

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

WORLD OF OUTLAWS PREVIEW



May 9, 2013 Vol. 17, No. 2

Inside...



Going In Circles



1:1 With Jerry Gille



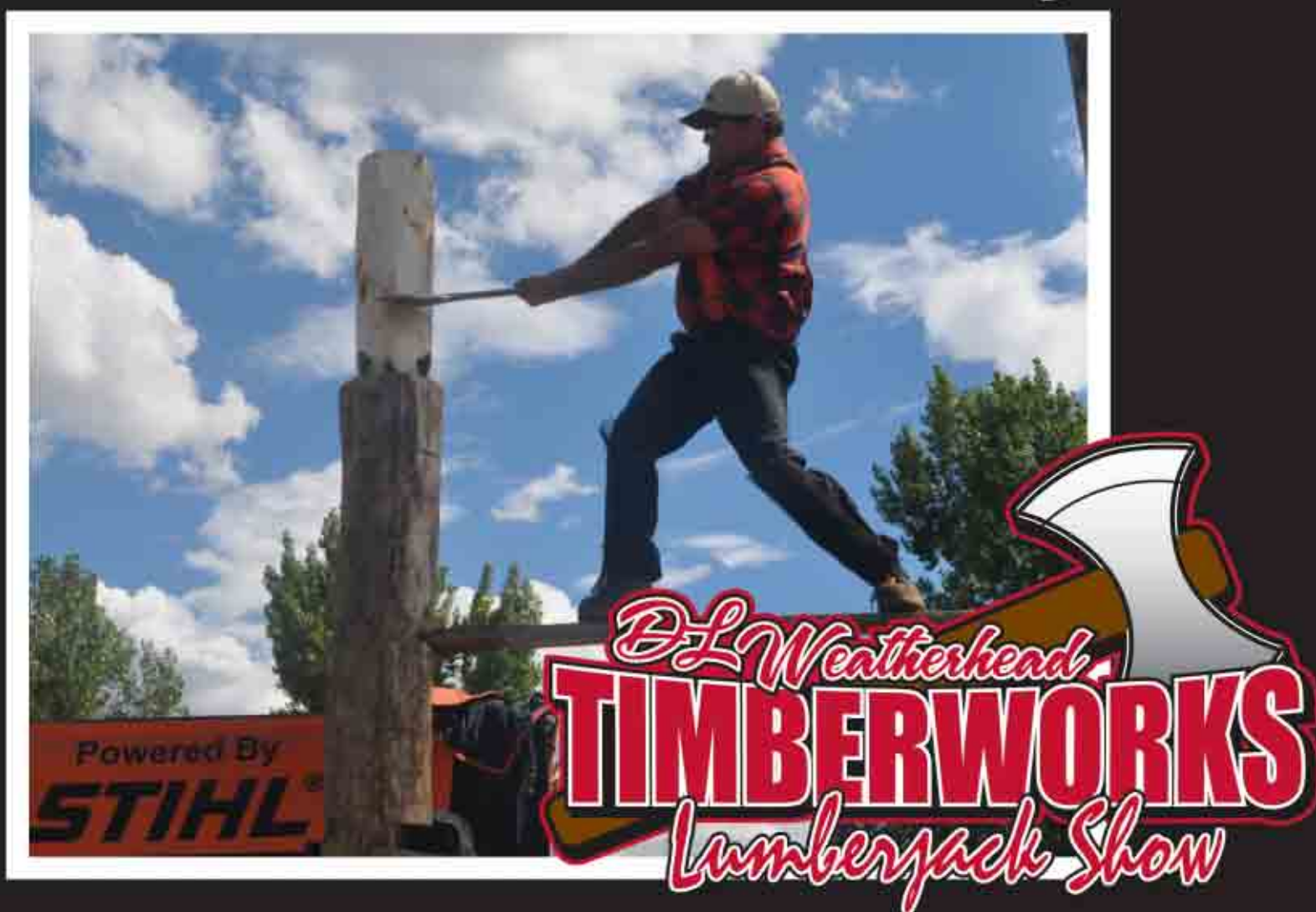
Small Car Corner



Saturday, May 25

EVE OF DESTRUCTION RAY

New for this Year Lumberjacks!



Rolling Thunder Monster Truck!
FREE Mechanical Bull Rides!
FREE Carnival Rides!
FREE Live Music!

Freestyle Motocross · Spectator Drags · Flag Pole Races
School Bus Races & Vertical Mischief

Plus ///// NASCAR Racing

www.elkospeedway.com · Gates Open @ 5p.m. With Great Attractions · Action Starts @ 7p.m.

Publisher's Note

Racing According to Plan



Dan Plan

The headline from our first print issue of the year stated "Spring has finally Sprung". Well, we almost had it right, and did have a nice run for a few days, before things turned cold again. The nice part of the warm weather stretch was allowing a small number of tracks in the area to get up and running. On a personal note, I am able to put a positive spin on things regarding the bad weather early this year, and missing out on racing. I don't feel guilty sitting in front of the computer working on the paper instead of being outside when it's snowing, and it allows me to build up my points for husband of the year status, when I can point out all of the additional time at home on weekends so far this year.

There is no doubt the weather has really been a challenge for a number of tracks this year. With pavement tracks, and I don't think I'm speaking out of line when I say that things can get going the moment the snow is gone, or even in some cases, when there's still snow on the ground. On the dirt side of things, it's a crapshoot every year during the early season months. Even if you get a few days of nice weather, possibly even record breaking warmth, it doesn't mean the dirt tracks can open the minute the snow is gone.



It simply takes time. I've been to many opening night dirt track shows where the surface just wouldn't stay together. It does make for some entertaining racing on the spectator side, but makes for a lot of work for the crews and drivers. The staff at the dirt tracks will try all night long to fix any ruts, but I've never seen a rut get fixed during the night of the racing action. It might have happened somewhere, but I've never seen it. The only thing I've seen correct issues with ruts or rough track conditions is time; as in days, possibly even weeks, for the tracks to dry out after a long winter.

Sometimes, trying to stretch the window of opportunity we have for racing in this area of the country works out, and sometimes it doesn't. We recently spoke with St. Croix Valley Raceway promoter, Ron Bernhagen, about the topic of longer racing seasons. We came to the conclusion that sometimes it's just better to wait. More shows on the schedule doesn't always equate to more money at the end of the year. This year will probably be a prime example of

continued on page 7

The Midwest

RACING
Connection

May 9, 2013

Vol. 17, No. 2

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

info@theracingconnection.com
www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Dale P. Danielski

Kris McMartin

Dean Reller

Jason Searcy

Charlie Spry

Photographers

Jim Ambruoso (815-623-3200)

Rick Blewett (507-398-9483)

D's Racing Imagery (608-393-4993)

Martin DeFries (651-346-1199)

Joe Gibbs (612-860-6622)

Doug Hornickel (920-563-0993)

Mark Melchiori (414-463-0131)

Jacy Norgaard (612-432-9113)

Vince Peterson (612-419-6372)

Stan Meissner (651-428-4717)

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

Jerry Zimmer (715-792-2174)

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

All material is copyrighted 2013 and may not be reprinted without permission. Subscriptions are \$20 for ten issues. Call 651-451-4036.

Cover photos by: Jimmy Ambruoso, Bruce Nuttleman, Vince Peterson and Shawn Swanstrom.

Member of the NMPA
National Motorsports Press Association



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

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

Residential & Commercial

Lakeville, MN

www.cedarviewelectric.com

Dollansky Faces a Homecoming When World of Outlaws Visits Elko Speedway

Inside Line Promotions

For Craig Dollansky, the World of Outlaws STP Sprint Car Series inaugural visit to Elko Speedway for the FVP Outlaws at Elko is special.

Not only does the Elk River, Minn., native get to sleep in his own bed the night before the Friday, May 10, event, but many of his family and friends will get to watch him chase his 56th feature victory - a feat that would move him into the top 10 in career wins with the premier sprint car series.

As significant as the location and surroundings is the heritage. Dollansky grew up a little more than an hour away from Elko Speedway. The most recent World of Outlaws STP Sprint Car Series winner watched his father race countless nights on the 3/8-mile pavement track and a couple of years ago his



Dollansky at speed during the 2012 season at The Dirt Track in Charlotte
(Vince Peterson photo)

youngest son, Garrett, picked up a victory in a legends car race. “From what I remember it seemed to go pretty well,” Craig Dollansky said. “It’s an awesome facility. They’ve got a beautiful grandstand and a bar area set up, so it should be a great experience for the fans.”

This time the track will be covered in dirt, marking the first time in a dozen years that the World of Outlaws STP Sprint Car Series will compete on a pavement track temporarily caked in dirt. The FVP Outlaws at Elko will also be the closest event for ‘The Greatest Show on Dirt’ to Minneapolis this season.

“The Minneapolis market is a pretty major market,” Dollansky said. “There are a lot of dirt race car fans around the Minneapolis area. The more races in Minnesota the better.”



Follow us on Facebook and YouTube
www.facebook.com/themidwestracingconnection
www.youtube.com/theracingconnection

facebook

You Tube

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

With weather interfering in a big way, as far as race attendance, we've taken the time to look at a few periodicals out there, and that is how we've made some of these interesting costs in racing discoveries. It seems with each passing year fields in the asphalt Late Model ranks continue to dwindle. The reasons are many, and most of it is cost related but when you look at some other forms of racing and what they are spending, I guess we aren't exactly terrible in that regard.

We always find it quite easy to point at NASCAR for excessive expense and we'll again do a little of that here. Such as in the issue of start and park race teams in the major divisions of NASCAR. It would appear the percentage of such teams is on the increase. Costs to compete in an entire race for many are too high considering the payback for all the extra wear and tear on race equipment. Consequently teams will qualify for a race and pull in after just a few laps with some phantom problem. They collect the start money and go on their merry way. The fact that barely the minimum of cars show up for the spots available in the race allows this to take place. NASCAR doesn't like it but the teams keep showing up creating a full field at least so it's hard to knock the strategy. At one time teams not knowing for certain they would qualify for a race wouldn't even have a crew on

hand for pit stops! Morgan Shepherd had that happen and literally stopped in his pit stall, got out of his racing machine and began servicing it. That needless to say was pretty embarrassing for NASCAR and they eliminated it by requiring a crew to be on site race day. Again if the cost to compete wasn't so high would we be seeing this? As tough as it is to break into the big leagues it's hard to tell. After all, one man's dropping out is another's potential opportunity. If sponsorship value was there, companies would keep pumping money into the sport and allow teams to compete. The value obviously isn't there, at least not like it was in recent times and that's why you see companies picking less than a full season of events to put their name on the race vehicle. And, with wraps making it easy to change colors or flavors for companies at every event if so desired, we're seeing more and more partial sponsorship.

If you really want a great example of insane costs in racing you need look no further than Formula 1. If you want to compete in Formula 1 and that's a big if as only teams that guarantee they will be at all events, paying for that chance up front get invited. Next it will cost you over 2.5 million for a racecar. Now I know this is cutting edge, considered State of the Art racing but 2.5 mil for one car? Obviously with the international schedule of F1 you can't get by with just one car. With an annual operating budget in the 270 million range, certainly many aspiring drivers and teams will choose another form of racing to get their fix. Of course, if you do get a shot at F1, you are immediately a multi-millionaire and cost is suddenly not an issue. If this is the type of racing you truly want to compete in, get a country to back you, and make sure the first order of business is to get your \$50,000 steering wheel (It's like you're playing a video game and yes they cost at least that much) and start practicing.

So looking at those numbers our paved short trackers would appear to have it pretty good. Expenditures to compete are getting out of hand though and if you look at what it costs to run in any given event you are probably going to need a finish no further down the line than 3rd just to break even. Maybe you aren't supposed to be looking at this from a making a living stand point but a really, really, really expensive hobby it is becoming. Even more disturbing is so few tracks on the same page as far as competitor cross over. Cars and chassis are similar but if you want to travel get ready to buy a bunch of tires stamped by that particular track or sanctioning body that you can't use anywhere else. This is where the dirt world seems to have a handle on things as with the sanctioning group the tracks and series are affiliated with, and most go under someone's banner, standardized rules and tires can be used at all such sanctioned tracks and events. That's

how it used to be in the paved world but with sanctioning bodies for the weekly race programs a thing of the past, promoters have taken it upon themselves to form rules and sell tires at their facilities. I know there opinion on it is this mode of operation is by necessity but overall it doesn't appear it's resulting in growth at this level of the sport for this division of racing. A big drawing for us in gaining interest in racing was seeing drivers go head to head against each other at various tracks throughout the season. That's where we determined who our heroes were and followed them everywhere. Today's potential fan really doesn't have that opportunity and drawing from a pool of 15 -20 cars to develop this following instead of the 35-40 that should be able to afford to compete isn't helping. With tracks going to an every other week of racing schedule rather than each week, it's getting more difficult for racers to justify buying or building a car to compete as well. Plus, how do they get the needed experience and confidence to continue in the sport at that level with so few racing opportunities? What's the answer? Right now there isn't a simple, definitive one, at least if the Late Model/Super Late Model Division continues to be the top billed class of car. I know through the years taking a step backward to move forward, in terms of cost control on race equipment has taken place and sometimes successfully, but just how far do you go with this? Continue with the Super Late Models for Series or touring only racing and not on a regular basis at the local track? To some extent that's already happened with lesser or even entry level type divisions the top billed class. But do fans come out to see this racing? Do you create new interest and new stars participant wise with that approach? This sport like others has its upward and downward cycles. There is not an easy fix here but make no mistake about it car counts in the Late, Super Late Model Divisions are in a downward cycle as fields continue to dwindle. I hope a solution is near.

Here and there...Mississippi Thunder Speedway, Fountain City, WI got their season started April 27th with Brandon Davis taking the A Modified feature event...

La Crosse Fairgrounds Speedway got their second event of the year in this past Saturday with the savvy veteran Steve Carlson taking the win in a close finish over J. Herbst. Rounding out the top finishers in the 25 lap NASCAR Late Model feature were Adam Degenhardt who bounced back nicely from a blown engine and a trip into the wall at the first event this year, Ty Majeski who's learning fast as he also set the fastest qualifying time, Todd Korish, Bill Niles in another sold Feature run, Brent Kirchner, Shawn Pfaff, Cole Howland and Jeremy Wagner...Ok, so you're pretty sure a Sauter won the feature at Madison International Speedway, Oregon, WI., in the ARCA Midwest Tour race there May 5th. But which one? Travis who finds it hard to lose at the 1/2 mile having won the last 6 times he's been at

the track? Or Maybe Dad Tim who was racing and was very competitive, or maybe Johnny, Travis's uncle who dropped in to race on the day. OK, it was again Travis Sauter taking the win, but not before the other Sauter's had a say in matters racing up front all day before giving way to the youngest of the bunch. For Tr Sauter it was win number 7 in a row at the track and this time it was in the 100 lap Joe Shear

Dale's Pictures from the past



*Hotshoe back in the day Augie Winkleman #64. Winkleman competition Jerry Wagner #78 and #76 Buzz Ryan.
(Marge Farrar photos)*

continued on page 16

Going in Circles



Charlie Spry

I took in the season opener on the dirt at the Lafayette County Speedway in Darlington, WI. recently. Racers and fans alike in the area pretty much had given up hope for the season, as they were unable to find anyone interested in operating the track, until late in the off season, Jason Udelhofen, stepped to the plate and took the reins, bringing racing back to the area once again. Jason has raced for several years, so he has a pretty good idea all the way around on how things work.

This area is prone to flooding, with a river right in back of the pit area, but it also seems to recede and dry quickly. After being flooded recently, the track was put into shape with much effort, and racing went on, albeit just a week or two later than planned.

Car counts were not on the high side, but the track was in probably the best shape I have ever seen it in. Moist and tacky, with plenty of good racing going on, with very few cautions for spins, etc., which had formerly been a problem. If Jason and crew keep working their magic in bringing a track this good to the racers, many more will come in the future. While the racing got started a bit late due to track prep, things went smoothly thereafter.

With the closing and destruction of the nearby Freeport

(Illinois) Raceway, drivers from this area will probably show up in force. I enjoyed the view from the stands here, and you can tell you are in a small rural town here, as everyone in the stands just starts talking with you, without even knowing you. It's a friendly place!

Mike Fryer won the late model feature, Dubuque area racer Mike Weidemann won the A-mod feature, while Jason Reichers won the Sportmod feature, and Eric Beau won the sport compact main event.

Took in the racing banquet for the Columbus 151 Speedway the next night. Late model track champion Don Gaserude took home the title, and also garnered the award for best appearing car. Don and crew really deserve this, as they spend a lot of time keeping the car looking very nice every week during the season.

Enjoyed sitting with good friend Gary Schmelzer, whose family formerly operated this track from 1969-1974. Also enjoyed the company of Jerry Eckhardt and crew/family. Was interesting to hear Jerry talk of trying to figure out a way to race both at Columbus for their Sunday opener, and then Slinger that night. Jerry never slows down, and I'd say that most racers fifty years younger than him could not do what he does and keep up. He just loves to race!

Other title winners included Kevin Anderson in the Street Stocks, Dave Trute in the Hobby Stocks, Jamie Kohn in the Bandits, and Andy Ward in the Backup cars.

both drivers doing pretty well. Robinson won the dash and placed second in the feature to winner Matt Lundberg, while Sellers won a heat race and placed fourth in the feature. Good work by both.

Talked with Roadrunner division driver Jason Van Hise. Jason enjoys racing in this division, but more than the regular racing, he enjoys the Challenge races. These are a series of events, usually one per night, in which the Roadrunner drivers must do something a little out of the ordinary. Might be a double-o race, a hare-n-hounds race, a forwards/backwards race, or a stop and go race, like tonight. Separate points are tallied throughout the year for these events, with a champion being named at the end of the year. Jason won the title in 2009, while also finishing second in oval points. He noted that his first race was back in 1996, and began full time in 1999. He is proud of his



Bruce Nuttleman photo

challenge series championship, as well as his six career feature wins in regular competition. Plans for the future? "I'm having fun with this right now, but of course, if the funding was there, I would love to move up. It would have to be maybe to the sportsman division, I don't think I would want to go beyond that, and I'd want to be competitive, or else it wouldn't be any fun," Said Jason. He won the challenge event tonight to prove that he is very good at these events. he also started nearly last in the regular feature and moved up to sixth at the finish.

Late model racer Alex Papini is having an outstanding season so far, winning three out of four feature events he has run, including tonight. "I've got a lot of really good help," Said Alex. "I'm trying to do everything the right way." He definitely is doing just that.

Joel Clossey is running for the Rookie-Of-The-Year honors in the late model division. He has raced both super lates and limited lates in the past, but never over four times per season here, so he is eligible. He won a sportsman track championship at the former Lake Geneva Raceway, and has also raced asphalt modifieds. His Son, Matthew, had been racing the late model, but he was injured this past winter in a car accident, thus, Joel taking over the driving chores.

Sportsman division racer Bobby Frisch is back behind the wheel in this division after racing Roadrunners for a few years. "I raced this division back in 2000 and 2001, then I moved to Florida for six years. When I came back I raced Roadrunners for awhile, and then I just got this car this year." The car is a Richards chassis.

The following Saturday I returned to the Rockford Speedway for their weekly program. In my last column I talked about two sportsman drivers, Johnny Robinson and Justin Sellers. Both drivers race with the number 99 on their cars, and I thought it might be kind of fun to chronicle these two drivers throughout the year to see how they fare. I guess we will call it the "99" report. Of course, I will follow others also, but there will be a little tidbit each time the sportsman division races here, of which I hope to be present for most of their races throughout the year.

For this past Saturday night, the "99" report has

continued on page 12

BOOST ENERGY NOW • LONG LASTING

Apple Pomegranate

ISAGENIX®

e+

NATURAL BALANCED ENERGY SHOT

+ ADAPTOGENS

Apple Pomegranate Flavor • Dietary Supplement

www.BestNaturalEnergyShot.com

continued from page 3

that, although I'm guessing Ron didn't want to cancel this many shows or, wait this long to start the season. Many tracks have already lost a number of early season shows due to the weather. Let's just hope the remainder of the season goes well, and everybody's bottom line is on the positive side at the end of the year.

Miscellaneous News & Notes:

This issue features our World of Outlaws preview for the Sprint Car group's debut at Elko Speedway. While doing our research for the preview section in this issue for the event, we learned some pretty big names were on hand for the first WoO event held in the metro area back in 1979. The first WoO event in the Twin Cities area was held at the old North Starr Speedway in Blaine, Minnesota. Sprint Car legend, Jerry Richert Sr., started on the pole position for the first event in 1979 and finished second, between Kinser and Swindell. There's a good chance another Minnesota driver can duplicate this feat, or possibly even finish one position better this time around.

We recently attended the Test and Tune session to kick off Raceway Parks 2013 racing season. A couple items of interest for the Hobby Stock cars caught our attention. Devin Schmidt was on hand with a newer style Mustang body on this Thunder Car, and word on the street is Joey

Souvenir program cover from the final year of racing at North Starr Speedway. This was also the first year the World of Outlaws visited the Twin Cities area.

OFFICIAL PROGRAM

**NORTH STARR
SPEEDWAY**



"DIRT TRACK ACTION"

1979

LUCKY NUMBER

002095



Bruce Nuttleman photo

Miller will debut a Dodge Challenger this season as well. It's will be nice to see some different body styles on the track to break up the overwhelming number of Monte Carlo's and Impala's in the area. Along with the new body styles, a couple of returning drivers from the past were also on hand. Jim Gustafson is scheduled to race the Big Johnson #65, and Randy Waibel was on hand testing a familiar, sharp-looking #13 Hobby Stock. Should be a banner year for the Hobbies at RWP.

We also noted another item during the test and tune session at Raceway Park. Several Figure 8 drivers were also on hand, although none of them had cars in running condition. It seems they had something different in mind when it comes to "getting things tuned up". Rest assured, the Figure 8 will be ready to go on opening night this year.

And finally, one of the items I enjoy the most about this

gig, is getting to talk to some of the drivers at the area tracks. Some of them, I've only seen in the photos in our paper, and haven't had a chance to meet in person. Others, are just kids, and getting their start in the sport. In this issue, we have an interview with 2012 Rockford Speedway champion, Jerry Gille. I really enjoyed the conversation with Jerry, and it even got better once the recorder was turned off, as we talked about the "Good Old Days" of racing. Another recent interview was our short conversation with Sammy Mars, for the Small Car Corner in this issue. This was another moment I won't soon forget, especially when dad answered one of Sammy's questions for him, that caused the younger Mars to appear somewhat embarrassed. There's no doubt this little kid knows how to wheel a race car, but I'm not sure if an eight-year-old kid is racing to "impress the chicks", but one never knows.



Follow us on Facebook and YouTube

www.facebook.com/themidwestracingconnection

www.youtube.com/theracingconnection

facebook

You Tube

I:I With Jerry Gille

Jerry Gille picked up his third championship at the historic Rockford Speedway in 2012. The veteran driver from Illinois has over 20 years of racing experience, and has started off the 2013 season with strong finishes at his home track. A top-5 finish in the Big 8 Series Spring Classic was followed by a seventh place finish in the NASCAR Whelen Weekly Racing Series opener, and then his first feature win of the year at the end of April. *The Midwest Racing Connection* recently caught up with Gille to discuss his past racing experience and future plans.

How did you get your start in racing?

My parents were involved in the sport, just like everybody else. Well, I can't say like everybody else anymore. When I was a kid, everybody followed their parents. My dad worked on a lot of cars in the past and it was just kind of a natural thing.

In your younger years, you worked with some drivers that are fairly well-know, correct?

Oh yeah, I worked for John Knaus for a number of years. My dad actually worked with Tom Reffner for a number of years. I worked for John, Joe Shear and Jim Sauter for a little bit.

What do you enjoy most about racing at Rockford?

It's home. I know it sounds cliché, but it's home, it's where I grew up. We have really, really good competition at Rockford. We're short on cars right now, but every car there is a good race car. It's a good group of guys.

How does your 2012 championship at Rockford rate in your career?

I don't know how to answer that one. When I won the championship at Madison in the Super Late in 1999, I never had an opportunity to defend the title. My sons were born in 2000, and my crew chief went south to work for Ray Evernham. I only ran a few times in 2000, and this ended up being the only year I took off, for the most part. When we won in '08 we were able to turn around and win again in '09 that was huge. Now, in 2012 you're back to adding a number. It puts you in a different category. It's kind of an egotistical thing, but I don't know how to explain it. It puts you in a different group of guys. A lot guys win one or two, but when you start winning 3 or 4, it's a little more.

Does it make you hungrier to get another championship?

Actually, I'm probably closer to retirement than I am

winning another championship. The same thing is still there. You always want to do the best you can. I've always been a point's racer, and really don't know how to race any other way. It's one of the things growing up at Rockford, we always raced for the NASCAR points, and it's something that's always kind of there.

We wouldn't consider you old enough to retire.

Well, I'm almost 50, and the guys I grew up watching, that was always their crest. That's kind of where they started to trail off. Other than Trickle and Reffner, they seemed to race forever. It's time to enjoy my kids a little more. As I say that, we have a new car we're starting to put together. It's one of those new experimental Lefthander cars, and we're hoping to take that to Milwaukee. As much as I'm talking retirement, it doesn't look that way. We're having a lot of fun right now, and picked up a win this year. That puts a little bit of pep in everybody's step.

What did you enjoy about the old NASCAR Northern Series?

That was a fun deal wasn't it? Geez we had a great time with that deal. We went to Illiana, Cedar Rapids and I hated Lake Geneva, but we went there too. Back in those days, Elko Speedway was one of my favorite places to go. Renee and Bob (Fredrickson) took very good care of me in those days. I was absolutely dead broke. Just a young kid, and didn't have any credentials whatsoever, and Bob and Renee looked out for me. We always did everything we could to make it there. I haven't been there in a number of years; it just seems so far away these days with gas prices. Back when gas was \$1.79 a gallon, it didn't hurt so bad. We're leaning towards running all of the Big 8 races and hope to make there this year. I also enjoyed going to Raceway Park. The first time I went to Raceway, I had no talent, no skill, no car, but it didn't take a big motor or new tires to run fast there. I almost made the trophy dash in my first year in a Late Model there.

What hobbies do you have away from the race track?

The Falcon (vintage Ford Falcon) thing is just kind of a father/son project that we haven't bridged yet, but we're working on it. My kids aren't really interested in race cars at all. I'm trying to get them interested in the mechanical



Jimmy Ambruoso photo

aspect, and get them interested in mechanical engineering. I have a vintage race car that I've had for a number of years, and they get a kick out of that.

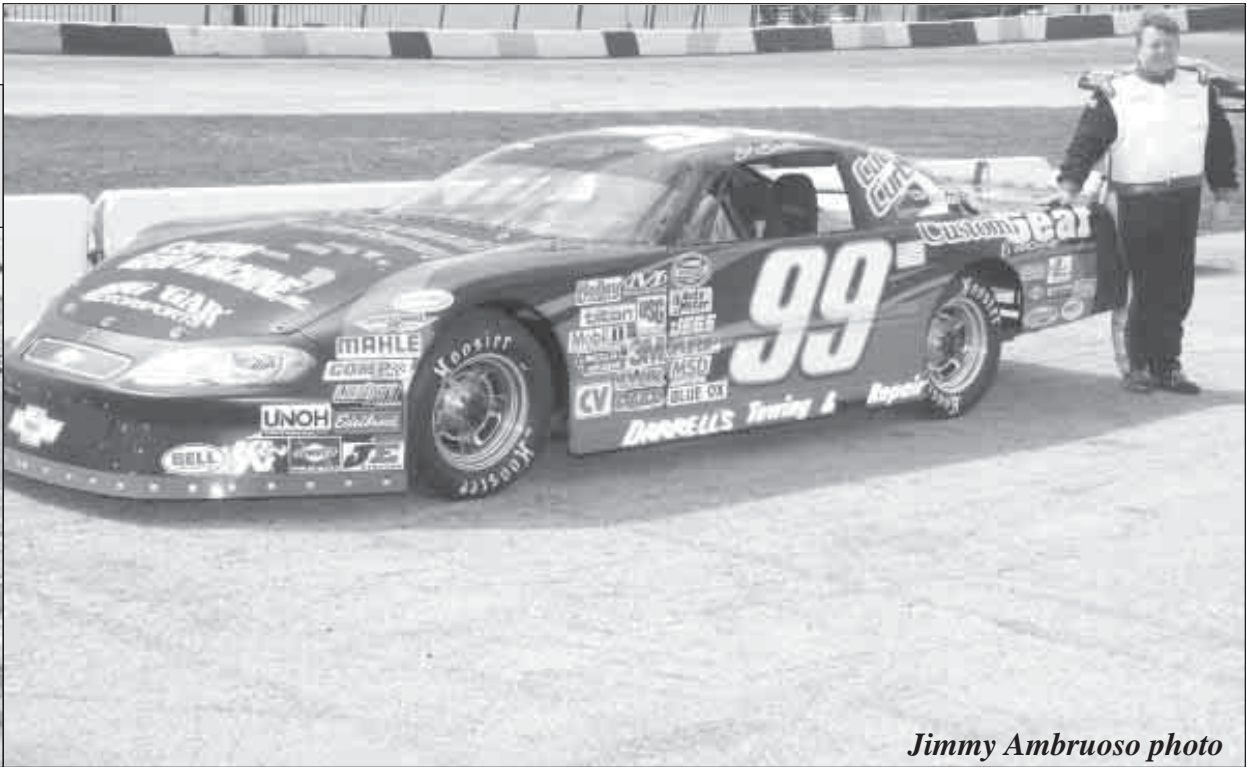
What are your plans for the 2013 season?

We started out the year trying to have a little more fun. We haven't traveled in a while, and I'm leaning towards running the whole Big 8 thing. It seems kind of silly not to. We're going to try and travel a little bit more. I've never been to Columbus, so we are going to go there. We're going to try and have fun, but you have to race for points. For me, that's where it is

Gille in his early years of Late Model competition with the NASCAR Northern Series at Elko Speedway in 1991.



Dan Plan photo



Jimmy Ambruoso photo



Bruce Nuttleman photo

Elko Speedway World of Outlaws Preview

The early season dirt track schedule at Elko Speedway this year features the first-ever visit by the World of Outlaws Sprint Cars to the facility. The Outlaws are known for their blazing speed, and exciting open-wheel action.

The World of Outlaws have made numerous visits to the state of Minnesota in past years, but this will be their first visit to the Twin Cities metro area since 1979. In 1979, the tour was in just its second year of existence, and held two events at North Starr Speedway in Blaine. The first event was won by a young kid named Steve Kinser. The second event was won by Midwest legend, Doug Wolfgang. Surprisingly, Kinser and long-time WoO rival, Sammy Swindell, both competed in the first events in the Twin Cities area some 30+ years ago, and are still running with the World of Outlaws tour to this day.

While Kinser and Swindell are still part of The Outlaws, a new group of drivers have made their

way to the top recently. Most notably, Donny Schatz has picked up several championships recently, and Minnesota resident, Craig Dollansky, finishing second in points for the 2012 season.

The original Outlaws will bring their show to town, and show fans what the highest level of dirt track racing looks like first hand. Many folks will hear for the first time, the infamous words of World of Outlaws announcer Johnny Gibson, as the field does their four-wide salute. There's nothing like hearing Johnny over the PA with "You wanted the best, you got 'em, four abreast, often imitated, never duplicated, the greatest show on dirt, the World of Outlaws."



Vince Peterson photo



Dan Plan photo



Vince Peterson photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Ricky Martin picked up the Thunder V-8 win at Raceway Park
Martin DeFries photo



Rick Martin picked up a Figure 8 win at Raceway Park
Martin DeFries photo



Thunderstox action at LaCrosse Speedway
Mary Schill photo



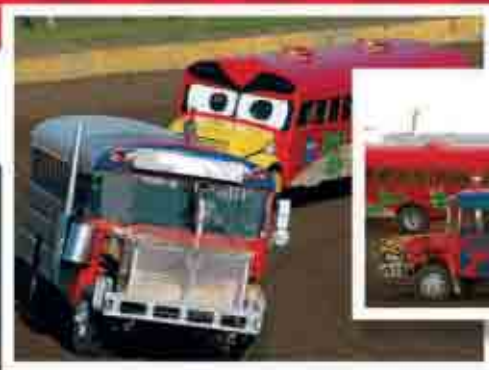
Three Sauters at Madison; Tim, Travis and Johnny
Doug Hornickel photo



Ryan Hensel picked up a Mini Mod win at the Cedar Lake Arena
Vince Peterson photo



Dennis Smith captured the RoadRunner feature at Rockford
Jimmy Ambruoso photo



BATTLE OF THE BUSES



SATURDAY, MAY 11th
CEDAR LAKE SPEEDWAY

RACES START AT 6PM • GRANDSTANDS OPEN AT 4:30PM

TICKET PRICES: ADULTS @ \$12 • KIDS (6-16) \$5 • 5 & UNDER FREE



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

RAIN DATE: SATURDAY, MAY 18

Going In Circles from page 5

Rookie Roadrunner pilot Trevor Robinson continued the good luck with the “99” number, as he won his first career Roadrunner feature in only his third try ever in a rear wheel drive, V-8 powered car. The racer they dub “Magic Shoes” got his start in a Bandit car, and now is learning the totally different car with an idea of moving towards a hobby stock and sportsman car in the future at various tracks. Trevor is the younger brother of Johnny Robinson.

The other feature winner of the night was Cory Cootware, who hails all the way from Iron Mountain, Michigan. He reported that it is a good 300 mile trek one way to the track from his home.



Jimmy Ambruoso photo

Small Car Corner



Shawn Swanstrom photo



Sammy Mars

Age - 8
Home town - Menomonie, WI
Class - Jr. Wing
Home Track - Thunderhill Raceway
Favorite Candy Bar - Reeses Peanut Butter Cup
Favorite TV Show - Swamp People
Favorite Part of Racing - Just racing
Are you faster than your dad? - Maybe



Vince Peterson photo

West Salem, WI
608-786-1525

LaCrosse
FAIRGROUNDS
Speedway

NASCAR THE Short Track Racing Event of the 2013 Season

Oktoberfest Race Weekend

CAMPER VILLAGE

NASCAR WEEKLY RACING
Saturday Nights - May through August

• SEASON HIGHLIGHTS •

- Sat. May 25 - Concession Buck Night
- Sat. June 15 - Smash-O-Rama
- Weds. July 3 - TUNDRA Super Late Models & Fireworks!
- Sat. July 20 - Fairtime 40 Lap Late Model Feature
- Sat. Aug. 3 - Weekly Racing plus Trailer Race of Destruction
- Sat. Aug. 31 - Late Model Match Racing
- Sat. Sept. 7 - Eve of Destruction

LaCrosse Speedway STREET DRAGS

Friday Nights! May 10 • June 14 • July 12 • July 19 • Aug. 9
• Sept. 13 • Plus: Sat. afternoon October 12

OCT. 3-4-5-6, 2013

Over 15 Divisions • Including:

- The ARCA Midwest Tour
- The Dick Trickle 99 & The Futures Super Late Model Races
- Big-B Late Models & Much More!

oktoberfestraceweekend.com

Will YOU Be There?

LIKE • FOLLOW • CHECK-IN • SUBSCRIBE!

www.lacrossespeedway.com

Dean & Jason Talkin' Racin'

Dean Reller

The long winter is finally over and it's time to start heading out to the race tracks. There is great racing to be found everywhere and I strongly encourage everyone to support their local tracks first and foremost, but if you are willing to travel a little bit, I have composed a list of events that highlight some of the best to be found this summer.

Rolling of first is Friday May 10th when the World of Outlaws visits Elko Speedway for the first time. The Dukes Jump is just one of many events that will be happening on Friday May 17th at Raceway Park. NASCAR's K&N Pro Series West makes a stop at Brainerd International Raceway on Saturday May 25th. Heavy stock cars on a Road Course makes for very interesting racing.

Things kick into high gear in June with the 2nd ever appearance of the ARCA Racing Series at Elko Speedway on Sat the 1st. Friday the 7th is the Billy Anderson Memorial Sprint Car race at the very tight Princeton Speedway. The Masters Late Model event runs Thurs the 13th through Saturday the 15 at Cedar Lake Speedway. Then if you haven't seen enough Dirt Late Models, then Sunday the 16th you might want to head to Granite City Speedway. Flat Track Motorcycles are part of the racing card at Raceway Park on Friday the 21st. The World of Outlaw Sprint Cars are back in the area with races at I-94 Speedway in Fergus Fall on Saturday the 22nd and at Cedar Lake Speedway on Sunday the 30th.

July racing explodes with the Trailer Race at Raceway Park on the 4th. Saturday the 20th has a pair of events to choose from as the Robby Gordon Stadium Super Truck Series comes to the Metrodome AND the CHUMP Cars come to BIR. The CHUMP Cars are \$500 race cars that compete in 7 hour endurance races. If either of those aren't your thing then the UMSS Traditional (Wingless) Sprints will be at Granite City Speedway on Sunday the 21st. School Bus races at Raceway Park on Friday the 26th rounds out the month.

Things stay heated in August as the World of Outlaw Late Models invade Cedar Lake Speedway Thursday through

Saturday the 1-3rd. If Wrecking and Racing is more your style then the RAW event on Saturday the 3rd at Elko Speedway might just what's up your alley. Pure Speed is the name of the game on Thursday through Sunday the 15-18th at BIR for the NHRA Nationals on the drag strip. The Kouba Memorial is Friday the 16th at Princeton Speedway, while the US Modified Tour makes a stop at Granite City Speedway on the Sunday the 18th. Ever seen a car melt? If you haven't, then you can't miss the Green Mamba Jet car as part of the action at Raceway Park on Sunday the 25th.

Things start to wind down a bit as we move to September. On Sunday the 1st the Final Race Ever at Raceway Park will be held AND it's the appearance of the Trans-Am Series at BIR. Monday the 2nd features a UMSS Sprint Car special at Granite City Speedway. On Friday the 20th and Saturday the 21st, there is a pair of events to choose from. For the dirt track fans, there is the P-Town Showdown at Princeton Speedway and for pavement fans there is the Thunderstruck 93 at Elko Speedway featuring the ARCA Midwest Tour Super Late Models and the Midwest Truck Tour. Finishing off the month is the Granite City Gold Cup on Friday, Saturday and Sunday the 27th-29th at Granite City Speedway.

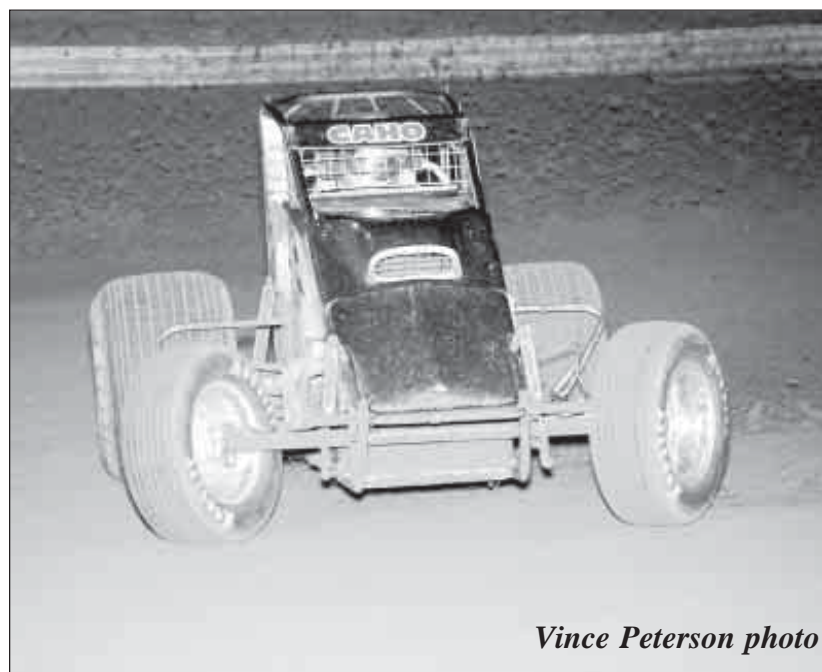
Finally, if you haven't seen enough for the year,

there is the Dirt Nationals Friday and Saturday the 4th and 5th at Elko Speedway OR Oktoberfest on the 3rd, 4th, 5th and 6th at LaCrosse Fairgrounds Speedway. That should fill out your racing for the year. No matter how many of these events you make it to, please always remember to support your local short track. I hope to see you at some of these.

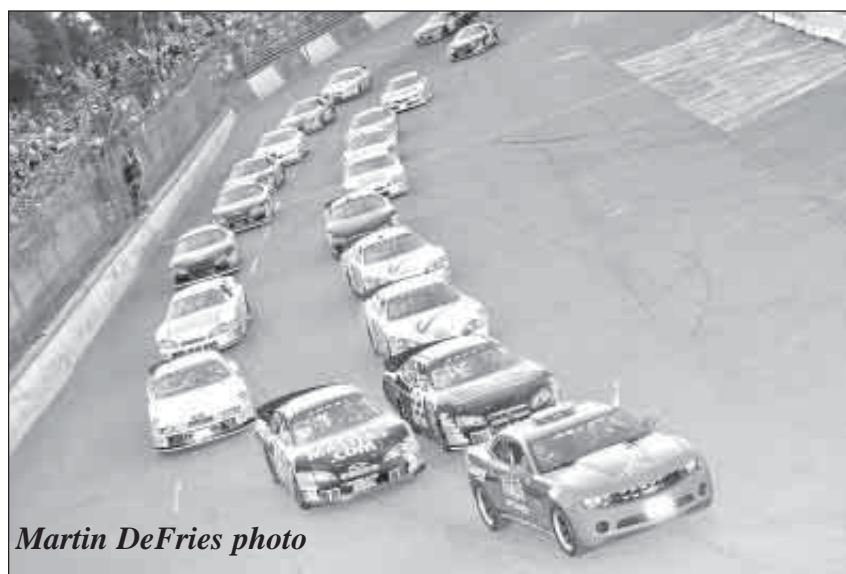
Get Your Race Planner Ready



Bruce Nuttleman photo



Vince Peterson photo



Martin DeFries photo



Martin DeFries photo

Papini Outduels Gille, Snags Second Saturday Checkers!

By Eric Huenefeld

After three weeks of racing at Rockford Speedway, the field is chasing Alex Papini.

For the second time in three successive Saturday nights, and for the third time in four races this season, the Machesney Park driver again found himself the victor, topping his rivals in the divisions 30 lap main event on Tractor Town Kids Night.

As has been the case for Papini in each of his wins this season, his triumph did not come easy. Papini would start the race from the fourth spot, and battled early with Steve Rubeck for the runner up spot. As the two drivers continued to tussle, a wild accident would occur behind them, bringing the field to a halt.

On the races fifth lap, Salem, Wisconsin driver Dave Edwards would have his car suddenly snap sideways in turn three, finding the turn three wall and collecting Steve McBride and John Beinlich. The incident would fill the corner with debris and fluid, and force the red flag to fly. The field was halted for over 20 minutes as the track was cleared.

This would give the drivers several minutes to collect their thoughts before racing would resume. When the green flag again waved, Jake Gille would lead the field. However Gille was quickly under siege from Papini. After disposing of Rubeck, Papini would wrestle the lead from Jake Gille on lap seven. As the race reached halfway, Papini’s lead was at

five carlengths. But very soon, his mirror would be full, courtesy of last week’s feature winner and three-time track champion Jerry Gille. With under ten laps to go, Gille would reel in Papini, taking several peeks inside the leader. But despite Gille’s best efforts, Papini would hold on. Gille settled for second, followed by Rubeck in third. Mitch Garfield would take a season best fourth place, and rookie Joel Clossey rounded out the top five.

In the Bargain Hunter Sportsman division, the field chased Matt Lundberg. Lundberg, who started on the outside front row, was the man to beat in the divisions 25 lap feature event. Lundberg would outrun Johnny Robinson II on the way to his first win of 2013. Behind those two drivers, a frantic battle would rage on throughout the race. When the dust settled on the action, week one winner Brett McCoy would end up in third, followed by Justin Sellers and Daryl Gerke. Fast qualifier Doug Bennett would fall out of the top five near halfway, and finish deep in the field. The misfortune would drop Bennett from the points lead to sixth in the season-long standings.

A first-time winner would grace victory lane in the Rockstar Energy Drink Roadrunners. Trevor “Magic Shoes” Robinson would snare his first ever Roadrunner feature win, holding of the charge of another youngster, Austin



Jimmy Ambruoso photo

Fowler. Robinson, who started in eighth spot, moved into the top three early on, biding his time before making a late move for the lead. Behind Robinson and Fowler, a side-by-side race through lap traffic would decide third and fourth place. As the checkered flag waved, Terrance Robinson would hold off Ricky Nielson for third. Robinson took third after starting the 20 lapper in 20th position.

The Allison Legacy Cars made their first Saturday night appearance in several years, and provided an exciting late race duel for the win. At the end of 20 laps, it was Michigan teenager Corey Cootware outlasting Machesney Park veteran Dwight Dunlap for the trophy. Jordan Caskey finished third, ahead of Justin Oertel.

Carlson Takes Over on Opening Night

By Ashley Iwanski

There was some spinning and a lot of shuffling during the Kwik Trip NASCAR Late Model feature at La Crosse Speedway on Saturday night. In the end Steve Carlson was able to fend off last weeks winner J. Herbst to capture the checkered flag.

Carlson made his signature move and overpowered leader Herbst on the outside with five laps left in the race. Carlson had been on Herbst bumper for laps waiting for his chance to strike. Herbst had used a similar move to take the lead at the half way point. He had advanced from an 11th place starting spot to fourth when he dove to the inside and used a sling shot move to pass Todd Korish, Adam Degenhardt and then-leader Bill Niles. Niles started the race on the pole after first taking the green flag in second. Shawn Pfaff was on point for the first start of the feature, but the field had

only made it to the middle of turns 1 and 2 before Pfaff went spinning like a top. Amazingly the rest of the field was able to miss him, avoiding the carnage that could have been. However Curt Eckelberg also spun sending both drivers to the back of the field to restart the race.

Since the field had not completed a lap the race was restarted from the beginning. When the feature finally got underway the front nine cars were packed together. Niles was side by side with Nick Clements while Degenhardt, fast qualifier Ty Majeski and Korish were battling it out for the third spot. It took ten laps for Niles to peel his car away from Clements and into the lead. Just as Degenhardt pulled up to challenge Niles , Herbst showed up and closed the door. Degenhardt finished third, Majeski fourth and Korish rounded out the top five.

Brian Hesselberg was in a three-car battle with

Jake Arneson and Jimmy Gilster for most of the Exhaust Plus Sportsmen feature before pulling away and taking the win. Bill Martin spun out in turn 4 three laps into the race bringing out a caution. With the field squeezed back together Hesselberg and Arneson took off on the restart. Gilster caught up

quickly as Hesselberg shook off Arneson. Gilster was able to get door handle to door handle with Arneson, but got loose and fell back. Arneson drove away with second, and Gilster took third followed by Jamie Dummer and Steve Bachman.

Jordan Myers took home a feature win in the caution-filled United Auto Supply Thunderstox division. Cars were spinning left and right, lap after lap from start to finish. When the smoke cleared Myers was right there at the finish line followed by Mark Challet and Andy Moore.

Sportsmen driver Jerrod Logging held off Thunderstox driver Jason Bolster for a feature win in the Volden Construction Outlawz division.



Mary Schill photo



Mary Schill photo

Raceway Park Kicks Off 2013 Season

By Kevin Busse

One word describes the action this past Sunday afternoon as Raceway Park in Shakopee fired up its 2013 motorsports season... **COMPETITION!** To quote one driver: "If this is the final season of racing here, then every race is going to be big! I'm betting every driver on that track is going to fight to get every win and every trophy they can, because it might never happen again!"

The Thunder V-8 feature seemed to confirm that idea, as Mankato's Todd Tacheny and Ricky Martin of Farmington kept the battle for the lead going by running side-by-side for much of the race before Martin finally took the top spot in the final 13 laps, leaving Tacheny to battle for second with Mark Bronstad of Maple Plain, as Farmington's Dusty

Mann quickly closed in. As the three drivers went back and forth for position behind the leader, the caution waved with 4 laps to go after Kyle Larkin made contact with rookie driver Brennan Marshall of Dayton coming out of turn four, sending the Marshall machine into Shakopee's Roger Sager. Marshall's car spun and stopped on the front straight just ahead of the flag stand, pointing into oncoming traffic just as the leaders began exiting the turn. Martin led at the restart, and kept the pace for the final laps to take the win, followed by Tacheny in second and Mann a close third.

The Mini-Stocks gave race fans a taste of what to expect on Sunday nights as the NASCAR Whelen All-American Series gets underway this coming weekend. The feature event belonged to Dan Knish of Kilkenny, who took the

lead shortly after the drop of the green and kept the point for much of the run. And yes, it looked like everyone was trying for the win all at the same time, as cars pinballed off each other throughout the entire group of drivers as the race progressed. It all came to a head with 17 laps to go, when multiple spin outs occurred at various points on the circuit as the leaders began to overtake the slower cars in the field. As the caution waved, several drivers were sent to the pits due to excessive contact and rough driving. The restart had Knish alongside Raceway Park's 2012 Mini-Stock Champion Jack Purcell of Bloomington, and the two exchanged the lead back and forth by inches until 10 laps to go when Purcell was finally able to take the lead as

continued on page 17



Martin DeFries photos



Lucky Number 7 For Travis Sauter At Madison International Speedway

By Gregg Paul

The ARCA Midwest Tour presented by Scag Power Equipment and Lester Buildings "5th Annual Joe Shear Classic is officially in the books.

Travis Sauter doesn't believe in luck, yet he somehow managed to hold off Jacob Goede to capture his seventh straight feature win at the Madison International Speedway. Sauter was able to get around Goede with coming to the white flag lap and narrowly held on for the victory. The win was Sauter's second straight Midwest Tour win as well.

Sauter and his uncle Johnny, NASCAR Craftsman Truck Series driver seemingly had the field covered from just prior to the break at lap 64. The duo pulled away from the field on restarts until a yellow with just 23 laps to go. Dan Fredrickson had worked his way into the top three and

pulled to the inside on the restart to get by both Travis and Johnny.

A spin two laps after that restart by Joel Thiesen set the stage for the late race drama. Johnny Sauter spun his tires on the restart and allowed Fredrickson to get away. Sauter would fight back on the inside and pulled back alongside Fredrickson. Sauter then appeared to hook the apron coming off of turn four, giving Fredrickson the advantage. Sauter kept his foot in the gas and made contact with Fredrickson that sent Sauter spinning down the front straightaway.

Jacob Goede utilized the cone to get to the outside of the front row on the restart. Goede would get the jump and pull ahead of Fredrickson coming off of turn two. Goede would pull away by a few car lengths, as Travis Sauter lurked behind.

Sauter would get by Fredrickson coming off of turn two with just twelve laps remaining. Sauter methodically began to reel in Goede, pulling closer and closer as the laps wound down. With just four laps to go, Sauter latched onto the rear bumper of Goede, setting the stage for an awesome finish.

Sauter would use the chrome horn at both ends of the track, only to see Goede hold onto the lead. Sauter would get a nose inside before Goede would slam the door on him. Coming to the White Flag, Sauter got underneath Goede as the came

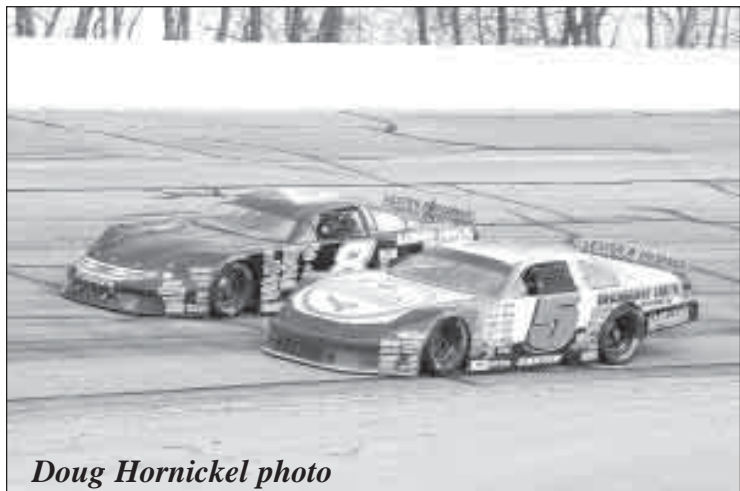


Doug Hornickel photo

off of turn four. Sauter would clear Goede down the straightaway and ran the final lap with Goede just barely on his rear bumper. However, Goede could never mount that last ditched effort, as Sauter notched yet another victory at MIS.

"Johnny was the guy to beat in the second half," said Sauter. "He had them covered, then I was loose after the break. Once he went out I still thought I had the best car. Restarting in the second row, Danny's hard to pass and I got by him just in time, with like 8 to go. That was the perfect amount of time to catch Jacob."

Sauter picked up the signature Guitar Trophy emblematic of the win in the Joe Shear Classic, something he was happy to avenge from last year's bitter defeat.



Doug Hornickel photo

Dirty Talkin'



Kris McMartin

I have had the pleasure of watching Shawn Kelley race out at Cedar Lake Speedway for several years. With the opening of the Cedar Lake Arena and the indoor racing of



Vince Peterson photo

Racing is in the Kelley Family Blood

many starter classes, I have had the opportunity of watching the Kelley children begin their racing careers, proving racing is in the blood and a truly family affair.

Trinity Kelley, 11, a fifth grader at Somerset Middle School like most 11 year old girls likes talking on the phone, horseback riding, swimming and playing on the computer. Where she differs from other 11 year old girls is she is piloting a quarter midget racecar. Racing is mostly considered a “boys” sport and yet she is running quite competitively.

Cole Kelley, 9, a third grader at Somerset Elementary enjoys racing with

his dad, kickball, soccer, playing with friends and collects Pokemon cards. He too is piloting a quarter midget racecar in the same blue plate restrictor class as his sister.

It was fun watching the kids running in the heat races, running first and second and swapping spots back and forth. While sibling rivalry is less evident on the infield these siblings are rivals and competitors on the track. Once strapped into their racecars they are each looking to win.

Trinity was leading in the first heat race, while Cole was close behind and looking for a way to get inside of her, she was holding her own and



Vince Peterson photo

doing a great job keeping her car out front but quickly fell to third place after running out of gas while brother Cole took the checkers, she of course is able to blame that loss on her Dad.

Unfortunately she would fall to her brother yet again in the 20 lap feature event after starting at the front and leading a good portion of the race. Trinity spun out after bumping another car in an attempt to put that car a lap down putting her to the rear of the field to restart after the caution. Cole Kelley again would take the checkered flag and the first trophy of his career home leaving Trinity to try again next time.

These quarter midget classes are fun to watch and include many other children of racers I am familiar with from Cedar Lake Speedway. The sport is truly a family affair with mothers, fathers and children all working together to get the cars onto the track.

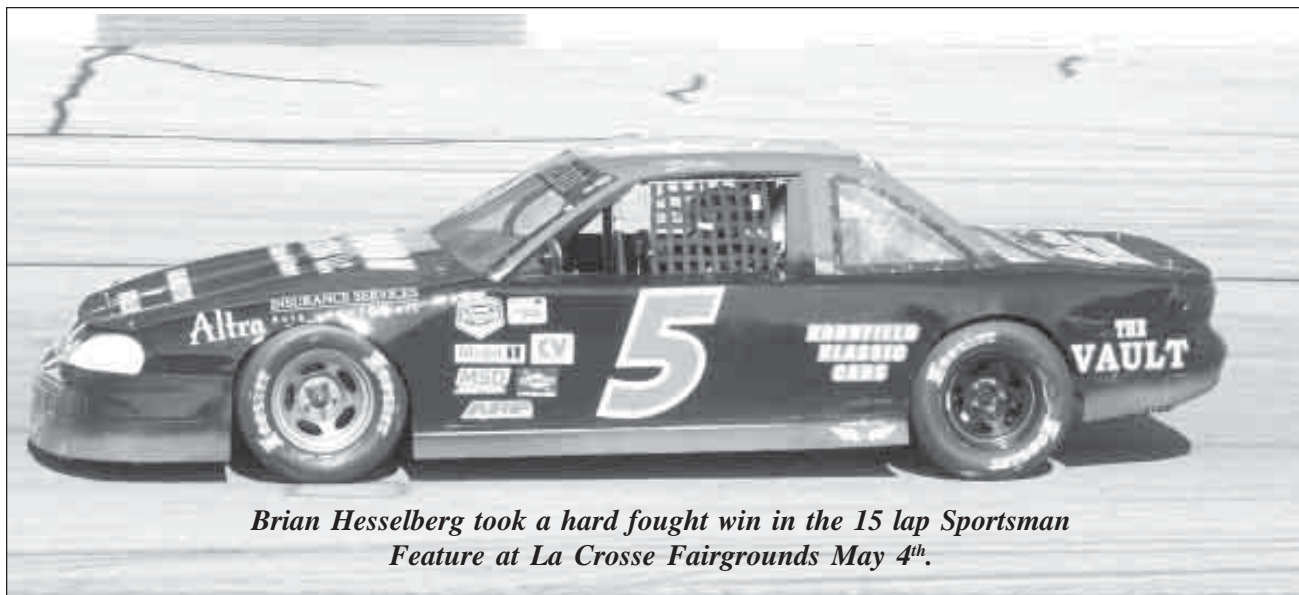
Racing Facts, Observances and Opinions from page 5

Classic Feature event. Jacob Goede almost pulled off the upset finally placing 2nd while Dan Fredrickson also looked like a winner at one point before settling for 3rd. Both Tim and Johnny S had their chances as well but Tim ultimately left the track with mechanical issues while Johnny spun

while battling for the lead and decided to call it a day. All in all a heckuva race and a great way to get ARCA Midwest Tour racing going for 2013 in Wisconsin...And in the quote of the column department for this time around it was Travis Sauter. “I don’t even like this track but I guess what you need is to like you’re car.” He’s liked his car for 7 in a row at the big ½ mile paved oval...

Looking back once again at racing at Wausau’s State Park in 1961 it was Augie Winkleman doing it again in the 30 lap

feature event. Futily chasing the speedster in the June 18th event were Bob Jaeger, Jerry Wagner and Buzz Ryan. Semi-Feature honors went to Don Winkleman followed by Harold Hobotch, Kermit Kundo and Ben Landwehr. Heat race victors were Jim Wilde, Herbie Kurth and Jaeger with Ryan taking the Trophy Dash. The Adams County Fairgrounds Speedway held racing June 16th 1961 with you guessed it, Augie Winkleman taking the 30 lap Feature win. Winkleman was followed by Marlin Walbeck, Vern Piotrowski, John Mayer and Lyle Nabbefeldt. Heat race winners were John McNamara, Billy Wirtz and Winkleman. Piotrowski won the Non-Money winners event while Walbeck set the fastest time in qualifying.



Brian Hesselberg took a hard fought win in the 15 lap Sportsman Feature at La Crosse Fairgrounds May 4th.



www.speedtalkon1360.com

UMSS & JSTS Unable To Agree On Tire Rule, Nix MN Mafia Point Fund Series

By: Greg Parent

Unable to come to an agreement on the right rear tire rule for the planned Minnesota Mafia Point Fund series of races involving the Upper Midwest Sprintcar Series (UMSS) and the Jackson Speedway Touring Series (JSTS) cars, the proposed eleven race series had to be nixed. The Minnesota Mafia is working on putting together a series of races down in their part of the state while the UMSS is also working on a mini-series of races that are part of their current schedule for some added point fund money. Both groups will announce their revised plans in separate press releases.

The UMSS contract for their series is a three year deal from 2011-2013 calling for an SC25 Hoosier on the right rear. The JSTS has adopted the new Hoosier tire for 2013 which basically is a 16-medium or 18-hard. The UMSS received permission under their contract to allow either tire at the six UMSS races that were part of the original Minnesota Mafia Point Fund deal. The JSTS was unable to allow either tire at their events. "We tried to make it work, but we just could not come to an agreement on the tire rule for this series of races," stated UMSS President/CDO Ron

Bernhagen. "We were flexible enough under our contract to try and make it work, but Jackson could not. I'm disappointed that the UMSS won't be able to participate in the Minnesota Mafia series of races, as the MN Mafia is comprised of a great group of sprint car fans who are working hard to help promote sprint car racing here in Minnesota," continued Bernhagen. Hopefully in the future, the groups can work together to come up with a more uniform set of rules especially involving tires.

The UMSS tire contract will be up after this season, so drivers and car owners will approve a new tire rule for 2014. "The current UMSS tire contract has worked very well for our drivers and for Hoosier Racing Tire. With one year left on our contract, I did not want to change it for 2013 unless I could obtain a better deal for our drivers," added Bernhagen. Since it's inception, one of the guiding principles for the UMSS has been to strive, wherever possible, to save the drivers money and also allow the drivers and car owners to have significant input in the rules process.

Raceway Park from page 15

Knish got hung up trying to work through a slower group of cars. At the checkers it was Purcell at the line, Lester Prairie driver Justin Schelitzche taking second, and Knish settling for third.

In other racing action, the twin Wild'n'Crazy Figure-8 features continued the non-stop family excitement, with Maple Plain's Mark Bronstad taking the first feature win with a half-track length lead over second place finisher Ricky Martin of Farmington, and Bloomington's Eric Hake in third. The second feature honors went to Lakeville's Rick Martin, staying ahead of Bronstad who crossed second, and Hake again crossing the line for a third place finish.

Red Wing driver Josh Gernentz got a double in the Front Wheel Flyer division, backing up an earlier heat victory with a repeat in the feature. Dave Nogel of Hastings took second after exchanging paint for multiple laps with third place finisher Justin Schelitzche of Lester Prairie.

The Flag Pole Race feature was a lesson in driving, courtesy of Mankato's Todd Tacheny, who took the lead

early on and extended it lap after lap around the flagpole. Tacheny had an easy win for the afternoon, with Ricky Martin of Farmington a distant second, and Minnetonka's Louie Ansolabehere right behind for third.

Spectator Drags gave the race fans the chance to bring their cars onto the track to see who has the fastest daily driver in a one-lap drag race. As the group narrowed down through elimination races, Justin Otterholt, driving a 2006 Ford Mustang, was the top victor over Steve Zimmerman, after Zimmerman got too close to the front straight wall, ripping the passenger side mirror and trim off what was his sharp looking 2001 Chevy Monte Carlo.



Martin DeFries photo

TUNDRA Introduces Team Points For 2013

TUNDRA Super Late Model Series teams will be permitted a substitute driver in 2013. Due to schedule changes late in the offseason, officials have decided to allow teams to carry points with their car number instead of just the driver.

"Some might think it's unnecessary with a six-race schedule, but with some extra travel and changes to dates that we've made, we felt it was important to accommodate our drivers the best we could," said TUNDRA representative Matt Panure.

Substitute drivers may compete in as few as one race to qualify for team points. In order to be a team, drivers must utilize the same car number (including letter for duplicate numbers). They must also declare as a team prior to the race the substitute driver enters. No more than one substitute driver per team will be permitted.

The first race of the 2013 TUNDRA Super Late Model Series season is Monday, May 27 at Golden Sands Speedway in Plover, Wis. TUNDRA will make a second stop at Golden Sands on July 19. The TUNDRA schedule also includes stops at Jefferson Speedway (June 22), LaCrosse Fairgrounds Speedway (July 3), Marshfield Motor Speedway (August 10) and a September event at a facility to be named soon.



2013 IMCA Old Timers Schedule

VFW Ride for Healing Vintage Race Car Event
North Central Speedway, Brainerd, MN
May 31st-June 1st

Howie Lettow 150 - Milwaukee Mile
July 8th-9th

Air Expo, Flying Cloud Airport, Eden Prairie, MN
Static Display
July 13th-14th

Cedar Lake Speedway, Somerset, WI
All classes Running and Display
July 20th

Check out www.IMCAOldtimers.com for full schedule

The Midwest Racing Connection Directory Page



20152 Kenrick Ave. West
Lakeville, MN 55044
Phone (952) 469 - 3182 * Fax (952) 469 - 7724



RaceFab
Street Stock/Sportsmen Parts
LaCrosse, WI
www.dcaracefab.com



521 Industrial Drive NE • Blooming Prairie, MN 55917



www.aRaceWorthWinning.org



Delivery & Carry Out
952-461-9000
(4663)



Downtown Shakopee
952-445-9668

Brothers JORGENSEN
Race Parts - Service

952-461-3300

WWW.BROTHERSJORGENSENRACING.COM



651.457.6348 | 20 Thompson Avenue, Suite 201
West Saint Paul, MN 55116



SALES • PARTS • SERVICE • STORAGE

763-420-2727
877-948-2727
7918 Troy Lane
Maple Grove, MN 55311

sales@niemeyers.com
www.niemeyers.com

952-481-2525
800-340-8724
10405 E. 280th St.
Elko, MN 55020

**IMPACT
PRINTING**
651-489-0803

WWW.IMPACTPRINTINGINK.COM



★ Race Car Bodies
★ Custom Formed Racing Windows
★ Custom Plastic Thermoforming
★ Advanced Composite Design and Manufacturing
262.877.2171 • www.livestarbodies.com



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

Products

MOTORSPORTS
MARKETING TOOLS



Sponsorship Packages
DVD Marketing Packages
Star Cards • Consulting

Dale P. Danielski
dale@starmakermultimedia.com
608.783.5827

Services



1710 Pearl St.
Bangor, WI 54614
877-460-7211



www.wehrsmachine.com



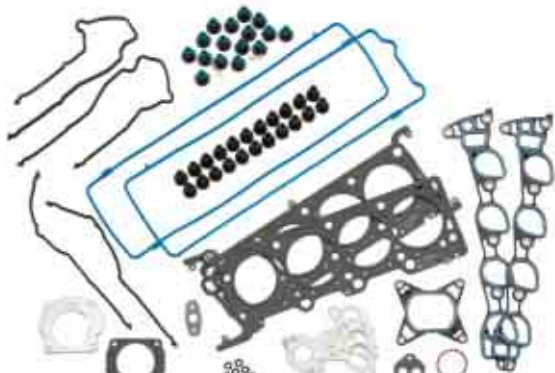
551-423-5800



Appleton, WI
920-739-1550



✓Yes



✓Yes



xNo



✓Yes

✓Reliably Low Prices
✓Huge Selection



ALL THE PARTS YOUR CAR WILL EVER NEED

GO TO WWW.ROCKAUTO.COM ROCKAUTO, LLC (EST. 1999)

✓Easy To Use Website
✓Fast Shipping



SHORT TRACK PHOTOGRAPHERS

THE **LIFEBLOOD** OF YOUR FAVORITE RACETRACK

SHORTTRACKPHOTO.COM

THIS MONTH'S FEATURED PHOTOGRAPHERS VISIT
LEIFTILLOTSONPHOTOGRAPHY.COM & ALAN WARD PHOTO

NUTTLEMAN
MELCHIORI
LEWIS
HORNICKEL
HARRON
AMBRUOSO
TILLOTSON
WARD
ZIMMER
REUFER
FENWICK



© 2013 LEIF TILLOTSON PHOTOGRAPHY // LEIFTILLOTSONPHOTOGRAPHY.COM



AIRPORT SERVICE - CALL 24 HOURS

*Time Calls - Appointments

DISCOUNT TAXI

FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com

DECARBONIZATION.

For Performance Like the Pro's.

Why Decarbonization?

Carbon builds up in engine over time and causes several problems. Rough idling, hesitations, excess carbon deposits on valves and all this will rob your vehicle of horse power.



Decarbonization is a great tool to keep your engine fresh and in tune. Plus...

- Increases fuel economy
- Increases performance



JUSTICE BROTHERS
Car Care Products

Toll Free: 800-533-7492 | www.justicebrothers.com

"GO WITH THE WINNER"
GILLUND
ENTERPRISES

MPLS/ST. PAUL

(651) 641-1414

2161 University Avenue
St. Paul, MN 55114

www.pirtekusa.com/fwp/midway/

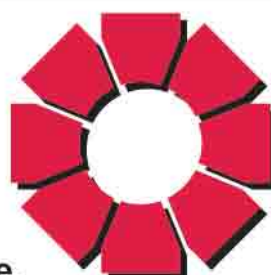
PLYMOUTH

(763) 475-0475

11350 Highway 55
Plymouth, MN 55441

www.pirtekusa.com/fwp/plymouth/

PIRTEK 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!**



PIRTEK

Proudly Serving The Construction And Racing Communities Since 1996!



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

**PROUD SPONSORS OF;
ADAM ROYLE, JONNY HENTGES & VINCE CORBIN**

PIRTEK HAS AUTOMOTIVE SOLUTIONS