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April, 2014

TEN MINUTES WITH TIM BROCKHOUSE



The Inside Dirt



Going In Circles



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2014 EVENTS SCHEDULE

ALL RACES START
AT 6PM UNLESS
OTHERWISE NOTED⁽¹⁾

SAT, APRIL 10
OPEN PRACTICE
6-9PM \$30 Per Car and Driver / Pits-\$5

FRI, APRIL 11
56th ANNUAL SEASON
OPENER DAY 1
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, APR 12
56th ANNUAL SEASON
OPENER DAY 2
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, APRIL 17
OPEN PRACTICE
6-9PM \$30 Per Car and Driver / Pits-\$5

FRI, APRIL 18
SEASON OPENER MAKE UP
(If necessary) Late Models, Mods, Pro
Stocks, MW Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, APRIL 19
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, APRIL 26
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, MAY 3
SPRING SPRINT CAR
SPECIAL
Featuring UMSS SPRINTS, NASCAR Late
Models, Modifieds, Pro Stocks, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, MAY 10
SCHOOL BUS SPECIAL
Midwest Mods, Hornets, Vintage Cars,
and School Bus Races!
(5/17 Rain Date)
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$5⁽²⁾ Pits-\$25

SAT, MAY 17
NASCAR Racing
Late Models, Modifieds, Pro Stocks, Midwest
Mods, & Hornets (rain date for bus race)
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, MAY 24
PACK THE TRACK NIGHT!
FREE GRANDSTAND
ADMISSION!
Full program of Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-FREE Student⁽²⁾-FREE Pits-\$25

SAT, MAY 31
THE TRIPLE CROWN!
\$3,000 to win IRA OUTLAW SPRINT CARS,
\$3,000 to win NASCAR LATE MODELS, and
\$3,000 to win NASCAR MODIFIEDS!
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$35

SAT, JUNE 7
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

**16TH ANNUAL
MASTERS EVENT**
JUNE 12th-14th
7PM START TIME AND
COMPLETE SHOWS EACH NIGHT!

THU, JUNE 12
MASTERS Day 1
Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$6⁽²⁾ Pits-\$25

FRI, JUNE 13
MASTERS Day 2
UMP DIRTcar Summer Nationals Touring
Late Models and USMTS MODIFIEDS!
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$35

SAT, JUNE 14
MASTERS Day 3
UMP DIRTcar Summer Nationals Touring
Late Models and USMTS MODIFIEDS!
Adult⁽²⁾-\$30⁽²⁾ Student⁽²⁾-\$15⁽²⁾ Pits-\$40

SAT, JUNE 21
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, JUNE 28
FIRECRACKER SPECIAL
NASCAR Late Models, Modifieds, Pro
Stocks, & Hornets (This is our Annual
HUGE Fireworks Display)
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SUN, JUNE 29
ANNUAL WORLD OF
OUTLAW 410 SPRINT CARS
(Including Midwest Modifieds)
Adult⁽²⁾-\$35⁽²⁾ Student⁽²⁾-\$17⁽²⁾ Pits-\$40

SAT, JULY 5
6th Annual
NIGHT OF DESTRUCTION!
Death Defying Stunts, Trailer Racers,
Spectator Drags, and More! Also Running
Midwest Mods and Pro Stocks!
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$6⁽²⁾ Pits-\$25

SAT, JULY 12
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, JULY 19
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, JULY 26
SUMMER SPRINT CAR
SPECIAL!
UMSS 360 Sprint Cars, NASCAR Late
Models, Modifieds, & Midwest Mods
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

**27th ANNUAL
USA NATIONALS!**
JULY 31st-Aug 2nd
7PM START TIME EACH NIGHT

THU, JULY 31
WORLD OF OUTLAW
LATE MODELS
\$6k to win! Also running NASCAR Midwest
Modifieds.
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$35

FRI, AUG 1
NATIONALS Day 1
World of Outlaw Late Model Qualifying,
Heats, & Dash for \$50k to win event &
complete show of NASCAR Late Models
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$35

SAT, AUG 2
NATIONALS Day 2
World of Outlaw Late Model Samis, LCQ
& 100 lap \$50k to win event & complete
show of NASCAR Late Models
Adult⁽²⁾-\$35⁽²⁾ Student⁽²⁾-\$17⁽²⁾ Pits-\$40

SAT, AUG 9
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$25

SAT, AUG 16
5th Annual
FASTER PASTOR RACE!
Pro Stocks, Midwest Mods, & Hornets as
well as Faster Pastor Races featuring local
area churches.
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$6⁽²⁾ Pits-\$25

SAT, AUG 23
NASCAR Racing
Late Models, Modifieds, Pro Stocks,
Midwest Mods, & Hornets (Fan
Appreciation Day & Elmer and Lorraine
Cook Memorial-FREE Corn on the cob!)
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$6⁽²⁾ Pits-\$25

SAT, SEPT 6
14th Annual
Jerry Richert Memorial
IRA/KNOXVILLE 410 SPRINT CAR
CHALLENGE & UMSS Sprints & Vintage
Cars
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$30

**THE 9th ANNUAL
LEGENDARY 100!**
SEPTEMBER 11th-13th
5PM START EACH NIGHT

THU, SEPT 11
COMPLETE SHOW
Hornets, Pure Stocks, Street Stocks,
Midwest Mods, Pro Stocks, Mods, & Late
Models!
Adult⁽²⁾-\$15⁽²⁾ Student⁽²⁾-\$7⁽²⁾ Pits-\$35

FRI, SEPT 12
HEATS AND QUALIFYING:
With qualifying features for Hornets, Pure
Stocks, Street Stocks, Midwest Mods, Pro
Stocks, Mods, & Late Models!
Adult⁽²⁾-\$20⁽²⁾ Student⁽²⁾-\$10⁽²⁾ Pits-\$35

SAT, SEPT 13
B-Mains and A-mains
Late Models, Modifieds, Pro Stocks,
Midwest Mods, Street Stocks, Pure Stocks,
& Hornets!
Adult⁽²⁾-\$25⁽²⁾ Student⁽²⁾-\$12⁽²⁾ Pits-\$35

SAT, SEPT 20
9th Annual
\$10,000 to-win ENDOURO!
6PM Start Time.
Adult⁽²⁾-\$12⁽²⁾ Student⁽²⁾-\$6⁽²⁾ Pits-\$25

MULTI-DAY NATIONAL EVENTS

THE MASTERS
June 12th-14th

USA NATIONALS
July 31st -August 2nd

THE LEGENDARY 100
September 11th-13th

PLAN TO ATTEND SPRINT CAR EVENTS

**SPRING UMSS
SPRINT CAR SPECIAL**
Saturday, May 3rd

THE TRIPLE CROWN
Saturday, May 31st

WORLD OF OUTLAWS
Sunday, June 29th

**SUMMER UMSS
SPRINT CAR SPECIAL**
Saturday, July 26th

**IRA/KNOXVILLE
CHALLENGE**
Saturday, Sept. 6th

Notes: (1) Unless otherwise noted, races start at 6PM. Grandstands open at 5PM. Pits open at 3PM (2) Students are age 11-16 and kids age 10 and under are FREE except on those dates with a footnote above (3) Prices noted are at the gate, day of the event. Advance discount tickets and/or reserved seats may be available online for this special event at www.cedarlakespeedway.com. Student age for this event is considered 6-16.

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Publisher's Note

Racing According to Plan



Dan Plan

I'm going to get up on soap box for this issue of MRC. One of my pet peeves in short track racing is programs that are unnecessarily drawn out. Now I'm not talking about the season ending specials that draw 200+ cars. I'm talking the regular weekly shows, or any show that has less than 100 cars. Sometimes an event with less than 100 cars can be considered special, but every effort should still be taken to get everybody in and out of the gates in a timely manner. I've always subscribed to the theory that every show should be run as if there is a threat of rain on the horizon. To further clarify, I fully understand there are elements beyond the promoters control; blown motors, wrecks, rain, etc. With this in mind, I'll explain in this column why I think more focus should be made to have an efficiently run race program in this column.

I've followed along with some of the live coverage of short track events in the Southern states over the winter, and some of these events were almost painful to sit through. I even attended a few shows in person this winter that were far longer than they needed to be. I often wonder how people can put up with some of these 4+ hour race programs. I mean seriously, I

Always Leave Them Wanting More

would consider myself to be a pretty dedicated race fan, but I struggle with the length of some of the shows these days. On a positive note, I was lucky enough to attend three shows at Volusia County Speedway during Speedweeks that were completed in less than 3 hours. That's just about perfect in my book. The best part of the shows at Volusia was only two divisions were on the schedule, with right around 80 cars each night. In this day and age, we've gone away from the two-division show (in some cases a long ways from two divisions), but still I think the 2.5 hour to 3 hour time frame is ideal. Think of it this way; when was the last time you went to a movie or hockey game that lasted 4 hours?

I've seen several reports that indicate the average attention span of people has decreased significantly over the years. I'm pretty sure your casual race fan isn't going to go to a 4+ hour show and think "Geez, that was great. I can't wait to come back." More likely they were thinking "When is the show going to start? Or they might think "Is this show ever going to end?" I once heard one of the great promoters from this area quoted as saying, "You can always find a way to stall if you think the show is moving too quickly. You can't make up time if you're running late."

Another item I've also noticed at many of these long running events in the last few years ; there are few (if any) people at the concession stand after 3 hours. If you are paying people to work in your concession stands, don't you think you would want them to be selling things? This lead me to think, just how much money a promoter would save each night if they shaved an hour off a 4 hour program? Things like; electric bill, hourly wages, ambulance fees, etc. While most business's focus on finding ways to make more money, I think some forget the same net result can be

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The Midwest

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P.O. Box 22111
St. Paul MN, 55122
651-451-4036

www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers
Shane Carlson
Dale P. Danielski
Eric Huenefeld
Kris Peterson
Jacklyn Daniels-Nuttleman
Jason Searcy
Dean Reller
Stan Meissner
Charlie Spry

Photographers
Jim Ambruso (815-623-3200)
Rick Blewett (507-398-9483)
Martin DeFries (651-346-1199)
Doug Hornickel (920-563-0993)
Tom Johnson (612-309-7142)
Mark Melchiori (414-463-0131)
Stan Meissner (651-428-4717)
Bruce Nuttleman (612-860-6622)
Jerry Zimmer (715-792-2174)

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April 27 Swap Meet - Location TBD
May 26 Golden Sands Speedway
June 4-8 ARCA FEST Milwaukee Mile
June 8 Slinger Super Speedway
June 21 Jefferson Speedway (T)
June 27 Madison International Speedway (T) Tentative

www.IMCAoldtimers.com

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achieved by spending less money. There's a chance that shortening your show might not be a huge savings on a nightly basis, but if you multiply this number by 20-some shows over the course of the season, I would imagine this could easily turn into significant money savings by the end of the year. I'm no math major, but if you only save \$100 per night; this would be about \$2,000 at the end of the year. Now if the amount saved is closer to a \$1,000 per night, that's a savings of 20 grand over the course of the year. I bet

that money could go a long way in helping the bottom line of a race track.

The reason I have for thinking this way is we need to do

something different these days at our local short tracks, and maybe return to some of the items from the good old' days. Maybe I was just more oblivious to how long things actually took when I was a kid, but it sure seems like we went pit side after the races and still got home before midnight with an anticipation of returning the next weekend. Short track racing isn't just about cars going in circles. It's about entertaining people. It's harder than ever these days to keep people entertained, and the longer the show goes, the less the average person is going to be entertained. As Walt Disney and PT Barnum are credited with saying; "Always leave them with wanting more." I can't argue with this statement.



www.speedtalkon1360.com



GOT SPRING FEVER?



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Going in Circles



Charlie Spry

It's been a relentless winter season here in the Midwest in 2013-2014, and to be completely honest, racing hasn't been even on the radar for me for a few months. Now, with springtime finally appearing, I've been getting in the mood a bit more and have collected some information to share.

Some updates on drivers plans include Rockford Speedway racers Johnny Robinson II, Terrance Robinson and Trevor Robinson, all a part of

Ridgerunner Racing. Johnny plans on racing in the sportsman division once again at Rockford, as well as the Great Northern Sportsman Series, and Terrance and Trevor plan to race wheel to wheel with one another in going for the Roadrunner division championship at Rockford. Trevor says that he also plans on making a couple of trips up to Columbus 151 Speedway, hoping to break his string of bad luck at that track.

Marshfield Motor Speedway X-Treme four cylinder racer Steve Hauser plans on racing at MMS once again, alongside his Son, Derk. Steve noted that he hopes the pair can improve on their third and fourth place points finishes of 2013, and mostly just have FUN racing. Steve hopes to make every show, while Derk may miss a couple of events due to being involved in wedding parties for others, and the upcoming birth of him and his wives' first child in late August. Congrats! It should be noted that Derk and Steve were tied for the all-time feature win list for their class at Marshfield going into the 2013 season, and with Derk garnering one feature win, he moved ahead of his Dad with 14 career feature wins, to 13 for Dad. Steve will be trying to get back to the top.

Marshfield Motor Speedway super late model pilot Jack Greenwood will once again compete, with the

same car he has for many years. Jack hopes to move up to newer equipment, depending on sponsorship and work. Jack is the ultimate in low-dollar racers, as he always does what he can with what he has.

Central Wisconsin four cylinder racer Scott Ciesielski has completely rebuilt his Ford Escort, and will once again race in that division, primarily at Wausau. He will also be behind the wheel of Karl Wilkening's Pure Stock at Golden Sands, and has been completely re-doing that car as well. He also plans on running the four cylinder racer at some of the year-end specials, including Dells, LaCrosse, and Rockford.

Four cylinder racer Art Blakely has raced pavement most of his years of racing, but may be switching to the dirt in 2014, possibly racing at the Lafayette County Speedway in Darlington.

Cody Buchs finished second in points last season in the final hobby stock standings at Columbus 151 Speedway, and noted that he hopes to move up one spot this year and grab the championship. "That was my first full year of racing, and the second year should be better than the first," Noted Cody. He also plans to race at Jefferson on Saturdays. He ran real strong last year, especially towards the end of the year.

Two members of the Ridge Runner Racing team - Johnny Robinson II (left) and Terrance Robison (right) shown in victory lane at Rockford Speedway in 2013.
(Jimmy Ambruoso photos)



Chris Gottschalk plans on racing his Road Warrior (V-6) class car at Jefferson once again, going for the championship after a strong 2013 season. He also plans on racing at Columbus a few times against the V-8 powered cars, as well as possible trips to Slinger and the Dells on any Saturdays that Jefferson gets rained out.

"Freaky Fast Freddy" A.K.A. Brian Paulson, has purchased a

*Going In Circles continued
on page 6*



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Going In Circles continued from page 5

Ford Probe to race in the four cylinder divisions at various tracks. The car that Brian got had been previously raced on the dirt at Darlington, Wi., and the old Freeport, Illinois Raceway Park. Brian was the 2003 four cylinder track champion at both Columbus 151 and Dells, and he got his start racing on the dirt, so he knows his way around either type of surface. His plans are to race at various tracks on the dirt, and possibly Rockford on the pavement on Wednesday nights, plus likely a couple other paved tracks.

Columbus 151 late model racer Tory Adams will be putting an “outlaw Late model” body on his car, which is similar to this series of cars that race in Indiana, Michigan, and others. Tory joins Pete Moore and Bill Retallick in running this type of body at the track. Tory’s Daughter, Mckayla, will be entering her second year of competition in the four cylinder Bandit division with a newly-built Ford Probe.

Tara Belz has purchased the potent Acura Integra from yours truly, and will race it at Columbus, going for Rookie-Of-The-year honors.

I enjoy compiling statistics for many tracks, and would like to eventually record total feature wins for most area tracks from their inception. I gain in this quest every year, finding more stats. Some divisions I have complete, such as Golden Sands Cruiser division, where the duo of Doug Wheelock/Tyler Kalata scored five wins this year, which moves them into a tie for third in all-time wins, from 1997 to present.

Brian Weinfurter’s two super stock feature wins in 2013 puts him in a tie for fourth overall on the feature win list there, tying Mike Savage with 17 each.

Jamie Kohn’s back-to-back track championships in the Bandit division at Columbus 151 allows him to become the first ever repeat champ in that division at that track, since the divisions’ inception in 2001.

Dave Schmidt has twenty-six career heat wins in the Bandit division at Columbus, to lead in that category.



Mark Mackesy (above) is closing in on the all-time win record at State Park Speedway
(Bruce Nuttleman file photo)

At State Park Speedway, super late model racer Mark Mackesy is quickly moving up the all-time feature winner list there, as I have him down for 41 feature wins. This is moving him closer to Dick Trickle and Tom Reffner, who are atop the list.

With the snow melting, it looks like my first races of the season will be at the Rockford Speedway, which kicks off their 2014 season with the Stone and Double T four cylinder enduro on Saturday, April 5th, then moves onto the annual Spring Classic for the Big 8 cars, Mid-American series, and Illinois Vintage cars on Sunday, April 13th. Weekly racing will start on Saturday, April 19th. Wednesday night shows start June 11th.



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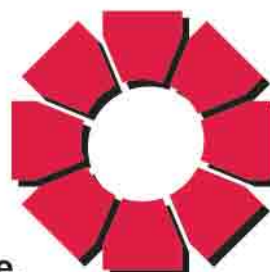
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The Inside Dirt**Stan Meissner**

In my two previous columns I mentioned that I would go into more detail about my 2014 plans in a future column. I struggled a little bit with my race attendance for the past few seasons so I felt the need to pick up the pace this year. In 2009 I attended 44 races, in 2010 I made it to 26 events, 2011 saw me enter the pit gate 17 times along with a day shooting street rods at Back to the 50's. The year 2012 saw a slight rebound back up to 18 shows but unfortunately I dropped to an all time low of 11 shows last season.

After making only 11 shows and limited contributions to the publications last year it became clear to me (and my long suffering wife) that I needed to be at the races on the weekends. Fortunately that eureka moment coincided with the switch to a monthly print schedule for MRC. The new schedule looked to be a perfect fit and I am happy to be back on board this season. I recently purchased another camera body so I'm itching to get out there and put it through it's paces.

The Cedar Lake Speedway is scheduled to open the weekend of April 11-12. I'll be attending a music concert on the 12th but if the weather cooperates I'll do my best to get out to CLS on the 11th. If I can't

make it that first weekend or they are not able to race I plan to get out there before the end of the month. Saint Croix Valley Raceway has their opener scheduled a couple of weeks later on Friday April 25 so that will be another opportunity.

April race dates will familiarize me with the new camera so that my schedule can begin in earnest during the month of May. I've got UMSS winged shows at SCVR on May 2 and May 23 and the UMSS invades Cedar Lake on the 3rd for my first two race weekend of the season. The month of May will be capped off by Cedar Lake's first big event of the season, the Triple Crown, on May 31st. Keep in mind that I'm highlighting my basic schedule so it is subject to change without notice.

June should be an interesting month as I plan on getting back to some places I haven't seen for several seasons. On June 7 my plans are to attend the UMSS show at the Ogilvie Raceway. Ogilvie is under new ownership and I haven't been up there for a couple years so it should be a fun trip. I've got the June 13 Jackson Speedway World of Outlaws Sprint Car race on my schedule. Coincidentally the last time I was able to get down to Jackson was for a May 1, 2010. WoO race. A Jackson trip will give me a chance to visit with people I haven't seen for a while and to add another Steve Kinser retirement tour race to my schedule.

Another big event planned for June will be the USAC non-wing race at Superior on the 20th. Half of my 62 years were spent watching Sprint Cars without wings so I'm really looking forward to this event. My last trip to Superior was for a May 27, 2007, IRA race so I'm long overdue to get back up there.

June might also include a trip south following the UMSS. They're showing a June 26 Cresco, Iowa, date on their schedule followed by two TBD's. I've got a little insight on what those TBD's might be but I'm not at liberty to tell you so keep an eye on their schedule for those dates to be finalized. What



Steve Kinser being interviewed on May 1, 2010, at the Jackson Speedway. Steve had a good night and won the Feature. Kinser's first Minnesota win was at the North Starr Speedway in 1979.
(Stan Meissner photo)

I can say is that if those shows materialize they'll be at tracks located near the Minnesota Iowa border. I've got vacation scheduled for that week so the only unknown at this time is whether I'll be able to cover the gas and motels. My motto is to always have a plan B which in this case will be Saint Croix Valley and Cedar Lake. The month of June concludes with Cedar Lake's annual World of Outlaws show on June 29 and I plan on being there regardless of what transpires earlier in the week.



Donny Goeden won the IRA feature at the Superior on May 27, 2007. This was my last visit to the Superior Speedway so I'm overdue for another dose of red clay.
(Stan Meissner photo)

July 11-12 will see the UMSS winged cars at the Saint Croix Valley Raceway for their annual Open Wheel Nationals. This should be a great show, car counts have been good and the Modified portion of the show will be a part of the Advantage RV Tour so it looks like we're in for a treat. The WISSOTA Modifieds have been added to the weekly lineup so I'm expecting great support for this event between the Sprints and Mods. I'll be returning to SCVR for the UMSS winged cars later in the month on July 25.

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Steve Laursen races inside of Brent Larson on April 6, 2012, at the earliest Cedar Lake opener on record.
(Stan Meissner photo)



The Midwest Racing Connection Directory Page



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The UMSS travels a few miles down the road to Cedar Lake the following night, July 26, so this will be another two race weekend.

In recent years my August race attendance has dropped off so I'm going to put more emphasis on getting out during the month of August. That plan will get off to a big start with Friday and Saturday of the USA Nationals to kick off the month. Other August shows on the schedule include a return to Ogilvie Raceway on August 9 for the UMSS and a trip to Viking Speedway on August 23 for another UMSS event. I have only been to Viking a couple of times over the years so hopefully all systems will be go by that time of the summer and I'll be able to get back up there.

In September I plan on winding up the season with the Jerry Richert Sr. Memorial at Cedar Lake on September 6 and a couple nights of the Legendary 100 the following weekend.

This schedule is subject to change and was based on what I felt were my best available options close to home with a modest amount of travel. My schedule includes plenty of Sprint Car races with a few Late Model shows mixed in and Late Models and/or Modifieds appearing with the Sprints at various times throughout the season. Any schedule additions will most likely be Cedar Lake weekly shows. Cedar Lake offers the biggest events in the upper Midwest and Saint Croix Valley has great racing and is improving as a facility with each new season. I'm fortunate to have those two places so close to home and plan on taking full advantage of it this season. Ogilvie is a little further but still within an hour so I've got a lot of choices. Although they're not on my schedule at this time I'd like to get back up to Princeton for the Billy Anderson Memorial on June 6 and the Kouba Memorial on August 15. I will be featuring every event I attend along with photos in this column.

Quick Notes: Craig Dollansky announced that he will be running a regional schedule in 2014 with the Knoxville Raceway serving as his center of



Here's a sight that you won't see very often if ever. The USMTS making their four wide salute without the Stars & Stripes. The event was the Saturday night portion of the 2012 Masters. The Late Models were the big show on this night so the USMTS toned down their salute for the sake of expediency.
(Stan Meissner photo)

operations. As I already mentioned, the Saint Croix Valley Raceway has added the WISSOTA Modifieds back on the card for most of their weekly shows along with some incentives to boost participation. Kyle Larson has already started living up to the buzz surrounding his transition to NASCAR with a win in the Fontana Nationwide race and a second place finish in the Cup race. My only regret is that Kyle made the move up to Cup so quickly that I never had an opportunity to watch him drive a Sprint Car. Given his recent success I'm guessing that NASCAR owners and sponsors are going to "encourage" him to stay out of Sprint Cars.

I'm crossing my fingers that the weather will allow us some races prior to the next issue of MRC so we can do more than speculate about the coming season. I need you all to join with me in invoking the weather gods so we can break out of this prolonged winter pattern. We'll see you at the races!



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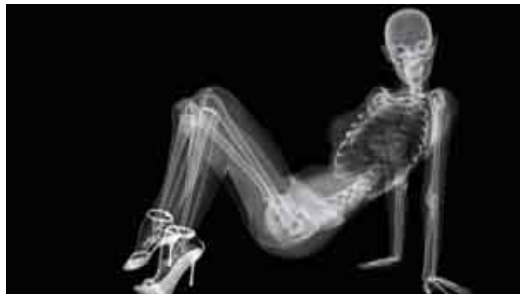
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Racing Nuggets



Jacklyn Daniels-Nuttelman

With Linda Petty, wife of Richard, recently passing away after a long bout with cancer, I got to thinking just how important racing wives are to a family. They are the glue that holds everything together.

Lynda had been fighting cancer for quite some time. Two years ago, when I attended the NASCAR Sprint Cup race in Texas, I had the opportunity to meet Richard. He graciously opened his RV to us to do some photos and a BS session. It was a surreal moment. That man can genuinely engage in a conversation with someone he just met. As it turned out, we were quite fortunate to do that meet & greet, as Richard was leaving shortly thereafter—even before the race started, to fly home to Lynda because she was not doing well. That was two years ago. I can only imagine how brutal some of her days were between then and the end. Cancer is vicious. It's even more vicious to watch someone who has been incredibly strong succumb to it.

Lynda was instrumental in starting the Racing Wives Auxiliary, an organization that helps injured members of the NASCAR community. It was extremely hard decades ago to be a racing wife at the top level of the sport. Back then, there weren't massive pay days or endorsement deals that funded lush motor homes. Having a place of respite where you could take care of the kids or grab a quiet moment with your spouse



was unheard of back in the day. Private jets were not a common staple in the budgets to get a driver's family to and from the races. It was a rough life for the wives of racers or crew members, if they even were able to attend the races.

Supporting your spouse's hopes and dreams is something everyone should do. It can be tough when a spouse is absent for many things, due to their work. Spouses of those who are members of the military will always have my utmost respect. Not only do they struggle to hold down the proverbial fort solo, but the potential risk of losing their spouse in the line of duty is always in the back of their mind. I'm not at all trying to equate a racer to a member of the military, but the scenario can be somewhat similar. The time away from the family while working on the race car, traveling or racing can be tremendous. Obviously, there is risk of losing one's life in racing is there as well. The Petty family is all too familiar with that, when their grandson, Adam died from injuries sustained in a racing incident back in 2000. But it's not the same thing as military, I get that.

Still, at the local short track level, racing wives play an integral role. My husband is not a racer per se, but he does build race cars and is a crew chief. I'm grateful that we don't have small children, as I see firsthand just how challenging that can be on racing families. Being a racing wife can be tough. Being a racing wife and mom is downright exhausting. It requires copious amounts of patience, understanding, and bottles of wine.

It is doubtful that Lynda Petty relied upon wine. She was a skillful wife and mother in the pits, capable of feeding an entire pit crew and brood of children out of the back of a station wagon. I bought a bag of Fritos once for my husband at the race track. I guess I need to work on that a little more.

Racing wives are the backbone of the family. We soothe our husband's bruised ego when a night doesn't go well. We are their biggest cheerleaders when they are on the cusp of a win, and those with children end up filling in the parenting gaps solo as necessary. We are philanthropists, always ready to help another racing family, whether it's a fundraiser or just helping to keep an eye on kids in the grandstands. Diplomacy is something all racing wives must learn. We

The Art of Being a Racing Wife

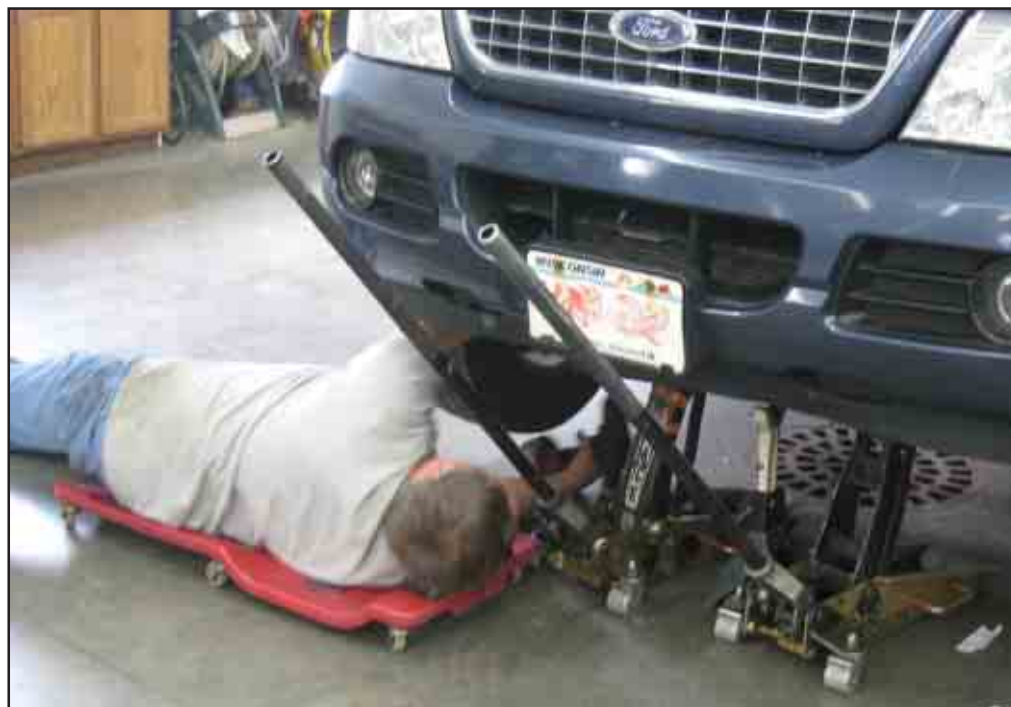


Photo by Streeter Lecka/Getty Images

smile and pretend to be happy for another family, when their dad wins the feature; even though we wished it were our own kid's dad in Victory Lane.

A healthy work/racing/life balance is a difficult thing to achieve. I don't know if Lynda Petty ever had the perfect balance, but she sure made it look like it. Attitude is everything, and a positive one at that, which can be tough when your husband works a lot of hours. My husband is a workaholic. Although, I'm convinced he could probably manage his time just a little better. He talks A LOT. Seriously, he logs

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It's that time of year again when we wonder "How in the World are we going to get the racing season started? Especially with temperatures in the 20s and wind blowing 25 miles per hour. But we will and soon as April is all but here and engines are being fired up as we speak!

Looking at upcoming season openers on the pavement side of things we see Rockford Speedway of Rockford, IL., will have their 37th Annual Spring opener on Sunday, April 13th. The Big 8 Late Models will be the featured attraction on the notoriously tough to handle ¼ mile high banked oval.

The La Crosse Fairgrounds Speedway of West Salem, WI is changing things up this year by holding their first event on Sunday afternoon, April 27th. It's on that day the Frost buster race will be held with Late Models, Sportsman, Thunderstox, Hornets and Outlawz divisions of racing on the card. Regular Saturday night racing will begin on May 17th at the track with a number of special events being presented.

Marshfield Motor Speedway, Marshfield, WI has their 2014 season opener set for Saturday night, May 3rd. Main attraction for the evening will be the Super Late Models competing in a 50 lap Feature event.

Dells Raceway Park, Wis. Dells, WI., has also chosen May 3rd for their opening night of racing with Late Models the top attraction. The 1/3 mile paved oval will also hold a number of events for the Super Late Model Division this year including the return of the ARCA Midwest Tour on June 28th. Speaking of the Tour they will hold the Annual Joe Shear Classic at Madison International Speedway, Oregon, WI., on May 3-4 culminating with a 100 lap main event on Sunday afternoon at the big ½ mile oval.

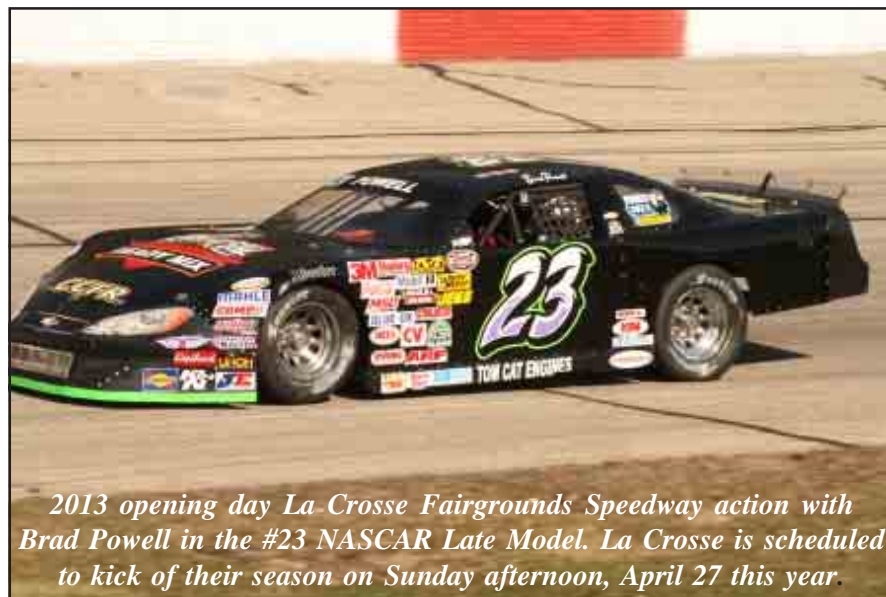
State Park Speedway of Wausau, WI., will also get their season going with an ARCA Midwest Tour event on Saturday, May 17th.

The Golden Sands Speedway of Plover, WI has another full schedule of events planned beginning with their opener on Friday, May 9th. Super Late Models will again be the top billed attraction on the super fast 1/3 mile high banked oval.

Veterans Speedway of Tomah, WI., held racing last year but we have yet to hear of their plans for 2014. The promotional group that ran things in 2013 is gone and sadly promoter of the track, Mike Inglett passed away last year after a long battle with Cancer. Discussion has his son, Jon getting things rolling in 2014.

Looking on the dirt side of things racing wise we see where the Mississippi Thunder Speedway of Fountain City, WI., has set their track opening for 2014 on Friday April 25th. Racing is always exciting at the 3/8 mile clay oval with the Modifieds the top attraction on a weekly basis.

Other tracks within reasonable traveling distance of our neck of the woods set to open in 2014 include Deer Creek Speedway, of Racine, WI., on Saturday, April 5th, the Upper Iowa Speedway of Decorah, Iowa on April 19th, Farley Speedway, of Farley, Iowa on April 18th, with a Deery Brothers Late Model event, and the Dubuque Speedway, Dubuque, Iowa, May 18th. A track we enjoy catching events at The Independence Motor Speedway, Independence,



2013 opening day La Crosse Fairgrounds Speedway action with Brad Powell in the #23 NASCAR Late Model. La Crosse is scheduled to kick off their season on Sunday afternoon, April 27 this year.

Iowa will open on Saturday April 26th with a Late Model, Modified, Stock car, Sport Mod and Hobbystock show. The 1/3 mile clay oval always produces great racing action with three racing grooves utilized by drivers to get the job done. Another dirt track we like to visit that has seen limited use in recent years, the Cresco Speedway of Cresco Iowa will hold a number of events in 2014. The Upper Iowa Speedway promotional group will be presenting most of them this racing season. Yes, we will get our racing season started here soon so get out and support your local track while you still have one!

Looking back in time at some opening events at tracks it was Marlin Walbeck in #30 winning the 25 lap Feature at the AF Speedway, of Adams Friendship, WI on June 2nd, 1961. It was the first ever event held at the newly paved track. In the past racing was held on a dirt surface. Following Walbeck at the finish was #64 Augie Winkleman, #68 Ron Deboer, the X of Lyle Nabbefeldt and #16 Les Katzner. Lyle Nabbefeldt in the X car won the Feature event at the all new Black River Falls Speedway of Black River Falls, WI., on August 12th 1961. Following Nabbefeldt in the Feature race was Augie Winkleman, Marlin Walbeck, Vic Kopacz, and Bud Barfknecht. The Capital Speedway of Oregon, WI., opened in 1965 with Semi-Late model cars the featured attraction. The opener on Sunday afternoon, May 2nd found Eddy Hume taking the win followed by Les Helgestad and Roger Shear. The Dells Motor Speedway, Wis. Dells, WI opened in 1963 with the first recorded results, May 27th, showing Marlin Walbeck the Feature winner over Augie Winkleman. Johnny Pouleson won the Main event at the all new La Crosse Fairgrounds track of West Salem, WI., on August 8th, 1957 in his "Big Car". And more recently it was J. Herbst winning the 2013 La Crosse Fairgrounds Speedway opener on April 20th, outdistancing Mike and Steve Carlson in the 25 lap NASCAR Late Model event.

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



2013 ARCA Midwest Tour action with a pair of 5's Johnny Sauter leading and Nephew Travis looking to pass.

NASCAR Insight



Shane Carlson

Kurt Busch. Love him, hate him, you probably have an opinion, but he doesn't care. Busch has been dubbed 'The Outlaw' and that is exactly what he is. He marches to his own beat, and doesn't concern himself with the haters. Over the course of his 14-year career, he has seen the highest of highs and the lowest of lows. The 2004 champion is a different driver, and a different man, for that matter, than he was just a few years ago. It took a fall from grace to change Busch into who he is today, and quite honestly, I like the new Kurt Busch.

Busch has been known for his temper and has it has gotten him in some trouble, and ultimately lead to his fallout at Penske. He spent a year with sub-par Phoenix Racing, and struggled to find sponsorship. That experience gave Busch a dose of reality. He was not in a competitive ride. Busch had to learn the hard way that the world would go on with or without

him. He found himself behind the wheel of the Furniture Row Racing team last year, a single-car operation out of Denver, Colorado, and they managed to earn a Chase berth. It was the first time in the Chase era a single-car team had made the Chase. He scored 11 top-5s, which was more than FRR had in their previous eight years combined.

Kurt has always been an incredible talent driving a racecar, and gets 100 percent out of his car every race. The drive and perseverance he showed last year with FRR propelled him into a premier ride at Stewart-Haas Racing, in the No. 41 Haas Automation Chevrolet. He joins another fresh face at SHR in Kevin Harvick, as well as Tony Stewart and Danica Patrick as teammates. Four characters no doubt, but they are professionals, and each brings a different perspective to the table. Kurt Busch now has an opportunity to legitimately contend for wins every weekend. There's no way you could have told me that two years ago.

Busch also credits a lot of his maturation to his girlfriend, Patricia Driscoll. Driscoll is the head of the Armed Forces Foundation, and together with The Kurt Busch Project, the two also have a working relationship and passion for helping our nation's veterans. On Memorial Day weekend, in an effort to raise awareness for the America's wounded, Busch is attempting the Indy-Charlotte "double". He will attempt to qualify and race in the Indy 500 and Coke 600 in the same day, and would only become the fourth driver in history to do so.

He has also learned to be a dad. Houston is the son of Driscoll, and the two have shared a close bond. According to Houston's wish list, he wants to stand in victory lane. Busch's goal is to get him there.



Not only does Busch have the opportunity to contend for wins, I think he will win. With the new Chase format, one win will almost guarantee a driver a spot in the Chase, and once you're in the Chase, anything can happen.

Jeff Zelevansky/Getty Images



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Dirty Talkin'

Kris Peterson

Let The Kids Race

I am forever talking about our next generation of race fans and race car drivers and how important they are to the continuation of our sport. The Quarter Midget division began racing at the Cedar Lake Speedway Arena last season and began to grow. In order to help facilitate the success of the program some parents have gotten together and formed the St. Croix Valley Quarter Midget association.

The club is a non-profit group formed as a part of the national Quarter Midget Association. All cars and races will be using a base from the national rules and regulations, providing the kids with a safe yet competitive racing program. Kids will race for points and there will be an end of year banquet similar to what tracks have for the bigger car divisions. If you have a child who is 5-16 and has a passion for racing this is the local division to start in.

Cedar Lake Arena will be the home track for the association with a schedule of about 20 races on the

current schedule. The idea of forming the association is to provide racing in our area for kids ages 5-16. The group hopes to teach the younger generation of racers the proper handling of race cars, coordination, and self-reliance. The idea is to impress upon the kids the ideas of fairness, good sportsmanship and a sense of responsibility.

Quarter Midget racing develops racing talent and provides a family oriented racing activity. This type of racing is family friendly, cost effective and allows the entire family to be involved. All members of the family can participate, the kids drive and family members are able to provide both moral support and a "pit crew."

Quarter Midget racing develops sportsmanship, fair play and the following of rules. It develops coordination, timing, and independent thinking. This division will not only develop talent but drivers will learn a sense of pride and accomplishment.

For families with small children who enjoy dirt track racing this will be an opportunity to bring your kids to

the track to watch the kids race. Spectators for normal race days will not be charged to view the races from the stands so it is an inexpensive way to spend a Saturday afternoon.

I am looking forward to the beginning of the race season for this group out at Cedar Lake Arena. There are several races already on the schedule starting on April 26, 2014. Give it a shot and bring the family out to the races.



Dales Pictures from the Past

1970s era of racing with Mike Miller racing and winning in his Mustang (top photo) and one of the famous Lyle Nabbefeldt X cars (bottom photo)



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Ten Minutes with Tim Brockhouse

The Midwest Racing Connection recently visited the shop of the Great North Legends and spent time with Tim Brockhouse to discuss the past season and the upcoming season for the group. In addition to overseeing the Legends program at Elko on a weekly basis (with a few nights behind the wheel) Tim did a fair amount of traveling over the course of the year, and looks to do the same in 2014.

We watched you race indoors at the Cedar Lake arena, Elko and Raceway Park, along with reading about your success at Beaver Dam WI, and Knoxville, Iowa. Did you race anywhere else in 2013?

We ran at Revolution Park in Monroe, LA for the Ricky Pace Series and Texas Motor Speedway for the Battle at the Big Top. We won at Texas early in the year and then again at the end of the year. The race was actually called three laps early because so much oil had been laid down. The 50 lap race almost took three hours to run with all of the cautions and we lost a bunch of fans. They had a couple of flips, and one guy even went through the fence out of the speedway. We also went to Erie Pennsylvania, Jamestown North Dakota, and a few up at Buffalo Race Park in Glyndon, MN. We actually haven't lost a race in Glyndon in 2 and half years. We don't race there all of the time, but it's still pretty cool to say that.

This year you ran at Auburndale during Speedweeks and will have visited Texas by the time this issue is up on our website. What other big things (Elko and elsewhere) are in store for 2014?

For Elko, the Great North Legends will have a full schedule of 21 races. We're racing the weekend of the ARCA Super Car race and will be the only support class for that particular race. We're hoping to have a deal inked with Pennzoil for that

weekend. There should be another big money Legends race at Charlotte this year, and hopefully we'll be racing in that one. This is going to be the last year we run the legends during the Knoxville Nationals, so we're going to back to defend our title.

The mainstream racing media often speaks of the versatility of the ARCA series racing at everything from Daytona to the dirt tracks, but the Legend cars also run a variety of track configurations. Have you run a road course event in a Legend car in the past?



Tim and his "little" dog at his shop.
(Dan Plan photo)

We actually have an event coming up at Brainerd International Raceway (BIR) this summer on the 4th of July weekend. We're off for Elko that weekend to make sure we have good participation levels, and I don't want people to have to choose where they are going to race. I've run at Infineon in Sonoma, CA twice along with the road course in Texas Motors Speedway.

Going back to the topic of Knoxville, how cool was it to win at Knoxville last year in front of a crowd like they draw for the Knoxville Nationals?

That was pretty cool. Actually, that was probably



A new car getting prepped for 2014
(Dan Plan photo)

one of the biggest wins in my career. Just simply because there are so many people there. In the dirt world, these are my heroes. Craig Dollansky was there with his whole family. It was decent pay, but more importantly, it's Knoxville. It's like Daytona for the dirt guys.

One of the nice things about the Legends is there are not an A & B division. Drivers do race in different age/experienced based divisions, but we understand the same exact car can be raced in Minnesota as Florida and as drivers gain more experience, correct?

Correct, the ages go 12-16 is the Young Lion. After that you go to Semi-Pro, Pro and then 40 and over is the Masters, or blue haired crew that I fall into these days. When it comes to the actual cars, there is no difference whatsoever. At Elko you see that we have Young Lions racing against Masters and Pros. The drivers do get scored separately if they have 5 or more in your group to get full points on the national basis. Locally, its winner take all, no matter which division you are in. We've had a considerable number of people finish well in the national points that raced here in Minnesota in the past. We just don't get to run as many races as they do in Charlotte or Atlanta to win the national title.

Last year Michael Ostdiek won a number of features (nine total, including an astonishing 7 in a row) in the Legends at Elko. A challenge was offered Michael to start shotgun on the field late in the year. Do you plan on having a similar challenge available to drivers this year?

I would like to have something like the ultimate challenge that Elko used to have in the past. They ought to bring that back, and do it like they used to do it. Instead of giving the option to one driver,



Legend cars provide unique storage options
(Dan Plan photo)

continued on page 16



Michael Ostdiek picked up 9 wins on his way to the track championship
(Martin DeFries photo)

continued from page 15

give it to one guy. If he or she turns it down, then keep going down the field until somebody takes in the top 5.

In addition to the veteran drivers in the Legends class, you've recently have a few drivers such as Derek Lemke and Bryan Syer-Keske test the waters in the Late Model division and pick up wins in recent years. Who do you see as your next graduating class?

Ohhh, that's a tough one. I think James Wenzel is going to try running in the Super Late Models this year. As you and I both know, if don't have a good program, you don't have a fair shot with the Supers. Teddy Hough is definitely another up and comer in the class. The kid is a great learner and great driver. Pat Zanstra is another one that has bought a Late Model and is moving up. We have definitely become a feeder series for the Late Models. On the Bandolero side, we have a couple of young kids moving up to the Legends; Tyler Kingery and Jared Duda. Both of these kids turn 12 this year and both have Legend cars ready to go.

What's in store for Tim Brockhouse this year?

I'll race a lot of national stuff and I'd like to race a few more at Elko. Unfortunately, when I race at Elko is a little conflict of interest. My mechanic is our Tech

Guy (Doug Kelly) which makes it a little tough. Doug is the #1 reason for my success over the years and I couldn't do it without him. I always offer to anybody I race against, if finish up front and you want to tear apart my car, go for it. I love racing with these guys, they're all friends of mine and there all customers. I wear way too many hats at the race track to put on a helmet every weekend.



Jared Duda is scheduled to make his Legend debut this year
(Martin DeFries photo)



Bryan Syer-Keske is a Legend graduate that picked up a couple of Super Late Model wins during the 2013 season
(Dan Plan photo)

Racing Nuggets from page 11

WAY over 3500 minutes each month on his cell phone, and if you get him going on stories of races past and he'll devour hours. And they say women talk a lot.

Regardless, our marriage seems to be made for racing. We are both passionate about this sport we love, yet we both have our own interests at the track. Obviously, he is in the pits with his team and I'm somewhere up top, videotaping the events or doing a live broadcast, depending on the track. He has never said it, but I'm sure he appreciates that he doesn't have to worry about where I'm at or what I'm doing. I wouldn't want it any other way. The worst thing that could happen is for something to not go well at the track because I was making demands on his time for something, when he needed to be focused on the car or team. I don't want to be THAT wife.

But still, holding a family unit together with a racer can be tough, when there are jobs around the house to be done; particularly auto care. It is incredibly strange that a guy who turns wrenches for a living, struggles to find the time to perform such tasks on our personal vehicles.

I think my husband would agree that I don't nag. I nudge. However, that can backfire sometimes. I purchased side mirrors for my Ford Explorer and asked him to help me replace the broken ones. Those new mirrors sat by the door to the garage for a whole year, before I finally watched a YouTube video that showed me how to replace them. I ended up doing that job myself, thinking that he would feel guilty for not doing it. Wrong. Instead, he bragged to his buddies how awesome his wife was for being able to do the job herself. How could I be mad at him? He was so proud of me. In retrospect, I'm pretty sure that was his plan. Kill me with compliments, so I forget that he was supposed to do the job over a year ago.

I really shouldn't rip on him too much. The stars aligned this week for me. I actually wrote down the date and time in my journal. This stuff doesn't happen—ever. My husband bought the swaybar bracket kit and replaced the broken ones on my Explorer! I had only asked him once if he could do it. I was astounded. I even took a picture to document the occasion, and then I took him out to dinner to celebrate. I'm starting to think he has the upper hand on this deal, in retrospect.

Honestly, I'm not sure if I'm handling these situations the way Lynda Petty would have. I certainly don't have the magnitude of patience and vision that she did, but I'm trying. I think we could all benefit if we tried harder to emulate Lynda Petty, the first lady of NASCAR racing. Be passionate about what and who you love, be supportive, but most of all make the most of every situation, even if it isn't "perfect." There is no such thing as perfect.

Mystery Photographer Photo Gallery

The MRC Mystery Photography recently visited Las Vegas, Bristol and Bulls Gap. Here are just a few of the photos.



Scott Bloomquist checks out the right rear tire of the latest addition to Team Zero, Erick Wells



Matt Kenseth rolling through tech in Las Vegas



Cup cars on pit road at Las Vegas



Nationwide cars on pit road at Bristol



Not a good night for the Newport Nightmare – Jimmy Owens



The Ryan Truex team works in the South Point Resort parking lot

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