

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

July 2018 Vol. 22, No. 3

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First Time Winner



Racing Nuggets



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A Series Within A Series



Modified Masters



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Publisher's Note

Racing According to Plan



Dan Plan

Those of us that attended the annual Labor Day race at the Minnesota State Fair, often made a visit to Heritage Square by the midway. This area of the fairgrounds had a racing history section. After the racing ceased at the State Fair, the memorabilia items were still located in this area. I know my wife was probably bored walking through the racing history section, as the items were the same from year to year, but I religiously made the trek through Heritage Square each time I went to the Fair.

In recent years, the State Fair went through another remodeling project, and demolished this section of the fairgrounds. They created a new history building that had far less racing memorabilia included. I'm sure I'm not alone in thinking the fair board probably tossed away most of the historical racing items. That would have truly been a shame.

Preserving the Past



Turns out, that wasn't the case. In the June issue of the IMCA Oldtimers newsletter, club president Mark Langer announced the club had reached an agreement with the Minnesota State Fair to obtain many of the items from "Speedy's Garage". So many items were retrieved, it actually took about six pickup truck loads to retrieve. The items include old driver's suits, helmets and other memorabilia from the days gone by at the State Fair.

The IMCA Oldtimers picked up the items and plan to preserve the racing history of the State of Minnesota at their display, located on the Dakota County Fairgrounds. The clubs display at the Dakota County Fairgrounds is located in the area known as the Dakota Village, with many historical buildings and other vintage items. The 2018 version of the Dakota County Fair will take place from August 6th through August 12th.

Personally, I can't wait to see these items on display again. Kudo's to all of the members of the IMCA Oldtimers for obtaining these items and helping to preserve Minnesota racing history.

The Midwest

RACING

Connection

July 2018

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Going in Circles



Charlie Spry

Madison International Speedway has gotten into the “meat” of their schedule now, with various divisions and types of race cars competing, in addition to the regular divisions.

It was nice to see sportsman division racer Sam Messell get her first win ever, taking a heat race win in late May. Just starting her second year of competition in this division, she looks much faster and smoother this year, and looks like good things will be coming her way!

The hobby stocks ran a show here recently, and did very well. Good, tight racing on the “Ring Of Fire,” and it was Brandon Angilieri getting the feature win once again. In their appearance last season, he won the feature on that night as well. He may have a target on his back in further competition here!

The Midwest Compact Series also ran here, with various cars from various tracks competing. Phil Malouf had the transmission fail on his car, and he and his crew had a new one installed in time to qualify late. That is pretty impressive wrenching!

Scott Ciesielski had good things to say about the series, stating, “We are like one big family, everyone



Guy Adams/HotShot Photography

works together, helps each other, and has fun.” Scott hadn’t done much racing yet as the weather has played a big part in racing in central Wisconsin, where he is from. “We had 32 inches of snow in the month of April,” Said Scott.

The entry level Six Shooter division once again looks strong, with drivers of varied backgrounds and experience competing. Bud Riedner has won championships and many features on both dirt and asphalt, and is competing. There are also some drivers getting onto the track for the very first time. Ron “Ozzy” Osborne is racing the car his son raced last year. I don’t think he has bitten the head off of a bat yet, however, or named his car the “Crazy Train.”

Ken Morris is fielding at least three cars in the Six Shooter division, saying, “I really want this division to grow and prosper. We need something like this that is relatively cheap to get into. I plan on building some cars and then selling them to people that want to get into it. The one guy I have racing my car tonight has never been on the track before.” Ken also raced himself, and another of his drivers is former Columbus 151 Speedway backup racer Randy Grancorvitz, who led most of the feature only to get passed at the line.

I’ve noticed plenty of fans leaving the facility before the Six Shooters run their feature. They are making a mistake, as this division puts on some very close and exciting racing.

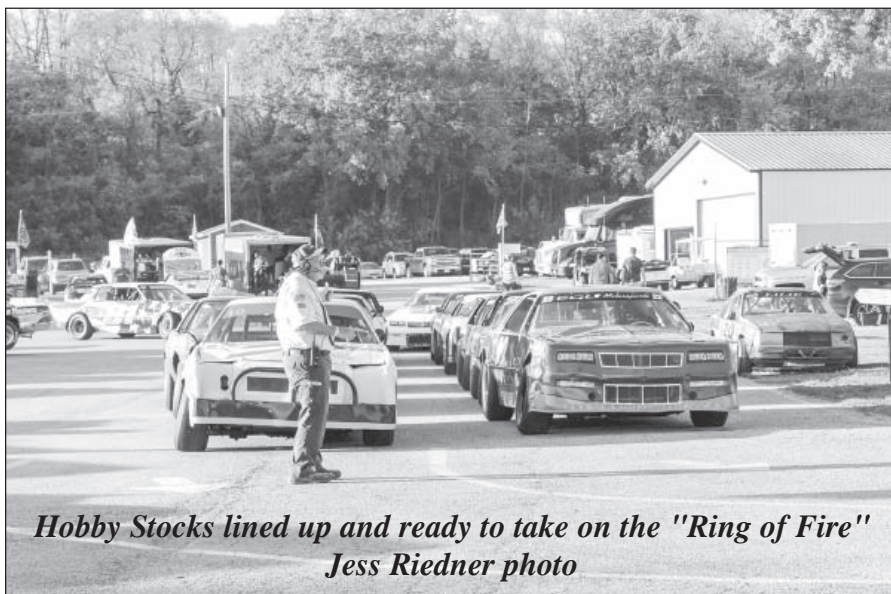
At the Rockford Speedway, I continue to be very impressed with the racing put on by young Max Kahler. At fifteen years of

age, he has a few years of racing under his belt already. “I started out racing go-karts on the dirt at age nine, then in 2016 I raced the late model at Jefferson twice, then last year here, and now this year as well.” Max became the youngest driver in the history of the Rockford Speedway to win a late model feature, when he did so on 6-24-17. This season he has had several really strong runs and strong finishes, and finally got that second career late model feature win just recently. He is an impressively smooth and talented driver, and he is getting just a bit more aggressive as well in dealing with other drivers who will take advantage if you don’t! I look for big things out of this driver in the future, as he also speaks well and is very articulate.

Late model veteran Jerry Gille has been fast in qualifying, but it hasn’t resulted in top feature finishes as of yet. “It’s the tires. We are having trouble figuring them out. I might be fast in one corner and then the guy I am racing with will be fast in the next corner. Most of us are in the same boat other than a couple of exceptions. We just have to keep working on it.” I’m sure he and his crew will solve the problem quickly.

Shannon Stoltz has finally broken through and grabbed his first American Short Tracker division feature win of the season, holding off a hard charging Franc Beldowski, who has been pretty dominant this year. Beldowski and Aaron Rude had been the only two drivers in this division to get feature wins up until Mr. Stoltz got the job done.

Rockford AST racer David Russell Jr. has honored his families’ involvement in getting him started in the sport, and even brought out his backup car recently to let his Dad, David Russell Sr. take the wheel and race.



Hobby Stocks lined up and ready to take on the "Ring of Fire"
Jess Riedner photo

Going In Circles continued on page 5

Going In Circles continued from page 4

David Jr. said “I wanted Dad to get a chance to race again, with me, and I asked him when he wanted to do it, and he said Father’s Day would be a good time, so here we are.” The elder Russell noted that it had been quite some time since he last raced, saying, “It’s been about thirty years, 1987 or so. It was back when we were racing (Chevrolet) Vega’s. We ran on street tires that had to be shaved.” He also noted that the track was virtually the same back then, but that the speeds are much greater now and the cars much different. When asked later if he wanted to get back to racing weekly, he replied, “No, I’ll leave it to the young guys.”

The Six-cylinder division is taking off here as well, with fourteen showing up on the first of nine “Wild Wednesday” shows. Very competitive and fun to watch racing, and the fans were really getting into it. Cars of various makes and models were present, but the one that stood apart from the others was the Buick raced by Sean Worman. A nicely painted and lettered car with a very strong looking roll bar and door bars. A well built car that shows pride in ownership.

Nice to see Ashley Matts get her first career feature win in the Wednesday night WWOW (Winged Women On Wheels) competition. She is another driver who has gotten faster as time goes on and is looking strong. She held off Cassidy Frisch to get that first win, and that isn’t easy!

We took a three-day racing vacation into central/western Wisconsin, starting off with a stop at the State Park Speedway near Wausau for a regular show. I really like the pure stock car driven by Chad Dietsche. It is a 1970 Chevelle, painted a beautiful blue and gold color. “This car is owned by Brandon Fraaza, and was built back in the 1990s, going through several evolutions. “We decided to re-do the car and build it to look like it would be back in the day. The lettering is all by hand, and the body has been all re-done with parts from various sources,” said Chad. He has won three features so far, this season as of this writing. Salvage yards and body shops have been the sources for most of the body panels. Parts for a car of this popularity and vintage are usually not cheap, but they got some panels that were refused by body shops for restoration purposes, but just fine for a race car.

Rayce Haase (Isn’t that the best racing name, ever?) is racing a car that formerly was raced by his Dad, Jesse. “He is going to be a way better driver than I ever was,” said Jesse. “He just needs to gain the experience and get the seat time.”

Nice to see super late model racer Mike Olson get the feature win on this night. He has really stepped up his game the past couple of seasons after some rather lean years, and has really come into his own lately, setting fast times and winning features. He has paid his dues and has earned everything he gets.

Dillon Mackesy got a little emotional in victory lane after winning the limited late model feature, his first career. Another driver who has paid his dues, he is stepping right up and winning in every division he moves up to.

Derek Doerr is making the two-and-a-half hour trip up here from his home in Watertown every time they race here. The 19 year old driver is racing his super late model here, after moving up the ranks in racing. He raced karts for a couple of years, then steadily moved up through the ranks, saying, “I started out racing the mini-cup cars when I was fourteen years old, ran them for a couple of years, then raced in the Midwest Truck Series in 2016 and 2017, and now this.” I always liked this track (Wausau) when I raced the truck here, so we thought it would be a good place to race the super late, plus, the racing is pretty clean.” Derek’s Dad, Randy, has been a crew chief for many, many top ranked teams, and brings a wealth of knowledge to help Derek get acclimated. “The Wimmer’s have treated us real well here, so we are happy to be racing here,” said Randy. Derek would score a heat race win on this night, his first career in a super late, then led the feature for many laps. He has proven himself in every racing vehicle he has competed in, and I’m sure he will in the super late as well. The car is one that had sat around for a couple of years and had been through various drivers before that, and at one time had belonged to Steve Carlson.

Super Stock action at Red Cedar Speedway (right photo) and a big win for Colin Reffner in the TUNDRA Super Late Bev Aschenbrenner Memorial race at Marshfield Speedway (photo below)

We then took a trip up to the Red Cedar Speedway for a Friday night show. Had never been there before, and it was nice to mark that off the list. Had a chance to see many drivers that I never get to see or have only read about. Fun time!

We then stopped off at the Marshfield Motor Speedway on Saturday for the second annual Bev Aschenbrenner Memorial, Bev was Mom to announcer Brandon, and track mom to so many others. She lost her life two years ago, and Brandon did a great job in organizing and putting this show together in her honor. Largest car count and fan count that I have seen in awhile here, so great to see everyone respond in a positive manner to honor Bev.

The TUNDRA super late models were headlining, with Colin Reffner setting fast time and then winning the feature. Nice to see Colin get the win on the track where he has scored many feature wins in other divisions, but first in a super late model. I know that Colin and the whole team were ecstatic, and rightfully so! Nice job!



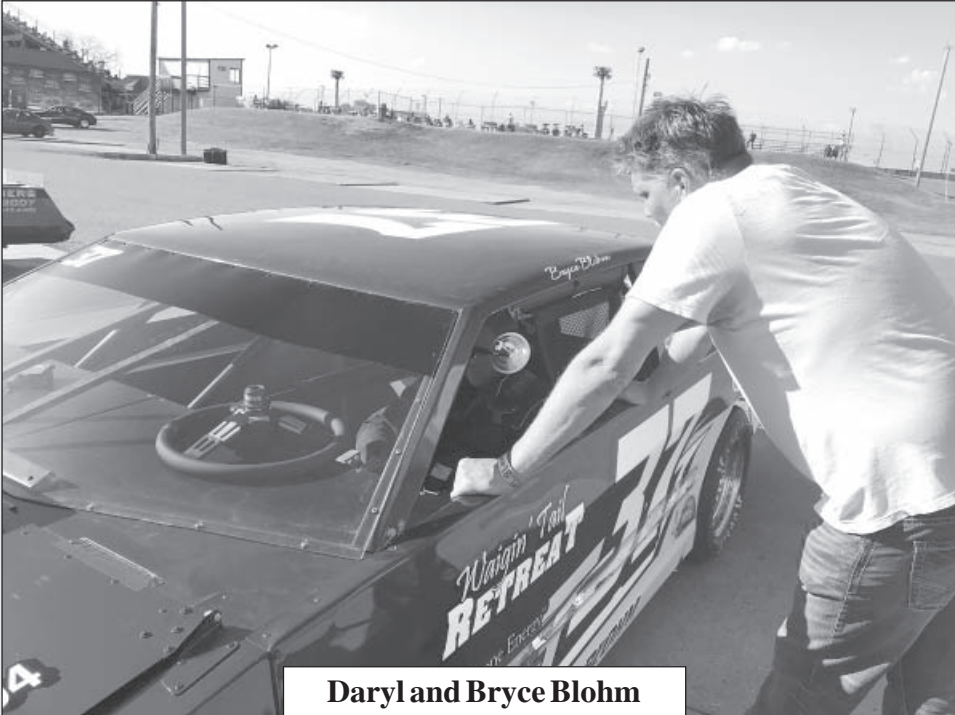
Vance Birno photo



Bruce Nuttleman photo

Family Time

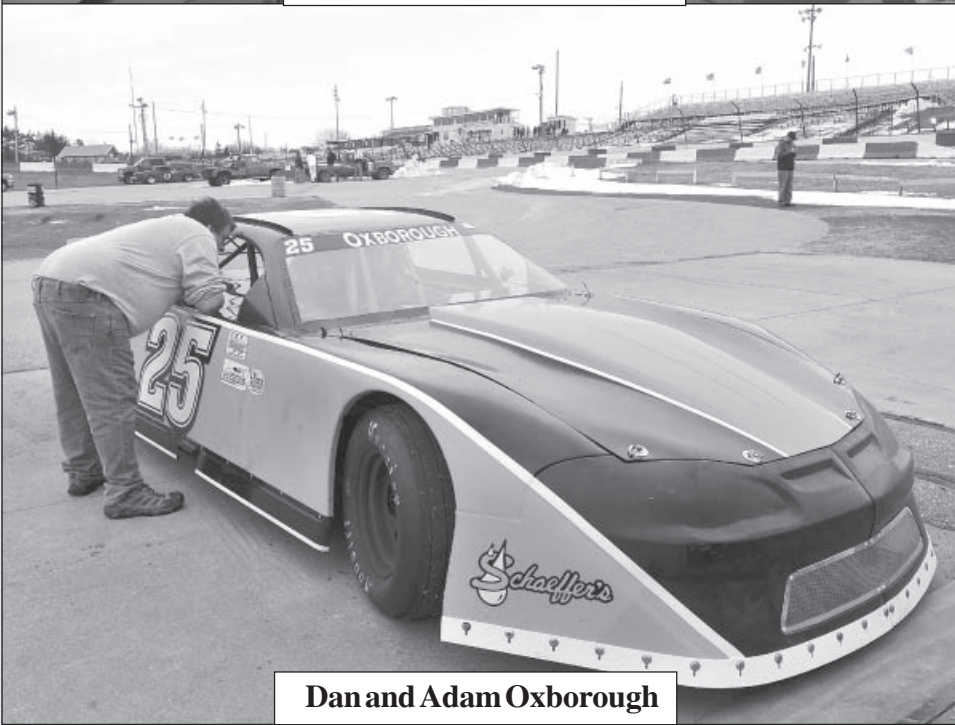
One of the greatest things going for short track racing is the family involvement. With Father's Day taking place in the month of June each year, we dug through our archives from this year. Here are several Father/Son racing teams as they prepare to hit the track this season.



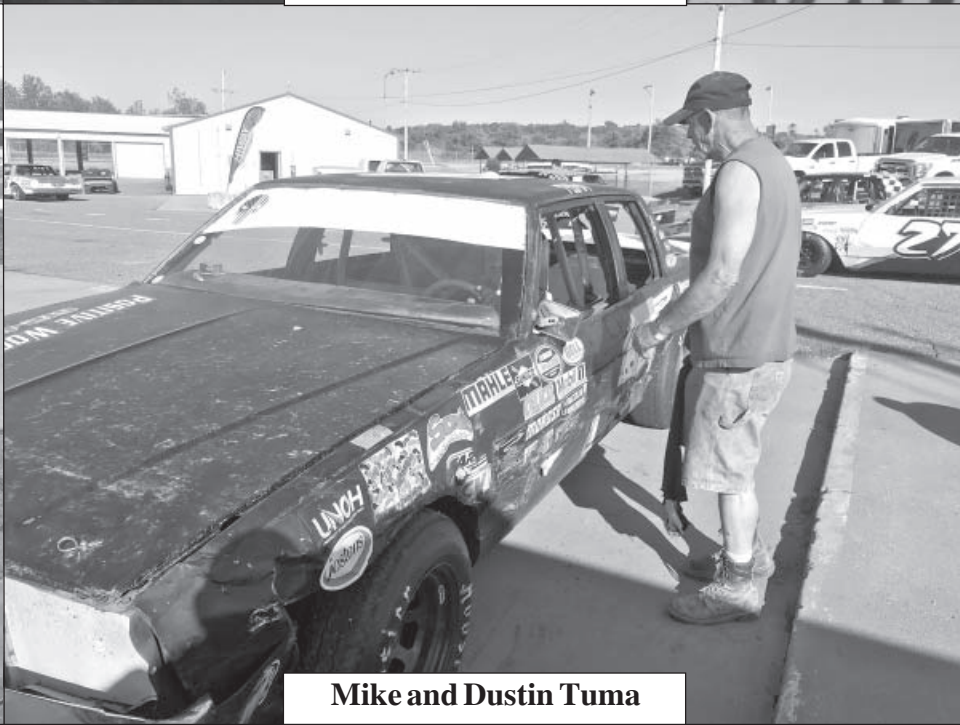
Daryl and Bryce Blohm



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CEDAR LAKE
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July 6th & 7th



Hometown hero gets Truck Series win at Iowa Speedway

by Shane Carlson

Brett Moffitt grew up in Grimes, Iowa, about 44 miles from Newton, Iowa, where Iowa Speedway is located.

Moffitt didn't always have the lifelong dream of racing at Iowa Speedway though, as he remembers a time when there was no Iowa Speedway yet. "I remember when this was just a cornfield," he said.

Yet Moffitt found himself standing in Victory Lane as he was the winner of the NASCAR Camping World Truck Series race at Iowa Speedway, the lone trip the series takes to the 7/8-mile speedway that races like a superspeedway. It was the second time Moffitt drove the No. 16 Destiny Homes Toyota Tundra to Victory Lane for Hattori Racing Enterprises in the 2018 campaign.

It's not the first time Moffitt has visited Victory Lane at Iowa Speedway though. In 2011, he won the K&N Pro Series East race at Iowa Speedway driving for owner, Michael Waltrip. "To win here...and to do it in the Truck Series on the national level is huge and I don't think many people know the sacrifices we've made this year to get to the racetrack as a team," Moffitt said.

The win was also special for Moffitt as it happened on Father's Day weekend. Moffitt attributes a lot of the success he has had to his father and said he is the one who keeps him motivated. "To have all these things add up and to go to Victory Lane at Iowa Speedway under these circumstances, it will go down in my mind as one of the best victories of my life," he said.

Wins never come easy, as was the case on a blistering hot Saturday afternoon turned evening. The last stage of the race, Moffitt held off a hard-charging Noah Gragson who was searching for his second win of the year as well in the No. 18 Safelite AutoGlass Toyota Tundra for Kyle Busch Motorsports.

With Moffitt leading into Turn 3 of the final circuit, Gragson drove his truck in hard on the bottom with a dive-bomb move to go for the win. Gragson drifted up the track and hit the wall. Moffitt eased into Turn 3 knowing Gragson was going to try and drive in hard and carry a lot of speed. "Luckily, I backed up the entry enough to stay wide open from the middle of (Turn) 3 and (Turn) 4 to the start-finish line.

The win was Moffitt's second of the season, as his first win of the year came in the season's second race at Atlanta. Moffitt's first career Truck Series victory came last year at Michigan.

With the win, Moffitt is third in the standings, trailing Johnny Sauter and Noah Gragson but should have a spot in the playoffs if the No. 16 team can manage to run the whole schedule.

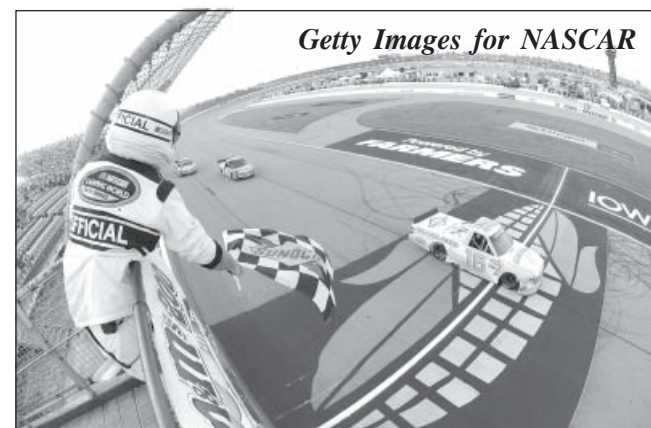
As it stands, it's a big "if," as Moffitt indicated there is still a lot of uncertainty as far as the rest of the season goes. In his post-race press conference at Iowa Speedway, fresh off the win, he was already starting to look forward to the situation his race team is in. "Certainly, we're in a great spot in the points and in a spot to compete for a championship, and there's still a few open races coming up," Moffitt said. "I know we're good for Gateway and then I think Chicago we're looking for a sponsor to partner with there. It's certainly on all of our minds all the time and it's something we're working on to try and close that gap," he said.

"There's a lot of uncertainty on those open races, so we'll keep working," Moffitt indicated. "Winning Iowa is huge. I think it's going to be big momentum for the team, I think it's going to help us fund the rest of the season. I don't know how yet, but hopefully it does."

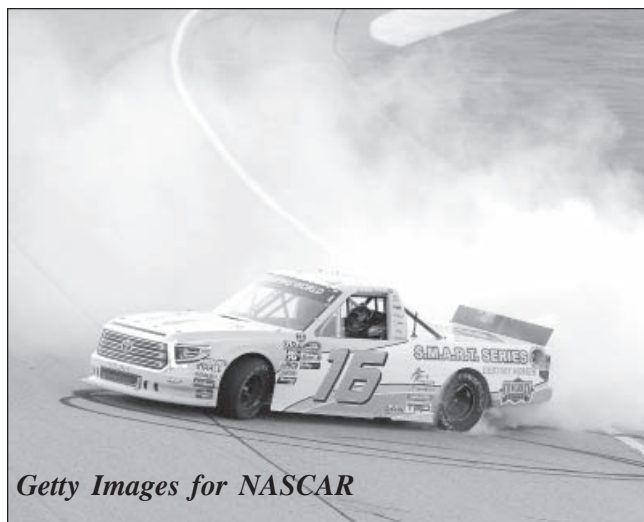
In between trying to find funding to run the entire season and preparing race trucks for Gateway and Chicagoland, Moffitt plans to celebrate winning in his home state accordingly. "I'm going to have fun with this one. It's been a rough month-and-a-

half I would say with just the results we've had. The race trucks that we've had have been great and I feel like we've given a couple away."

There was no taking the smile off of the 25-year old following his win. "To finally come out here tonight, at my home track, with my family here, with my friends here, with a new sponsor on board, this is the perfect storm."



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Dean & Jason Talkin' Racin'



Dean Reller

Carson Gramm might not be someone you recognize by sight or name, but he's quickly trying to change that as he gets acclimated to all of WISSOTA. Earlier this year, Gramm took the new position of Associate Executive Director of WISSOTA. WISSOTA is the promoters association that governs several tracks throughout the upper Midwest. Later this year, he will drop the Associate title and become the Executive Director when Terry Voeltz retires from the long held position.

Gramm has virtually grown up around racing. From a young age, he accompanied his dad, Mark Gramm, in the booth as he announced the races at Brown County Speedway in Aberdeen, SD. That was just the beginning of what would become a career in racing.

"My dad made the mistake of taking me to the go-kart track," joked Gramm during a recent interview. "At that point we left the go-kart track and I looked at my dad and said 'I want one of those right now' and that's when it all started."

Once his karting career started, Gramm didn't miss a single season. The only races he missed were at the end of one year due to a broken leg, which happened playing football at school. From karts, he moved on to Legend cars. The Gramms purchased a car from Mike Dillon, whose son, NASCAR driver Ty Dillon, previously raced it in the southeast. Gramm's first time out was a very short outing as he crashed and destroyed the car on his first lap and a half on the track. After purchasing another car, he raced around the area for a couple of years. Then, once he started college at Minnesota State University Mankato, he switched to a Super Stock and ran mostly at his home track, the 3/8ths mile Brown County Speedway during the Summer months.

While at Minnesota State Mankato, he obtained degrees in both Sports Management and Economics. The focus was trying to get into the business side of racing. During his senior year he interned at Elko Speedway a 3/8ths mile paved track located in Elko New Market. Then, after graduating in 2018, he took the position of General Manager/Promoter at Granite City Speedway in Sauk Rapids. During the winter months between seasons, a phone call changed it all.

"I was sitting at home one Sunday afternoon and I got a call from a WISSOTA board member asking to talk to me about some things," said Gramm. "I thought oh man, what did I do at the racetrack?" "They ended up talking to me about the position (at WISSOTA). Then, I officially put in my resume, had an interview and it just kind of all fell into place."

The role of Associate Executive Director allows Gramm to get a feel for what he will be taking over when Voeltz retires.

"My role this year is meeting everyone. That's why I'm going from racetrack to racetrack."

Besides, getting to know the tracks and drivers, he is working on obtaining additional sponsorship for the sanctioning body and for events such as the WISSOTA 100. The headliner event for WISSOTA is moving to a new location in Fergus Falls this September. Gramm has already secured some additional sponsorship and is continuing to work on getting more.

As young drivers are slowly replacing the veterans on the racetrack, Carson Gramm is working to become the next generation of executives who will be the future of racing off the track as well.



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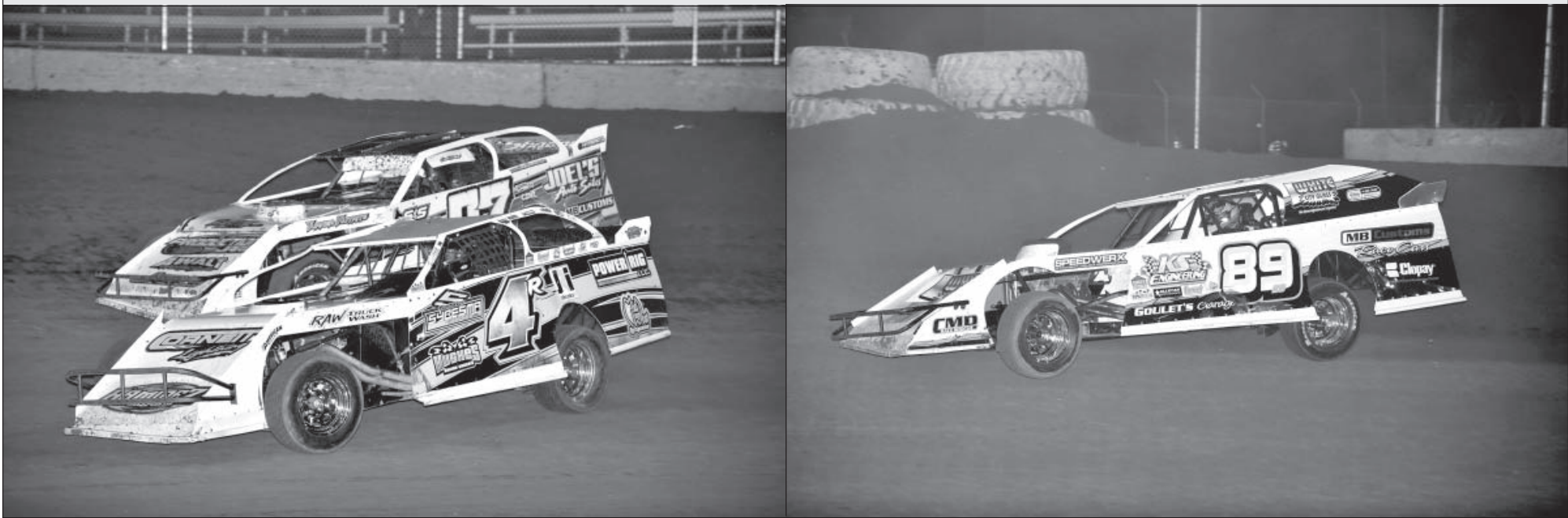
Modified Masters at Cedar Lake Speedway

The 2018 version of the Masters at Cedar Lake Speedway featured the USMTS Modifieds for the second year in a row. While Rodney Sanders may have led all 70 laps, the charges through the field and the battles for positions two through twenty-six were epic. Additional photos from the Masters of the Gustin/Thornton Jr. incident can be found on page 21 of this issue.

Vince Peterson photos



Rodney Sanders celebrates in victory lane at Cedar Lake Speedway (left photo), and just like the chess club president on prom night, he was all alone at the front of the pack (right photo)



Dereck Ramirez and Cade Dillard battled for the runner-up position. Dillard would end up second at the end of the night (left photo). A.J. Diemel was the highest finishing local driver in 4th place (right photo)



Melanie Larson photo

Dirt Late Model Dream Rookie of the Race

Lake Elmo, Minnesota's Brent Larson left The Late Model Dream at Eldora Speedway with a little extra bonus. The 2018 Craftsman World of Outlaws Late Model Rookie of the Year candidate picked up the Eldora Dream Rookie of the Race bonus for being the highest place rookie in the field. During preliminary events, Larson raced his way into the field via third place heat race finish. The 2018 Late Model Dream entry list consisted of nearly 80 Late Models. As we go to press, Larson currently sits third in the rookie points battle and 11th overall in the World of Outlaws point standings.

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FRIDAY 20-JUL 7:30PM / BUCK NIGHT (ALL CONCESSIONS JUST \$1, BEER \$2)
FRIDAY 27-JUL 7:30PM / AMERICA'S WINGED TAILGATE PARTY / MSR SPRINT CARS
FRIDAY 3-AUG 7:30PM / BADGERLAND CHALLENGE SERIES
THURSDAY 9-AUG 7:30PM / THURSDAY NIGHT STREET DRAGS
FRIDAY 10-AUG 7:30PM / UNION 464 KID'S NIGHT (AGES 11 AND UNDER ADMITTED FREE)
FRIDAY 17-AUG 7:30PM / BUCK NIGHT (ALL CONCESSIONS JUST \$1, BEER \$2)
FRIDAY 24-AUG 7:30PM / HOWIE LETTOW CLASSIC 'THE HOWIE 50' SLM TRIPLE CROWN
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Old school is still cool

Midwest Modified driver Cody Giles utilizes the hauler built by his dad (Perry Giles) 25 years ago, and carries a paint scheme that mirrors his dad's ride from the early 1990's.



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THE MIDWEST RACING CONNECTION

Home Track Photo Gallery



Chad Walen hoists the American flag at Elko Speedway
Martin DeFries photo



Paul Niznik on kids night at Spring Lake Speedway
Tom Loos photo



The King of the Short Tracks, Steve Carlson in action at LaCrosse Speedway
Bruce Nuttleman photo



Sportsman action at Rockford Speedway
Guy Adams photo



Zack Riddle in Late Model action at Madison International Speedway
Jess Riedner photo



Jake Redetzke at Cedar Lake Speedway
Charlie Weber photo

A Series Within A Series

For the fourth year since its inception, several Midwest Power Series events will be included in the UMSS schedule. In 2018, those shows will include tracks such as Cedar Lake Speedway, Clay County Speedway, Deer Creek Speedway, Jackson Motorplex, Ogilvie Raceway and Princeton Speedway. The Midwest Power Series will also race three additional shows at the Jackson Motorplex in 2018 for a total of twelve dates. The Midwest Power Series is basically as series within a series, and includes bonus money available for teams who race both shows on weekends that feature multiple events.

One of the principle parties involved in the series is Greg Parent. Greg is known throughout the upper-Midwest as an avid race fan, and a great contributor to short track racing. *The Midwest Racing Connection* recently caught up Greg to discuss the Midwest Power Series.

Most of the shows are affiliated with the UMSS. Is the term a series within a series an accurate statement?

Yes, that's correct. The Midwest Power Series started in 2015 with the UMSS as a series within a

series, and Randy Grages of Midwest Power Equipment came up with the idea. I supported it in conjunction with UMSS at the time. Last Fall, Randy and I sat down and met with Jackson Motorplex. With Jackson changing their racing format to Friday nights and several 360 shows instead of 410 shows, it was an appropriate time for us to expand out.

How did the idea for the Midwest Power Series come about?

Basically, from the beginning it was one of our ideas to get a bunch of different series and tracks to work together. The Midwest Power Series has been a catalyst for that and it remains the same today. I'm glad to say it appears to be moving in the right direction.

The MPS shows typically bring different sanctioning bodies together for events. What are some of the other regional series that have run with the Upper Midwest SprintCar Series (UMSS) in the past?

We've got UMSS, MSTS, and the Nebraska 360 working in conjunction down at Jackson Motorplex. That's a positive and

we're certainly going to continue to try and get the different groups and organizations to work together.

continued on page 13



Vince Peterson photo



Vince Peterson photo



Vince Peterson photo




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1991 RICK AUCKLAND	2001 DALE McDOWELL	2011 JOSH RICHARDS
1992 BILLY MOYER	2002 RICK ECKERT	2012 DARRELL LANIGAN
1993 BILLY MOYER	2003 SCOTT BLOOMQUIST	2013 TIM MCCREADIE
1994 JACK BOGGS	2004 BRIAN BIRKHOFFER	2014 JIMMY OWENS
1995 JACK BOGGS	2005 DALE McDOWELL	2015 JONATHAN DAVENPORT
1996 JIMMY MARS	2006 SCOTT BLOOMQUIST	2016 JOSH RICHARDS
1997 RICK AUKLAND	2007 BRIAN BIRKHOFFER	2017 DON O'NEAL

Discount Taxi Driver of the Month

Eric Campbell



Hometown: Lonsdale, MN
Division: Thunder Car



Vince Peterson photo

continued from page 11

It's a whole heck of a lot better for all parties if you're trying to pull in the same direction rather than banging heads and trying to work against each other all of the time.

You've got established racers such as Brooke Tatnell running and up and comers such as Chase Viebrock. Is the goal of the series to provide racers a stepping stone to Knoxville, IRA or the World of Outlaws?

Well, it certainly could be. The primary goal is to promote the exciting and thrilling form of 360 Sprint Car racing here in the upper-Midwest. That's really goal number one. I know people get tired of me saying this sometimes, but another primary goal is to work together. That's certainly something we're striving to accomplish. We're laying some groundwork and framework in place. It's coming together, but we've still got more work to do. As far as the racers go,

many of them are local. Very few of them are professional race car drivers. They've got full-time jobs and they're weekend racers. If they aspire to move forward, a series like the Midwest Power Series in conjunction with and all the rest of the racing available in the upper-Midwest, certainly a few of them will move forward. I mean Donny Shatz came out of WISSOTA 360's getting his experience. I needn't say where he is today. Is there another Donny Shatz out there? You bet there is. Is he going to come from this area? He sure could. Take for example Brooke Tatnell. He supports us when he can, but he does run weekly at Knoxville Raceway. He can only support races that do not conflict with his Knoxville schedule.

Where do you see the Midwest Power Series in 5 years?

We see it still as a series within a series, with respect to working with the different groups. Hopefully all of them continue to work together.



The 2018 edition of the FANS Fund is up and running with a new look, and feel but with the same ultimate goal in mind. The objective is still to attract new and upcoming drivers to attend the USA Nationals at Cedar Lake Speedway. Voting is now open. Please check out the website to make your donation and cast your vote for the 2018 drivers.

www.fansfund.com

Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

The Central Wisconsin Racing Association held another Stars to Legends Tour event here at Dells Raceway Park, Wis. Dells, WI., June 16th, this one honoring past racing hero, Lyle Nabbefeldt.

Nabbefeldt was one of the original stars of racing in Wisconsin, dating back to the early 1960s. Before stars like Trickle, Back, Reffner, Marzofka and Detjens arrived on the scene there was Nabbefeldt traveling the State and winning at numerous venues. Lyle never had much in the way of money to back his efforts, but none the less made do with what ever he had and carved out a nice career in racing as a result. Often times, Nabbefeldt would race other drivers cars if he had nothing of his own to compete with. He did

well approaching the sport that way as well. It really wasn't so much about wins for Nabbefeldt though, although he took more than his fair share of main events, but the comradery of competing and helping his fellow competitors become better people and drivers. Consequently, Nabbefeldt was one of the most popular racers of his time. Unfortunately, Lyle met his untimely death while taking time trials at the Dells race track in 1973. Exactly what happened on that day was debated for a long time, was it a stuck throttle? Did a heart attack occur to create that scenario? Was it some other mechanical issue that forced Nabbefeldt hard into the number 1&2 wall where he was killed instantly? No one knows for sure, but an event in his honor continues his legacy in racing and that more than anything, was the prize here for drivers racing on this Saturday night.

The name Mackesy has history in racing as Bob competed on the CWRA circuit for many years. It was almost inevitable that his son Mark would do the

same at some point, and now competing, is considered one of the veterans of the short track scene. Mark who had never won much of anything at the Dells track picked a good time to do just that as he won both 55 lap Features held on the night in honor of Lyle Nabbefeldt. The number 55 was a popular one for Lyle in his racing days, thus the two feature events of that length. Mackesy was fast throughout the night and proved he had the winning combination by methodically passing cars in both features, ultimately finding himself first at the checkered flag. It wasn't that he didn't have good competition, Darek Gress, an up and coming driver tried his best but came up just short in both main events. Jeff Weinfurter was in position to win as well but had to settle for 3rd and 2nd in the feature races. The racing was close and all in all very entertaining, something Lyle Nabbefeldt would certainly have appreciated if he'd been here to witness it. And that, after all, is what it should be all about.

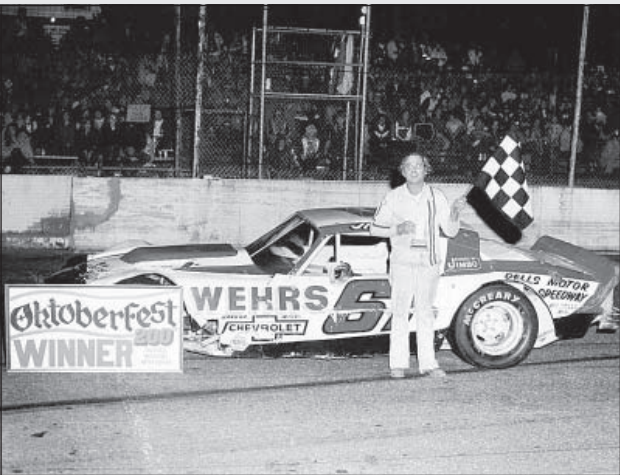
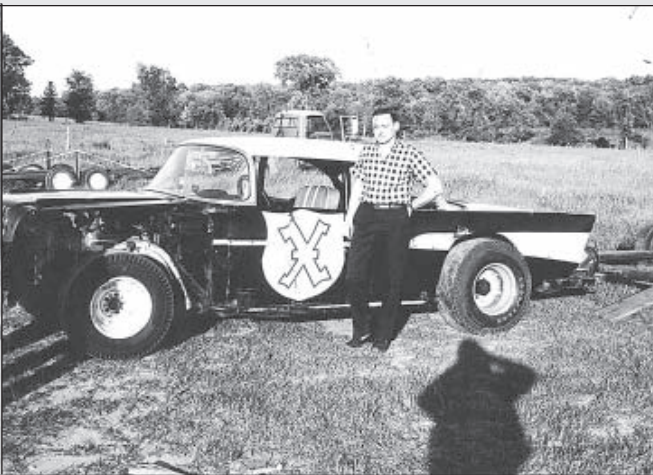
continued on page 15

Darek Gress and Mark Mackesy battle for the lead in the Nabbefeldt Memorial race at Dells Raceway Park. Mackesy would go on to capture both 55-lap events.



Jeff Blaser photo

Dale's picture from the past



Dale's Pics...Bones, the Throttle Popper, Lyle Nabbefeldt was a popular racer. He drove this #55s Camaro in 1972 (left photo). Another number Nabbefeldt made famous, X. (middle, Bob Bergeron photo) Jim Back wins in one of his famous #61 race cars, this one sponsored by Larry Wehrs Chevrolet (right photo).

Racing Facts, Observances and Opinions from page 13

Here and there...Finishing order in 55 lap main event one at Dells Raceway Park found Mackesy first followed by Gress, Weinfurter, Frank Nitzke, Rachal Kallas, Monte Gress, Darren Jackson, Derrick Van Dreel, Brian Henry and Tod Stenson. 55 lap main number two had Mackesy 1st followed by Weinfurter, D. Gress, M. Gress, Jackson, Jesse Pockscyk, Kallas, Stenson, Nitzke and Dave Neitzke...The Towel City Racing Tire required in CWRA competition continues to be a huge money saver for drivers as some are still racing on tires that are two years old!..Nick Panitzke got back on the winning track here at La Crosse Fairgrounds Speedway, West Salem, WI., as he won the NASCAR Late Model Feature Saturday, June 23rd. It came down to the last 4 laps to determine the winner as Nick Clements put up a gallant fight only to have Panitzke and Steve Carlson pass him to finish one and two. Clements wound up 3rd and was followed by Mike Carlson, Michael Beamish, early leader Mike Ehde, Cole Howland, Devin Schmidt, Tom Carlson and Brent Kirchner...Brian Hesselberg

who is racing a limited schedule at Lax. Speedway this year looked like a main event winner in the Sportsman Division. He came up two laps short however, as Chris Weber made the pass for the lead and took the win...Adam Moore won the Thunderstox Feature with Garrett Thicke taking the Hornet main...The CWRA Stars to Legends Tour, Jim Back Memorial race was held at Marshfield Motor Speedway, Marshfield, WI., May 26th and it was Jeff Weinfurter taking the win in the first Feature, 30 laps, over Darren Jackson and Mark Mackesy. Mackesy turned the tables in the 2nd main, 31 laps, winning over Weinfurter and Jackson. The combined total feature length, 61, represented the number Back raced with for his entire racing career. Next up for the CWRA Stars to Legends Tour will be at Marshfield Motor Speedway, July 6th and at Dells Raceway Park, July 21st. The Dells race will be the Marlin Walbeck Classic, honoring Walbeck who was one of the first true super stars of Wisconsin short track racing. The event will feature two 30 lap main events, 30 being the number Walbeck raced with...

In the quote of the column department it was Mark Mackesy commenting on his twin wins in the Nabbefeldt Memorial race. "I'd really never won

anything here. Had a 2nd in qualifying back in the '90s, but that was it. I thought I could win one of the features here today, but to win both, that was really special."

And in the looking back category, on September 15th, 1963 it was Lyle Nabbefeldt winning the feature at Dells Motor Speedway. On May 14th, 1966 it was Lyle Nabbefeldt winning the 30 lap feature at Dells Motor Speedway. Following Nabbefeldt at the finish were Dave Marcis, Dick Trickle, Jere O'Day, and John Mc Namara. On June 22nd, 1968, it was Jim Back winning the 35 lap feature race at Dells Motor Speedway. Back also won the 4th heat race.

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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Racing Nuggets



PJ "Jacklyn" Nuttleman

If you're a short track racing fan, you surely have heard of Bubba Pollard. The Senoia, Georgia driver has racked up an impressive resume of wins across the country—including some pretty big-buck wins, like the Winter Showdown at Kern County Raceway (\$40k) and just this past month, he knocked down two big wins in two days—the Master of the Pros Pro Late Model race at Birch Run Speedway in Michigan on June 8th, pocketing \$10,000—and the next day he was at South Carolina's Anderson Motor Speedway with his Super Late Model for the Southern Super Series/CARS Tour, where he picked up another \$10,000 for grabbing the checkered flag.

Two days later, he was back in Michigan to defend his Super Late title in the Money in the Bank 250 at Berlin Raceway. He came up one spot short—finishing second to Brian Campbell. Finishing anything less than P1 can bring on a whole lot of frustration and hindsight second guessing for any racer, but getting tweeted at from Mark Martin to let you know he thinks you're a pretty amazing driver had to take some of the sting out

Old School-Style: Catching Up with Bubba Pollard

of that loss.

"It definitely makes you feel good," Pollard said. "Mark Martin is one of the guys I've always looked up to. It's cool that Mark, Rodney Childers (Kevin Harvick's crew chief), and others at the NASCAR level still follow short track racing," staying connected to their roots. "It not only makes me and my family—but my guys feel good with all of the effort they put in," Pollard added.

Much like many short track racers, Pollard's crew is all volunteer-based. Nobody draws a paycheck. That makes his recent ambitious schedule of Michigan to South Carolina, and back to Michigan in four days even more impressive. It takes a lot of dedicated people to pull something like that off—let alone win two out of three of the races—completely with a volunteer crew.

"Over the years I've been fortunate to have good help. I can't thank them enough. They sacrifice their weekends and weekdays to make it possible for me to race like this. I've been really lucky to have great help and sponsors to make it all come together."

The next big race on Pollard's calendar that he and the crew will run is back in the Midwest—for the Slinger Nationals—a race that he grabbed the win at last year in just his second effort.

"That first year we just weren't prepared. Didn't have the tools we needed. But we did our homework and came back better prepared," he said. "We're excited about coming back this year. The fans in the Midwest provide a great atmosphere to show what we're capable of."

Pollard says he was reading the names on the trophy again just last week; seeing names like Matt Kenseth, who won the Nationals six times, Dick Trickle, and so many other legends. He's honored to have his name among them and hopes to have it engraved again this year.

Living in the south, it's obviously where Pollard races the most—but when pressed to answer what the difference is between racers in the Midwest and the South—Pollard says that the Midwest drivers seem to have a lot more respect for each other, likely because there are a lot more true racers in the Midwest who have to work on their own cars during the week.

He got his first taste of the "Gentleman's Rule" last year at the Slinger Nationals when he and Ty Majeski made contact and Pollard was able to keep his position when Majeski stopped on the frontstretch and tapped his roof—taking the blame for the incident.

"I didn't even know what the hell a 'Tap Out' rule was," he said. "It shows what kind of person you are; what kind of racer you are. There are times that I could've used a 'Tap Out' rule over the years."

There are several races that are still on Pollard's "Bucket List" to win: The Snowball Derby at Five Flags Speedway in Pensacola and the Oktoberfest 200 at La Crosse Fairgrounds Speedway.

Both are tracks that many of the great racers from the American Speed Association (ASA) days frequented, and those drivers are a lot of the short track racing heroes that Pollard had grown up watching in Georgia—Gary St. Amant, Mike Garvey, Mike Eddy, and Butch Miller to name a few.

But his dad was probably his biggest hero in racing. It was his dad who taught him to race and is still a major part of his program. Which has us circling back to the volunteer help; Pollard is like many racers who will tell you their first pit crew was comprised of family and a few friends. Generally speaking, they're the most dedicated ones who are with you over the years. That's yet another thing that sets racers like Pollard apart from others who run big events around the country.

Pollard says that perhaps the growing disconnect between NASCAR and the short track community stems from racers not becoming hometown heroes and working their way through the ranks, slugging it out like the racers of days gone by did.

And while many of the up-and-coming drivers are "getting the job done," and are decent racers—the fans don't really know who these kids are because they're moved through the system too quickly and don't have a fully developed fan base from doing it the "hard way."

Money definitely opens doors, and leaves proven, winning drivers like Pollard on the sidelines when it comes to moving up through the ranks.

Racing Nuggets continued on page 19

Bruce Nuttleman photo



When asked what his favorite track in the Midwest he immediately says, "Slinger." But then after some thought he adds that he enjoyed Madison—and really loved the atmosphere and the fans at Oktoberfest. He was bummed by the bad weather last year at Oktoberfest and will be back for the festivities at La Crosse Fairgrounds Speedway again this year to fully immerse himself in the experience again—this time hopefully without the rain—and hopefully be able to put his No. 26 machine into Victory Lane at the prestigious event.

Racing Nuggets from page 18

“Ty Majeski has been successful, and he deserves a better shot than what he’s got right now. He’s not shown his potential yet, and one day he’ll get that opportunity. He’s had to come up the hard way, because if he had plenty of money he would be at Joe Gibbs or Hendrick right now,” Pollard said.

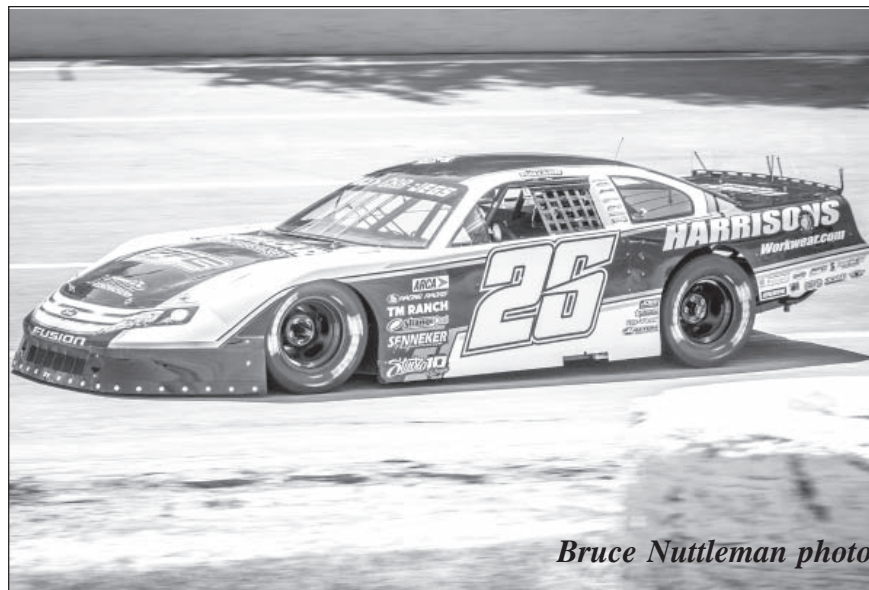
There’s truth in his sentiment. Many of us can remember seeing Mark Martin, Rusty Wallace, Darrell Waltrip, Dale Earnhardt, Sr., Bobby Allison, and more making the rounds in the Midwest and making a name for themselves before they hit the big stage of NASCAR. Of course this was also a time when innovation and creativity helped to showcase a driver’s talent. These days there seems to be a shortcut with financial backing to get the best equipment that someone else innovated. When it’s all said and done, money can’t buy talent; a driver still has to pilot the car and get the job done. And whether we like it or not—times change. It’s a different world we live in now, so we all have to adapt.

Pollard is doing just that thanks to the support of his crew, sponsors, and of course it does help to win big purses like the ones he’s picked up over the years. It begs the question: Does Pollard desire to move up into NASCAR himself?

“I don’t know NASCAR is a fit for me, and my personality, and the things I like to do. I feel like I could do it. I’d like to have a shot to show what I could do.”

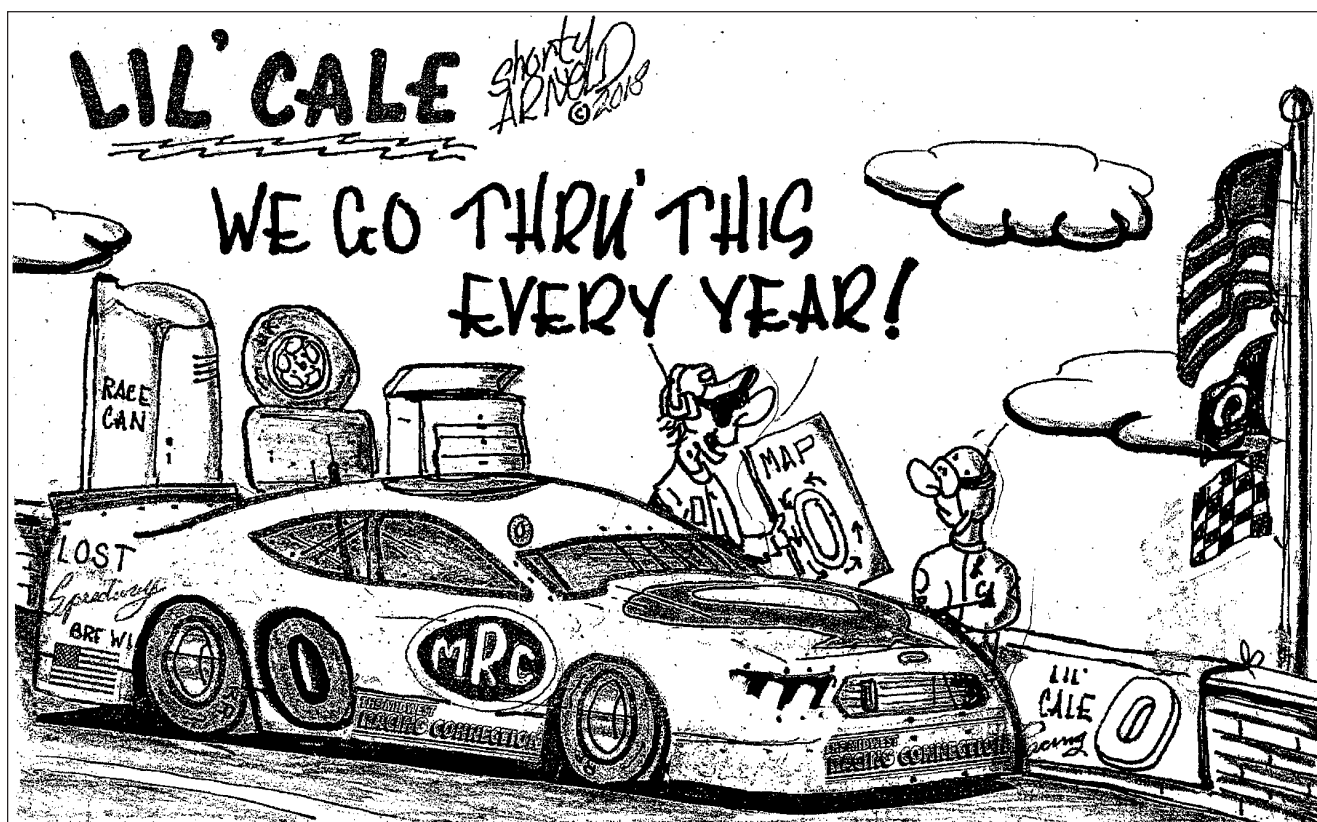
But in the next breath, Pollard says that there’s no greater feeling than winning a major short track event, and he thoroughly enjoys doing that.

It’s safe to say that Pollard is cut from the same cloth as Mark Martin and Matt Kenseth—doing it the “hard



Bruce Nuttleman photo

way,” and all three have their names etched onto that Slinger Nationals trophy. We’ll see if Pollard can add it again come July 10th. Tickets are available online at <https://slingersuperspeedway.com>.



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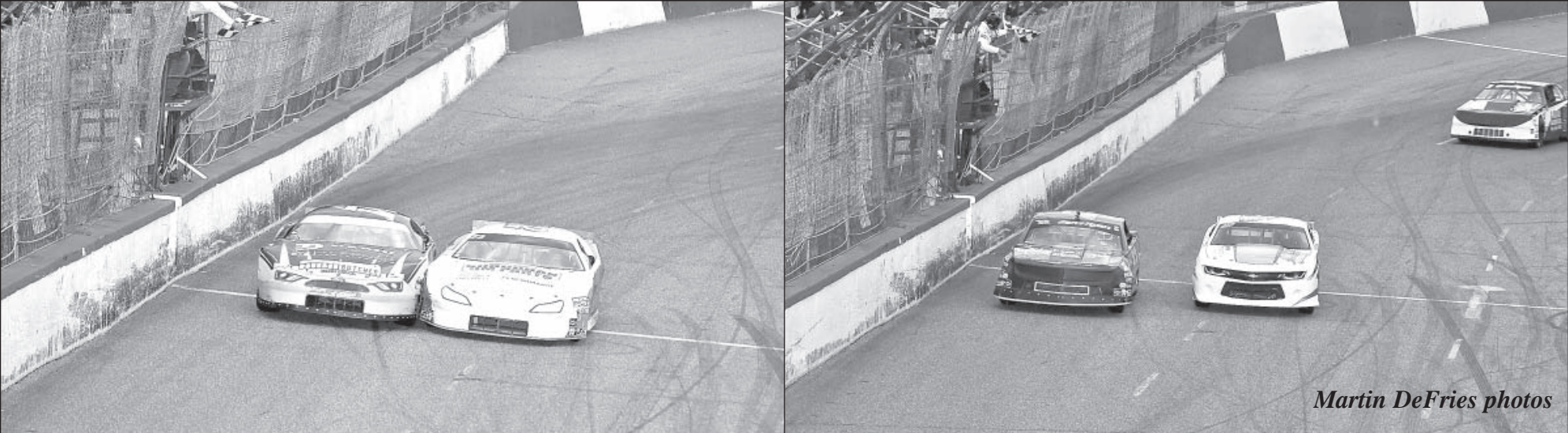
Julie Jorgenson was born into a family of racers. Her dad (Conrad) has numerous track championships, in numerous divisions at Elko Speedway and Raceway Park. Her mom (Lisa) had several brothers that racked up wins and championships throughout the upper Midwest. With the blending of Jorgenson and Tuma family experience, it was just a matter of time before Julie visited victory lane. In her second full year of competition, Julie picked up her first win. When asked how the first win felt, Julie stated; “It was amazing. Seeing the checkered flag, and me being the first one over it, I was literally out of breath.” It didn’t take long for Julie to pick up win number two, as she won again the following weekend.

Martin DeFries photos



Photo Finish

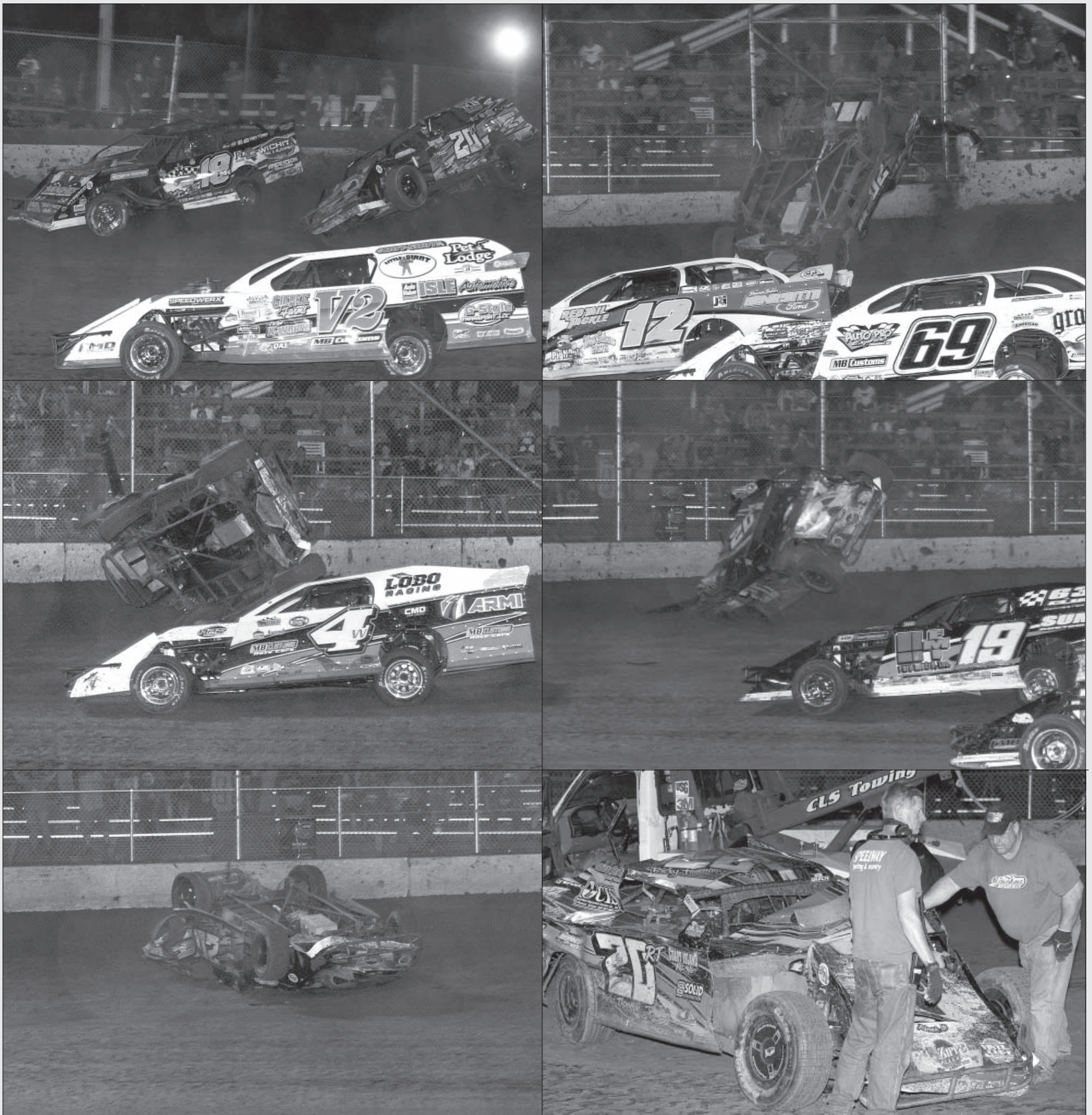
To start of the month of June, Elko Speedway saw two feature events end in a photo finish. Jacob Goede narrowly defeated Devyn Stocker in the Late Models (left photo) and Jeremy Wolff edged Eric Campbell in the Thunder Cars (right photo)



Martin DeFries photos

Ryan Gustin Versus Ricky Thornton Jr.

During the middle portion of the Masters at Cedar Lake Speedway, Ryan Gustin and Ricky Thornton Jr. had this altercation that ended with Thornton Jr. rolling over several times. This photo sequence was taken by Charlie Weber, also known as Fotos by Fizzle. Both drivers were OK.



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