

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

May 2015 Vol. 19, No. 1



Inside...



Photo Gallery



Short Track Buzz



Going In Circles

UPCOMING CEDAR LAKE SPECIALS

BATTLE OF THE BUSES

SAT, MAY 9th

PLUS... MIDWEST
MODS, HORNETS &
VINTAGE CARS

RAIN DATE: SATURDAY, MAY 16

RACES START AT 6PM • GRANDSTANDS OPEN AT 5PM
TICKET PRICES: ADULTS @ \$12 • KIDS (6-16) \$6 • 5 & UNDER FREE

PACK THE TRACK NIGHT!

**FREE GRANDSTAND
ADMISSION!**

RACES START AT 6PM • GRANDSTANDS OPEN AT 5PM

Saturday, May 23rd

FULL PROGRAM OF MODIFIEDS, PRO STOCKS, MIDWEST MODS, & HORNETS



Like Us On..



715-248-7119 • 866-4-CLS-FUN
www.cedarlakespeedway.com

Publisher's Note *Racing According to Plan*



Dan Plan

There have been several times in the last ten years or so, where I've wondered if pavement Super Late Model special events can survive. I've been to a few (and seen pictures of too many) where the event didn't seem to draw the quantity of cars, or the crowds that many would have anticipated. Oh how I've missed the days of an afternoon special with a big car count and a bunch of people in the stands.

The More Things Change, The More They Stay The Same

That all changed in April of this year. The Icebreaker at the Dells gave me hope that all is not lost in the world of pavement Super Late Model racing. The event renewed my faith in short track fans, and short track drivers with the support they showed for this event. I think I'm convinced once again, that Sunday afternoon Super Late Model specials can work.

The other great part of this show was it consisted of just two divisions, with the Great Northern Sportsman Series joining the Super Late Models for this event. While the weather forecast leading up to the event wasn't the best, in fact it was terrible up until Saturday, all of the stars aligned on this particular Sunday afternoon. A sun-drenched crowd had the opportunity to see a great show run off in quick success and completed by 5:00pm.

I know I'm beating a dead horse on this topic, but I sure wish every short track program was run as if there were a threat of rain. The schedule for the events for the Icebreaker was changed around a bit, with hardly any breaks in the action, and the Super Late main event was run before the

continued on page 15

Bruce Nuttleman photo



The Midwest

RACING

Connection

May 2015

Vol. 19, No. 1

P.O. Box 22111

St. Paul MN, 55122

651-451-4036

info@theracingconnection.com

www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Shane Carlson

Dale P. Danielski

Jacklyn Daniels-Nuttleman

Kris Peterson

Dean Reller

Jason Searcy

Charlie Spry

Photographers

Jim Ambruoso (815-623-3200)

Martin DeFries (651-346-1199)

Doug Hornickel (920-563-0993)

Mark Melchiori (414-463-0131)

Bruce Nuttleman (612-860-6622)

Vince Peterson (612-419-6372)

Mary Schill/Forte Design (608-792-1317)

Jerry Zimmer (715-792-2174)

The Midwest Racing Connection is published six times during the summer racing season by The Plan Company, Inc.

All material is copyrighted 2015 and may not be reprinted without permission. Subscriptions are \$20 for six issues. Call 651-451-4036.

Cover photos by: Jimmy Ambruoso, Martin DeFries, and Mark Melchiori



**CEDAR VIEW
ELECTRIC, INC.**
952-469-2100

**New Construction - Remodel - Service Work
Pools/Hot Tubs - Basements - Additions**

Residential & Commercial

Lakeville, MN

www.cedarviewelectric.com

Going in Circles



Charlie Spry

A beautiful day greeted us for the start of the annual “Spring Classic” at the Rockford Speedway in early April. Things seldom go as planned, however, and rain and other things made for some unplanned things happening. In racing, what you think will happen is what seldom DOES happen.

The Big 8 headliner came about just in time for the clouds to move in, and altered the destinies of many. Casey Johnson had led the race from the start, and seemed destined to take the win. After a light rain fell, many fans left the facility thinking that was it for the day, with Johnson leading and winning. However, those who left were in for a bit of a surprise, as Bobby Wilberg ultimately took the win in a largely unpopular win after he made contact with Johnson. Goes to show, never leave a race track before knowing for sure that a race will or will not be restarted.

Jeff Nowak was present with a Mid-Am car. “This car was Chris Storey’s car, and I thought I’d bring it down to try it out. I think I may even do some dirt racing with this car as well, as a Mid-Am car and a dirt Grand National car are pretty close. I will still race my late model at some of the tracks as well,” Said Jeff. He won a heat race and came all the way from the back of the feature to finish eighth in the feature, largely through smart use of the restart cone.

Likely the youngest racer here today without a doubt was fourteen year old Derek Kraus, racing a truck. Derek dominated the Bandolero class at Wausau and other tracks the past couple of years, now moving up. “My Dad said that this was the next logical step in my career, so that is why I am racing in the truck series. The speeds are much greater, the vehicle much bigger, and the competition much tougher,” Said Derek. His Dad is Mark Kraus, who has had



Bobby Wilberg picked up the Big 8 opener at Rockford
(Jimmy Ambruoso photo)



The Big 8 Late Models kicked off their 2015 season at Rockford
(Jimmy Ambruoso photo)

much success in both asphalt and dirt racing. Derek also raced a super late in Florida this past winter, gaining a ton of experience in short order. He now becomes the youngest driver to ever win a feature here in a full size car/truck. AND, that is one LONG history here.

Some of the drivers in the Big 8 cars were relentless, and deserve a little credit. Michael Bachaus was involved in an early wreck which involved most of the field in some form, yet came back out and worked back up to finish fourth. Duke Long had quite a bit of misfortune, but came back again and again and was running at the end, even if his car did look a little battle-fatigued. Dave Edwards seemed to make it through most of the troubles until dropping out near the end. The drivers with many laps of experience on the Rockford oval showed their stuff today, as weekly racer Jake Gille finished second and 2014 champ Jon Reynolds Jr. finished third.

The weekly racing at Rockford looks to be as competitive as ever. An exciting feature was won on opening night by Alex Papini over Jake Gille. Jake looks very strong this year, and once he starts winning, look out! The late model field will have some interesting Rookie-Of-The-Year contenders. Sportsman front runner Daryl Gerke moves up this year to late models, and is getting much faster in short order, saying, “If you would have seen me out here practicing yesterday, you wouldn’t believe it. We are so much better tonight, and we’ll keep working on it.” He has had the car for awhile, and raced it a couple of times at Kaukauna previously, saying, “We had bad luck with it there and just pretty much parked it and gave up. We decided to bring it out here and see what we can do.”

Sam Redmond is another rookie contender, one who hasn’t done much racing the past few years, as he previously raced in the sportsman division at the shuttered Lake Geneva Raceway, which closed at the end of the 2006 season.

Patrick Featherston did very well last year in the sportsman class here, becoming one of the top competitors quickly. Now he moves up to late model, and if he gets as fast as quickly as

he did in a sportsman car, he will be one to watch. Steven Erickson won the sportsman feature on opening night, returning to the track and racing once again. He hadn’t done much racing the past couple of years, but doesn’t look the least bit rusty.



Derek Kraus became the youngest winner at Rockford Speedway
(Jimmy Ambruoso photo)

Former Roadrunner racer Adam Cartwright moves up to the sportsman class, as does current Roadrunner driver Robert Stoltz. Kodee Busekros raced only a couple of times last year, and is back. Jeff Watson is another sportsman newcomer who has turned many laps here in other divisions.

“Bullet Bob” Frisch is now racing in the American Short Tracker division, racing the car driven by Kelly Evink last year. Bobby was the 2012 and 2014 Roadrunner champion and is immediately in the thick of things. David Pautsch Jr. has a Honda, which is a bit of a change of pace here in the division. It was nice to see two Ford Pintos racing in the division, Aaron Rude and Dave Lee. Once the staple of this type of class, they are disappearing quickly! Didn’t notice many rookies in the Roadrunner class yet, but I’m sure they will come. Adam Tipton had the misfortune of having his car break on the opening lap of this first race, but made repairs and came back to run the feature, which was good to see.

On another note, in last month’s column, I noted that Ron Bishofberger was the only late model driver to ever come from the last chance race to win the feature at Jefferson for the Wisconsin State Championships. Well, an astute reader correctly noted that Dale Nottestad also did this in 2013, winning both features. Thanks!

Dean & Jason Talkin' Racin'



Jason Searcy

This year is the 50th anniversary of racing at Elko Speedway. We will be celebrating the events of the past much of the year, but the thing that is causing a lot of buzz to start the 2015 season is something new. The Figure 8's are returning, it's more of a rebirth of the division from the older full bodied heavy V-8 cars to the newer, front wheel drive 4cyl vehicles.

The Figure 8 division was the identity of Raceway Park for decades, definitely a fan favorite. The Figure 8 races always seemed to have that extra element of danger, it seemed as though you might witness "the Big collision in the X" at any moment. The racing was always suspenseful as you waited for the cars to string out and the leader to catch the tail of the field.... would the driver at the back of the pack slam on his brakes to avoid a collision when they crossed, and just how close would these Dare Devils push the envelope? When there was a near miss, you would turn to your neighbor and say "he better back off next lap, or else!" You just had to wait one more lap and find out, who would have the guts to keep on the gas pedal, or is it the brains to back out of the gas. The collision in the "X" was rare, but when it happened it was spectacular, the crowd would gasp as one giant unit; people shared the videos on social media and talked about the crash with their neighbors. These are

type of moments that get casual fans excited about racing and get them to come back week after week.

The action on the track in the Figure 8 division was complimented by the colorful characters who drove the cars, one of the most colorful was Mark Bronstad who told me years ago that the division was going to need a reboot soon as the car count was slipping down into the teens. "The Figure 8 car count started to decline due to lack of cars, feeder drivers and the current drivers getting older," said Bronstad "Eric Hake was the youngest driver when Raceway Park closed, other than him all the drivers were over 30 and most of us were over 40, that is why 4cyl cars are the way to go, so younger drivers will hopefully gain interest."

When Raceway Park closed most of the drivers in the Figure 8 division retired and it was the end of an era. That was not the end of the Figure 8 division though, it will be revived this summer doing double features on seven different race nights. This time 4cyl cars will be racing utilizing the inside flat track at Elko Speedway. Bronstad thinks switching to the Hornet type car is the right idea. "The 4cyl cars are easier to find and are generally in better condition," said Bronstad "the kids of today can relate to them just like us older guys related to the bigger cars."

Two former Figure 8 drivers have been pushing hard to get their favorite form of racing back on the track; Todd Tacheny and Dan McCarthy. "I loved to race Figure 8's," said McCarthy "there wasn't one race where I left the track with a frown on my face. I love the challenges of having to pay attention to the X, you've got drivers above you and below you and your car has to turn both ways, it's challenging but fun."

McCarthy has worked with Elko Speedway to incorporate the new Figure 8's into the Hornets (formerly called the Mini-Stock) division. "The Hornets cars are totally legal to race in the Figure 8's with the addition of a driver's side door plate for safety" said McCarthy. "The Figure 8 drivers can

also race in the Hornets division providing more seat time and more fun for the drivers."

I suspect some drivers will build Figure 8 only cars and set them up to turn both left and right, other guys will race in the Hornet division all night long and just make minor air pressure adjustments from race to race. The corners are plenty wide to see 3 wide in the turns in addition to the action in the X.

Expect growing pains as drivers new to this form of racing will be exploring just how close they can come to contact in the X. The Raceway Park Figure 8 drivers relied on trust and familiarity with the other drivers to know where the boundaries are, there will be little of that to begin within a new division. Many drivers might take the "wait and see" attitude at first but the potential for growth is huge in the new 4cyl division and unpredictable might be the best description of the new Figure 8 races.

I think in its 50th year of racing Elko Speedway is ready to handle a new breed of Dare Devils to emerge onto the racing scene. The Hornets Figure 8's.

"Dangerous" Dan McCarthy will be one of the drivers returning to Figure 8 action



Martin DeFries photo



AIRPORT SERVICE - CALL 24 HOURS

***Time Calls - Appointments**

DISCOUNT TAXI

FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com

Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

It's always nice to get the racing season kicked off and we were able to do exactly that here the weekend of 4/25 & 4/26 at La Crosse Fairgrounds Speedway, West Salem, WI. The Frostbuster weekend was scheduled at the NASCAR sanctioned 5/8 mile paved oval and things actually got started with media day and practice Saturday the 25th.

After a long winter there's always plenty of catching up to do on who's doing what and this year was no exception. As an example in asking perennial series and track champion Steve Carlson the question we seem to ask every year as to whether he will be racing a NASCAR Late Model all season at the track, he indicated, "What else would I do". Case in point, not being a fisherman Carlson indeed might as well keep racing as he obviously by his recent track record is still very good at it. Admitting he really has no desire to travel like in years past the Fairgrounds is perfect for him as his race shop is literally a stones throw from the speedway.

Brad Powell will be a regular in the Late Models again in 2015 and shooting for his 2nd track Championship.



Slightly different color scheme but same result #66 Steve Carlson wins

According to Powell "Unless something happens I'll be here every week. As to what that something might be, short of an international attack Powell figures to be in the thick of things at every race. Adam Degenhardt, Matt Henderson and Harley Jankowski are others who plan to compete on a regular basis while Shawn Pfaff and Ty Majeski will be racing when schedules allow at the track. All in all a strong field of cars again for 2015.

Sportsman Division drivers this year will be allowed to use the new body styles out there such as Camaros and Mustangs and a bigger spoiler and rear window are also allowed in the cars. Crate engines for power plants can be used this year as well with some specific guide lines laid out for those going that route. Speeds in the Division should be up with the changes which will make for some very exciting racing.

Other Divisions racing will be Thunderstox, Outlaws, Hornets and the growing Street Stock Division. And it all starts now!

Yes, indeed it does start now, actually it did officially start, as a great Sunday afternoon weather-wise brought a nice field of cars and a good crowd to witness the action in 5 Divisions of racing. Remember we said Steve Carlson can still drive a race car? Well he proved that today as he scored

a convincing win in the 25 lap NASCAR Late Model Feature. Carlson again parlayed a front row starting spot after a caution to take the lead from son Mike and cruise to a relatively easy win. Racing in 4th position before the yellow flag flew, Carlson was the first driver to choose the outside lane for the double file restart and after flying by Mike Carlson, it was over and the rest is history. Ty Majeski who chose not to get to the outside before Carlson, still wound up with a solid 2nd place finish and was followed by Brad Powell, Harley Jankowski (who came from 6th to 4th on the restart), Mike Carlson, Shawn Pfaff, Adam Degenhardt, Jeremy Wagner, Matt Henderson and Carter Christenson the top 10. Carlson also set 2nd quick time on the day so he's off and running in the track point's chase.

With the new rules, speeds were up substantially in the Sportsman Division with no less than 6 drivers beating the old track record in the division. When all was settled it was Nick Clements with the new standard at 21:440 seconds around the 5/8 mile paved oval. Clements went on to claim the 15 lap main in that division as well in a race that saw Mandi Eckleberg smack the frontstretch wall nearly head-on. Last report had her without any broken bones but she will certainly be very sore for awhile. Her race car? That's another story as it is a total wreck. Looking at the car the engine even moved on impact and could be seen coming up through the car's floorboard!

Dale's Pictures from the past

Looking back to the year 2005 it was Jerimy Wagner #18 and Jeff Baker #26 putting their NASCAR Late Models through their paces at La Crosse Fairgrounds Speedway.



Although Dad Shawn Pfaff struggled a bit in the LM Feature daughter Jacinda scored a first, winning the Thunderstox main event. All were happy in victory lane so it proved to all in all to be a good day for the Pfaff family.

Outlaws and Hornets Division racers competed during the day with Cole Scholze and Patrick Thicke finding their way to

*Racing Facts,
Observances and Opinions
continued on page 7*

Racing Facts, Observances and Opinions from page 6

victory lane in main event action. All in all it was a great day for racing and a good way to start the racing season.

Here and there... In asking Steve Carlson if he ever raced on dirt he recalled making attempts at the track in Lancaster, WI., and in Farley, Iowa. The Farley race was particularly noteworthy as he and brother Tom were racing their hobbystock cars there. Steve decided since it was dirt and would get bumpy to install some reinforcing frame rails on his car. Scheduled to start next to brother Tom on the front row of the race some other drivers caught wind of Steve's reinforcement idea and promptly kicked him out for the night! It wasn't a total terrible ending however as brother Tom Carlson went on to win the race! It's been brought to our attention that up and coming driver Ty Majeski and veteran Steve Carlson have never passed each other in green flag racing competition. News flash! Carlson actually did pass

*Racing Facts, Observances and Opinions
continued on page 8*



651-346-1199

www.redlinegraphics.net





LaCrosse Fairgrounds Speedway

NASCAR Weekly Racing: May 16-Aug. 22




May 30 • Two 20-Lap Late Model Features

July 3 • TUNDRA & GNSS / Fireworks

July 18 • Two 20 Lap Late Model Features

July 25 • Pre-Race Driver Autograph Session

Aug. 22 • Two 20 Lap Late Model Features

WEEKLY EVENT TIMES:

Qualifying - 6:15 • Racing Starts - 7:30





STREET DRAGS

DRAG RACE YOUR OWN CAR!
2nd Friday/Month - May-Sept.

Octoberfest 46th ANNUAL • OCTOBER 8-9-10-11, 2015



N4985 Cty Hwy M • West Salem, WI

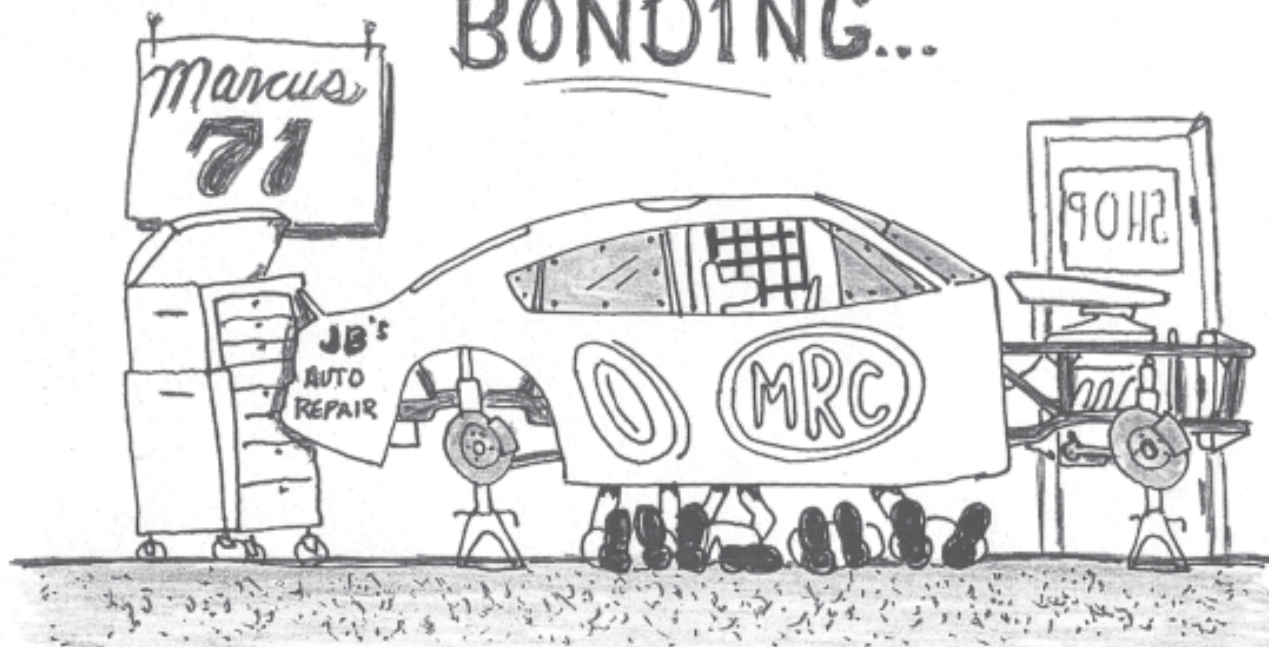
608-786-1525 • lacrossespeedway@yahoo.com

www.lacrossespeedway.com

LIL' CALE

*shorty
ARNOLD*

BONDING...





Shown above is dirt Late Model driver Randy Gullixson's race car hauler. Back in the day, before enclosed trailers and toter homes, this was a cool hauler. We still think it's a cool hauler.

***Racing Facts, Observances and Opinions
from page 7***

Ty in the dash race Sunday afternoon at Lax so that's one less weird statistic we have to worry about...Rookie in the NASCAR Late Model Division Cam Dezelske made an impressive debut placing 4th in his heat race and racing steady in the Feature event. Dezelske accomplished this after making the jump from a Hornet car all the way up to Late Models! Also of note is that Cam's uncle is Les Ferris who was a long time racer competing mostly at Minnesota paved tracks...Harley Jankowski surprised many by setting quick time in the NASCAR Late Models on the day...Bob Fort has decided to try his luck on pavement this year after having competing a long time on the dirt. Fort is racing in the Sportsman Division and has given all new meaning to

the word loose in describing race car handling characteristics...Long time racer from the area Rick Johnson with his son behind the wheel is looking at a full slate of racing at Lax. Frngds. R.J will be competing in the Sportsman Division this year at the track He got off to a good start by placing 4th in the Feature event... Next event for Lax Frngds will be Saturday night, May 16th... Dells Raceway Park, Wis. Dells, WI., produced a star studded field of 34 for their Icebreaker event April 19th with you know who Travis Sauter taking the \$3,000 to win Feature event. Does anyone have anything that can beat this guy!

And looking back in the day at results from La Crosse it was Jim Sauter winning the Feature race in the season opener on May 7th, 1971. Marv Marzofka and Rich Somers followed. Other early season results at the track found Sauter winning

again on May 14th followed by Somers and John McNamara. May 21st found Sauter winning again but his streak was broken on May 28th as Marzofka led the way to win the main event over Sauter. Sauter was back to his winning ways June 4th taking the Feature win over Rich Somers, Larry Detjens and Marv Marzofka.

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



Rookie of the Year candidate Cam Dezelske racing his #4 NASCAR Late Model at LaCrosse Fairgrounds Speedway

trackratphotos.vfcfunding.com

THE MIDWEST
RACING CONNECTION

Racing Nuggets.com

For Quality Work at a Fair Price use IBEW Local 110

www.ibewpros.org

www.stpaulneca.org

IBEW 100 YEARS OF BROTHERHOOD

Like us on Facebook, watch us on YouTube, or follow us on Twitter

www.facebook.com/themidwestracingconnection

www.youtube.com/theracingconnection

@MidwestRace



www.IMCAoldtimers.com

Upcoming Events

Annual Picnic and Exhibition Race at Cedar Lake Speedway on August 8th

Dakota County Fair display in Dakota City during the fair Aug. 10th -16th



Photo Gallery



Bilderback and Papin drifting exhibition during the Rockford Spring Classic
Mark Melchiori photo



Rusty Wallace and Stan Burnick at the Illinois Hall of Fame induction
Jimmy Ambruoso photo



A packed house for the Icebreaker at Dells Raceway Park
Bruce Nuttleman photo



Kim Strom's Trickle Tribute Hornet at Lacrosse
Bruce Nuttleman photo



Bob Cook in action at Cedar Lake Speedway
Martin DeFries photo



A photo finish for the Great North Sportsman Series
Mark Melchiori photo



Photo Gallery



Lacrosse Sportsmen driver "Mr. Excitement" Bob Fort
Dale Danielski photo



Rib Lake, Wisconsin's Brad Seavers opening weekend at Cedar Lake
Martin DeFries photo



Elko racers Eric Campbell, Brent Kane and friends enjoy a night at Cedar Lake
Brewster Baker photo



Shawn Pfaff greets daughter Jacinda following her first feature win
Bruce Nuttleman photo



Stateline Staffing Services fast dash lineup at Rockford Speedway
Jimmy Ambruoso photo



The tailgate section is always a fan favorite at CLS
Brewster Baker photo

2015 Kulwicki Driver Development Program

The 2015 Kulwicki driver development program drivers on hand at the Dell's Icebreaker 100 Super Late Model event included: Skylar Holzhausen, Ty Majeski, Reagan May, John Deangelis, and Alex Prunty. Holzhausen was the highest placing driver, with a second place finish. Ty Majeski raced his way to fourth place. Reagan May finished just outside of the top-ten in 12th place. Early race incidents relegated Prunty and Deangelis to 21st and 23rd place finishes respectively. All of the Kulwicki Development Drivers on hand qualified for the main event. Photos courtesy of Bruce Nuttleman.



43RD ANNUAL

IOLA '15

OLD CAR SHOW & SWAP MEET
JULY 9,10,11 Iola, Wisconsin
NATIONAL RACEWAY

1,000 CAR CORRAL SPACES
1,600 CAMPING SPACES
4,430 SWAP SPACES
2,500 SHOW CARS

SPECIAL GUEST

DON GARLITS
SPONSORED BY


CHILDREN 12 AND UNDER FREE
TEAMED TO LEARN® EXHIBIT TENT
FREE PARKING & SHUTTLE SERVICE
ADMISSION: \$10.00 DAILY, \$18.00 3 DAY PASS

ALSO FEATURING

LIGHTNING MCQUEEN & TOW MATER

WWW.IOLAOLDCARSHOW.COM
715-445-4000

Full Throttle**Shane Carlson**

I have the honor this year to cover the Meritor Champ Truck World Series, a brand-new division of semi-truck racing that hasn't been seen in America since the 80s.

Minimizer makes polycarbonate semi-truck fenders, and they were looking for someone to cover their Minimizer Racing teams in particular, as they are sponsoring two trucks. I hopped all over the opportunity.

As a young kid, I specifically remember having a VHS tape of a European semi-truck race, and I thought it was the coolest thing ever. I don't have the tape anymore, but once I caught wind that there was a position available to cover this series, I jumped right onto YouTube and watched a few hours-worth of highlights and crashes.

I immediately filled out my application for an internship and was offered the position about a week later. I couldn't say no to this exciting, obscure, diesel-fueled adventure.

John Condren is heading up the series with a vision he had three years ago. Now it is finally a reality. As I write this piece, I'm at the inaugural race in New Jersey Motorsports Park, a road course in Millville, New Jersey.

Other stops on the 10-race tour include; Texas Motor Speedway, Las Vegas Motor Speedway, Charlotte Motor Speedway, as well as Pikes Peak International Raceway.

The trucks that will be raced are basically stock, which was designed to keep the cost down for everyone involved. The


biggest feature of this series is that the truck may not be newer than five years old, but a lot of questions remain about a rules package. Right now, the goal is just to get exposure, and get people to come to the racetrack. It's rumored that by the time the series rolls around to Charlotte in July, the truck count could be in the high teens, or low 20s.

Who wouldn't want to see a pack of semi-trucks racing in close quarters? If nothing else, it will be interesting.

Check out the series website at champtruck.us.com and for truck fender needs, minimizer.com has you covered.

Champ Truck World Series*Shane Carlson photo**Shane Carlson photo*

\$10.00



**NATIONAL
SPEEDWAY
DIRECTORY**

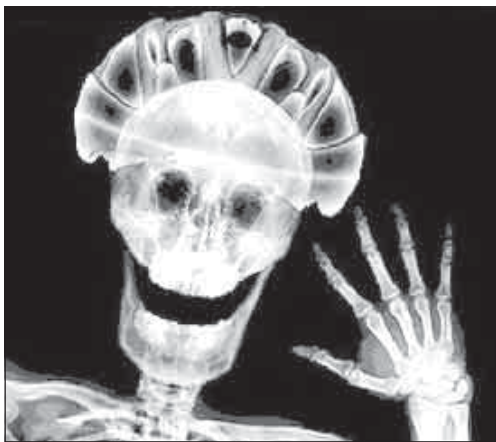
**OVAL TRACKS • DRAGSTRIPS • ROAD COURSES
 SANCTIONS • PUBLICATIONS • MUSEUMS
 2015 RACE SCHEDULES**

UNITED STATES AND CANADA

2015

ISBN 978-0-921105-02-9
WWW.SPEEDWAYSONLINE.COM

Racing Nuggets



Jacklyn Daniels-Nuttleman

We’re just getting started with the 2015 race season across the Midwest, and I couldn’t be more excited. Last weekend, I headed down to Dells Raceway Park to take in the Ice Breaker weekend, which featured a stellar field of superlate competitors, as well as a stout group of racers for the Great Northern Sportsmen Series.

Wayne Lensing sure has done a great job with that track. I’m looking forward to heading back there more this season. And Greg Oliver has also done a fantastic thing by creating and continuing to develop the GNSS, which appears to be drawing even more cars this season. It’s always good to see drivers and fans supporting tracks and series, as that bodes



Jacklyn and Dangerous Dan with cameras in hand at the Dells

Bruce Nuttleman photo

well for the future of this sport. Car counts were definitely solid at DRP for that opening event.

I’m guessing like me, your Facebook feed has been filled with plenty of photos of race cars that are newly completed and ready to roll in the coming weeks. I’ve always enjoyed the early part of a race season—almost solely because there’s a great swelling of hope among teams and their fans. It’s a fresh start; a chance to improve upon last season, and rewrite the history books. The new paint schemes, new sponsors, new parts—and in some cases—even a completely new car, all meld together to create plenty of anticipation at what might be in the coming months.

I try to get as many pictures or videos of the cars in these first weeks, because we all know that before long, there will be plenty of black rubber “donuts” on the sides, and even a few dented door panels or broken fenders that will need to be buffed out, or pop-riveted back together.

Regardless, I think those marks and biffs add a little character to the cars. It’s the BIG biffs that break your heart for the teams.

There was plenty of that at the Ice Breaker in the Dells. I videotaped next to my friend, Dan Margetta, who also had a video camera glued to his hand. Unfortunately, some of the drivers from his home track (Slinger Speedway) suffered serious carnage to their rides during the 100-lap main event.

It always sucks when teams have to spend lots of money and man-hours trying to get the cars back together after just the first outing of the season. But then again, who are we fooling to think that it couldn’t happen? It’s the inherent risk taken in auto racing.

Seriously, it’s a lot like when we get the first snowfall here in the Midwest. It seems that it takes a while for everyone to get their snow-driving skills back up to snuff. I suppose the same can be true for racers when they get back onto the track early on in the season, racing mere inches from one another at break-neck speeds. Stuff is bound to happen, frustrations are going to boil over, and fingers are going to be pointed.

It’s that passion that drives the sport, really. Containing the anger is the key. Helping to alleviate the frustration drivers experience when their car gets seriously wrecked or destroyed would require an outlet of some sort. Wouldn’t it be interesting to provide a way to vent those emotions—safely, and maybe even help out a great cause?

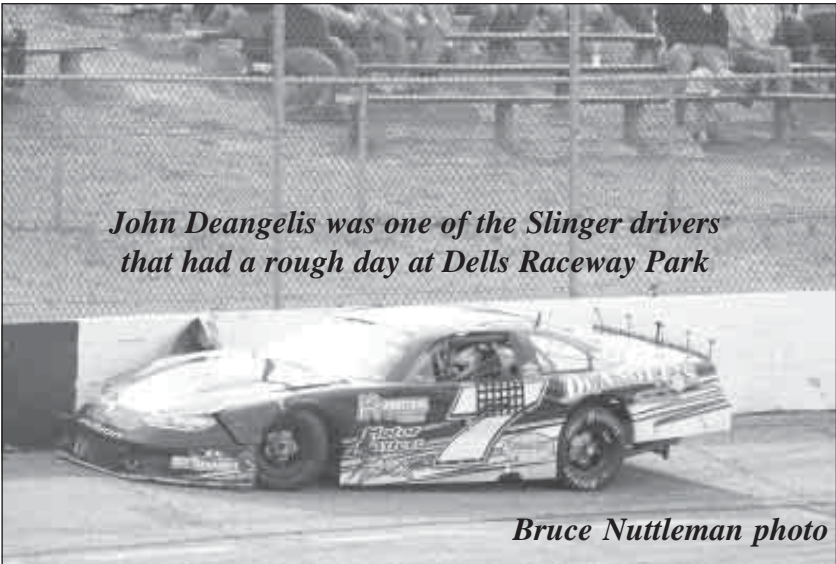
What if tracks set up a junked car somewhere in the pits, and bought a sledge hammer to go with it? Drivers who’ve had a bad situation on the track could come into the pen with that featured junk car and give it a beating with the sledge hammer. It would be a safe outlet for frustrations, and a fun thing to watch for fans.

Heck, even fans and crew members who were angry that their driver got wrecked could take a whack at the junked car. Tracks could even charge a few bucks for a few swings of the sledgehammer, and turn it into a fundraiser for a charity. Talk about turning a negative into a positive!

Although, I ‘m sure there are pitfalls with insurance that would likely make the idea a perilous one. Lawyers tend to muck every good idea up, don’t they? Nonetheless, I still think it would be a solid idea to let ticked off drivers, crews and fans work out their frustrations.

Until then, I suppose we’re going to have to let the drama fester and build. I guess that’s not such a bad thing either, as it generates a dramatic storyline for the fans. I’d be lying if I didn’t tell you that I put a laser-focus on my video camera with two drivers who’ve had some beef earlier in the season, when they are running nose-to-tail, or side-by-side again. I generally don’t breathe, in an effort to hold the camera as still as possible, fully anticipating SOMETHING to happen between them.

Rarely do the fans in the stands miss a beat on those situations. That’s also one of my favorite things to do while videotaping a race—listening to the fans. They scream out



John Deangelis was one of the Slinger drivers that had a rough day at Dells Raceway Park

Bruce Nuttleman photo

all kinds of things, and when their driver takes a spot from another driver that they don’t particularly care for—it’s a golden moment of high fives and slamming a celebratory beer in the stands, along with some animated, “Woo-Hoos!”

Race fans are definitely passionate about their drivers, and THAT is a beautiful thing. It’s even better when they head down to the pits after the race to rehash what they saw with the drivers. Let me assure you, drivers LOVE that interaction with the fans. It’s certainly the one thing that separates auto racing from the other sports. I would encourage every fan to take the time to go to the pits after every race, particularly if you have young kids. It’s a rush for them to be able to meet the drivers.

You can’t put a price on that fan interaction. I can remember going into the pits after races with my parents and stopping various pits, and listening to all of the chatter. I still cherish photos of myself at the young age of six or seven, with Larry Detjens and Dick Trickle. Oddly enough, both drivers have a Pabst Blue Ribbon clutched in the hand that was not wrapped around my shoulder.

Those are the memories that feed this sport. Be sure to make some of your own this season.



Bruce Nuttleman photo

Publishers note from page 3

Sportsman main event. I honestly thought for sure the crowd would clear out after the Super Late race. I was pleasantly surprised to see the entire crowd hang around for the Great Northern Sportsman Series main event. I think most of the fans even stuck around after all of the racing was over, as our exit from the parking lot was quite speedy.

This show also led me to reminisce about the days of only being able to read results from The Dells in the racing papers. Back then, I wasn't old enough to drive, and 200 miles was a long way from home. Also, there were no instant results, or live updates. These items are readily available today, but I have to say, you simply can't beat being at the track in person on a sunny, Sunday afternoon.

The event also brought one nostalgic item to mind, with the names of the drivers in the top-ten at the end of the day for the Icebreaker. In my younger years of reading The Checkered Flag Racing News, you could always count on seeing names like Sauter, Holzhausen and Reffner in the results from the Dells. Turns out, those same three names were in the top-ten at the end of the Icebreaker event. Granted, it wasn't Jim, Steve or Tom. Travis made a late race pass to pick up the win over Skylar, and Collin made his way into the top-ten at the end of the show. Seemed just like old times.

Miscellaneous News & Notes:

After catching a number of dirt shows at Speedweeks earlier this year, we were finally able to catch a few closer to home.

After a couple of cancellations due to poor weather conditions, Cedar Lake Speedway finally kicked off their 57th racing season in the middle of April. The opening weekend featured a large season opening car count, as many of the Northern tracks haven't opened yet. The racing action saw a last lap pass for the lead by Shane Sabraski in the Midwest Mods, and a wild flip by Bobby Houston in the Modifieds. A little bit of everything happened on opening night. The following week, the CLS Hornets had another great battle for the win, with Blake Dorweiller using the patented cross-over move to pick up the win. And speaking of running your show like rain is on the way, the gang at Cedar Lake ran their second show of the year off in record time, with the final checkered flag falling right around 9:30pm.

And finally, LaCrosse Speedway attempted to start their season off with a Sunday afternoon, late April Frostbuster event last year. Unfortunately the weather didn't cooperate in 2014. This year things were much better, and all of the weekly divisions were able to get a few laps under their belt prior to the Saturday night season opener on May 16. Check out more highlights of this year's Frostbuster in Dale Danielski's column in this issue of *The Midwest Racing Connection*.



trackratphotos.vfcfunding.com

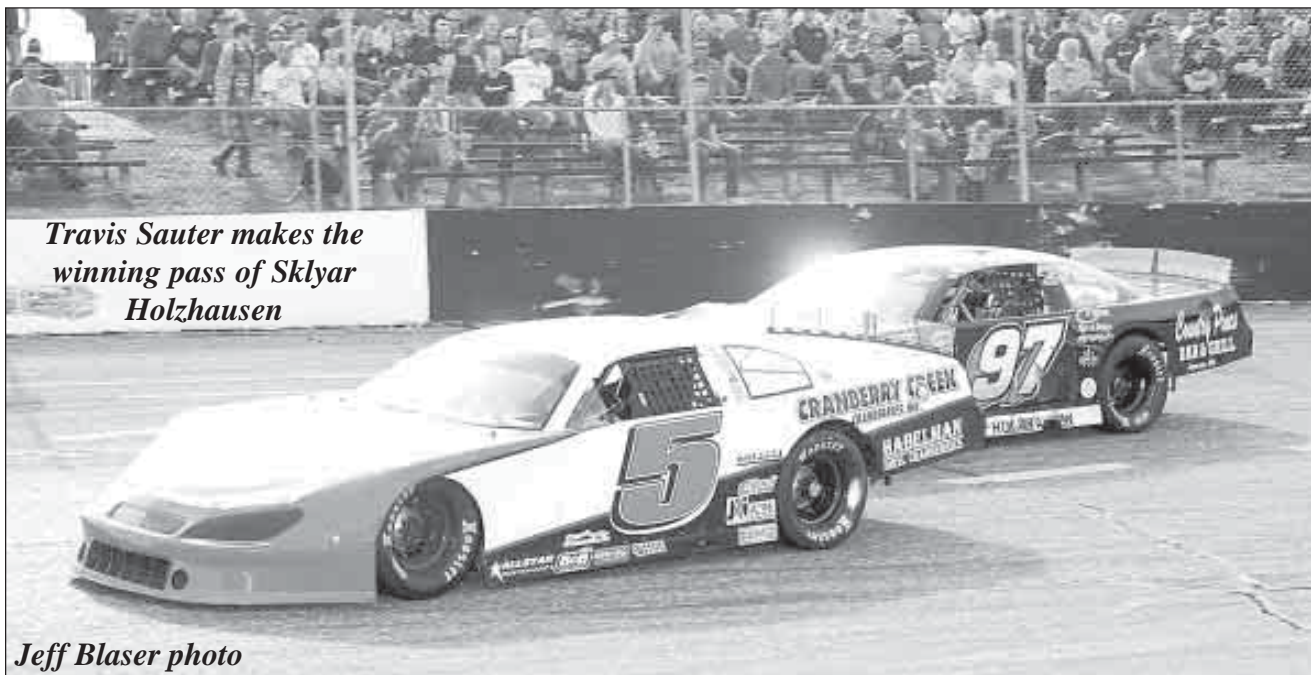
Martin Defries photo



Afternoon practice sessions have been a big success at Cedar Lake



Martin Defries photo



Travis Sauter makes the winning pass of Skylar Holzhausen

Jeff Blaser photo

Coming in the next issue of

**THE MIDWEST
RACING CONNECTION**

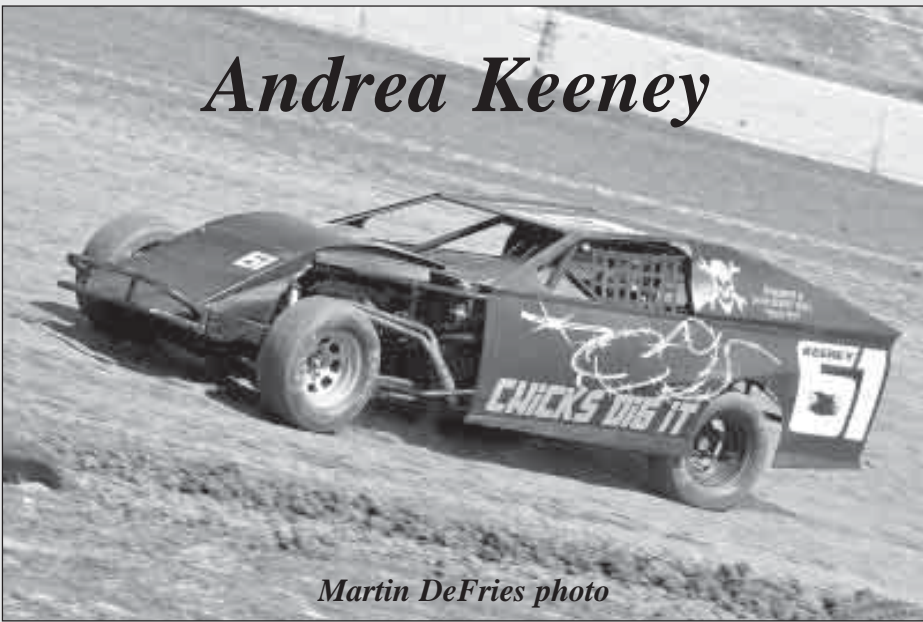
**CLS Dash Debut, Photo
Gallery, Columns & More**

www.theracingconnection.com

Short Track Buzz

Make sure to check out www.shorttrack.buzz between issue of The Midwest Racing Connection for additional interview with short track personalities

Andrea Keeney



Martin DeFries photo

Ridgeland, Wisconsin's Andrea Keeney is in her fifth year of dirt track racing. After 4 years in the Street Stock division, Keeney has now moved into the popular Midwest Modified division for the 2015 racing season. MRC caught up with Andrea after her second night of racing in her new car.

What lead to moving into to the Midwest Modified division?

The Street Stocks seem to be a dying breed, and I needed a new car. My Street Stock was pretty much crap, so instead of buying a dying breed, I just moved up a division.



Jerry Zimmer photo

How hard of an adjustment has it been moving into the Midwest Modified?

It's actually been way easier. This car drives ten times better than the Streeter ever did.

How much more expensive is it to run Mod's versus Street Stocks (roughly 2x, 5x 10x)?

Right now, I don't know yet. I haven't had to put a lot of money into it yet. I'll probably say it's going to be double the expense for us.

continued on page 17

Conrad Jorgenson



Martin DeFries photo

Conrad Jorgenson is entering his 40th year of racing, going all the way back to starting in the quarter midgets. With 4 championships under his belt at Elko, Jorgenson has decided to use 2015 to give back to the sport and help bring some new youth into short track racing.

You've raced everything from bomber cars to Late Models. What do you like most about the Hobby Stock/Thunder Car Division?

What I like most is you can build a pretty nice car, that's affordable, and the competition is as keen as any other class. The racers in this class are also all great to race with.



Martin DeFries photo

How special was it to win the last NASCAR championship at Raceway Park during the tracks final season?

That's probably one of the top things on my list of accomplishments. I had a lot of fun racing there over the years, and winning the last one was pretty cool.

What do you think has led to the phenomenal car counts in the Power Stock division the last few years at Elko?

They changed the rules a few years ago and made the cars a little bit more affordable. I think that helped out a bunch. That, and with Raceway Park closing,

continued on page 17



Martin DeFries photo

continued from page 16

Has your uncle (Late Model driver Jeff Keeney) been able to provide any assistance with your car?

Yes, he helps out a lot. He helps me with advice and tips on how to drive, and what to do on different tracks when they are tacky or slick, or what to do when the car pushes. He's actually going to change my valve covers for me tonight too.

What are you hoping to accomplish in your first season in the Midwest Mod?

We're going to try and run weekly at both Menomonie (Red Cedar Speedway) and Cedar Lake. Rookie of the Year here (Cedar Lake Speedway) would be awesome. My first heat win would be really cool too, but I'm not going to set my hopes too high.

THE MIDWEST RACING CONNECTION



Martin DeFries photo

continued from page 16

people needed somewhere to go and that's an affordable class to do it. The competition and the group of drivers in that class is also amazing.

We recently learned you donated a car to Adam Brachle's Youth Impact Racing group. How did this deal come about?

Adam came up to me at the races last year at Elko. Actually, Brent Kane is the one that sent him down to me and said that I would be the guy to help him. We started talking a little bit, and I was interested in what he was doing with the youth. My Thunder Car owner (Ed Jones) had a Power Stock and we decided we would donate the car to Youth Impact Racing. Right now, we are working on getting a motor and transmission to go along with the car, and then I'll donate my time to help the kids learn how to work on race cars.

What are you hoping to accomplish with Youth Impact Racing group car?

It's a way to get youth back into the sport, or more into the sport. That's an area that's lacking in the sport (youth involvement) and it's the future of the sport. I'm 100% behind what they are doing.


What are your plans for the 2015 racing season?

To go to the Dells. Oh wait, that race is over. My plans for this year are to race a limited schedule at Elko and a limited schedule with the Great Northern Sportsman Series. I'm also going to try and get my kids race car ready so they can go out and race Power Stocks this year.



www.speedtalkon1360.com

The Midwest Racing Connection Directory Page

WEHRS 

**FEATHERLITE
TRAILERS**

I-90 and Hwy. 162 Bangor, WI 54614-0409
800-562-0907 www.wehrschvrolet.com

WILSON
RACE FUELS

RED WING, MN

1-800-634-9666

www.wilsonoilcompany.com

FOREIGN & DOMESTIC REPAIR SINCE 1957

MAREK'S
TOWING & REPAIR, INC.

Repair Shop
Mon-Fri 7:00-5:30
Office: 952.469.3182
Fax: 952.469.7724
Imponnd Lot
Mon-Fri 7:00-5:30
Sat & Sun 10:00-12:00
20152 Kenrick Avenue - Lakeville, MN 55044
www.MAREKTOWINGANDREPAIR.com

**CLUB
LAMARK**
Madison's Race Car Bar

Where cold beer & good friends meet

1525 N. Stoughton Rd.
Madison WI 53704
608.244.4004

Weekday Lunch specials
Breakfast
Saturday & Sunday

FIVE STAR
RaceCar Bodies

ADVANCED BODY TECHNOLOGY
BODIES AT THE FOREFRONT OF QUALITY & PERFORMANCE!

P | 262.877.2171                                                         

DON'T NEGLECT

THE TOYS

**POUR IN POWER, PROTECTION
& ADDED PERFORMANCE!**



Justice Brothers products provide superior protection for all of your favorite extreme big-boy toys! By reducing friction and wear, keeping fuel systems clean and protecting engines against acid and corrosion, **Justice Brothers** additives will ensure that your toys run at peak power and performance, providing maximum enjoyment! Whether you ride for sport or for recreation, don't start that engine without **Justice Brothers** protection!

www.justicebrothers.com

- Justice Brothers Engine Tune Up
- Justice Brothers Fuel Injection System Cleaner
- Justice Brothers Gear Oil Treatment



MPLS/ST. PAUL
(651) 641-1414

2161 University Avenue
St. Paul, MN 55114
www.pirtekusa.com/fwp/midway/

PLYMOUTH
(763) 475-0475

11350 Highway 55
Plymouth, MN 55441
www.pirtekusa.com/fwp/plymouth/



PIRTEK

**Proudly Serving The Construction And
Racing Communities Since 1996!**

PIRTEK fluid transfer solutions for automotive, marine, off-road and custom applications work to your advantage and your budget. Get the right part the first time. No more leaks or endless trips to the parts store. **No More Headaches!**



**Hoses-Adapters-Fittings • Standard-Metric
D.O.T. Certified Brake Hoses and Lines •
Power Steering • Oil Lines • Transmission
Lines • Fuel • A/C**

PIRTEK HAS AUTOMOTIVE SOLUTIONS

Professionals' Brands, Shade-Tree Prices!™



✓Yes



✓Yes



xNo



✓Yes

✓Reliably Low Prices
✓Huge Selection

ROCKAUTO.COM
ALL THE PARTS YOUR CAR WILL EVER NEED

www.rockauto.com

✓Easy To Use Website
✓Fast Shipping