

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

September 2018 Vol. 22, No. 5



Big Money Shows In Wisconsin



Inside...



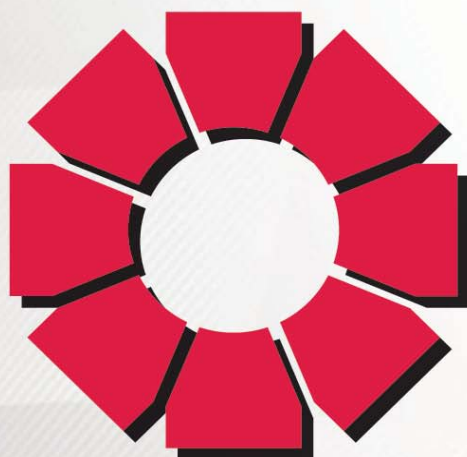
Going In Circles



Racing Nuggets



Photo Gallery



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Publisher's Note *Racing According to Plan*



Dan Plan

In the world of Dirt Late Model racing, there are a handful of events considered “crown jewel” events. These events typically have a long history, feature huge payouts, and bring the best of the best together. I feel fortunate to have one of the crown jewel events less than an hour from home. The USA Nationals at Cedar Lake Speedway is sanctioned by the World of Outlaws Late Model Series. At the same time, the

The USA Nationals Experience

Lucas Oil Dirt Late Model Series has an open weekend. It ends up being one of the few times during the racing season where all of the top drivers from both series go head-to-head for bragging rights.

Each year of the USA Nationals brings something a little different. This year the fans were treated to a dual heat race format instead of qualifying. Personally, I think this was a great addition to the Friday night portion of the show. The drivers really had to race their way into the show this year. On the other hand, one thing that seems to be consistent each year is the fact we are going to get rained on at some point over the weekend. I don't know why it's this way. The first part of August typically has the grass in my lawn burnt to a crisp, yet at some point over the weekend, it seems to rain in New Richmond, Wisconsin.

Once again, the Saturday night 100-lap main event was the main draw for the crowd and the combination of drivers from two series on hand made for another memorable crown jewel dirt Late Model race. The cushion left on the track after 100-laps of competition was huge, and one rarely seen in this day and age.

There were also several other memorable moments over the weekend. It started out with an epic battle between Brandon Sheppard and Superman Jonathan Davenport on Thursday. Personally, the on-track highlights for me were on the local side. It was pretty

continued on page 4



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Publishers note from page 3

awesome to see Mike Nutzmann pick up a NASCAR Late Model heat win on Saturday night. When it came time for the main event for the local NASCAR Late Models, Lance Matthees took the lead early and held on for the win. It was the first win for Lance at Cedar Lake in 10 years.

You could feel the tension as everyone gasped when he made a slight bobble with 1 to go. The crowd on

the backstretch when absolutely crazy when Lance took the checkered flag.

In addition to the on-track action, there are always the pre-race and post-race activities. As I mentioned in my last column, I met a group from Superior, Wisc. about 10 years ago at the USA Nationals. They are another reason why I keep going back each year. It's always a good time when Dave and Jesse are on hand.



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Going in Circles



Charlie Spry

Racing really is a family sport, and most successful teams have plenty of family support. It is also common for more than one family member to be involved, but the Hellenbrand family takes it a little further than most.

If you've attended the racing events at the Madison International Speedway in recent years, you have seen no less than three Hellenbrands racing, all in the sportsman division, and they are all brothers.

Ray races the number 78 car, and has been improving greatly, especially this season, where he has recorded one feature win and has set fast time on two occasions as well. Gary races the number 45 car, and has gotten faster as well, and finally, Bryan races the number 33 car, making great strides in only his second year of racing.

Everyone works together to keep all of the cars going, and Dad is Linus Hellenbrand, who raced formerly at the Columbus 151 Speedway in the 1990's, now keeping the family tradition going through his son's racing. Gary also raced a bit at the Columbus track in

the past and is the oldest brother. Bryan raced in a mechanics race once at Columbus and is the middle brother. Ray is the youngest and hadn't raced before jumping into the sportsman division here at MIS.

Announcers are kept busy trying to announce everyone in the right car and separate them so that the fans know who is who, quite a task. Everyone races their other family members as hard as any other car, and they noted that "One night when we had a rainout, we showed up at the track, and there were only five cars in our division, and we were three of the five, so we were thinking, one of us should have pretty good odds at winning!"

The family is happy with the sportsman division, as Linus said, "You can do things to the cars, but it isn't as technical as a late model. I can't see moving up to that right now, it's just too much.

They have gotten more familiar with the cars and what they need to go faster, as Linus noted, saying, "We now can just make small changes, we are close to where we need to be. When we first started out, we would make huge changes to try to get where we thought we should be." Keep an eye out for this racing family. They are a dedicated bunch, and having fun, which is what is supposed to be happening. Look for more race wins to add up in the future.

I enjoyed chatting with Terry Wangsness, who raced here in the sportsman class during the Badgerland Challenge. "I'm not much of a half-mile kind of guy, but I still seem to do pretty well when we come here. I never seem to know how to get consistent laps, where to brake, and so forth, but later in the night I will settle in and get pretty good." Terry has two sons racing in the Bandolero class, and a third who will be eligible next season. "I'd like to race one more year in the sportsman car, with all three sons racing at the same time, then I may hang it up and concentrate on their racing," said Terry.

to try racing here at MIS, and it is paying off, especially in the late models. Nice to see Paul Dygon come out the past few weeks. Paul had actually planned on racing all season, but some health issues early in the season set him back. Scott Patrick has raced a couple of times and said that he would do more if he can get his brake issues sorted out. The last night he raced here he finished the races with absolutely no brakes. "This isn't the kind of track you want to have that happen at," said Scott. Hunter Drefahl has raced here late in the season as well with a new car to them. Jody Krueger has also made a couple of appearances with "The Red Deuce." Veteran Russ Grossen showed up to race as well, saying, "I probably should have raced earlier in the season when it was cooler out, I'm doing this kind of backwards, but we were doing some vacationing and travelling around some."

It is always nice to see first time winners, and on one night of double features in the Bandit division, each feature winner was a first timer. Rookie Ronnie Osborne took off like a rocket and led the whole way to collect his first ever feature win. "It sure helps to start up front," Said Ronnie. "I usually end up starting in the back, and everyone else is so equal that it is hard to pass anyone. We'll take it." Ronnie's dad, Ron, also recorded his first ever race win a couple of weeks prior, winning a heat race in the Original Sixer division. The father and son duo pretty much do all of their own work on the cars, with occasional help from a couple of others.

The second feature went to Jeremy Bredeson, who has raced for several years, now seemingly finding a home here at MIS, where he also got his first feature win. He raced at Columbus for several years prior and was a top runner, recording eight feature wins in the Bandit division there.

The Wednesday night season has concluded at the Rockford Speedway, and it was an enjoyable one for me to watch. One night the Northern Outlaw Vintage Series raced a very unique "vintage car figure-eight race." I was very skeptical with this, thinking it might be a bunch of wild-eyed guys trying to hit each other and raise a little ruckus, but everyone drove well and respected the equipment. Three Slinger drivers showed and added to the show, racing well. Brian Ashmore made a two hour trip from Silvis, Illinois to compete, and ran well with his '74 Camaro. Late model and American short tracker racer Steve Rubeck entered an '80 Camaro and won the event. He had never raced in a figure-eight event before, and I asked how he liked it and if he would do more, to which he replied, "It was fun, but I think I'll retire undefeated in figure eight. One and done." This event is being planned again for next year, so we will see if he changes his mind. Current AST point leader



Sean Worman made his first appearance of the season here with his Original Sixer class car that normally races at Rockford and drove off with the feature trophy. Sean did race a Bandit car here one night this season, and we always joke with each other in how it seems that wherever one of us goes, the other is also at that track on that night.

Gregg McKarns is doing plenty of work to try to get more drivers

Going In Circles continued on page 6

Going In Circles continued from page 5

“Fearless” Franc Beldowski also raced a ’65 Chevelle, and said he had fun and would love to do it again.

The Original Sixer class has taken off here, running mostly on Wednesday nights, with car counts right about 20 per night. This is a bare-bones starter class, and very low dollar. It seems to be enjoying quite a following. Another thing that really jumped in participation is the Wednesday night spectator drags, with 21 entrants on the final night, and a wide variety of cars and drivers.

It was nice to see American Short Tracker rookie driver Melody Welding get her first career race win, scoring a win recently in the fast heat one night. That is a pretty impressive job when you consider all the hot shoes of the division were in that race.

Had a nice chat with Bandit division racer Bart Brockmann recently. “I started racing three years ago and now got my second feature win here at Rockford, both of them this year.” He has showed an ability to drive smoothly and pass people on the inside groove. He has a racing history in his family, as he said, “We are originally from Iowa, and my dad raced twenty-five years ago at tracks like Davenport and West Liberty. I moved to Rockford about 15 years ago and didn’t really think too much about racing as there weren’t too many dirt tracks around here, but I got interested in the pavement racing here at Rockford and started in three years ago.”

While Bart races primarily at Rockford, he will race anywhere he can find to. “I like to travel,” said Bart, “But my home track will always be here at the Rockford Speedway. I really like it here and feel at home.”

Bart also might surprise you in that he owns no less than four completed race cars, and soon to be a fifth. “I ran a couple of enduros with one car and it survived

both of them, but I kind of think I’m over the enduros. They started the Bandit figure-eight here and I tried it, and I’m not very good at it. A couple of other people raced the car, and Rich Schinderling won with it.”

He is also planning on building an unusual car, a Ford Escort wagon. “It will be something different and will be built for the Short Tracker and similar divisions. It is a rust-free car, so it is a good start.”

Bart has help from some good sponsors, including Nelsons Imports, who he said have been a huge help in getting him going fast. Others include Misfit Productions, Metal Supermarkets, Smokehouse venison processing, and Plug and Pellet Sportsman Club.

As I noted about first time winners, on a recent Saturday night show we had a good one. Jeff Wakeman is now in his third year of racing late models here and recorded his first ever victory, winning a heat race. Jeff is another who has just a couple of people helping him on race night, and has a low dollar operation, but boy, does he ever get a lot out of a race car and the dollar. Still utilizing an open trailer, he never misses a race here, showing up to compete EVERY time. I think he has earned plenty of respect from the other racers, and deservedly so.

Devin Opsahl has an unusual car that he has raced this season in the Roadrunner division. In a field full of Monte Carlos, he has wheeled a 1970 Pontiac Grand Prix. The car really stands out and is an unusual race car. “I got the car from an official here at the Speedway,” said Devin. “It already had a cage in it and we just had to finish it up.” We took in a recent show at the State Park Speedway near Wausau, Wi. Always have fun here, it is a track that always has exciting races.

Getting towards the end of the season, the points chases are very interesting. The super lates have a tight battle going on between leader Justin Mondeik

and Luke Fenhaus. Mark Mackesy is catching the other two and winning the feature on this night certainly helped with two more nights to go. According to my statistics, Mackesy is catching Tom Reffner for second on the all-time feature win list for this track, 56 to 53. I need to chat with Mark to see if his numbers are the same, if he has kept track. He may even have more. I am also missing some race dates prior to 1971, so Tom may have even more also. Dick Trickle is first on that list, to no one’s surprise.

Nice to see Curt Tillman make the long trip up from the Rockford area to compete on this night. He grabbed a heat race win.

Brock Heinrich has had an outstanding season in the limited late model division and won another feature on this night. Travis Volm trails in second.

Brian “Butchie” Schramm won the feature in the pure stocks, and his closest rival in the standings is Chad Dietsche, who had the misfortune of pulling up to the staging area on the backstretch before the feature race, having his car kill, then fail to re-fire.

The Mini-Mod division is seeing a pretty competitive point battle going on with leader Greg Blount having to fend off a fast closing George Seliger, who won the feature tonight to close the gap. Mike Heidmann had the misfortune of getting in a wreck in the heat race and failed to make it into the main event to drop to third in the standings.

In the Mini-Stocks, Kole Ferge has won only one feature all season, but has been amazingly consistent, which leads to championships. Amanda Rowe follows in second. Nice to see Gary Garand running well, winning some heat races and racing well in the features.



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Dean Reller

Recently, Power Stock driver Taylor Goldman was awarded the "Tire Guy" Jeremy Johnson Memorial Sportsmanship Award. Taylor was selected for her dedication and devotion to racing not just at the track, but also for her work in promoting the sport and presenting a positive image outside the track as well. She is very deserving of the award and truly represents the sport in a positive light, just like the award's namesake, Jeremy Johnson.

For those of you that never had the opportunity to meet Jeremy, here is a little bit about him. He was a true fan and participant in racing. Jeremy was good friends with AJ Rhoads and Bryan Roach when they ran the now defunct NASCAR Midwest Series. Those races did require pit stops and long before the day of full-time pit crews servicing cars, many crew members were the ones doing the stops. Jeremy was one of the tire changers and hence earned the nickname, "Tire Guy". When Rhoads and Roach weren't racing the touring series, they ran at their home track, I-94 Raceway in Sauk Centre and I-94 Raceway in Fergus Falls. Jeremy would make the trek up from his home south of the Twin Cities and occasionally would have to pick up parts on his way to Sauk Centre to help repair damage from racing the

TAYLOR GOLDMAN WINS JEREMY JOHNSON "TIRE GUY" MEMORIAL AWARD

night before in Fergus Falls. Jeremy didn't just help Rhoads and Roach, he was often seen helping other drivers throughout the pits. It wasn't much of a surprise when a damaged car limped off the track during a race that Jeremy was one of the first guys in the pit trying to help the driver get their car repaired, even if he didn't know the driver.

"Tire Guy" especially liked to help out at big races. When Tim Olson ran his ASA car at the Minnesota State Fair, Jeremy was there changing tires for him. After the State Fair race went away, the ASA race then moved to Elko Speedway and Jeremy was there too, but this time he was helping out series driver Greg Williams who was short on help. Unfortunately, something happened during one of the stops and Jeremy broke his arm. That didn't slow him down much, because the next week he was back at the weekly short track with a cast on one arm and a wrench in the other hand. Jeremy was a very popular guy in the pits and really represented what a true sportsman is.

Sadly, just a couple of months after the racing season ended in November 2003, Jeremy was struck and killed by a drunk driver in the middle of the day. Jeremy was only 24.

In 2004, Tim and Faith Olson, who owned I-94 Raceway decided to have a race to honor the very popular crew member and so the "Tire Guy 150" was created. Unlike other long races, a pit stop was a mandatory part of the race as tribute to Jeremy who would have been there on pit lane servicing at least one car in a race with that kind of format.

Dan Fredrickson won the inaugural "Tire Guy 150", which actually ended up being only 146 laps, due to a

thunderstorm. In 2005, Bob White held off Eugene Dick by .133 seconds to take the win in a caution filled race that saw 14 yellow flags. Then in 2006, Tim Olson scored a very emotional victory as he took the win over his son, Jon. Hugs and emotions were overflowing in Victory Lane especially between the Olson and Johnson families as much of Jeremy's family was in attendance. Tim Olson would back up his win in 2007, as he again scored the win. Then in 2008, Jon Olson took the win in what would be the final "Tire Guy" race.

The "Tire Guy" race became a Sportsmanship Award to honor those special people in racing, not always for things that are done on the track, but for those that are done off it. Mark Bronstad was the first award winner as it was presented at Raceway Park, before being moved to Elko Speedway. Other award winners include: Molly Rhoads, Natalie Bartyzal, Kathy Hough, Richard Timm, Adam Brachle and Faith Olson.

Taylor Goldman is now included on that list and she's now a part of special group of people that make racing more than just cars going around in a circle.



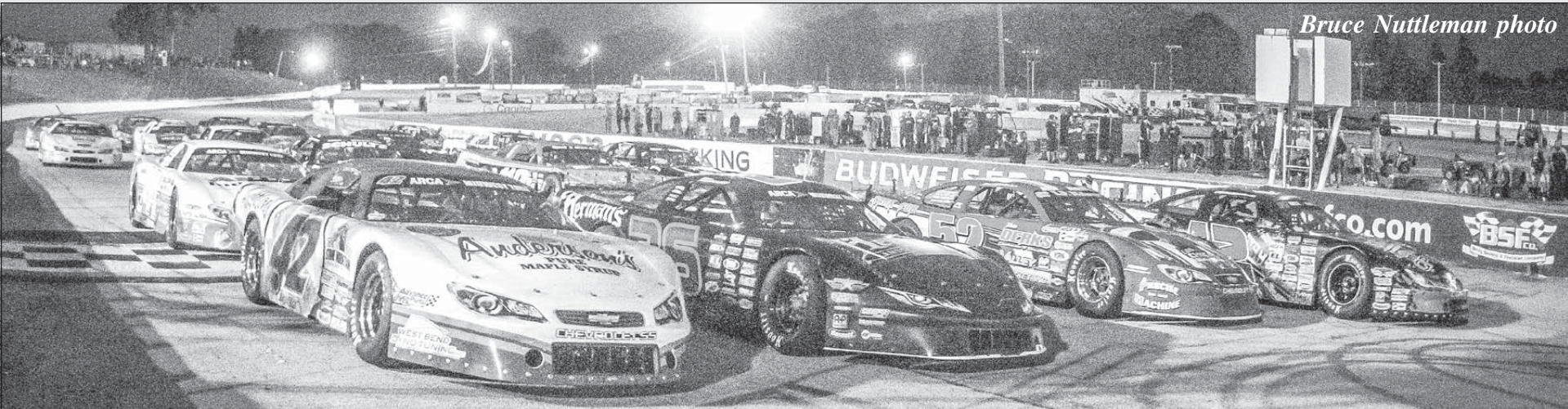
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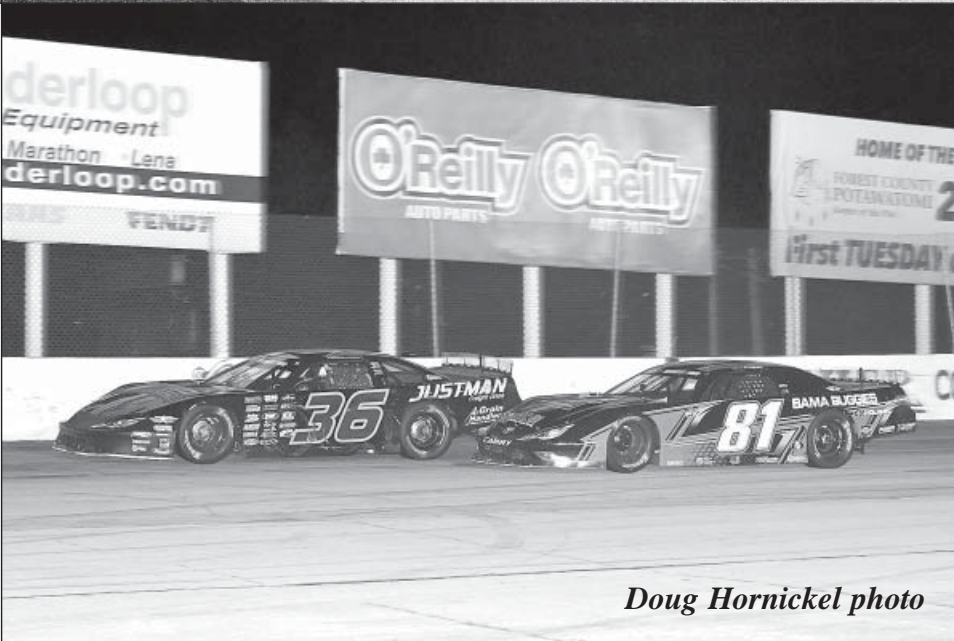
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Dixieland 250 Highlights



Bruce Nuttleman photo



Doug Hornickel photo



Doug Hornickel photo



Doug Hornickel photo



Doug Hornickel photo

The annual Dixieland 250 takes place on the first Tuesday in August each year at Wisconsin International Raceway. The event is billed as Wisconsin's Richest One Day Race. Mississippi driver Chase Purdy captured this year's event and the \$10,000 payday that comes with the win.

The four-wide salute to start the Dixieland 250 (top photo), Dan Fredrickson and Chase Purdy battle for the win (above left), Rich Bickle Jr & Johnny Sauter talking after qualifying (above right), race winner Chase Purdy (left photo), and Kelby Eilen shines up dad's (Jonathan Eilen) car (right photo).

Elko Tribute Night



Martin DeFries photo



Martin DeFries photo

Tribute night at Elko Speedway once again featured memorial races for Scott Kingery and Dwain Behrens. The drivers in the Thunder Car division and Late Model division tally up points over the course of qualifying and double features, with low score being crowned the overall winner. As in years past, larger than normal car counts are on hand for both divisions and many fans, officials and crew members are dressed in retro gear. Thunder Car main events went to Paul Neisius and Bryce Blohm, with Brent Kane claiming the overall Kingery Memorial title. Late Model wins went to Chris Marek and Jacob Goede, with Goede being crowned the Behrens Memorial champion.

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2018 IMCA Oldtimers Display

by Dan Plan



As mentioned in our July issue of *The Midwest Racing Connection*, the IMCA Oldtimers were able to obtain several of the historical racing items from the Minnesota State Fairgrounds. The group put the items to good use during their exhibit at the Dakota County Fair in August. The group has always had a great display at the county fair, but these items brought the display to another level. The group is also working with the county fair board to make a permanent structure for future showings of these items. I'm going to check with Mark and Skip to see if I can borrow the Marzofka and Reffner items for Dale Danielski's Racers Reunion at Oktoberfest this year. Maybe Marv and Tom will throw them on for a photo op?



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Vince Peterson photo



Scott Swenson photo

In addition to their customary 4-wide salute to the fans, the World of Outlaws Late Models raced 4-wide during the 100-lap affair. Brandon Sheppard picked up the win in this years event.



Scott Swenson photo



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THE MIDWEST RACING CONNECTION

Photo Gallery



Ashley Janota handling the flagging duties for the Midwest Karting Association
Brian Baker photo



Mike Nutzmann on his way to winning his NASCAR Late Model heat race
Vince Peterson photo



CWRA action with Monte Gress and Jeff Weinfurter at Golden Sands
Jeff Blaser photo



Jason Thoma and crew at Madison International Speedway
Jess Riedner photo

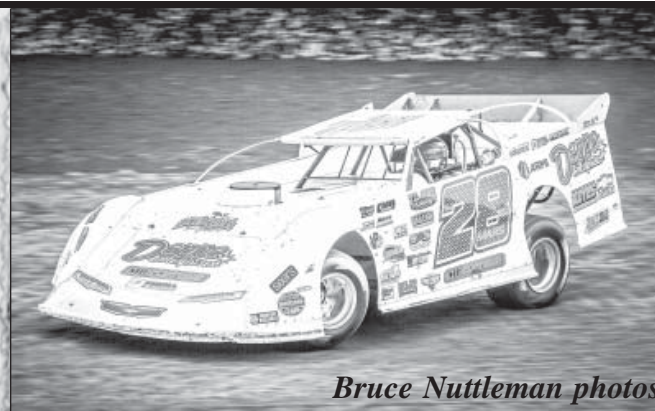


The Six-for-Six dash at Lacrosse Fairgrounds Speedway
Bruce Nuttlema photo



Dahlton Zehr leads Skylar Holzhausen at Dells Raceway Park
Jeff Blaser photo

National Dirt Late Model Hall of Fame Inductees



Bruce Nuttleman photos

Each year during the annual North/South 100 at Florence Speedway, the National Dirt Late Model Hall of Fame hosts their induction ceremonies. This year's class included several members from the state of Wisconsin. The Cook Family was inducted for their many years of owning and promoting Cedar Lake Speedway. Barb and Marj are shown above doing their current jobs each weekend at Cedar Lake Speedway. The driver inducted from the state of Wisconsin this year was Jimmy Mars. Jimmy's resume includes prestigious local wins such as the Legendary 100, Punky Manor Challenge of Champions, and Silver 1000 to name a few. On the national stage, Mars is a past winner of the USA Nationals, Topless 100, The Dream at Eldora and many more. Congratulations to the entire Cook family and Jimmy on their inductions into the National Dirt Late Model Hall of Fame.

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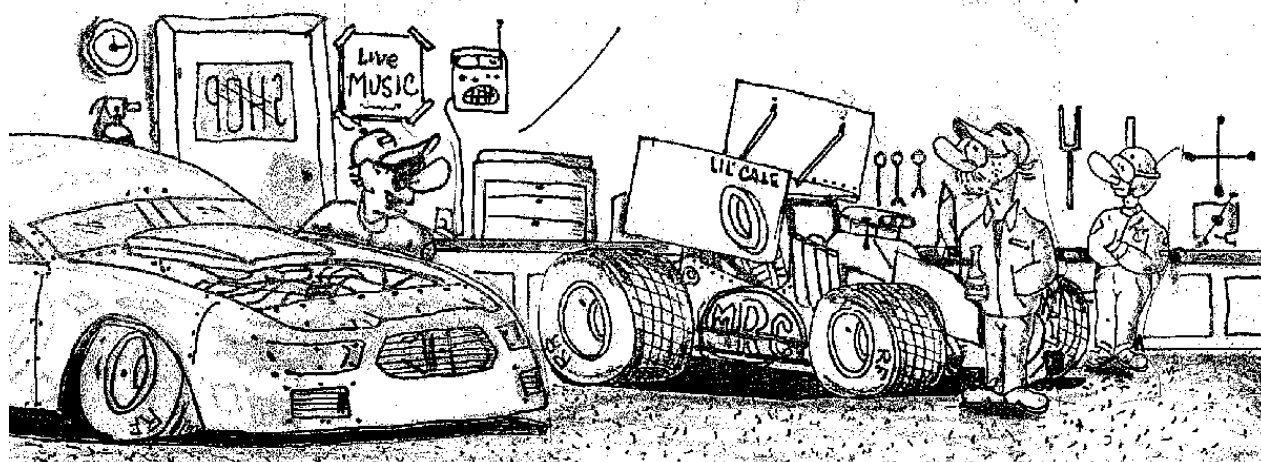
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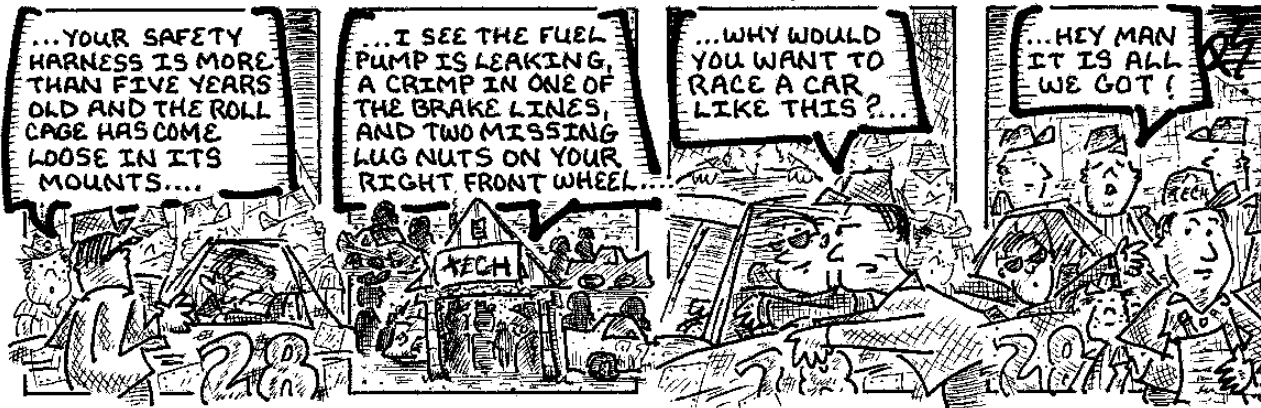
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Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

It's funny how season point championships that appear to be all but decided yet end up being close due to circumstances you wouldn't predict. Case in point, the big lead Steve Carlson had going into NASCAR Late Model action here at La Crosse Fairgrounds Speedway, West Salem, WI., August 18th, is now down to just 4 points after he was involved in an accident which he almost never is!

With a two feature format for racing there is always the chance of greatly expanding a point lead. On the flipside, you can lose twice the ground if things don't go well. Steve Carlson is no stranger to winning championships, so pressure isn't one of those things that come up in conversation when discussing how he'll handle a tight situation. That probably had nothing to do with the uncharacteristic contact between he and Brent Kirchner in the first 20 lap feature on this Saturday, or the fact it appeared Carlson may have

come down a bit on Kirchner causing him to spin and wind up in the infield grass with substantial rear end damage to his race car. The end result was Nick Panitzke, his closest challenger went on to a 3rd place finish in the feature, with Carlson relegated to 21st at the checkered flag and scrambling to figure out what to do to start the second main event. The John Gilbertson team decided on running their back up car, the race car Nick Clements has been driving all year in the second feature, in hopes of salvaging the night. If you are thinking I'm going to give you the storybook ending to the evening's racing with Carlson roaring through the field from last in his back-up car to win the feature and all but secure another championship, you'd be very wrong! As a matter of fact, things even went a bit further back as Panitzke did the roaring, winning the 2nd 20 lap main, with Carlson, not looking at all comfortable in the back up car, soldiering on to an 8th place finish. This is how it can go late in sporting events, late in race seasons; It ain't over until it's over!

So with one points race remaining, at the track, the Thursday of Oktoberfest Racing Weekend, Carlson hopes his 4 point lead holds up and he can capture his 5th NASCAR Late Model Championship there in six tries. It will certainly make for a much more interesting and exciting end to the 2018 season than a racer having an insurmountable lead going in!

Here and there...Caught the CWRA Stars to Legends Tour action here Friday, August 10th, at Golden Sands Speedway, Plover, WI., and saw a record turnout of cars for the group thus far, as 20 racers signed in to do battle in two 30 lap feature events. Jeff Weinfurter is really starting to figure things out with that group as he took both 30 lap feature event wins on the night. The first 30 finish found Weinfurter being trailed by Jesse Poksczk, Monte Gress, Darren Jackson and Dave Neitzke. The 2nd 30 had

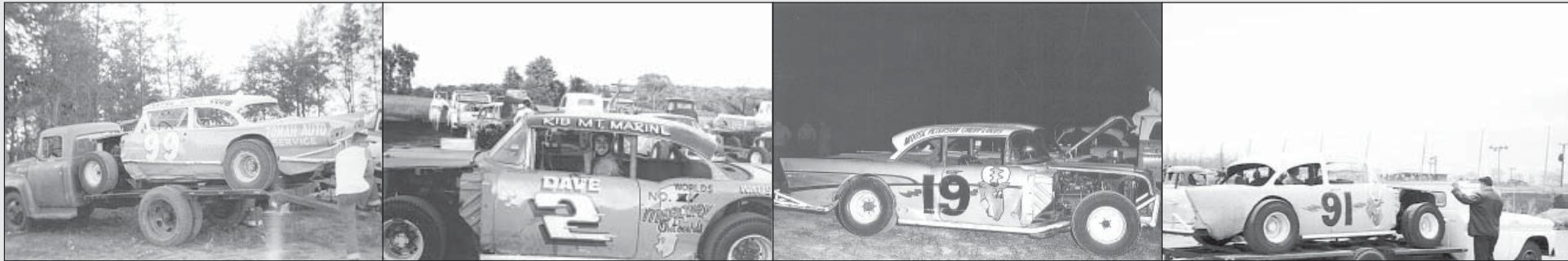
Weinfurter 1st followed by Jackson, Neitzke, Rachel Kallas and Monte Gress. Speaking of points battles, that Tour's radically changed as Mark Mackesy who had a sizeable lead saw it all go away and then some as Weinfurter has a 48-point advantage over 2nd place Darren Jackson, with Mackesy dropping down to 3rd. What a difference a couple shows can make. Ground can be made up (or lost of course as we've noted.) with two Tour events remaining, The Dick Trickle Classic at Tomah-Sparta Speedway, Tomah, WI., Sunday afternoon, September 16th, where two 30 lap Main events will be run and at the Annual Fall Shootout at Marshfield Motor Speedway, Marshfield, WI., September 28th, where again two main events will be held...Action at Lax Speedway August 11th found Nick Panitzke winning the NASCAR LM main. Little did he know at the time that win would keep him in the thick of the battle with Steve Carlson and still have a fighting chance at a championship. See above for what can happen...We always like to see first time winners in racing and it happened a couple more times here 8/18/18 at Lax Speedway as Michael Beamish won his first ever NASCAR Late Model feature in the first 20 lap feature held on the night. The Minnesota

continued on page 15



Michael Beamish picked up his first win of the year at LaCrosse Fairgrounds Speedway in August

Dale's pictures from the past



Dale's Pics...The 1958 Ford of # 99 Dick Trickle on his hauler. (Bob Bergeron photo.) 1st ever winner at Tomah-Sparta, 1964, Dave Marcis. (Marg/Farrar photos) Francis Kelly # -1. Dick Trickle also drove this car. Probably when the Kelly/Trickle combination began as they both raced it at Tomah-Sparta Speedway back in the day. (Bob Bergeron photo) #19 Eve Fox and #91, Marv Marzofka both prolific winners at Tomah-Sparta Speedway back in the 1960s. Marg/Farrar photos.

***Racing Facts, Observances and Opinions
from page 14***

traveler passed a bunch of cars then held off the likes of Mike Carlson, Nick Panitzke, Justin Mullikan and Brad Powell for the big win. Sam Niles, the son of Andy, of the famous Niles racing family, also recorded his 1st ever main event win as he took the 15 lap Sportsman feature on the night. Niles was as smooth as I've seen him in his career and it resulted in the huge win over Steve Weber and Dan Gilster... You just never know for sure of the stories to be told if you hang around the pit area (too?) long after the races have ended. On this night it was from the Carlson end of the pit area, and from Tom who of course returned to racing this year. It seems like everyone named Carlson has raced and this tale is inclusive of brothers Tom, Tim and Steve. According to Tom, "Tim was kind of the instigator, and one night he was looking at my car and said, you need more rear weight. So having to quickly come up with something and get out and make the race, I grabbed a jack and we attached that to the rear of the car. I don't know if it helped because Steve came up, passed me and won the race. We were in the pits afterward and Steve comes up to me and says sure, you had to use MY jack to put on the back of your car!" More tales to come from that long (Neck) night at the track! In the quote of the column department, the above was a story not a single quote, it comes from Cole Howland who nearly pulled off a feature win in the 2nd 20 lap main August 18th at Lax Speedway. "Who knows if I could have gotten him, (Nick Panitzke) if I didn't run into the wall." Howland finished 2nd... The Dick Trickle Memorial Project group will be on hand as part of the CWRA Stars to Legends Tour, Dick Trickle Classic at Tomah-Sparta Speedway Sunday afternoon, September 16th. The group is reportedly on the homestretch of their financial drive to complete the Memorial in Dick's hometown of Rudolph, WI.

Have to again remind everyone of the Champions Reunion coming up Sunday, October 7th as part of the huge Oktoberfest Racing weekend at La Crosse Fairgrounds Speedway. This is the 10th Annual event and this year's Special guests are Tom Reffner and Mike Miller. Anyone, however, that was a past Champion in any Division of racing, any series at any track or an Oktoberfest feature winner, as long as they haven't raced in the past three years is eligible to attend. There will be food and beverage served along with a whole lot of mostly true racing stories to be told. Contact ye-olde event organizer dale@starmakermultimedia.com or at 608-783-5827, or at the Champions Reunion 10 FACEBOOK page. Event is being hosted by Starmaker Multimedia. We will get you on a list at the front gate on that Sunday for admittance to the show. There will also be a number of old time restored race cars on hand at the show as well as memorabilia from back in the day. To top it all off, fans with a Sunday ticket to the Oktoberfest races will be admitted free!

And looking back in time on May 29th, 1964, it was Dave Marcis winning the first ever feature race at the new Tomah-Sparta Speedway, Tomah, WI. Following Marcis at the finish were Marlin Walbeck, Augie Winkleman, Dick Trickle, John McFaul and Marv Marzofka. Semi-feature honors went to "Dago" Louie Vetrone who was followed by Don Larson and Loren Iverson. The Non-Winners Dash went to Art Link. Heat race winners were Jerry Bond, Wayne Kittleson, Homer Spink and Dick Schultz. Fast time went to Walbeck in his 1957 Chevy, at 16.66 seconds around the 1/4 mile oval. 42 cars turned out for the event. On July 24th, 1964 it was Dick Trickle winning the feature race at Tomah-Sparta Speedway. Trickle in his 1958 Ford bested Marlin Walbeck, Marv Marzofka, Lyle Nabbefeldt, Ken Pancratz and Dave Field.

Semi-feature honors went to Nelson Drinkwine over Gary Kneisley and Ray Hoffman. Consolation race laurels went to Francis Kelly. Heat race winners were

Howie Kittleson, Loren Iverson, Don Larson and Walbeck. Fast time went to Marzofka at 16:71 seconds. 42 cars raced on the night. On Friday night, August 5th, 1966, it was Dick Trickle in his 1963 Ford Galaxie winning the 30-lap feature race at Tomah-Sparta Speedway. Tom Reffner placed second. The Semi-feature was won by Bob Millis, with Marv Marzofka setting fast time at 15:75 seconds. Thanks to Jim Cleveland and all the research he has done for the above information.

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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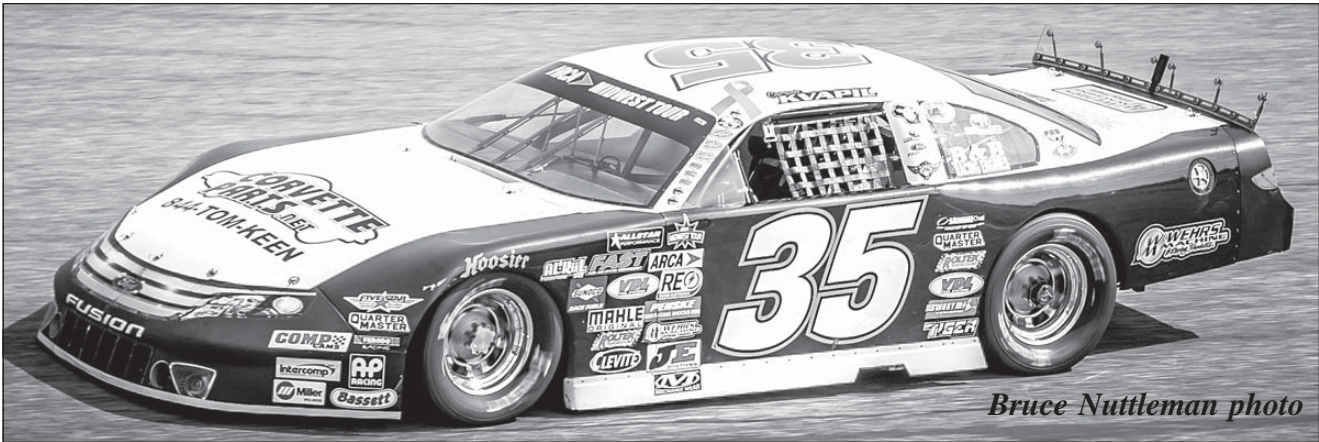
Racing Nuggets



PJ "Jacklyn" Nuttleman

The relationship between a driver and crew chief is a special thing. There's a tremendous amount of trust that must be developed so that when the driver explains what he's feeling and what he thinks he needs in the car, the crew chief believes what he's saying. Conversely, a driver needs to trust what the crew chief is doing to his car to help dial it in for better performance. They may challenge or question each other periodically, but at the end of the day—they ultimately need to be on the same page—walking in lock-step with the common goal of winning.

Filling the Void



Bruce Nuttleman photo

That is exactly the relationship that my husband, Toby has had with Ty Majeski for the past four years. It's been fun to watch it develop and theirs is a friendship that extends well beyond the race track. So when Ty's schedule started to become more and more filled with NASCAR races and obligations, as he has started to climb the ladder with his career—it left Toby feeling rather blue.

My husband is a passionate person. And I realize many of you may find that odd to hear. Seriously? This burly, scowling faced guy is "passionate?"

But he truly is passionate. He loves everything about racing and he knew he had something incredibly special with Ty, so while on one hand he's happy for him and proud to have been a part of his climb into NASCAR, there's a void that's left in that absence. An emptiness that is painful to see him struggle with as he tries to find fulfillment in his craft again.

Enter Carson Kvapil—oldest son of Travis Kvapil, the 2003 NASCAR Craftsman Truck Series Champion (Yes, I realize it's Camping World Series now—but back then it wasn't and it feels weird to call it anything other than what it was then).

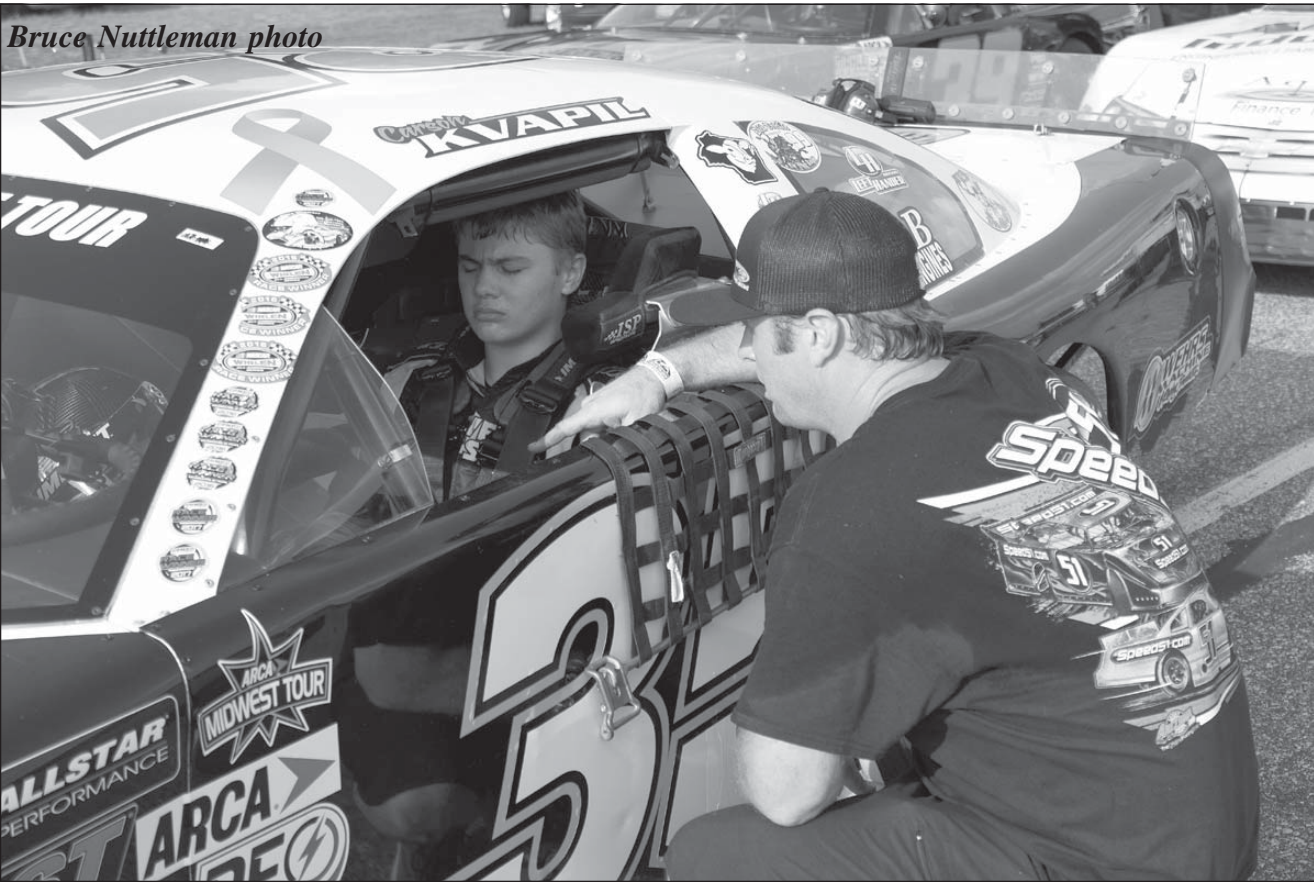
Carson has raced four events with Toby as of the time I'm writing this. His first ever superlate model race was in the TUNDRA series at Marshfield on June 9th where he posted a 2nd place finish. Not bad for a 15-year-old who had never piloted a full-sized, 2700 pound race car in his life.

After Marshfield, they went to Jefferson Speedway for another TUNDRA race that ended up raining out halfway through the feature. He was in 8th at time when the call was made. From there they went to the Detjens Memorial at State Park Speedway where he finished second to Casey Johnson. But in the fourth race at Golden Sands Speedway—which was his first ARCA Midwest Tour start, he grabbed the checkered flag in dominating fashion. It would seem he's adapting to the transition quite nicely.

Carson started racing in go-karts before moving up to a Bandolero. He still runs a dirt Sprint Outlaw go-kart with tremendous success, posting numerous wins across the country in it, making it impressive for him to be so successful at such a young age in two very different disciplines of racing. That diverse experience can only help to develop his racing finesse.

So it begs the question: Which does Carson prefer—dirt or asphalt? The youngster actually prefers dirt. He says dirt's just more fun and relies more on the driver versus a car needing to being set up really good on asphalt. Don't get him wrong—he says racing on asphalt is pretty sweet, but the dirt is just more fun.

I would not be surprised to see some day in the future Carson Kvapil running in the Chili Bowl. He says it would be a race he'd love to run at some point in his



Bruce Nuttleman photo

Racing Nuggets from page 16

career as well. I imagine it's a dream of every racer who has ever slid through the corners on a dirt track.

And Carson knows all about sliding on the edge at a dirt track—particularly Millbridge Speedway in North Carolina. Recently, Carson was qualifying his Outlaw Sprint go-kart there. At Millbridge, Carson says the fast lane is pretty much “hitting the wall.”

“I hit it a few times during qualifying. That's the fast way around there. Usually you hit it and you bounce and keep going.”

Only that isn't what happened this last time at Millbridge. He hit the wall wrong and his ride went cartwheeling near the exit of turn four. The kart was pretty bent up—the frame looked like a banana, and according to Carson, he and his dad had to do makeshift engineering to quickly get the kart fixed. He says they used a 4x4 board as leverage to attempt to straighten the frame back into position.

That kind of stuff makes my redneck heart feel like we're kindred spirits. Even more so when you find out the kid drove the bent machine to victory lane that same night. He's an animal behind the wheel—finding “the zone” and getting into a rhythm. He says it was one of the hardest races to win, as he really had to manhandle the misaligned kart.

His younger brother Caden also won his feature that same night at Millbridge. (However, he did not cartwheel his machine in qualifying.)

That kind of successful racing lineage must make Travis proud—but I'd imagine his heart would swell even more so to hear that Carson looks up to him—his dad—as someone he wants to emulate.

“My dad came up through the ranks and had to work hard to get there. He didn't bring money to the table—he did it on talent and hard work.”

Hard work is sometimes doing things that are not always convenient, but definitely cost-effective; like driving back and forth numerous times this past summer from North Carolina to the Midwest strictly to race. It's safe to say that if the Kvapil family has a loyalty rewards card with a national gas station chain—they are likely racking up some serious perks with the miles they've logged these past few months.

But the road warrior status will start to taper off now. Carson & his siblings will be starting school on Monday (August 27th) so now racing will be scaled back a bit. He still hopes to get 8 to 10 more superlate model races in yet this season.

I asked Toby for a quote on how many races they might do together yet. He said he wasn't sure. But I do know that I see a spark in his eyes that I haven't seen for a while whenever the conversation turns to Carson. With Majeski not running as much back home in a superlate, it's good to see a fire starting to ignite in Toby's belly again to fill that void. If Toby ain't happy—nobody's happy. True story.

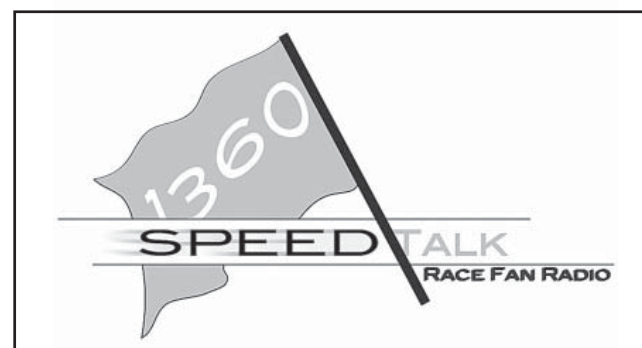
Discount Taxi Driver of the Month Tristan Swanson



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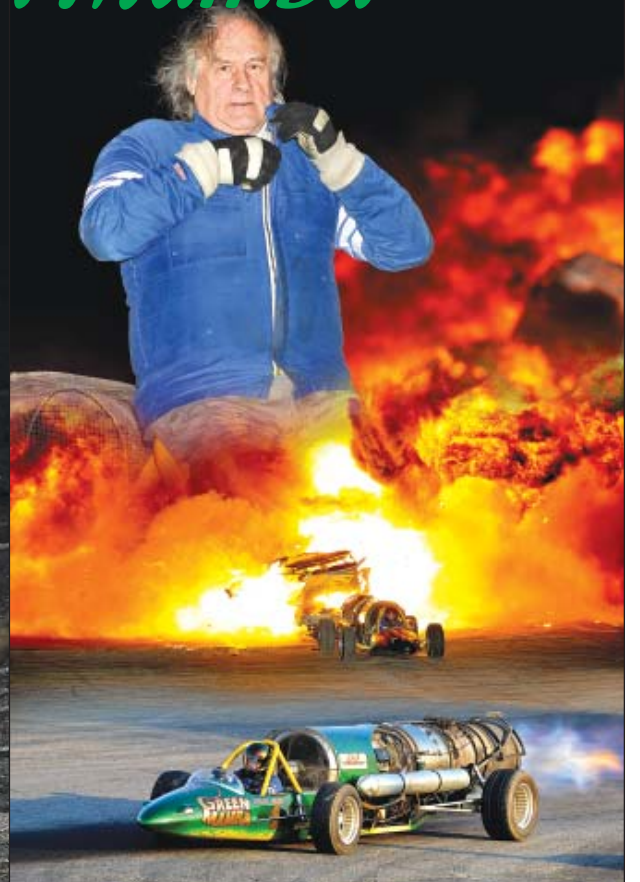
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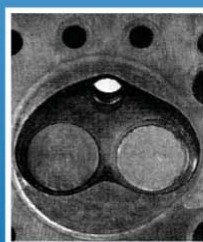
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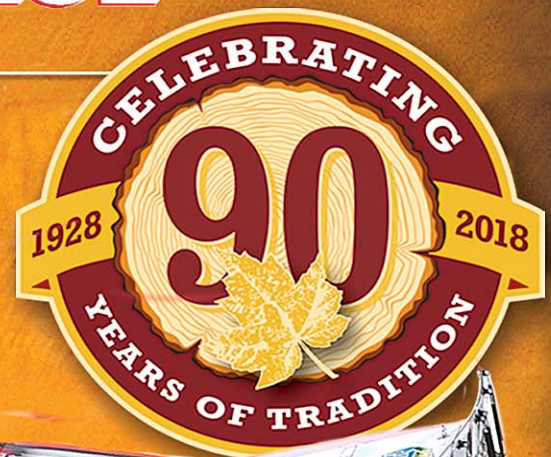
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