

Speedweeks 2016 marked my seventh overall visit to Daytona and fourth in a row to this annual winter getaway. Here are my random observations from this year's edition.

The new "stadium" at Daytona is quite impressive. You can see the entire track from high above,

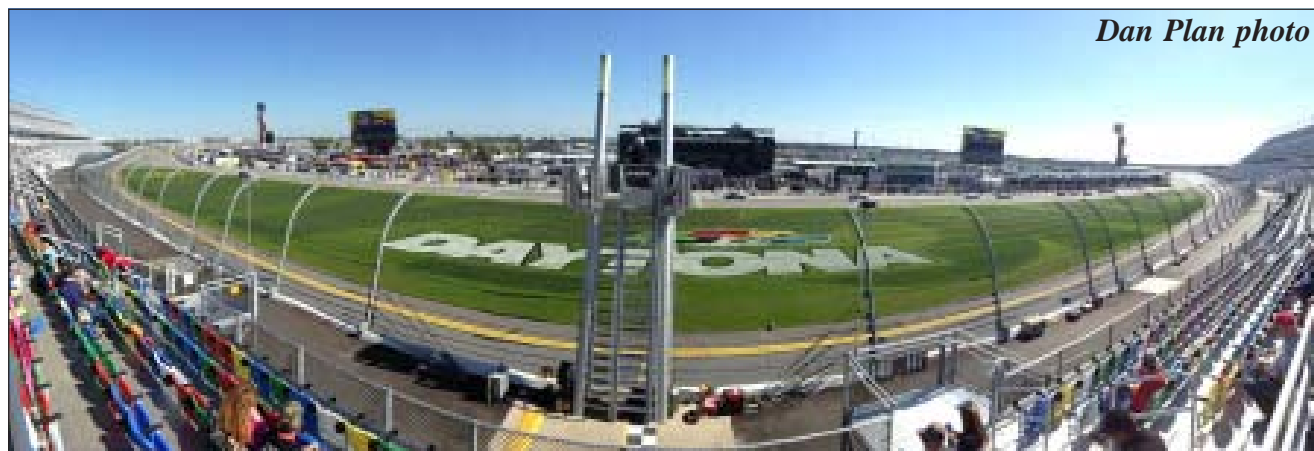
## Random Observations from Speedweeks 2016

escalators galore to make reaching the upper sections easier and new fancy concession areas. It's all fine and dandy, but it's just not my cup of tea. I still have a hard time seeing what's going on a mile away from my seat. I prefer the close confines of short track racing. The racing on the short tracks is far better and the concession prices at the short tracks are much more enjoyable as well.

The short track racing at New Smyrna Speedway and Volusia was awesome once again. Good, side-by-side racing and a few spectacular wrecks. We only had rain on one night at New Smyrna. Luckily, I was able to beat cheeks up the road to Volusia to catch the feature action after the New Smyrna rain out.

Derek Kraus seemed to have everybody and their brother wreck directly in front of him numerous times during the week. He avoided almost every wreck, until getting run over from behind towards the end of the week.

*continued on page 5*



*Dan Plan photo*

**THE MIDWEST  
RACING CONNECTION**  
THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

March 2016

P.O. Box 22111  
St. Paul MN, 55122  
651-451-4036

[www.theracingconnection.com](http://www.theracingconnection.com)

Publisher  
**Dan Plan**

Contributing Writers  
**Shane Carlson**  
**Dale P. Danielski**  
**Kris Peterson**  
**Jacklyn Daniels-Nuttleman**  
**Jason Searcy**  
**Dean Reller**  
**Charlie Spry**

Photographers  
**Jimmy Ambruoso (815-623-3200)**  
**Rick Blewett (507-398-9483)**  
**Martin DeFries (651-346-1199)**  
**Doug Hornickel (920-563-0993)**  
**Tom Johnson (612-309-7142)**  
**Mark Melchiori (414-463-0131)**  
**Stan Meissner (651-428-4717)**  
**Jacy Norgaard (612-432-9113)**  
**Bruce Nuttleman (612-860-6622)**  
**Jerry Zimmer (715-792-2174)**

The Midwest Racing Connection is published six times during the summer racing season by The Plan Company, Inc. All material is copyrighted 2016 and may not be reprinted without permission. Subscriptions are \$20 for six issues. Call 651-451-4036.

Cover photos by: Shane Carlson, Dale P. Danielski and Bruce Nuttleman

Member of the NMPA  
National Motorsports Press Association



**CEDAR VIEW  
ELECTRIC, INC.**  
**952-469-2100**

New Construction - Remodel - Service Work  
Pools/Hot Tubs - Basements - Additions

Residential & Commercial

Lakeville, MN

[www.cedarviewelectric.com](http://www.cedarviewelectric.com)

# The Midwest Racing Connection Directory Page

**CLUB LAMARK**  
Madison's Race Car Bar

Where cold beer & good friends meet

1525 N. Stoughton Rd.  
Madison WI 53704  
608.244.4004

Weekday Lunch specials  
Breakfast  
Saturday & Sunday

**WILSON**  
RACE FUELS

**RED WING, MN**

**1-800-634-9666**

[www.wilsonoilcompany.com](http://www.wilsonoilcompany.com)

**WEHRS** Truck and Auto

**FEATHERLITE TRAILERS**

I-90 and Hwy. 162 Bangor, WI 54614-0409  
800-562-0907

**FIVE STAR**  
RaceCar Bodies

**ADVANCED BODY TECHNOLOGY**  
BODIES AT THE FOREFRONT OF QUALITY & PERFORMANCE!

P | 262.877.2171

ISO 9001:2008 QUALITY CERTIFIED

**ALS**

A RACE WORTH WINNING

[www.araceworthwinning.org](http://www.araceworthwinning.org)

**Turtle's**  
BAR & GRILL

Downtown Shakopee  
952-445-9668

**Hillside Drywall**

Shakopee, MN  
612-812-0278

FOREIGN & DOMESTIC REPAIR SINCE 1957

**MAREK'S**  
TOWING & REPAIR, INC.

Repair Shop  
Mon-Fri 7:00-5:30  
Office: 952.469.3182  
Impound Lot  
Mon-Fri 7:00-5:30  
Sat & Sun 10:00-12:00  
Fax: 952.469.7724  
20152 Kenrick Avenue - Lakeville, MN 55044  
[www.MAREKSTOWINGANDREPAIR.com](http://www.MAREKSTOWINGANDREPAIR.com)

**DCA RaceFab**

Racing Parts • Custom Metal Fabrication

La Crosse, WI  
[www.dcaracefab.com](http://www.dcaracefab.com)

Daniel Navrestad  
Tel: 608.781.3929

**WEHRS MACHINE**

1710 Pearl St.  
Bangor, WI 54614  
877-460-7211

[www.wehrsmachine.com](http://www.wehrsmachine.com)

**NORTHERN**  
RACING PRODUCTS

RACE CARS, PARTS & ACCESSORIES  
Rosemount, Mn  
651 423-5800

**THE MIDWEST  
RACING CONNECTION**

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

**Products** — **MOTORSPORTS MARKETING TOOLS**

**STARMAKER Multimedia**

[www.starmakermultimedia.com](http://www.starmakermultimedia.com)

Sponsorship Packages  
DVD Marketing Packages  
Star Cards • Consulting

Dale P. Danielski  
[dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com)  
608.783.5827

**Services**

Follow us on Facebook, Twitter and YouTube

[www.facebook.com/themidwestracingconnection](http://www.facebook.com/themidwestracingconnection)

[www.twitter.com/MidwestRace](http://www.twitter.com/MidwestRace)

[www.youtube.com/theracingconnection](http://www.youtube.com/theracingconnection)





*Racing According to Plan from page 3*

*Bruce Nuttleman photo*



Meanwhile, Cole Anderson couldn't catch a break the first few nights. Cole was caught up in wrecks with both the Pro and Super Late Models, none of which were his doing. Cole rebounded well. They parked the Super Late and concentrated their efforts on the Pro Late, ending up with a few wins and a strong overall finish in the Pro Late Model point standings.

The drivers at New Smyrna seem to get a little aggressive at times during the World Series and tear up a few cars. A third tow truck at New Smyrna sure would be a nice addition.

Ty Majeski showed domination of the World Series of Asphalt Stock Car Racing unseen since the days of Richie Evans and Dick Trickle at New Smyrna. Three wins and nothing worse than a second place finish over the course of the week was impressive to say the least.

Volusia continues to have success with their two-division, full show each night. Solid fields, with B-features required in each division. Seeing Billy Moyer Jr. standing with his dad in victory lane at Volusia was one of the "feel good" moments of the week.

I've always been a fan of the East Coast Big Block Modifieds. We don't get to see cars like this around these parts. Just imagine a Sprint Car, with a Big Block Chevy, and then wrap a Modified body around it. Seeing these things up close in person with their massive engines is pretty darn cool.

Based on what I saw with the dirt Late Models, Jonathan Davenport and Scott Bloomquist will be the ones to watch on a consistent basis again this year. The change in rear suspension rules didn't seem to hurt Davenport's performance all that much and Black Sunshine seems to have figured out something new.

My speedweeks trip isn't always all about racing. I enjoyed a couple of days walking down the beach with friends during the afternoon. The after race activities definitely went too late. When hotel security showed up at 4:00am two nights in a row at this Larsen guys hotel room, that was my cue to stop staying out so late.

On my last day in Florida, I took a trip to the Ponce de Leon Inlet Lighthouse. I remember Gregg McKarns talking about visiting this historic land mark a few years ago, and decided to make a visit myself. It's a long walk to the top of this deal. My legs were burning for several days when I returned home after walking the stairs of the lighthouse for 175 feet to the top.

And to top things off, Kevin Harvick showed up at the Ocean Deck one night. Just prior to his departure, he offered free Busch beer to everyone on hand. Free



*Dan Plan photo*



*Dan Plan photo*

Busch beer and free Outback Steakhouse Bloomin' Onions? This guy's alright in my book.



*Dan Plan photo*



*Dan Plan photo*



ALL NATURAL  
PRODUCT

PRODUCT OF  
THE USA



# Anderson's

## PURE MAPLE SYRUP

PURE QUALITY FOR OVER  
80 YEARS



# 42 DDP MOTORSPORTS

*Breakfast Never Tasted So Good!  
Follow Our Racing Experiences at:*

[www.AndersonsMapleSyrup.com](http://www.AndersonsMapleSyrup.com)



## Going in Circles



### Charlie Spry

I've had the chance to talk to a few racers from various tracks recently, checking in to see what is new with everyone for the 2016 season. Here are some of the things I've found out.

Putch Bentley has done some racing on both asphalt and dirt throughout his career, and that won't change. The Iron River, Michigan driver will have a brand new late model that he will race on the asphalt tracks, as well as having a Grand National car to run on the dirt. He hasn't determined where he will call home just yet with either car, but he isn't afraid to travel. He also hopes to convert his old Randercar late model into a vintage racer.

Rockford Speedway's 2015 late model rookie-of-the-year Daryl Gerke has likewise not decided for sure where he will race. He says that he will either race at Rockford again or possibly much closer to home at WIR, as he noted that rules changes there will allow him to do so easier. He does hope to run some Big 8 shows.

Tyler Hromadka raced his late model a few times at Rockford last year, and plans on running at that historic speedplant full time this season. His yellow paint scheme will give way to blue, red and black in 2016.

Dave Gigl plans to make a return to the hobby stock ranks at Jefferson Speedway. He has purchased a chassis that formerly was raced by Levi Cloute, then Ed Klug, then Justin Kumbier. He plans to rework the car completely.

2015 Lafayette County Speedway truck division champion Travis Fecht purchased a dirtworks chassied sportmod from Dave McClain late last season and ran it a few times. Now, with a winter worth of work under their belts, this team is looking to do a lot of racing with the car in 2016. They will likely race at Dubuque, Maquoketa, and probably some at Darlington, Farley and others.



2015 Lafayette County Speedway sportmod champ Kyle Hoffmann will be racing on both dirt and asphalt in 2016. He will once again compete weekly on the dirt at Darlington as well as a few trips to Dubuque and the race at Lancaster, but when time permits he will also wheel the Raskovic Racing truck in the American Ethanol SuperTruck series on asphalt tracks.

The main driver of the truck will be Michael Raskovic, but he will also be doing some racing "down south" throughout the year, and the team has approached Kyle to run some of the races in Michael's absence.

"I don't think I've ever even been to a short track race on the asphalt," Stated Kyle, "So I really will need some seat time. It will be a totally different feel and style of driving. I'm really looking forward to it. It is not something I ever expected to have happen.

Kyle started out racing karts at the Sugar River Raceway as a youngster, then began racing four cylinder cars at Darlington when he was fourteen years of age, hence his car number. He raced with a car that was a bit different, a Pontiac Fiero. He then took a few years off, then came back in a sportmod some six years ago, and has steadily reached a high level of success, culminating with the 2016 championship. "I attend a lot of workshops on chassis setups and so forth. I am always trying to learn more and try new things to always go faster," said Kyle.

It will be interesting to see how Kyle fares with this completely different style of race vehicle and surface. Personally, I think previous dirt experience will help a great deal and he will do great on the asphalt!

Sycamore Speedway super late model driver Danny Deutsch will once again be competing weekly at that track, and may also try racing at Fairbury and Peoria. Updates to his car include updating to a three-link setup, updating the front suspension geometry and changing to a Brinn transmission. The car will feature a freshened engine and new paint, plus going back to hand-lettering on the car. Dannels' sponsors will include Hayes Auto Body, O'Reilly Auto Parts of West Chicago, Paris Landscaping, Pitz Investors, Harpers Salvage Yard & Towing, CSR Motorsports, and possibly new engine builder TASC Automotive.

Central Wisconsin racer Scott Ciesielski will be racing in the street stock division at Golden Sands and Marshfield Speedways, with a much different look, as his car will be featuring a Mercury Cyclone body and paint scheme like the Wood Brothers ran back in the day. It fits with his usual racing number, 21, which is also what his Dad used to race with, also in honor of the Wood Brothers cars. Scott has a new job that will keep him busy, but he also hopes to possibly race in some vintage events with the car, and still has his Mod-four car as well. He says that he has to thank Jim Osowski for all of his help on the car.

Also on the central Wisconsin scene, Super Late Model racer Ryan Hinner will be a busy guy, as he plans to compete regularly at Golden Sands, Marshfield and Wausau, as well as some Midwest Tour events and other specials. Ryan gets sponsorship help from Merrill Iron & Steel, B & B Equipment, D

*Going In Circles continued on page 8*



*Going In Circles continued from page 7*

& L Signs, Kaetterhenry Auto Body, and Wegner Motorsports.

Jack Greenwood will also be competing with his super late at Marshfield with his '91 Randercar. He hopes to score another top ten finish in points, which would be the sixth year in a row he has done this. Jack is looking for sponsors for his racing efforts, and is one of the nicest guys you could meet.

Sycamore Speedway late model competitor Joel Hernandez will be wheeling the same car in 2016, but it will be much different. Last season he ran with an older Monte Carlo body on the car with a blue and white color scheme. This year the car will feature a 2015 Camaro body which will be painted candy apple red. Joel hopes to get some feature wins this year and do better at the Rockford Bahama Brackets at the end of the year. His 2016 sponsors will include D.R.P. of West Chicago, Illini Tire Company of Dekalb, Pop's Garage of West Chicago, MME of Dekalb, and TCD of Wheaton.

**THE MIDWEST  
RACING CONNECTION**

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

[www.theracingconnection.com](http://www.theracingconnection.com)

**NATIONAL  
SPEEDWAY  
DIRECTORY**

OVAL TRACKS • DRAGSTRIPS • ROAD COURSES  
SANCTIONS • PUBLICATIONS • MUSEUMS  
2015 RACE SCHEDULES

UNITED STATES AND CANADA

**2015**

WWW.SPEEDWAYSONLINE.COM

**THE FROSTBUSTER**

Sunday, April 24, 2016

LaCrosse Fairgrounds Speedway

**LaCrosse**  
Fairgrounds  
**SPEEDWAY**

THIS WAY  
FOR...  
**FUN**

**Budweiser**  
KING OF BEERS

**CAN STEVE CARLSON REPEAT?**

• FIND OUT ON APRIL 24th •

Steve Carlson



Brad Powell



Ty Majeski



Mike Carlson



Matthew Henderson



**PLUS**

• GRAND NATIONAL SPORTSMEN  
• THUNDERSTOX • HORNETS • OUTLAWZ

**QUALIFYING: 12:45 • RACING: 2:00**

LaCrosse Fairgrounds Speedway: N4985 Cty Rd M • West Salem, WI 54669  
(Intersection of Hwy 16 & Cty M) • (608) 786-1525 • lacrossespeedway.com

**COMING IN 2016**

#FESTisBEST

47th Anniversary Oktoberfest  
October 6-7-8-9, 2016

LaCrosse Fairgrounds Speedway



# CELEBRATING 59 YEARS OF FUN!



ESTABLISHED  
1957

# CEDAR LAKE

Speedway  
NEW RICHMOND, WISCONSIN

## 2016 SCHEDULE

**THU, APRIL 7**

**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER  
Adult NA Stndt NA Pits \$5

**FRI, APR 8**

**59th ANNUAL SEASON OPENER**  
DAY 1-LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30

**SAT, APR 9**

**59th ANNUAL SEASON OPENER**  
DAY 2-LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30

**THU, APR 14**

**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER  
Adult NA Stndt NA Pits \$5

**FRI, APR 15**

**SEASON OPENER MAKE UP** (IF NECESSARY)  
FEATURING LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30

**SAT, APR 16**

**COMPLETE RACE PROGRAM**  
FEATURING LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15 Stndt \$7 Pits \$30

**SAT, APR 23**

**COMPLETE RACE PROGRAM**  
FEATURING LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15 Stndt \$7 Pits \$30

**THU, APR 28**

**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER  
Adult NA Stndt NA Pits \$5

**SAT, APR 30**

**COMPLETE RACE PROGRAM**  
FEATURING LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$15 Stndt \$7 Pits \$30

**SAT, MAY 7**

**SPRING SPRINT CAR SPECIAL**  
FEATURING UMSS 360 SPRINT CARS, LATE MODELS, MODIFIEDS, & PRO STOCKS  
Adult \$20<sup>(1)</sup> Stndt \$10<sup>(2)</sup> Pits \$30

**THU, MAY 12**

**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER  
Adult NA Stndt NA Pits \$5

**SAT, MAY 14**

**SCHOOL BUS SPECIAL**  
MW MODIFIEDS, UMSS TRADITIONAL SPRINT CARS, NORTHERN VINTAGE CARS, AND SCHOOL BUS RACES!  
(5/21 RAIN DATE)  
Adult \$12<sup>(1)</sup> Stndt \$6<sup>(2)</sup> Pits \$30

**SAT, MAY 21**

**COMPLETE PROGRAM**  
LATE MODELS, MODIFIEDS, PRO STOCKS, MW MODS, & UMSS TRADITIONAL SPRINT CARS (RAIN DATE FOR BUSES)  
Adult \$15 Stndt \$7 Pits \$25

**SAT, MAY 28**

**PACK THE TRACK NIGHT! - FREE GRANDSTAND ADMISSION!**  
FULL PROGRAM OF MODIFIEDS, PRO STOCKS, & MW MODIFIEDS  
Adult FREE Stndt FREE Pits \$30

**SAT, JUNE 4**

**THE TRIPLE CROWN!**  
\$3,000/WIN IRA OUTLAW SPRINT CARS, \$3,000/WIN LATE MODELS, AND \$3,000/WIN MODIFIEDS!  
Adult \$25<sup>(1)</sup> Stndt \$12<sup>(2)</sup> Pits \$35

**THU, JUNE 9**

**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER  
Adult NA Stndt NA Pits \$5

**SAT, JUNE 11**

**THE CLS NASCAR DASH EVENT 1**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15 Stndt \$7 Pits \$30

**18th ANNUAL MASTERS EVENT**  
JUNE 16th-18th  
7PM START TIME AND COMPLETE SHOWS EACH NIGHT!

**THU, JUNE 16**

**ERIC HERBISON MEMORIAL**  
FEATURING \$2,000 TO WIN MIDWEST MODIFIEDS & \$2,000 TO WIN PRO STOCKS!  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30

**FRI, JUNE 17**

**MASTERS DAY 1**  
UMP DIRT CAR SUMMER NATIONALS TOURING LATE MODELS AND USMTS MODIFIEDS!  
Adult \$25<sup>(1)</sup> Stndt \$12<sup>(2)</sup> Pits \$35

**SAT, JUNE 18**

**MASTERS DAY 2**  
UMP DIRT CAR SUMMER NATIONALS TOURING LATE MODELS AND USMTS MODIFIEDS!  
Adult \$30<sup>(1)</sup> Stndt \$15<sup>(2)</sup> Pits \$40

**SAT, JUNE 25**

**THE CLS NASCAR DASH EVENT 2**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30

**SAT, JULY 2**

**FIRECRACKER SPECIAL! HUGE FIREWORKS DISPLAY**  
MODIFIEDS, PRO STOCKS, MW MODIFIEDS, & UMSS TRADITIONAL SPRINT CARS  
Adult \$20<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$30



**2ND ANNUAL WORLD OF OUTLAW SPRINT CAR SHOWDOWN**  
JULY 8th & 9th  
7PM START TIME AND COMPLETE SHOWS EACH NIGHT!

**DAY 1: FRI, JULY 8**  
COMPLETE WORLD OF OUTLAW 410 SPRINT CAR SHOW AND A FULL PROGRAM OF UMSS 360 SPRINT CARS AND UMSS TRADITIONAL SPRINT CARS  
Adult \$30<sup>(1)</sup> Stndt \$15<sup>(2)</sup> Pits \$40

**DAY 2: SAT, JULY 9**  
COMPLETE WORLD OF OUTLAW 410 SPRINT CAR SHOW AND A FULL PROGRAM OF UMSS 360 SPRINT CARS AND UMSS TRADITIONAL SPRINT CARS  
Adult \$40<sup>(1)</sup> Stndt \$20<sup>(2)</sup> Pits \$45

**SAT, JULY 16**  
**THE CLS NASCAR DASH EVENT 3**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15 Stndt \$7 Pits \$30

**SAT, JULY 23**  
**THE CLS NASCAR DASH EVENT 4**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15 Stndt \$7 Pits \$30

**SAT, JULY 30**  
**EVE OF DESTRUCTION AND T-SHIRT NIGHT!**  
FIRST 1,000 FANS GET A FREE CEDAR LAKE T-SHIRT AND IT'S A NIGHT OF STUNTS AND DESTRUCTION YOU DON'T WANT TO MISS! RACING INCLUDES IMCA OLD TIMERS, PRO STOCKS, & UMSS TRADITIONAL SPRINT CARS!  
Adult \$12<sup>(1)</sup> Stndt \$6<sup>(2)</sup> Pits \$30



**29th ANNUAL USA NATIONALS!**  
AUG 4th-6th  
7:30 START TIME EACH NIGHT

**THU, AUG 4**  
**WORLD OF OUTLAW LATE MODELS**  
\$8K TO WIN! ALSO RUNNING MIDWEST MODIFIEDS.  
Adult \$25<sup>(1)</sup> Stndt \$12<sup>(2)</sup> Pits \$35

**FRI, AUG 5**  
**NATIONALS DAY 1**  
WORLD OF OUTLAW LATE MODEL QUALIFYING, HEATS, & DASH FOR \$50K. TO WIN EVENT & COMPLETE SHOW OF NASCAR LATE MODELS  
Adult \$30<sup>(1)</sup> Stndt \$15<sup>(2)</sup> Pits \$35

**SAT, AUG 6**  
**NATIONALS DAY 2**  
WORLD OF OUTLAW LATE MODEL SEMIS, LCQ & 100 LAP \$50K TO WIN EVENT & COMPLETE SHOW OF NASCAR LATE MODELS  
Adult \$35<sup>(1)</sup> Stndt \$17<sup>(2)</sup> Pits \$40

**SAT, AUG 13**  
**THE CLS NASCAR DASH EVENT 5**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15 Stndt \$7 Pits \$30

**SAT, AUG 20**  
**THE CLS NASCAR DASH EVENT 6**  
LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS!  
Adult \$15 Stndt \$7 Pits \$30

**SAT, AUG 27**  
**FAN APPRECIATION DAY AND ELMER & LORAINNE COOK MEMORIAL!**  
FULL RACE PROGRAM OF LATE MODELS, MODIFIEDS, PRO STOCKS, & MIDWEST MODIFIEDS (RAIN DATE FOR CLS NASCAR DASH)  
Adult \$15 Stndt \$7 Pits \$30



**SAT, SEPT 10**  
**16th ANNUAL JERRY RICHERT MEMORIAL**  
FEATURING IRA 410 OUTLAW SPRINT CARS, UMSS 360 SPRINT CARS & UMSS TRADITIONAL SPRINT CARS!  
Adult \$25<sup>(1)</sup> Stndt \$12<sup>(2)</sup> Pits \$40

**11th ANNUAL LEGENDARY 100!**  
SEPT 14th-17th

**WED, SEPT 14**  
**OPEN PRACTICE**  
(6-9PM) \$30 PER CAR & DRIVER. ALL CARS ARE WELCOME.  
Adult NA Stndt NA Pits \$5

**THU, SEPT 15**  
**COMPLETE SHOW**  
FOR UMSS TRADITIONAL SPRINT CARS, PURE STOCKS, STREET STOCKS, & HORNETS!  
Adult \$15<sup>(1)</sup> Stndt \$7<sup>(2)</sup> Pits \$35

**FRI, SEPT 16**  
**COMPLETE QUALIFYING SHOW**  
FOR MW MODIFIEDS, PRO STOCKS, MODIFIEDS, & LATE MODELS! TOP 12 LOCKED INTO SATURDAY'S A-MAIN  
Adult \$20<sup>(1)</sup> Stndt \$10<sup>(2)</sup> Pits \$35

**SAT, SEPT 17**  
**B-MAINS**  
LINED UP BASED ON FRIDAY'S FINISH, LAST CHANCE RACES  
**A-MAINS**  
FOR LATE MODELS, MODIFIEDS, PRO STOCKS & MIDWEST MODIFIEDS!  
Adult \$25<sup>(1)</sup> Stndt \$12<sup>(2)</sup> Pits \$35

**SAT, SEPT 24**  
**10th ANNUAL \$10,000 TO-WIN ENDURO!**  
Adult \$12<sup>(1)</sup> Stndt \$6<sup>(2)</sup> Pits \$25

**SAT, OCT 1**  
**UMSS ARRIVE AND DRIVE**  
TEST AND TUNE (\$30 PER CAR)  
Adult \$10 Stndt \$10 Pits \$10

**SAT, OCT 8**  
**RAIN DATE FOR UMSS ARRIVE AND DRIVE/TEST AND TUNE (\$30 PER CAR)**  
Adult \$10 Stndt \$10 Pits \$10

**MULTI-DAY NATIONAL EVENTS**

**The Masters** - June 16-18th  
UMP DIRT CAR Summer Nationals Touring Late Models and USMTS Modifieds!

**World of Outlaws Sprint Car Showdown** - July 8-9th  
Complete program of World of Outlaws Sprint Cars & UMSS 360 Sprints Cars each night!

**USA Nationals** - Aug. 4-6th  
A ton of cars and the best local racers in the area!

**The Legendary 100** - Sept. 14-17th  
MW Modifieds, Pro Stocks, Modifieds & Late Models

**Spring Sprint Special** - May 7th  
UMSS 360 Sprint Cars

**The Triple Crown** - June 4th  
\$3,000 to win IRA OUTLAW SPRINT CARS

**World of Outlaws Sprint Car Showdown** - July 8 & 9th  
Complete program of 410 World of Outlaws Sprint Cars & UMSS 360 Sprints Cars each night!

**16th Annual Jerry Richert Memorial** - Sept 10th  
IRA 410 OUTLAW SPRINT CARS & UMSS Sprints

**School Bus Races** - May 14th

**Pack The Track Night** - May 28th  
FREE GRANDSTAND ADMISSION

**Firecracker Special** - July 2nd  
Our Annual HUGE Fireworks Display

**Eve of Destruction / FREE T-shirt Night!** - July 30th  
A night of stunts and destruction

**10th Annual \$10,000 TO-WIN ENDURO!** - Sept 24th

ALL RACES START AT 6PM  
UNLESS OTHERWISE NOTED<sup>(1)</sup>

FOR MORE INFO ON THESE EVENTS, VISIT OR CALL...

**www.cedarlakespeedway.com**

**715-248-7119** TOLL FREE: 866-CLS-FUN



www.lifetimeoil.com



*For Quality Work at a Fair Price use IBEW Local 110*



[www.ibewpros.org](http://www.ibewpros.org)

[www.stpaulneca.org](http://www.stpaulneca.org)



Like us on Facebook, watch us on YouTube, or follow us on Twitter

[www.facebook.com/themidwestracingconnection](http://www.facebook.com/themidwestracingconnection)

[www.youtube.com/theracingconnection](http://www.youtube.com/theracingconnection)

@MidwestRace



**Upcoming Events**

*Annual IMCA Racers Swap Meet*

April 24, 2016 - Shakopee, MN  
Manheim Auction Parking Lot

[www.IMCAoldtimers.com](http://www.IMCAoldtimers.com)





## NASCAR Insight



**Shane Carlson**

This year marked the 58th annual running of the Daytona 500, NASCAR's most prestigious race. Since its inception in 1959, Daytona has served as one of the most iconic tracks NASCAR visits. A lot has changed since then; the cars have changed, the rules have changed, and the drivers have changed since the infant stages of NASCAR. Yet one thing remains the same; go faster than the rest.

Rushford, Minnesota's, Ernie Tuff, 85, knows how to go fast, especially at Daytona International Speedway. He was dubbed "The World's Fastest Man" after building an engine for Edward Glenn "Fireball" Roberts for the 1964 NASCAR Modified Sportsman Division race at Daytona International Speedway.

## Ernie Tuff "The World's Fastest Man"

"Fireball was the greatest racecar driver in the world," said Tuff in a recent interview. Roberts, a 2014 NASCAR Hall of Fame inductee collected 33 NASCAR Grand National (now Sprint Cup) wins, but he often preferred to dabble in the Modified Sportsman Division, where the cars were faster than the Grand National cars.

Back in the '60s, there were two NASCAR divisions; the top-tier division was the NASCAR Grand National Series.

This series featured names like Richard Petty and David Pearson. There was a strict set of rules that every team, car and driver had to follow.

The second-tier series was the NASCAR Modified Sportsman Division. There were virtually no rules in this division, except that the car had to be at least three years older than the current model year. It was a proving ground where drivers tried to make a name for themselves and garner the attention of high-profile teams to get a shot at racing at the Grand National level.

Generally, the Grand National Series ran on Sundays, with the companion Modified Sportman Division racing on Saturdays.

Compared to today's NASCAR, the Modified Sportman Division parallels the NASCAR Xfinity Series, the "AAA" of NASCAR.

Tuff is "a self-made man," said local racing historian Dale Danielski.

Tuff said he looks up to people like Henry Ford and Thomas Edison, and it is evident with the historic photos hanging on the walls of his property. He said one of the reasons he was attracted to Ford and Edison was because they liked to tinker around and build things with their hands. So did Tuff. And he still works on project cars to this day.

Tuff never finished high school, quitting after eighth grade because he felt the stuffiness of a classroom didn't let his creativity flow. "I would be sitting in the classroom, thinking about how to make a motor work,"

*NASCAR Insight continued on page 12*



**MULTI-DAY NATIONAL EVENTS**

**The Masters** - June 16-18th  
UMP DIRTcar Summer Nationals Touring  
Late Models and USMTS Modifieds!

**World of Outlaws Sprint Car Showdown** - July 8-9th  
Complete program World of Outlaw 410 Sprint Cars  
and UMSS 360 Sprints Cars each night!

**USA Nationals** - Aug. 4-6th  
World Of Outlaw Late Models \$50,000 to Win!

**The Legendary 100** - Sept. 14-17th  
A ton of cars and the best  
local racers in the area.

**SPRINT CAR EVENTS**

**Spring Sprint Special** - May 7th  
USMSS 360 Sprint Cars

**The Triple Crown** - June 4th  
\$3,000 to win IRA OUTLAW SPRINT CARS

**World Of Outlaws Sprint Car showdown** - July 8 & 9th  
Complete program World of Outlaw 410 Sprint Cars  
and UMSS 360 Sprint Cars each night!

**16th Annual Jerry Richert Memorial** - Sept 10th  
IRA 410 OUTLAW SPRINT CARS & UMSS Sprints

**CAN'T MISS SPECIALS**

**School Bus Races** - May 14th

**Pack The Track Night** - May 28th  
FREE GRANDSTAND ADMISSION

**Firecracker Special** - July 2nd  
Our Annual HUGE Fireworks Display

**Eve of Destruction / FREE T-shirt Night!** - July 30th  
A night of stunts and destruction

**10th Annual \$10,000 TO-WIN ENDURO!** - SEPT 24th

**EST. 1957 CEDAR LAKE Speedway**  
NEW RICHMOND, WISCONSIN

**www.cedarlakespeedway.com**  
866-4-CLS-FUN • 715-248-7119

**NASCAR RACING ON DIRT**  
NEW RICHMOND, WI



NASCAR Insight  
continued from page 11

said Tuff. “Not thinking about the math problems.”

Studying the life and career of Henry Ford closely, his allegiance was to the Ford Motor Company. “I didn’t like Chevys,” he said with a straight face. “Anyone who knew anything was racing a Ford.”

After a successful career as an engine builder at the local level, building engines for Jerry Richert and Scratch Daniels, among others, Tuff decided to give NASCAR a shot.

In 1964, Tuff built a 427 cubic inch Ford V8 engine and put in in a 1961 Ford Starliner, emblazoned with

the No. 99 on the door. He brought it to Daytona, and Fireball Roberts was slated as the driver.

“I put in a half-inch longer stroke with fuel injection, and that’s when I got the greatest driver in the world, Fireball Roberts,” Tuff said.

During qualifying on the Wednesday prior to the race on Saturday, Roberts posted the fastest time out of the 50 drivers, reaching an average lap speed of 170.470 mph over the 2.5-mile track.

“They must’ve calculated it three or four times. It didn’t seem quite right,” he said.

The second-place qualifier, Junior Johnson, was nearly five mph slower in his 1959 Chevy, with a speed of 165.822 mph.

“It’s pretty easy to attract good talent when you have the fastest car in the world,” Tuff said.

As for the race, an ignition issue prevented Roberts and Tuff from reaching victory lane, completing just 37 of the 80 laps for the 200-mile race. The race was delayed because of rain, and was shortened because of darkness. Originally, the race was scheduled to be 250 miles. Roberts finished 44th.

Not only did Fireball Roberts drive for Tuff, but Cale Yarborough, LeeRoy Yarbrough, and Larry Frank also piloted the No. 99 Ford Starliner.



From 1964 to 1967, Tuff brought the same car to Daytona for the race, but in ’67 he visited Lee Petty in the Grand National garage area. Tuff acquired a stroked 426 cubic inch hemi Plymouth V8, swapping the Ford out for the Plymouth power. LeeRoy Yarbrough drove the car in ’67 and he set a new speed record at Daytona. He became the first to average more than 180 mph for a single lap in a stock car.

In 1968, NASCAR president Bill France outlawed Tuff’s car in an effort to keep the competition equal, to Tuff’s chagrin.

The car then sat idle for 47 years on Tuff’s property, and didn’t run until a few years ago. Tuff keeps it in his garage with his other project cars, and he enjoys bringing it to vintage car shows in the summer.

“It wasn’t too great just being built in Rushford, Minnesota, but at least it was the best in the world.”



AIRPORT SERVICE - CALL 24 HOURS  
\*Time Calls - Appointments

**DISCOUNT TAXI**  
**FOR TRANSPORTATION**  
Toll Free 1-888-240-8294

**612-723-5500**

[www.discounttaxiracing.com](http://www.discounttaxiracing.com)



## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

With rave reviews (Dan Plan liked it) of our last column focusing on defunct race tracks we will now commence with round two as we remember or at least imagine what once was at some of these long lost venues.

A track close to my home town, Crowns Speedway of Wis. Rapids, WI, was perhaps the first speedway in that part of the State to hold stock car racing on a regular basis. Although way before my time in terms of seeing any action there, Crowns held racing events through the Mid-Fifties and was the last track to do so



Rough and tumble racing at the Crowns track for #77 a car reportedly driven by Don Ruder.  
(Deann Schluetter photo)



before Sam Bartus constructed the Griffith Park Speedway in 1960. It was always pointed out to me where the Crowns track was and in an excursion to that area there were some remnants of a speedway having held events. Jere O'Day was one of the racing hotdogs of the day and a prolific winner at this track. Don Ruder was another frequent winner there along with Hugh Leonard, Earl Boyles, Len Willan and Milt Schavie. Schavie raced promoter Clayton Crowns 4 Aces car to many of his wins.

One of those tracks we read a lot about but were never able to witness action at was the Eau Claire Speedway located off of Highway 37 heading south of Eau Claire, WI. You can still to this day see the contour of this dirt track and of course in wandering around there I found tires and where light standards for night racing were. Looking back in 1973 we see where Red Steffen captured the Late Model Feature race on June 8<sup>th</sup>. Steffen took the win in his 1970 Chevy Monte Carlo #97 ahead of Phil Prusak, Ron Goss, Tim Lorenz and Leon Plank all of whom went on to major racing success in their careers.

A dirt track we've seen action at, the speedway located at the Clark County Fairgrounds in Neilsville, WI, still exists but by the looks of it hasn't seen any motorized action since the 1970s. Known as the Black River Country Raceway when we attended, the track held racing action that drew top notch racers from throughout the State and Canada. An invitational event held there on a Monday (Can you even imagine a race event being held on a Monday night) July 16<sup>th</sup>, 1973 found Red Steffen again in victory lane after 25 laps. Following Steffen were Tom Nesbitt, Dave Morgan, Phil Prusak, Roger Regeth and Ron Goss. In reading a Steve Sorenson written piece we see where Steffen was in the midst of an excellent season of racing having won 13 features and placed in the top 5 in 42 of 49 Feature races. These numbers with 1/2 a season of racing still to go!

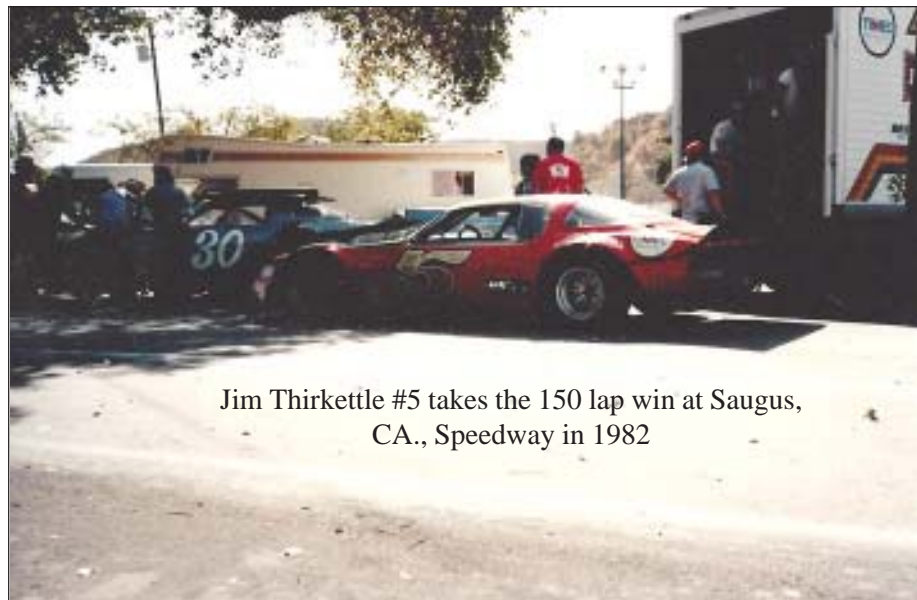
I'd been to the I-70 Speedway of Odessa, MO., on a number of occasions and have actually seen the track with both paved and dirt surfaces. Following the Wisconsin racing gang I ventured there to see Tom Reffner win the first ever World Cup race in 1976 a 400 lap affair paying \$10,000 to win. Dirt track racing featuring a great field of Late Models and Sprint cars was a show we caught in 1984 with Jeff Purvis taking the \$10,000 LM Feature win. With rain affecting the program and the purse cut, a bunch of the Sprint car guys went home

What appears to be one of the original entrance gates to enter the Eau Claire Speedway.



including record breaker in time trials Sammy Swindell who went around the 1/2 mile in 15:10 seconds! Not even sure they held the Sprint event and sadly can't remember who won it if they did as we were forced to leave early and head for home. A fast track which maybe made it tough to hold a regular weekly type show format, what a shame the original high banked speedway has been shuttered for years.

The Saugus Speedway near Hollywood, CA, was utilized in numerous movies through the years but once again development led to another race track's demise. I happened to get there on a long west coast vacation in October of 1982 for a special event. Drivers from 5 States participated with California racing star Jim Thirkettle taking the 150 lap win on the 1/4 mile flat paved oval. Track Champion Dan Press was fast on the day but going into the first turn of lap one he got his hand caught in his steering wheel breaking his wrist. What a way to start and end your race!



Jim Thirkettle #5 takes the 150 lap win at Saugus, CA., Speedway in 1982

We had the opportunity to attend weekly and special events at the Echo Valley Speedway of West Union, Iowa on a number of occasions. What's really interesting about this 4/10ths dirt oval speedway was that it was built on land that James Bond (Sean

*continued on page 14*



### *Racing Observations from page 13*

Connery) owned. Just why Connery had land in Iowa is a question no one seems to be able to answer but nonetheless it became the site for the Echo Valley Speedway. The place was really racy but as is the case so often politics became an issue and in this case, health issues in the promotional groups family came into play and the speedway hasn't held events on a regular basis for quite some time. In 2004 upon our visit there we saw Kevin Schroeder capture the feature race in the modified division.

Fountain City, WI., has a long history of dirt track racing dating back to the early 1960s. Originally configured as a dirt Tri-Oval, the track held events for many seasons before finally closing. Re-opened by Jeff Duellman in 2006 the speedway to this day holds weekly racing. Of course folks now know the track as Mississippi Thunder Speedway and it is a cookie cutter 3/8 mile oval instead of a Tri-Oval. Back on July 27th 1973 we see where Cecil Henderson took the 25 lap Feature win in his Mercury Cyclone out pacing Wendell Kuehn, Red Steffen, Fred Prudoehl, Phil Prusak and Al Schueler. Henderson raced and won often in Minnesota and Wisconsin dating back to the late 1950s. He had much of his success driving for Dale Northup.



Tri-Oval Speedway in 2005 before reopening in 2006

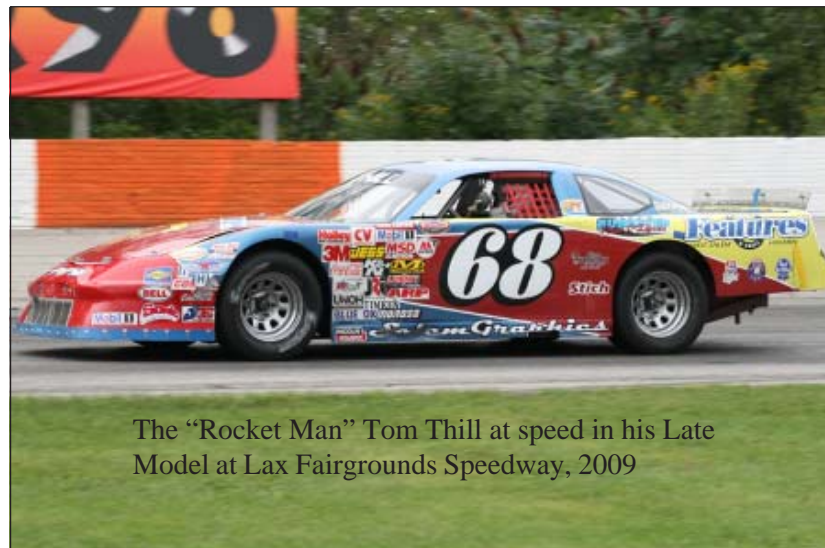


The Dale Northrup owned Coupe driven by Cecil Henderson to many wins

The Fairgrounds of Marathon Park in Wausau, WI., also has a long racing history dating all the way back to the late 1940s. Annual Fair races were extremely popular and we can remember in the 1970s the track running two during the week of the Fair. Interestingly a number of pavement drivers would show up for these events and surprisingly run very competitively. Most of the time they would show up with their cars just as they raced them on pavement including tires meant for asphalt rather than switching over to a dirt tire! Dick Trickle in the midst of a poor year on pavement in 1976 was one who raced his Ford Mustang at many dirt events including at Wausau. I always wondered how they could run that well against established stars and cars of dirt track racing and I can only surmise that because their smaller wheel based cars (Downsizing to 108 inch wheel base Pony Cars in the early '70s) were substantially lighter and consequently not at a disadvantage to the heavier cars built specifically for dirt.

Case in point was Rick Haase in a pavement car winning the feature at the track on August 13<sup>th</sup>, 1978. In an exciting finish Haase took the lead with just two laps to go after dirt star Tom Hearst, leading most of the way, suddenly on his own, spun out! The pavement guys didn't always fare this well as I recall Jim Back bringing his 1969 Camaro pavement car to an event and rolling over numerous times down the front straightaway! Of course Marathon Park in Wausau still exists but auto racing has not occurred there since the '80s sometime. Unless you knew right where the track was it would be hard to recognize that racing was even held there looking at the facility now.

I can remember discussions in the '90s pertaining to the Tunis Speedway of Waterloo, Iowa which ran races for many years but was now long gone. Of course ever the curious one I took a trip in that direction back in 1998 and low and behold the track was still there although very much grown over. I guess when I ask if any remnants of a track exists I need to specify that it doesn't have to have grandstands, a concession area and look to be race ready for next week! Located between Waterloo and Cedar Falls, for all I know



The "Rocket Man" Tom Thill at speed in his Late Model at Lax Fairgrounds Speedway, 2009



The late M. J. McBride #5 at Marathon Park in 1980  
(Gary Hall photo)

now the track truly is gone, as much development was taking place even back then and perhaps has gobbled up everything that made you aware racing ever took place there. We see in an article from June of 1978 the track was definitely operating and on this Sunday night it was Stan Stover taking the Late Model Feature win. He was followed in the main by Bill Zwanziger, Tom Bartholomew, Dan Nesteby and Ed Sanger. We'll do round three of our former race track feature in next month's online MRC. Hang in there it should be cool!

Here and there...Ty Majeski continues to make a name for himself in racing as he captured the World Series of Asphalt Stock Car Racing held at New Smyrna Speedway of New Smyrna Beach, FL., during Speedweeks. Majeski was crowned Champion on the strength of three feature wins and three second place finishes... We are again somberly reminded that time waits for no one as two more racers we've seen turn many laps and really enjoyed watching passed away this past month. M.J. McBride a prolific winner on the dirt circuit of North Eastern Wisconsin and Tom "Rocket Man" Thill who raced at La Crosse Fairgrounds Speedway are both now gone...

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10<sup>th</sup> Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at [dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com)



## Racing Nuggets



### Jacklyn Daniels-Nuttleman

It's a sinking feeling, when you are looking at the calendar of racing events you want to travel to see, knowing that you don't have enough vacation days left in your coffers to pull every trip off without a hitch. This being an adult thing is for the birds.

These were my thoughts, back in December, as I was pondering the upcoming races that my husband, Toby would be heading to in early 2016 with his driver, Ty Majeski. After much consideration, I decided to max out the vacation that I had left, to take in as much of the "World Series of Asphalt" at New Smyrna Speedway that I could. It seemed like a better value for my remaining time off, with seven races in nine days.

The good news was that it wouldn't be too painful waiting for said vacation coffers to be replenished, as by late March they would be fully filled again.

But yet, I was still short enough days to take in the entire "World Series of Asphalt," particularly with the travel time. Instead, I opted to fly one-way down there, and ride back in the hauler with Toby. In our household, we call that ride, "Quality Time."

It was an uneventful flight down to Florida, and the rental car was a real peach. The speedometer on the compact went up to 140mph. I felt like the car was

challenging me. While no speeding tickets were acquired during this trip, I did make the jaunt from Orlando to New Smyrna Speedway in record time. I like a good challenge.

Nothing went slow that first night for me in New Smyrna. Even the super late model feature zipped along, becoming the first caution-free race of the event. This is notable, as there had been a tremendous amount of carnage from the get-go, across all series running at the World Series of Asphalt.

It was even better, as Majeski won the feature, and that made for a great celebration the first night of my arrival.

This was also my first night staying in a smaller condo with six guys. My husband can foul the air up in his own right with his gaseous emissions, but when you add another five guys to the recipe, it can be toxic for your nostrils. Suffice it to say, I was grateful to have the rental car for a few days, so I could stay back when they left early for the track, and open up the windows to air out the place.

The next night of racing brought about some excitement, as Majeski laid down the fastest lap in qualifying, and engaged in one crazy battle with Harrison Burton for the win. The two were on the front row for a restart in the feature, after a caution slowed the race. There was some side-by-side contact between the pair, and Majeski pulled ahead, stretching out a nice lead. Moments later, the caution flew again, when a driver spun on the backstretch, setting up another battle on the restart between Majeski and Burton. This time, there was no contact, and Majeski took off to the lead again, without incident.

Majeski's car wasn't handling as good as it should, and that allowed Burton to stay close on his heels, eventually making contact, in an effort to loosen him up to pass. Repeated efforts to upset Majeski's car finally paid off for Burton, as Majeski ended up having to lift, and chase his car up into the third groove, allowing Burton to pass for the lead.

And that's how the two would finish the race that night. Burton won his second feature of the series, and Majeski would have to settle for this third second place finish in five starts.

The post race interview was amusing to hear, if one were able to appreciate the brutal honesty that fell from the lips of the 15-year-old Burton on the FansChoice.TV interview: "Well, I honestly just had to move him out of the way. Ty is such a great race car

driver that it's hard to beat him otherwise. We had a restart there and he kind of did the same to me, so it wasn't dirty by any means. I think it was just hard racing and it was a lot of fun."

Majeski on the other hand, avoided feeding the much desired flames from the media, and refused to say anything snarky about the incident. Instead, when told what Burton said, and asked for comment, Majeski said that he and his crew chief, Toby Nuttleman would just have to work harder to beat Burton. I truly think that interview was a defining moment for Majeski to the racing world.

Beyond the on-track incident, the guys on the Majeski team were downright pissed at themselves about finishing second. It says something about a group when they're not OK about finishing a solid second place, and it's hard not to appreciate that intensity and competitiveness. I was so struck by it, that I had to take



a picture of the team rallying together to talk after the race.

Friday was a scheduled day off from racing for the super late models, but as expected after finishing second the night before, the team still went to the track to work on the car. They were focused on securing the championship with the final race; a 100-lap event on Saturday.

Friday was also the day that I needed to return my rental car to the facility in Daytona Beach. Of course, any racing wife with a brain knows that you don't expect your husband or any member of the team to leave the race track to help you return a rental car. Toby's lucky in that regard because I'm a handler, and

*Racing Nuggets continued on page 16*





### *Racing Nuggets from page 15*

not some inept woman that can't use her brain to get things done. I did what any self-respecting, penny-pinching woman would do, when the car had to be returned by noon. I installed the Uber app on my phone and drove to Daytona Beach to return the rental car myself.

I laughed as I selected an Uber driver to be my chariot back to the condo in New Smyrna Beach, knowing that I was saving over \$20 on the ride, versus the cost of a standard taxi. He was quite the character too. This day was only his second on the job, as a part time Uber driver. He had recently become a firefighter, and his father was a police officer in New York, before he retired and the family moved to Florida. Probably the most notable thing about my Uber driver, upon first glance was that he bore a strong resemblance to President Obama. No kidding.

When I got back to the condo, I puttered around with editing video, and giving the place another round of much-needed fresh air ventilation, while waiting for the guys to finish prepping the car for Saturday's championship race, and return from track. Friday night was pretty awesome, as we went to the NASCAR Camping World Truck Series race in Daytona. I had not been to Daytona International Speedway in five years, and the improvements that they made to the facility were pretty amazing. It is very fan-friendly, with lots of amenities like phone charging stations, plenty of casual seating areas for gathering with a group on the mezzanine, and we didn't even head into the pits, where the fan experience there is second to none, according to my sources.

The truck race was phenomenal in person. It's such a rush to have that thunder rattling in your chest, as they roar down the front stretch. And while it can be difficult to watch a race on a two-and-a-half-mile track from the stands, thanks to one of the three jumbotrons, fans are able to view the backstretch action quite seamlessly.



We had a fun group at the race, and I snapped a photo of us to put out on social media, which ended up getting retweeted by Daytona International Speedway, and liked by many others, including Roush Yates Engines. Kind of sweet to have well-known entities pay attention to a silly photo of our group.

Crazy race. We all knew that something ominous was coming in the final laps, but when Christopher Bell went end over end in his truck, it was still jaw-dropping to see. And when he got out of the truck, there was deafening cheers and applause for him, as he stood, albeit wobbly, next to his mangled machine.

In the end, it was a Wisconsin win, with Johnny Sauter handily snagging the checkered flag. Everyone in our group was banking on the Midwest winning trend to continue for our big finale the next night at New Smyrna Speedway.

Sleep was elusive the night before the big race. I considered wearing my headset in bed to drown out the chorus of snoring that was happening in the condo, with the buzz saw of my husband taking the lead in my left ear. Eventually, I did nod off, for a few winks before the alarm went off to get packed up and leave one last time for the track.

To say the guys did their homework would be an understatement. Majeski set the fast time for the 100-lap race, and drew a two-car invert. While I'm not complaining that he was able to start on the front row, I did find it strange that there was even a 2-car invert as a possibility. Why bother? Other than it put Majeski on the outside, which provided his preferred lane for the track.

The team had prepared a superb rocket for him. Majeski was lapping much of the field, with a nearly seven-second lead on the pack. The huge gap was eliminated when the caution flag flew. It was during this time that second place runner, Burton would elect to duck into the pits, due to a lot of oil on his windshield. The Burton team was riled up about having to restart 9<sup>th</sup> instead of 2<sup>nd</sup>, due to officials not allowing him to have his position back for the restart, after pitting for safety reasons.

It was an argument that I could understand from both sides, but honestly—and I know this is going to sound biased—I don't think anybody had anything for Majeski. The green flag dropped again to restart the race, and Dalton Armstrong, running sixth, missed a shift causing Steven Wallace to get into his backside, effectively turning him sideways, and chaos ensued. It was a monstrous pile up of machines.

Another Wisconsin native, 14-year-old Derek Kraus would deftly navigate the



massive incident, and exit unscathed toward turn one. It was nothing short of amazing. Burton also avoided getting caught up in the melee, and would restart seventh, once the track was cleaned up and the red flag lifted.

Once again, nobody had anything for Majeski when the green dropped that final time. He was off like a horse getting stung in the backend by a bee. Burton restarted seventh, as there were only seven cars on the lead lap. He ended up sixth in the race, improving his restarting position by just one spot. Burton did however, move into second place in the overall standings, besting Steven Wallace by one point, but falling 24 markers short of the championship to Majeski.

Three wins, three second place finishes, two fast times, and one championship. It was quite the celebration after that amazing week in New Smyrna. The pits were filled with many well wishers, and glad-handers. Harrison Burton's father, Jeff came over and shook Majeski's hand, telling him, "You're bad ass, man."

One team gathered in the Majeski pit and offered to purchase the championship car for an incredibly ridiculous sum of money that many teams would have gladly accepted, laughing all the way to the bank. The idea that this car, which is two years old could have netted such an amazing sum of money, makes me incredibly proud of my husband for building such a bullet, and of Majeski, for wheeling it to its full potential.

Needless to say, the offer was declined, as the team has a lot more wins and championships to chase with that machine this year. And I am grateful to have another full bank of vacation days to tag along to as many races as possible.



10<sup>th</sup> ANNUAL  
**RACERS SWAP MEET**

SPONSORED BY



**IMCA OLD TIMERS**

***SUNDAY, APRIL 24, 2016***

***GATE OPEN 8 TO 3***

AT

**New location**

**FRONT PARKING LOT**

***MANHEIM NORTHSTAR AUTO AUCTION***

(ON HWY 101 ACROSS FROM VALLEY FAIR  
1 MILE WEST OF OLD RACEWAY PARK)

**4908 VALLEY INDUSTRIAL BLVD N.  
SHAKOPEE, MN**

**THIS IS FOR RACERS AND CAR BUFFS**

LATE MODEL, HOBBY, MODIFIED, VINTAGE-OVAL-ASPHALT, DIRT, DRAG, STREET  
Racing Parts\*\*Auto Parts\*\*Tools\*\* Accessories\*\*Car Corral

**BRING YOUR PARTS, RIMS, TIRES, COMPLETE CARS,  
WHATEVER, CLEAN OUT THAT GARAGE**

**ADMISSION FEE \$10.00 FOR SWAPPERS AND \$5.00 BUYERS  
KIDS UNDER 15 FREE and WIVES FREE**

**MORE INFO: CALL PAUL DOLPHY 763-784-0204 or JIM HEILAND 612.889.2100  
OR ON THE WEB AT**

**[WWW.IMCAOLDTIMERS.COM](http://WWW.IMCAOLDTIMERS.COM)**

EMAIL: [LIBERTYSTATION@FRONTIERNET.NET](mailto:LIBERTYSTATION@FRONTIERNET.NET)



**DON'T NEGLECT**

# **THE TOYS**

**POUR IN POWER, PROTECTION  
& ADDED PERFORMANCE!**



Justice Brothers products provide superior protection for all of your favorite extreme big-boy toys! By reducing friction and wear, keeping fuel systems clean and protecting engines against acid and corrosion, **Justice Brothers** additives will ensure that your toys run at peak power and performance, providing maximum enjoyment! Whether you ride for sport or for recreation, don't start that engine without **Justice Brothers** protection!

[www.justicebrothers.com](http://www.justicebrothers.com)

- Justice Brothers Engine Tune Up
- Justice Brothers Fuel Injection System Cleaner
- Justice Brothers Gear Oil Treatment

