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February, 2013



Speedtalk Driver of the Year



Inside...

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Derek Lemke

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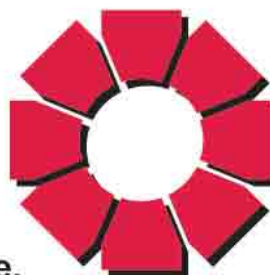
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Publisher's Note

Racing According to Plan



Dan Plan

It is that time of year once again, and the start of a new racing season is right around the corner. This year, we'll have the opportunity to start things off a little early, with a trip to Speedweeks. Make sure to check back next month for our highlights from action at the big track in Daytona, along with many of the short track events. We'll also try to post some pictures and videos on our MRC Facebook page from Speedweeks as well, so make sure to follow along.

I've been lucky enough to make a few trips to Daytona in the past, but it's been 10 years since my last visit. My first visit came around 1980, as a young teenager with my dad. Boy how I wish I had a camera that worked at nighttime during that trip. There were a lot of wild creations taking place with

the Late Models at that time, and all of the big stars from the Midwest were on hand back then. The rules are a little stricter these days, but it's always a treat to see cars that we don't normally have an opportunity to see in this part of the country, like the DIRTcar Big Block Modifieds or the east coast pavement Modifieds. My son is now about the same age I was for my first trip, so I'm hoping the experience is something that will last a lifetime for him, as it did for me thirty-some years ago.

Another early season event that will be here before we know it is the return of indoor racing at the location formerly known as the Sandbox Arena. The ownership group of Cedar Lake Speedway has taken over control of the facility and has several events scheduled for the month of March. The inaugural indoor event with Midgets and Legends a few years ago was a great show. Some significant improvements have been made with the ventilation for the facility, which should make the show much more enjoyable for all on hand. Check out Kris McMartin's column in this issue for more details on the upcoming events this winter at the Cedar Lake Arena.

Also in this issue, we also have our annual book review and an interview with Minnesota NASCAR Late Model Rookie of the Year, Derek Lemke. I've mentioned this several times before; I was never much of a book reader. I'm not sure if reading books on racing counts as turning into a book reader, but I've built up a fairly good collection in the last several years, and actually enjoy sitting in my recliner, having a fire in the fireplace and reading good book in the winter. Man I'm getting old. This year our good friends at Coastal 181 Publishing provided the Michael Waltrip book, *In The Blink Of An Eye*, and our review of this book is also included in this issue.

Our interview with Derek was our first time talking with the second generation driver, and he talks about his 2012 season and plans for 2013.

Miscellaneous news & notes:

Over the years, I've noticed there seems to be some sort of correlation between short track racing and hockey. Locally, we've had both Bob Utecht, Ted Austad and Wally Shaver involved in short track racing, in addition to their hockey play-by-play work. Over the years, many short track drivers were high-school hockey players before becoming racers. This winter, Midwest Modified driver,

Big Block Modified action from our last trip to Volusia in 2003
(Dan Plan photo)



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David Swearingen, made the final cut for the annual Red Bull Crashed Ice event in St. Paul, Minn. While the Crashed Ice event is necessarily hockey, it's pretty darn close. I guess the tradition of hockey and racing continues.

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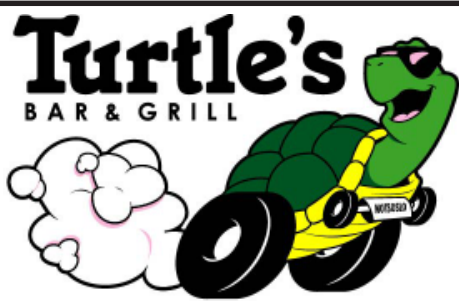
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Dean & Jason Talkin' Racin'

Jason Searcy

In June of 2010, after a bad wreck at Hawkeye Downs, it was suggested to Jonathan Eilen that he might want to consider giving up racing cars and do something different, like basketball. A perfectly reasonable thought considering he was lying in a hospital bed with a broken L3 vertebra in his lower back and four broken ribs.

Eilen did not give up on his chosen sport, as a matter of fact, that suggestion made him more determined than ever to push forward, do the physical therapy and come back better than ever.

Jonathan Eilen from Hampton (MN) has been named the Speed Talk on 1360 2012 Minnesota Asphalt driver of the year. He is the first MN driver to win the ASA Midwest tour Championship since Dan Fredrickson won in 2008. Eilen scored a win and seven "top 5" finishes during the 12 race Super Late Model touring schedule.

In June of 2012, two years after his big wreck, Eilen felt like things were falling in place for him, "After having a good run and finishing fourth at the Milwaukee Mile, it kind of opened my eyes that this might be our year" said Eilen. The roll continued at Marshfield, Jonathan swapped the lead with Travis Sauter and Skyler Holzhausen the entire race until Skyler had problems just 18 laps before the checkered flag fell, giving the lead back to Eilen who then scored the win. "In past years it seemed like things would go bad or we would have a parts failure," said Eilen "but this year it didn't happen, it was like we had someone watching over us," Jonathan's brother and crew member Jake passed away in a automobile accident in 2008.

2012 was the first year working with crew chief Chad Wood, "It seemed to click this year with Chad, right away from Madison all the way through Oktoberfest," said Eilen who won the ASA Midwest



Doug Hornickel photo

tour championship by 17 points over Nathan Haseleu.

Eilen then had the opportunity to test drive an ARCA car down in Daytona in December, "It was really cool, something to check off the bucket list," says Eilen "the first couple laps were nerve-wracking, holding it wide open and not knowing if it was going to stick, but after a while it felt like driving down the interstate."

The Midwest tour is now sanctioned by ARCA and Eilen plans on attempting to defend his title with a little different focus, "in 2012 we played it conservative at quite a few races," said Eilen "this year I'd like to come to the track and go for wins."

The first ARCA Midwest tour race of the 2013 season will be Saturday April 20th in Toledo Ohio,

Doug Hornickel photo



also the exact due date for his baby after getting married last summer.

2012 was a dream season for Jonathan Eilen and his race team, a season that would've never happened if he had taken the perfectly reasonable suggestion two years prior, "I'm glad I didn't walk away from it," said a racer who has little time for basketball.

Previous winners of the MN Asphalt driver of the year:

2004 Dan Fredrickson
2009 Adam Royle
2010 Brent Kane
2011 Chad Walen

Speed Talk on 1360 is a Motorsports radio show that can be heard Saturdays 10-11am April through September on KRWC 1360am radio in Buffalo MN



Bruce Nuttleman photo

Going in Circles



Charlie Spry

Awhile back I was thinking (sometimes I do this) about how many racers have come and gone throughout the years on the local scene. If I had to count how many people I have seen become involved in the sport, only to last a year or two or perhaps five, then just be gone I could fill page after page. It makes me wonder the reasons why someone chooses to stop racing, as we all know it is a very addictive sport.

For sure, some become disgruntled with the cost of racing vs. money earned. Hopefully, most don't get involved with the expectations of making money on a local level. Some do have illusions of success and the possibility of "getting noticed" by someone who can help advance their careers to the next level and beyond. Sometimes these dreams do become reality, but not all that often.

Many have told me that they are done racing when it isn't fun anymore, and truth be told, there is no sense doing something that you don't enjoy, especially during your leisure hours. Why does it become a job and not fun anymore for some? I think for many it is the simple fact that more and more racers find themselves without much help. In the 1970's and earlier, the vast majority of young males had an interest in working on cars. We are losing this aspect, as cars become much more tech-savvy. To be sure, the import market has become huge, but you don't



Veteran racer Jerry Eckhardt has been racing for a number of years, and still raced as often as three times per week during the 2012 season.

Bruce Nuttleman photo

see too many young people working on their Chevy's, Fords or Mopars anymore. Traditional American makes such as AMC, Pontiac, Oldsmobile and Plymouth no longer exist. That is too bad. This takes a whole generation of possible crew members out of the rotation. And most drivers also started as crew members for another team before doing their own racing. Many young people of either gender have no interest in improving the performance of a car, because it is so hard to do.

The costs of the sport are very hard to keep in check, and the racers are part to blame for this. It seems that everyone from stock four cylinder classes, on up to super lates want more and more expensive changes allowed to their cars. Some say that the advent of the manufactured racing chassis has contributed to this. Hugh Deery set the scene on its ear when he dropped supers back in 1974 in favor of the "Rockford Rules" late models. Dick Tucker did the same at Jefferson Speedway in 1976. Many others followed. This

worked well for awhile, but soon, what had become the limited late model was not so limited anymore. Sure, it is easy to get a ready to race late model or limited late model now; just open the book, call in your order, and open your checkbook. You're good to go! We've lost the old guard racer who could build his own chassis, build his own parts, fabricate what was needed, build his own motor, etc. that is part of the problem. Sure, there are a few such as Russ Grossen, Jerry Eckhardt, and Butch Mierendorf who still race and do so by making some of their own stuff. Eckhardt still races three times a week. Even the lower divisions are requiring more and more specific racing parts. The '57 Chevy Hobby Stock is gone.

I had a veteran racer give me some advice when I started racing ten years ago, that being "don't overspend on this stuff or get caught up so much that you have to owe money on it." Best advice I have

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ever gotten! I never had to mortgage my house or take the grocery money to pay for anything to do with racing, and I am proud of that. People can and DO lose their houses and personal belongings by getting caught up in the sport so much that they put everything into it, all for naught.

I think many racers get disgruntled with the sport after a few years because they find out it is much more work than they expected, not to mention money and time. The family may be growing, children growing up without proper time spent with them, and you've been buried in the garage letting it all pass you by. If you don't have 100% family support, it will be very hard.

Some feel that they would like to move up to the next level, can't afford it, so they quit. Many don't want to step down a division or two, but there is nothing wrong with that. You should race what you can afford.

Some racers keep at it for years without much success, always plugging away. I respect this driver very much. It isn't easy racing with older equipment or possibly less talent than everyone else has, finishing back in the pack or last. Most in this situation will tell you they do it for the camaraderie. We need everyone out there, even the last place driver. Comments such as "He should get out of it," Or "He doesn't belong out there" should not be uttered. If the driver is holding a groove and staying out of the way of the faster cars, don't give him any hassles. When this driver hears so many negative comments, he will eventually say, "Enough is enough!" This should not happen.

Bottom line, if I counted all of the drivers who have quit the sport for various reasons, it would be absolutely unbelievable. For sure, some just feel that they have reached an age when they should quit, but most quit before they ever reach that point. Let's make sure everyone is appreciated out there, as there is no easy solution to keep people involved, and if we don't, racing will suffer greatly.

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Dirty Talkin'**Kris McMartin**

If you are a dirt track enthusiast, and miss it during the off season winter months, then you may be in luck. Cedar Lake Speedway purchased the indoor motor sports complex formerly known as The Sandbox Arena early this off season. The complex was renamed Cedar Lake Arena, and opened with motocross racing just a little bit after Christmas. This arena will allow race fans to see an ample amount of dirt track racing, even when there is snow on the ground.

After many upgrades to the arena including spectator bleachers, and a state of the art ventilation system, Cedar Lake Arena will create an oval dirt track for several early season shows, as well as regularly planned indoor racing Saturday afternoons prior to the outdoor track nightly show.

There is currently motocross racing thru mid February, and plans to host an indoor tractor and truck pull, before creating the dirt oval to kick off the big racing events prior to the regular season opener of Cedar Lake Speedway.

*Martin DeFries photo**Martin DeFries photo*

On tap for the oval dirt track fan in early March is the Winter Midget Madness show, which will feature the Badger Midget racing series. Midget cars are very small race cars with a high power to weight ratio. Typically these cars have 300 to 400 horsepower and weight about 1000 pounds. There are many Indy car and NASCAR greats that used Midget racing as an intermediate stepping stone on their way to their current divisions.

Also in March, there is a Winter Sprint Showdown planned featuring Micro Sprints. These cars, also known as mini sprints, are a type of open-wheel racing vehicle that resembles the shape of a full size sprint car. They have top wings, similar to a normal sprinter, and are typically powered with motorcycle engines, which produce up to 120 horsepower and can reach speeds over 100mph on a longer track.

Cedar Lake Arena will also host indoor car racing every Saturday during the regular Cedar Lake Speedway season. The season opener in April will include Slingshots, Mini

Mod's and 600cc Mod's as well as some yet to be determined classes.

The shows that are planned should be a fun way to see some dirt track action, before the weather warms up, and allows us to get out to the track for the regular outdoor season! Check out the packed schedule at www.cedarlakespeedway.com and get out to the races.

*Martin DeFries photo*

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Auto Racing Facts, Observances and Opinions



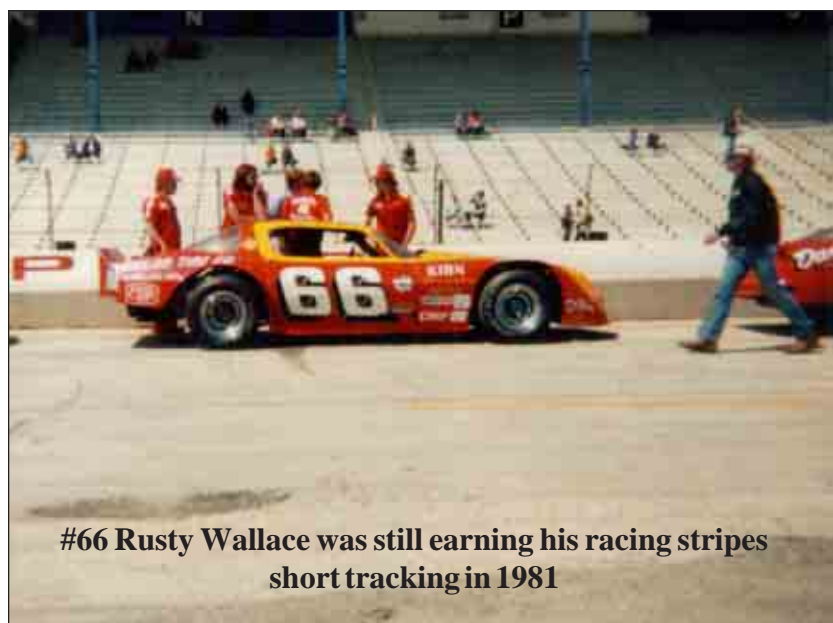
Dale P. Danielski

LOOKING BACK AT 1981

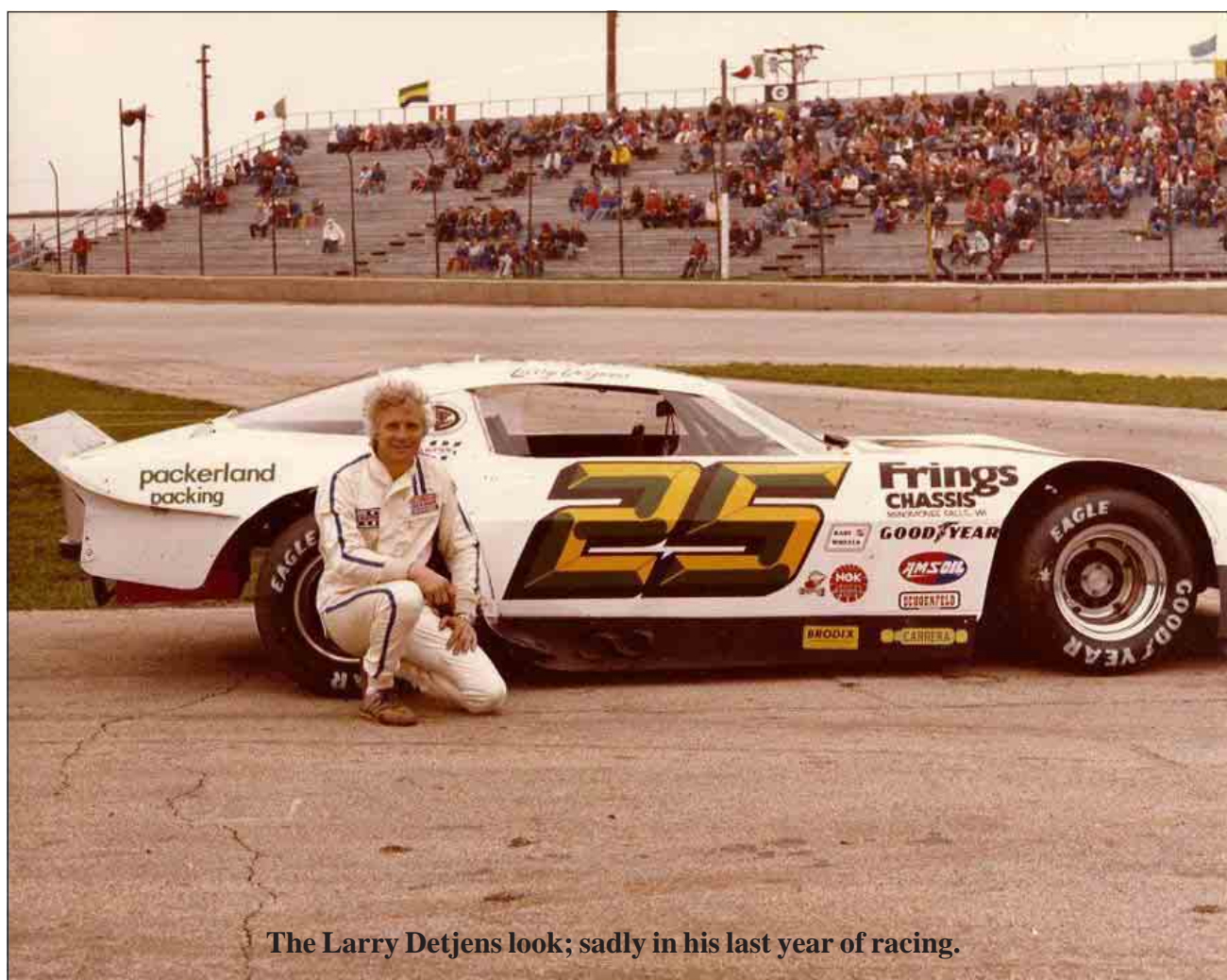
Once again in our series of articles here in the off-season, we look back at racing from a bygone era. This time around we are looking at the 1981 racing season in the Upper Midwest.

We have noted that specially fabricated chassis were becoming a major part of the landscape during this time period, as the bulk of drivers were going this route over junkyard, or homebuilt racing machines. The same thing was happening with engine construction, as numerous companies were building engines for drivers, promising more horsepower and longevity with minimal maintenance. Of course accomplishing this came at a cost, with these engines ranging in the \$10,000-\$20,000 range.

Ray Baker of Baker Engineering was one builder who established a very impressive list of clients with



#66 Rusty Wallace was still earning his racing stripes short tracking in 1981



The Larry Detjens look; sadly in his last year of racing.

the so called "High Buck" engines. Mark Martin was one of his earliest customers, and the young Arkansas racer proved to be very fast with his Dillon Chassis and Baker Engines. Looking at the Baker list of winners in 1980 is indeed impressive. Besides Martin, Bob Senneker, Mike Eddy, Butch Miller, Don Gregory, Junior Hanley, Terry Senneker and Ray Young all won with those engines under their hoods. That's some who's who of racing. In an ad Baker ran boasting of his product, Hanley was listed as having won 49 of the 65 races he started. Florida racer Dickie Anderson won 44 races including 17 in a row. Martin had the fastest qualifying time in 24 of 30 races he competed in including setting 16 new track records. To all that I say WOW.

Of course Prototype Engineering was another company that produced a "Higher End" engine and they were fortunate in having none other than Dick Trickle utilizing their power plants, which of course the majority of the time produced the winning combination. Mark Martin even raced a Prototype during the 1981 season and continued his top performance on the short tracks. Larry Detjens was racing his new Dennis Frings Chassis with the highly rated Draime Engine power and appeared to have the early season hot set up. Kirn Racing Engines and Hutter were a couple more builders that got into the short track market with the more expensive engines. They could all brag of much

success with their respective drivers, but was it worth spending the money when you consider that the weekly shows held in the region were paying \$250-\$500 to win? Local racing groups such as CWRA were trying to cut costs for these types of shows having gone with a limited 9-1 Compression engine rule but many drivers wanted the best of both Worlds, as in being able to race the same equipment at all shows as they'd been able to do for so many years. Doing this caught Larry Detjens one night by surprise, as after a win in May at the CWRA sanctioned Capital Super Speedway, Oregon, WI. his engine was claimed. According to the rules, fellow competitors could claim engines of others in Feature races that were CWRA sanctioned. Richie Bickle Jr., claimed Detjens' engine for the \$3,500 claim price. Detjens kept his win by accepting the claim. The victory for Detjens paid more than what a normal night's racing would have, but I guarantee his engine was worth more than the \$3,500 Bickle Jr., bought it for. Carl Wegner was another engine builder that could produce the more expensive version engine but was also a huge advocate of saving the racers money as well. It certainly made for interesting conversation to see who was running what and where during the 1981 season, and it seemed to signal the beginning of the end for the home built chassis and engine guys. It was just becoming really tough to go the home built route and stay on the track when you could head to the store and but what you needed. Marv Marzofka was one of the few that continued to field all his own equipment and did continue his winning ways.

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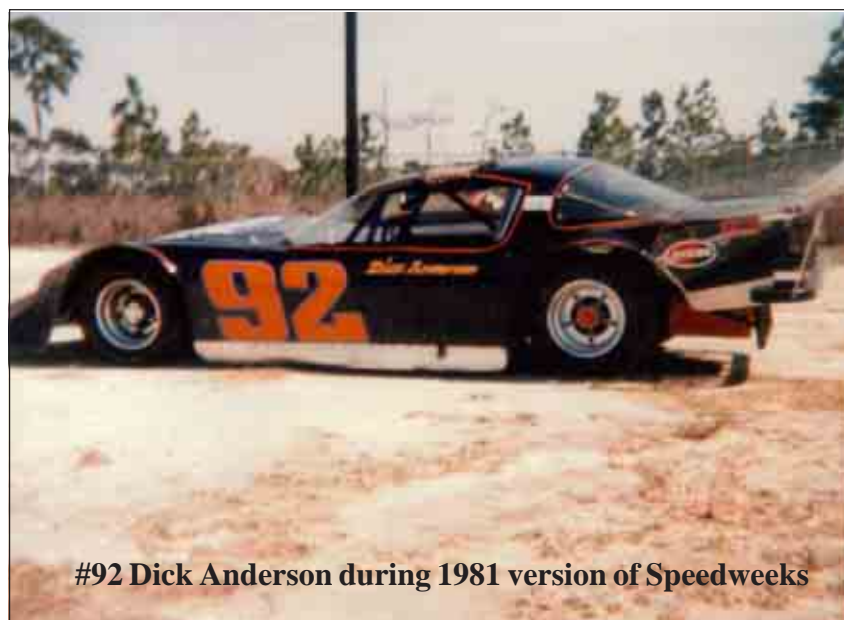
Heading into the 1981 season this scribe was fortunate to start out his season down in Sunny Florida catching action at numerous short tracks as well as the big one, Daytona International Speedway. When not watching racing somewhere we could be found entertaining sea gulls and Pelicans on the beach along with some long nights and mornings making sure the watering holes stayed in business. All in all you couldn't ask for a better way to shorten the long, cold Midwestern winter.

Of particular interest while in the Sunshine State was viewing the three night show at the Winterhaven Speedway of Auburndale, FL. The very racy ¼ mile paved track with John Boswell serving as promoter offered \$3,000 to win 100 lap features each night. Even more interesting was the fact these shows brought a great mix of both dirt and pavement stars. Dirt star Ronnie Johnson captured the final 100 lapper and was crowned the overall champion while paved track Florida hero Leroy Porter won two features taking home over \$6,000 in the process. Charlie Swartz, another dirt phe-nom had fastest time one of the nights, which certainly wouldn't have been predicted going into the event. A couple drivers I had always wanted to see compete, and each a winner of hundreds of races in their respective regions, the North East and South East U.S., Red Farmer and Buzzie Reutimann were on hand. What a treat it was to see them race and they weren't alone as more star power to include Billy Gill, David Pletcher, Jim Cope, Butch Yoakum, Dave Dunkin, Bobby Tinkham, Dick Anderson, Jim Cope, were all also in attendance.



Dirt track star, #00 Buzzie Reutimann, racing in Florida in 1981

Other track visits while in the sunny south included the East Bay Raceway of Gibsonton, FL. Pennsylvania star Kenny Brightbill won two Features of the Fourth Annual Southern Late Model Nationals while Charlie Swartz showing his versatility took the finale and the overall series crown. Again drivers in attendance I'd never seen compete included Bob Wearing, Will Cagle, Freddy Smith, Tom Helfrich, Ray Godsey, Ed Sanger, Larry Moore, John Mason, and Ken Walton. How many Feature wins do you think that group of drivers combined had when all was said and done?



#92 Dick Anderson during 1981 version of Speedweeks

Desoto Memorial Speedway of Bradenton, FL was another stop I was able to make on the trip and in the programs 100 lap Feature it was Dick Anderson taking the win over Leroy Porter. Dick Trickle hanging around after competing in the Annual World Series of Asphalt Stock Car Racing at New Smyrna Beach Speedway placed 3rd in that race. Speaking of New Smyrna, it was Junior Hanley taking the World Series Crown there. Winners during the series included; Mike Eddy, Joe Shear, Gary Balough, Hanley and Trickle.

With Speedweeks ending, and the racing fever high, it wasn't long and the Midwestern season was set to begin. Some racers were getting a head start on things however as Dick Trickle stayed in Florida an extra week or so and was able to win at New Smyrna Speedway. Larry Detjens struggled during Speedweeks short track racing but quickly corrected things by taking two huge wins in March in California. Joe Shear's racing and winning in Florida helped get him off to a good start when back North in 1981 as he captured the ARTGO Spring Classic at Rockford, IL., Speedway.

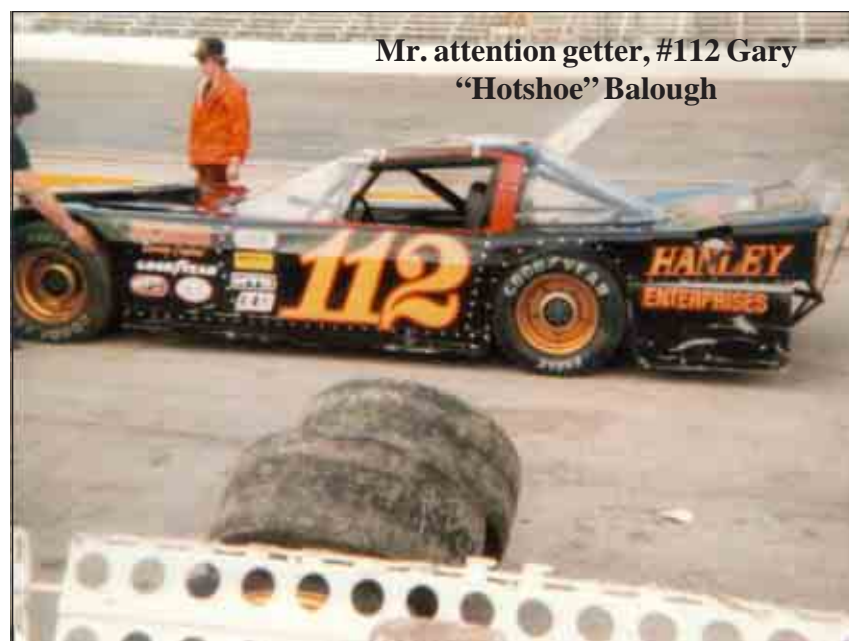
With racing getting into high gear one huge noted change in our neck of the woods found the Golden Sands Speedway of Plover, WI., eliminating the top division, Late Models for 1981. The top division to start out the year was known as Late Model Sportsmen, and Gary Kawleski took the 25 lap Feature win there April 19th in a Pontiac Firebird. Preferring to see our known stars racing at the home track we decided to find other venues on the days Plover was holding their events. It didn't stop us from hitting an insanely number of events elsewhere as you could still catch shows 4-5 nights a week at the very minimum.

Speaking of traveling, Jim Weber a Minnesota native was now doing most of his racing in Wisconsin at various tracks. On a not so memorable occasion Weber

won the Feature at the Lake Geneva Raceway, Lake Geneva, WI., only to find he had been disqualified due to his car not meeting the minimum 1200 Lb. right side weight requirement. Conrad Morgan was awarded that win after the DQ.

Although Larry Detjens was far and away the hottest driver racing, (He won 6 Feature races in a week's time in early June) others were having successful campaigns as well. John Ziegler in the Charlie Yelk prepared machine took several wins in May at the Slinger Super Speedway, Slinger, WI., and also at Capital Super Speedway. Up and coming driver Kevin

Stepan was finding Feature winning success at Wausau's State Park Speedway. Jim Sauter was still racing the short tracks and running well at Wisconsin International Raceway, Kaukauna, WI, taking the first seven main events held there as well as winning in ARTGO competition. Steve Carlson was moving up the racing ladder taking a "Special event" win at



Mr. attention getter, #112 Gary "Hotshoe" Balough

Golden Sands Speedway in the Late Model Sportsman Division. Although car counts were good at Golden Sands the fan following was down and the Late Model Division returned to the ultra-fast 3/10 mile paved oval. Mike Miller promptly won the Feature in their return.

In a bizarre and very unfortunate twist, Late Model competitor Steve Burgess had his race shop in Eau Claire, WI., broken into and nearly everything in it stolen. The loss was estimated at \$110,000 and Burgess said he had no insurance. Even more distressing was finding everything destroyed in Texas after the thief had set the rig and car ablaze.

We haven't mentioned Dick Trickle a whole lot here but he was hard at it racing three cars at various tracks and Series. To keep track of all his equipment

continued on page 13

continued from page 12



#19 Kenny Brightbill shown in Florida during the 1981 racing season

Trickle had names for all his cars as well. Being a big fan of the old Gunsmoke TV series, they were named Matt, Festus and Miss Kitty who of course were all part of the cast on the popular show. The cars were all definitely competitive too, as Trickle had accumulated 20 wins by the first of July. Larry Detjens meanwhile was up to 22 Feature wins but then on August 1st the unmentionable happened. In a wreck after contact with Alan Kulwicki in the 1st of two 50 lap races of the ARTGO event at Wisconsin International Raceway, Detjens car slid passenger side into the exposed inside guard rail piercing the vehicle and striking Larry which resulted in terminal internal injuries. Gone in a blink of an eye was one of the most popular and talented drivers race fans in the Midwest had seen. Sadder yet is the fact that Larry was set to make an all out assault on NASCAR Cup Racing the following season, something few from this part of the Country had been successful at. With his prowess in the long races no one doubts he would have made it in the big time, but that of course would never be determined.

With the '81 season winding down it was time for the Annual trek to Falcon Heights, Minnesota for the always very prestigious State Fair racing. Mike Miller who was having a so-so season racing made the campaign worthwhile by capturing the biggest win of his career, the 300 lap Feature finale on the immaculate ½ mile paved oval. Other season ending special event winners were Junior Hanley in the Rockford Short Track Championships and at the Oktoberfest Racing Weekend at La Crosse Interstate

Speedway, West Salem, WI and Dick Trickle in the Larry Detjens Memorial race at State Park Speedway, the ARTGO Summer Nationals at Capital Super Speedway and the Budweiser Invitational at Wisconsin International Raceway. Jim Sauter took the ARTGO season crown and ended up with 20 or so victories on the year.

And so, that's how 1981 in a nutshell went racing wise in our area. Our personal chasing of events took us to 81 race programs at 30 or so different tracks. Remember that word insane we used earlier?

Notes from 1981...The racetrack formed out of a gravel pit, today known as Marshfield Motor

Speedway was still a dirt track in 1981 and known as Yellow River Speedway. 16 year old Kevin Cywinski who would go on to a fair amount of pavement racing success was a regular winner at the ½ mile dirt oval during the season in the Street Stock Division...The Tomah-Sparta, Wisconsin Speedway which was a part of the racing circuit in the 1960s but had been shuttered for many years reopened in 1981 and was renamed Wild Bills Track and Trailer. The track remained open for some time before again closing. Lo and behold it has now once again re-opened once and is called Tomah Veterans Raceway...The ARTGO Series visited Elko Minnesota Speedway for the first time ever and it was Jim Sauter leading a large Wisconsin contingent of racers to the checkered flag in the 100 lap Feature. In weekly action at the track it was the Murgics, Mike and Steve winning on a regular basis...

Here and there...Big news here of late is the merging of ARCA and the former ASA Midwest Tour to form a new branch of race sanctioning here in the Midwest. And with that, the release of the 2013 schedule for the ARCA Midwest Tour. Of note to folks in this area is Veterans Raceway Park of Tomah, WI., appearing on the schedule. That tight 3/8 mile and reasonably flat oval track is definitely going to produce a big challenge for all the Tour guys to try and conquer. Most of the traditional events are once again on the schedule plus Dells Raceway Park, Wis. Dells, WI., is back on the slate along with a co-sanctioned event with the ARCA/CRA Series at Toledo Speedway, Toledo, OH., on April 19th and

20th Co-Sanctioning will also take place between ARCA MT and ARCA CRA at Madison International Speedway, Oregon, WI., August 10th and 11th...

And taking an even look further in the past, it was Jesse Meachem taking the 30 lap Feature win at State Park Speedway, Wausau, WI., on May 7th 1961. The track had been paved for the '61 season after serving for a number of years as a dirt oval and this was the first event of the year there. Meachem who was racing a 1950 Oldsmobile was followed by Ed Baranoski in a 1956 Ford and Ken Pancratz also in a '56 Model Ford. They were the only three to finish the race. Heat race winners were Jerry Volm, and Augie Winkleman, while Winkleman also won the Trophy Dash....Stratford Speedway, Stratford, WI., was another track that was paved for the 1961 racing season and held events on a regular basis. On Wednesday, August 23, it was Marlin Walbeck winning the Feature event over Leroy Binder, Ken Pancratz and Allen Schjoneman. The Semi-Feature went to Woody Schmutzler over Bill Worth and Art Halverson. The Consolation was won by Dick Shefchik with Tiny Coyer and Ron Graveen following. Heat race wins went to Schmutzler, Ken Schaefer and Bob Messer. Fast time honors went to Jerry Wagner at 18.8 seconds around the 1/3 mile oval.

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at dale@starmakermultimedia.com, www.starmakermultimedia.com

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Minnesota NASCAR Late Model Rookie of the Year Derek Lemke

Derek Lemke made the most of his first full year in Late Model competition, by capturing the Rookie of the Year title at Elko Speedway on his way to earning the NASCAR Minnesota Rookie of the year award. Lemke also finished 11th overall in the state for the NASCAR Whelen All American Series. Derek also ran a full season with the Great North Legends group, and finished second in the point standings at Elko. *The Midwest Racing Connection* recently caught up to Lemke in between classes at North Dakota State University.

What are you majoring in at NDSU?

I'm looking to go into exercise science for my major.

What was it like to go to the NASCAR awards banquet in Charlotte?

That was definitely a great experience. It was a once in a lifetime opportunity for me. I was really honored to go down there.

Did you visit any of the Cup shops while you were in town?

Yeah, we went down to the Hendrick and Richard Childress shops.

Obviously your dad (Jon Lemke) has had a successful career in oval track racing, how did you get your start?

I started out in the quarter midgets. I've always gone to the race track with my mom and my grandpa to watch my dad. I always wanted to move up to the big track at Elko Speedway.

How much help do you get from your dad on race weekends?

He's been able to help me tremendously, especially with all of his experience and racing friends. I can go up to him for advice, or I can go over to one of his good buddy's, Jason Schneider, and ask him for advice. We also have a pretty good team going at Izzy/Saide Motorsports, so I can always go ask Darren (Wolke) for advice too. They all have years of experience.

What is the biggest adjustment you have to make when switching between the Legend car and the Late Model?

I would have to say, I'm not sure if it's an adjustment. It's more of getting used to the horsepower difference coming off the corners. I would say I'm more in a relaxed



Martin DeFries photo

Photos: Above, Derek and Michael Osdtiek battle in Late Model competition at Elko Speedway. Middle, Derek in Great North Legend Action. Bottom, The Lemke family on the big stage in Charlotte.



Martin DeFries photo



Lemke Family photo

atmosphere right now in the Legend car. In the Late Model, I feel like I'm racing against the big boys in the big toys. I'm definitely more relaxed and calm when driving the Legend car. The Legend car is still a handful. My dad told me when I first started racing the Legend car, they would be a handful. They are very "twitchy". A lot of kids coming up from the quarter midgets can relate to the Legend car. They are both twitchy, and it's all about being as smooth as possible and keeping your speed up in the corners.

What are your plans for the 2013 season?

The plan right now, for me, is to run as much as I can in the Legend car, and then do another full-time season in the Late Models.

In The Blink An Eye Book Review

The past several years, around this time of year, we typically find some time to sit down with a good book and do some reading. More often than not, we pick a book offered by our friends at Coastal 181 Publishing (www.coastal181.com).

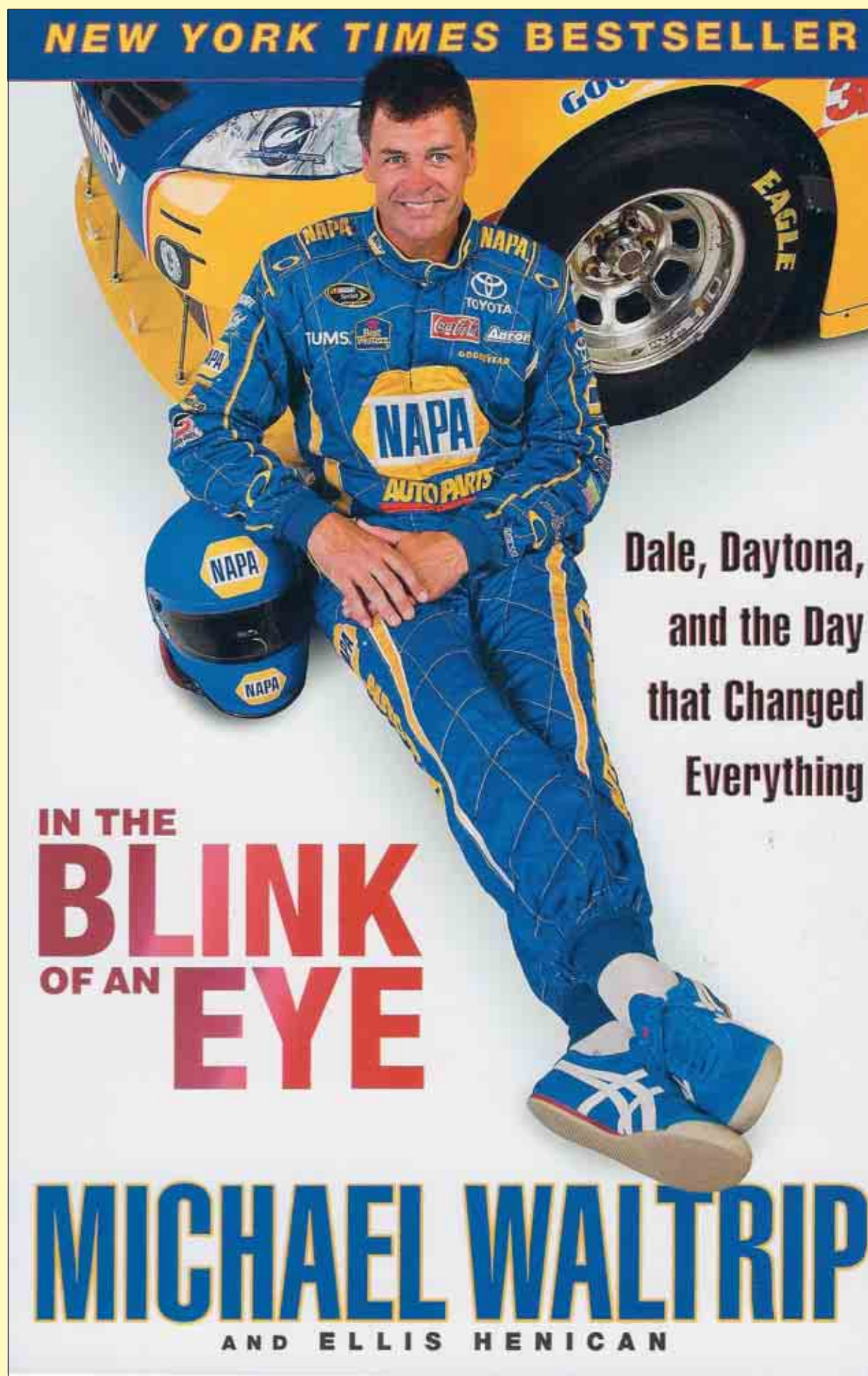
Our book for this year was somewhat different than other books. As race fans, we all remember the day we lost Dale Earnhardt. This event overshadowed Mikey Waltrip's win in the Daytona 500, breaking his 0-463 losing streak in Cup racing. Michael didn't talk much about his first win due to the circumstances at the time, but provides a lot of the detail in his book, *In The Blink of an Eye*.

Some of the detail Michael provides reminds us that although some drivers appear to have been given all of the breaks in the world, they might have had things a lot tougher than we all thought. Despite only having a couple of Cup wins in 700+ starts, Mikey was quite successful making his way up through the ranks. He also had a brother help him get started, but it wasn't Ole DW.


 Mikey during the Miller Nationals press conference in 1993
 (Dan Plan photo)

While Michael wouldn't have any idea who I am, I do remember meeting him in person at the Stoughton bowling alley in the early 1990's. This was right around the time Wayne Erickson owned both Slinger and Madison, and held part of The Nationals at Madison on a Tuesday night. This was the year Davey Allison had crashed his helicopter in Talladega, and we all started hearing the news later that night. I was able to see firsthand how concerned Mikey was 20-some years ago, and can only imagine how Dale's passing affected him. This book does a great job of describing the emotions Michael went through getting his first-ever points, paying Cup win in the biggest race of the year, and losing one of his friends at the very same time.

If you've seen the "Goofy Mike" on TV, he also shows this side of himself in the book, as his mind wonders off momentarily throughout the entire course of the book. Reading the book, is almost like having Michael there talking to you. Definitely another recommended read.





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5TH	225.00	100.00	100.00		375.00	150.00	150.00
6TH	200.00	100.00	100.00		325.00	150.00	150.00
7TH	175.00	100.00	100.00		300.00	150.00	150.00
8TH	150.00	100.00	100.00		250.00	125.00	125.00
9TH	125.00	100.00	100.00		225.00	125.00	125.00
10TH	125.00	100.00	100.00		200.00	125.00	125.00
11TH	125.00	75.00	75.00		175.00	125.00	125.00
12TH	100.00	75.00	75.00		150.00	125.00	125.00
13TH	100.00	75.00	75.00		150.00	100.00	100.00
14TH	100.00	75.00	75.00		150.00	100.00	100.00
15TH	75.00	75.00	75.00		150.00	100.00	100.00
16TH	75.00	75.00	75.00		150.00	100.00	100.00
17TH	75.00	75.00	75.00		150.00	100.00	100.00
18TH	75.00	50.00	50.00		150.00	75.00	75.00
19TH	75.00	50.00	50.00		150.00	75.00	75.00
20TH	75.00	50.00	50.00		100.00	75.00	75.00
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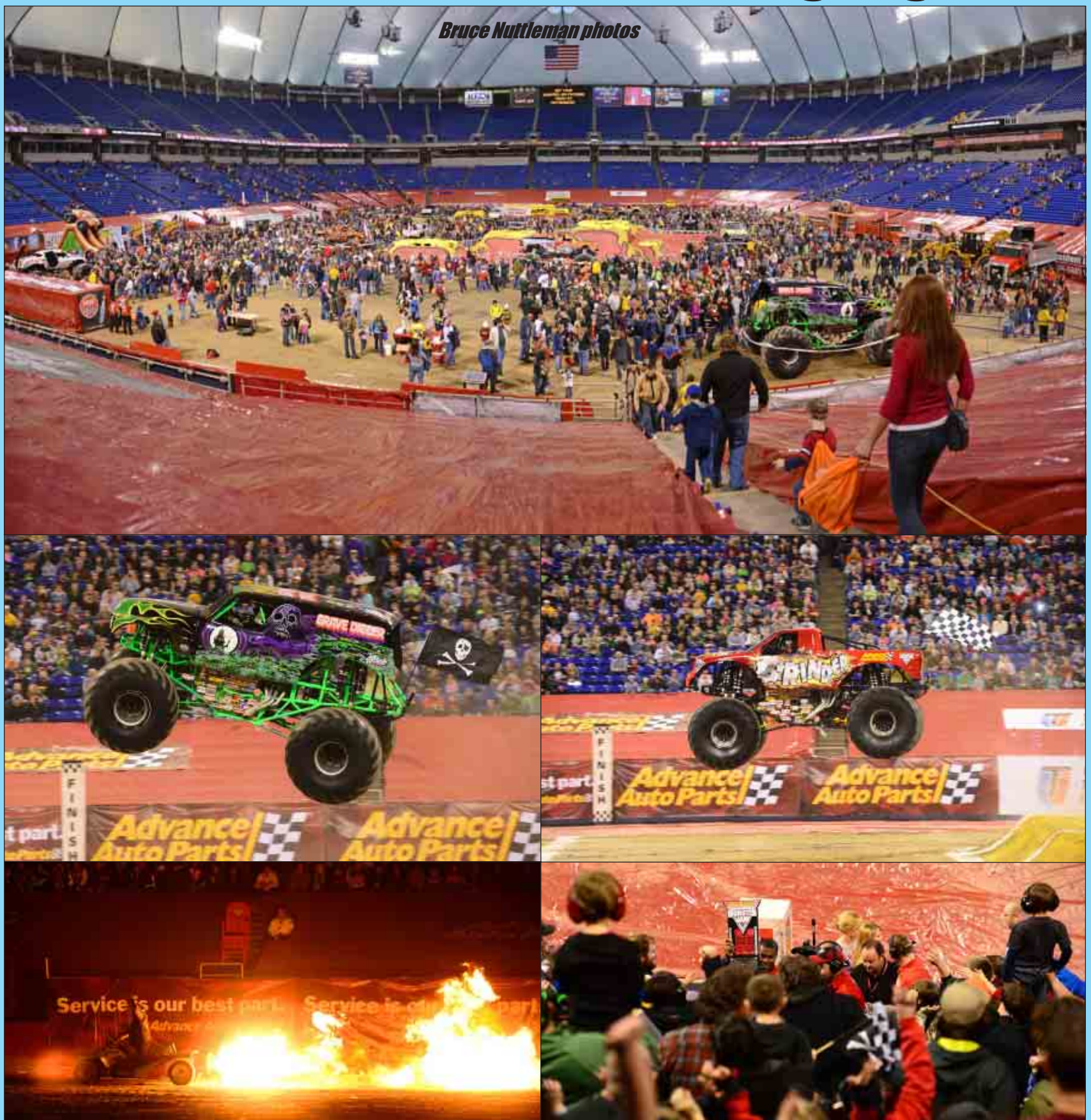
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049-ALL10104.....Curved, 16.5".....\$33.99

COIL-OVER SHOCK MOUNTING BRACKETS

Steel brackets include grade 5 fasteners and 2 spacers. The spacer is pre-welded to one side of the bracket and the other spacer fits on the bolt and slides through the other side of the bracket. Work with most HP and racing coil-over shocks with 1/2" mounting bolts. Left and right versions have a spacer welded on one side or the other.
555-64850...Universal, Wide.....ea.\$6.99
555-64851...Universal, Narrow.....ea.\$6.99
555-64852...Tube Mt, Short.....ea.\$6.99
555-64854...Tube Mt, Long.....ea.\$9.99

FOAM MUD PLUGS

Prevent mud build-up inside racing wheels. For use with 15" diameter wheels.
049-ALL44150.....5" Black.....\$12.99
049-ALL44151.....5" Red.....\$12.99
049-ALL44152.....5" Blue.....\$12.99
049-ALL44153.....5" Orange.....\$12.99
049-ALL44154.....5" Yellow.....\$12.99
049-ALL44155.....5" Purple.....\$12.99
049-ALL44190.....3" Black.....\$10.99
049-ALL44191.....3" Red.....\$10.99
049-ALL44192.....3" Blue.....\$10.99
049-ALL44193.....3" Orange.....\$10.99
049-ALL44194.....3" Yellow.....\$10.99
049-ALL44195.....3" Purple.....\$10.99

STAGGER GAUGE

Measures tire diameter and automatically converts it to circumference. Provides accurate, consistent stagger measurements every time. Measures in 1/4" increments.
049-ALL10116.....65" to 115".....\$53.99

ELECTRIC RIGHT FRONT BRAKE SHUT-OFF KIT

Allows driver to disable the right front brake at the flip of a switch. Kit includes the electronic solenoid valve, brake line fittings, fuse, instruction sheet and moisture resistant toggle switch with protective boot.
555-63004.....Brake Shut-Off Kit.....\$69.99

MANUAL RIGHT FRONT BRAKE SHUT-OFF VALVE

Includes precision machined brass 2000 PSI valve, 3/8"-24 inverted flare female brake line fitting adapters and instruction sheet.
555-631600.....Shut-Off Valve.....\$43.99

FUEL CELLS

Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel can that is powder coated in red, knurled cap, flapper valve and an internal pickup tube that extracts fuel from the right rear corner of the cell. The inner liner is manufactured with seamless rotomolded and cross-linked polyethylene for strength and durability.
08A a ut and
08A a o o r nt
555-15510...8 gal, 19"Lx19"Wx8"H.....\$159.99
555-15511...12 gal, 19"Lx19"Wx11"H.....\$169.99
555-15512...16 gal, 19"Lx25"Wx11"H.....\$199.99
555-15513...22 gal, 18"Lx26"Wx15"H.....\$249.99
0A a ut t, 08A a
o o r nt 08A a turn
555-15514...22 Gallon Long, 26"L x 18"W x 15"H.....\$229.99
555-15515...32 Gallon GRT, 26"L x 18"W x 18"H.....\$249.99
555-15516...32 gal, 18"Lx26"Wx18"H.....\$249.99
555-15517...32 Gallon Teardrop, 24.5"Lx24.5"Wx18"H.....\$249.99

SPORTS CELLS

Features molded seamless bladder, excellent resistance to race gas, ethanol & methanol. CORR, NASA, SCCA, SCORE, USAC, FIA FT3 approved. Powder coated steel container has TF195 steel fill plate, ATL flap valve, twist cap & neck, (2) #6AN or #8AN outlets, (1) #6AN vent-check roll-over valve, fuel traps & filters, SF-103 foam baffling for slosh & explosion suppression. 5 year warranty.
20 " " " 046-SP112.....12 Gallon, Red.....\$645.99
20 " " " 046-SP115.....15 Gallon, Red.....\$654.99
3 " " " 046-SP122C...22 Gallon, Red.....\$844.99

SUSPENSION TUBES

Steel tubes are formed using .095 wall DOM & are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.
S a d St Tu in
921-36181...11"x 7/8" OD, 5/8" Heim...\$10.99
921-36182...12"x 7/8" OD, 5/8" Heim...\$11.99
921-36183...13"x 7/8" OD, 5/8" Heim...\$11.99
921-36184...14"x 7/8" OD, 5/8" Heim...\$11.99
921-36185...15"x 7/8" OD, 5/8" Heim...\$12.99
921-36186...16"x 7/8" OD, 5/8" Heim...\$12.99
921-36187...17"x 7/8" OD, 5/8" Heim...\$12.99
921-19512...12"x 1" OD, 3/4" Heim...\$11.99
921-19513...13"x 1" OD, 3/4" Heim...\$12.99
921-19513-1...13.5"x 1" OD, 3/4" Heim...\$12.99
921-19514...14"x 1" OD, 3/4" Heim...\$12.99
921-19515...15"x 1" OD, 3/4" Heim...\$12.99
921-19516...16"x 1" OD, 3/4" Heim...\$13.99
921-19517...17"x 1" OD, 3/4" Heim...\$13.99
921-19518...18"x 1" OD, 3/4" Heim...\$13.99
on S a d
A uminum Tu in
921-36079...9"x 7/8" OD, 5/8" Heim...\$9.99
921-36080...10"x 7/8" OD, 5/8" Heim...\$9.99
921-36081...11"x 7/8" OD, 5/8" Heim...\$10.99
921-36082...12"x 7/8" OD, 5/8" Heim...\$10.99
921-36083...13"x 7/8" OD, 5/8" Heim...\$10.99
921-36084...14"x 7/8" OD, 5/8" Heim...\$11.99
921-36085...15"x 7/8" OD, 5/8" Heim...\$11.99
921-36086...16"x 7/8" OD, 5/8" Heim...\$11.99

15" ALUMINUM STEERING WHEELS

Shot peened, no slip surface is drilled to reduce weight.
514-13535-A...Flat, Bare...\$77.99
514-13535-B...Flat, Black.....\$79.99
514-13515-A...2-1/2" Dish, Bare.....\$74.99
514-13515-B...2-1/2" Dish, Black.....\$79.99
St rin Pad
Protect your head/face from the steering wheels during a hard crash.
514-13650.....Pad.....\$34.99