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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

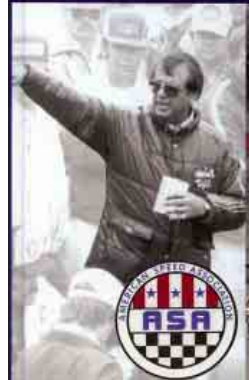
March 2015

2015 Speedweeks Action!

MRC Book Review

LET'S GO RACING!

THE AMAZING STORY OF THE AMERICAN SPEED ASSOCIATION



REX ROBBINS

WITH DAVE ARGABRIGHT
FOREWORD BY DARRELL WALTRIP

Plus: Dale's Pictures from the Past and Ice Racing



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Publisher's Note *Racing According to Plan*



Dan Plan

Each year I've attended Speedweeks in Florida, I tend to learn something new. Sometimes the learnings are planned, and other times things just pop up. This year I planned on attending the 42nd Annual RPM Promoters Workshop on the beach.

I don't have any immediate plans on becoming a race track promoter, but I was curious as to what takes place in the meetings. I was only able to attend a couple of the sessions over the 2-day workshop, but was pleasantly surprised at what I saw. While most of the items I read on the Internet these days seem to focus on the negative aspects of promoters, it was refreshing to see a group of people putting their heads together trying to find new ways to make this deal work.

What I Learned at Speedweeks

Despite what most people seem to think, the promoters weren't huddled together trying to figure out a way to raise ticket prices, bring in more money through the back gate or make more money off the concessions. Contrary to popular belief, there were no topics on the workshop agenda regarding back gate promotion. The promoters on hand were discussing ways to make short track racing more attractive for all involved, i.e.; Are ticket prices in line, does your food taste good; do you have enough cars in divisions, etc.

Despite the negatives of social media in these days, there was even a session on how to deal with the trolls on the Internet. Thanks goes out to Stewart Doty for allowing us access to the show. Hopefully we can make it back next year, and attend a few more sessions.

continued on page 5

*Mark Gundrum speaks to a packed house at the
42nd Annual RPM workshop
(Dan Plan photo)*



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Racing According to Plan from page 3

The RPM Promoters workshop was my planned learning session for this year's trip. Some of my unplanned learning sessions occurred at the short tracks during the course of a week in Florida. One item that stood out was the number of people in attendance at the various shows. It sure seems that more people seem to enjoy a traditional race program (heats, B-features and main events) with 1 or 2 divisions, versus extended lap features for 4 to 6 divisions.

I even wondered if the length of the show was proportional to the size of the crowd. Shows that went 4-5 hours long weren't very well attended. The shows that lasted only 2.5 to 3 hours had very good attendance, every single night.

Another item realized at the Florida short tracks is the word "cold" is a relative term. Although 30 degrees at night was about 30 degrees warmer than at home, it's still cold for Florida. When you're at Speedweeks, you go there knowing that you're going to be outside most of the time. When it's zero degrees at home, I don't plan any outside activities. Trust me on this one, sitting outside when it's 30 degrees at night in Florida is cold.



*A unique method of staying warm in the bleachers at New Smyrna Speedway
(Dan Plan photo)*

Yet another learning opportunity that is presented during Speedweeks is the opportunity to hang out with friends from back home after the races at the local watering holes. The big thing I learned this year is to make sure to tip well while in a biker bar. I may be cheap, but I think I typically do fairly well when tipping for a meal. Maybe not so much when it comes to drinks, and I found out the hard way. The glare I received, and words that came out of the female bartender's mouth would have been enough to make a sailor blush. "Are you #\$\$*%\$^! Kidding me?" where her exact words. Lesson learned.

And lastly, as is the case with most of us that are short track fans, we all have friends/family members that think the only kind of stock car racing is NASCAR on TV. I had a family member ask me if I was staying in Daytona for the real race. The big race on Sunday is a made for TV experience. I would much rather see the cars up close at a short track, than cars that are a mile away from me on the track. That's just me, but I think short track racing is the real show in town during Speedweeks.

Miscellaneous news & notes:

The post-race group I hung out with found out that girls can also get beer goggles. A lady walked into the bar one night, (the same biker bar referenced above) walked up to our seats and promptly said, "You guys aren't as good looking as I thought you were." Wow that one hurt.

We had the chance to catch up with Minnesota driver Gregg Hill at East Bay on the first night of the trip.

*Tim Sargent prides himself on clean passes. Unfortunately, his Pro Late Model competitors did not think the same way
(Bruce Nuttleman/Speed51.com)*



Gregg should establish his race team motto as "Old guys rule" after he informed me the average age of their race team is 68 years old.

On two occasions at New Smyrna, we witnessed Tim Sargent purposely give up a position. Both times, Tim stated he had bumped into the other driver and wanted to make a clean pass. Kudos to Tim for racing this way. Many drivers could learn a thing or two from Tim.

This was our third year in a row of visiting Speedweeks after taking off 10 years or so. There have always been a fair number of dirt drivers from the area present, and now more asphalt drivers are taking the trip down south. Each year there have been more and more asphalt drivers from the Midwest present. When we went 10 years ago, there were only a couple of Midwestern drivers on hand at New Smyrna. This year there were about a dozen drivers on hand. With car counts approaching 30 on some nights, almost every one of the Midwestern drivers ran up front every night. While it might not be the heyday of the late 1970's, it's good to see the North can still compete in the South.

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

You really have to wonder how agreements/contracts read in NASCAR racing these days especially now with the latest goings on in Cup with the Busch brothers, Kurt and Kyle being unable to compete.

Certainly the Cup level of racing has to be top priority and yet drivers, star drivers no less, continue to race in

events/series below it in stature at the risk of major injury and/or even death. In Kyle Busch's case he's been doing it for years in the next lower tiers of NASCAR's top level as well as in numerous short track events. It finally bit him this year at Daytona as a nasty wreck has him out indefinitely with injuries that make it impossible to compete. Do team owners make an attempt to keep these drivers out of race cars other than with the Cup team? Are they fined, or penalized in some capacity if they aren't able to compete in Cup?

From a marketing stand point it definitely has a big affect as the driver the team owner and company sponsor are endorsing isn't even racing. The Kurt Busch situation is different in that it is an incident that took place off the track. His penalty at this point is probably not making his percentage racing while also losing his endorsement/sponsor deals but other than what has been announced, do we really know that for sure? NASCAR's decision to suspend Busch is based on what supposedly happened earlier this year, an assumption I'm not certain I agree is right, but nonetheless puts team owners and sponsors in a position of not being able to 'Sell' their brand as they originally set out to do. Tony Stewart a year ago faced a similar form of punishment with what took place at a short track event. He could have been suspended but upon further review was absolved of any wrong doing. In his case, he being part owner of the Cup team any decisions for fines/penalties would have come from

himself or perhaps just one or a very small number of others involved in the team ownership wise which resulted in Stewart carrying on how he saw fit as he pretty much always has.

Of course we've seen drivers set down for a race or two for being bad boys as both Kevin Harvick and Jimmy Spencer have had occur. Harvick, for going after somebody in a Truck Series race incident and Jimmy Spencer in Cup competition for punching, ironically Kurt Busch, after an on track altercation. We've seen drivers not be able to race due to health issues as well. Tim Richmond some time ago, Brian Vickers currently and others like Trevor Bayne who missed events due to sickness. What happens then? Is that written into these driver/team agreements?

Other instances with drivers involving drugs have occurred and you wonder what is done in those cases.

I'd be the last person to encourage involvement in any litigation when it comes to these types of "racing deals", but with so much at stake you have to wonder how team owners and sponsors protect themselves and their sizeable investments. Hopefully I will be enlightened on some of this in the near future and it will be interesting to see how some of these issues

continued on page 6

Pictures from the Past



*Vintage Dick Trickle, this from 1965 (left)
Jim Back races at the Golden Sands Speedway,
Plover, WI., in 1969 (right)
The X of Lyle Nabbefeldt sets up the #88 of
Tom Reffner for the pass at Griffith Park
Speedway, Wis. Rapids, n 1966 (below left) #30
Marlin Walbeck races #91 Marv Marzofka at
the original 1/4 mile Dells Motor Speedway.
Thank you to the late Bob Bergeron for taking
these great photos and sharing them with us all.*



Racing Observations from page 7

shake out and if it results in stricter guidelines for competing in events other than Cup as well as outside incidents resulting in drivers not being able to compete.

Here and there...At this point it appears the Central Wisconsin Racing Association has secured 6 race dates at two tracks in 2015. Both Dells Raceway Park, Wis. Dells, WI., and Marshfield Motor Speedway, Marshfield, WI., will hold three races each. A number of Memorial events will be held at both tracks which in terms of honoring those who raced previously is a great thing. Names coming up so far for those include Lyle Nabbefeldt, Marlin Walbeck, Jim Back and Dick Trickle. Watch for more on this as the season nears...We see where a number of racers from here in the Northland competed down south during Speedweeks at New Smyrna Beach, FL., Speedway including Bobby Wilberg, Ty Majeski, Paige Decker, Derek Kraus and Natalie Decker to name some. Results were mixed with the bunch but we do see where Ty Majeski picked up the Super Late

Model win on 2/14/15...Also have just learned that Madison International Speedway, Oregon, WI., will be in the NASCAR fold for 2015. That makes two asphalt tracks in Wisconsin now a part of the NASCAR Whelen All-American Series...

Back in the day...On Sunday September 15th, 1963 it was Lyle Nabbefeldt in his famous #X winning the feature event at Dells Motor Speedway, Wis. Dells, WI. On Thursday night, July 23rd, 1964, #99 Dick Trickle took the Mid-Summer Championships 40 lap feature at the Dells Motor Speedway. Following Trickle at the finish were Lyle Nabbefeldt and Marv Marzofka...On Monday night, July 5th, 1965, it was Marlin Walbeck in his #30, 1957 Chevrolet, winning the feature event at Dells Motor Speedway. Following Walbeck were Marv Marzofka, Ev Fox, Dick Trickle and Rich Somers...Thursday night, June 30th, 1966, Marlin Walbeck won the 30 lap feature at Dells Motor Speedway. Following Walbeck were Dave Field, Jim Back, Lyle Nabbefeldt and Ev Fox...On Saturday night, June 10th, 1967, it was Jim Back in his 1962 Ford

winning the feature event at Dells Motor Speedway. Dick Trickle followed in second place...Saturday night, August 10th, 1968, Jim Back won the 30 lap feature event at Dells Motor Speedway. Following Back were Marlin Walbeck and Fritz Bishofberger...On Friday night, June 20th, 1969 it was Lyle Nabbefeldt winning the feature at Dells Motor Speedway in Dick Trickle's 1967 Ford Fairlane. Following Nabbefeldt were George Thornton, Jim Back, Dave Field and Homer Spink...On Saturday night, August 16th, 1969 it was Dick Trickle winning the 30 lap feature at Dells Motor Speedway over John McNamara, Dave Field and Fred Bender...

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, 608-518-2478, or at dale@starmakermultimedia.com, www.starmakermultimedia.com

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Going in
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Charlie Spry

There are many ways to appease the hunger for a little racing action during the winter months here in the Midwest. Some go to a warmer climate for awhile where racing action can continue in the dead of winter. Another way to do it is to tough it out in the cold and snow and go ice racing right here during the cold weather!

I recently took in a show at Lake DuBay, near Mosinee, Wisconsin, where a group runs racing on an ice oval. Named “Winter Thunder,” the group runs three classes, front wheel drive rubber, rear wheel drive rubber, and studded tire classes.

A unique aspect of this is that in many cars, you can “ride along” as a passenger while racing. This gives one a whole new outlook, whether you race yourself or not. While doing the driving in any race, you don’t usually get the chance to look out the passenger side window at another car inches from your door, or maybe even contact. And you usually can’t study the expressions on the driver’s face of the other car! With this, you can!

One of the things I enjoyed the most, was the closeness of the competitors. The drivers’ meeting is a laid-back affair, with plenty of humor and a general friendliness, with a little good-natured ribbing going on. There are no egos. It is a great group of people getting together to have some fun. We need more of this kind of thing in auto racing. One competitor even went around with a thermos of hot chocolate to share



Three-wide racing action at Lake DuBay near Mosinee, WI
(Tom Loos photo)

with anyone who wanted. I heard no complaining or whining on the part of anyone present. When was the last time this happened at your local track?

The cars are relatively inexpensive, especially compared to regular summertime race divisions. The group here has been conducting races for many years, and puts safety first. They keep a sharp eye on the ice to make sure it can withstand the pounding the race cars put on it. No chances are taken. Usually the season goes from early January to the end of February, but they noted that they may get in one or two more weeks of non-point racing this year because of the extremely cold temps we have had this winter. Also, every car must have a tarp or other covering under it while sitting on the ice in the pit area, so no fluids can seep onto the ice.

On the day I was there, I rode with Jim Lietz for hot laps (cold laps?), and rode with Jim Schara in the heat

and feature. Both are very capable racers at area tracks in the summer, and are just as capable here. I’d like to thank both for the opportunity!

Winners on this day were Scott Ostricki in the studded feature, Adam Eckes in the FWD rubber class, and Ryan Schroeder in the RWD rubber class. Everyone who was racing here was a winner, however, because they all had FUN. We need racing to get back to being absolute FUN like this!

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Racing Nuggets



Jacklyn Daniels-Nuttleman

Who quits their job when they find out their husband has cancer? That would be me. I left my 20 year career in radio shortly after finding out Toby was diagnosed with colorectal cancer last year. It was a time of tremendous change. I couldn't help but want to hang onto him as tight as possible, and was feeling like we both had jobs that took a lot of time away from each other. Something had to give if we were going to actually be able to spend time together, and enjoy this blessing we are all given—life.

I've written some about his journey previously; admittedly, we had a lot easier road to travel than many others who have battled, or continue to battle cancer, but it was still a scary time. The career change I made ended causing more stress. There was WAY too much traveling involved, and it just wasn't working out the way I had expected. So I ended up leaving that job in January, without having another job lined up and ready to go. (Apparently, I'm more impulsive than I thought.)

I was beginning to wonder if I was having a mid-life crisis... not that I'm THAT old, but I am approaching that milepost. I honestly was ready to embark upon a vocation of flipping burgers, until opportunity came knocking, allowing me to fill in the gap, while I continue to search for my next career move. Would you believe me, if I told you it involves racing?!

It's been awhile since I've sprung out of bed, excited to go to work, but I have that love-my-job feeling again, thanks to picking up some hours at Wehrs Machine & Racing Products. I had the pleasure of filling in for Penny Harr, their office manager, while she was on an extended vacation for a couple of weeks. Now, I'm helping to package parts to ship out to racers and retailers across the country; and I'm learning a tremendous amount about the inner workings of race cars, just being surrounded by all of the horsepower-generating-goodness.

I knew Chad Wehrs had a nice business going. I just had no idea how far reaching it really was. Nor did I realize just how many hours that guy puts in to ensure

that he is able to deliver the best products to his customers. (Seriously, he works like a gazillion hours a week.) I think what puts an even bigger smile on my face is to think that this "kid" from Bangor, WI has established himself with this company he started in 1997, as a contender—check that—a WINNER in the racing component manufacturing field.

I have helped ship things out to Roush-Yates, Richard Petty Motorsports, and countless other major players in the racing world. And that's just asphalt operations. There are countless dirt racers and organizations in the world that rely on Wehrs Machine for some key suspension components, tools, engine components and other little gems that are billet crafted—a term that Chad works into his own hashtag on social media, #billettrickery.

One of the tasks that I have been put on at the shop is assembling their clamp on hood pin mounts. However, once manufactured, they need to be washed, prior to assembly; not that the task of washing is an issue—it's not.

Working on that project, right outside of the much-frequented bathroom, has made for a few awkward moments this past week. (I just avoided making eye-contact when any of the guys exited after dropping a deuce.) The best part of that project was using the air compressor to "blow-dry" the pieces, (and perhaps the air around me, after those bathroom visits.) I also thoroughly enjoy using power tools to assemble them!

Admittedly, I have the least amount of knowledge on dirt racing, but I'm picking up some in passing. I know now, thanks to Chad, that it's not a BIRD cage, it's a SUSPENSION cage for dirt cars. So, please, if you ever call their offices to inquire about one—make sure you use the correct terminology. There are no birds in their cages.

I've caught bits and pieces of conversations between racers and Chad or Nick Roberts, who is just one of a handful of racers that work at Wehrs. Nick is the 2012 IMCA SportMod Champion, and tends to help many of the dirt racers who call in for parts or tech questions. Honestly, most everyone who works there has a hand in racing in some way, shape or form. That seems fitting, and it gives even more credence to the organization as a whole, in my opinion.

Yes—a "little" operation with a big heart in Bangor, WI is crafting pieces of the racing

puzzle that equate to wins on both the asphalt and dirt tracks across America—and beyond. Wehrs continues to grow, through hard work and dedication, so when you hear politicians pop off sound bites targeted at small business owners like, "You didn't build that," rest assured, the government didn't stick their neck out financially to make a go of this thriving business, nor are they working relentless hours to ensure customer satisfaction. And most importantly, the government did not struggle to survive 2008, when many businesses went belly up, thanks in great part to the pressures of the recession, but I'll get off of my soap box now.

The bottom line for me is that I'm eternally grateful to Chad for giving me this opportunity for employment, during this time of transition for me. It's interesting that this is where I landed, while I continue to search for the next step in my career. Obviously, I am passionate about racing, but when it comes to working in or around it, I always figured I'd only find satisfaction in a racing-related job that's in a public relations/communications/marketing/sales vein. Turns out, it doesn't matter what the role is; I'm still in my lane and I feel just as comfortable. Life will surprise you like that.



NASCAR Insight



Shane Carlson

Jeff Gordon's Final Lap

A future NASCAR Hall of Famer, Gordon is ending his 23-year career driving the No. 24 Chevrolet. He looks to add to his legacy by winning a fifth title and going out on top. Hendrick Motorsports is going to provide everything he needs to go and contend for wins every week. With any luck, he should collect a few checkered flags along the way and advance deep in the Chase. I expect him to challenge for the title.

Joe Gibbs Racing Expands to Four Teams

The Joe Gibbs Racing fleet of Toyotas is going to be a force to be reckoned with. Adding a battle-tested veteran in Carl Edwards will be a huge asset to JGR. Edwards reunites with former teammate Matt Kenseth, and he will be paired with Darian Grubb atop the pit box, who ironically called the shots for Tony Stewart to beat Edwards in the '11 title finale. It may take some time to gel and get the chemistry right, but by season's end, JGR will have a car in the hunt.

Young Talent Taking Over

I wrote a column last year about witnessing all of the fantastic young talent that has made its way through to



the top NASCAR ranks, and that talent is only going to develop further this season. Whether it be the likes of John Hunter Nemechek or Erik Jones in the trucks, Bubba Wallace or Chris Buescher in the newly rebranded Xfinity Series, or young hotshoes Kyle Larson or Austin Dillon in the Cup Series, these guys are going to be here for the foreseeable future.

Danica Patrick in a Contract Year

The polarizing Stewart-Haas Racing driver is in the final year of her three-year deal at SHR, and the organization is going to have to make a decision with her after the season finale in Homestead. Bottom line: she has to improve. I'm personally a fan of hers, and wish her nothing but success, but she has to get the most out of the equipment she's in. I would like to see her in a few select Xfinity races, but that's not happening. A lot of people are getting on her because

she hasn't won a race yet, but neither has her boyfriend, Ricky Stenhouse Jr., and they are both entering their third full-time season. My prediction is that she stays at SHR at season's end, and will remain in the 10 car.

Can Tony Stewart Return to Form?

I desperately hope to see Tony Stewart be classic Tony Stewart. I want nothing more to see him get fired up and angry with somebody. Once he does that, I'll know he's ready to return to victory lane. It's been well documented what Stewart has gone through in the past two years, with the broken leg and the Kevin Ward incident. The trials he's faced definitely put some years on him, but also wisdom, and a dangerous thing called desire. There is no reason to think Stewart isn't more motivated than ever to get back to racing.



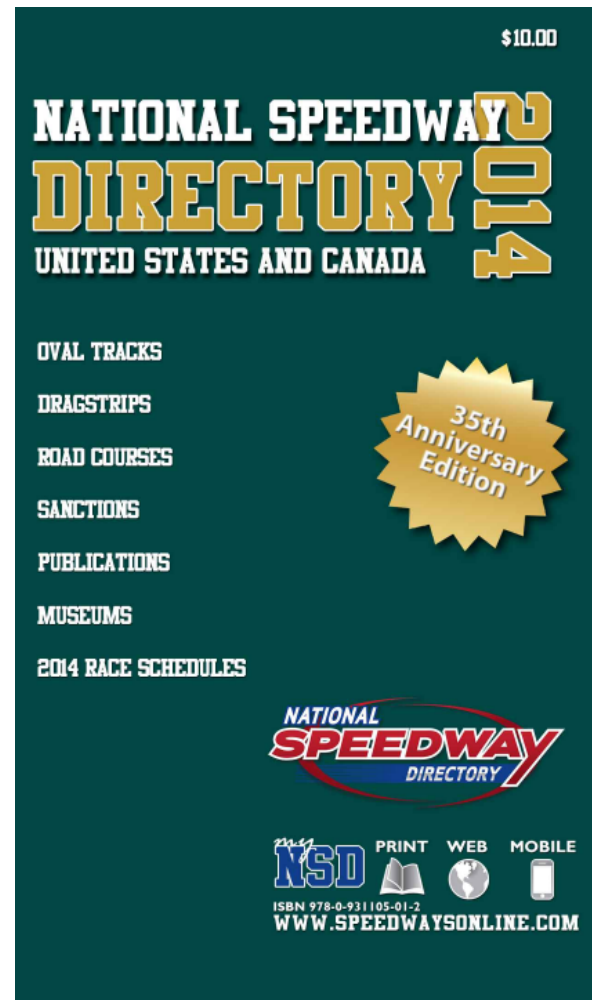
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Dean & Jason
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Dean Reller

Just because the calendar said February and there's snow on the ground, who's to say you can't go racing? Since Minnesota has over 10,000 lakes it's only fitting that one of them can be transformed into a race track for at least a few hours. Peterson Lake, just north of Grove City becomes a track twice each February and that gives race fans like me a chance to get out and watch some racing on the frozen lake. Getting to the track consisted of driving down a narrow driveway, maneuvering around farm buildings and traversing a small mud bog, which was a slight adventure in itself. The first thing I noticed that the pit area didn't have one enclosed race trailer. Drivers either towed with an open trailer or actually drove their race car to the track. Unlike pavement and dirt, the ice presents many different challenges. Traction or lack of it is the big difference. Drivers aren't allowed to use studded tires, so grip is the key component to success. High speed isn't a factor either as cars try to gain momentum; they aren't exactly breaking any land speed records here. However, the old racing saying

Ice Racing, Putting Fun Back Into Racing



Spencer Letson, who's own car broke, drove Michael Weiss's car, with Ashley Bell and Just Schelitzche in the feature race.

"It's the same for everyone" holds true as the battle for traction or grip makes the races fun to watch.

With snow banks around the plowed track, conventional wisdom would say that hooking the cushion would work, but just as easily as running up against the bank, seemed like a good idea, many drivers found out the hard way that once you drive over the snow, you can just as easily get stuck in it. Some drivers like the use the 8 tires work better than 4 approach. The beating and banging helps some, but also adds to the craziness as cars slide and smash causing others to join the pile up.

Ballast in the form of lead weights or sandbags are common solutions to adding traction, but the rules don't allow it. However, HUMAN ballast IS allowed. That's right; passengers are allowed in the race cars. That's probably the most unusual thing that I've seen

in all my years of watching racing. As long as the passengers wear a helmet and seatbelt, they are free to ride along. Some cars had no riders, but others had as many as five people in the car. Kids, grandparents and friends made up the collection of people that joined in the racing in the up-close seating. Since speeds on the track are much lower than what most people drive on the road, it's relatively safe. Compared to doing such a thing on a dirt or asphalt track that is.

Heat races broke up the 30 cars in attendance to whittle the field down to the 16 that would start the feature. Following the heats, a pair of last chance races gave the drivers a final shot at getting into the main event. One slight twist to the last chance races

continued on page 13

Full contact racing on the ice, good thing it's only snow - Dean Reller photo



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Talkin' Racin' continued from page 12

was that they were run clockwise (right turns) compared to the conventional counterclockwise (left turns). The starting field of 16 ran a 15 lap feature and it took several attempts to get the first couple of laps completed as 4-wide through the corners usually ended with someone stuck in a snow bank. In the end, it was a mini-van that would end up winning the race. I've never seen that before.

One of the special things that made watching the ice races a real treat was that everyone from the drivers, to the crews, to the fans had a good time. There wasn't any ill will from anyone and this made racing FUN. My only disappointment was that I didn't bring a helmet so I could ride along. Lesson learned, next time I want to join in the fun.



And the winner is.....a Mini-Van.

Before & After

2014 ARCA Midwest Tour Champion Ty Majeski started out strong, leading the Speedweeks points and picking up a feature win along the way. Unfortunately things ended on a sour note when a part failure caused the grinding wreck.



Dan Plan photo



Bruce Nuttleman/Speed51.com



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The Real Racers of Speedweeks

Photos by Bruce Nuttleman/Speed51.com



The view most Northern Modified competitors saw of Ryan Preece (left photo), Mike Eddy's son, Travis, made his Speedweeks debut (right photo)



King Kinser made another Speedweeks appearance (left photo), Kenny Shrader finished first in his age group with the UMP Mods (right photo)



Billy Moyer is joined by a large group of photographers in victory lane at East Bay Raceway Park following his Lucas Oil Late Model win

MRC Book Review Let's Go Racing

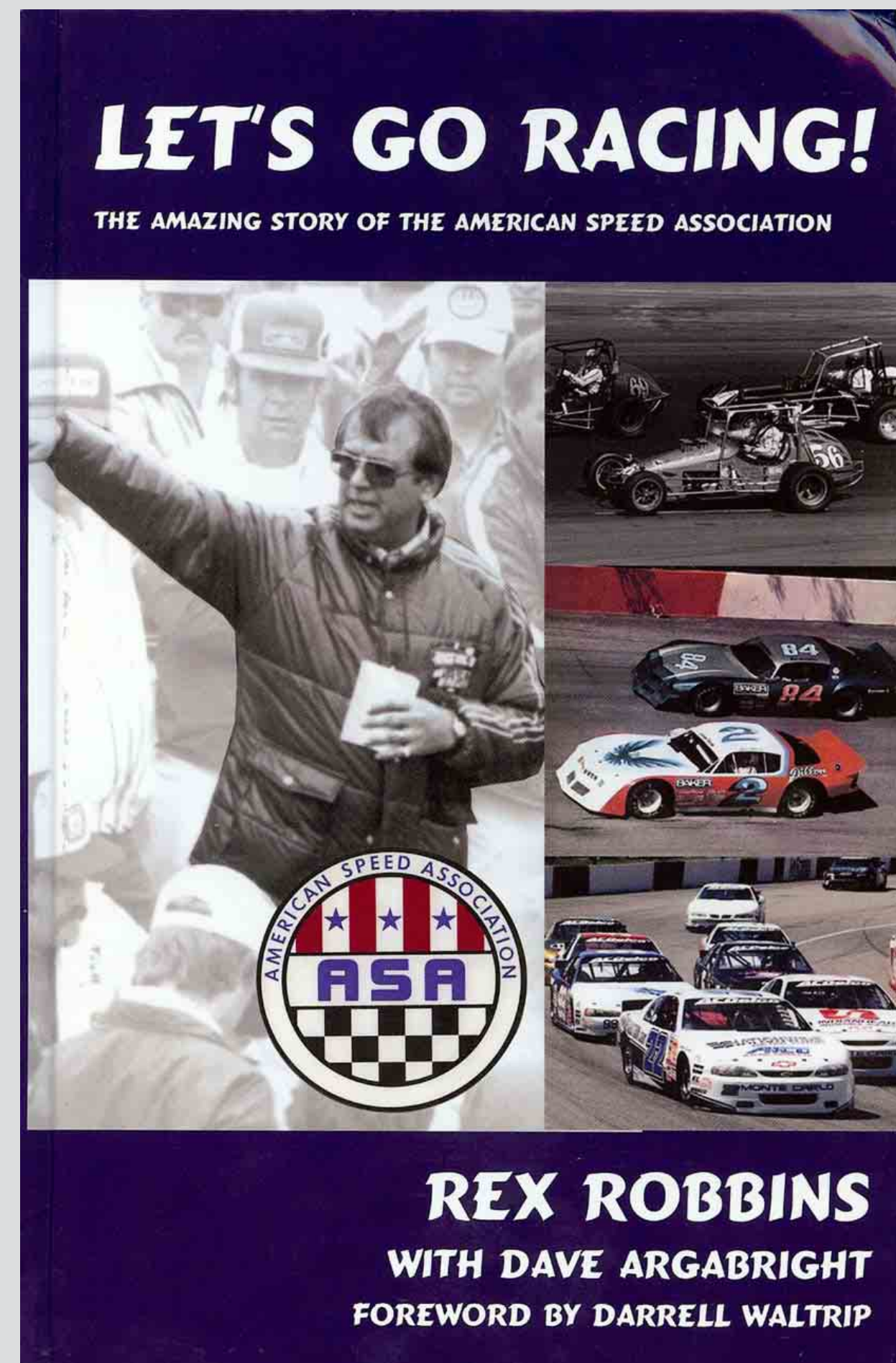
Over the Christmas Holiday, we received another great book from Coastal 181, written by Dave Argabright. The latest addition to our racing bookshelf is titled Let's Go Racing. This book is about the original American Speed Association (ASA) and its founder, Rex Robbins.

Many of the racing books I've read in past years focus mainly on the racing aspect, with a little off-track action thrown in for good measure. At first I wasn't sure if I was going to enjoy the book, as the first few chapters chronicle Rex's upbringings in Indiana. I'm not the kind of guy to sit around by the fire with my robe & a pipe reading a book, but I'm getting there. The more I read the book, the more I enjoyed it and realized there is a whole generation of hard-working people like Rex that made the sport what it is today. It also made me realize there is now a whole generation of people in this world that will never know what hard work is.

One of the best things about this book is realizing that the more things change, the more they stay the same. Rex describes his struggles during the early years of getting into the race promotion business. Worries about selling enough tickets, the weather and having enough cars were items that challenged promoters in the 1960's. The same challenges still exist today. Rex worked through these challenges and turned a weekly promotion gig into one of the greatest national traveling series for short track drivers to ever exist.

I always enjoy reading about the fun times that existed for drivers "back in the day." Rex tells several stories that make you laugh (or LOL as the kids say these days). Of course, what kind of book about short track racing would it be if there weren't a few Trickle stories? The one I laughed at the most was when Rex let Dick take over the roll call at the drivers meeting in Nashville one year. Oh, that would have been a good one to see in person.

There are also the struggles with dealing with the White Elephant in Daytona, broken promises, lawsuits with TV networks, and being strong-armed by industry leaders to give up successful race events. Despite these struggles,



Rex forged on, only to realize enough was enough and eventually sold his pride and joy. I can only imagine how Rex felt when his pride and joy vanished just a few years after being sold.

We've all heard the stories of the ASA equipment being impounded at the race in Charlotte in 2004, or

heard rumors of what happened to ASA after Rex sold his ownership. If you want to get keyed in to what really happened, I would highly recommend you go out and pick up a copy.

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