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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

July 2015 Vol. 19, No. 3



WoO Preview



The Sam Bartus Files

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Photo Gallery



Short Track Buzz



Living The Dream

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Publisher's Note

Racing According to Plan



Dan Plan

We've touched on the subject of the local drivers versus the travelers in the past, and have always enjoyed this aspect of short track racing. One of the items that brought this to our attention recently was a social media conversation between a fictional cone, and a human being we know who actually understands short track racing.

The cone seemed to think people don't race as often as they could solely because rules are different from track to track. I

Locals Versus Travelers

can tell you from firsthand experience that identical rules don't always equate into higher car counts. For a number of years, we had two paved tracks within 20 miles of our home base. The two tracks were located about 20 miles apart from of each other. Between the two tracks, three of divisions had identical rules for a number of years. Neither track had very high numbers of crossover drivers in the three divisions with identical rules. One track had good car counts in two of the three divisions, and the other track had good car counts in the third division.

The simple fact is most drivers simply aren't able to race more than one night a week in this day and age. It might be for family reasons, or it might be a budget limitation. I used to believe in the notion identical rules would solve all of the problems for short track racing, but it doesn't appear to be the case. Don't get me wrong, we are much better off with the rules between different tracks these days then we were 25 years ago, especially on the pavement side. Identical rules might have helped 25 years ago or so, but it doesn't appear to be the case these days. Making options available to let drivers believe they can compete on a level field helps, but I still firmly believe that it's not the rules that are keeping most of them home.

Now on the other hand, if the rules aren't identical, but the drivers want race bad enough, they will find a way to make it happen. Recently, a couple of events took place nearby that

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Our sources were unable to confirm if Scott Lofquist was driving the #51 car that was dragging the Orange Cone behind it during the Masters.



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Full Throttle



Shane Carlson

There's something romantic about the Eldora Speedway; its white walls spattered with mud, the iconic Eldora-red emblazoned upon them. The atmosphere, unlike any other racetrack in the world. It is the center of the dirt racing realm, and a true honor and privilege for every racecar driver to have navigated the big half-mile oval.

Situated in the quaint town, rather, farm fields of Rossburg, Ohio, you would never guess there is a racetrack nearby until pulling into the parking lot. From there, looking off to

your right, you'll see it; billboards adorn the backstretch, and the massive suite building overlooks turns three and four.

This year, I got to tag along with my good friend, Tyler Rinken, of Tyler Rinken Photography, to the 21st installment of the \$100,000 to-win Dirt Late Model Dream. He called me up a few days before and asked me to join, so how could I possibly resist?

In the race's 21-year history, Scott Bloomquist has dominated; six victories, his last triumph in 2013. I expected to see him in victory lane at the end of the weekend, as did many other fans. Bloomquist is a mercurial figure; spectators either love him, or hate him, but all respect him. With his stat line, it's hard not to believe he was the favorite going into the Dream.

The three-day event kicked off on Thursday night, and after departing at 4 A.M. that morning, we couldn't wait to get to the racetrack for the first time. The 10-hour trek was filled with thoughts on what we expected to see, and hopes in seeing Tony Stewart.

Tyler got in with his credentials, so I figured I might as well buy the three-day pit pass. Who knows if I'll ever get to experience Eldora again, so I might as well go all out. Once we got in the gate, I was star struck. Trucks were working in the track, and both Tyler and I just sat there with our mouths open. Eventually, we made our way down to the infield, where we did indeed see Tony Stewart just being one of the guys, even lending a helping hand or two on some racecars.

Austin Dillon would appear on Friday night, to watch his Team Dillon driver, Dale McDowell attempt to defend his Dream win from 2014.

The story of the weekend, however, was Jonathan Davenport. He notched a win in Friday night's A-feature in

Living The Dream



Shane Carlson photo

the lead up to Saturday night's 100-lap shootout, proving that he was going to be one to watch before all was said and done.

Saturday night, Davenport, the South Carolina native, led from lap 61 to lap 91, but was overtaken by Scott Bloomquist after a late caution flew. The caution set up a double-file restart, with Bloomquist taking the lead in turns one and two, but Davenport had one last charge in him; on the final lap, with the lapped car of Jimmy Owens in front of Bloomquist, Davenport rallied to get side-by-side with Bloomquist, but just couldn't complete the pass by the time the checkers flew.

This is where it gets interesting; after the race Bloomquist was scaled, and was not given the green light to indicate he passed. He was 25 pounds light. Davenport was declared the winner, and Bloomquist was left with \$100,000 things to think about.

I don't know if it gets any more dramatic than that, but I'm sure glad I got to see it firsthand.

To view Tyler's photos, visit tylerrinkenphoto.smugmug.com. and 'Like' the Tyler Rinken Photography page on Facebook. You'll be glad you did.

Shane Carlson photo



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Dean & Jason Talkin' Racin'



Dean Reller

After a few years removed, this year I've found myself in somewhat familiar territory as I took the job of Track Announcer at the Princeton Speedway. Since most of my announcing experience involved paved tracks, it has been quite a transition to announce at a dirt track. However, the Princeton Speedway makes it really easy to make the adjustment as the high-banked ¼ mile track provides close racing and multiple grooves, albeit there really isn't a lot of room in between. This leads to exciting racing, that I try to ramp up even more with my call of the races.

My past announcing experience mostly was victory lane and color commentary roles, leaving the play-by-play to someone else (Jason Searcy, most of the time). However, the role of a track announcer goes unnoticed as it's about 3-4 hours of non-stop action in the booth, even when there is nothing happening on the track. Besides announcing who's in what position, there's a lot more that goes on behind the scenes, so I thought I'd take the opportunity to share what a "Typical Day" is like. First of all, the pre-race prep is very important, that is collecting names, numbers and info about as many drivers as you can before leaving for the track. Social media, really helps as you can learn a lot from facebook and twitter posts along with anything else that you can run across on the internet. Now comes the busy part, I usually arrive at the track about 2 hours prior to the

start of the races. I'd actually show up earlier, but most drivers at Princeton show up a little later than at other tracks. Once signed in and wrist-band firmly attached, I check in to see if there are any promotions, contests or other new things that we are doing that night. Most nights there are at least 1 or 2 minor tweaks to the program that I need to be aware of and be able to handle. Then, it's off to the pits and my meet and greet with the drivers. This helps to get a little more background info and really helps me to put the name and the face together. Somewhere along the way, I manage to sneak in a "Meal" that would mostly consist of a hotdog or hamburger. The important thing to remember is to eat BEFORE the races, once things get going, there isn't time. Not to mention that people don't want to listen to me chew over the microphone.

As we get closer to race time, I try to get to the driver's meeting, if at all possible. It always helps to get a little more information from this meeting such as rules and procedures, thus eliminating some surprises during the races. Then, it's off to the announcing booth, which at Princeton consists of one big room shared by me, the scorers and other officials. I set up shop in my little space with my papers and binoculars (you never know when you need to grab those). In the time before the start (7 PM in Princeton's case), I update any notes, sponsors and make sure my anthem singer is ready as I await word to get things rolling. As soon as I get the green light, I introduce the Invocation and the Anthem and then it's Race On! Minutes before the start of the first heat, I'm given the starting lineup, which I then try to read off quickly, before the race starts. Then, it's time to call the race, (with as much enthusiasm as possible in my case). Between races it's important to take a drink of water to keep the voice hydrated. Unwritten rule #1 is Don't Drink Pop. The reason for that is carbonation, which in turn produces.....burps. That's right, the last thing you want to hear is someone belch over the P.A., so always stick with water and hence, no problems.

Back Behind The Microphone

Also in the time between is the opportunity to plug sponsors. The track has a great number of them, so working them in isn't always easy. This is on top of the sponsors that the drivers have. Some drivers have only a few, but others have several of them. Once the heats are finished, then it's Intermission, a time to rest right? Wrong, this can be the busiest part of the night with interviews, giveaways and other promotions. Somehow I try to manage to get out and interact with the fans. This is some of the most fun that I have on a race night as I get to connect with the fans and get them fired up for the features.

Then its feature time, with a similar routine of intros, lineups and races. The final race of the night is where I like run down to victory lane and talk to the winner. After the photos are finished, I grab the winner again and record another interview to be used on the radio show I co-host. By this time, the grandstands have emptied as I climb back to the announcing booth to collect my things. Finally, it's a quick walk around the pits to congratulate some of the other winners as I close the door on the race program, only to start it all over again next week.



Scott Searcy/Cricket Prints photo



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Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

Another pioneer of Wisconsin pavement racing was lost here recently as racetrack builder and promoter deluxe, Sam Bartus passed away.

Race fans from the 1950s through the 1970s can be thankful Bartus came on the racing scene as without his foresight of the sport you really wonder if racing at the short track level would have even started yet alone become as popular and successful as it did.

My earliest foray into racing was with the family, specifically my Dad, as we attended stock car races at the Griffith Park Speedway of Wisconsin Rapids, WI. This speedway was built by Bartus in 1960 and was a step above the more rough and tumble dirt variety which Bartus was also a part of with a couple tracks near Wausau, WI. The Bartus vision saw pavement as the way to go for racing in the future and Griffith was born as a result. Listed as a ¼ mile speedway it was barely that and nearly completely flat. But the little track located off Griffith Avenue on the South side of Wisconsin Rapids brought increased speeds and an excitement folks hadn't witnessed before. Interestingly a

Midget race, that type of racing being very popular at the time was the first event held at the Speedway on Saturday July 16th, 1960 with Billy Woods taking the main event win. Jere O'Day lays claim to being the first ever stock car race winner at the track as he captured the 25 lap Feature the next day, Sunday, July 17th. Stock car racing quickly overtook the Midget events in popularity and they finished out the first year at Griffith with large crowds taking in the action.

The Sam Bartus vision although keen wasn't without controversy and pitfalls as with a loosely arranged lease for the facility Bartus ended up losing the track to land owner John Murgatroyd. With Murgatroyd now holding events at Griffith, Bartus in retaliation held events at other tracks that conflicted directly with the racing at Griffith. The ultimate retaliation but also with again great vision, came in the form of an all new, high banked, high speed paved oval, to be built between Wis. Rapids and Plover, Wisconsin. Bartus laid out plans for the Golden Sands Speedway which was a first of a kind track anywhere in the State of Wisconsin. The track was actually originally listed as 3/10ths of a mile around with extreme banking in both the turns and straight a ways. With an amphitheatre effect, viewing for fans was second to none and Bartus now again had the upper hand in terms of the ultimate in paved, short track racing. To no ones surprise, Dick Trickle, who was really taking to this new form of fast, paved racing won the first ever Feature at the track as grand opening occurred on May 25th, 1967.

With Golden Sand's success Griffith Park became an after thought, that is until 1969 when a drivers strike due to safety, purse pay-off and other concerns took place at the 'Sands oval. Drivers with the Central Wisconsin Racing Association which had been formed in the recent past decided not to race there until the issues were resolved. That opened the door for Griffith once again and the CWRA group raced at that Speedway for the balance of the season. The issues were eventually resolved and Golden Sands enjoyed many successful years of racing under Bartus.

The Sam Bartus Files



In the meantime, with the success of that oval Bartus decided to enlarge his ¼ mile Capital Speedway track in Oregon, WI., which he had taken over and paved previously to a full half mile in length and incorporate the high banking of the Golden Sands oval. The new Capital Super Speedway was now born and again, Bartus had many years of successful racing promoting at that popular track. Promoting being the key word here we have to admire the many different promotions Bartus tried to entice fans to attend his events. From putting Dick Trickle in a demolition derby at one of his tracks, to running events with cars without oil, to thrill show events, to high wire trapeze acts, to Late Model versus Modified race car events, to major sanctioned events through ARCA and others, Bartus never stopped trying to create excitement and keep fans coming back for more. Most of the time these promotions were successful and most of the time the stands were at or near capacity.

All good things seem to come to an end however, and by the 1980s Bartus had relinquished ownership/promotional duties of his racing facilities. He continued promoting events such as rock concerts for awhile but that ended as well with more failures than successes.

The guy just never quit thinking about the next big thing though, the next attraction, a major breakthrough. Case in point, his believing he had the cure for the common cold. I had a long discussion with him about that, and he said it absolutely worked. Of course I never got any information out of him on how it worked, and unfortunately Sam was never able to get FDA approval or any groups to take on his remedy and it went away before anything really happened.

Through the years when you'd bring up the name Sam Bartus folks around the sport all seemed to have a favorite story about him. Not all were good, but everyone agreed and appreciated the fact that he took racing and promotion in Wisconsin to an all new level. You can't help but admire the man for that and he will go down in history as one of the

Dale's Pictures from the past



#64 Augustus (Augie) Winkleman was one of the top drivers in the day racing for Sam Bartus at his Wausau and Adams/Friendship tracks. #A3 John Reimer, #6 Jerry Kemperman, #5 Jim Sauter. #56 Fred Bender and #13 Bob Brevak in action at the Sam Bartus Capital Speedway in 1974. (Kurt Luoma photo)

Racing Facts, Observances and Opinions from page 6

all-time great promoters of short track racing in Wisconsin.

Sam Bartus passed away in a Wausau hospital on June 7th, 2015. He was 93.

The Sam Bartus file...Sam Bartus opens his Sam's Super Speedway, a dirt oval just outside of Wausau, WI on May 25th 1952. Bernie Johns wins the 12 lap Feature event...The Sam Bartus built Griffith Park Speedway, Wisconsin Rapids, WI., opens in 1960. Jere O'Day goes on to win 6 of the 18 feature events held there during the year...In 1961 Sam Bartus leases the 1/3 mile dirt oval located at the Adams Wisconsin County Fairgrounds, paves the track and holds racing there beginning Friday night, June 2nd. Marlin Walbeck in his 1956 Chevy goes on to win the Feature race...1963-1964 Sam Bartus loses control of Griffith Park Speedway to John Murgatroyd. As personal vendetta opens the State Park Speedway of Wausau which had been closed since August 13th, 1963, on June 21, 1964 and races on same night as Murgatroyd run Griffith Park. Marlin Walbeck wins the opening night 25 lap Feature...Sam Bartus builds 1/4 paved track at the site of the former 1/3 mile dirt oval located in Oregon, WI., in 1963 and holds Modified type race car events before switching over to stock cars on May 2nd, 1965. Eddie Hume in a 1959 Plymouth wins the opening night Feature event...Construction begins in 1966 on the \$100,000 Golden Sands Speedway of Plover, WI. Sam Bartus, owner of the new facility admits to building the track out of spite to John Murgatroyd who in a lawsuit gains control of the previously built and run by Bartus Griffith Park Speedway. The track opens on May 25th, 1967 with Dick Trickle winning the Feature race in a 1966 Mercury Comet...The first race at the new Capital Super Speedway 1/2 mile paved track owned and promoted by Sam Bartus is held on May 25th, 1969. Ramo Stott won the Feature event in a 1969 Plymouth Roadrunner...Sam Bartus re-opens his Golden Sands Speedway on August 10th, 1969 despite CWRA drivers continued hold out with John Brevik winning the Feature race...Many, many thanks to Jim Cleveland and the late Bob Bergeron for info and photos used here covering the Bartus involvement in Wisconsin racing. Also thanks to Gary Hall for 1950s info. More to come from these gentleman!

Here and there...Ty Majeski, Steve Carlson and Brad Powell all took Feature wins in NASCAR Late Model competition here in recent action at La Crosse Fairgrounds Speedway, West Salem, WI. For Carlson it was win number 4 on the season and you have to figure the team is looking big picture with an excellent shot at winning the State Championship for NASCAR worth double the money from previous seasons as the Madison International Speedway is now NASCAR sanctioned which increases the pot...Multiple Feature winner Jerod Loging has been lending a hand with the Mandi Eckleberg racing effort via his two race cars at Lax Fairgrounds. It's not exactly how he'd prefer to be involved in the sport at this point but he's been forced into a situation of not being able to race due to a highway accident which has left him with numerous injuries. According to Loging progress is slow but he hopes to get back into a race car in competition in the future. "I'm just taking it slow, a day at a time really, but my goal is to someday get back into a race car..." Interesting to note if you look through the years how many tracks were built or had operational changes to put another out of business. Same holds true for various series and events. History

definitely repeats itself and it seems we very seldom learn from it...The Marlin Walbeck Classic was held at Dells Raceway Park here Saturday 6/27 and it was great getting with family and friends to celebrate the career of the first true super star of Wisconsin short track racing. Dave Marcis, Marv Marzofka, Tom Reffner, and my first racing hero Dick Severson were on hand among the too numerous to name others in attendance. Jeff Storm was celebrating the occasion as well as he picked up the 60 lap (Two 30 lap segments, 30 being Walbecks race car number) Feature win his first main event win in three years! All in all a fun evening with some racing thrown in to boot! The Jim Back

Memorial will be next up at Dells for the CWRA group and that will occur September 26th...Marshfield Motor Speedway, Marshfield, WI., will also be holding a Back Memorial sanctioned by CWRA, the date for that event being July 10th...The CWRA Dick Trickle Memorial is set for July 30th at that track...

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

Publishers note from page 3

offered local drivers and travelers the chance compete against each other. The rules for the events were similar, but not identical for the local cars and the travelers. Cedar Lake Speedway held its annual Masters event with UMP Late Models and the USMTS Modifieds, while Elko Speedway hosted the third version of the Scott Kingery Memorial.

The Masters at Cedar Lake had a large contingent of local Modified racers on hand to take on the USMTS travelers, while the local Late Models had just a few. There was a time when most of the local drivers would stay home in this area when USMTS came to town, but that has now changed. The local rules are different than USMTS, but many local drivers have realized they can compete against the travelers. When it comes to the UMP Late Models, many of the local drivers might feel like they are bringing a knife to a gun fight. The dirt Late Models in our area all have steel engine blocks, whereas the top UMP teams have aluminum blocks. A huge congratulations goes out to local racer Mike Nutzmänn; number one for attempting the show on just his second weekend out, and two for racing his way into the show on Saturday night. Saturday's Late Model field had enough cars to require a B-Feature and Mike moved forward through the field with a steel block car and took second place, transferring to the main event. Looks like the knife did pretty well in the gun fight.

The Kingery race had a number of local drivers show up that had only previously raced a handful of times so far

this season. This year's event also had two travelers from Wisconsin that decided to join in on the fun. Jason Thoma and Mark Deporter made the trek up as their home track (Jefferson Speedway) had their division scheduled off for the night. While the rules between Elko and Jefferson aren't identical, they are close enough the drivers can compete against each other. Heck, the two tracks (Elko and Jefferson) even run a different brand of tire, but these two drivers found a way to travel to the event. Unfortunately, Thoma blew up in practice. Deporter ran the main event and nearly cracked the top ten. The winner of this year's Kingery Memorial was a local driver (Ted Reuvers). Ted is a local driver, but has chosen not to race every weekend this year, even though his car meets all of the local track rules.

Again, there are many factors that determine how often somebody is going to race. Rules are just one piece of the puzzle, but they sure don't appear to be a deal breaker these days.

And finally, while we are speaking of Mike Nutzmänn, the quote of the month goes to one of his crew members. After racing his way into the main event at the Masters, Mike was discussing the changes needed to the car to keep it from bouncing through the corners. The track had a few rough spots following rain earlier in the day. One of the crew members came forward and said, "I know how to keep the car from bouncing. Quit driving through the holes."



Bruce Nuttleman photo

Left photo - Local racer Mike Nutzmänn raced his way in to the Summer Nationals Hell Tour main event at Cedar Lake Speedway during the Masters. Right photo - Ted Reuvers picked up the win in the Scott Kingery Memorial race at Elko Speedway.

By Stan Meissner

Cedar Lake Speedway will be hosting the World of Outlaws Sprint Car series for two consecutive nights on July 11-12, 2015. A preliminary night featuring the UMSS on July 10 will provide three great nights of Sprint Car racing. Although some might consider this a first for the western Wisconsin speed bowl two-day Outlaw shows are not unprecedented. Cedar Lake hosted a two-day World of Outlaws event on July 10-11, 1988, with Jeff Swindell taking the win on Friday and Steve Kinser capturing the Saturday night Main Event. 1989 saw the Outlaws return to CLS two separate times in the same season, Jac Haudenschild won on May 1 and Bobby Davis Jr. won on July 10. In 1993 Dave Blaney won on both May 9 and July 12.

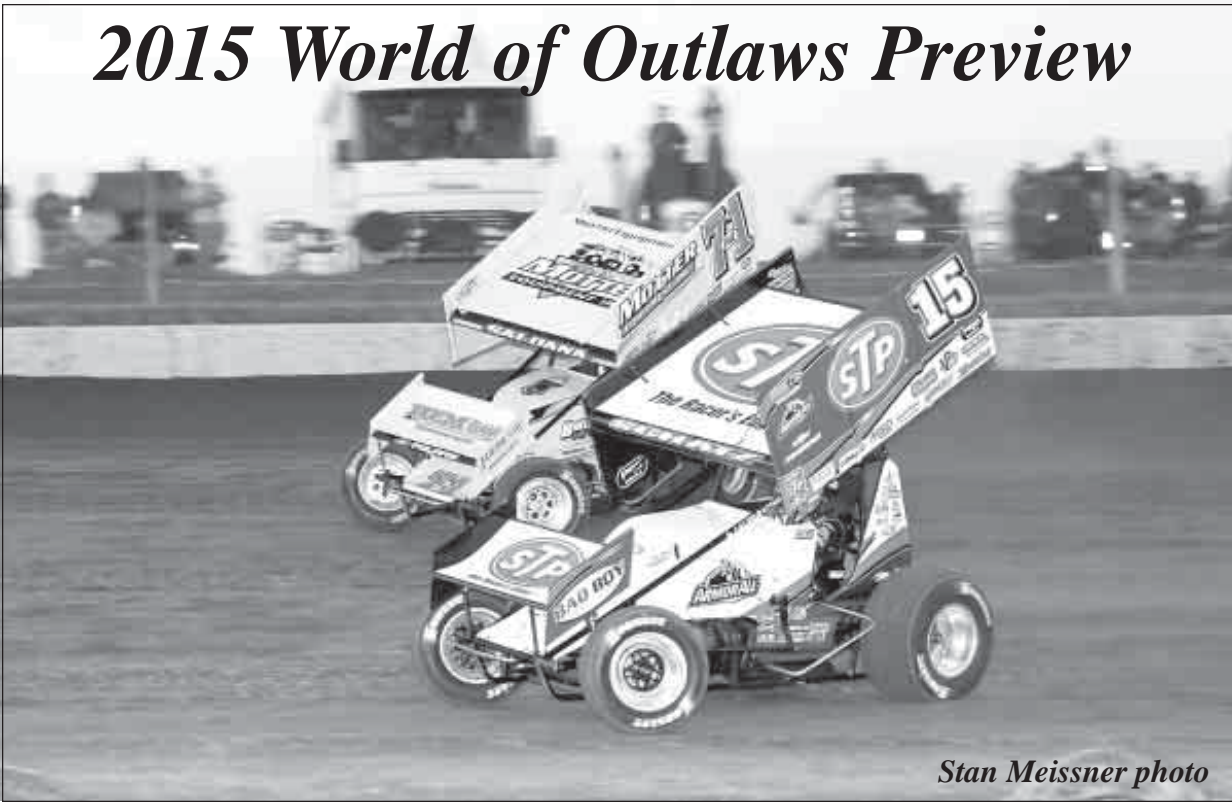
Cedar Lake eventually settled into one annual World of Outlaws race typically held on the second Monday after the Fourth of July weekend. Monday nights prevailed with the exception of 2006 when the now defunct NST appeared at CLS and in 1996 when fans waited out a rain delay and ended up returning for a Tuesday race. The CLS track prep crew did everything in their power to get

the 1996 show in and if memory serves me racing began close to midnight but a final downpour pushed the show back to Tuesday. CLS switched the night of their World of Outlaws race to Sunday in 2007 as an encore to their annual Firecracker where it remained until this year's two-day show.



The IRA has given their drivers the Outlaw Showdown weekend off leaving them free to race with the Outlaws at CLS and several other top drivers are showing this race weekend on their schedules as well. It's great for the Cedar Lake fans to have local drivers to cheer for but when the Outlaws come to town they are the headliner and 2015 has been an exciting season so far for the World of Outlaws. As of this writing Donny Schatz had won an incredible five straight World of Outlaws features starting with a 15 lap late night fogged out affair at Knoxville and a Husets win later that same day. Schatz added wins at Granite City, River Cities and Dakota State Fair Speedway before giving way to Brad Sweet at Michigan's I96 on June 24. The top five in Outlaw points include Donny Schatz (16

2015 World of Outlaws Preview



Stan Meissner photo

wins), Shane Stewart (4), Kerry Madsen, Brad Sweet (3) and Joey Saldana (1) through June 25.

410 Sprint Car racing is stronger than ever this year and drivers not traveling with the Outlaws have also won World of Outlaws races during this first half of the season. Drivers not touring with the Outlaws who have won so far in 2015 include Terry McCarl, Brian Brown, Tim Kaeding, Rico Abreu, Christopher Bell and Dale Blaney. McCarl, Brown, and Kaeding represent the NSL, Abreu and Bell are both young talents that split their time between Sprints and Midgets and Blaney is a perennial All Star Champion. Rico Abreu and Brian Brown are both scheduled to compete at Cedar Lake along

with defending IRA Champion and multi time Cedar Lake winner Bill Balog.

The Outlaw Shootout kicks off on Friday night July 10 with the UMSS winged 360 Sprints, the UMSS Traditional (non-wing) Sprints and the NASCAR Midwest Modifieds. On Saturday night both UMSS 360 winged and Traditional Sprints will be running as support classes with the World of Outlaws. Sunday night will feature the final night of the World of Outlaws with the A-Mods as the support class.

Not only will Sprint Car fans be able to see some great racing but there is camping available at the track and area campgrounds. Check cedarlakespeedway.com, and email/call the track for availability as campsites on the Speedway grounds for The Outlaw Showdown are paid spots in anticipation of a large crowd. Sprint Car fans who pay attention to the Late Models can vouch for the great time that everyone has at CLS multi day shows such as the USA Nationals in August and Legendary 100 in September.



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Short Track Buzz

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Pure Stock racer Krysta Swearingen discusses her career in racing and her involvement with the Autism Speaks group and a special event they have planned for this year at Red Cedar Speedway.

Where did you start your racing career?

I began racing in 1996 at Elko Speedways quarter midget track. I started when I was 6 and raced until I had to “retire” at the age of 16. During those years I accomplished many feature wins and 3 points championships. We traveled all over the states competing with other drivers and meeting great people. I would have to say starting with Quarter Midgets was the best choice my dad made for me.

Did you go right from quarter midgets to Pure Stocks?

In between quarter midgets and pure stocks I raced a 4-cylinder hornet for one year at the track formally known Kopellah Speedway. I thought my racing career was going to end there because I knew I wasn’t very interested in keeping the hornet. Then at the end of the

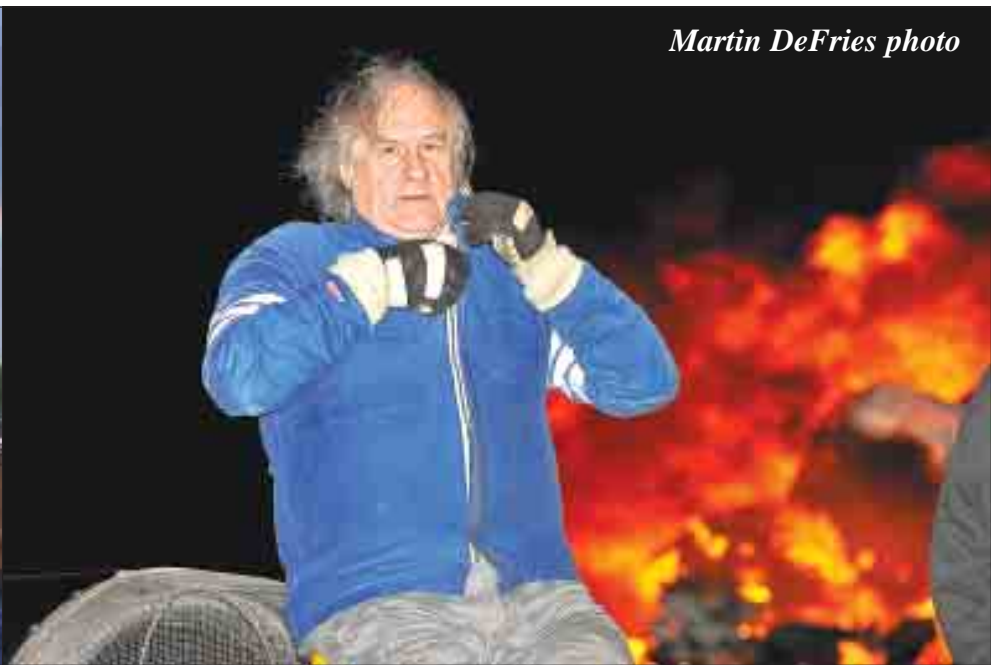
Continued on page 16



Vince Peterson photo



Stan Meissner photo



Martin DeFries photo

Left photo - 1996 was the World of Outlaws only Tuesday night show. The race was scheduled for Monday but a downpour caused a lengthy delay with racing not starting until around midnight. This rainbow appeared over the Speedway after the first downpour. A second downpour after the track had been worked in resulted in the racing being postponed until Tuesday evening. Mark Kinser won on Tuesday July 9, 1996. Right photo - Green Mamba pilot Doug Rose: Original member of the "Last American Heroes" Club

A large field of Great Northern Sportsman Series and Big 8 Late Model drivers shared the bill for this years running of the Salute to America Night at Madison International Speedway.
(Mark Melchiori photos)





Photo Gallery



A tough night for Bob McVitty after rolling in hot laps at Rice Lake Speedway
Amber Halverson photo



Kaukauna's Paul Parker has made the long haul for all CLS Dash events
Shawn Swanstrom photo



The Fabulous Hudson Hornet on display at the MSRA Back to the 50's show
Brewster Baker photo



Madison NASCAR Late Model racer Jeremy Miller
TJ Harron photo



A new look for the Sportsman division at LaCrosse Speedway in 2015
Bruce Nuttleman photo



Hog Wash 200 winners at Rockford Speedway
Jimmy Ambruoso photo



Photo Gallery



Jefferson regular Mark Deporter brought his El Camino to Elko Speedway
Martin DeFries photo



Nick Clements & the Klements Sausages during pre-race festivities
Jacklyn Daniels-Nuttleman photo



A close call for Cody Kippenhan at Rockford Speedway
Jimmy Ambruoso photo



Quarter Midget action in the Cedar Lake Arena
Kris Peterson photo



3-wide action in the Power Stock division at Elko Speedway
Martin DeFries photo



Ryan Goldade and Robert Hansberry in Madison Sportsman action
TJ Harron photo

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USA Nationals Past Winners:

1988	Billy Moyer	1997	Rick Aukland	2006	Scott Bloomquist
1989	Billy Moyer	1998	Donnie Moran	2007	Brian Birkhofer
1990	Billy Moyer	1999	Scott Bloomquist	2008	Scott Bloomquist
1991	Rick Aukland	2000	Davey Johnson	2009	Jimmy Mars
1992	Billy Moyer	2001	Dale McDowell	2010	Scott Bloomquist
1993	Billy Moyer	2002	Rick Eckert	2011	Josh Richards
1994	Jack Boggs	2003	Scott Bloomquist	2012	Darrell Lanigan
1995	Jack Boggs	2004	Brian Birkhofer	2013	Tim McCreddie
1996	Jimmy Mars	2005	Dale McDowell	2014	Jimmy Owens

Going in Circles



Charlie Spry

Saturday night tracks in southern Wisconsin and northern Illinois have taken it on the chin in the past month or so, as the weather has not cooperated at all for most. Seems like forever since I have made it to a Saturday night show at Rockford.

Rockford also runs a show for the lower dollar divisions on Wednesday nights, which have fared much better weather wise, with two shows completed and one rainout. The special “Roadrunner Summer Series” highlights these shows, but there are plenty of other divisions racing to entertain.

The “Misfit” division is one division that is very interesting to watch. This division is open to those racing vehicles that are somewhat “homeless” in that it consists of race vehicles that are not raced on a regular basis anywhere around much anymore. Mini-Champs, Rascal outlaw cars, Allison Legacy cars and anything without a “home” can run. All run together, but are scored separately in fendered and non-fendered divisions. Tim Roach, Vern Brown, and Jason Dull are the frontrunners in the open wheeled division, usually. Jason also races an American Short Tracker car here on Saturdays, and is known to compete in any kind of car, on any surface.

Nice to see Curt Nighswonger back out racing again on Wednesdays in the Roadrunner division. Curt is another driver who will race in any event at any time, at least as far as finances permit. The people that race in these so called lower divisions put as much heart and effort into their racing program as any other divisions, and it is nice to see them spotlighted.

The Winged Women On Wheels division has been dominated by a pair of racers who call Slinger their home track, Heather Stark and Nikki Mueller. Tami Bielefeldt and Tracy Wallin have made them work for it, however.

The Vores Cup four cylinder series made a visit to Madison International Speedway, and the locals pretty much dominated the travelers. Kyle Stark dominated here and the next night at the Dells Raceway Park. He has won races pretty much all over the country, which leads me to wonder if anyone knows how many features he has won in a four cylinder car over the last 12-13 years? Might be a wintertime job for me to add them all up.

Some had better fortunes than other. Central Wisconsin racer Josh Klopotek had to rush to get ready for time trials, saying, “I brought both 14” and 15” tires, not knowing what would work for me. I practiced with the 15” and found that

was a mistake, so I bolted on the 14” and found out that one of them had a leak at the valve stem.” He made it out in time for time trials, but had further misfortune later when his car broke two bolts off from the bellhousing, ending his night. His car was purchased along with a twin car for only \$1,500 from a seller in Iowa, and was previously raced on the dirt. Josh drives one car and another is driven by teammate Phil Prah. Josh formerly did a lot of weekly racing at the tracks near his home, but is gearing towards running more enduro events lately, saying, “Tracks are not running weekly so much in our area. Golden Sands only has like six races scheduled, so I know I will get plenty of laps in running the enduros.”

Merek Pankow had never raced on the half-mile here, but has done some racing on large tracks, as he had run at LaCrosse during Oktoberfest last year. He did quite well for his first time on the track, placing fifth.

Phil Malouf is another racer who pretty much goes wherever he can to race, and was thrashing on his car prior to the event, believing that an engine sensor was causing the car to run poorly during hot laps. He was running around to local parts stores to try to find the offending part, finally getting the car running well by feature time, coming from the back of the pack to finish third.

I recently had a chance to talk to NASCAR late model racer Kevin Knuese. Kevin has run here weekly for awhile now, keeps his car looking sharp, and is great with the fans. Kevin started racing in 1998 at Columbus 151 Speedway in a hobby stock car he got from his friend, Jon Minor. “It wasn’t the greatest or fastest car,” Stated Kevin, “But I learned a lot from that car and from Jon. He is a really great guy who helped me out so much. “Now I went from that one car to a late model and also own two trucks, one for me and one that Tommy Pecaro races some.”

I continue to be impressed by Ty Majeski. By now, most people in the Midwest are familiar with this young driver, as he is making a name for himself by winning in various cars and tracks. He was the ARCA Midwest Tour champion in 2014, and also races a NASCAR late model at LaCrosse, as well as various super late shows. He won the first round of the triple crown challenge series at MIS, which was noted to be his very first feature win at the track. Keep an eye out on Ty! You name it, he will win with it!

The Badgerland Challenge brought out many new cars to MIS. This event is a cooperative effort amongst MIS, Jefferson and Slinger. One event at each track for June, July, and August. Late models and sportsman cars compete for the overall title amongst the event at each track.

An interesting cross-section of cars was on hand at MIS. Several competitors from the aforementioned tracks were on hand, some likely for the first time. Dale Nottestad squelched the hopes of the visitors, as he scored an absolute clean sweep in the late models. This includes fast time, dash, heat and feature wins. Hard to do!

Ryan Goldade had pretty much owned the sportsman division here this year, winning every feature ran. Jason Thoma has run exceptionally strong everywhere he has been the past couple of years, and certainly wasn’t any slower here, as he broke the track record in qualifying, then won the dash and the feature, missing only a clean sweep by finishing second in his heat.

Bobby Gash III made the long trip from the Chicago area to

compete in the sportsman division. I believe he is a regular at Illiana, so he made quite a trip to compete. It was also nice to see drivers such as Peter Gillis, Terry Wangsness, Adam Bleskan, Mike Winters, Tim Coley and Chad Smith racing.

Madison recently played host to the Big 8 Late Model series, as well as the Great Northern Sportsman Series, and the “Dash” cars, which are basically modified four cylinder cars, both front and rear wheel drive.

All of the racing was good, but probably the one that topped them all was the four cylinder qualifier race. Bobby Selsing Jr., Greg Dimaggio, Derek Bettenhausen and a couple of other cars diced and bobbed and weaved and raced sometimes four wide as the lead constantly changed hands during the event. Bettenhausen came from the back to win the race that had the fans cheering wildly. I’d call it amongst the best races I’ve ever seen, and that is a lot of them! Derek told me prior to the racing tonight that he did not race at all last year, and this is the first this season. “I’m going to try to get more practice nights in and put more time in on the car. I’ve just been so busy landscaping, it’s hard to find time.”

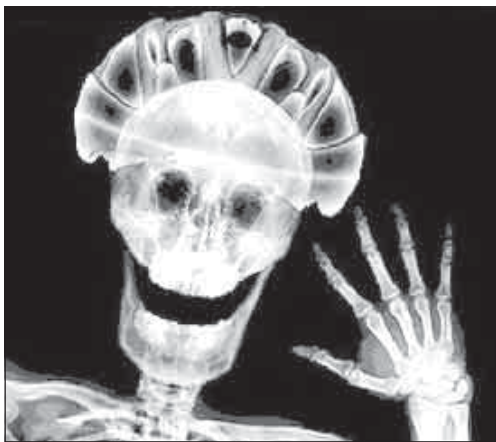
Alex Papini ran off with the win in the division with his Uncle Kelly Evink’s American Short Tracker car from Rockford. After doing a burnout celebration, he said, “I’d like to thank Kelly for letting me drive the car, it was a last minute thing, I don’t know anything about these cars, it’s all them” (crew). It looks to me like he can race and win with any type of car.

Dave Trute took the win in the GNSS feature. Dave is dominant at his home track, Dells Raceway Park, and showed his abilities here. The aforementioned Jason Thoma had at one point taken the lead, only to have a caution put him back behind another competitor who chose to use his mirror to keep Jason in check. Trute snuck by for the lead and win. As for Thoma, he is a very clean and fast racer who does not get into people. He could very easily have moved the offending car or wrecked him, but he chose not to. I’ve always respected Jason as both a person and a racer, and this just elevated his status even more. I talked with him prior to the racing, asking about his sometimes dominating performances, and he quietly said, “We work on this car all the time, it’s our passion. I just love racing at MIS.”

I had a chance to talk to sportsman racer Peter Gillis. He is known as “Peter Plaid” as the number twenty-one on his car is done up in plaid, something a bit unusual. Asked about how this came to be, he replied, “I was looking for something in the number to go along with one of my sponsors on the hood, who has a lumberjack with a flannel shirt, so I told Nick Wendt at AOK signs what I wanted, and he came up with the plaid. Randy Kamenick, the announcer at Jefferson then came up with the nickname and it stuck.” Peter started racing last year with this same car, racing first at Jefferson and then at Columbus 151, where he won his first career race one night during a heat. He spoke of his improvement late in the year, saying, “The last race at Columbus last year I led the feature race for something like twenty laps. If it would have been the normal distance, I would have won it, but they ran extended laps that night, and they went by me at the end.” His car is an old hobby stock car that they updated to sportsman specs. When asked about his previous racing experience prior to 2014, he said, “If you count racing go-karts 16-18 years ago, that

Going In Circles continued on page 16

Racing Nuggets



Jacklyn Daniels-Nuttleman

Ever since my husband, Toby was diagnosed with colorectal cancer and had his two surgeries to eradicate it, I have found myself with a new perspective on life. Anyone who has had their life touched by cancer would likely tell you the same thing. Your priorities shift. I think it's only natural when you have the realization of just how precious the time you are given in this life is.

This month marks the one year anniversary since we were delivered that dreaded news that Toby had cancer. A lot has changed in that year. We look at everything differently. I left radio, and ultimately returned to it again, working for a former "competitor."

Competitor. That word carries a lot of emotion for us. It's funny, because in business, I've never allowed myself to become too wrapped up with "the competitor," because it's just a job after all. Like a racer, I try to hold my lane and not mirror-drive life. I don't live to work. I work to live.

The new job with KQ98 has afforded me the opportunity to spend more time with Toby—and going to more races with him too. Toby is one of those people that live to work—because his work is what drives him to live. Anyone who knows him knows he IS a competitor to the bone, even

though he's not the one behind the wheel each week. That serious face that often seems to have a permanent scowl; a look that several have told me scares them, so they're too afraid to talk to him.

He's a competitor for sure. And over the course of this last year, it would seem that he has thrown himself **EVEN HARDER** into his career in racing. I'm not sure if it's because its how he has chosen to deal with the new-found reality that life is indeed so short. He doesn't talk about that specifically. Based upon my own observations, I'd venture a guess that that is the case.

I've been to more races, outside of the home track for us—La Crosse Fairgrounds Speedway—in this past year, and so has Toby. It's been a full schedule every week, with multiple races at different tracks.

This has also been the most rewarding stretch in Toby's career too—and he's had a lot of success with many drivers, such as Steve Holzhausen, Dick Trickle, Tony Raines, Scott Hansen, Andy Burgess, Charlie Menard, Steve Carlson, his brother Kevin Nuttleman, Emily Sue Steck, Rebecca Kasten, Paige Decker, and now Ty Majeski.

If you ask Toby, he'll tell you that this team with Majeski is the best team that he's been a part of, because it's the perfect storm of passionate people that are making it fun.

The car owners, Brad and Nancy Mannstedt, who own the superlate cars that they run for ARCA Midwest Tour, and other special events, as well as Jon Kastenschmidt, who owns the TUNDRA superlate that they also use for the Red, White & Blue series at Kaukauna. And then there's Johnny

Competitor to the Core



Toby and Ty pondering final adjustments prior to qualifying at the All Star 100 at Rockford Speedway (Doug Hornickel photo)

Gilbertson and C&C Motorsports (Chris & Craig Johnson), who own the NASCAR late model that they run at La Crosse Speedway. They are honestly, the most passionate and engaged car owners that are true competitors in their own right. They all want to win. They all LIVE to win.

It's a recipe for success, when you throw in a solid crew, comprised of guys who also have a dedication and desire to win, and I haven't even really touched on the fact that the driver that pilots all of the cars that Toby prepares—Ty Majeski—is cut from the same cloth as him. They never stop talking about what can be done to make a car better—even after winning a race.

I can't help but think that this past year has solidified the entire team because of the reality check we all had when Toby got the news of his cancer. People are the driving force behind every successful venture. The passion has been contagious. Passionate and caring people are virtually unstoppable when they work as a team. This team is definitely making their mark, and I feel lucky to have a front row seat to watch it all unfold.



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

www.IMCAoldtimers.com

Dirty Talkin'



Kris Peterson

Quarter Midget racing is a great way for kids to get their feet wet and learn many different things about racing. Quarter Midget racing is for kids from 5-16 years old.

There are two clubs in the area where children can get their start in racing. St. Croix Valley Quarter Midget Association races on the dirt at Cedar Lake Speedway in New Richmond, WI and Minnesota Quarter Midget Racing Association races on the asphalt at Little Elko Speedway in Elko, MN. There are several families that race at both tracks with both clubs.

Quarter Midget racing teaches kids the basics of oval and short track racing giving them the skills and knowledge to move into all different classes of racing. Many NASCAR greats including Jeff Gordon and Ryan Newman got their starts in Quarter Midget racing. They learn car handling and the setup of a race car, the different flags and what each represents. The kids learn sportsmanship, responsibility and even some life lessons while racing.

The family involvement in this sport is second to none and many of these kids have made friends for life and will move on to compete and race against each other in other classes as they grow and hone their racing skills.

Quarter Midget racing can be a great way to involve your child in a sport they at this point just love to watch or even are just beginning to show an interest in. Both of the clubs mentioned above hold arrive and drive weekends where you can bring your child out and for a small fee usually \$8 to \$10

are able to get your child suited up in the necessary safety equipment and strapped into a real race car and take some laps around the track.

If you are interested in getting your child started come out and take in a race at either Cedar Lake Speedway Arena or Little Elko Speedway. Race Fans are welcomed with open arms and spectators at either track do not pay anything for admission. Check out the websites www.scvqma.com or www.mqmr.com for schedules and more information.



Kris Peterson photo

2015 Masters Highlights

CLS announcer Chris Stepan interviews Rodney Sanders (left photo) after sweeping the UMSTS portion of the Masters Weekend. Jason Feger (top) and Jimmy Mars (bottom) picked up UMP Summer Nationals Hell Tour wins.

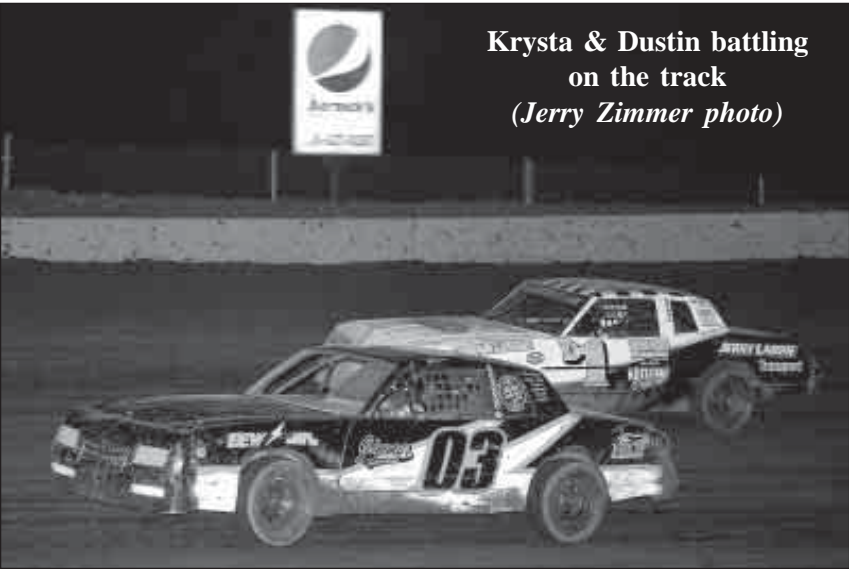


Short Track Buzz from page 8

season racing banquet a family friend, Rick Kobs, asked what my plans were for the upcoming season. I told him that it didn't look like much and that's when he offered me a Monte Carlo to build into a race car. Getting to build that car from the bottom up was the best time I've ever had.

You're engaged to another racer (Dustin Doughty). Unlike Ricky & Danica, you both seem to race towards the front of the pack.

Haha yes, we both have a very competitive spirit on the track. When that green flag drops he's just another competitor. Off the track is a different story. We don't let racing ever get in the way of our relationship. Because we are both so passionate about this sport we support each other every step of the way. Over the past 4 years I have learned a lot about my car and how to maintain it because of Dustin. He really pushes me to get under the hood and work.



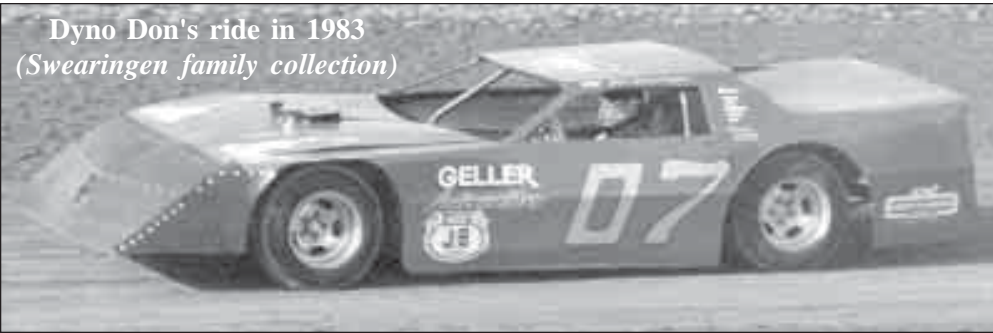
Krysta & Dustin battling on the track (Jerry Zimmer photo)

Last year at the Legendary 100, you were both involved in an incident on the track. Was that a tense moment in the pits at the end of the race?

It was intense in my opinion. We have bumped and passed one another on the track before but never caused each other to wreck. After the race I definitely avoided his pit area (right next to mine!) for a good hour. I felt bad but like I mentioned previously, on the track he's just another competitor.

Your dad (the legendary "Dyno" Don Swearingen) has many years of racing experience. Does he help, or hinder your racing?

My dad will probably laugh at this answer but I have to be honest and say both. He has a tremendous amount of knowledge when it comes to the sport of racing. He is the



Dyno Don's ride in 1983 (Swearingen family collection)

one who got me on my feet and running well. Without him I wouldn't be where I am today. There are some days when him and Dustin will be working on the car together and dad wants to do something the "old school" way and Dustin doesn't agree because things have changed so much over the years, but in the end they come to an agreement and my car is always excellent. My dad has taught me how to stick my neck out there for sponsorships, he has taught me how to watch the track conditions and he has taught me how to stay tough even when a man who's a foot taller than me tries to intimidate me off and on the track. I try to always thank my dad for all of the hard work he has put into our racing team because without him I couldn't do what I love most.

Now switching over to a serious note, how long have you been involved with the Autism Speaks program?

I have been involved with Autism Speaks organization for 3 years now.

How did your involvement with the Autism Speaks group come up?

It came about because as a 3rd job of mine. I was a PCA, personal care attendant, for a neighbor who has autism. I am so fascinated with children who have autism because they're just like a puzzle, every piece is different and it takes a little time to figure them out. I then began working at an elementary school in their autism program. These kids were so complicated that I loved going to work each day wondering what is going to happen next, how can I help this child learn to do better in school and be more socially in tune with those around them. When I decided I wanted to race for more than just myself I began to do some research on different organizations that advocate and support researching ways to help those with

autism. Autism Speaks was the first to really jump out at me. They have so many fun events around the state and they are always seeking more help to promote and fund raise. If anyone is interested in donating to this cause you can go to walknowforautismspeaks.org, Click donate and look up my team using my name, Krysta Swearingen. And if you're interested in joining my team for the walk you are more than welcome to become a member of the team by going to the same site.

What are you hoping to accomplish by combining your racing efforts with the Autism Awareness program?

My goal is to bring more awareness to those around the track, and where ever else I bring the car, to autism. I believe that if people are more educated on what autism is, the better chances we have to help those who struggle with it.

When and where is this year's Autism Awareness event?

The event this year is at Red Cedar Speedway on July 10. Races begin at 7:00. <http://redcedarspeedway.com/events.html> There will be 50/50 drawings, door prizes and kid bike give-away.

Going In Circles from page 13

would be it." The car is unique and he does a great job racing, and I wish him the best!

Austin Nason took the win in the Big-8 headliner, cruising past Bobby Wilberg, who knows his way around this place. Michael Bilderback and Jon Reynolds Jr. finished in third and fourth, as Rockford regulars fared well here.

I'd like to congratulate Jim "The Jimmer" Lietz on scoring his first career feature win in the mini-mod four cylinder division at State Park Speedway during the running of the recent Flip Merwin Memorial race. Jim helped me out a bunch when I raced there, and has a great attitude about racing and life in general. I've honestly never seen him any other way than with a big smile on his face. The whole Lietz family is a true credit to the sport of auto racing.

Toby Hess sent me a note regarding longevity in racing. Toby said that if he competes in spectator one-on-one racing this year, he will have done so for the last forty years. I believe the early 1970's Mustang he is racing now is the same one he started with, as well. Congrats, Toby!

Props also go out to Lafayette County Speedway promoter Jason Udelhofen. Jason not only does a great job of promoting the races at LCS, but also finds the time to race a late model at Dubuque on Sunday nights. Jason is a true hands-on promoter, always has time to help anyone, answer questions and inquiries and anything anyone needs. His efforts are paying off with nice increases in the car counts there, especially in the sportmod division. It doesn't matter what division you race in at LCS, Jason is there to make your experience the best he can.



trackratphotos.vfcfunding.com



TJ Harron photo

In Memory of Sam Bartus

Sam Bartus (pictured center between Gregg McKarns and Phil Bickley at Madison International Speedway) recently passed away.

Sam was a pioneer in Wisconsin asphalt racing. Bartus was known for his expertise in promoting racing events and his outlandish dress attire. Sam also organized the construction of several of the asphalt tracks that are running to this day in Wisconsin, along with helping to make many Wisconsin drivers household names.

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