

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

April 2018

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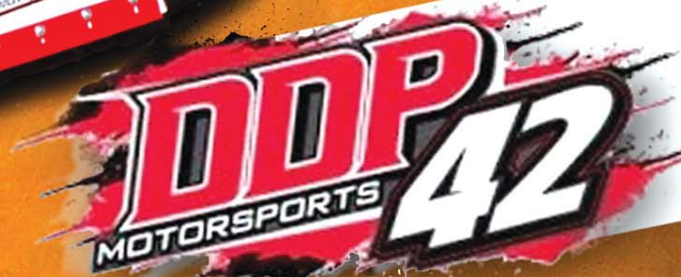
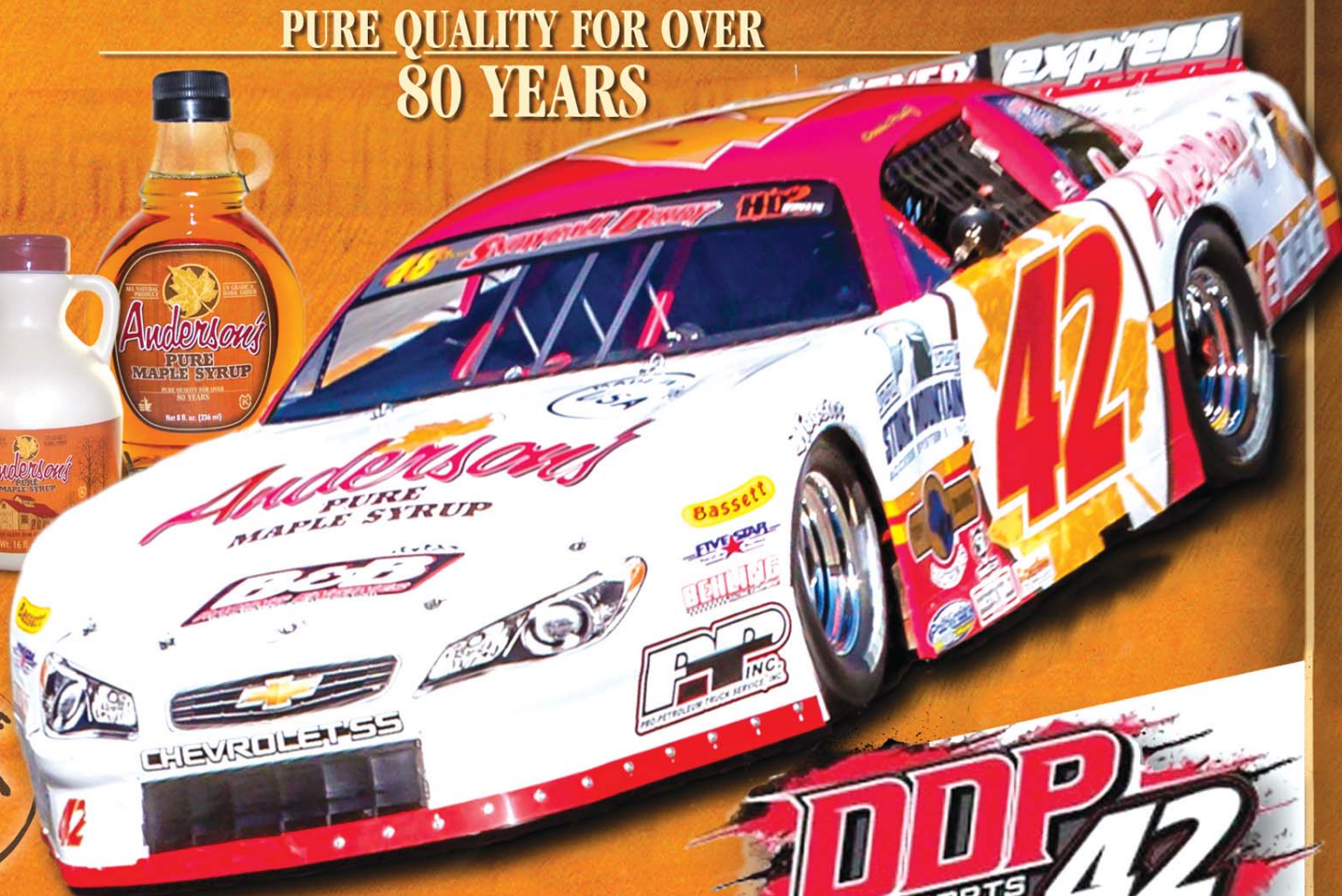
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Publisher's Note

Racing According to Plan



Dan Plan

Early in the month of March, there was a lot of talk about grass roots racing. Most notably, Kevin Harvick and Jeff Burton spoke about the topic on national TV. Harvick was pretty adamant about NASCAR supporting the local short tracks. I've always felt that many drivers that came from the short tracks, still try to support the short tracks.

Jeff Burton spoke on NBC Sports Network's NASCAR America about his son Harrison's win at the annual Rattler in Opp, Alabama and how it was a great example of short track racing. I'm wondering if Jeff's opinion would have been the same if the roles were reversed and Harrison was rooted out of the way by Jeff Choquette for the win?

I've never gotten the impression there was a lot of short track support from HQ in Daytona Beach. Sure, they sanction short tracks under the NASCAR banner, but they are basically two separate companies. The bigger company helps the big 3 series. The NASCAR

Grass Roots Racing

sanctioned short tracks get their support from the smaller company.

The first big-time NASCAR driver I remember visiting the short tracks was Bobby Allison. I was lucky enough to see Bobby come out to Elko Speedway for a mid-week special, or show up at LaCrosse Fairgrounds Speedway in the late 1970's during the Larry Wehrs era. I don't think Bill France Jr. went around the Cup garage saying; "Bobby, we need you to go up and race in Minnesota and Wisconsin this week." That's not how it worked. These guys did it because they enjoyed doing it, or they could make some side money by doing it.

On the other hand, a guy like King Richard Petty rarely (if ever?) ran a local short track race. I don't think NASCAR drivers ever stopped going to the short tracks. The same holds true today. You don't see many of Cup drivers going out and running short track races, but some of them still do.

After Bobby Allison, Darrel Waltrip had his own short track Late Models built back in the Mountain Dew days of the early 1980's. Kenny Schrader another one that comes to mind. He raced anything and everything, and is still going at it to this day.

After Trickle made it to the Cup level, he still ran quite a few Late Model races in each year well into the 1990's. Then came guys like Tony Stewart and Matt Kenseth. Stewart ran a lot (and still does) and Kenseth made several appearances in his home state of Wisconsin after making it to the big leagues of stock car racing.

More recently, there are guys like Kyle Busch, Kyle Larson, Christopher Bell, etc. that still run a short track when they can. It's great that guys like Harvick and Burton are giving short tracks some exposure on a national level. Hopefully their words will make an impact.

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Going in Circles



Charlie Spry

I have put together a list of all time feature winners for every division at most of the southern and central Wisconsin paved short tracks, and while some are not inclusive of the early days, most results have been tabulated from approximately 1975 to present. The earlier days are a continual work in progress.

With that being said, I have a pretty good idea on who has won the most at many of the tracks from the get-go.

Here are some updates on some of the tracks.

At the Marshfield Motor Speedway in the x-treme four division, the father and son duo of Steve and Derk

Hauser continue to shadow each other on most feature wins. Steve has run more frequently than Derk the past couple of years, and has pushed ahead in the all-time list, 19 feature wins to 17 for Derk.

Brent Strelka had a win in the limited late model division at the Fall Classic here, and has now tied Cory Kemkes and Neil Knoblock for most feature wins here in that division.

Mark Mackesy has moved into third place on all-time feature wins in the super late models at State Park Speedway with 51 wins. He is trailing only the legendary Dick Trickle and Tom Reffner. These results are only from 1971 to present, so the top two likely have more feature wins that are not noted as of yet.

I am also in the process of documenting every race winner at the now gone Columbus 151 Speedway, starting with the "limited late model" era, 1978 to present. I am trying to locate heat wins, dash wins, semi-features, fast times, features, EVERY race that was ever run there in any division that ever turned a lap during those years. Once that is completed I will work on 1978 and prior. Sound like a lot of work? Yes, but fun to do.

Speaking of Columbus 151 Speedway, I recently ran into multi-time Columbus late model champion Don Gaserude and his wife while eating at a Janesville area

restaurant. Of course, the topic of the race track came up as we discussed how much we missed the place. So, here are some little tidbits on the track and some of the people who once raced there.

One of the racers there who was really cool to talk with was hobby stock racer Gilbert Valdez. Gilbert originally hailed from the country of Cuba, and for a time even listed his hometown as "Havana, Cuba." He also had the slogan "Send me back" painted on his rear bumper panel on his racer. He loved to chat, and it was always an interesting conversation. A true character and one of the reasons that the track was so interesting.... Plenty of interesting people!

Howard Hosely was a late model racer there for many years, and won several heat races, but could never quite get over the hump and get that elusive feature win. I know he once led a feature from start to lap 49 of a fifty-lap feature. He had several really good runs, and was one that I always wanted to see get that feature win. He was a real good guy to chat with also, very friendly, and a very good and clean racer.

It always seemed that the drivers who won late model track championship there in the modern era were some of the most humble and quiet about their accomplishments. If you talked with them they did not ever brag or boast of their championships. It was hard to even get them to say anything about them. In later years both Ron Bishofberger and the aforementioned Don Gaserude pretty much owned the track championships, and both were and are very quiet and everyday kind of people. No boasting. I think this is true of most that have had this kind of success.

Wayne Hook manned the pit gate at Columbus for many years, and was a natural for the job. Always had a smile on his face and a joke to tell. Like any business, the first person you encounter often sets the tone for the whole experience, and Wayne seemed to be able to put everyone in a good mood. He also raced in the backup division here, which was a group of drivers who raced their cars in reverse gear around the track. Very unique!

In looking through the 1969 point standings for late models at Columbus, one driver is still racing..... Jerry Eckhardt. Some others who scored points at the track that year include John McNamara, Tom Reffner, Jim Back, Marv Marzofka, Gordie Platt and Eddie Hume.

Moving on to the 2018 season, it looks to be another exciting year at the local short tracks, looking forward to spending lots of time at my "home tracks" of Madison International Speedway and Rockford Speedway, as well as trips to many more, both asphalt and dirt. Can't wait!

**Mark Mackesy trails only Tom Reffner and Dick Trickle in career wins at State Park Speedway.
(Dale Danielski file photo)**





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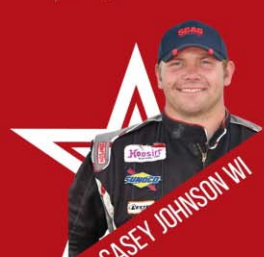
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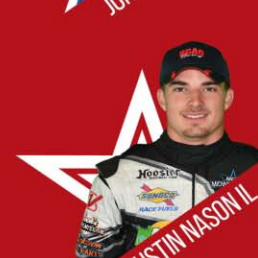
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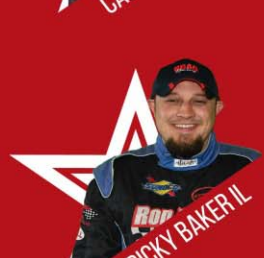
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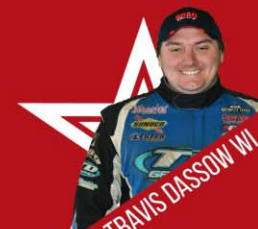
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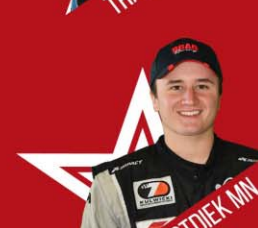
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Ryan at the Rattler

Young Ryan Nuttleman made his race photography debut in the month of March at the annual Rattler 250 in Opp, Alabama. Following in his father's footsteps, Ryan was able to capture this awesome crash sequence of Chandler Smith. Smith was uninjured in the wreck. Harrison Burton would capture the Rattler main event for 2018.

*Right photos by
Bruce Nuttleman
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Racing Nuggets



Jacklyn Daniels-Nuttleman

Ah, the smell of spring is in the air—and soon, the delightful scent of racing fuel will be infiltrating our nostrils as well. I don't know about you, but it seems like this season can't get started quick enough. It's not that we had a brutal winter—that's honestly part of the problem. Most people didn't get enough snow to fully enjoy getting their "need for speed" quenched on a snowmobile, unless they were able to trailer their machines somewhere further north. I know my husband is still pouting over not getting to ride locally much, due to the lack of decent snow.

I'm guessing if you're in that same camp—you're perhaps like my husband who has thrown himself into the prep work for the 2018 race season to fill that void. My Facebook and Twitter feeds have been filled with great photos of progress being made in the off-season on race cars. I'd have to admit that those pictures have been a nice pick-me-up for the winter blues!

There's another factor that brings a big smile to my face while checking out these pre-season race car photos too—when it's a family affair. Seriously, isn't that THE best thing about short-track racing at the

local level? When families race together—kids learning from their parents how to build and maintain a car, do their own set-up, and even manage the marketing side of things—it's truly a beautiful thing.

I have one racing family fairly close to my home—they hail from Galesville, WI. Nathan Butterfield and his dad, Paul have spent most of the past months grinding out long hours in their shop to launch the dirt season at Mississippi Thunder Speedway in Fountain City, WI. I've enjoyed watching some of the on-board video footage last year from Butterfield's runs on the dirt tri-oval.

Butterfield finished 10th in the USRA B-Modifieds last year—tied with a former USRA Champion, Brandon Hare. This year will mark his third season in that division at MTS—he's only been running full-size cars on dirt for four years total, but has been making great strides. He hopes to run consistently in the top 10 in 2018, and I believe he will do just that. He's definitely a student of the sport—soaking up all of the knowledge he can. And his dad is very hands-on to help in every aspect that he can.

Quite frankly, I'm embarrassed to admit I haven't been to that track yet, but I plan to rectify that this season and get over there to watch the action in person. It's not for lack of feeling welcome. The Butterfields have invited me plenty of times to come along and check it out. I will be taking them up on that offer this year. I look forward to seeing Nathan wheel that B-Mod around the track. With the dirt being slung in the turns, I imagine he'll resemble a bit of a Tasmanian Devil—a blue devil, if you will—in that pretty blue machine as it slides through the turns leaving a trail of dust.

MTS will be celebrating 10 years this season and they're warming people up for the season by putting on a car show Saturday, April 21st at the Dahl Auto Plaza in Winona, MN from 10:30am to 12:30pm. Butterfield's car will be on display at the event, while

the season opener is slated for Saturday, April 27th. You can learn more about what's on the docket this season at their website: <http://www.mississippithunder.com>

Another father-son team is Larry Bolster and his son, Jason Stark from the Sparta, WI area. I spotted the photo in my timeline of the newly completed Sportsman car last week. Stark plans to have a very jam-packed season again, tackling the same three series/tracks. He'll be back at Dells Raceway Park for the regular season, where he finished 2nd in the Sportsman points last year, behind hot shoe, Dave Trute. Stark also will return to the touring Great Northern Sportsman Series, where he was again runner-up to Trute. Plans for another season with an additional touring series—the TUNDRA Sportsmen are in place too for Stark, with sights set on improving from his 3rd place in the points finish last year.

I've watched both Bolster and Stark run very competitively at La Crosse Fairgrounds Speedway over the years. It sure is fun to see the excitement on his father's face. It's kind of special to see dads happier about their kid's success than their own. Stark put on a great battle with Trute last year and he hopes the hard work they've put in so far during the off-season will allow them to put some pressure on the reigning champion in 2018. It's a pretty ambitious schedule for them again—and even more impressive that it's all done with one car, which is a tip of the hat to the old school ways.

Another racer who is cut from the same cloth of the old school racers is Adam Oxborough of New Prague, MN. I've had the pleasure of videotaping some races at La Crosse Fairgrounds Speedway with Oxborough making some mighty bold and daring moves en route to solid finishes.

*Racing Nuggets
continued on page 10*



*Racing Nuggets
continued from page 9*

Last year Oxborough had a 20-year-old body on his Sportsman, shocks that he built himself from 2001, a stock Saginaw transmission, used wheels, a 4-year-old engine, and used calipers that he rebuilt.



Not bad for a car that he piloted to a 5th place finish in the Sportsman points at La Crosse—and was just three points out of fourth.

He did however, rebuild the chassis last year—and that’s the frame on which he plans to put an upgraded body for 2018—this time a 15-year-old one—for which he paid \$100. To keep the car looking sharp, Oxborough dropped \$50 in vinyl for his lettering. He’s all about showing people you don’t have to spend the farm to run up front.

Oxborough hopes to build on his success from last year, and eventually be one of, if not THE guy to beat whenever he shows up to race at any track. He has plans to run about ¾ of the season at La Crosse, squeeze

in some GNSS events, maybe some Mid American races, hopefully some action at Cedar Rapids, and perhaps even some at his home track—Elko Speedway.

Like Butterfield and Stark, Oxborough also has a family support system in the pits. His father, Dan, who used to race a little in the 80s is part of his pit crew, joining Bill Kallberg, Chris Kallberg, and Tony Hallberg. That’s a lot of Bergs & Boroughs in one area.

It will be interesting to watch these three young men this year with all of their racing endeavors. Every bit of success in 2018 will surely taste sweeter for Butterfield, Stark, and Oxborough having their respective families along for the journey the entire time. They have all learned the lesson that hard work definitely pays off—ask any successful racer and they’ll tell you races and championships are won in the shop.

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Men and Women, Boys and Girls, it's What if time! If you hang tight you'll see just what that means.

What if racing and we're talking on paved short tracks (Dirt is quite another thing and deserves a conversation in itself) at least as we know it here in the Midwest, and for sure in Wisconsin, went back to three Divisions of racing, Late Models, Sportsman and Hobbystock? Just like it used to be when everyone knew what that meant and crowds came out in large numbers to witness them put their racing machines through their paces.

What if technology hadn't totally overwhelmed everything we touch these days and over complication and the expense that has gone with it went back to simplicity, availability and fun for everyone? This would really be cool as it applies to racing. More people racing, more people watching more for race track owners to promote!

What if promoters knew that the amount of promotion of their product via what used to be the norm, as in newspaper, radio, posters, direct mail and some TV, medias advertising, would prove to be the difference in whether they had a successful show or not?

And, along those lines, what if tracks got back to promoting who would be racing at their speedway, the "Stars" of the show, would more interest be created and a larger fan following the result? Of course it would.

What if tracks got back to running those radio ads that were an absolute magnet to getting you to attend an event? Sunday! Sunday! Sunday! I loved that stuff, it was almost as much of an adrenaline rush as the event itself!

What if FACEBOOK and all the other social media madness didn't exist? HOORAY! Now we can go back to giving Dan and The Midwest Racing Connection more business. And really, are the folks accessing these sites with their hand-held devices coming out to the shows? The newer crowd is a small

"What If?"

percentage of this in my opinion. The older crowd, the majority of whom are attending, well, they may have the device but they already know about the event.

What if drivers could race 5 days a week and on occasion twice on Sunday would anyone do it? Could they make a living at it as many did years ago?

What if you could race without the absolute need of obtaining sponsorship? You could do that years ago and many did., see above. Sponsorship should be the icing on the cake, promoting the individual, or company, not a necessity just to compete as is the case today.

What if we came up with "Throwback Tour 1981" would more drivers again be competing since they didn't have to choose from 16 different engine combinations?

What if there was a one tire rule, with that particular tire being minimally affected by softening/treating in terms of speed and durability. Would it eliminate the need to use these products? What if said tire was cheaper than anything else out there, would tracks on their own or through a sanctioning body adopt such a tire rule? Answer: No. Not enough of them would be sold and back gate promoting would be severely compromised.

*Racing Observances continued
on page 14*

Dale's Pictures from the Past



Championship winning driver #93 Rick Wateski racing in 1990 (left photo) and #29 Doug Herbst racing in 1990 (right photo)

Racing Observances from page 13

What if long time racer Tom Carlson decided to make a comeback, would he win a feature event? It appears he is and yes he will!

What if Super Late Model race cars went back to a more basic shock absorber, something you didn't have to spend hours upon hours messing with and refining to gain a trillosecond on the competition. Would the time saved allow more drivers to compete in more events?

What if racing your way through the ranks based on talent got you to the top level of the sport instead of writing the big check which insured your spot in the seat? Would the caliber of racing be better than what we see today? Would wreck to win become a thing of the past?

OK. Let's say at \$150 or so a tire and we buy 13 sets of them, \$7,800 worth, should I just say to hell with it and not even try to compete against that? Even with a good purse pay-out who makes money with this type of investment and what would even money placing in the race be in an event like this? Think we know (See above mention of back gate money making).

And what if this scribe took his shut the hell up pill at this point?

OK, that wraps up our "What if" presentation for this time around. Most if not all of the aforementioned would probably be considered by the experts in the industry not viable for this day and age. But, it is at least food for thought until we get racing here in the area.

Here and there...Hearing that La Crosse Fairgrounds Speedway, West Salem, WI., has over 90 cars

planning to compete at the big 5/8 paved oval in 2018. Should be a fun year at the local track... Dells Raceway Park, Wis. Dells, WI., appears in these parts to have the earliest season opening, with The Annual Icebreaker 100 taking place at the 1/3 mile paved speedway on Sunday, April 22nd....Lax Fairgrounds will get their season underway on Sunday, April, 22nd with the Frostbuster...Golden Sands Speedway, Plover, WI., has the "The Thaw" scheduled for Saturday, April 28th...With an Icebreaker a Frostbuster and a Thaw, aren't we going to have a lot of water around? Hopefully not so much we can't get the shows in...Tomah Sparta Speedway, Tomah, WI., under the leadership of Greg Oliver will open its season with a 6 Division of racing card Sunday, April 29th. Interesting to note the only Super Late Model race at the track for the year will be a CWRA Stars to Legends Tour event on September 16th. It's going to be excitement galore for this race as Super Late Models have not raced at the 1/4 mile paved speedway in over 20 years...

And in the looking back category, back on April 26th, 1990, it was Steve Carlson taking the NASCAR Winston Racing Series opener at La Crosse Fairgrounds Speedway, West Salem, WI. Carlson came from the last starting position to take the win over Nick Carlson. It was the largest crowd on hand ever to see a regular season event at the track...Back on April 22nd, 1990, it was Tom Reffner winning the



Tom Carlson #51 racing back in 1990. Will he be making his return in 2018?

30-lap feature race at Golden Sands Speedway, Plover, WI. Allen Check placed 2nd and was followed by Bryan Reffner...Racing June 2, 1990 took place at the Dells Motor Speedway, Wis. Dells, WI., with the Lyle Nabbefeldt memorial race. Tom Reffner won the 1st 55 lap feature followed by Doug Herbst, Brian Holzhausen, Pete Moore, Monte Gress and Rick Wateski. The 2nd 55 lap race was rained out which made Reffner the Nabbefeldt memorial Champion...

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4th ANNUAL WORLD OF OUTLAWS SPRINT CAR SHOWDOWN
FRI & SAT, JULY 6 & 7

31st ANNUAL USA NATIONALS
THUR, FRI & SAT, AUG 2-4
\$50,000 TO WIN LATE MODELS

13th ANNUAL LEGENDARY 100
WED THRU SAT, SEPT 12-15

Sprint Car Events

6 CLS SHOOTOUT RACES
4/21, 5/19, 6/2, 6/30, 7/14 & 7/28
TRADITIONAL SPRINTS & 360 SPRINTS

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410 OUTLAW SPRINT CARS

Can't Miss Specials

BOGO NIGHT (BUY ONE GET ONE FREE)
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SCHOOL BUS SPECIAL
SAT, MAY 12

FIRECRACKER SPECIAL
SAT, JUNE 30

NIGHT OF DESTRUCTION
SAT, AUG 11 (FREE T-SHIRT FIRST 1000)

11th ANNUAL ENDURO
SAT, SEPT 22

2018 EVENT SCHEDULE

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Dean Reller

As the snow is rapidly melting, the dirt is slowly reappearing at the Granite City Speedway as it prepares for its seventh season. Many of the popular attractions will be returning along with a few new things.

The majority of the year will feature Friday night racing, with a few Sunday night programs scattered throughout the season. WISSOTA classes will be stars of the show every week including: Modifieds, Midwest Modifieds, Super Stocks, Mod Fours and Hornets. Friday races will begin at 7:30pm, while the Sunday events will begin at 5:00pm.

The season is set to fire off on Friday night May 4th with a full program of racing. The following two weeks will be Sunday Specials on May 13th and 20th. Friday racing returns on May 25th.

Granite City Speedway Ready To Let The Dirt Fly In 2018

June kicks off with the return of the Advantage RV Modified Tour on June 1st. Kids Night is June 8th and it's the first of two bike giveaway nights. Dads will be honored during the June 15th races. The fan favorite Meet the Drivers night is June 22nd, which will also be the second bike giveaway night. On June 29th the UMSS Winged and Traditional Sprints make the first of their two appearances of the season in a special event along with the Midwest Modifieds and Hornets.

July 6th is the Hunt for Gold Special. The Fastlane Super Stock Series first event is the highlight of the July 13th races. Sunday racing is back on July 22nd with Parents Night. The month closes out on Friday July 27th with the AFCCO Race of Champions Qualifier and it will be Kids Backpack Giveaway Night.

Things heat up in August with a Super Stock Special on Sunday August 5th. Then, Friday night racing returns for the rest of the season on August 10th. The UMSS Winged and Traditional Sprints make another visit on August 17th along with the Super Stocks. Friday August 24th is the Drive For Dog Food night, where race fans are encouraged to bring their dogs to the track and enjoy the races too. The month and the season wind up on August 31st with Season Championship Night.

The Prelude to the 100 closes out racing for the year on Saturday September 8th. This event will be a full WISSOTA Show featuring: Late Models, Modifieds, Super Stocks, Midwest Modifieds, Mod Fours and Street Stocks.

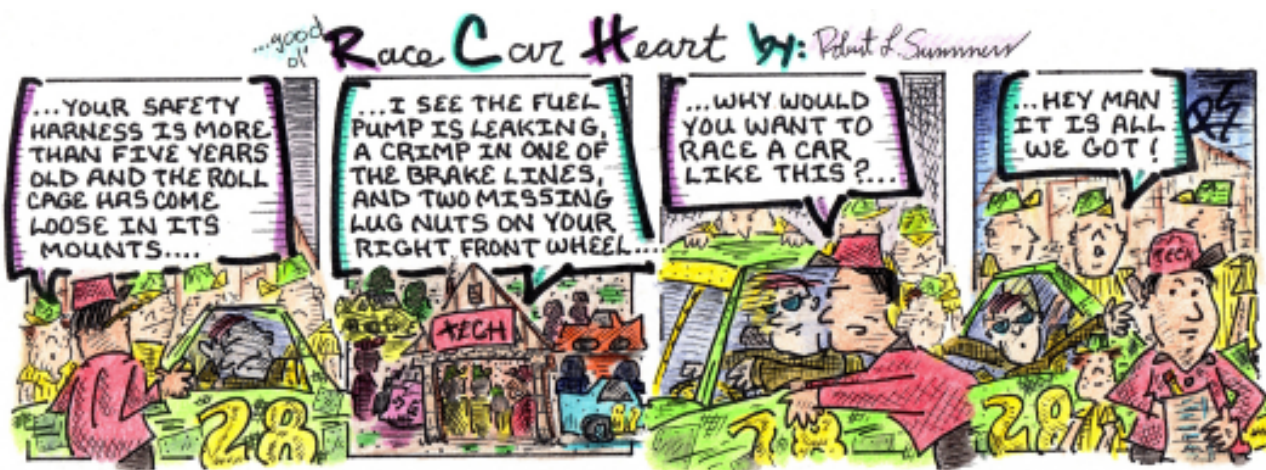
Additional promotional events are in the works and will be announced in the coming weeks.



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Flat Track at the Coliseum

The last oval track race held at the Minnesota State Fairgrounds occurred on Labor Day in September of 2002. In March of 2018, oval track racing returned to the fairgrounds, but in a different form. The Flat Track Motorcycles made an indoor appearance at the State Fair Coliseum, and we couldn't miss the opportunity. During the show, they also played some vintage video footage of their last indoor event at the Minneapolis Armory back in 1980.

We've always believed that racing is racing. It's all good. We don't really need to know the names of the competitors to determine if a race is good or not. As an example, one of the semi-final events had two drivers battling tooth and nail for the win. We had no idea who either driver was, but the race ended in a last corner, last lap pass for the win. The place went nuts when the checkered flag flew. That's good racing.

The chances of stock cars returning the Minnesota State Fair are pretty much non-existent. We sure hope the Flat Track Motorcycles come back to the fairgrounds again next year, and for many years to come.



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2018 EVENT SCHEDULE



CEDAR LAKE SPEEDWAY

SUBJECT TO CHANGE

DATE ⁽¹⁾	All races start at 6PM unless otherwise noted (1)	Adult ⁽²⁾	Stdnt ⁽²⁾	Pits
Wed, Apr 4	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Thu, Apr 5	THE LEGENDARY OPENER DAY 1: Complete show for Pure Stocks, Street Stocks, Hornets, UMSS Traditional Sprint Cars & Limited Late Models!	\$15	\$7	\$35
Fri, Apr 6	THE LEGENDARY OPENER DAY 2: Complete show for UMSS Traditional Sprint Cars, Midwest Modifieds, Pro Stocks, Modifieds, & Late Models!	\$20	\$10	\$35
Sat, Apr 7	THE LEGENDARY OPENER DAY 3: Complete show for UMSS Traditional Sprint Cars, Midwest Modifieds, Pro Stocks, Modifieds, & Late Models!	\$25	\$12	\$35
Thu, Apr 12	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Sat, Apr 14	NASCAR DASH RACE #1: MW Modifieds, Pro Stocks, Modifieds, Late Models	\$15	\$7	\$30
Thu, Apr 19	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Sat, Apr 21	CLS SHOOTOUT RACE #1 - Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars	\$15	\$7	\$30
Thu, Apr 26	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Sat, Apr 28	NASCAR DASH RACE #2: MW Modifieds, Pro Stocks, Modifieds, Late Models	\$15	\$7	\$30
Thu, May 3	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Sat, May 5	BUY ONE - GET ONE FREE on Tickets and select food and souvenir items! Racing Limited Late Models, Traditional Sprint Cars and Modifieds!	\$15	\$7	\$30
Sat, May 12	SCHOOL BUS SPECIAL - Pro Stocks, Midwest Modifieds, and School Bus Races! (5/19 Rain Date)	\$15	\$7	\$30
Sat, May 19	CLS SHOOTOUT RACE #2 - Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars, & Mini Modifieds (rain date for bus races)	\$15	\$7	\$30
Sat, May 26	PACK THE TRACK NIGHT ALONG WITH COOK MEMORIAL - FREE GRANDSTAND ADMISSION! Full race of Pro Stocks, MW Mods & Limited Lates	FREE	FREE	\$30
Sat, Jun 2	CLS SHOOTOUT RACE #3 - Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars & Northern Vintage Cars	\$15	\$7	\$30
Sat, Jun 9	NASCAR DASH RACE #3: MW Modifieds, Pro Stocks, Modifieds, Late Models	\$15	\$7	\$30
19th ANNUAL MASTERS EVENT (JUNE 14th - 16th). \$40,000 TO WIN MODIFIEDS! 7PM Start Time Each Night.				
Thu, Jun 14	\$40,000 TO WIN MASTERS PRELIMINARY NIGHT - Full show of USMTS Modifieds (\$3,000 to win)!	\$25 ⁽³⁾	\$12 ⁽³⁾	\$35
Fri, Jun 15	MASTERS DAY 1 - Open Modifieds Heat Races (2 sets), & Dash for \$40,000 to win event along with a full race of Limited Late Models!	\$30 ⁽³⁾	\$15 ⁽³⁾	\$35
Sat, Jun 16	MASTERS DAY 2 - Open Modifieds LCQ, C main, B main, and 70-lap \$40,000 to win event along with a full race of Limited Late Models!	\$35 ⁽³⁾	\$17 ⁽³⁾	\$45
Sat, Jun 23	NASCAR DASH RACE #4 & ERIC HERBISON MEMORIAL: MW Modifieds, Pro Stocks, Modifieds, Late Models	\$15	\$7	\$30
Sat, Jun 30	FIRECRACKER SPECIAL & CLS SHOOTOUT #4: Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars	\$20	\$10	\$30
4th ANNUAL WORLD OF OUTLAW SPRINT CAR SHOWDOWN (JULY 6th & 7th) 7PM start time and complete show each night!				
Fri, Jul 6	DAY 1! Complete WORLD OF OUTLAW 410 SPRINT CAR Show and a full program of UMSS Traditional Sprint Cars	\$30 ⁽³⁾	\$15 ⁽³⁾	\$40
Sat, Jul 7	DAY 2! Complete WORLD OF OUTLAW 410 SPRINT CAR Show and a full program of UMSS 360 Sprint Cars	\$40 ⁽³⁾	\$20 ⁽³⁾	\$45

Multi-Day National Events

19th ANNUAL MASTERS EVENT
THUR, FRI & SAT, JUNE 14-16
\$40,000 TO WIN OPEN MODIFIEDS

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11th ANNUAL ENDURO
SAT, SEPT 22

DATE ⁽¹⁾	All races start at 6PM unless otherwise noted (1)	Adult ⁽²⁾	Stdnt ⁽²⁾	Pits
Sat, Jul 14	CLS SHOOTOUT RACE #5 - Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars	\$15	\$7	\$30
Sat, Jul 21	NASCAR DASH RACE #5: MW Modifieds, Pro Stocks, Modifieds, Late Models	\$15	\$7	\$30
Sat, Jul 28	CLS SHOOTOUT RACE #6 - Limited Late Models, Traditional Sprint Cars, 360 Sprint Cars & and IMCA Old Timers!	\$15	\$7	\$30
31st ANNUAL USA NATIONALS! (AUGUST 2nd - 4th) \$50,000 TO WIN LATE MODELS! 7PM start time each night				
Thu, Aug 2	WORLD OF OUTLAW LATE MODELS - \$6k to win (complete show) and complete program of Limited Late Models	\$25 ⁽³⁾	\$12 ⁽³⁾	\$35
Fri, Aug 3	NATIONALS DAY 1 - World of Outlaw Late Model Qualifying, Heats, & Dash for \$50k to win event & complete show of NASCAR Late Models	\$30 ⁽³⁾	\$15 ⁽³⁾	\$40
Sat, Aug 4	NATIONALS DAY 2 - World of Outlaw Late Model Semis, LGQ & 100 lap \$50k to win event & complete show of NASCAR Late Models	\$35 ⁽³⁾	\$17 ⁽³⁾	\$45
Sat, Aug 11	NIGHT 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 Limited Late Models and Pro Stocks!	\$15	\$7	\$30
Sat, Aug 18	WISSOTA LATE MODEL CHALLENGE SERIES RACE WITH NASCAR DASH RACE #6 for Lates, Mods, Pro Stocks, and MW Mods!	\$20	\$10	\$30
INAUGURAL TRADITIONAL SPRINT CAR CHALLENGE! (AUGUST 24th & 25th). Cars from 5 series - UMSS, WI wingLESS, Heartland, Rapid City, & Northern Renegades				
Fri, Aug 24	COMPLETE RACE PROGRAM WITH DOUBLE FEATURES for Traditional Sprint Cars and a full race of Midwest Modifieds.	\$15	\$7	\$35
Sat, Aug 25	COMPLETE RACE PROGRAM WITH DOUBLE FEATURES for Traditional Sprint Cars and a full race of UMSS 360 Sprint Cars	\$20	\$10	\$35
Sat, Sep 8	18th ANNUAL JERRY RICHERT MEMORIAL FEATURING IRA 410 OUTLAW SPRINT CARS. UMSS 360 Sprint Cars, & UMSS Traditional Sprint Cars!	\$25	\$12	\$30
13th ANNUAL LEGENDARY 100! (SEPTEMBER 12th - 15th)				
Wed, Sep 12	OPEN PRACTICE (6PM-9PM) \$30 per car & driver. All cars welcome.	NA	NA	\$10
Thu, Sep 13	COMPLETE SHOW for Pure Stocks, Street Stocks, Hornets, UMSS Traditional Sprint Cars & Limited Late Models!	\$15 ⁽³⁾	\$7 ⁽³⁾	\$35
Fri, Sep 14	COMPLETE SHOW for Midwest Modifieds, Pro Stocks, Modifieds, & Late Models!	\$20 ⁽³⁾	\$10 ⁽³⁾	\$35
Sat, Sep 15	COMPLETE SHOW for Midwest Modifieds, Pro Stocks, Modifieds, & Late Models!	\$25 ⁽³⁾	\$12 ⁽³⁾	\$35
Sat, Sep 22	11TH ANNUAL \$10,000 TO-WIN ENDURO!	\$15	\$7	\$30
Sat, Sep 29	UMSS Arrive and Drive / Test and Tune (\$30 per car). All cars welcome.	NA	NA	\$10

Notes: (1) Unless otherwise noted, races start at 6PM • Grandstands open at 5PM. • Pits open at 3PM. Driver cutoff is 5:15PM. • (2) Students are age 6-16 and kids age 5 and under are FREE.

(3) Prices noted are at the gate, day of the event.

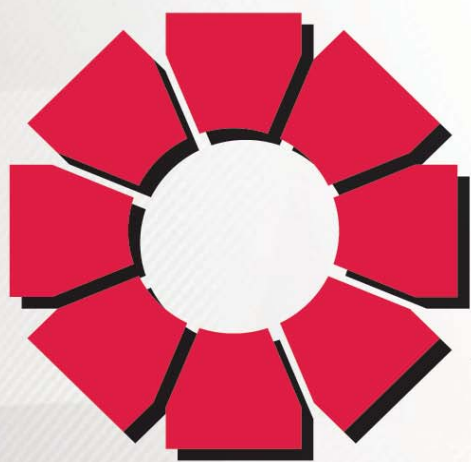
Advance discount tickets and or reserved seats may be available online for this event.

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