

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

March 2018

Inside...



The Dean of Dirt Tracks



Smooth Sam



Talkin' Racin'



Speedweeks 2018



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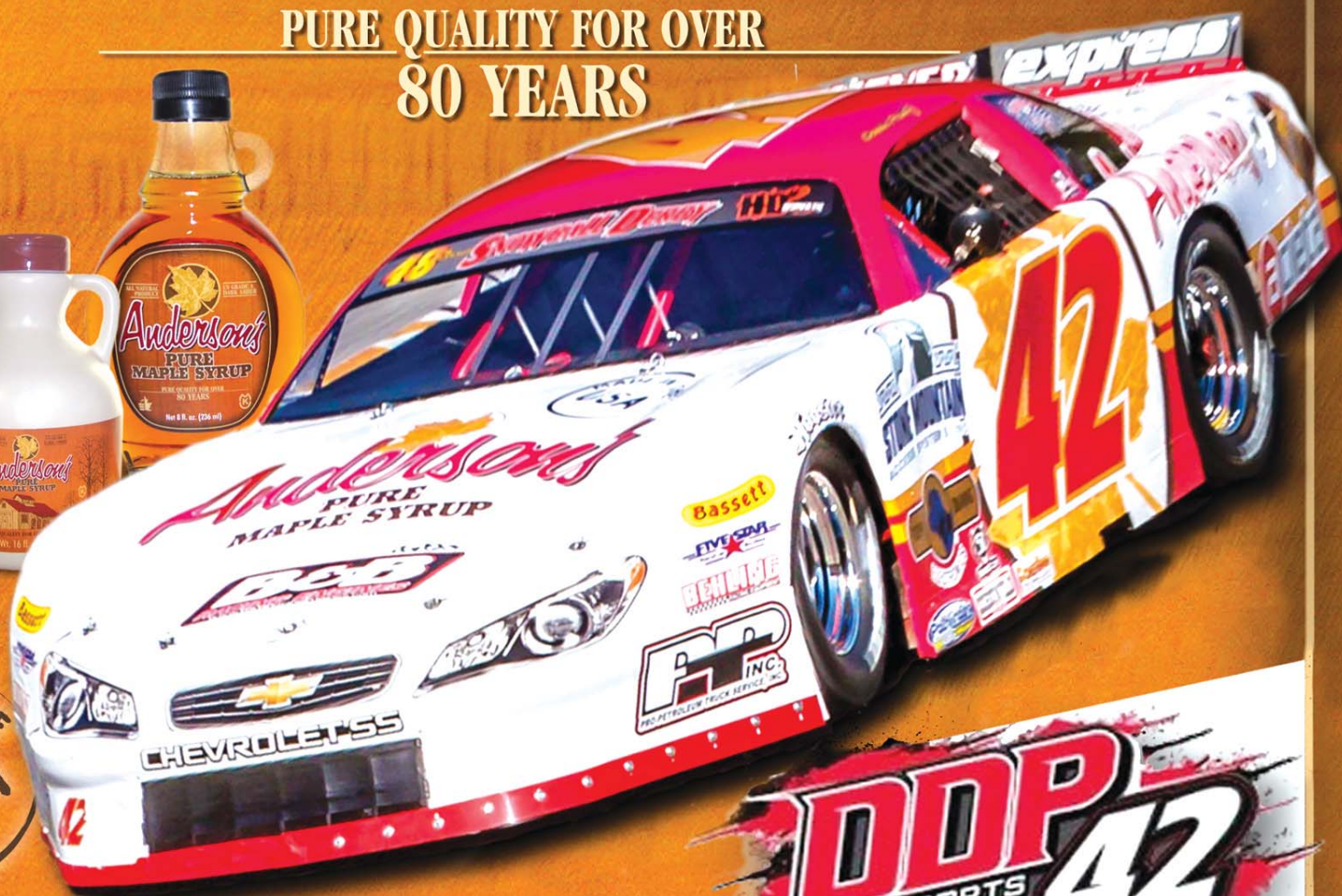
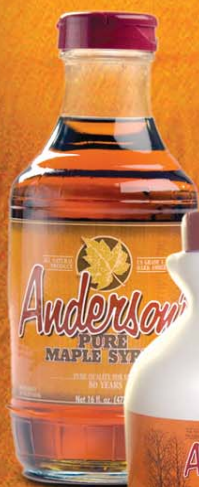
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Publisher's Note

Racing According to Plan



Dan Plan

This year was my 5th consecutive year attending Speedweeks. Each year I look forward to seeing short track action and visiting with friends. This column will consist of random thoughts and highlights of Speedweeks 2018.

I've always wanted to see the race cars run down the beach on the historic beach/road course. This year was the first year I was able to get out of bed in time to make the event. The cars start out at the historic North Turn restaurant, head one mile down highway A1A, make a left on to the beach and then head one mile back up the beach. I can only imagine what it was like to see these cars running at speed on the beach back in the day.

One night at New Smyrna, I had a nice conversation with a gentleman standing by Derek Kraus' car in the upper pits.

Speedweeks Inside & Out

After 10 minutes or so, he mentioned he was Derek's grandfather. It's always nice to meet someone and just have a good conversation about racing.

While strolling through the pits at Volusia for the World of Outlaws Late Model show, I came across past ARCA Midwest Tour champion Danny Fredrickson and defending LaCrosse Late Model champion Nick Panitzke. They were on hand to provide help to Brent Larson. Pretty cool to see crossover between the dirt and pavement guys.

The crowds at Volusia were phenomenal once again this year. It's hard not to draw a comparison between the crowds at Volusia and New Smyrna, but you have to keep one thing in mind. There are probably 10 times the number of dirt tracks compared to asphalt tracks. The pool of dirt short track fans is much larger than the pool of asphalt short track fans.

continued on page 4



Dan Plan photo

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RACING CONNECTION**
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March 2018

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

www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers
Dale P. Danielski
Jacklyn Daniels-Nuttleman
Jason Searcy
Dean Reller
Charlie Spry

Photographers
Jim Ambruoso (815-623-3200)
Jeff Blaser (715-498-7544)
Martin DeFries (651-346-1199)
TJ Harron (608-301-5258)
Doug Hornickel (920-563-0993)
Tom Loos (715-370-7895)
Mark Melchiori (414-463-0131)
Bruce Nuttleman (612-860-6622)
Vince Peterson (612-419-6372)
Mary Schill/Forte Design (608-792-1317)
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 2017 and may not be reprinted without permission. Subscriptions are \$20 for six issues. Call 651-451-4036.

Cover photos by: Kim Kemperman, Bruce Nuttleman, Adam Oxborough and Dan Plan

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Racing According to Plan from page 3

The coolest thing I spotted at Volusia was the Batmobile East Coast Modified piloted by Gary “Hot Shoe” Balough in the spectator area. Balough was one of the guys I remember from New Smyrna on my first trip to Speedweeks with my dad in 1979. Gary and this car turned Modified racing upside down back in the 1980’s. He was on hand promoting an upcoming book release. The book is titled “My Checkered Past” and is a book I’ll definitely want to get my hands on.

I had just limited knowledge of Wisconsin’s Sammy Mayer prior to Speedweeks this year. The kid looks to have genuine talent. He didn’t win any races, but kept his nose clean and ran up front every night. Sammy was leading on the final night, only to come up a few points shy to Stephen Nasse.

I attended the Promoters Workshop on Monday of Speedweek. It’s always interesting to listen to the group of people that are doing what they can to keep short track racing alive and well. Despite what many fans and racers may think about promoters, these guys get together to try and make things better for everyone. It was great to see Gregg McKarns (and Angie) pick up one of the regional promoter of the year awards and Steve Beitler pick up the overall award. Having known Gregg for many years now, and reading about Beitler all of these years, it was fitting they were given awards for their hard work.

Nights 1 and 2 at New Smyrna saw Paul Shafer Jr. run up front and nearly pick up a win. Shafer was strong every night he competed in, with his limited appearances due to school back home. I swear he picked up at least 2 tenths by cutting his hair.

Cole Anderson simply dominated the Pro Lates at New Smyrna. To steal a quote from Dan Fredrickson, he made it look easy.

Late in 2017, the East Coast lost legendary Modified driver Teddy Christopher. It was awesome to see several cars paying tribute to Teddy.

It’s not often somebody from the upper Midwest gets a shot to run at Daytona, and even less frequent they can run up front. Being on hand to see Natalie Decker start on

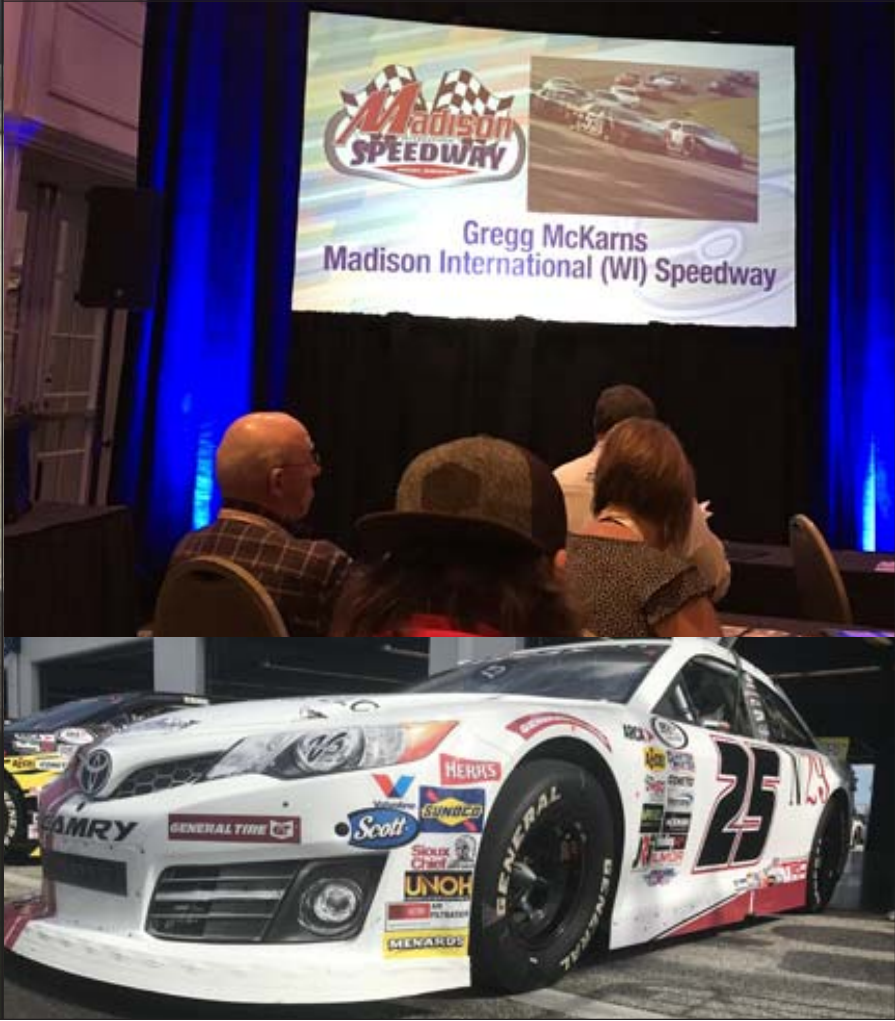
the pole at Daytona and end up in 5th place was a special moment.

And finally, my post race group consists of several people from my home state of Minnesota. I had known of the Larson/Barta/McGinnis/Johnson group from the tracks back home, but only met them in person for the first time 5 years ago at Daytona. The after race activities with these guys are truly the highlight of my visit each year these days. Hanging out with Bruce, Greg, Denny, Danno and Ross each night leads to plenty of stories that are not suitable for print.

Teddy Christopher tribute during the World Series, Garty Balough's Batmobile on display at Volusia, Gregg McKarns name up in lights at the RPM Workshop, Natalie Decker's Venturini ride at Daytona and Paul Shafer Jr. after another podium run at New Smyrna Speedway




Dan Plan photos





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Mike "Lumpy" Lemke, the original and only Tech Director for the ARCA Midwest Tour, our fellow employee and friend, passed away at 12:10am Sunday, February 25th after a brief illness.

Lumpy was instrumental in the development and growth of the Tour since it's inception in 2007.

With his unique character and astute knowledge of the rules, Lumpy's rule packages helped create the excellent racing that fans and teams enjoyed being a part of for 11 seasons. Always making sure his tech staff provided a friendly and fun environment when cars rolled through the tech line at each event.

He especially took the time to give special attention to the team's children knowing they will be the next generation to keep short track racing moving forward.

Along with the Midwest Tour, he was also serving the same duty with the Midwest Truck Series, State Park Speedway, Norway Speedway, and Marshfield Motor Speedway.

He was also the lead tech official for the Oktoberfest Race Weekend at the La Crosse Fairgrounds Speedway.

Lumpy started his tech career in the early 80's when he partnered up with longtime friend Bob Abitz and would share the tech duties at Wisconsin International Raceway, along with



Mike "Lumpy" Lemke

Doug Hornickel photo

working on race teams. In 1984, both focused on being a tech official full-time at the track and soon after was hired by Wayne Erickson at Slinger Super Speedway and the career took off from there all the way up to his death where he was still working on the 2018 season.

Not only was his expertise used at the track, but all around the USA as part of the ABC Body Committee, developing the LST and ACE engine packages and more.

He was a huge advocate of trying to getting the Super Late Model rules close for all competitors with other top Super Late Model Series across the United States and Canada.

He also served as a tech advisor for ASA Racing.

In 2010, he was the Tech Director for the ASA Free State 500 at the Phakisa Freeway track located outside of Welkom, Free State, South Africa where he developed the rule package and led the tech team for this unique event. An special event where he not only worked at the track, but also got to experience a safari, cuisine and culture in a once in a lifetime experience.

Prior to the Midwest Tour, he served as the tech director for many tracks and series including ARTGO, MARS, Wisconsin International Raceway, Madison International Speedway, Slinger Super Speedway and many more.

He also partnered with Five Star Race Car Bodies in presenting three Tech Seminars and Promoter

Workshops as well as being a featured speaker at the RPM Promoter workshops.

He will be missed by all in the racing community by many drivers, teams, fellow officials, promoters, fellow tech officials, friends and fans.

Most of all, he will be missed for many contributions to short track racing. Contributions that included many hours of time, phone calls, personal investment, and education. Many that will continue for future generations in short track racing.

God Speed Lumpy!!!

Story courtesy of <https://MidwestTour.racing>

Bruce Nuttleman photo



Bruce Nuttleman photo

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Dean & Jason Talkin' Racin'



Jason Searcy

I've long lamented that Minnesota race fans do not have a hometown hero to cheer for in the NASCAR ranks. It seems unfair that Wisconsin fans have many drivers to choose from. Even though Matt Kenseth doesn't have a ride Wisconsin still has veteran drivers Paul Menard, Johnny Sauter and Travis Kvapil and even young guys like Josh Bilicki and Ty Majeski rising up the various NASCAR ranks.

Provincial Iowa race fans are still hoping Landon Cassill will catch on with a team and continue his eight year long run in the Cup series, but they still have the opportunity to cheer for Bret Moffitt (who just won at Atlanta), Joey Gase and Michael Annett.

You might not have heard of him yet, but we finally a Minnesota born and raised driver in the NASCAR Camping World Truck series. His name is Scott Stenzel who was born in Makato (MN) and lived many of his formative years in Alexandria (MN). Scott raced locally at both the I-94 Tracks in Sauk Centre and Fergus Falls (MN) competing in the

Enduro Car series of races in the late 1990's. "Those Enduro cars really gave me the racing bug," said Stenzel "It was an affordable way to get behind the wheel and turn a multitude of laps." Stenzel didn't win any of those 200-300 lap events at I-94 but his team was always in the hunt at the end. "We were on a shoe-string budget, my dad worked at the Post Office and my mom taught Nursery School so money was tight, but it made me want to do more, I was hoping for a chance to showcase some talent."

That opportunity came to Stenzel a few years later in 2007 when he met Charlie Patterson who has helped drivers like Tony Stewart and Ryan Newman advance their careers in NASCAR. "Charlie believed in me, he got me a Super Late Model test at New Smyrna and that's when it sank in that if I can get a good piece under me, we can do well" said Stenzel.

Stenzel ran three ARCA races in 2010 and 2011 with a best finish of seventh at Talladega. In 2012 through 2014 he drove part-time in the Truck series for the Mittler Brothers who has fielded trucks for dozens of drivers including Jamie McMurray, Carl Edwards and Brad Keselowski. He had some good runs but the best finish he could muster in ten races was a 22nd place finish at Talladega.

Now in 2018 he is back racing in the Truck series racing for #83 DJ Copp and E2 Northeast Motorsports, Stenzel scored a lead lap career best 15th place finish at Daytona. "It was fun, we started in the last row and worked our way up," said Stenzel. "Ninety-nine cars were wrecked at Daytona over the weekend so we got pretty lucky too."

"This has been a long ten years of pushing my career forward," said Stenzel "we want to be the best of the B class, we now have the equipment to do it, now we are looking for the right people." After Daytona Stenzel made the race at Atlanta but had a mechanical problem and finished 32nd, he will be racing the #83 Truck at the Las Vegas race weekend also Martinsville and most likely Talladega. After that the schedule is up in the air. Hopefully he can add some races to schedule because us race fans up here are desperate to have more Minnesota Nice in NASCAR.

Stenzel now lives in Florida and started an E-commerce company in 2012, when asked if he misses the Minnesota weather he said "I kind of miss the snow days, but now I just like to visit." You can watch his videos on YouTube by searching Yellow Stripes Making the Driver.



Kim Kemperman photo



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Racing Nuggets



Jacklyn Daniels-Nuttleman

If ever there was a sure-fire plan to help ensure success in racing, I'd venture a guess that 14-year-old, Sam Mayer is on that path. Additionally, the Franklin, WI youngster has quite a smorgasbord of asphalt racing slated for his 2018 season.

Mayer, the 2017 US Legends Asphalt National Champion will be competing in the CARS Tour, NASCAR K&N Pro East Series, the ARCA Racing Series, the NASCAR Whelen All-American Series, as well as the US Legends Cars.

It's an ambitious schedule—dappling in so many different forms of racing on asphalt, but the young man is brimming with excitement for the opportunities. Fresh off of his Super Late Model debut at New Smyrna Speedway in the World Series of Asphalt; it's safe to say that Mayer made his presence known.

People were definitely talking about him—but not for any flashy or daring moves he made on the track. Rather, it was because of his smooth driving style and sheer consistency in performance. Plus he was able to hold his own against veterans such as Stephen Nasse,



Bruce Nuttleman photo



Smooth Sam

Bruce Nuttleman photo

who ultimately snatched that Super Late Model Championship during Speedweeks from him by a single point on the final night.

But how did Mayer get his start in racing? The road began with his father, Scott who raced Indy Car for several years in the early to mid-2000s, as well as International Motorsports Association (IMSA) events. The younger Mayer was intrigued by auto racing after watching his father run at Road America, and wanted to follow in his footsteps. At the tender age of four, he began to race Kid Karts at Badger Raceway in Dousman, WI. By his second year in the Kid Karts, Mayer had notched two victories and the fever for racing was solidified.

When you're a kid, your opportunities are a bit limited as to what you can race. Mayer spent much of his formative years piloting Go-Karts with increasing success year after year—securing two national championships by the time he was 10 years old. He jumped to Legends cars in his pre-teen/early teen years and the trend for success continued.

Mayer points to a race last year, when he was driving for Farbo Motorsports as being the real spark for his career. It was a Legends event—The Shamrock Shuffle at Anderson Motor Speedway in South Carolina. It was his first big race in Legends, featuring Pro, Semi-Pro, and Young Lions & Masters all combined into one class. Mayer was competing against the best of the best on the 3/8-mile track—and he pulled off the victory. That built a ton of confidence for him; as he went on to win 19 races the rest of the season.

Also last year, Mayer was able to finally get behind the wheel of a Late Model, running in the Myrtle Beach 400—and finishing fifth. He will continue to do some Late Model racing in 2018 in the North Carolina area, as well as the CARS Tour—where he will be teammates with the 2017 Champion, Josh Berry—both young men running under the JR Motorsports banner.

Success breeds confidence, and his string of accomplishments obviously helped to propel his standout performances at New Smyrna.

Mayer says the one of the best things about participating in the World Series of Asphalt this past month at New Smyrna Speedway was racing seven out of nine days at the same track. He says it was fun to work with the changing track conditions with so many different types of rubber being laid down each day. The biggest challenge was learning how to read what the car was doing during the day, and trying to predict what it would be like at night. The learning curve can be steep, but Mayer navigated it fairly deftly, securing six top 5s and a 7th place finish in seven starts.

Mayer's agent knows Harrison Burton and it was through that connection that he was able to have the Fury Chassis house car secured for the World Series of Asphalt. He says it was an excellent piece for him to pilot. And while he's still learning how to give feedback for adjustments, racing so many nights in a row provided tremendous opportunity to develop that communication channel.

*Racing Nuggets
continued on page 10*

Racing Nuggets continued from page 9

It's almost unfathomable that he came just one point short on securing the Super Late Model championship at New Smyrna in his first-ever venture in that type of race car—particularly because Mayer isn't even old enough to have a driver's license yet. That fact begs the question, with such an ambitious schedule on tap for 2018—how does he plan to keep up with his school work?

"I have the blessing to be home schooled, so I can go where ever I need to and can take my school work with me," Mayer said.

He has a game plan to get ahead on his school work, to free up more time to work the Late Model events down in the Charlotte area—and also focus on schoolwork during mornings when necessary in an effort to keep the evenings open when he starts to run the scheduled ARCA races and K&N Pro East Series events.

Interestingly enough, the reason that those two series' races won't show up until later in the 2018 season is because a driver has to be 15 to participate in them. Mayer won't turn 15 until June 26th, but he'll hit the ground running then in July with his ARCA debut slated for July 7th at Iowa Speedway, and his K&N Pro East debut on July 21st at New Hampshire Motor Speedway.

Mayer will have his hands full adapting to different cars and crew chiefs in 2018, as he jumps between five different series. He'll be working with some of the best in the business—including Mardy Lindley and Mike Fritts.

Part of staying focused and not letting his nerves get to him involves keeping a clear head before he gets in the car. He tries to leave worry on the sidelines by not thinking about things too much before any given race, until he straps in to start an event. At that point, his first move after buckling up is to say a little prayer.

Prayers seem to have been answered with a string of opportunities that together will provide a dream season of exposure. Mayer has already signed three different

contracts for the various programs he will be running this year. Having that confirmation that these events are firmly on the schedule gives him incredible motivation to perform. Whatever Mayer thinks he's capable of—he always pushes a little more to keep reaching.

He hopes to eventually reach the NASCAR Monster Energy Cup Series. The thrill of going 150 to 200mph is something he can't wait to experience. His "hero" that he looks up to in the sport is Ganassi Racing's driver, Kyle Larson—someone he hopes to emulate in style of driving as he moves forward. And like Larson, he may even explore running at the Chili Bowl next year if things work out for him to do so.

The schedule for 2018 is plumb full of racing for Mayer and can be viewed at his website: www.sammayerracing.com. While the family continues to call home Franklin, WI—they will be frequent fliers in 2018 to take on the rigorous racing schedule. And chances are, there will be plenty of success when it's all said and done.

SUNDAY APRIL 22

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The Dean of Dirt Tracks

Dean Cornelius recently made the long tow from his home in Minnesota to the Dallas/Fort Worth area of Texas to participate in the Lone Star Stock Car Tour. Cornelius picked up 2 wins out of 4 shows, but headed home early after the final 4 shows were cancelled due to weather. We caught up with Dean after the long drive home.

How did the idea to take an IMCA Stock Car all of the way to Texas to race come up?

Well, it's kind of what I've been dabbling with the last couple of years. I like the Stock Car. It's a good group of people. The racing is really competitive. I like the Stock Car because I'm a little overwhelmed with all of the adjustment on other dirt cars. Now that I'm into it, it's kind of like the way NASCAR used to be. It's steel-bodied, real cars, rubbing fenders and racing hard. I really enjoy it and I can afford to do it. We've got our choice of 20 some tracks around the area. The weekly turnaround is something a working man can handle on his own. I don't have to worry about replacing fiberglass fenders every week. You just bang the sheet metal out, clean it up and go again the next week. The tire bill is minimal, compared to what we're used to on the asphalt. It's a return to grass roots racing. We go out, we race, and depending on the conditions of the track, this guy wins or that guy wins. I enjoy the heck out of it.

We all know racers always want to win, but did you think you would bat .500 with the first laps on a new car?

No, not at all. Especially with that group down there. Just going down there, you just hope to make the show. There were 50-some cars there and we had some good draws, but we still had to hold them off in the heat race to transfer into the main. The new car was good. We tried a couple of things the second night, which didn't work. That screwed us up and finished 11th. On Saturday, we had a bad draw and



just had a bad day. Started in the back of a muddy heat race and finished there. Came rocketing through the B-main and passed 3 or 4 cars in one lap to get in the transfer spot. When I went into 3, a guy got spun out and I clobbered him. That was the end of our night. Had we not had that goose egg, we might have been in the top 2 in points.

What did you do with your old car?

I don't know yet. We plan on it being our backup car, but really haven't decided yet. We really like our new chassis and just plan on running the one car primarily.

If money gets tight, we'll probably let it go. Otherwise we'll keep it here ready to go.

You had your dad and your son with you for the trip. How cool was that?

That was pretty neat. That was another thing on the dirt is the welcoming of families. Growing up with my dad dabbling in asphalt, the family didn't get involved until after they were 16. I don't know why it is, but everybody comes along on the dirt side. We got a little motor home and don't do hotels. We camp it out, move on to the next one and everyone has a good time.

What are your plans for the 2018 racing season?

That's kind of up in the air. With the dirt car, you just do what you want to do. If we want to race 3-4 nights a week, we can. If we have a wedding to go to, we go do that and not race at all that weekend. If we end up running well, we'll look into some of the big money shows and double headers. Basically, race around locally, travel when can, and do family stuff on top of that.

Photos courtesy of Adam Oxborough



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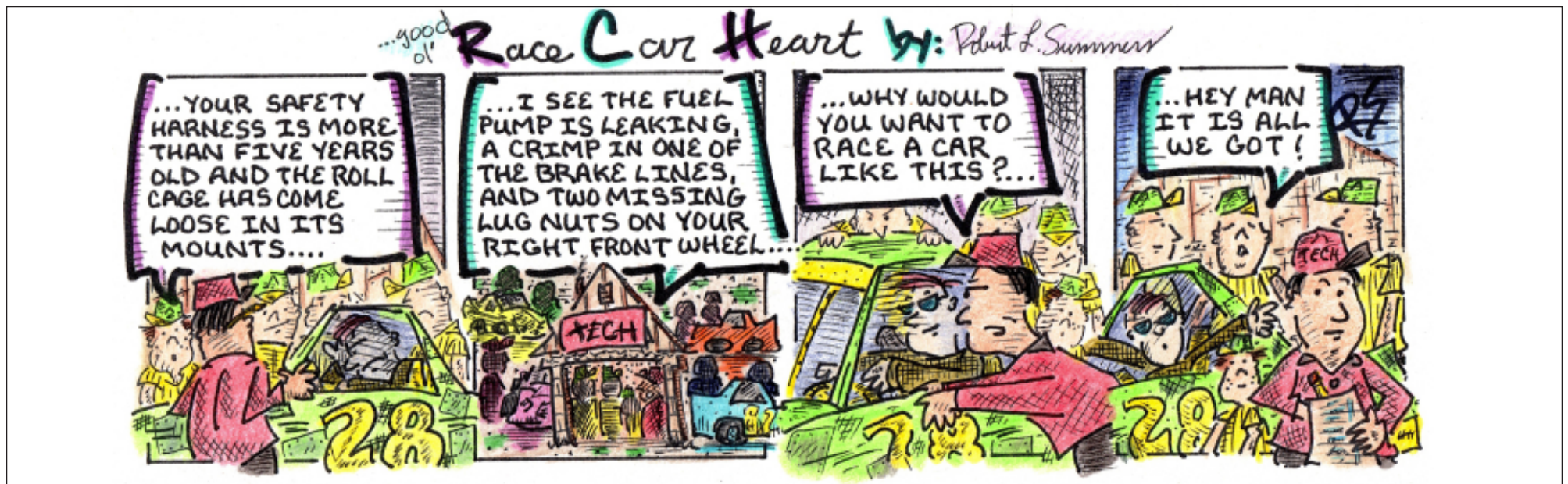


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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Yes, we have had this conversation before, but the wreck to win mentality in NASCAR racing needs to be put to pasture!

I don't like to continually bash NASCAR, but they are easy prey when it comes to doing things the way you shouldn't.

I still look forward to the first racing of each new year, and that means Speedweeks activity at Daytona. After watching this years Cup Daytona 500 I'm ready

to say that's enough for NASCAR National for 2018. Again, when did it become acceptable to wreck someone to get a win? The way I was brought up on the sport was you passed who was in front of you, and if you couldn't do it cleanly you settled for a position behind them. How many more times are we going to hear, I hated that I hit him, but I had to, to win. What! Had to? It's almost to the point of being nauseating. This year's Cup Daytona 500 was again case in point. Austin Dillon hated that he had to hit Aric Almirola to take the lead and ultimately the win in this years Daytona 500. Almirola gets wrecked from the contact within a lap of victory and Dillon wins the Daytona 500. So because it's the Daytona 500 it's justifiable. Wrong! Sadly, it isn't just races of this magnitude that have lead to the wreck to win mentality, it has become widespread and entered the short track World at all levels of competition. I'm of the opinion anymore that if it is NASCAR endorsed, and/or condoned it is a really bad deal and not good for racing. Following their lead here is really affecting the sport in a very negative way. Interesting to note I saw an interview with Dillon where he admitted he was willing to become the bad guy as others previous driving the #3 car. He sure accomplished that in this year's Daytona 500. Should we now call him Villain Dillon?

Here and there...It was good to see Natalie Decker do well in ARCA competition this year at Daytona. Again though, just finishing these races practically insures a good finish as the wrecks eliminate a lot of the competition...See where Wisconsin racers Ty Majeski and Derek Kraus did some Speedweek racing at the short track New Smyrna Speedway. Majeski did manage to pick up a win at 'Smyrna while Kraus was consistent throughout including a 4th place finish in the

NASCAR K&N Series race there...Upper Midwest racer Cole Anderson dominated the Pro Late Model Division at 'Smyrna. Will be interesting to see what that translates to in Midwest racing come this summer of 2018... So it's the biggest race of the year for whatever you are racing at Daytona and a great opportunity to showcase your skills, so where was the Roush/Ty Majeski entry in something? I hope this kid isn't getting hung out to dry, he has talent and deserves a better shot than he is getting. We're all getting older here, Dale Earnhardt Jr.? Kyle Busch? Why don't you get this guy in something...The element of speed really is impressive when you first see how fast these racers are going on Super Speedways. It was a big WOW! factor when I first witnessed this at Daytona way back when. But really, it's that speed that's ruining the racing. Realistically, how fast do you need to go? Over 200 mph at Daytona with whatever NASCAR racecar package they are racing with has made it to where these drivers are out of control the entire race. It isn't a race, it's survival. If they were slowed down 30 mph but could race with each other and put on a good, clean racing show would anyone notice the speed difference? I doubt it...Is it just me or are the CUP cars dog tracking around the race track again? That just looks weird, and it looks a lot like some years back where the two car drafting chains were popular. I don't like the dog track thing but I thought the slingshot moves they could make then were pretty cool! And, having to watch the 500 on the tube it sure was annoying watching more ads than race laps toward the end. Why can't they do there side by side thing near races end? Do these

*Racing Observances continued
on page 13*

Dale's Pictures from the Past



The #18 Mike Miller Olds Cutlass as he raced it in 1980 (left photo) and #19 Harold Mueller doing some pavement racing in the early '70s at the Dells Motor Speedway, Wis. Dells, WI (right photo)

Racing Observances from page 12

company's with ads at the end expect me to endorse their products when they are interfering with what I tuned in for in the first place...a race!

And in the looking back category, Jere O' Day, Central Wisconsin racing hotshoe, who recently passed away, was the victor in the first 5 of 7 stock car races held at the all new paved Griffith Park Speedway of Wisconsin Rapids, WI. O' Day won the first ever stock car 25 lap Feature race there on July 17th, 1960 and was followed by Don Ruder, Ken Pancratz and G. Hall. The semi-Feature also went to O' Day followed by J. Gurnes and J. Detert. Heat race winners were John Moquin, Gus Winkleman and Ruder. O' Day set fast time around the 1/4 mile, flat paved oval. Looking back on August 6th, 1961, it was Jere O' Day winning the Feature race at Griffith Park Speedway. Following O' Day at the finish was Auggie Winkleman, Vic Kopacz, Marlin Walbeck and Ken Pancratz. Semi-Feature honors went to Ron Gagas followed by Irv Kurth, John Moquin and Mel Kuehl. The Consolation race winner was Glen Katzenberger followed by Larry Baumbeck and Harold Bertram. Heat race victors were Harold Gruenwald, Gagas, Mike Luebeck and O' Day. The Trophy Dash went to Jerry Duel with fast time honors garnered by Kopacz at 15:97 seconds. O' Day who raced on dirt at the Crowns Speedway of Wisconsin Rapids, WI., before Griffith opened won the Feature there on June 30th, 1955. O' Day was followed by Carl Buelow, Jack Dahlke, Ernie Dombrowski and Rudy Bandt. Don Ruder and Chet Sergo won the heat races while Bandt took the Semi-Feature. Looking back on May 9th, 1980 it was Mike Miller winning the Feature race at Golden Sands Speedway, Plover, WI. Following Miller was Dick Trickle, Tom Reffner, Joe Krzykowski, Marv Marzofka and Jim Back. Semi-Feature winner was Gary Porter followed by Rich Bickle, Roy Bohm, Jim Dumdey and Vic Getzloff. Heat race winners were Bickle, Lyle Nowak and Reffner. The Dash went to Miller with Trickle setting fast time at 12:80 seconds around the 3/10ths mile oval. Looking back at June 25th, 1980 it was Harold Mueller winning the feature at the Tri-County Speedway of Colby, WI. Following Mueller around the slightly banked clay oval was Kerry Hanson, Chuck Abraham, Dave Bauer and Clarence Oertel. The Semi-Feature went to R.R. Ashbeck. followed by Al Schulz and Ivan Fraaza. Heat race winners were Russ Weiler, Oertel and

Dale's Pics from the past...A Steve Holzhausen racing machine, #78 from the year 2000. Gary Porter #78 in the former Dave Field raced Mustang. The #74, a car Jere O' Day drove back in the day.

Mueller. The Dash winner was Abraham. Looking back to June 26th, 1999, it was Steve Holzhausen winning the 25 lap late Model Feature race. Following Holzhausen was Brad Powell, Mike Belling, Mike Koenek, Paul Proksch and Kevin Nuttleman. The Semi-Feature went to Jim Hagel followed by Ken Christenson, Tom McClintock and Tim Nelson. Heat race winners were Jim Christenson, Marv Degarmo and Brent Kirchner. Dash winner was Holzhausen. The Sportsman main event winner was Blake Horstman. 36 Late Model cars participated in the program along with 44 Sportsman machines.

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



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Speedweeks 2018

Nasse takes Super Late title; Anderson dominates Pro's

Speedweeks 2018 on the short tracks saw two drivers capture World Series titles at New Smyrna in different ways. Stephen Nasse used consistent finishes and one feature win to take home the Super Late Model title. Minnesota's Cole Anderson simply dominated the Pro Late Model division, picking up 5 wins out of the 7 shows run for the Pro's.

The East Coast Mod guys are always impressive during Speedweeks. For a group of cars that are regionally based and not run nationally, the Mod guys on the pavement and dirt side continue to bring strong numbers to Speedweeks the last several years. New Smyrna had 30 pavement Tour Mods on hand and Volusia had 40+ Big Block Dirt Mods for their shows.



Bruce Nuttleman photo



Dan Plan photo



Dan Plan photo



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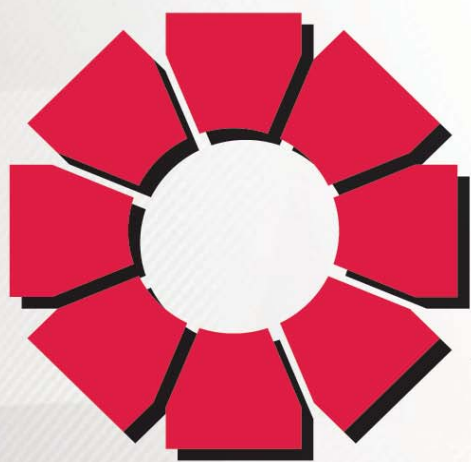
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