

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2018 Vol. 22, No. 4

## Inside...



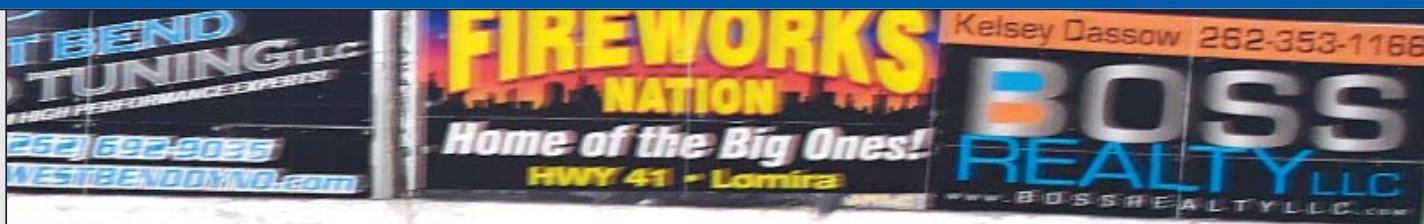
Mid-Season Recap



Going In Circles



Home Track Gallery



3 out of 3 for Majeski



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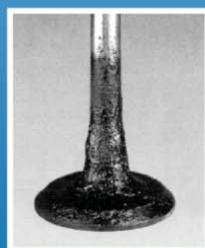
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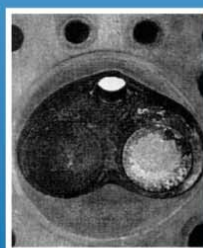
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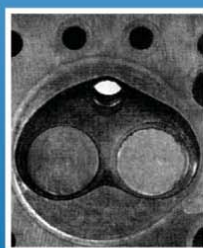
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## Publisher's Note *Racing According to Plan*



**Dan Plan**

One of the great things about short track racing is the people you meet. Sometimes you see them a few times a year and exchange nods as you pass by, but never get a chance to talk with them or know their names. I still get a laugh every time I think about the group from Superior, Wisc. that refers to me as "Papa Georgio" every year at the USA Nationals. In the past month of this racing season, I've had the opportunity to stop and talk with some really cool people.

I've only been able to make the trip to LaCrosse Fairgrounds Speedway two times this year. On each of my visits to West Salem, I've spent several minutes (maybe even an hour total) talking to a gentleman that is on the track safety crew. I had no idea of his name, but had enjoyable conversations both trips. This guy has a wealth of knowledge about racing at Lacrosse, has a collection of racing magazines/papers (including MRC which made me happy). As we continued

## Short track people are good people

talking, he mentioned he had raced previously at LaCrosse and his grandson had asked if he could race. We both had a good laugh when he said he told his grandson that he needed to get his grandmothers approval first. Once he pointed out who his grandson was (Sam Niles), I realized it was the one and only Mike Niles I had been talking to all year.

The other example took place earlier this Summer at Elko Speedway. I was making my way from the pit area into the spectator area. A young kid in a fire suit walked up and started chatting with me. I didn't think anything about it, as some kids are pretty excited to be at the races on a Saturday night. I know I sure was when I was kid. A few seconds later, his brother

*Publisher's Note continued on page 4*

*I had no idea I was talking to Mike Niles  
he had no idea I took his picture*



*The Midwest*

**RACING**

*Connection*

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Dan Plan photo

*Publishers Note continued from page 3*

came along to join the conversation. They showed me their Bandolero cars and we had a good old-fashioned conversation about racing. What astonished me the most, was they were actually excited to meet me. I mean, who am I? I'm just some guy that walks around handing out papers, but these two kids sure made my day. Never once did pit pass taxes or prize money come into the conversation. Josiah and Teddy Kottschade were two of the politest kids I've ever met and genuinely excited to be at the race track. Thinking back to these moments still makes me smile as I'm writing this. Short track people are really good people. A special thanks goes out to Mike, Josiah and Teddy.



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**THE MIDWEST  
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# WHAT'S HAPPENING AT DELLS RACEWAYPARK!

**7/28 - Illini Racing Series Night-IRS MIDGETS**  
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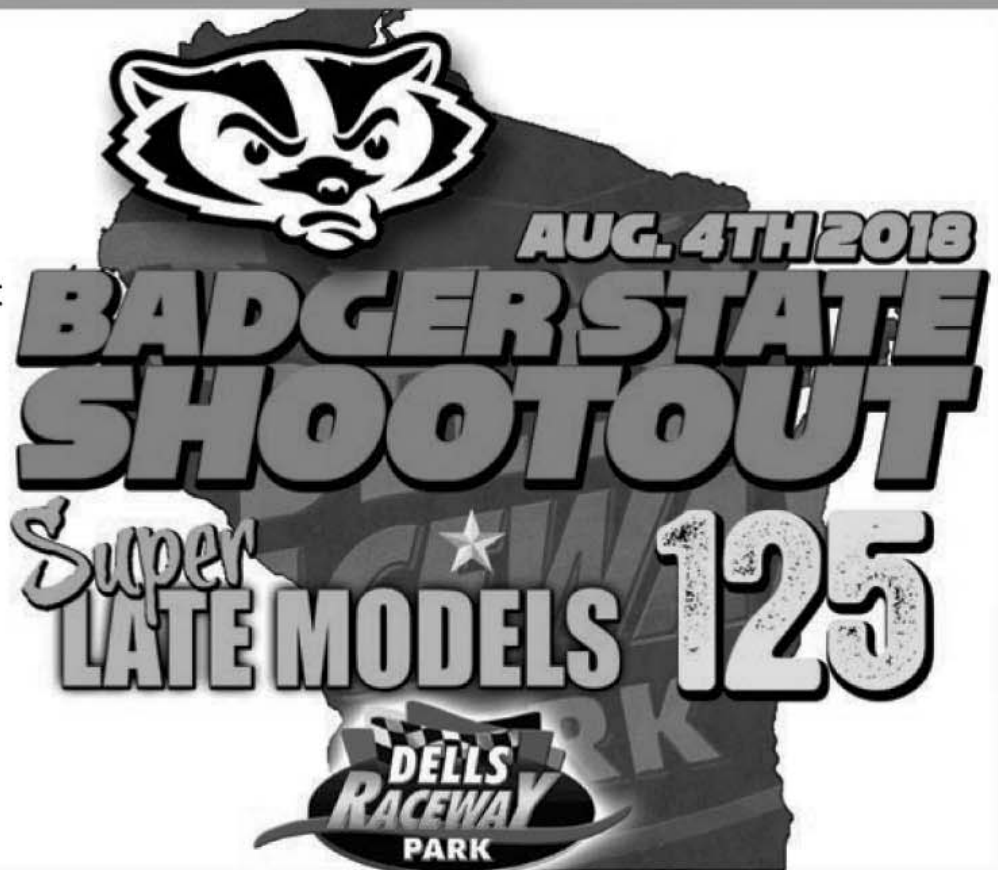
**8/4 - UMA-Super Late Models**  
**Badger State 125 Alive for Five**  
**Race#4/Veterans Color Guard Night**  
Super Late Models, 602LM, Sportsman, Outlaw, Bandit

**8/11 - Blystone Towing & Recovery**  
**Summer Sizzler**  
Late Models, Mods, Outlaws, Bandits, Legends, ASC

**8/18 - Historic Auto Attractions 50**  
**Stock Car Rides**  
Late Models, 602LM, Sportsman, Outlaws, Bandits

**8/25 - Synmax Lubricants Championship Night**  
LM, Mods, Sportsman, Outlaws, Bandits, Legends  
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**9/1 - ARCA Midwest Tour 100**  
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## Going in Circles



### Charlie Spry

The July fourth weekend usually brings forth a plethora of specials, but this year everyone kind of got thrown for a loop, as the fourth was actually on a Wednesday. When do you run your races? Only a couple chose the actual fourth, most choosing the weekend before to run them.

The ARCA Midwest Tour stars and cars invaded the Rockford Speedway the weekend before the fourth, and to no surprise, it was drivers with much experience at the track who fared the best. Austin Nason drove from the rear in the caution-filled event to power into the lead and keep control of it to the end. Casey Johnson had to settle for second slot after tasting the lead just briefly. Casey is a top driver who can figure out pretty much any track and run well, including the tough Rockford oval.



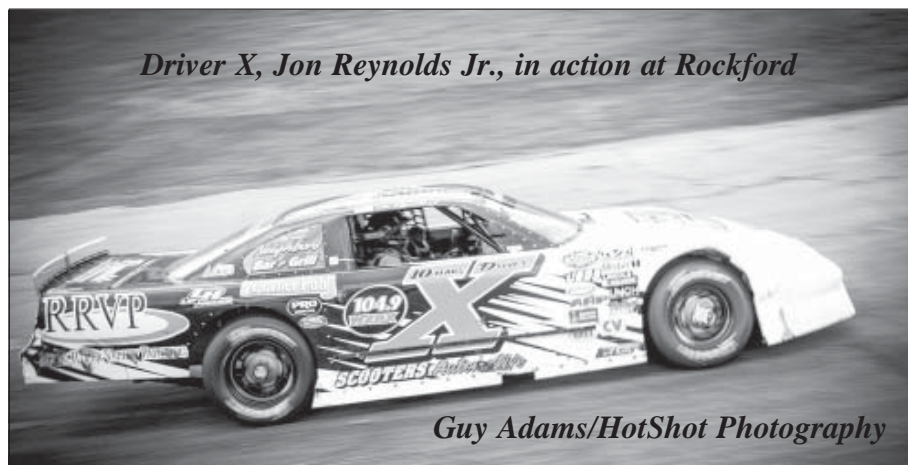
*Doug Hornickel photo*

Michael Bilderback took the Gerber Collision and Glass ultimate challenge, meaning he could win the bonus money as fast qualifier if he elected to start in the rear of the feature for the Rockford late models, which he did. The bonus? A cool seven hundred extra in addition to the regular payout. He then carded a fifth place finish in the ARCA MWT main event.

The tightest feature finish was brought on by Rockford's own Roadrunner division, as it came down to the wire between Chad Lounsbury and Austin Fowler for the feature win. Lounsbury scored the win by mere inches in what was a very exciting feature. Chad has won five features on Saturday nights to go along with one on a Wednesday night thus far this season as of this writing. As for Mr. Fowler, he looks real strong as well and I think he will get a few more this year to go along with the one he has already.

I missed one of the Wednesday nights at Rockford and didn't see Sean Worman get the feature win. I had talked about Sean in my previous column, and he then scored his first feature win in his career right after that! Congrats Sean! More are coming!

Jon Reynolds Jr. had a great night on July 14th, setting fast time and then winning every race he was in, plus taking the previous mentioned ultimate challenge, winning an extra \$200 on top of the regular late model payout. Can't get much better than that!



*Driver X, Jon Reynolds Jr., in action at Rockford*

*Guy Adams/HotShot Photography*

Nice to see Terrance Robinson get his first career feature win in the sportsman division. He had to hold off his brother, Johnny for the win. He had been close before, leading late in races, where cautions usually messed him up. Although a caution did stop the action, this time he drove away from everyone else to get it done.

Rich Schinderling Jr. has made a great improvement so far in his rookie season in the sportsman division, and got his first career victory in the division, grabbing a heat win, and running strong in the feature. then, shortly after that he showed just how much he has improved by winning his first career feature event in the division on a rare Wednesday night appearance by the sportsman division.

Nice to see veteran racer Curt Nighswonger get a

race win. The veteran Roadrunner division racer drove a car in the Original Sixer class and got a heat win, then repeated the feat the next night out as well. He has been a hard luck driver in the Roadrunner division, and hadn't won a race for a long time, and he said he didn't even remember the last one. He got the job done with the Sixer and jumped up on the roof of the car and did a little dance in victory lane both times. That is one happy driver!

Ron Stoltz returned to racing in the Sixer division recently during a Wednesday night show. "My son (Robert) asked me what I was doing on Wednesday night, and I told him probably just watching TV," to which he said, "No you're not, we built a car for you to race! So, here I am." Ron hadn't raced in about ten years and started in the back to get a feel for it once again. He raced formerly in the Roadrunner class, which was a bit different years ago, saying, "One time I had a '63 Chevy I was driving on the street, and I got frustrated with it, it kept going through transmissions. So, I drove it to the track, took all the lights and windows out, raced it, then put the lights back in and drove it back home afterward." Ron raced in the early 1990's, once selling a boat just to buy a race car, the opposite of what usually happens! He said that he raced up until 2005.

Ty Majeski returned to the Madison International Speedway for the second round of the triple challenge

series here for super lates, and dominated the event. He made things look incredibly easy. After that, he raced at the Lacrosse Fairgrounds Speedway the next night and drove off to the feature win there in the NASCAR late model feature, finishing ahead of Steve Carlson, who is no slouch. Then he raced the following Tuesday at Slinger and won the Slinger Nationals as well. Talk about a great few days of racing success!

Sportsman division racer Ray Hellenbrand has stepped things up a couple of notches recently and recorded his first career feature win here at MIS. He then set fast time the following Friday during a show in which the show fell victim to storms after the dashes and one feature had been run. Rain then has plagued the efforts of the speedway to get more Friday shows in, which will make for a logjam of feature events the rest of the season.

Nice to see former Columbus 151 racer Scott Patrick make a try racing at MIS recently in the late models. His night did not go too well, however. Riley Stenjem also made an appearance and made the dash. Jefferson regular Shaun Scheel has been racing here

*Going In Circles continued on page 6*



### *Going In Circles continued from page 5*

weekly, doing quite well. In addition to Jefferson, he has also done some racing at Slinger on Sundays. Plenty of work for sure.

McKayla Adams has been busy racing her Bandit car not only at the Madison International Speedway, but also on occasion at other tracks. She is consistent and a strong runner anywhere. A fourth generation racer, her dad, Tory, spoke with pride of his Daughters racing, saying, "She is a real clean driver, stays out of trouble, but races hard, and this makes it easier for me, as I have less work to do on the car during the week." The car was built from a car that had been taken off the street and has been built into a nice quick racer. "Rich Bickle gave us an old chassis that had been an outlaw car, and we used that for the cage," said Tory. McKayla has also been practicing with a late model car and we may see her move up in the future.

Had a chance to visit a new track that I had never been to, as Keith Selvog and Steve Rubeck invited me along to the South Bend Motor Speedway in South Bend, Indiana, as Steve was going to go down to race with Joe Darnells' Northern Outlaw Vintage series. This is a highly banked quarter-mile track, a pretty quick place. The pits were nearly packed, and a good crowd was on hand. They run the "Outlaw" type late models, which were off on this night, but they had some other interesting classes racing. Their sportsman cars were pretty much like the late models in our area, although with a some differing bodies. One car had a

1990's Lumina body on it, and the car ran pretty well (Tony Chapman, #31), while their street stock class was pretty well matched up to our sportsman cars, again with a wide range of body styles. Different four cylinder divisions also raced, and again, no one make or model was dominant in most of the divisions. It was real interesting to see such a wide array of cars. And, of course, the Northern Outlaw Vintage Series, with Steve taking the feature win in a Camaro over Woody Pool's Torino.

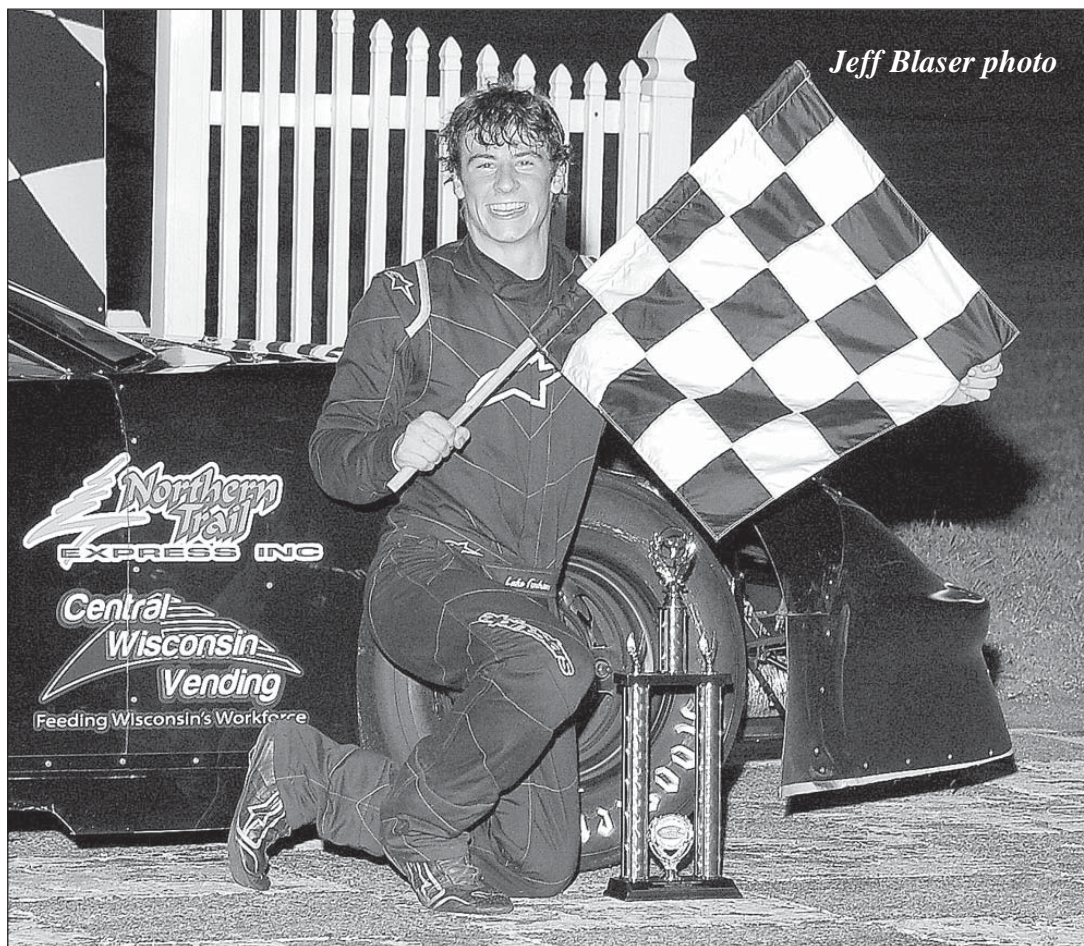
We took a trip north to the State Park Speedway for the second time this year, with the Wisconsin challenge Series super lates headlining. Luke Fenhaus has turned plenty of laps here in a Bandolero car and a

truck, but has shown he knows how to get it done in a super late model as well, as no other driver or car had anything for him on this night. It was also a night when the Pure Stocks were running under the Wisconsin steel Frame Challenge Series, with the Dave Lashua memorial. Dave was instrumental in getting this series started for this type of car, and this race was held in his honor. Dave passed away unexpectedly a couple of years ago, and this was the second annual event. Two trophies were presented to each feature winner, one from the track, and one from the Lashua family. Dave was a great guy and this race will be on my list of "must attend" events every year in his honor. The pure stock drivers raced real hard for this, with Travis Volm getting the win over Chad Dietsche and Brain Schramm. These drivers always put on a great show here.

It was good to see Jim Lietz get the mini-mod feature win, his second career. Greg Blount was on his bumper most of the way, and even got Jimmer sideways once, but backed off and let him correct. Nice driving by both. By the time you read this, Jimmer will have tied the knot with Celeste Caruso, who likes racing as much as Jimmer, so it is a match made in heaven!

Brock Heinrich scored the win in the limited late models and Amanda Rowe took the win in the stock four cylinder main, her second of the year. She is racing with a different car this year, which seems to be going well.

***Luke Fenhaus (left) has picked up a couple of wins this year at State Park in Wausau and Golden Sands in Plover***









## **Upcoming Events**

**August 6-12**  
**Dakota County Fair**

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## Dean & Jason Talkin' Racin'



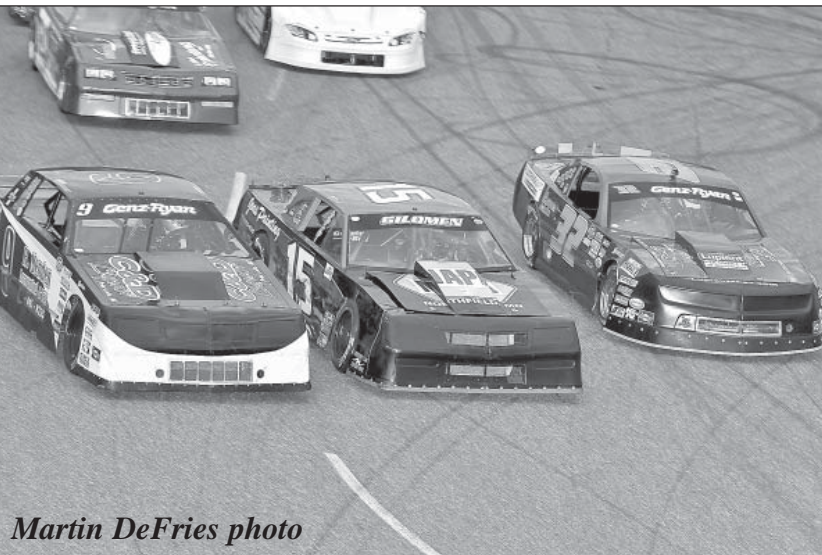
**Jason D. Searcy**

The first half of the 2018 racing season is complete and the racing has been better than ever at Elko Speedway, as an example on the big televised ARCA race night the Late Models, Thunder Cars and Power Stocks raced one feature each with some extra laps added on. The three divisions raced a total of 105 side

by side laps with no cautions, it was completed in less than 60 minutes and I can tell you the ARCA brass was very impressed and so were the fans.

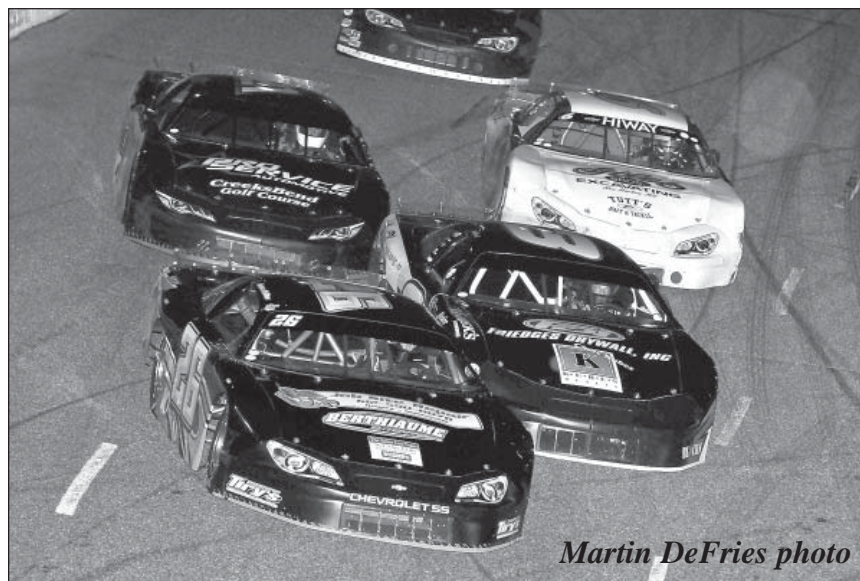
After the first eight nights the Late Models have raced 13 times and #72 Jacob Goede is at his familiar top spot with four wins. Goede is also in the prime spot to win his 5th consecutive point title in the top division at ELKO, he has only finished out of the TOP 5 once so far this year. Chris Marek #3 is having a great year too, he has three wins and is in second place in points, remember Marek is a three-time Big 8 Champion at Elko Speedway (2013-2015), he races these cars as well as anyone ever has. Sixteen-year-old Owin Giles #6 has one win and is third in points, Chad Walen #52 is fourth in points and has two wins. Adam Bendzick #21, Bryan Wrolstad #13 and Michael Ostdiek #18 have the other wins the first half of the season. Both Devyn Stocker #14 and #3 Ryan Varner have been very good additions to the field and have both led laps and been very competitive, Stocker almost won a feature, finishing just .012 seconds behind Goede one night.

The Thunder Cars had raced 15 features at the mid-season break and 2016 Champion #32 Jeremy Wolff is leading points and has four feature wins, Wolff has finished either first or second in points every year he has



*Martin DeFries photo*

## Elko Mid-Season Recap



*Martin DeFries photo*

raced full-time at ELKO. Eric Campbell #25 has three wins, is second in points and has a Top 5 finish in every race so far in 2018. Dillon Sellner #07 and his wife Kelly welcomed in a baby girl during the break, he is third in points and also has three wins. Bryce Blohm #37 has two wins and is fourth, #9 Adam Wiebusch has one win and is fifth. The surprise of the year so far is #3 Conrad Jorgenson only has one win (last year he had 9 wins) and is in sixth in points, he has had nothing but bad luck this year. Jorgenson is an ELKO five-time champion and has 128 wins in his career. Brent Kane #99 won his 100th feature last year but got a late start to the 2018 racing season as they totally rebuilt the car, he now seems to be back on track, winning a few weeks ago. Brandon Petersen #7, Dusty Mann #10 and Matt Wiebusch

*Talkin' Racin' continued on page 13*



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Doug Hornickel photo

# 3 out of 3 for Majeski



PJ Nuttleman photo

Jess Riedner photo

Doug Hornickel photo

Seymour, Wisconsin's Ty Majeski returned to his home state at the beginning of July. He competed in the Super Late Model Triple Crown at Angie McKarn's Madison International Speedway, a weekly NASCAR Late Model show at LaCrosse Fairgrounds Speedway and wrapped things up with the prestigious Slinger Nationals at Slinger Super Speedway. Majeski went 3 for 3 in his home state return. The top photo shows Majeski and Slinger Nationals runner-up Dennis Prunty battling for the top spot. Left to right show victory lane at Madison, Slinger and LaCrosse.

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## Billy Mohn on the Move



Lakeville, Minnesota's Billy Mohn took the show on the road this year. The team is chasing after the ARCA Midwest Tour Rookie of the Year title. As the Midwest Tour heads into it's final stretch of the season, Mohn has one podium finish, three top-tens, currently sits 7th in points and tops the rookie standings.

## Community Involvement



There are two people we feel deserve special recognition for their support of short track racing through community involvement. Adam Brachle's Youth Impact Racing had a huge turn out at Elko (left photo) and Natalie Bartyzal had 23 drivers on hand and a phenominal crowd for the annual Race Car Alley (right photo) held during Lakeville's annual Pan-O-Prog celebration.



## USAC Silver Crown Champ Cars visit MIS

Scott Swenson photo



Jess Riedner photo

The USAC Silver Crown Champ Car Series made its debut at Madison International Speedway on June 29<sup>th</sup>, 2018. History was made this evening as Kody Swanson won his 23<sup>rd</sup> career main event, tying the legendary Jack Hewitt. The \$8,000.00 win was also the 4<sup>th</sup> in a row for Swanson, tying a record set by Hewitt in 1986.

## World of Outlaws at Cedar Lake

Scott Swenson photo



Vince Peterson photo



Vince Peterson photo



Vince Peterson photo



The World of Outlaws Sprint Car Series made its annual visit to Cedar Lake Speedway for the traditional early July stop. What was once a one-day, Monday night stop at the legendary oval, has turned into a 2-day weekend celebration for open-wheel fans. The UMSS Traditional and 360 Winged Sprints joined the show for the 2018 version. WoO winners for the weekend were Brad Sweet and Kerry Madsen. The Saturday night finale was extended to 41 laps, in honor of The Rajin' Cajun, Jason Johnson.



# THE MIDWEST RACING CONNECTION

## Home Track Photo Gallery



3-Wide Modified action at Cedar Lake Speedway  
*Vince Peterson photo*



National Anthem lap at Spring Lake Speedway  
*Tom Loos photo*



It was a hot night for Micheal Ostdiek during the All Star 100 at Rockford  
*Doug Hornickel photo*



Grant Brown, Zack Riddle and Bobby Wilberg in action at Madison  
*Jess Riedner photo*



Joe Prusak narrowly defeats Jason Michaud at Elko Speedway  
*Martin DeFries photo*



Sam Niles at LaCrosse Fairgrounds Speedway  
*Bruce Nuttleman photo*



### *Talkin' Racin' continued from page 7*

#09 have all had their season derailed by a practice crash on opening night.

The Power Stocks have been incredibly entertaining in 2018. Starting off with seven different winners the first seven races of the year. They now have raced 15 times and Taylor Goldman #8 is leading points with two wins. Goldman has raced at ELKO since 2008 and has finished Top 5 in points every year since 2010. She has never won a point title but did finish a close second in 2011. 2014 Champion Nick Oxborough #88 and #41m Jason Michaud are tied for second in points, Michaud has never won a title, but he did finish second in points at Raceway Park in the Bomber division twice about ten years apart in the 2000's.

Michael Stoer #08 is fourth in points but has the most Top 5 finishes of anyone, Paul Hamilton #56 has two wins, as does #6 Joey Prusak and his dad #66 Joe Prusak. Darin Patnode #27, Dustin Tuma #5 and Dusty Mann #10 all have one win. The surprise has been #83 Julie Jorgenson who has found victory lane three times, that is two more than her dad Conrad so far this year. Ben Gannon #41 has been a very good rookie addition to the Power Stocks in 2018. Four ELKO drivers are in the Top 10 in National NASCAR HomeTrack points in Division III so far.

The Great North Legends have been a runaway for #75 Baiden Heskett so far in 2018. Now that four-time Champion Derek Lemke is racing down in Charlotte, that opens the door for Heskett who has won six of the ten features so far this year. Tristan Swanson #91 has two wins but has also had some mechanical problems, part-time racers Tim Brockhouse and Jon Lemke have the other two wins. Robby Carter #03 is second in points followed by #16 Matt Allen and #8 Cole Klein.

The Bando's have only raced four times so far this year and Kody King #14 won two of them, #06 Adam Ratliff scored his first career win and #901 Alex Hartwig took home the other trophy. Max Mabee #99 is the point leader and defending Champion #8 Colin Stocker has led many laps so far this year without a win. The car counts in the Bando division have been

over 15 every race so far in 2018.

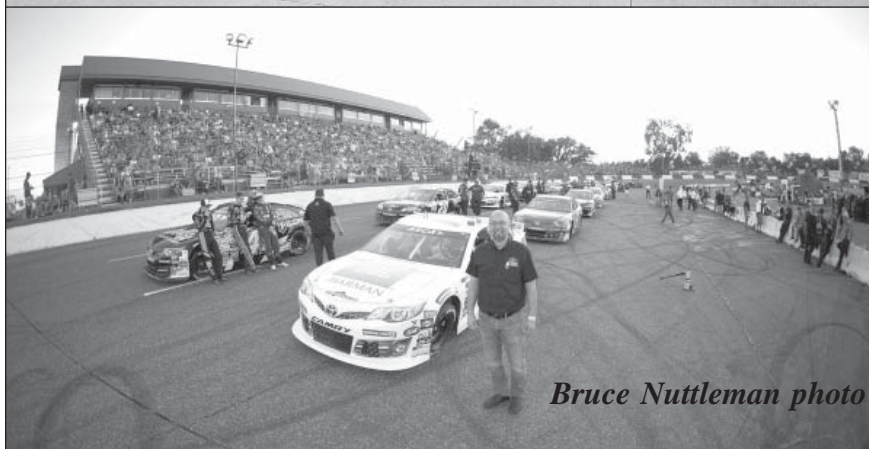
Some big race nights to look forward to are the annual Tribute night on Aug 18th as we do memorial races for Late Model legend Dwain Behrens and Thunder Car racer Scott Kingery. Also the Jeremy Johnson "Tire Guy" memorial Sportsmanship award will be given out as well.

The 10th annual Thunderstruck93 event in memory of Dan Ryan is September 22nd. The finale feature event will be in the Big 8 Late Model series and the popular on-track autograph session will take place as well before the races.

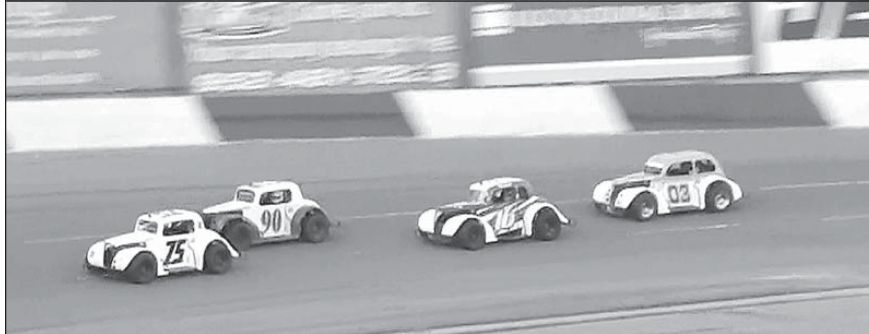
Let's hope the second half of the 2018 race season at Elko Speedway is as good as the first half.



*Martin DeFries photo*



*Bruce Nuttleman photo*



*Young Owin Giles has one win and sits third in points at Elko (top photo), Jason in front of the ARCA Racing Series field prior to his MAV TV debut (middle photo), and Baiden Heskett in front of the Great North Legends field (bottom photo)*

## Discount Taxi Driver of the Month

**Jack Barta**



*Hometown: Richfield, MN  
Division: Midwest Modified*





## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

Fake News! Fake News! This spoken on condition of anonymity to protect the idiots that will spout off about something but not admit to whom they are!

Not here though, we, I, Dale, speak words of truth. We do embellish a bit once in awhile, but I am not anonymous, I am who I say I am and identify myself when I speak. Consequently you can believe by the name above that this is the truth, and nothing but the truth....OK, enough of that. I think you get the message. But it does get old reading something and

not knowing if it is true or not because people want to remain in the shadows. Today's World I guess.

You can believe that this scribe did get to some races here recently though, and will describe to the best of his honest ability what happened!

Marshfield Motor Speedway, Marshfield, WI., held a Central Wisconsin Racing Association, as presented by Smiley's Old Time Diner race here July 6th and extremely close finishes in both 30 lap main events were the order of the day. Jeff Weinfurter who is getting into a very competitive groove as of late captured the first 30 lap main just edging out fast closing Mark Mackesy and Darren Jackson. Darek Gress and Frank Nitzke had their own battle going and weren't far behind the leaders finishing 4th and 5th. The 2nd 30 Lap Feature saw a nose to tail, side by side battle between Weinfurter and Gress for over 1/2 the race with Weinfurter seemingly going on to win and sweep the program. On the last lap, coming out of the 4th corner however, Gress somehow found enough bite on the extreme high side and beat Weinfurter to the line by a scant foot! Mark Mackesy had a shot at the win, but barring a power drive right through the middle of the two leaders which would have caused a king-sized, NASCAR type wreck, chose not to and settled for 3rd. Great two groove, side by side racing with a very equal field of cars has been the norm on the Tour, and almost all are attributing it to the big truck, recap exploding on the Interstate, tire being used in competition. Gave you a second to comprehend that last sentence, as exploding recap is definitely Fake News! Actually, the tire being used is the Towel City Racing Tire. It is rubber capped on a Hoosier tire casing. How does that differ from extremely soft rubber being capped on a Hoosier casing? Difference is softer Hoosier tires generally wear out too quickly

making for too much single file racing. Towel City tire is hard compound, no doubt about it, but wears like iron and can be raced competitively over and over. That truthfully, is a good thing I Dale P. Danielski believe.

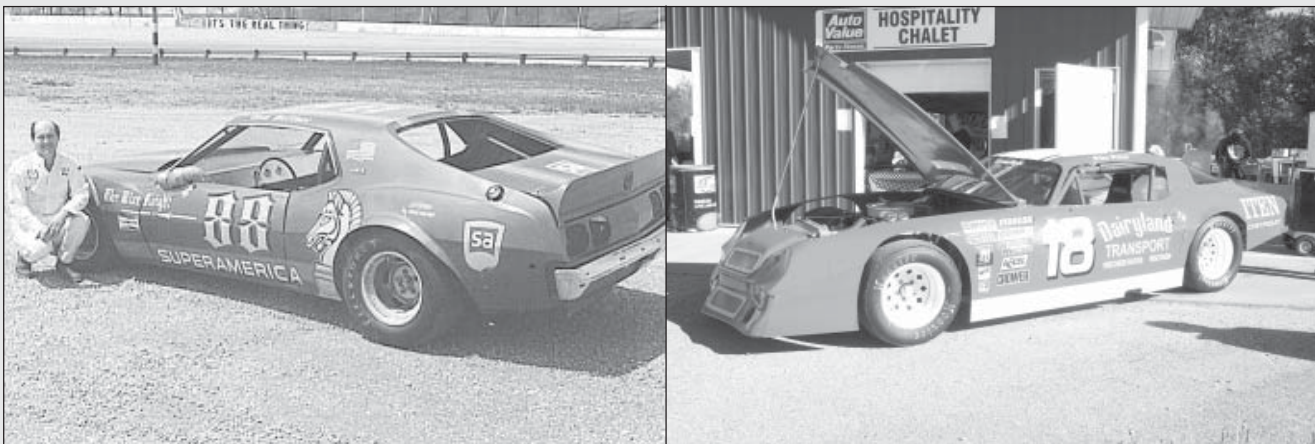
Caught another CWRA Stars to Legends Tour event at Dells Raceway Park, Wis. Dells, WI., presented by Mr. Mark Smiley's Old Time Diner, from friendly downtown Hancock, WI., here July 21st, as the Marlin Walbeck Classic was held. Marlin in his day was one hell of a racer, winning everything, everywhere on both dirt and asphalt surfaces. Marlin once told me, "We race 6 times a week, and then work on the car on Monday to go racing again" Think about that once. Six days out of the week being able to race, and in Walbeck's case it was pretty much in North/Central Wisconsin. You can't race six times now days in two months! (Embellishment alert not Fake News) Walbeck was a carpenter by trade but for a number of summers, but put bread on the table racing. I just think that is an unbelievably impressive thing.

Impressive was the 19 CWRA Super Late race cars on hand to honor Walbeck, a new high for the Touring group. They put on another great show, and this time around it was two new winners in victory lane. Feature race lengths were 30 laps each honoring Walbeck who used that number throughout his career and in the first, it was Rookie of the year candidate in CWRA Touring competition, Jesse Bernhagen taking the win. Bernhagen makes no bones about the fact he gets around the Dells track, having won in other Divisions there, but the CWRA victory topped the cake. Even more impressive is Bernhagen's win came in what would be classified as a Limited Late Model type race car. A Limited kicks the butts of the rest of the field! That will only help in encouraging others with

those cars to join the fun racing with the "Super" guys and not only competing, but being able to win! The Towel City Racing Tire has done the most in terms of equalizing the competition and it has helped in that 'Tour rules are set up to accommodate numerous types of race cars.

Driving from the Upper Peninsula of Michigan to the Dells track is an over 4 hour drive. After learning the races were rained out at the Norway Speedway, Norway, MI., where they normally compete, Dan Lindsley and Joey Pontbriand decided to make the trek South. It paid off in a big way for both with Lindsley winning the second 30 lap CWRA main and Pontbriand finishing 4th in both features.

## Dale's pictures from the past



*Tom Reffner will drive a nearly identical looking Javelin compared to the one pictured, the original 1974 AMC Javelin, that Tom drove to 67 Feature wins in 1975 in the Vintage race as part of Oktoberfest Racing Weekend October, 7th, 2018. The #18 originally driven by Mike Miller to a big 300 lap win at the Minnesota State Fair, Camaro, restored by Dan Navrestad will be on display at the Champions Reunion as part of Oktoberfest, October 7th. Miller will also be on hand as part of the Champions Reunion.*

*continued on page 15*



### *Racing Facts, Observances and Opinions from page 13*

You can probably tell I've had fun witnessing the action of this Tour in 2018, and that is genuine, no Fake News here!

Here and there...Saw the return of Ty Majeski to La Crosse Fairgrounds Speedway, West Salem, WI., here July 7th, and saw him totally annihilate the NASCAR Feature field. Starting around mid-pack, Majeski was already leading after a handful of laps. I thought since he hadn't raced at Lax. all year, he would have had new tires on for the event and be forced per track rules, to start at the rear of the field. Apparently he was able to use some tires from the rained out NASCAR 'Fest Feature from last year for this event, which put him in the invert for the race. I'd like to have seen him start 20 something on the field, he would have won anyway...Speaking of Majeski, with Tomah running the CWRA for a Super Late race Sunday afternoon, September 16th, will he show up? Would be a great opportunity for him to be able to say he's won at all paved asphalt tracks in Wisconsin running that type of car. Kind of mean on CWRA's part adding the "Super" LM event, especially since up to this point Majeski has won at all the tracks! Adding one more "Super" track will give Ty more to shoot for! and besides this is event is the Dick Trickle Classic, so a bit of prestige involved...Caught the July 14th show at Lax. as well and saw Cole Howland, who hasn't won in years, pick off the main event victory. Howland moved by returning to racing this year, Tom Carlson ,after a caution period and led the rest of the way. Love to see new winners, or those that haven't been there in a long time in victory lane...Speaking of new winners, it was good to see Tom Luethe, and Mark Challet, in Sportsman Features, and Taylor Dobbs in Thunderstox pick up their first ever main event wins in those Divisions in the last several weeks at Lax. Speedway...Nick Panitzke got cited for a rules infraction awhile back and with the loss of points, appeared to be out of the NASCAR Late Model, Lax. Speedway, track title race. Steve Carlson however got nailed for an infraction here recently and he too lost points for the night. Suddenly things have tightened up, but wait, Carlson won both the Annual Fair race Features right after the DQ and appears to be on his way to another Championship...The July 6th CWRA Stars to Legends Tour race at Marshfield Motor Speedway served as a Memorial event for long time Women Concerned for Auto Racing member Sue Bednarski who passed away here recently. WCAR to this day is still a big supporter of racing and helps tremendously in putting on the 'Tour events... Hard to believe it's August, but that means we are planning for the Annual Champions Reunion as part of Oktoberfest Racing Weekend, Sunday, October 7th. And this year, get this, special guests will be Mike Miller, here for his second visit, and Tom Reffner. Ok, they both have been here before, but this year Reffner has agreed to drive the John Gilbertson AMC Javelin in the Vintage race on

Sunday of 'Fest! Miller, who won't compete due to having a gripping the steering wheel and turning left ailment, will nonetheless help the cause by changing Tom's tires during the race. That task should be a bit easier as the race is only 20 laps and drivers won't have to pit to change tires! The DCA, Dan Navrestad restored, Mike Miller driven Camaro from back in the 1980s race car will also be on display during the reunion.

In the quote of the column department, it's UP drivers Dan Lindsley and Joey Pontbriand commenting on their visit to Dells Raceway Park. "Norway Speedway, (Norway, MI.) where we normally race, rained out early so we thought, let's head to the 'Dells and race." The over 4 hour drive to the track ended up turning out pretty well for the two, with Lindsley winning a main and Pontbriand placing in the top 5 in both Feature events... Next column coverage should feature events at Golden Sands Speedway, (CWRA Stars to Legends Tour) at Lax, Speedway, as well as maybe a dirt race somewhere thrown in. Stay tuned!

In looking back in history, on June 30th, 1966 it was Marlin Walbeck winning the 30 lap Feature race at Dells Motor Speedway, Wis. Dells, WI. Following Walbeck were Dave Field, Jim Back, Lyle Nabbefeldt and Ev Fox. On June 19th, 1999, it was Tom Reffner winning the 25 lap, rain shortened to 14 laps, Feature at Marshfield Super Speedway, Marshfield, WI. On May 22nd, 1993 it was Mike Miller winning the Georgia 250 at Lanier Raceway, Braselton, GA.,

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



*Dale P. Danielski photo*



*Dale P. Danielski photo*

*#28 Jesse Bernhagen (top photo) and # 79 Dan Lindsley (bottom photo) win Marlin Walbeck Classic 30 lap features at Dells Raceway Park, July 21st in CWRA Stars to Legends Tour action*

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## Racing Nuggets



### PJ "Jacklyn" Nuttleman

The older we get, the younger people seem to be as we read the obituaries. Perhaps you've noticed that as well. I distinctly remember the first time I read a death announcement and found myself fixated on the age—68—and found myself saying, that's so young! And technically, it is—at least to me! "Old" is a subjective assessment. The more birthdays we celebrate, the more our perspective changes on what constitutes "old."

Somewhere in a box in my mother's attic are oodles of photographs from years gone by of our family trips to race tracks. My earliest memory of a race track is Sycamore Speedway in Illinois. Frank Claeysen was my favorite driver. His orange car stood out to me. I was five and so was his car number. It's the simple things with kids, isn't it? I don't recall if we ever went into the pits and I had my picture taken with him or

not. I guess I'll have to comb through the boxes of photos at my mother's house to see if there's one in there.

In this digital age it is SO MUCH easier to archive photos, and my brother-in-law, Bruce is doing a phenomenal job of documenting today's well-known racers; especially with his children. If you're friends with or follow him on social media, you've likely seen various photos of superlate model racers posing with the beaming faces of the young Nuttlemans. I suspect by the time I hit that "old" stage, his kids will be reminiscing about meeting some of these drivers when they were little.

Those kids are immersed in racing through their family; uncle Kevin is a 10-time track champion at La Crosse Speedway, uncle Brian (aka Toby) is a notable fabricator & crew chief, and their dad—Bruce is a talented artist with digital media.

Yes, Bruce is an artist, but not a tortured one like so many other talented ones. He actually does the torturing to others. I'm kidding—sort of. Bruce can drive you nuts sometimes, but it's mostly because he knows what he wants and doesn't have a whole lot of patience if you can't keep up with him—mentally or physically.

His kids are becoming more adept at keeping pace with him—and it's paying off with incredible experiences for themselves. His oldest son, Ryan has had the unique opportunity to see races through a perspective that most kids would never get. Ryan's 10, and has been traveling with his dad to many events, working behind a camera to help. He's quite the budding photographer and given his young age will quickly become very proficient, which will probably help the family business, as Bruce has been dappling more in video.

## Digital Raconteur



*Doug Hornickel photo*

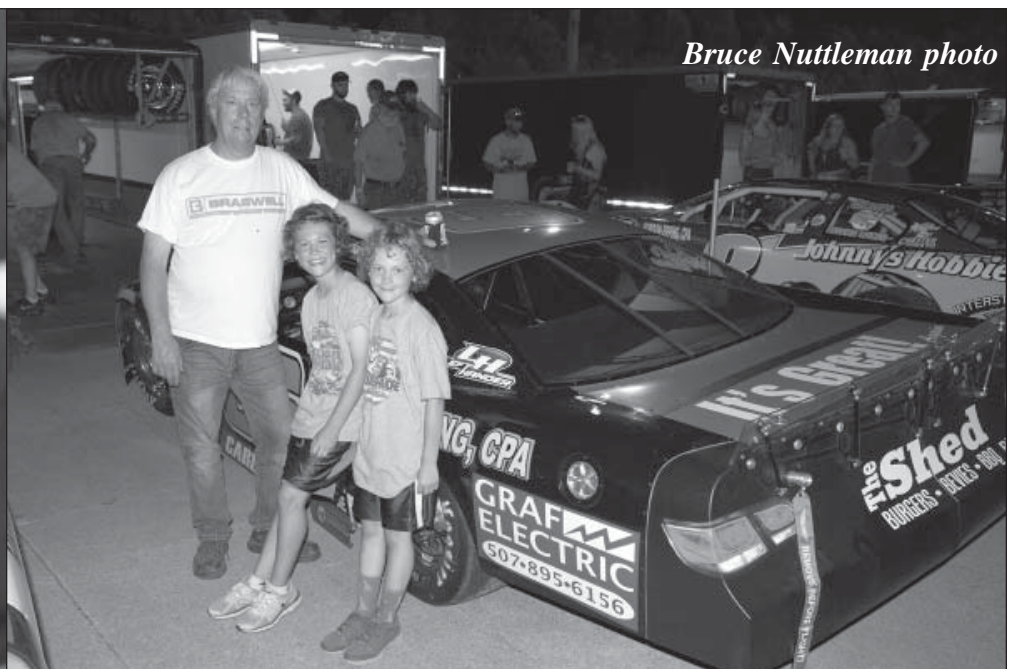
Surely you've seen some of his video productions. They're pretty amazing, especially if you're able to appreciate the amount of time that is required to make them. I'm talking a crazy amount of hours for just one video, editing numerous clips from multiple cameras—handheld and GoPros mounted in cars, laying the audio from the track announcers and scanner audio from the drivers, spotters, and crews over the appropriate video clips to help tell the story of a particular race. The videos are phenomenal to watch—better than any recap you could read, because you're literally seeing and hearing the entire race unfold with ALL of the drama—things that you probably didn't realize were happening behind the scenes during the race, because the scanner audio provides amazing insight to the story.

He's a digital raconteur... storyteller. And these videos are stories that will be watched over and over for many years to come. You can check out his photos at <https://www.ultimatelapphoto.com> and his fantastic video productions on his Facebook page: <https://www.facebook.com/ultimatelapphoto/>.

*Racing Nuggets continued on page 17*



*Bruce Nuttleman photo*



*Bruce Nuttleman photo*



*Racing Nuggets from page 16*

So while my brother-in-law drives me nuts sometimes, I definitely appreciate his talent and tenaciousness to put that kind of time in for one video production. I'm astounded how he gets it done while working a regular fulltime job, but then I remember that he's a first-class multi-tasker. I can't tell you how many times he's been talking to me on the phone while he's ordering McDonald's at a drive-thru, and editing photos all at the same time. Because, who DOESN'T edit photos behind the wheel of a car?!


*Dan Plan photo*
**The Bump and Run: A fine line**
*by Shane Carlson*

Ah. The bump and run. One of racing's most daring moves.

Some argue it's dirty; some say otherwise. Either way, the bump and run has become a hot topic this year with Austin Dillon booting Aric Almirola for the win in the Daytona 500, Kyle Busch scooting Kyle Larson out of the way to win at Chicagoland, and then just a few weeks later, Kevin Harvick put the nose to Kyle Busch at New Hampshire and scored the win.

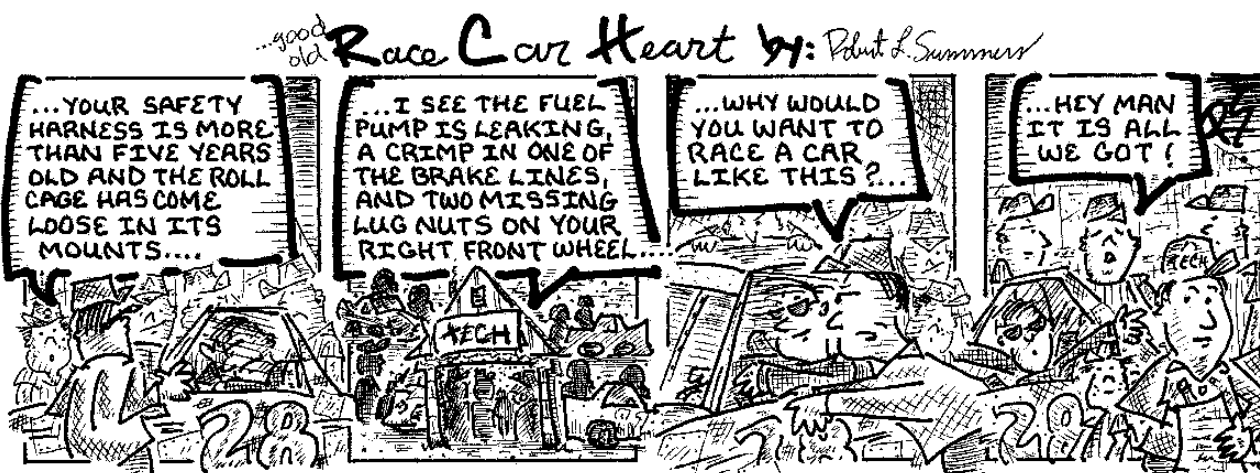
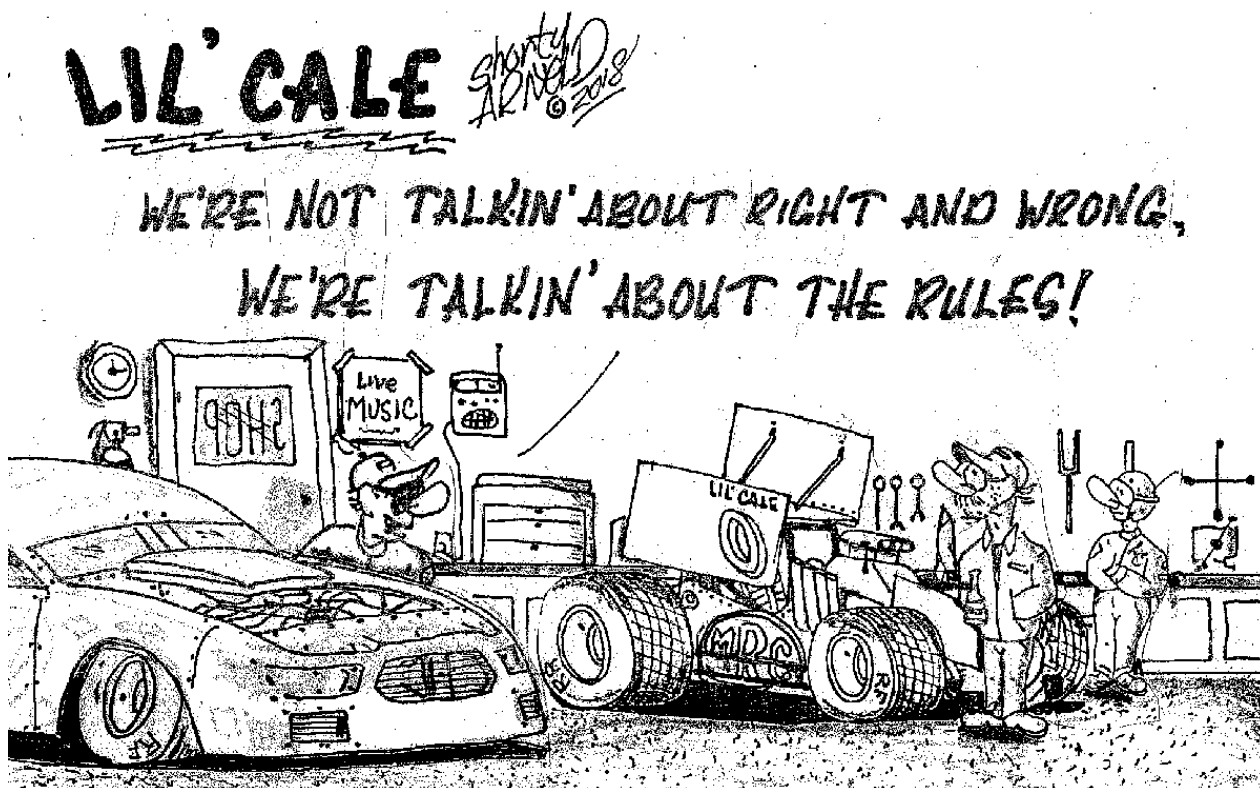
So where does the line get drawn in the sand, if there is a line at all? My first exposure to the bump and run that I vividly remember came in 2002 in the Bristol night race, where Jeff Gordon tapped the rear bumper of Rusty Wallace just enough to loosen Wallace up and steal the win. It wasn't the first time Gordon moved Wallace out of the way for a win, as it happened in 1997 as well with Gordon standing in Victory Lane.

Perhaps the most famous incident regarding the bump and run came in 1999, and Bristol Motor Speedway also happened to be the backdrop. Terry Labonte was leading and Dale Earnhardt spun Labonte and went on to win. It was also perhaps the only time in Earnhardt's career when the boos rained down audibly.

There are many factors going into determining whether the bump and run is an acceptable practice to win a race. Does it matter if a driver uproots his teammate for the win? Carl Edwards didn't seem to have a problem with it when he moved then-teammate Kyle Busch out of the way for a win at Richmond in 2016, which was not their first on-track dustup. What about if it's not for the win? This happens all the time. During the course of a race, faster cars will give a nudge to a car holding them up. It's a message saying "move over and let me by, I'm faster," and generally it is understood.

The bump and run is clean in my book, so long as it doesn't turn into the dump and run. A prime example of the dump and run was at Martinsville in the fall of last season. With a late restart, Chase Elliott was leading and Denny Hamlin pounded the rear bumper of Elliott into the corner, sending Elliott wrecking and another caution flag flying.

The problem I have with Hamlin's move on Elliott is that he didn't intend to merely move Elliott out of the way. Instead, he chose to drive through Elliott and try to get a win. Unfortunately for Hamlin, he still couldn't get the win as Kyle Busch skated to the win. Loosening a driver up and making a pass is a skill. It's easy to blow through corner-entry braking zones and slow down by driving through the leader. In that situation is where I draw the line. Moving a driver is acceptable. Wrecking a driver is not.





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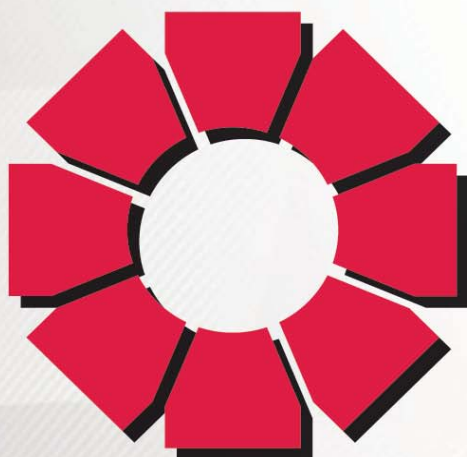
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