

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



July 4, 2013 Vol. 17, No. 6

Inside...



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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		
1996	Jimmy Mars	2005	Dale McDowell		

Publisher's Note

Racing According to Plan



Dan Plan

Something just dawned on me this year, as we are approaching the Fourth of July holiday. A couple of items that stood out at this point of the season are; some tracks have less than a half-dozen shows in the books and midseason championships.

It doesn't seem like there has been hardly any racing as we approach the Fourth of July, and looking at results from some tracks would make you think we are actually closer to the second week of May. Some of the northern tracks have had less than a handful of shows. Once the weather started to finally warm up this year, it seems to rain every weekend. Let's hope the rest of the year goes better for all of our short tracks.

The other item of interest for me was an event once known as mid-season championships. The summer holiday typically marks the mid-point of the racing season. As I was looking at various track schedules, I couldn't find one that listed a mid-season championship. I didn't look at every single track schedule in the upper Midwest, but I looked at quite a few and couldn't find one track that had a

Mid-Season Championships?

mid-season championship on the schedule. When did this happen? I know the tracks in my back yard haven't had mid-season championships in quite some time, but I didn't know everybody decided to take this route.

I kind of miss the days of the mid-season championship. Sometimes there were double points on the line for the drivers and teams, sometimes a little extra money, and often an extra trophy to say you were the mid-season champion. It was kind of like the way points are done in Cup for NASCAR these days, without locking anybody out of the final run to the championship.

Sure the plastic trophy might have been laughed at by some, but it's just another part of the sport that has changed. Things always change, and when it's a big deal, people make a lot of noise. I guess the concept of having a mid-season championship wasn't that big of a deal. That one slipped right by me, or maybe there's another reason I wasn't aware of this?

Maybe I didn't realize this change took place because mid-season championships were taken off track schedules long before Facebook and Twitter became popular? If the social media sites were popular when mid-season championships were removed from track schedules, maybe my Facebook newsfeed would have been clogged up with bitter/angry posts about the schedule change. A few pictures of old mid-season champion trophies with captions like "I guess I'll never have a chance to win another plastic trophy like this due to those A\$#@!% taking mid-season championship off the schedule." Better yet, I can just imagine the hash tags on Twitter; #notrophy, #where'smidseason, #midseasongone #nomoremidseason. You get the picture. (Note: Just as we finished this column, we received photos from Rockford's Jimmy Ambruoso showing Mid Season Champs at Rockford.)

Miscellaneous News and Notes;

Speaking of the mid-point of the season, this typically means some special events are on tap. We're planning on taking our somewhat annual trip to Wisconsin to visit some tracks we haven't seen in some time. In our next issue we'll recount our adventures in Wisconsin.

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The Midwest

RACING

Connection

July 4, 2013

Vol. 17, No. 6

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

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Cover photos by: Martin DeFries, Doug Hornickel, Bruce Nuttleman and Oas family collection.

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Howie Lettow 150 Preview

For those fans new to the sport of stock car racing that may not be familiar with Howie Lettow's accomplishments, he was a crew chief, but more importantly, a mentor to many racers that raced in or came through the Midwest to further their racing careers. Howie's first rookie of the year title came in 1981, with the late Pat Schauer. Other notable names to work under the tutelage of Lettow include; Jimmie Johnson, Ted Musgrave, Steve Carlson, Steve Holzhausen, Scott Hansen, David Stremme and Ken Lund.

The Milwaukee Mile saw the return of big-time stock car racing in 2012, with the inaugural running of the Howie Lettow Memorial 150. The mid-week show for the ARCA Midwest Tour drew travelers from far and wide for the event. A record 72 entries took qualifying laps for the event, with young John Hunter Nemecheck carrying on the front row tradition set by his father Joe. This year's entry list is already approaching 80 as we go to press, and another record may be set. Sprinkle in a few NASCAR drivers such as Matt Kenseth, Kyle "Rowdy" Busch, Kenny Wallace, Joe Nemecheck and David Ragan, along with a legendary driver such as Washington's Garret Evans, and the show has all of the ingredients setup to make the history books again. Along with the above mentioned drivers, the Midwest Tour teamed up with the CRA group when joining the ARCA ranks between the



Doug Hornickel photo

2012 and 2013 seasons. Several CRA heavy hitters are entered to run the event at The Mile as well.

ARCA Midwest Tour President/Race Director Tim Olson estimated last year's crowd was around 12,000 with hopes of eclipsing this mark for the 2013 event. When asked about the best moments in 2012, Olson stated, "The level of completion we had was outstanding. So many drivers were on hand to honor a man that helped many short track drivers get where they are now." When asked about learning experiences from last year, Olson went on to say, "We're putting a lot of effort into getting the show done a lot earlier this year. This includes

items like mounting tires in a timely manner for the competitors. Most importantly, we want to give the fans what they want and need."

The ARCA Midwest Tour performs their 4-wide salute to the fans at The Mile in 2012 (left photo), Travis Sauter on his way to winning the 2012 Howie Lettow Memorial 150 (right photo)



Doug Hornickel photo

TUNDRA Rolls Into LaCrosse

By Matt Panure

With six events on the 2013 TUNDRA Super Late Model Series schedule, each comes with its own high level of anticipation for drivers and fans. Because both only get a small taste of Super Late Model racing during Oktoberfest Race Weekend at LaCrosse Fairgrounds Speedway, Round Three on July 3 is generating a large amount of buzz.

As of a week before the event, over 35 Super Late Model drivers have committed to taking part in a rare mid-summer appearance at the five-eighths mile.

"The challenge that the LaCrosse track brings to Super Late Models as a competitor is always exciting and that comes out at 'Fest," said LFS General Manager Chuck Deery. "Having a 40 lapper in the middle of summer gives the guys a little taste of that event. Ultimately we're in the fun business and we want the fans to be able to see something new and different."

One of the most intriguing points of Super Late Model racing at Oktoberfest is the diversity of drivers who attend. Drivers from Wisconsin, Minnesota, Iowa, Michigan and other states all flock to be a part of the historic weekend. TUNDRA's upcoming event will be no different as those states and Florida will be represented.

TUNDRA's support from drivers has been stout early in the 2013 season. A total of 40 drivers attended Round One at Golden Sands Speedway on Memorial Day. The most recent race at Jefferson saw 29 competitors – many who had never even seen the quarter-mile.

Unlike the uncertainty of Round Two at Jefferson, many TUNDRA Travelers have experience at LaCrosse in the Oktoberfest events. Drivers who finished fourth through ninth in last year's Future's race are expected to attend Round Three – including Future's fast qualifier Casey

Johnson. The TUNDRA field contains many young up-and-coming drivers to go with a solid mix of veterans.

Included in the pack of veterans will be Frank Kreyer, a former Trickle 99 segment winner, Golden Sands Speedway point leader Frank Nitzke, former Dells Raceway Park Champion Kenny Reiser, 2010 Golden Sands Champion Brandon Selle and Oktoberfest legend Don "Thunder" Turner. Younger veterans such as Nick Murgic, Billy Mohn and Nick Panitzke are also ready to take on the field.

Panitzke is the most recent winner in TUNDRA action, swiping the trophy in his first ever visit to Jefferson Speedway last Saturday. Just before the rains came Panitzke held off a hard-charging Kreyer and the combo of Dalton Zehr and Casey Johnson. Not to be outdone with his third place finish, Zehr seized the point lead due to his fast time earlier in the evening. His advantage over Panitzke (who teamed up with Cardell Potter) is 16 points heading into Round Three.

Fans will notice several changes from the TUNDRA action. Most notable will be the Upper Dells Bar Gong Show – a six-car race that runs from 6-11 laps (depending on invert) with only the top two transferring to the feature event. Those four cars that do not transfer and the remaining who did not make the cut from qualifying into the feature will run a 15-lap last chance race with two transferring from that. A 20-lap race for non-qualified cars will make up the Waterfurnace Shootout. The main event will be a 40-lap feature.

TUNDRA runs shorter features to save racers the costs of tires, fuel and wear and tear on their equipment. A shorter



Jeff Blaser photo

Florida's Dalton Zehr picked up a win at Golden Sands

distance also puts a heavier emphasis on each lap, as the faster machines have less time and less room for error to get to the front.



Doug Hornickel photo

TUNDRA frontrunners Billy Mohn and Casey Johnson battle for position during the Dick Trickle 99 at Oktoberfest in 2012

Dean & Jason Talkin' Racin'

Jason Searcy

Former racer and track owner Bill Oas will be inducted into the Elko Speedway Hall of Fame on July 20th, 2013.

Bill started racing at Elko Speedway in 1968 in the Sportsmen division, he then raced Late Models from 1970-1976. A big victory came on Aug 15 1972 when he won a 100 lap event at Elko Speedway, Dick Trickle finished 7th in that race. He also held the track record for many years with a time of 15.29 seconds, a record later broken by Mark Martin.

Bill then became owner of the track along with Gary Vinge in 1976. Vinge then transferred his part of the ownership to John Ostdiek the next year. Bill also became the promoter of Elko Speedway in 1977, he had the track repaved in the fall of that year increasing speeds dramatically.

"I was known as a racer turned promoter," said Oas "my main emphasis was to run very competitive races, I never took advantage of the driver to make the race track work."

Oas raced five nights per week in the mid 1970's and was well respected by many of the top regional racers of the time. Those drivers paid him back by coming to race at Elko Speedway, "I brought in a lot of the Wisconsin drivers for the big shows," said Oas "I paid good money and my main objective was to put on a good show."

Bill Oas Earns His Way Into Elko Speedway Hall of Fame

Oas also originated a new division to Elko Speedway in 1980. "We needed more participants in the motor pits at that time so, I created the Bombers as a simpler version of the Hobby Stocks of the day," said Oas.

Bill Oas then sold his share of Elko Speedway to John Ostdiek in 1981 and resumed his racing career in 1982. Elko raced a Limited Late Model at that time so Oas raced up to six nights per week in Wisconsin winning numerous races and setting fast times against some of the toughest competition in the Nation. He also raced at Elko Speedway during special events.

The final year of racing for Bill was in 1990 when Jim Sauter's son Jay drove the Bill Oas car.

Bill has had a very close relationship with Jarry Royle who was his crew chief and head mechanic for many years. Jarry is the father of current Elko Super Late Model racer Adam Royle. Oas admires the driving style displayed by Adam "he is a good shoe," said Oas.

Adam Royle grew up idolizing Oas and said watching Bill race was a great inspiration in his racing career, "he is a great choice for the Hall of Fame," said Royle.

Bill Oas will be inducted into the 2013 Elko Hall of Fame during the Whelen All American series race night at Elko Speedway on Saturday July 20th.

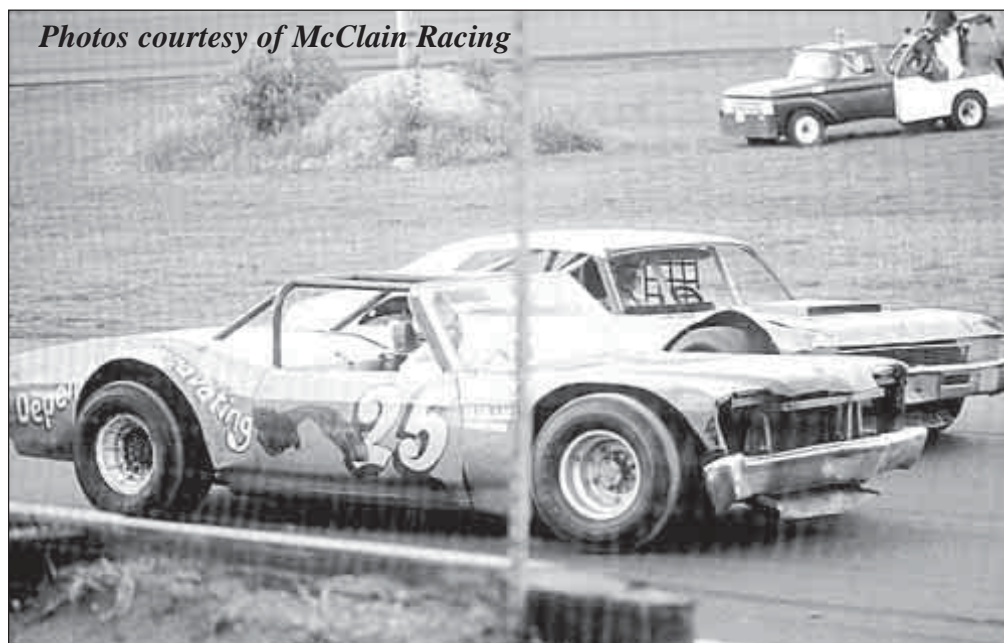
The 1972 Chevy convertible had a 427 engine, dropped front spindles, and a shallow depth oil pan which allowed



Oas Family Photo Collection

for a very low center of gravity, and fast speeds. The 1988 Firebird picture (shown in the MRC Photo Gallery) was taken at Bill's home race shop. This car was a Lensing tubular frame, coil over suspension, with a 355 Wegner engine; and met CWRA, Artgo, and ASA competition specs.

Photos courtesy of McClain Racing



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Going in Circles



Charlie Spry

We took the trip up to the State Park Speedway for the annual Flip Merwin memorial race, which also happened to be the first round of the triple X challenge series for the super lates, in which the driver who could win this race, along with the Larry Detjens memorial, and the Wayne Lodholz memorial race this season could get a very nice payoff. Mark Mackesy won the first round tonight, with his patented patient approach, lurking near the top the whole race, waiting for the right moment, then pouncing on the field. He took the lead from Nathan Haseleu with about forty laps to go in the 100 lap affair, then took the win from there. Odds may be against anyone winning all of these races, but if anyone could do it, it would be Mark. He surely would have to be mentioned amongst the all time greats at this track, along with Trickle, Reffner, Back, etc. He is moving up the all time feature win list quite rapidly. It will be interesting to see how he fares during the other two races.

With that said and done, I feel old, as I remember when Nathan Haseleu started his career many years ago in the hobby stock division at the Columbus 151 Speedway.

The support divisions put on an absolutely outstanding show here at SPS tonight, as per usual. The pure stocks saw Mike Merriam dual side by side with Karl Genett for most of the race, with Travis Volm and Tim Nawrocki right behind. Mike was back behind the wheel tonight after a few years absence, having recently purchased Mike Kasperek's '73 Chevelle.

Kirby Kurth has done well here in the past, racing super late models, but tonight he won his career first here. That is, he won his first ever stock four cylinder feature event here, running his enduro car with this class. Considerably less payoff than a super late, but also considerably less expense.

The mini-mods also put on another great show, with Phil Malouf holding off Adam Eckes for the win, with several cars in contention throughout. Phil stays very busy, as he also races a super stock at other area tracks, and also built

another four cylinder car for the dirt at Eagle River, where he helps his daughter, Anna, who races in the junior sprint class at that track.

Jesse Bernhagen made the trip to SPS, and won the limited late model feature. Jesse stated that he had two reasons for making the trip, one, to just have some fun, and two, to prepare for the upcoming Big 8 show here. Clint Sillars stuck with him to the end to finish second, with Wayne Mackesy right there as well.

Speaking of the Mackesy name, third generation racer Dillon Macksey made his debut here tonight, racing in the stock four cylinder class, with a car painted quite similar to his Dad Wayne's limited late model. Dillon is fourteen years old, and has done some racing previously this year at Golden Sands and Marshfield, but this was his first outing here. He did well, and I'm sure you will be hearing more about him in the future.

Perhaps the best quote of the night came from mini-mod racer John Lietz, who has been racing in this division for several years. "I've had lots of people ask me why I never got a late model, and I tell them, well, I've got a business that I mostly own, I've got a house that's mostly mine, and I'm still married. If I had a late model, I probably wouldn't have any of that now." Enough said!

Enjoyed talking with pure stock racer Dave Lashua, who is a big supporter of the division he races in. "The car count is down a little bit in this division tonight, I'll have to call up some people and try to get more cars out here. I know there are a lot of old Tomahawk Bombers sitting around, it would be nice to get people to do a little work to them and bring them back out. We will help anyone we can to get an older car back out here."

All in all, another great night of racing here. We drove through a couple of light rain showers on the way, but this track does not cancel races easily, they do whatever they can to get shows completed. The people responded with a great crowd on hand.



Kirby Kirth in action at State Park Speedway
(Dale Danielski photo)

I've been attending the Saturday night shows at the Rockford Speedway, and had a chance to talk with rookie Roadrunner division racer "Flyin' Ryan" Ostenson. Ryan recently took a win in one of the challenge races run in that division, the plywood race. In this event, drivers must race with one hand while holding onto a section of plywood on the roof. I've shaken hands with Ryan, and he does have a good grip. All the better for holding onto plywood! "My hand sure was sore after that, though," Stated Ryan. "Don't think I could have held it much longer." Ryan is in his third year of racing, as he noted, "I raced one year in the Hornets, then another year in the Bandits, now the Roadrunners. This is my first year of actual steady racing. I need to get the car to stick on the low side and I can do a little better." He has made steady improvement all year, and could be poised for a feature win soon.

Also had a chance to talk with sportsman division racer Brett McCoy. The McCoy name has been around the speedway for quite some time, as Brett said, "I think Dad started racing here steadily back in about 1978, and I have been steady since about 1994. I think I have only missed maybe three Saturday nights in that time." Brett is a strong runner, as he has already captured two feature wins this season. This division has seen growing car counts as well, and is very tough to get a win.

As for the "99" chronicles, on this night Johnny Robinson with the purple #99 won his heat race and placed fifth in the feature, while his #99 sportsman division counterpart, Justin Sellers in the blue #99 struggled a bit, recording a seventh place finish in his heat, and tenth in the feature. Kyle Lapier took the sportsman feature win on this night, in only his second night out in this division. On the most recent Saturday night, the #99 of Robinson fared better than Sellers, as Johnny qualified for the dash, in which he placed sixth, then fifth in his heat and second in the feature to Doug Bennett. Sellers won his heat, but could only manage an eleventh place feature finish. I'm sure the Sellers team is looking for improvement, as they are most likely frustrated with these finishes.

On the most recent Saturday night show at Rockford, a 76 lap late model feature was run, with the return of seven time champion Ricky Bilderback. Bilderback won the dash, his heat, and then came from the back of the pack to win the feature. I'd say that he is not the least bit rusty! It was a wild race, with fast qualifier Tom Gille taking the ultimate challenge, meaning he would earn a nice chunk of extra pay if he started at the back of the pack and won the feature. He took the challenge, starting in the back with Bilderback, and he seemed poised to be able to get the job

Going In Circles
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done, as he was knocking on the door for the lead, trading a little paint with his son, Jake. Jake returned the favor a little too hard, sending Tom into the wall, much to his displeasure. The Thanksgiving dinner table may be interesting this year at the Gille home. Mashed potatoes, anyone?

The Roadrunner feature was good as usual, with another last lap pass for the lead and win. This was accomplished by Arlyn Roush on Shawn Rickelman. These drivers really put on a quality show.

It is good to see late model racer Wayne Freimund back out. Suffering from a blown engine during the Big 8 season opener, Wayne returned only last week, but was fighting brake problems. This week he looked much better, appearing to be back strong.

I also took in a recent Wednesday night show at Rockford, with these shows being dubbed "Wild Wednesdays." A show where the low dollar classes get to shine, the Roadrunners race with a separate "Summer Series" championship at stake. Also a staple of these shows are the Bandit division, Winged Women On Wheels, and the Misfits. The misfits are usually made up of Allison Legacy cars and mini champs, which run together in one feature, with a winner being crowned in fendered and non-fendered divisions. Other divisions such as super cups and more run on these nights, and they are fun, low dollar shows.

Racing here in the Bandit division is third generation driver Hunter Drefahl. Hunter is the Grandson of Bill Drefahl Sr., who raced sportsman and super late model cars back in the late 1970's and early 1980's, primarily at Capital Speedway (now MIS). Hunter's Dad, Bill Jr. also raced from about 2000 until about 2006 or so in limited late models at MIS, Columbus, Jefferson, and pretty much everywhere. Now it is Hunter's turn, and on this night he recorded a second place finish in his heat in only his third night of racing.

I have to give props out to Roadrunner driver Curt Nighswonger. Curt seems to run every event he can at the speedway, both Saturdays and Wednesdays, he will run regular races, figure-eight, challenge races, anything and everything. The Roadrunners race more than any division at this track, and there are a few drivers out there that seem to run every event, which has to keep one busy!

The Roadrunner feature on this night was a fantastic race to watch, with Dennis Smith Jr. making a last lap pass on Trevor Robinson to take the win, after plenty of side by side action. On a different note, four cars were eliminated

from the event in a grinding crash into the wall off turn four, with a couple of them probably scrap. Never like to see that.

With all the rain in this area lately, it is even a wonder that racing was held, as one section of the pits was completely flooded. Pumping efforts helped, but we really need some dry weather! Someone put a raft in the middle of the "lake," having a bit of fun. Didn't see anyone attempting to go fishing, however.

Columbus 151 Speedway was finally able to get a Friday night race in last week, even though rain was spread throughout the area. The wet stuff never hit the track during the races until a few sprinkles during the end of the late model feature. Veteran Ron Bishofberger made quite a show, starting at the rear and making all of his passes on the tricky outside groove to take the lead and then blow the field away. With four track championships already to his credit, he looks poised to make it a fifth this year.

Several new cars/drivers made their first appearances here tonight. Veteran Ken Scott was behind the wheel of a former Steven Sauer hobby stock, with a new number as well, "00." He was very happy with the car, stating, "this car is a rocket! I'm happy to be back racing here again with it."

Former track champion Andy Tomlinson also made his first appearance of the year in the late models. "I only raced once last year, and I've got to figure out this new tire, it seems almost like the old Quality Tire recaps we used years ago. We will get there." Also out for the first time this year was another veteran, Billy Gray, who won a heat race. Rob Retallick and another former track champion, Scott Patrick also were on hand tonight.

Bandit racer Bob Kohn nearly won the feature the last time we raced here a couple of weeks ago, but got passed on the last lap and had to settle for second. He didn't let that happen this time, as he got the lead and held onto it. His Brother, Jamie, said "I told him about that. He heard about it. He learned!" Jamie is the defending track champion, so his advice is heeded! Nice job by the whole Kohn family tonight.

Oops.....



In our last issue of MRC, we incorrectly identified this driver as Matt Wiebusch, when it is actually Adam Wiebusch. Look for a correct picture of Matt in a future issue.



Rockford Roadrunner winner Arlyn Roush
(Jimmy Ambruoso photo)



2013 IMCA Old Timers Schedule

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

Cedar Lake Speedway, Somerset, WI
July 20th

Elko Speedway, Elko, MN
July 20th

Raceway Park, Shakopee, MN
July 21st

Check out www.IMCAOldtimers.com for full schedule

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

With flash flood type rain falling at La Crosse Fairgrounds Speedway after just a few events and wet conditions nearly everywhere this past weekend we decided to take in a different kind of competition where a substantial amount of water is not a detriment but a downright necessity!

It was the Bassmasters Elite Division tournament group appearing in La Crosse Wisconsin for the Mississippi River Rumble event with 99 fisherman in the field trying to capture the top prize of \$100,000. Numerous comparisons can be made with these fishing tournaments and short track racing. One is the stout field of entrants all able to catch fish and win. It's not all that unlike a Special event for short track racers as the difference between winning and losing is either scant inches or 1,000s of a second, or a few precious ounces in weight. Termed Elite Division, that is no small boast as these fisherman are equipped to handle any condition with top notch State Of The Art equipment. \$50,000 boats, hauling equipment top of the line and 20 or

more fishing poles priced in the thousands of dollars range put a lot of pressure on these folks to win or at least finish in the money as the investment here is obviously huge! Again, not unlike our premier divisions of short track racing and series' where good equipment is not just a help but a necessity if you have any hopes of placing in the money.

And where does that money come from? Sponsorship of course. The fisherman have everything decked out in their sponsors colors from their haulers, trailers, boats, uniforms, hats, down to everything used to catch fish! Pretty much like our racers who paint or wrap generally being the case, a pretty picture with everything racing related labeled in their backers livery at all events they participate in.

Sadly, the ratio of pay is similar to racing as well with pay-offs very top heavy with little hope for breaking even unless you finish at or near the top. But, as in racing points at each event are tabulated and there are pay-offs at the end of the year which can greatly help in following the Tournament trail. And, just like in racing there is much in the way of bonus money available via the product contingency route.

And one must be very careful to follow the rules and proper protocol at said events as if you don't, a DQ may be just around the corner. That was the case for reasonably new to the Elite Series Brandon Palaniuk, who was racking up huge weight numbers in the Mississippi River Rumble, making a shambles of the field the first two days in the process. But wait a minute. A culling of fish infraction in Minnesota water, (In Minnesota Culling is illegal, while Wisconsin allows it.) forced Palaniuk to forfeit his catch for day two which eliminated him from making the top 50 finalists which in turn eliminated him from further competition. Unknowingly fishing 100 yards into and culling one fish in Minnesota water on the mighty Mississippi cost the 26 year old from Idaho a chance at a \$100,000 pay day which would have by far, been his



Skylar Holzhausen put a whipping on the field in the ARCA race at Marshfield Motor Speedway.

biggest to date. But in another parable to racing you know the rules going in. Maybe you didn't intentionally break the car ride height rule, or have the wrong shocks on, or have an internal engine component that doesn't meet spec. If you fail tech you are disqualified. If you are performing a task in water you aren't supposed to be you get sent home. No one wants to be the heavy and make these rules decisions but unfortunately if we didn't have rules in competitions it would be utter chaos. With the Palaniuk DQ Aaron Martens and Tommy Biffle battled it out the last two days for the Tournament win with Biffle bagging just a scant 2 3/4 more weight to take home the Hundred Grand. All in all, an interesting departure from our norm of weekend race chasing but not all that unlike our favorite pastime.

Here and there...For those wondering, the culling of fish is basically swapping out smaller fish for larger ones as fisherman in these tournaments shoot for the largest amount of weight with a limit of 5 fish/day. With live wells on the boats keeping the fish alive it's a common practice in these competitions...Where legal..."The car would go wherever I wanted it to." Those were the words of Skylar Holzhausen and he parlayed a near perfect car into a victory in the ARCA Midwest Tour 100 lap feature here June 29th at the Marshfield Motor Speedway, Marshfield, WI. A battle that got pretty intense early on between Holzhausen and Dan Fredrickson was ended rather quickly on a mid-race restart as leader Fredrickson gave way to Holzhausen never to challenge again. Holzhausen coasted to a 10 car length win with Fredrickson who has been tough to beat of late in Tour competition placing 2nd. The balance of the top 10 finishers were Rich Bickle, Jr., Chris Wimmer,

Jonathan Eilen, Nick Murgic, Steve Holzhausen, Jason Weinkaif, Andrew Morrissey and Chris Weinkauf. Bickle's finish was noteworthy as he started well back in the field before making a charge late to place 3rd. If Bickle ever finds a way to qualify better and get a better starting position he may very well find himself in victory lane...Cole Howland continues to impress at the La Crosse Fairgrounds Speedway, West Salem, WI., as he picked off another NASCAR Late Model win this past Saturday night. Howland held off a couple veterans Steve Carlson and Brad Powell to take the win. With the win, Howland has now moved up to 3rd in the season long points battle with Carlson in the number one spot followed by J. Herbst...Brian Hesselberg found some bent pieces on his Sportsman

Dale's Pictures from the past



(Left photo) 1975 Trickle Mustang. Trickle raced this car to 12 Feature wins in 1975 which included several on dirt tracks! (Right photo) 1974 Dick Trickle Ford Mustang equipped with 351 CI Bud Moore built engines. The power plants didn't hold up during the year and Trickle suffered through numerous failures as a result.

continued on page 9



*Another consistent run for Rich Bickle in ARCA MT action.
Can a win be far away?*

***Racing Facts, Observances and Opinions
from page 8***

race car and once remedying that problem has been very competitive. With new found speed Hesselberg went on to win the Sportsman Feature event here this past Saturday at La Crosse Fairgrounds Speedway...



www.speedtalkon1360.com

Looking back on September 8th, 1967 it was Dick Trickle winning the 100 lap Feature at the Capital Speedway of Oregon, WI., in his 1966 Mercury Comet. Ron Beyer placed 2nd followed by Ken Pancratz.

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or dale@starmakermultimedia.com, www.starmakermultimedia.com



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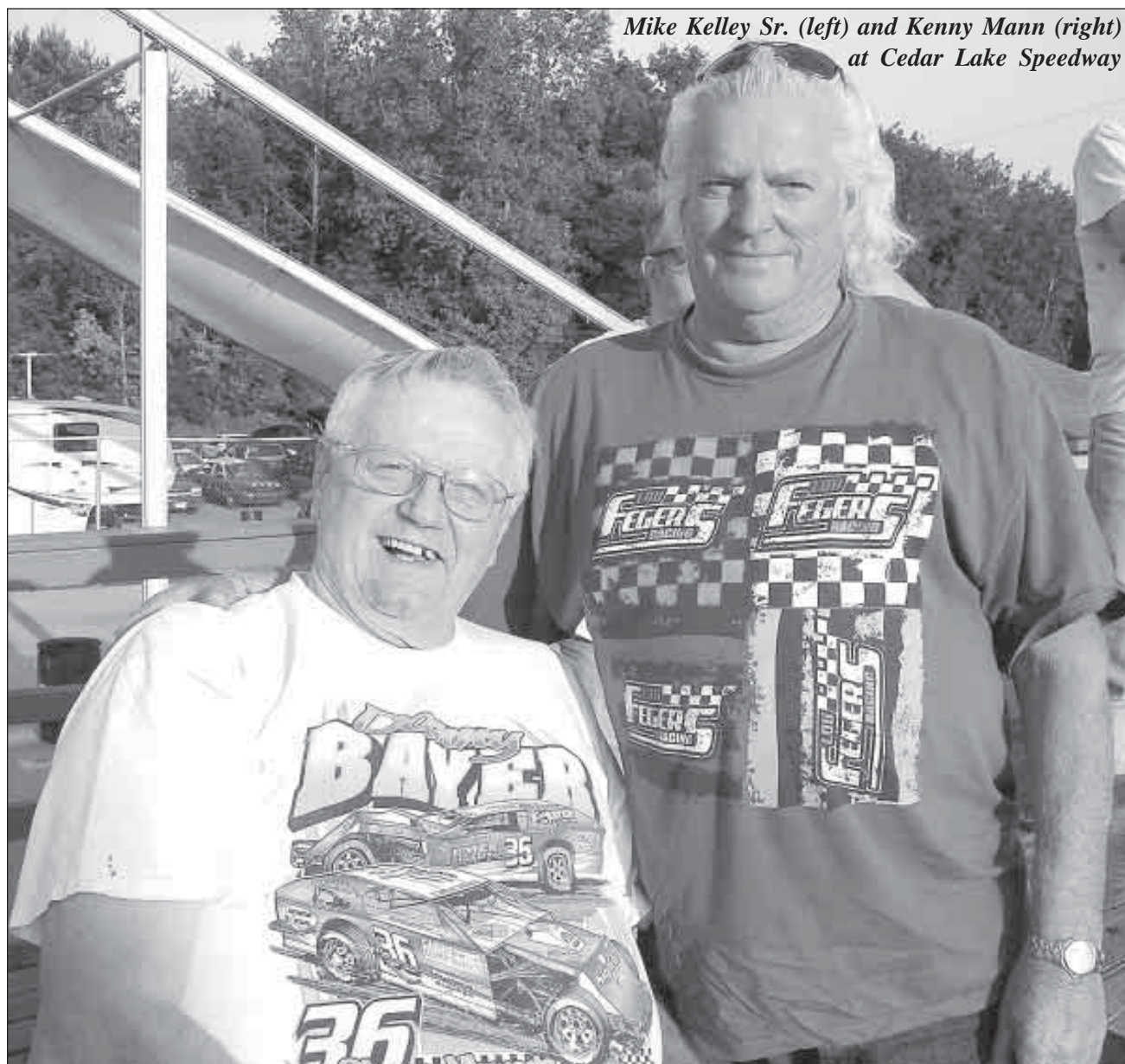
Publishers Note from page 3

In our quote of the month department, the award goes to Matt Wiebusch (not Adam). Earlier in the season, Matt ended up going head on into the wall coming out of turn four. When describing the incident to us, Matt finished with "I'm glad I could make an impact on the sport." Touché' Matt.

Like many race fans, we truly appreciate the history associated with short track racing. I almost wish I had a time machine to go back and see some of the events I've only heard about, or was too young to remember. We recently had the opportunity to spend much of the night at Cedar Lake Speedway with a legendary car owner and his driver. Back in the mid-1970's Mike Kelley Sr. owned a Hemi power 'Cuda driven by Kenny Mann. The stories these two

told literally had me in tears. I can only imagine how much they enjoyed the good old days of racing. Whether it was Kenny telling the story of pushing in the clutch to give the tach a false reading (Kenny thought there was too much gear, and Mike being an engine builder always wanted more RPM's), or Mike Sr. smashing the fender of a newly built race car with a sledge hammer after Kenny was hesitant to make a pass early in the season and then saying "There, now you can race it" was just too damn funny. The good thing is they are still around to tell these stories.

And finally, this one is for the Guinness Book of World Records. On June 22, 2013, veteran driver Mark Lamoreaux set fast time in the Super Late Model division at Elko Speedway. The ironic part is the number of years that spanned between the last time Mark set fast time at Elko. Granted, Mark wasn't a regular competitor at Elko from 1979 until the last few years, but nonetheless, I'm not aware of any other driver that went almost 35 years between setting fast time at a track. The AARP crowd has to be proud of that one.



*Mike Kelley Sr. (left) and Kenny Mann (right)
at Cedar Lake Speedway*



*Mark Lamoreaux appears to have found the
fountain of youth*



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Left photo - Pay no attention to the man behind the curtain, It's only Nate, the Wizard of Kane.

Right photo - Brent Kane and Dustin Mann show another version of a Train Wreck.

Martin DeFries photos

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Sunday, July 14	NASCAR Event* presented by Health Partners plus Legends, Bandoleros	6 PM
Sunday, July 21	NASCAR Event* presented by Phillips UV, 40 Lap Hobby Stock feature with on track introductions & IMCA Oldtimers Races	6 PM
Friday, July 26	Thunder V8s, Legends, Bandoleros, Figure 8s, Flaggpole Race, Flyers & School Bus Race &/or Tank Car Crushing. The Hope Kids	7 PM
Sunday, July 28	NASCAR Event* plus Spectator Drags presented by Cars for Courage & Twisted Concepts	6 PM
Saturday, Aug. 3	Twisted Concepts Car Show	8:00-6:00
Sunday, Aug. 4	Twisted Concepts Car Show	8:00-1:00
Sunday, Aug. 4	NASCAR Event* plus kids rides in the school buses, Flat Track Motorcycles & Dukes Jump	6 PM
Sunday, Aug. 11	NASCAR Event* presented by Minnesota Roadways, Spectator Drags plus the Green Mamba Jet Car & Public Safety Night	6 PM

Schedule and times are Subject to Change without notice

THE MIDWEST RACING CONNECTION

Photo Gallery



Nick Panitzke picked up the TUNDRA win at Jefferson Speedway
Doug Hornickel photo



Rockford Sportsmen winner Kyle Lapier in just his second start
Jimmy Ambruoso photo



Paul Hamilton in victory lane at Elko Speedway
Martin DeFries photo



Brent Larson won the Firecracker Late Model race at Cedar Lake
Jerry Zimmer photo



Jeremy Nelson won the Modified main event at St. Croix Valley Raceway
Stan Meissner photo



Elko Legends winner Tyler Sjoman
Martin DeFries photo

THE MIDWEST RACING CONNECTION

Photo Gallery



The fastest grocery-getter in the world at Lacrosse Speedway
Bruce Nuttleman photo



The ride used for the 1988 season by 2013 Elko HOF Inductee Bill Oas
Oas family photo collection



Raceway Park Short Tracker winner Charlie Pehrson
Martin DeFries photo



Adam Royle and Chad Walen battle for the top spot at Elko
Martin DeFries photo



73-year-old Gene Marocco won the Roadrunner feature at Rockford
Jimmy Ambruoso photo



Conrad Jorgenson needed a tow truck for a victory lane photo
Martin DeFries photo

Sammy Swindell Charges to Victory at Cedar Lake Speedway

Sammy Swindell is no stranger to victory lane at Cedar Lake Speedway, and on Sunday night he notched his seventh World of Outlaws STP Sprint Car Series win at the track. Swindell slid passed Joey Saldana on a restart on lap 28 and never looked back.

Swindell was joined on the podium by Saldana who finished second and 20-time series champion Steve Kinser. Daryn Pittman collected fourth place after a starting 24th in the feature. Paul McMahan, who set quick time for the event in qualifying for the 10th time this season, rounded out the top five in the feature event.

“The whole Big Game Tree Stands team had a good car we didn’t have to do very much to it tonight, so maybe we’re getting on to what we need to do or where we need to be to win some of these races,” said the Germantown, Tenn., driver of the Big Game Tree Stands Eagle. “The set ups and the way you drive the car are so much different than what it’s been, and it’s probably taken me a bit longer to really figure that out.” Until that point Saldana had led the race from the drop of the green flag, but was heavily challenged for the lead. “I don’t know, I went to the top earlier and that was not the right place to be, so I went to the bottom and that was working,” admitted the Brownsburg, Ind., resident. “I went to the cushion probably sooner than what I should have, maybe I should have slid more, I don’t know, he definitely did his homework he’s a smart racer, Sammy. He didn’t make the same mistake after the third or fourth time. He got position of on me and won the race.”

Swindell, Kinser and Kemenah all rushed to throw a slide job at Saldana on each and every restart, but the first

legitimate contender to arise was Donny Schatz. Schatz picked his way through the field after starting fifth and by lap 19 was within striking distance. Schatz began working the bottom waiting for an opportunity to seal the pass. However, just as the chance came the caution flew. An incident in turn four collected three cars just ahead of the leaders, and claimed a fourth in Donny Schatz, who had to restart at the back because of his involvement in the wreck.

On the final restart of the event on lap 27, Swindell figured out the track and going into one through a slide job and after Saldana checked up, Swindell secured the position. Kinser closed and made one last effort at Saldana, but could not complete the pass. Kinser earned his second podium finish in 10 days, with the first coming at River Cities Speedway. “I had a good run and the car felt pretty good,” said the 20 time Outlaw champion “I’ve been struggling and I don’t know what the problem is... We’ve been slowly creeping up on it a little bit, but we’ve still got a long ways to go.”



Jason Vandekamp won the Midwest Mod feature during the WoO show at CLS

Pittman, the World of Outlaws STP Sprint Car Series championship leader, had a rocky start to his night after qualifying eighth. Pittman was involved in the second wreck of heat two, with both incidents happening on the opening lap. Pittman flipped into turn three after contact with Bill Balog. Pittman would go to a backup car which would send him to the back of the Last Chance Showdown, and after earning a transfer spot, the back of the feature. Also involved in a wreck on the same lap were Tim Kaeding and Ryan Wilson who tangled in turn one and two. They both walked away, but the incident ended both of their nights.

Schatz also had woes, but his came in the feature event. After being involved in a wreck while running for the lead, he flipped his car in turn four during the feature. Schatz repaired his machine, but ended up finishing 18th. The finish cost Schatz the second place in the championship standings as McMahan would inherit the position. McMahan trails Pittman by 130 points while Schatz sits another 11 behind McMahan.





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Scotty Thiel Tops Open Wheel Nationals At SCVR

By Greg Parent

Sometimes a person finds themselves in the right place at the right time. Such was the case for Sheboygan, Wisconsin hotshoe Scotty Thiel. Thiel recorded his biggest win of his young sprint car racing career when he raced to victory in the \$5,000 to win Open Wheel Nationals event at the St. Croix Valley Raceway on Saturday June 29. Following a 360 spin by race leader Chris Graf, Thiel found himself sitting in fifth on the restart. When fellow eastern Wisconsin racer Ben Schmidt's motor stumbled just a bit on the restart, the field bunched up some entering turn one. Thiel saw his opportunity to blast down low, and when he exited turn two he had the lead. Ten green flag laps later, Thiel drove into Victory Lane for his second Upper Midwest Sprintcar Series win on the season and his second at the track this year. Thiel had made the trip over in late May and picked up the win at the Tabor Memorial.

On this night at SCVR, the lion's share of the money headed back to the eastern side of the state with Thiel and Schmidt finishing first and second. Commenting after the race, a still energized Thiel stated, "Once I got the lead, I kept telling myself to settle down and not make any mistakes in those final laps. Those laps couldn't go by



Stan Meissner photo

fastest enough for me. I was nervous thinking about not jumping the cushion and hitting the wall or not messing up. I was glad to see the checkers waving. This is my biggest win in sprint cars so far. This is awesome!"

For current UMSS point leader Chris Graf, it was a gut-wrenching moment while leading the feature with 10 laps to go and then suddenly looping around in turn four.

Following the race, Graf discovered that a right rear shocking mounting bolt had broken causing him to do the 360 spin. The yellow flag flew and Graf knew his chances of winning had just gone down the drain along with the top prize and unique steering wheel trophy.

Graf and preliminary feature winner Lee Grosz brought the 20 car starting field to the green for the 35 lap championship main event. Following a caution on the initial start when Jason Tostenson spun around at the pit exit in turn one, Graf grabbed the early lead with Grosz close behind. Three laps into the race, 2011 & 2012 UMSS Champion Jerry Richert, Jr. slowed down the back stretch with a sour motor. Cam Schafer hopped over the left rear

tire of Richert and flipped over to bring out the red flag. 2010 UMSS Champion Cody Hahn was also collected in the accident but was able to restart at the tail of the field. Surprisingly, Hahn's car seemed to work better after the incident as he was on the move forward.

A couple of cautions waved for the Kennedy family, as both Lou and Thomas dropped out of the race. Graf continued to lead Grosz, but on lap 10 Grosz ducked underneath Graf. Three laps later Graf returned the favor and regained the top spot. With fifteen laps in, Grosz spun in turn two while running second and was relegated to the rear of the field. Jared Goerges did a 360 spin three laps later to slow the pace once again. Graf powered away from the field up on the high side during the next seven laps before misfortune came knocking.

Over the course of the last half of the feature, some great racing was taking place behind the leaders. Jack Dover was on the move forward from his 14th starting spot along with 12th starter Tony Norem. Once Thiel made the move from fifth to first on the last restart, the race went green the final ten circuits around the 1/4 mile dirt oval. Finishing behind Thiel and Schmidt was Norem, Dover and Rick Kobs with his best UMSS winged sprint finish. Norem and Dover swapped the third spot on several occasions in the waning laps. Rounding out the top ten finishers in the very entertaining feature race were Gregg Bakker, 17th starter Cody Hahn, Grosz, Tostenson and Graf.

With the Friday night preliminary program setting things up for Saturday, three heat races were run. Dover, Kobs and Thiel won the heats. Lee Grosz topped the Pole Dash with Graf in second. The finish of the dash set the first three rows of the championship feature. The next four drivers in points after the heats found themselves locked into positions 7-10 in the feature. Those drivers were Kobs, Thiel, Richert and Thomas Kennedy. Two Last Chance Races provided the final opportunity for drivers to make the A Main. Lou Kennedy, Jr. and Norem took home the wins with the top five finishers transferring to the feature.



Stan Meissner photo



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Double Wins for Reuvers at Elko Speedway

By Jason Searcy
Martin DeFries photos

Donny Reuvers from Dundas (MN) won both NASCAR Whelen All American series Super Late Model features during the Eve of Destruction RAW event at Elko Speedway. Both races played out nearly identically as Reuvers started outside the second row and had numerous battles with Chad Walen before making the pass and holding off point leader Adam Royle for both wins. "This track promotes such good side by side racing and passing," said Reuvers "you don't get a lot of cautions."

Adam Royle held on to this point lead by finishing second in both races, he holds a ten point lead over Reuvers. The great weather helped bring out a huge crowd to watch the races on Saturday night, "It's so much fun to look over and see the grandstand full and for the racing to be so good, it's awesome" said Reuvers.

The Big 8 division has now seen six different winners in the eight feature races at Elko Speedway. Dylan Moore from Northfield (MN) held off Nick Beaver by just .294 in the first race and Travis Stanley from Prior Lake (MN) won the second race by two seconds over Jon Lemke. Chris Marek now leads by 9 points over Moore in the standings.

Thunder Car driver Michael Gilomen from Northfield (MN) won for the first time at Elko Speedway since 2007 in feature number one. "To get a win in this division is huge," said Gilomen "really stiff competition, and to be in that elite group and get a win is pretty awesome." Daryl Blohm from Elko (MN) won the second Thunder Car main event holding off point leader Brent Kane by less than one second at the finish line. Kane leads Blohm by 13 points in the standings.

Tyler Sjoman from Alexandria (MN) had a clean sweep in the Great North Legends division after beating Ted Hough by .951 in the feature event, that is two victorious weekend in a row for Sjoman. With that good run Hough now takes over the point lead by just two points over Michael Ostdiek.

Jon Lebens from Shakopee (MN) is having a good start to the season in the Power Stock division by winning for the second time in 2013 at Elko Speedway and holding on to



the point lead over Paul Hamilton by six points. "All I think about is keeping my car smooth, to me smoother is faster," said Lebens.

John Vandenheuvel from Lakeville (MN) won the 15 lap main event in the Mini Stock division. Instead of the modified oval used in the past, they raced on the full course for the first time and without major incident. Vandenheuvel is now just four points behind point leader Jack Purcell in the standings.

Brent Kane won an eventful figure 8 school bus race that saw a bus roll onto its side causing a red flag. Wild racing was also done in the spectator drags.



Larson, Anderson, Loomis and Voeltz Top Cedar Lake Speedway Firecracker Special

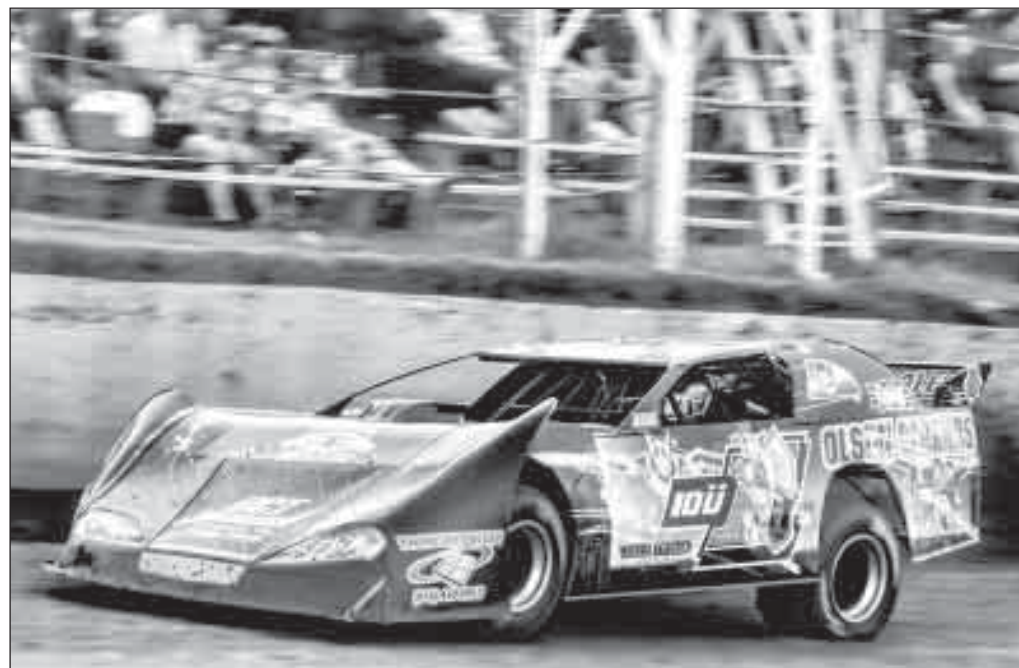
Jerry Zimmer photos

Cedar Lake Speedway recently hosted their annual Firecracker Special. Fans were treated to a 4 division show featuring the Hornets, Pro Stocks, Modifieds and Late Models, followed by the world famous Cedar Lake Speedway Fireworks display.

The Hornet division was first up for main event action with Jerry Hanson and Brent Voeltz pacing the field to the start. Voeltz would jump to the early lead with Buddy Hanestad moving into second position. On lap two Barret Hammond would take over the second position and start to close in Voeltz. The leaders started to encounter lapped traffic on lap three, allowing Hammond to gain more ground. The leaders would continue to work their way through traffic, but Voeltz was able to hold on for the win. Hammond would end up second with Chris Dyke, Hanestad and Kris Kaphing rounding out the top five. Hornet heat race wins went to Hanestad and Hammond.

Next up would be the main event for the Pro Stocks. Ben Hanke and Rich Bishop would lead the field to the start. A seven car melee at the flag stand caused a complete restart once the cleanup was finished. Hanke would take the lead on the restart with Tim Borgeson moving into second. Hanke and Borgeson thrilled the fans with a side-by-side battle for the lead for numerous laps. Mike Loomis would move into third on lap 5, while Hanke and Borgeson continued their back and forth battle for the lead. The caution flew once again on lap 6. Borgeson was now in command for the Delaware double file restart. Hanke would battle back and reassume the lead. Loomis moved into second on lap 11 and started his challenge of Hanke. Hanke and Loomis would then take turns leading, with Hanke eventually gaining the advantage. Approaching the white flag, Hanke spun out of the lead and moved to the rear of the field. Loomis would take the lead on for the green-white-checker finish, capturing his fourth CLS Pro Stock main event win of the year. Pro Stock heat race winners were Bishop, Borgeson and Loomis.

The Modified main event started with Jeremy Nelson and Shawn Kelley starting on the front row. Nelson grabbed the early advantage with Ashley Anderson moving into second on lap 2. Anderson would move inside of Nelson on lap three to take the lead. As the race went on, Darrell Nelson made his way to third place as the leaders started to approach lapped traffic on lap 13. A late race charge by Andy Jones saw the Princeton, Minn. driver move from his seventh place starting position to second place by lap 17. Jones would run out of time as the race went green to checkers with Anderson getting his first career Modified win at Cedar Lake. Jones would hold on for second, Darrell Nelson



would finish third, Jeremy Nelson fourth and Jason Miller rounding out the top five. Jones and Darrell Nelson would pick up the heat race wins.

The final main event of the evening saw the Late Models line up with Mike Nutzmann and AJ Diemel leading the field to the start. Diemel would take the early lead, with Brent Larson moving into second place. On lap 5 the lone caution of the Late Model main flew when Ryan Johnson made contact with the wall between turns 1 and 2. Diemel would lead the field on the restart with Nutzmann, Larson and Darrell Nelson battling for second. Larson would break away from the pack, and begin his move towards the front. Diemel and Larson would approach lapped traffic on lap 20. Larson would pull along side Diemel and the two would go side-by-side for the lead for several laps. Larson was able to eventually clear Diemel and pull away for the win. The final rundown had Larson across the line first at the checkers followed by Diemel, Chad Mahder, Rick Hanestad and Darrell Nelson. Late Model heat race winners were Larson and Greg Nippoldt.



Howland captures second feature win of the season

By Ashley Iwanski
Bruce Nuttleman photos

The fans filled the stands for some action-packed racing on what turned out to be a beautiful night at La Crosse Fairgrounds Speedway.

Cole Howland held off a hard-charging Steve Carlson to win his second Kwik Trip NASCAR Late Model feature of the season.

It took four laps after the green flag waved for Howland to get to the point. He raced pole-sitter Mike Carlson side by side for two laps before he was able to secure the lead.

Mike Carlson fell back ten spots as Brent Kirchner, Steve Carlson, Shawn Pfaff and Brad Powell filled in the top five spots.

The pack raced single file up to the halfway point, allowing Howland to stretch out his lead as the drivers behind him started to get antsy.

It was then when Steve Carlson jumped to the outside in turn 3 to take the second spot from Kirchner in classic Carlson style.

Pfaff and Powell weren't willing to sit still either, following Carlson around Kirchner. Mike Koenke also found his way around the 8 car and into the top five.

The shuffling continued as Carlson chased down Howland. For the final five laps the crowd questioned whether there were enough laps left for Carlson to get around the leader.

He never got a chance. Carlson crossed the finish line second followed by Powell in third. Koenke and Pfaff round out the top five.

field so fast it looked like the other cars were sitting still. Once he made it to the second position though it looked like he had got as far as he could. Hesselberg had too large of a lead to make up in four laps.

But then luck came Scheck's way in the form of a caution. Bill Martin, who had been running in the top five, spun out in turn 2. And the yellow flag brought Scheck to

the outside of Hesselberg on the restart.

For two laps Scheck and Hesselberg were side by side, neither moving an inch forward or back. Until finally, with two to go, Hesselberg pulled away leaving Scheck to fend off Justin Berg.

Hesselberg escaped with the win while Berg took second by a bumper ahead of Scheck.



Steve Carlson continues to maintain the points lead with 440. J. Herbst sits in second (373) and Howland moved up into the top three (343).

Brian Hesselberg won the Exhaust Plus Sportsmen feature after a caution threatened his lead.

Hesselberg quickly jumped to the point when the green flag waved and created a large gap between himself and the rest of the field.

Meanwhile, Greg Scheck was making his way through the



Brad Warthan overpowered pole-sitter Kayla Lockington, then was able to escape the duo of Andy Moore and Jordan Myers to win the United Auto Supply Thunderstox feature.

Warthan was quick all night as he also won his heat race. Moore finished second in the feature and Myers third.

Cole Scholze won the Volden Construction Outlawz feature, fighting off second place finisher Wayne Smith and third place Tom Luethe.



ROCKETS RED GLARE! BILDERBACK SOARS TO STAR SPANGLED VICTORY!

By Eric Huenefeld
Jimmy Ambruoso photos

The “Star Spangled 76” for Stanley Steemer NASCAR Late Models at Rockford Speedway is the truest test of man and machine. 76 laps, almost twice the normal distance, with a large field of cars and numerous variables, makes this race one of the most difficult. The eighth addition of the 76 lap affair Saturday night was possibly the most unpredictable of them all. Yet when the checkered flag flew, a most predictable winner would be in victory lane.

Seven time Rockford Speedway track champion Ricky “the Rocket” Bilderback, making his first start of 2013, charged from his 13th starting spot to bag his first ever win in the 76 lap event. Bilderback inherited the lead with 22 laps remaining and held off mid-season champion Alex Papini for the victory.

Two time “Star Spangled” winner “Driver X” Jon Reynolds Jr led the field to green and appeared to be the man to beat. Reynolds, jumping from his inside front row starting position, raced to a nearly five second lead in the first half of the feature event. Reynolds would lead the race in dominant fashion over the first 40-plus laps. The race would not see a yellow flag until just past halfway, when fluid was spotted on the track, bring the field to a halt. When the race resumed, the pack was on Reynolds’ back bumper and ready to pounce. Only a couple of laps into the next green flag run, three-time track champion Jerry Gille would bring out the yellow flag. Gille’s car would break free in turn one, climbing the wall and billboards. Gille was okay, but his night was finished.

The next restart would begin a massive shuffling of the field. Reynolds would lose the lead to Jake Gille, and would soon feel more pressure from behind. Bilderback, along with Tom Gille, soon filled Reynolds’ mirror. Tom Gille, the evening’s fast qualifier, opted for the Gerber Collision and Glass Ultimate Challenge earlier in the evening. Gille’s choice put him shotgun on the field with a chance for \$1100 in bonus bucks from Gerber and a possible payday of nearly \$2100. Gille, with Bilderback in tow, moved into the top five before the shuffling began. By lap 50, Tom would challenge his son Jake for the race lead. But the father and son duo would soon trade paint for the lead, and on lap 55, the two would tangle in turn four. The contact sent Tom into the turn four wall ending his night, and sent Jake to the back of the field.



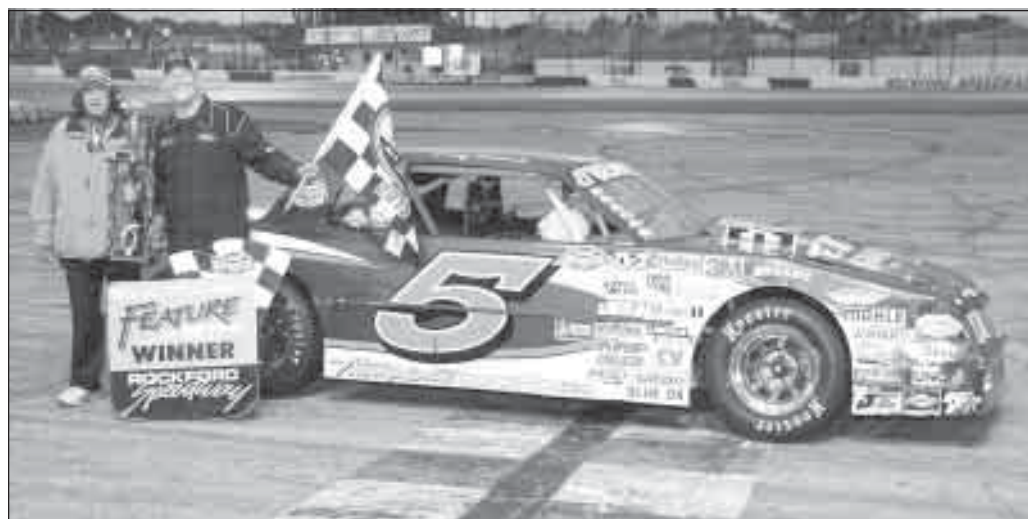
After the family fireworks, Bilderback assumed the lead, with Papini right behind. Papini would get close to Bilderback, but was never able to mount a serious charge for the win. Bilderback hit the line first, followed by Papini. Reynolds, who went to the pits during a mid-race yellow, came from the back of the pack and finished the 76 laps in third. Austin Nason captured fourth, while Mitch Garfield rounded out the top five.

Defending Bargain Hunter Sportsman track champion Doug Bennett had as good a night as one could have Saturday night, sweeping away the night for the Sportsman division. Bennett climbed from his eighth place starting spot to take the lead from Howie Ware on lap 10 of the 25 lapper. Bennett was challenged in the last couple laps by Johnny Robinson II, who settled for second. Mid season champion Matt Lundberg finished third, followed by Brett McCoy and Kyle Lapier.

Speaking of Lapier, the Belvidere driver would nab his second Miller Lite American Short Tracker feature win of the year in thrilling fashion, scooting by Jason Bragg with two laps to

go, taking the win. Bragg, a winner this year in the division himself, stood strong in the second spot. Mid season champion Nick Cina Jr was third, followed by five-time track champion George Sparkman and Nick Letsinger, who led 8 of the first 10 laps of the 25 lap event.

The Rockstar Energy Drink Roadrunner feature was “good til the last drop,” with Woodstock’s Arlyn Roush stealing victory in the last 150 feet of the 20 lap race from Shawn Rickleman. Rickleman, who inherited the lead from Jeff Allendorf on lap three, could not turn back Roush’s challenge in the homestretch. The triumph gave Roush a complete sweep of the Roadrunners on the night. Earlier in the evening, Roush won the Fast Dash, Heat Race, Sam’s Drive In Roadrunner Challenge and then the 20 lap main. Rickleman finished a hard luck second, with Kyle McQuality in third. Mid season champion Terrance Robinson struggled to move through traffic on this night, finishing the Roadrunner feature in eighth spot.



Two in a Row for Jorgenson and Pehrson Bomber Special to Kotchevar at RWP

By Kevin Busse
Martin DeFries photos

Racefans filled the stands this past Sunday night at Raceway Park in Shakopee in support of their favorite local drivers, and the racers returned the favor by giving the fans one of the most memorable evenings of motorsports action in recent years.

The Impact Printing Bomber's turned out for their feature run with the largest turnout of Bomber drivers to date. At the green flag it was Paul Geng of Chaska on the pole, joined alongside by Crystal driver James Tich. Geng went to the lead, but was overtaken just one lap later by Minnetonka's Joey Prusak, who came out ahead following a 3-wide charge for the point. Jordan driver Justin Kotchevar moved through the group to challenge Prusak with 24 laps to go, resulting in both drivers running side by side for the next four laps until Kotchevar was able to make the run to lock in the lead. 5 laps later the Jordan driver had one big challenge as the leaders approached the back of the pack, slower cars racing side by side. With Kotchevar caught up working through lapped traffic, Minnetonka's Racin' Ryan Varner took advantage of the opportunity and moved in to battle Prusak for 2nd with 13 laps remaining as both drivers began to close in on the leader. Kotchevar was able to clear the group of slower cars 3 laps later, as both Varner and Prusak continued their battle, now dealing with the lapped traffic themselves. Kotchevar was once again building up his lead when Varner locked in second with 4 laps to go. However, in the final 2 laps of the run, Kotchevar was once again hung up with slower cars, allowing Varner to quickly close in and threaten the lead. At the checkers it was Kotchevar on top, Varner a close second, and Prior Lake's Mike Stoer finishing in third.

Kyle Ansolabehere of Minnetonka and Shakopee's Mark Hawes started the front row in the Leo's South C-F Moto NASCAR Hobby Stock feature, which was an extremely wild run from start to finish. Hawes took the lead in the early going, with Farmington driver Dusty Mann going to second with 27 laps to go, and Jeremy Woff of Chaska to third 3 laps later in this fast passing event. Over the course of the remaining laps, hard contact between cars throughout the group led to several multi-car crashes and spinouts resulting in 4 different cautions that sent a variety of cars to the pits with damage, but many were able to rejoin after repairs as the racing continued. With 13 laps to go, Conrad Jorgenson of Lakeville found himself at front of a single file restart, followed closely by Burnsville's Drew Skaja as the green waved. Brent "The Freight Train" Kane

of Lonsdale moved in on Bloomington's John Heath to challenge for third as the group got up to speed, and the two ran side by side for the next 3 laps until Kane was able to make the pass. Immediately Kane went after Skaja, clearing for second in the final 5 laps. At the close of the run it was Jorgenson with the win, Kane in second, with Skaja immediately behind in third at the line.

In other racing action, the Turtle's Bar & Grill Wild'n'Crazy Figure-8s added to the excitement for the race fans with several close calls and multiple near misses as the field went through the "crossroads of doom" in both feature runs. For the way the racing action is progressing this season, it will only be a matter of time before one of the near misses turns into a high speed collision in the "X". In the first feature, multi-season track champion Ricky Martin added to his winning ways by clinching the top spot, followed by Burnsville's Todd Wilson in second, and Mark Bronstad of Maple Plain in



win, Roche a very close second, and Hastings driver Matt Scharr several car lengths behind in the third.

Cautions, cautions, and more cautions was the rule during the feature for the Cheerios Great North Legends. With 2 false starts before the race even started, it set the tone for the rest of the run as drivers had their hands full trying to stay out of trouble and keep their cars pointed in the right direction. It wasn't until the final laps before things began to settle down, with Michael Ostiek of Lakeville getting the checkers, followed by Shakopee's Derek Lemke who led for most of the run. New Market driver James Wenzel settled for third after working up through traffic and staying clear of the caution causing incidents.

A massive car turn out in the Showcar Supply Mini Stocks resulted in a pole to checkers win for Montgomery's Blake Dorweiler, who stayed up front for the entire run as 2 and 3-wide racing in multiple groups behind the leader kept fans eyes glued to the track for the course of the feature. After an early challenge by Burnsville's Rylee Michaleson and Mankato's Joe Tacheny, the only threat to Dorweiler came late in the race when Jack Purcell of Bloomington worked his way up from the middle of the pack, taking an unusual route by going way up high to the top of the racing groove

in the turns and shooting around traffic down the straights. Dorweiler was able to build a big lead after using lapped traffic to increase the distance between himself and the rest of the top cars. Dorweiler was untouchable at the checkers, Purcell made it to second, with Joe Tacheny crossing for third place at the line.



third. The second feature was dominated by Prior Lake's Steve Dehler and Shakopee's John Lebens, who both started on the front row and kept it going hard and heavy through the entire feature run. Dehler took the win, Lebens in second, with Bloomington's Mike Dickey settling for third.

The Prestige Plumbing Bandolero feature went to Rogers driver Cole Klein, who has had a very competitive season with the up-and-coming drivers this year at Raceway Park. Second place went to Brody Wulf of Lakeville, and third awarded to Lakeville's Coy Wulf.

The Monster Energy Short-Tracker feature began with an early lead for New Prague's Jeremy Roche, who was able to stay ahead of the tight group of competitors until a late race caution with 3 laps to go paired Roche alongside Prior Lake's Charlie Pehrson for lane choice. When racing resumed the two stayed side by side until the very last lap, when Charlie was able to just break ahead for the lead as the two charged for the checkers. It was Pehrson with the



TUNDRA Invades Jefferson Speedway

By Andrew Schaller

The quick and powerful super late models made their return to Wisconsin's Action Track on Saturday night as the TUNDRA Super Late Model Series made their first visit to Jefferson Speedway. Nick Panitzke of Lakeville, MN, captured the rain shortened feature event as the super late models roared around the speed plant for the first time since 2008.

Steve Lichtfeld and Panitzke paced the field of 20 drivers to the green with Panitzke taking control early through turns one and two on the opening circuit. Mike Egan moved into second behind Panitzke with Frank Kreyer running third. Kreyer quickly went to work on Egan, moving to the low side and slipping by for second on lap two. Point leader Brandon Selle experienced mechanical problems and was forced to retire from the event just before the caution waved on lap four. Billy Mohn spun in turns three and four, collecting Claire Decker and sending her hard into the turn four wall. Decker was ok, but her ride was too damaged to continue, ending her evening early. Racing resumed with Kreyer and Panitzke side by side battling for the lead. Panitzke regained sole possession of the point with Kreyer dropping back to second and Egan in third. Panitzke and Kreyer began to separate themselves from the rest of the field while quick qualifier Dalton Zehr and Jefferson Speedway regular Casey Johnson entered the top five. On lap 15, Zehr moved into fifth with Johnson right behind. Zehr continued forward under Matt Pyburn, stealing fourth and sliding under Egan for third. Zehr claimed third on lap

16 with Johnson still in tow for fourth and James Swan into fifth. The top five remained single file with Panitzke still showing the way and Kreyer on his rear bumper. The leaders began to encounter heavy lapped traffic around lap 30 allowing Kreyer to close in. But before Kreyer could make a move, the rain drops began to fall. With 37 laps complete, the race was called official with Panitzke the winner. Kreyer finished second with Zehr, Johnson and Swan rounding out the top five.

The Mid-American Stock Car Series returned to action at Jefferson Speedway after competing at last season's Wisconsin State Championships. West Bend's Brad Keith charged to the front of the pack and hung on to win the 50 lap feature event. Mark Puer and Rick Tackman made up row one at the start with Tackman leading early. The first of several cautions waved on lap two when Jeremy Spoonmore and Ryan Gutknecht spun. Tackman and Puer restarted side by side, this time with Puer gaining the advantage as Tackman dropped back into a battle for second with Tyler Bauknecht. Bauknecht took over second on lap five with Keith in his tracks for third. Keith motored under Bauknecht to claim second just as the second caution waved on lap seven. Puer chose the high side for the restart with Keith on the bottom. Keith drove out into the lead as the green waved again. Bauknecht also followed past Puer into second as Keith began to stretch his advantage. Keith maintained his lead through several cautions over the remainder of the race with Bauknecht filling up his rear view mirror on every restart. As the laps

wound down, a close call between Keith and a lapped competitor made things interesting, but Keith stayed strong on the point to see the checkers first and get the win. Bauknecht finished second followed by Puer, Scott Null and Gutknecht.

The Road Warrior division joined the special program with Bill Sweeney of Edgerton taking honors in the 20 lap feature event. Mike

Storkson led early from the pole with Jim Wolf following into second. Wolf drew even with Storkson on lap two, claiming the top spot a lap later. Chad Olds also got around Storkson for second with Sweeney following into third. On lap four, Sweeney slipped past Olds to claim second as he set his sights on Wolf at the front. Sweeney quickly drove under Wolf, clearing for the lead as they exited turn two on lap five. Sweeney immediately pulled away from the pack. Bill Reynolds made his way to second on lap eight, but Sweeney was already well on his way to picking up the checkers and the win. Reynolds finished second with Olds, Wolf and Kenny Storkson completing the top five.



Skylar Holzhausen Mows Them Down At Marshfield

By Gregg Paul

The beautiful thing about racing is that there are so many times that the fastest car is not the one that ends up winning the race. Whether it is because of a late race restart, mechanical issues, or getting beat by strategy, sometimes having the fastest car isn't always what will take you to victory lane.

Skylar Holzhausen blew that logic away by having the dominant car all day at the Marshfield Motor Speedway and winning the Marshfield 100 on Saturday night. Holzhausen set fast time by being the only car to get into the 17 second bracket and then leading the final 44 laps for the victory. A victory that was extremely satisfying considering how close he was last year to doing the same thing. "We really needed it," said Holzhausen. "This place...the win has been eluding me, so after last year having just dominated this place it's nice to come back here again and get this win for the whole team and just for the points deal and build on for Milwaukee."

The race began with defending race winner and ARCA Midwest Tour champion, Jonathan Eilen and Dan Fredrickson, on the front row. At the drop of the green flag, it was Fredrickson getting the jump for the early lead. Chris Wimmer moved into the third spot, while Skylar Holzhausen quickly moved up from his eighth starting position. Fredrickson and Eilen battled nose to tail for the early laps and steadily pulled away from Wimmer in third. Spiked Island Touring Star Jacob Goede was holding down the fourth spot while Eugene Gregorich Jr. moved into the fifth spot.

Skylar Holzhausen ducked inside of Gregorich coming off of turn two when Gregorich went wide and into the grass down the backstretch. Gregorich threw up some sparks

when his car got back onto the asphalt. Holzhausen was on a mission to get towards the front, and was taking no prisoners in getting there. Once he got past Gregorich, he moved in on the top three. By lap 15 Fredrickson, Eilen, Wimmer, and Holzhausen were nose to tail and pulling away from the fifth spot. That fifth spot was being held by Skylar's father Steve Holzhausen, and the father was closing in on the son. Skylar would get past Wimmer on lap 29 and moved in on Eilen for the second spot. It would take another three laps before Skylar moved around Eilen and into second. Once Skylar moved into second, he quickly chased down Fredrickson. Lapped traffic played a big part of that, but Skylar definitely had a fast car. Although the traffic helped Fredrickson grow his lead back to about five car lengths.

By lap 36 Skylar moved back onto Fredrickson's rear bumper. They soon encountered lapped traffic that was racing side by side ahead of them. James Swan, and Jeremy Lepak were racing ahead of the leaders, and Fredrickson used them as a pick to clear past Skylar. Skylar eventually got around the lapped cars and closed back in on Fredrickson's rear bumper. Skylar ducked to the inside of Fredrickson but could only pull even. Fredrickson would pull away by a car length, but could never shake Skylar. Just as they lapped the car of rookie points leader Dennis Prunty, the yellow would fly for a spin by Jeff Storm in turn four.

The cone came out and Fredrickson took to the outside along with Wimmer, Steve Holzhausen, Andrew Morrissey, and Gregorich. The first attempt at a restart would be waved off when the field was deemed not to be aligned properly. The second attempt was a bit better, but Skylar had a clear jump as the green flag flew. Fredrickson closed back alongside Skylar as the duo raced side by side for a lap. However, Skylar got a good run coming off of turn two

and cleared past for the lead. Once Skylar moved into the lead he quickly pulled away from Fredrickson and opened up his lead by several car lengths. Lapped traffic also seemed to help Skylar, as the gap increased as he made it through a bit better than Fredrickson did. Skylar's lead would grow to a half straightaway as he seemingly was on cruise control.

Meanwhile a bit further back in the field, Rich Bickle was picking off cars left and right. Bickle moved inside and outside. With just 25 laps to go Bickle moved into the top five from his sixteenth starting position. Once he moved into the top five, Bickle set his sights on catching the leaders. With 19 laps remaining Bickle moved past Steve Holzhausen into the top five. Bickle then moved past both Eilen and Wimmer and into the third spot with 5 laps to go, but by then was too far away to catch the top two. Free from lapped traffic and pulling away from the competition, Skylar Holzhausen cruised to the checkers for his second career victory in the ARCA Midwest Tour. A win that was much needed for the team and redemption for not getting the win last year.

"I don't know if I had a car that good as the year before," said Skylar. "I got close once. But this one has been pretty good to me." The restart was critical to the win, but Skylar knew he still had the car to beat. "I didn't know what was going to happen there," said Skylar. "There were a lot of lapped cars getting in between us so I was hoping that it would help out. It did end up helping us out."

Fredrickson was both ecstatic and disappointed with his second place finish. "The way we practiced here today and the way we thought it was going to go we were ecstatic with second," said Fredrickson. "I had a good lead and he (Skylar) was having a hard time getting by us there. It just stinks to lose on a restart."

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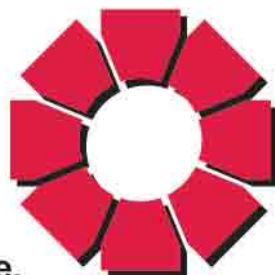
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