

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

February 2018

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Open Wheel Resurrection



**Team Work
Makes the Dream Work**



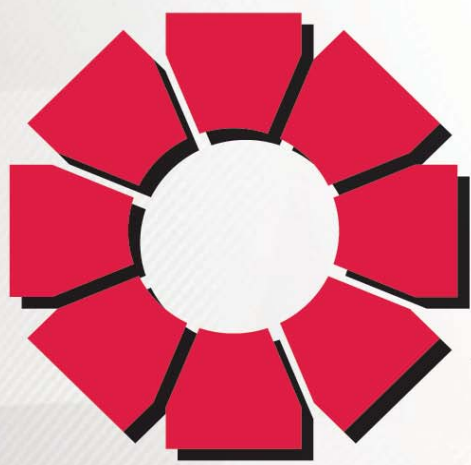
IMCA Oldtimers Awards



Daytona Opportunity for Ostdiek

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Publisher's Note

Racing According to Plan



Dan Plan

Late in the 2017 season, I was sitting around between races one night with a group of people discussing the payout at a local track. The group was frustrated at their nightly payout compared to what it had been in the past or when compared to other tracks.

One of the people in the group (let's just say he goes by the name of Cletis) pointed out that it always costs money to have fun. Cletis was sitting in a lawn chair and pointed with his cane to the bar in town near the track and stated; "I've spent a hundred bucks over there and had fun. I've spent a hundred bucks here and had fun too. It's when you start spending \$300 or \$400 a night that it stops being fun."

This statement was like a light bulb turning on for me. Cletis hit the nail on the head. No matter what you do, it's going to cost money. Going out to a movie, going to a concert, fishing or riding a snowmobile is going to cost money.

It Costs Money to Have Fun

I think everybody participating in short track racing realizes they're not going to make money. Or, at least they should realize you're not going to make money. You have to come to a conclusion of what your comfort level is (expense wise) for having fun. For some of us, \$100 will be the limit. Some people might fall into the \$300-\$400 range. Others are going to spend a lot more, but still consider it fun.

I started thinking about my experiences during the past year with the Kart racing world. There's no prize money in Kart racing. I knew going into this gig, it was all about spending money. Luckily, the group we ran with was more about having fun, than outspending each other every race weekend.

When I sat down and looked at the amount of money spent on the season, the dollar amount was surprisingly close to the statement from Cletis. I factored in entry fees, "fuel for the hauler", tires, parts, food/beverages and other items, and it came out right around \$100 per night.

If I had sat down at the beginning of the year and known I was going to spend this much money for each event, I might have given it a second thought. I'm sure my wife would have appreciated the money being spent on an updated kitchen or bathroom, but what fun would that be? I got to spend 10 weekends with my and my kid, my good buddy Bob, won a few races along the way and hung out around a bonfire many nights with some really cool people. It was well worth the \$100 a night for the entertainment factor. Heck, some nights the bonfire entertainment itself was worth the \$100.

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Open Wheel Resurrection



Vince Peterson photo

About 10 years ago, Sprint car fans in the Twin Cities area could probably count on one hand the number of 360 shows they could see within an hour's drive. The number of Traditional (non-wing) Sprint shows was even fewer. With the introduction of the Upper Midwest Sprint Series (UMSS), open wheel fans now have an opportunity to see close to see nearly 20 shows in the area during the 2018 season, along with annual visits from the World of Outlaws and IRA Sprints. If you're interested in doing a little traveling, the number swells to over 30 shows within a 4 hour commute of the Twin Cities. Sprint car fans do indeed have things going their way for 2018.

In addition to the plethora of shows in the area, the UMSS Traditional Sprint Car program has

added a "Dash for Cash" series at select events in 2018. The same format as the 2017 season will see the top drivers from the heat races redraw for their starting spot for in The RockAuto Dash race and try their best to take home the lion's share of the cash. "We had some all out wars during these races last year, and I expect nothing less in 2018" stated Ron Bernhagen of the UMSS. The RockAuto Dash provides an opportunity for drivers to earn some extra bonus money. Drivers and fans will be notified in advance which events on the 2018 Traditional Sprint Car Series schedule will be RockAuto Dash Series nights.

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Going in Circles



Charlie Spry

Just some random things that are on my mind during the off-season....

I absolutely hate it when any race track closes. Every track has their detractors, but why wish a track to close? If you don't like a certain track, go elsewhere instead of standing around bad mouthing a place, or even worse, going on social media to do so.

When a track closes, a great deal of its competitors seem to vanish. I take the now closed Columbus 151 Speedway as an example of this. In looking back, many of the drivers who ran weekly there have since sold off their equipment or otherwise leave it sit. A few raced at other tracks for a year or two and then got out of it. A very small number are still racing elsewhere, mostly in the lower divisions. It was very similar when Lake Geneva closed after the 2006 season. So many drivers vanished into thin air. So sad to see.

I have always had a soft spot in my heart for the underdog drivers. Even when I was a kid, I enjoyed seeing all of the driver's race and was beside myself when someone won a race that didn't visit victory lane often. One of my earliest underdog drivers was a driver from the late 1960's named Eldon Bronte. Eldon raced a dented maroon something or other with a scribbled on number 23 on the rear quarter panel, racing mostly at Madison and Jefferson. Another driver came up from Rockford to race with a fastback Torino, number 28, name of Herbie Stoner. I hope my memories are correct, because it was a long time ago. I always rooted for him at Rockford when he raced there, too, as well as the Swartwout brothers from my then hometown of Janesville, WI.

Speaking of Rockford, It must have been interesting in 1974 when Hugh Deery surprised everyone by getting rid of the so called super late models, and adopting his own rules, most commonly referred to as "Rockford Rules" late models. Detractors abounded, but soon other tracks adopted their own versions with much success. First champion under the new rules at

Rockford back in 1974 was Jerry Lewis. No, not THAT Jerry Lewis.

My very first favorite driver was Tom Reffner back in 1969-1970. Reasons were simple; I liked the color of his car, kind of a metallic light blue, with "Mercury Mind Stomper" written on the quarter panel. I thought that was so cool! Plus, I liked his driving style, and always did.

I've always enjoyed watching Russ Grossen race. Back in the late 1960's he raced a bright fluorescent orange 1955 Chevy hobby stock. He switched to late models shortly after, running with a Corvair-bodied late model with his now familiar number 16. Russ told me later that this was still the '55 Chevy frame with the Corvair body grafted to it. You have to admire the craftsmanship and amount of thinking and engineering that went on back then. Russ would go on to win the 1978 championship at Jefferson Speedway, and after all these years, he's still racing. I think that is just so great!

Now, on to more modern things. One night I was walking to the restroom at Madison International Speedway, and outside the door stood a rather sheepishly looking guy, holding onto a purse while his wife/girlfriend was in the ladies room. The fellow walking in front of me kind of stared at him, so he said, "It's hers!" To which the other guy said "Suuuure it is!" While chuckling out loud. Been there and done that!

Another story involves a sportsman team member removing a wheel off the racer in a grassy pit area at another track. He dropped the lug nuts on the ground, only to have some of them roll down into a gopher hole. Trying to reach the nuts, he succeeded only in moving them further down the hole and out of reach. Finally, he gave up and went to the parts truck to buy more wheel nuts. The moral of the story here is that you should always make sure to keep your nuts within reach.

It was nice to see young Alexander Gilhart doing some flagging at Madison International Speedway this past year. Alexander might be a rookie, but he has been practicing his craft in the stands practically since he was old enough to stand. I know the family well, and have watched him grow up around the tracks, attending countless races each year with his Dad, Kurt. How it all came about, was one night Gregg McKarns saw young Alexander flagging from the stands several years ago, and told him that if he ever owned a track, he wanted him to work there flagging. Well, lo and behold, Gregg now operates Madison International Speedway, and made good on that promise. In 2017, Alexander did pretty much all of the flagging for all of the divisions except late models, and he assisted with that, too.

Here is hoping for an early spring!



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IMCA Old Timers Awards

The IMCA Old Timers handed out some awards and featured a guest speaker as part of their January 2018 club meeting. The guest speaker, Mike Heffron (right photo) was part of the racing program at the Minnesota State Fair during their IMCA days in the 1950's and 1960's. Mike told some great stories of the events at the fair, including an interesting tidbit about a young AJ Foyt and another driver at the state fair payoff window one year. Needless to say, "Super Tex" wasn't the one that ended up on the ground at the end of the conversation.

The awards handed out this year were; The Chet Heruvin Sportsman award presented by Roger Waid to Roger Blomquist (below left) and Skip Pollak presented The Gale Frost award to Gary Stein (below right) for his 35 years of involvement with the IMCA Old Timers. Annual Honorary Membership awards went to Roger Waid and John Ellingson.



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Racing Nuggets



Jacklyn Daniels-Nuttleman

If you're like me, you may be a bit biased about the level of competition in auto racing in the Midwest. I've witnessed the "alleged" best-of-the-best at major events across the country, but I still feel like if one wants to see the true cream of the crop in auto racing—all you need to do is take a quick drive to any of the short tracks right here in the Midwest.

It's not just the racers who make the show fantastic. It's the people behind the scenes who put in countless hours as part of the entire orchestra of moving parts. And it's the conductor of said orchestra who sticks their neck out financially to set the stage for those summer shows of speed that we all enjoy. People like Gregg McKarns, who owns and runs Madison International Speedway as well as the ARCA Midwest Tour with his wife, Angie are an excellent example of this.

McKarns recently won the Auto Racing Promoter of the Year for the North Region, which puts him in the running now for the national Auto Racing Promoter of the Year (ARPY) overall. The recipient of that award will be announced during Speedweeks as part of the Racing Promotion Monthly Workshop in Daytona.

This is the first time that McKarns has been up for the honor—and he's in pretty stout company for that national award. Five other promoters from across the country are vying for the honor, including from the Eastern Region—Lyle Devore from Albany-Saratoga Speedway (NY), the Southeastern Region—Paul Purvis from Swainsboro Raceway (GA), the Central Region—Ron Flinn from Crystal Motor Speedway (MI), the Great Plains Region—John McCoy from Knoxville Raceway (IA), the Southwest and Western Region—Steve Beitler from Skagit Speedway and Grays Harbor Raceway (WA).



Jacklyn Daniels-Nuttleman photo

Team Work Makes the Dream Work

While many are pulling for McKarns to win the overall ARPY award, he seems to think the honors will go to Beitler. But being the sole paved track promoter in the running is what sets McKarns apart from the others in a big way. Regardless of how it ends up—it's definitely a major achievement to have the recognition for the hard work that he, his family, and staff have put in over the past year.

A challenge for all track promoters is continuing to maintain and grow the following for auto racing. It's tricky. McKarns says one of the challenges that paved tracks have is that the national spotlight on that type of racing is on the big leagues, but the hardcore talent pool is probably much stronger at the regional levels.

Part of the recipe for success is diversifying the shows. Once again this season, in addition to regular race nights at MIS, the Triple Crown Series will happen—featuring some of the most competitive Super Late Model race teams in the Midwest for a three-pronged event. The Friday dates for the series are June 1, July 6, and "The Howie Lettow 50" to wrap the championship for it all on August 24.

Madison will also play host for the ARCA Racing Series again this year with the date for that 200-lap event slated for Friday, June 15. Additionally, the USAC Silver Crown will also be making an appearance for the first time at Wisconsin's fastest half-mile on Friday, June 29. Both national tour events will be broadcast on MAV-TV.

Consistently putting a solid program together that moves along quickly each race night is key to capturing the waning attention spans of the younger generation. McKarns is following in his father John's footsteps with continuous improvement techniques—

whether it's taking note of even the smallest details of his own events, or exploring things other tracks are doing successfully and then implementing similar things into his own programs, McKarns is emulating the methodology that he learned from watching his father hone the craft of promoting and executing race events.

I asked Gregg if he sometimes finds himself asking, "What would dad do?" This question brought a lot of emotion to the surface for the son who still has his father's number programmed into his cell phone. February will mark eight years since the elder McKarns passed from this earth. It was something that Gregg hadn't thought about until we talked. There was a hitch in his voice, followed by a brief silence while he took a moment to wrap his head around that fact. Time flies but the lessons learned are etched in stone.

McKarns continues that common sense approach his father taught him that takes into account what is in the best interest of everyone as a whole. He applies that to every series or track that he's involved in, whether it's the Midwest Tour, Oktoberfest, Madison, or La Crosse.

Case in point; last season they had a rainy night at MIS. All of the drivers were there, but the stands were pretty sparse, when the sky finally cleared. They decided to dry the track and run the evening's events, despite losing money. It was the right thing to do—and in the long run it will pay off by continuing to do right by the drivers and teams.

*Racing Nuggets
continued on page 10*

*Racing Nuggets
continued from page 9*

His parents, John and Sue—have set the example and like them, it’s not just Gregg that is grinding out the promotion and execution for events. Team McKarns 2.0 continues to run the family business, as they head into their fourth year making it happen together. As mentioned earlier, his wife Angie is in the trenches with him—as well as their two children, Al and Evie. You can see the kids working at every event, whether it’s renting seat cushions at the gate, or hawking to the crowd selling programs. They’re cutting their teeth in the industry, just like their father did so many years ago.

Make no mistake; McKarns started out doing the grunt work. I can attest to this. I recall seeing him trundling around La Crosse Fairgrounds Speedway with Dave Noelke emptying garbage cans and doing a lot of other dirty jobs that Mike Rowe of Discovery fame could have featured on his long-running television series.

One of the most memorable was back in the late 90s, as they were preparing for a nationally televised American Speed Association event at La Crosse Fairgrounds Speedway. As luck would have it, there was an accident the night before that took out three billboards just outside of the retaining wall in turns three and four.



Jacklyn Daniels-Nuttleman photo

The Late John McKarns and Steve Carlson chat during the Dixieland at Wisconsin International Raceway in 2009

McKarns and Noelke were right there after that night’s program ended to dig up the posts and get it all

repaired in time for the big event the next day. McKarns was out of clothes for the weekend and rather than wear dirty jeans, he opted to throw on clean sweat pants for race day.

Sweat pants and work boots. I remember poking fun at his fashion sense that day. He took it in stride, and ended up getting a nifty photo of himself with Miss Wynn, who was the trophy girl, sponsored by Wynn’s for the series. That photo has been a nice reminder for McKarns over the years of just how important a solid work ethic is and how far he’s come in the industry.

The photo is just one of many that are enshrined in the McKarns family collection of auto racing history. The story continues, with the next generation proving to have successfully taken the reins. And like his father, there are always more things in the hopper for future events that are rolling around in McKarns’ head, but timing is always the key for putting them together and making them come to fruition.

Rest assured there will never be a shortage of exciting things to be on the race schedule each season—nor will there ever be a shortage of passionate people to promote and execute them, if the McKarns family has anything to say about it. Team work makes the dream work.

The McKarns family in victory lane with Casey Johnson during the 2017 Dixieland 250 at Wisconsin International Raceway

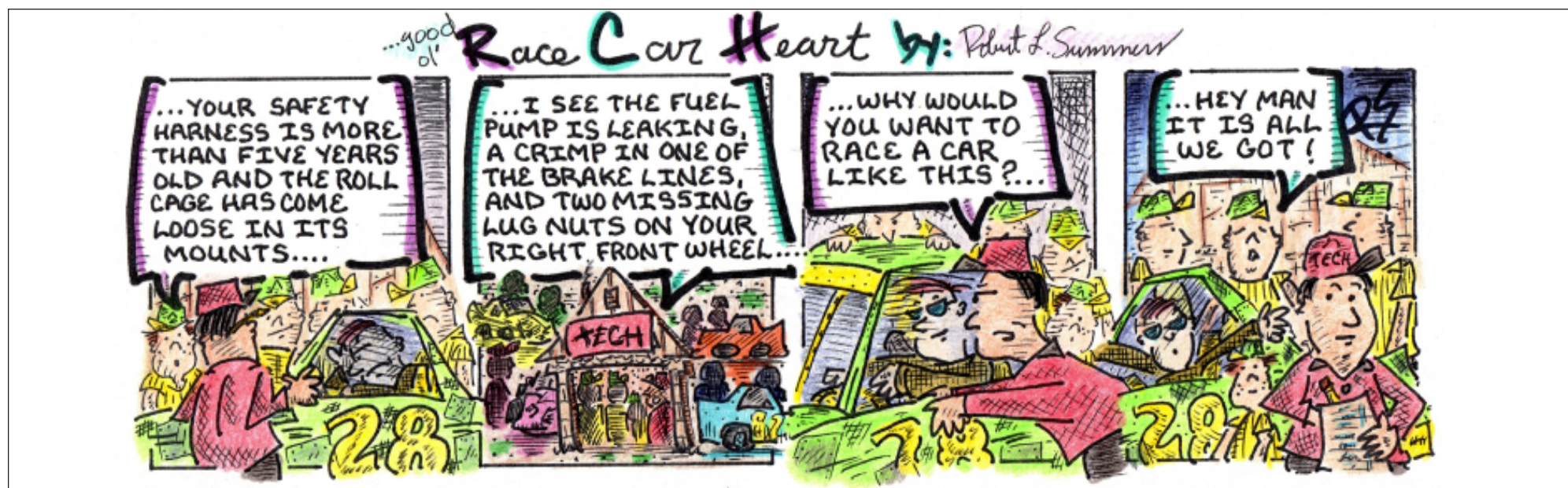


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Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

Some folks are probably gearing up for Speedweeks activity, and that was pretty common for this scribe for many years, but as the calendar will have it we will be forced to suffer through a non-racing winter and look forward to some springtime racing.

In looking through some of my old photo scrap books from Florida racing past, I'm still amazed how wild, and cool to me, some of the body work was on the dirt race cars during Speedweeks back in 1985. The "Wedge Late Models" were king at the time and as you'll see in the photos here some pretty creative rules interpretation was taking place. The Modified race cars that ventured down to Florida had a similar look about them. So who drew from whom to come up with all this creative thinking? Getting through the air was

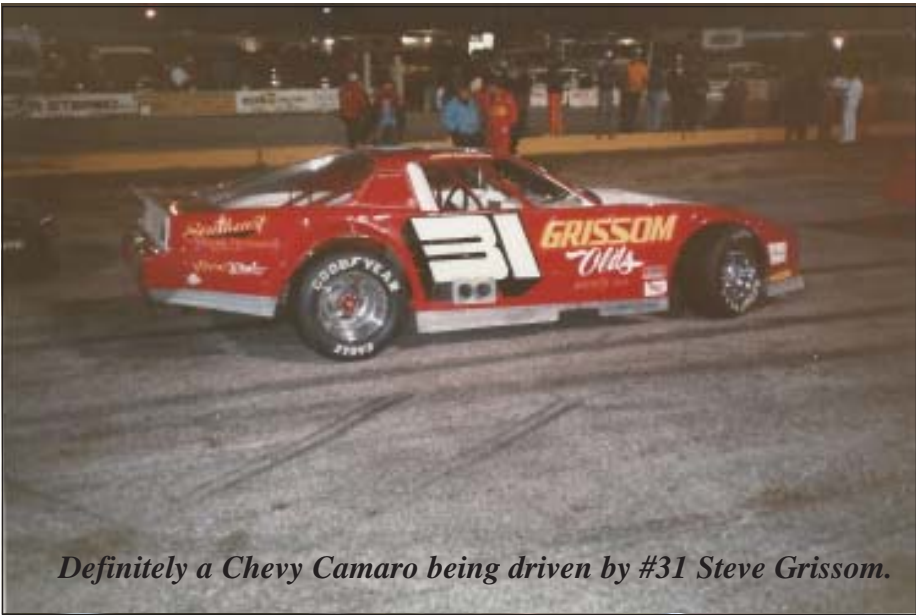
obviously becoming a big deal and these cars, (Photos shown, #112 Kevin Collins, #47, Doug Ingalls) certainly show that. Our visits to Jax Raceway, Jacksonville, FL., and Volusia County Speedway, Barberville, FL., is where we got a chance to see these guys race.

Looking at the other side of the ledger, asphalt racers at Speedweeks 1985, and it's about as boring looking as you can get. Apparently after going through some of the craziness in terms of radical body styles of the early 1980s, Ala, Balough, Hanley, Harvey etc., (Also see Jim Derhaag photo) it was time for the more fan perceived, identifiable, off the street stock type looking race cars. Case in point at New Smyrna Beach Fl., Speedway the Late Model race cars of #7, Derrick Cope and #31, Steve Grissom.

And then when we look at 1985 Late Model action here in the Midwest we see a combination of both looks in race car. A bit more open as in the Tom Reffner #88 race car, and definitely the more stock appearing #53 Scott Hansen car. Both are Chevy Camaros! Same deal with the #93 John Ziegler Ford Thunderbird and the Jim Weber #28 Chevy Camaro. Racing against each other same division, same year. Of course I've always been more partial to cars that to me look like race cars. I don't need to identify that car racing as being a Ford, Chevy, Pontiac, or whatever to appreciate it. But, that's old

school me and what evolution through the years has dictated isn't exactly what I always like to see.

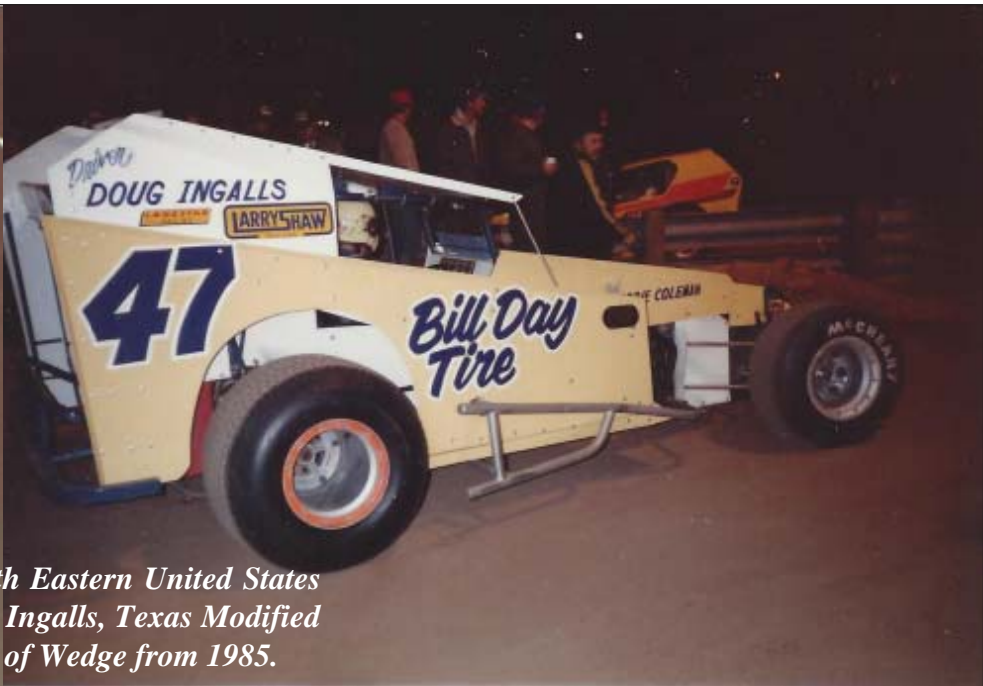
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Definitely a Chevy Camaro being driven by #31 Steve Grissom.



The very stock appearing Derrike Cope Ford Thunderbird #7.



Kevin Collins #112 North Eastern United States Modified hotshoe. Doug Ingalls, Texas Modified racer and his version of Wedge from 1985.

Racing Observances from page 12

Closer to home, tracks and sanctioning groups are getting close to finalizing their schedules for the year and that includes the Central Wisconsin Racing Association, as it's "Stars To Legends Tour" will contest at least 10 events this year. That would be two more than in 2017 as steady growth has many, including fans and drivers alike, taking more notice of the group once again.

The track of choice in this area, La Crosse Fairgrounds Speedway, West Salem, WI., has released their schedule for 2018 and it looks like things will kick off with the Frostbuster race on Sunday afternoon, April 22nd. The regular, weekly season at Lax. gets underway on Saturday, May 12th. Last year's NASCAR Late Model Champion, Nick Panitzke has indicated he will be back to defend his title. Will Mr. Steve Carlson choose to return? We'll probably have to wait until Spring to find that out.

Jerry Auby has been working hard at getting everything organized with racing at Dells Raceway Park, Wis. Dells, WI. as well as the UMA promoters group events which he heads up. ARCA Midwest Tour action will find that Series with a 10 event schedule, while tracks in Wausau, Marshfield, and Plover are also showing tentative 2018 schedules. Greg Oliver having gotten a late start after obtaining the lease to run the paved track in Tomah, WI., is also ready to release a full schedule of racing for 2018. That slate is to include what is certain to be a very exciting event, The CWRA "Stars to Legends Tour" Super Late Models on September 16th. In what is being billed as a throwback to older days of racing the event will take place on a Sunday afternoon when no other Super Late Model events are taking place. Best case scenario, with most tracks finished with their regular seasons by then, maybe even a "Challenge" type event matching CWRA vs NASCAR drivers plus any others wanting to throw their hat in the ring to see if they can take the top prize could take place. A very interesting thought and/or concept to say the least!

As far as our travels for 2018, it's hard to pass up any of the racing here locally at La Crosse Fairgrounds, but handling publicity and marketing for CWRA will find us at those events in 2018 as well. Throw in some dirt racing at places like Mississippi Thunder Speedway, Fountain City, WI., and it will be an eventful season of racing.

Here and there...It will be an interesting season of NASCAR Cup racing without Jr., Earnhardt competing. What in the World are the folks down South going to do as most don't even know the majority of the rest of the field without Jr., in it...

And, looking back on April 24th, 1985 at Yellow River Speedway, Marshfield, WI., (Which later would become Marshfield Super Speedway and now

Marshfield Motor Speedway) it was Kerry Hansen winning the Late Model feature race over Leon Plank, M.J. Mc Bride, and Jerry Redetzke. The track having been carved out of an old gravel pit was a 1/2 mile clay oval. On April 28th, 1985 it was the Capital Super Speedway, (Now Madison International Speedway) Oregon, WI., opener which found Rich Bickle, Jr., winning the 25 lap Late Model feature over Jim Back, Terry Baldry, Steve Holzhausen and Ted Musgrave. Back set fast time around the 1/2 mile paved oval at 18:854 seconds with the dash win going to Holzhausen, and heat race victories to Jerry Davidson, Tom Reffner and Holzhausen. The semi-main winner was Davidson over Ken Reiser and Spike Lindly. Midget racing was also on the card with Dan Boorse taking the feature win. Looking back to May 2nd, 1985 it was Rick Haase winning the feature event at Wausau's State Park Speedway. Following Haase were Lyle Nowak, Tom Reffner, Perry Redeker and Jim Back. Semi-feature winner was Bryan Reffner, with heat race victories going to Brian Shimkus, Larry Lepak and Tom Reffner. Dash winner was Greg Holzhausen with fast time set by Back at 14:543 seconds around the 1/4 mile paved oval. Looking back at action at Central State Speedway, Colby, WI., on June 7th, 1985 it was M.J. Mc Bride winning the 30 lap feature. Following in order were Bill Lindner, Bill Herr, Chuck Buckbee, and Rory Tabor. Heat race winners were Rory Melbinger, Lindner and Pete Parker. Dash winner was Kerry Hanson while Clarence Oertel set fast time around the 1/3 mile banked clay oval which these days finds Highway 29 running right through where the track used to be. As of this date in 1985, this scribe had gone to 35 race events. Wish I had that kind of energy these days!

In the quote of the column, it comes from long time racer in Central Wisconsin, Ed Colby, who was helping his son Dave, who was racing at an event in 1985 at Lax Speedway. "We had lots of fun and then drank tons of beer!" Dave did manage to win the first heat on the night before the partying began.

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

Dale's Pics from past...#43 Wedge Late Model racer Cecil Eunice. #40 Jim Derhaag, 1980. ASA officials here at Queen City Speedway, Westchester, OH., weren't too keen on early '80s Spoiler Madness, so spoiler which was dragging on ground is being trimmed here as photo was being taken. Tom Reffner #88 and Scott Hansen #53 do battle at Wisconsin International Raceway, Kaukauna, WI., in 1985. The #93 John Ziegler 1985 Oktoberfest racing weekend main event winning Ford Thunderbird. The 'Stock' Camaro of #28 Jim Weber racing in 1985.



Daytona Opportunity for Ostdiek

Michael Ostdiek wrapped up a successful 2017 racing season by capturing the ARCA Midwest Tour Rookie of the Year title and a runner-up finish in the Kulwicki Driver Development Program. As part of his Midwest Tour Rookie of the Year award, Ostdiek had the opportunity to test an ARCA Racing Series car at Daytona International Speedway. We recently caught up with Ostdiek after returning home to Minnesota following the Daytona test session.

When you were driving a quarter midget around Little Elko all those years ago, did you ever imagine being able to take laps at Daytona?
No, certainly not. You don't really expect things to be organized like that with winning something like the rookie of the year. It's pretty cool that Gregg (McKarns) and all the people that are able to put it on. I definitely got the full blown experience of what it would be like to go and do an ARCA race.

Was it as cool as you imagined?
Yeah, definitely. I mean as far as how easy it was to get around there. It was fun getting the whole experience of what it's like in a full blown ARCA car and going 180 miles per hour, or whatever we were going for speed. It was definitely pretty spectacular.

What was the most difficult adjustment to running on a track of that size and at that speed?
I don't really know. I was just making sure I was staying in my lane. Really the biggest thing I noticed was coming out of the corner; you're really not straight until you are truly straight. You've got to keep the wheel under it even if it feels the car might go where it needs to be like it does in a short track car.



Ostdiek at speed through the tri-oval at Daytona International Speedway in Andy Hillenburg's car.

Did you have the opportunity to run in the draft?
On the last run of the day, I was going to. I let this one car go by, but it didn't work out ideally for what we were thinking would happen. I guess I never got the full blown draft experience. I feel like going into a potential test in the future, I can get in there and test with the draft.

Which ARCA team were you working with at the test session?
We worked with Fast Track Racing and Andy Hillenburg. Andy was able to show me the ropes on the radio.

Will this lead to any opportunities driving in the ARCA racing series when they make visits to Madison or Elko?
Probably not this year, but we we're definitely thinking we want to do something like that. We would need to find additional sponsorship money. If I were to get in an ARCA car, it would be



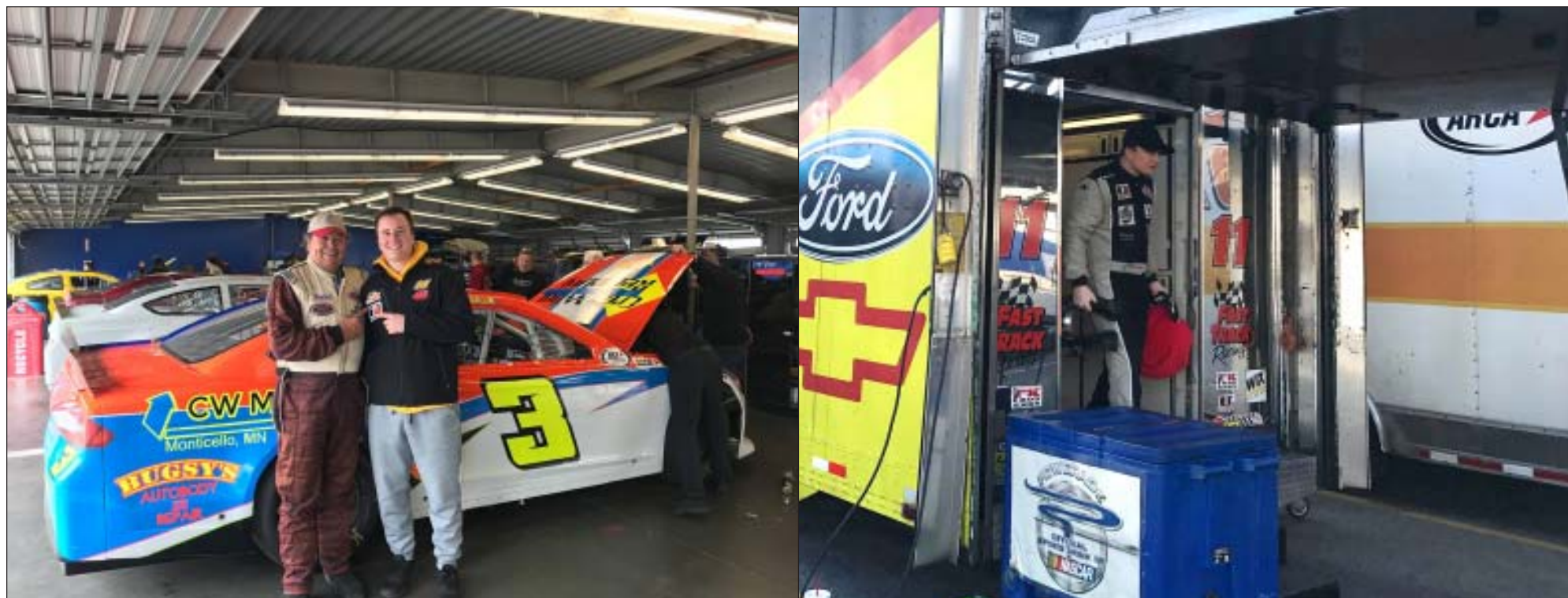
Ostdiek and Fast Track Racing team owner Andy Hillenburg

around here at one of the local tracks. For now, we are just going to focus on what's in the present.

How awesome was it to see Les Ferris participating in the same test session?
Les is a long time friend of ours. We didn't really know exactly if he was going. He found an opportunity to drive one of Mullins Racing Team cars. A lot of the

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team is out of the Minnesota area. We were able to connect with them, so it was pretty cool.

Any chance we can talk Les into coming out of retirement and running for rookie of the year on the ARCA circuit?

I don't think so. I don't think he would like to deal with all of that, but I'm sure he liked the test session.

Do you still plan on having your driver development program in 2018?

I'll definitely be engaged with the quarter midget track, regardless of what's on our plate this year. It's something that will always be near and dear to my heart.

What are your plans for the 2018 season (Super and Big 8)?

I think we are going to run the ARCA Midwest Tour full-time again and then pick and choose whatever else we want to do or go.



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Chili Bowl Gallery

Bruce Nuttleman made his maiden voyage to Tulsa, OK for the annual Chili Bowl in January of 2018. For more photos from the event, make sure to check out www.ultimatelapphoto.com



Dave Argabright interviews the retiring Dave Despain (left photo), a classic battle between Kyle Larsen and Christopher Bell was about to ensue before Larsen blew up (right photo)



Any event with Elvis on hand (left photo), and Hooters girls (right photo) on the track is a must see event



Christopher Bell takes the double checkered flags uncontested (left photo), and proudly hoists the coveted Golden Driller for the second year in a row (right photo)



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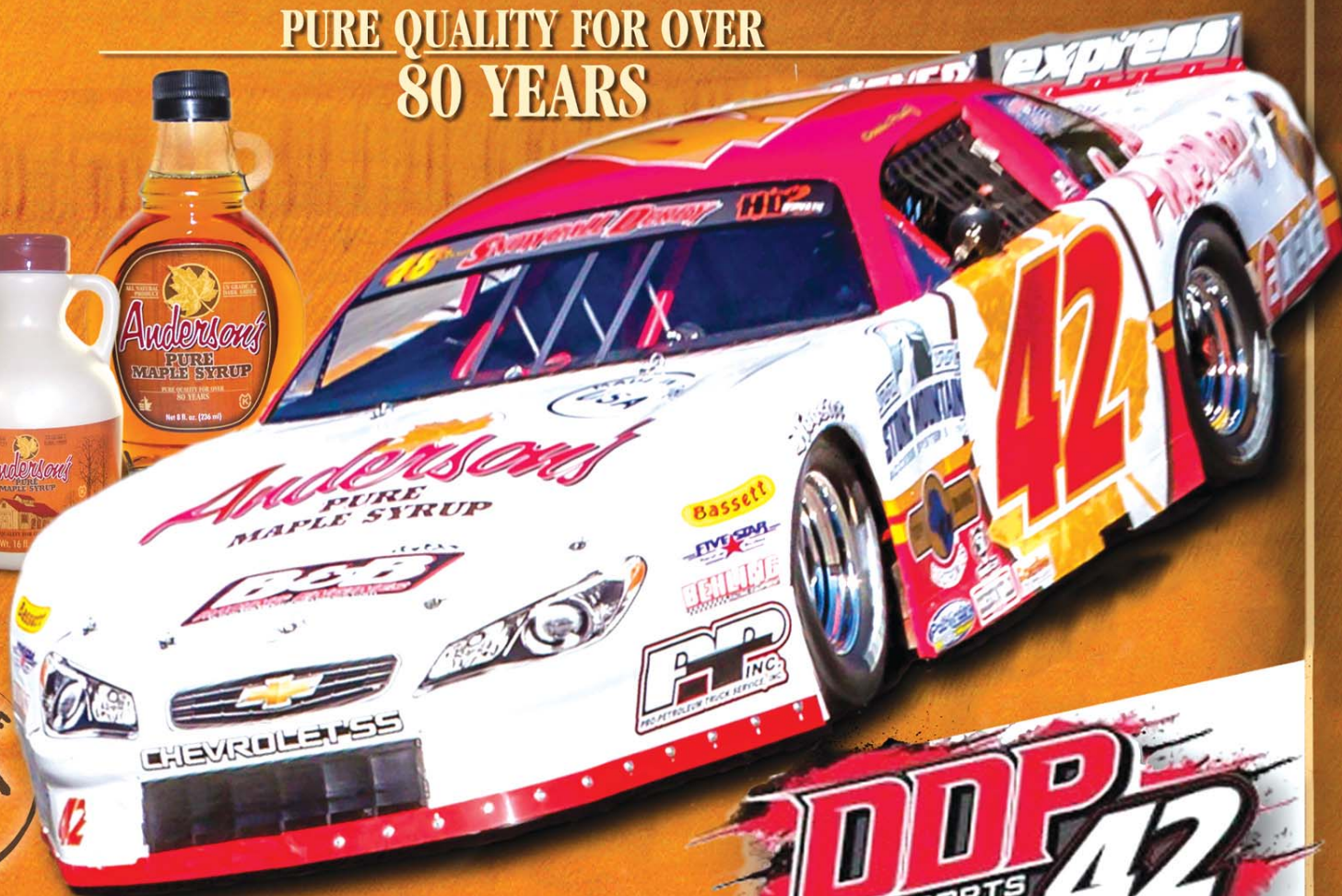
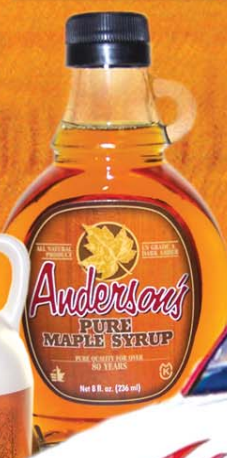
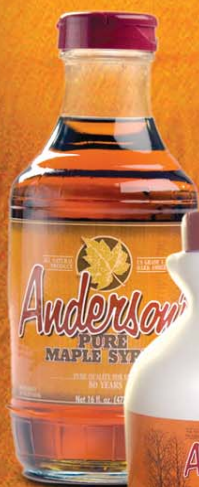
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