

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Short Track Action From The Midwest



July 18, 2013 Vol. 17, No. 7

Inside...



MRC Photo Gallery



1:1 with Nutzmann



Milwaukee Mile Highlights

WE WANT YOU!



**\$50,000
TO WIN!**
**\$250,000
Total Purse!**

**August
1-3**

**THE 26TH
ANNUAL**

USA NATIONALS



**The Midwest's Only Crown Jewel...
Don't
Miss It.**

FOR RESERVED CAMPING OR TICKETS, VISIT OR CALL:

www.CedarLakeSpeedway.com

866-4CLSFUN

ATTENTION DRIVERS: For event details visit event page at www.cedarlakespeedway.com or call 651-245-2299.



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		
1996	Jimmy Mars	2005	Dale McDowell		

Publisher's Note

Racing According to Plan



Dan Plan

Every few years, I try to make a trip across the border to spend several nights chasing racing across the state of Wisconsin. Sure, there are many tracks closer to home, but I like to get out and see something different every once in a while. Not so much from the point of view of being a guy with a racing paper, but more from the enjoyment of being a spectator. Past trips have been by just me, while other trips were with groups known for late night activities. This years trip was somewhere in between, as I took my good friend, and former racer, Bob Snyder, and my son. The trip started out as an RV experience to attend the Howie Lettow Memorial event at the legendary Milwaukee Mile. As the event drew closer, we added a couple of stops to the trip on the days leading up to Milwaukee.

Our first stop was Dells Raceway Park. The Dells sure has come a long ways from my first trips there as a kid. I also had to make a stop into a place that has supported racers for many years in the Dells area, Leo's Bar. I had never been to Leo's, but have seen the name on race cars for years, and figured we make make a stop to show our support. The place is filled with racing memorabilia from

Wisconsin Road Trip

years gone by. Even if you don't normally go to bars, I would highly recommend a stop just to check out the photos and other tiems on display in Leo's.

Next up was a stop at Slinger Super Speedway. Well, next up after too many hours at the water park in the Dells, and all being sunburned, followed by traffic delays that added about 45 minutes to the drive. Slinger is just one of those places that every short track fan should attend if given the

Dan Plan photo



opportunity. With the Slinger Nationals being held the previous week, the Super Lates were not on the card, but we were surprised to see Jerry Eckhardt in the house. Jerry is known as "The Worlds Oldest Teenager" and still draws a large gathering in the pits following the races. What's not to like about a guy that still uses blocks of wood instead of jack stands.

continued on page 4

The Midwest

RACING

Connection

July 18, 2013

Vol. 17, No. 7

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

info@theracingconnection.com
www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Dale P. Danielski

Kris McMartin

Dean Reller

Jason Searcy

Charlie Spry

Photographers

Jim Ambruso (815-623-3200)

Rick Blewett (507-398-9483)

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

Martin DeFries (651-346-1199)

Joe Gibbs (612-860-6622)

Doug Hornickel (920-563-0993)

Mark Melchiori (414-463-0131)

Jacy Norgaard (612-432-9113)

Vince Peterson (612-419-6372)

Stan Meissner (651-428-4717)

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

Jerry Zimmer (715-792-2174)

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

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

Cover photos by: Martin DeFries, Mark Melchiori and Dan Plan.

Member of the NMPA
National Motorsports Press Association



AIRPORT SERVICE - CALL 24 HOURS

***Time Calls - Appointments**

DISCOUNT TAXI

FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com

Publishers Note from page 3

After spending the night in Slinger, it was just a short drive down the road to West Allis, WI and The Milwaukee Mile. Unfortunately, rain caused several delays to the practice schedule for Monday. Things eventually cleared up, and we were able to watch some of the cars take laps on the track.

Tuesday was the day we were looking forward to, the race that was the intention of the entire trip. As we were watching time trials at Milwaukee, we could see the storm clouds approaching. A quick look at the radar on a Smartphone showed a massive storm approaching the track. Without the aid of lights at the track, and a tight schedule to get home, we figured the rain was going to last several hours, and the event would be postponed until Wednesday. Without being able to stay another night, we hit the road for the long drive home. Just about the time we pulled into the drive way later that day, I learned the rain didn't last anywhere near as long as we had initially

thought, and the show went on as planned. Technology can outsmart you sometimes. Years ago, we would have just waited and hoped for the rain to stop. Probably should have done that this year as well. I guess I'll have to wait until next year to see another race at the Mile.

We were able to listen to the race once at home on the Big 1070 out of Madison, so I guess technology isn't all bad. Kyle Busch was the fastest car all week in Milwaukee and didn't waste anytime getting to the front. It was neat to see the Minnesota connection to the Milwaukee win, as former Minnesota resident, Bond Suss, was heading up the KBM entry for the show.

Miscellaneous News and Notes;

In the quote of the month category, while attending a weeknight special event for pavement Super Late Models, a gentleman with a long history of running race tracks stated, "Spotters stink. We would have far fewer cautions if spotters weren't allowed. You can quote me on that." I



Kyle Busch and former Minnesota resident Bond Suss push their car through pre-race inspection.

won't reveal this persons name, I did have to chuckle at the statement and he might have a point. Dirt track drivers seem to do just fine without spotters, and mirrors as well.

Great North Legends driver Benny VanCleve gets the runnerup award for the quote of the month. Following a Late Model heat race that had half the field run into each other at one point or another, Benny walked up to me and said "Get your pen ready, there will be plenty to write about tonight." Boy was he right. A lot of stuff was torn up in the feature this night.

And finally, our thoughts and prayers go out to the Nuttleman family on the passing of Ervin "Erv" Nuttleman. I've had the pleasure of getting to know several of the Nuttleman family members in the past few years, and we often utilized Bruce's photos in the paper and on-line editions during the off-season. While I didn't get an opportunity to spend much time with Erv before his passing, I was lucky enough to spend a night at the farm several years go and spend time around the breakfast table with the elder Nuttleman. Godspeed Erv.



Ervin "Erv" Nuttleman and his first grandson Ryan Nuttleman play a competitive game of checkers.



Remaining 2013 Winged Sprint Shows

Friday July 26 - Dan Grams Memorial Race

Thunder in the Valley #4/Military Tribute

UMSS Winged Sprint Cars: Upper Midwest Sprint Car Series

Traditional Sprints: Traditional Sprint Car Series

Winged Micro Sprints: Micro Sprint League of the UMSS

Midwest Modifieds, Pure Stock's, Future IV's

***SATURDAY** August 17 - Kouba Memorial Race*

Thunder in the Valley #5

UMSS Winged Sprint Cars: Upper Midwest Sprint Car Series

Traditional Sprints: Traditional Sprint Car Series

Winged Micro Sprints: Micro Sprint League of the UMSS

Pure Stock's, Future IV's

Traditional Sprints Racing Friday Nights 08/02, 08/09, 08/23, 08/30

FRONT GATE OPENS @ 5:30PM RACING @ 7:05PM

FOR TICKET & ADDITIONAL EVENT INFO CHECK OUT OUR WEBSITE

WWW.SCVRACEWAY.COM

FOR MORE INFORMATION CALL: 612-363-5302

Going in Circles



Charlie Spry

There was plenty of racing action going on over the Fourth of July holiday, and I started it all off with another show at the Rockford Speedway for "Wild Wednesday" on July third.

One of the most exciting races of the evening was the WWOW (Winged Women On Wheels) feature, which featured Wanda Dobbs and Tabatha Bennett battling for the lead on the last lap, and while they were fighting it out on the last lap, they both drifted up on turn 3-4, as Jocelyn Davenport said "Thank You" and drove under both of them for the lead and ultimate win. Once again, this is called "putting yourself in a position to win" and then doing it.

Likewise, the Roadrunner feature saw Trevor "Magic Shoes" Robinson take the lead on the last lap from Greg Pruitt, as Kyle McQuality also took over the third spot at the end over veteran Gene Marocco, who made his return tonight after a four car crash the previous Wednesday had damaged his car. Lots of action at the end of this one.

Charlie Frisch dominated the Bandit feature, which saw rookie Hunter Drefahl crash and flip during the race, destroying his car. Drefahl said that a control arm broke on the car as they looked over the remains in the pits. He got some serious "air" in the crash, but emerged unscathed. This is a testament to safety in these cars, as he held on so hard that he bent the steering wheel, and one bar of the rollcage was even bent in. The car can be replaced, but the driver can't. Hunter was wearing a neck brace, which likely helped as well.

I talked with Robinson Racing crew chief Travis Robinson tonight. Travis works with Roadrunner drivers Terrance and Trevor Robinson, as well as works with Johnny Robinson on his sportsman car, and Bernie Robinson on his Hornet car. "People have always asked me why I don't drive myself," Said Travis. "I always say that who would keep all of these cars going if I didn't? When one of our cars win, it's a win for me. I get just as pumped up as the drivers. When I get home tonight, I won't be able to get to

sleep until about 2:30 A.M., I will be so pumped." Travis also noted that it gets very hard keeping up to all the work required on all the cars, especially about this time of year, when they may race anywhere from two to four nights per week, with four cars in the stable. This, folks, is dedication!

Enjoyed the one on one spectacular drags tonight, where fans can take their street cars out and do battle. They had one of the largest fields for this type of event that I have seen in quite some time, as back in the heyday of the muscle car, you could find 30 - 40 entrants on a given night. Great show, which was won out by "modern muscle" over old school. Very enjoyable.

The Columbus 151 Speedway has had a couple more drivers grab their first career feature events here recently, as Late Model racer Tory Adams got it done on July 5th, and on the same date, street stock racer Tim Belz also got his first. Adams has been around the racing scene quite a while, as he is a third generation driver, but has not raced here regularly in the past. He has been close to winning before, but something always seems to happen to prevent his winning, but tonight his luck changed. For Belz, he has been racing for about three years I think, and this was his first feature checker. He has made steady improvement in that time, and had to hold off Kevin Anderson, who is one of the best in the division to get his win.

Nice to see John Wasserburger chalk up a late model feature win the following week. This was his first race of the year, and he made it count! John will be putting up some substantial extra cash in the late model, street stock, hobby stock, and Bandit divisions this coming Friday night for his Son's (Jake) memorial race, and while he said he would have rather have won that race, he will definitely take them when he can get them!

Saturday night we took the long drive north to the Marshfield Motor Speedway for the Yellow River Racing Series event, in addition to a complete regular show. The YRRS show had been started the last time out, before rain fell and deluged the track. Steve Holzhausen showed everyone how to get it done, as he won both super late model features over a nice field of cars.

Enjoyed talking with veterans Monte Gress and Jack Greenwood, as the discussion turned to their racing careers and the longevity of. Jack stated, "I've been at this for thirty-five years. Started as a youngster in drag racing. Then I brought home a stock car, and my Dad said, get that thing out of my driveway! Well, I didn't listen, and am still racing the stock cars." Monte replied, "I've got you beat. I've been doing it for forty years. I also started in drag racing, motocross, you name it."

At seventy-one years of age, Xtreme four cylinder racer Charles Dixon still gets it done. He started back in about 1962 at tracks such as Adams-Friendship, which are no longer in existence. "I was going to quit thirty years ago, but my kid got involved, and here I am."

Always enjoy talking with Xtreme four cylinder division racer Christine Schmude, who not only races on pavement, but also on the dirt, and even on the ice. She just likes to go out and have fun. Need more of this kind of attitude.

The Father/Son duo of Steve and Derk Hauser always run strong here. While Derk fared better of the pair tonight with his second place feature finish, Steve placed a respectable fourth. Both are true sportsmanlike drivers and are a real asset to the sport. Adam Eckes won their feature tonight, while Phil Malouf did double duty, racing in the fours and the super stocks, where he won their feature. Eric Robinson won the Bandit feature.

Colin Reffner finally got to race tonight, as he tried to debut his new super late during the last show, with rain hitting before he got a chance to race. He had not timed in to his satisfaction at that event, but he rectified that tonight by setting fast time. He also finished very well in both features. The new car is carrying his familiar number 87 and "Reffner Blue" paint job.

Nice to see former Columbus 151 racer Joel Soenksen in the pits tonight, as he was helping out Don "Thunder" Turner. Joel sold off his limited late model car, and reports that he is unsure of his plans, doesn't miss all the work involved in racing himself, but still has all of his equipment if he decides to race something else. Enjoy your racing "Retirement," Joel, but if you decide to come back with a car, we'd be happy to see you do so!

BOOST ENERGY NOW • LONG LASTING

Apple Pomegranate



ISAGENIX

NATURAL BALANCED ENERGY SHOT

ADAPTODGENS

Apple Pomegranate Flavor • Dietary Supplement

www.BestNaturalEnergyShot.com

Follow us on Facebook and YouTube

www.facebook.com/themidwestracingconnection

www.youtube.com/theracingconnection

facebook

You Tube

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

We had a chance over the 4th of July Holiday week to take in our first TUNDRA Super Late Model program as it occurred at the La Crosse Fairgrounds Speedway, West Salem, WI., July 3rd.

A nice field of 32 timed in for the event with Nick Panitzke out qualifying the field for top honors at 19:042 around the big 5/8 mile paved track. The TUNDRA group gives plenty of opportunities for drivers to both make and improve starting position in the feature field as a dash, gong show race and last chance event are held to qualify your way in. And, if you still don't make it a non-qualifiers race is held.

Frank Kreyer who is the brain trust behind the series along with Tom Litchfield looked like he was ready to knock the wall down in qualifying before making the needed changes to his car in time to roar to a convincing win in the 40 lap Feature. A front row starting spot definitely helped as he

was able to hold off late race charges by Eugene Gregorich Jr., and Panitzke. Maxwell Schultz, Billy Mohn, Bryan Roach, Paige Decker, Nick Murgic, Matt Pyburn and Series point leader Dalton Zehr rounded out the top ten finishers. The outcome of the race may have been different if not for Panitzke and Zehr who were heading straight to the front getting together and having to restart at the rear of the field. Panitzke's car was on rails and he flew through the field before running out of laps while Zehr motored by a number of cars on his way to a top 10.

All in all, a very entertaining evening of racing at La Crosse as fans were treated to Super Late Model racing in mid-summer instead of in their annual visit only during Oktoberfest.

TUNDRA Series Race notes...After the donut burnout Kreyer did on the front stretch after his \$1,000 win we can only speculate what he might have done if the race paid \$5,000! Gregorich Jr., is happy with the performance of his Bac-Kar Chassis as he has moved into the top 5 in points in the TUNDRA Series and has also won main events at Golden Sands Speedway, Plover, WI and Marshfield Motor Speedway, Marshfield, WI. The car reportedly has a center section built back in 1992! Tweaking of the front and rear clips has made the car fast in 2013...Tom Litchfield started the evening off racing at Lax but wasn't comfortable with the track and let his son Mike take over. Mike proceeded to take dad's car to the win in the Non-Qualifier race... Frank Nitzke is racing the entire Tundra Series this year but had engine problems at Lax. He got his car in the Feature field as a provisional starter but the engine ultimately quit ending his day early...If



Old still goes as this Eugene Gregorich Jr. Bac-Kar race car is fast with a center section built back in 1992.

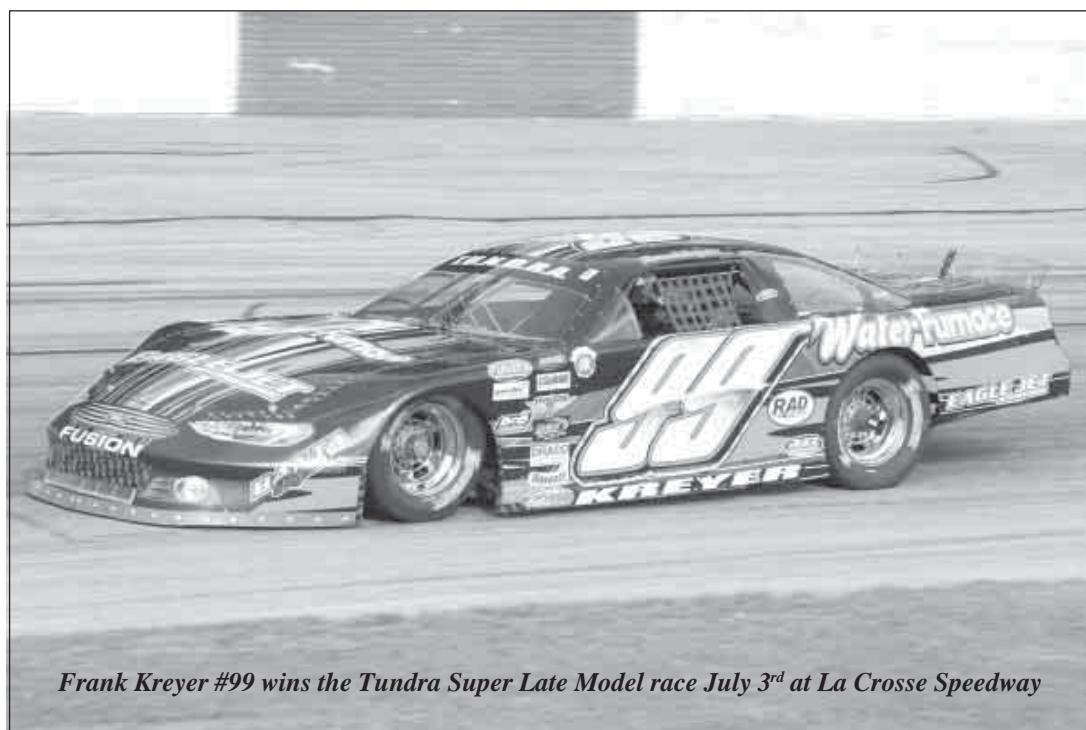
one were to draw comparisons the TUNDRA Series is similar to the Wisconsin Challenge Series which held events for a number of years. It's a Series that is more affordable to run as teams are limited in the number of new tires they can compete with at each event. Entry fees/race are less while Feature race lengths are shorter which makes for less wear and tear and additional affordability...Here and there...La Crosse Fairgrounds Speedway Sportsman and Thunderstox divisions of racing were also on the card with the TUNDRA Series and it was Jamie Dummer and Dakota Miller taking main event wins respectively. Adam Moore raced to the win in the total darkness race as all the track lights were shut off. Drivers are allowed to provide their own lighting and some get pretty creative with how they illuminate the night to compete! Holzhausens continue to dominate in Super Late Model competition at Marshfield Motor Speedway as papa Steve took both the 75 lap Yellow River Series Feature and the regular 35 lap main event held on the night of July 13th...Collin Reffner debuted his new Reffner Chassis machine by setting fast time in the Super Lates at Marshfield. Three generations of Reffner put the car together including Father Tom, sons Baird and Bryan and Baird's son Colin who is the lucky one that gets to

continued on page 7

Dale's Picture from the past



Dick Trickle arrives just in time to qualify in June of 1973 in his Mustang at Wisconsin International Raceway, Kaukauna, WI. He would go on to win the "Red Race" Feature on the day at the track.

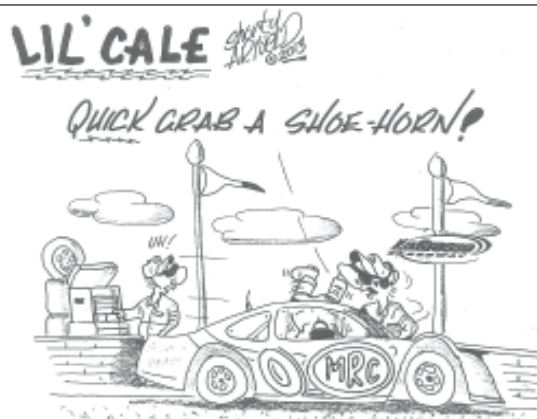


Frank Kreyer #99 wins the Tundra Super Late Model race July 3rd at La Crosse Speedway

*Racing Facts, Observances and Opinions
from page 6*

steer it...Steve Carlson continues to roll at La Crosse Fairgrounds Speedway as he took his 4th NASCAR Late Model Feature win at the track July 13th...

Looking back on July 25th, 1963 at the Dells Motor Speedway, Wis. Dells, WI, it was Dick Trickle #91 winning the Feature. On May 13th, 1971 Trickle won the 20 lap Feature at State Park Speedway of Wausau, WI.



Coming in the next issue of

**THE MIDWEST
RACING CONNECTION**

Elko Hall of Fame



CEDAR VIEW ELECTRIC, INC. 952-469-2100

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

Residential & Commercial

Lakeville, MN

www.cedarviewelectric.com



This is your last chance to be a part of Raceway Park history as we try to beat the record attendance set in 1997!

Dukes Jump
Aug. 4th!



Green Mamba Jet Car Aug. 11!



HOT SUMMER ACTION!

www.goracewaypark.com

952-445-2257

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, Flagpole 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****

Kyle Busch Wins the Swiss Colony Howie Lettow Memorial presented by RaceTeamGear.com

By Gregg Paul

Ordinarily in poker a pair will always beat one of a kind. However, in the Swiss Colony Howie Lettow Memorial 150 presented by RaceTeamGear.com, Kyle Busch held off both Travis and Johnny Sauter to capture the checkers in ARCA Midwest Tour presented by Lester Buildings and Scag Power Equipment race that was unfortunately cut short by darkness after only 115 laps.

“It’s awesome to come out to Milwaukee,” said Kyle Busch. “My dad grew up coming to these races here, Indy Car races, NASCAR races. Me, I like coming to the Mile. I love Super Late Model racing, so this is like the best mix in the world for me. Especially coming here with the memorial for Howie Lettow and his race and being his name that’s on it and being able to compete with the rest of the ARCA Midwest Tour. It was really a lot of fun and I had a great time while we were here. There’s nothing sweeter than being able to win the race of course and end up in Victory Lane but it’s a true testament to this team everybody that works so hard on this car and brought a really good piece for me to drive.”

Busch’s piece was so good for him to drive that it seemed like he was in a world of his own. He set fast time in qualifying and quickly got to the front after having to start 14th with the invert. By lap 9 he was already pressuring Boris Jurkovic for the lead, and just a lap later he made the pass and set sail. Once in the lead, Busch simply drove away from the competition, opening up as much as a four second lead over the rest of the field.

A yellow flag on lap 20 when Johnny Van Doorn stopped in turn four bunched up the field and perhaps gave the rest of the field a chance to move in on Busch. When the cone came out, Travis and Johnny Sauter were able to move up on the outside and into the top five.

As the green flag flew Busch easily put some distance between himself and Jurkovic, while Johnny Sauter moved around Travis and quickly moved closer to the front. Although the Sauter’s march towards the front will be slowed by another yellow on lap 33. James Swan crashed hard into the sand barrels that protected the pit road wall, collecting Mason Mingus and Erik Darnell in the process.

Another green flag and another Kyle Busch great restart. However, this time having Johnny Sauter on his bumper, Busch would not get away as quickly. Sauter was even bump drafting Busch NASCAR style down the front



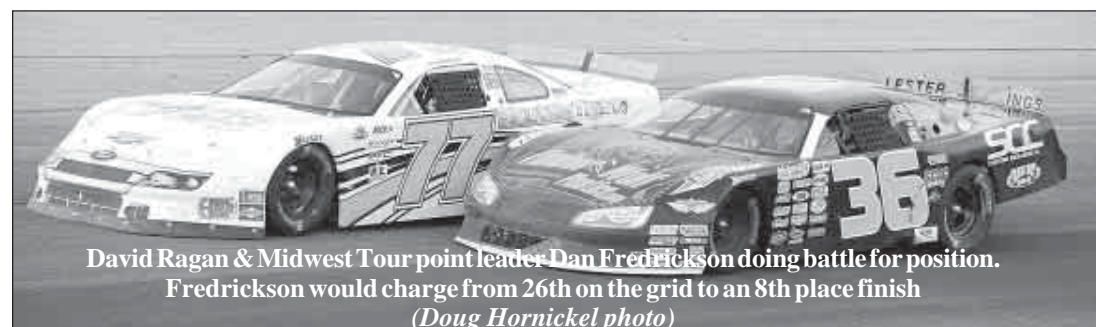
Bruce Nuttleman photo

straightaway heading into turn one. Busch and Sauter steadily pulled away from the field, putting several car lengths between themselves and third place Boris Jurkovic.

With 60 laps in the books, Travis Sauter moved around Jurkovic for the third spot and was starting to gain on Busch and Uncle Johnny. Just seven laps later, a spin by Bryan Ortiz forced another yellow. ARCA Midwest Tour officials decided to just simply run off the remaining eight laps to get to the halfway break at lap 75. The ten minute break didn’t seem to have much of an effect on Busch or the Sauters. Busch got another great restart, but Johnny wasn’t letting him get away. At least not for a few laps anyways.

Busch then put the hammer down and began to easily pull away from the pack. Chris Wimmer closed in on Johnny Sauter, but slipped up high in turn one on lap 98 allowing Travis Sauter to second spot. However by this time Busch’s lead was growing to almost a full straightaway.

Travis slowly got closer and closer to Busch, but he was running out of both time and daylight. On lap 109 it was decided by the ARCA Midwest Tour officials that it was getting way too dark to continue. They were going to throw the checkers at lap 115 instead of lap 150. Travis made a valiant effort to cut into Busch’s lead, but in the end the gap was just too big to overcome. Busch would flash across the finish line nearly three seconds ahead of Travis and another three seconds back to Johnny in third.



David Ragan & Midwest Tour point leader Dan Fredrickson doing battle for position. Fredrickson would charge from 26th on the grid to an 8th place finish (Doug Hornickel photo)

was a little dicey early there passing some cars and what not, but we got out to the front relatively early, actually a lot sooner than I expected. We were cruising out there a little bit and Johnny Sauter there on that one restart gave me a run for my money there for a while. He kept diving under me and I wasn’t sure if he was going to get me or not. He was close but we had a really good long run car. Our car would just run the same lap time all day long.”

Those same lap times is what kept the Sauters from catching Busch

and keeping Travis from repeating as the Howie Lettow Memorial champion. “That thing was really fast,” Travis Sauter said about Busch’s car. “I wasn’t very good in the first half and these guys, Kyle and Johnny were able to charge from the rear and drive by me no problem. I was barely hanging on at that point. We made some adjustments and got better but Kyle was in his own league. They asked me if it was getting too dark to race and I said it was pretty dark at that point, but I said no, because I



Jacob Goede & crew discuss pre-race strategy (Doug Hornickel photo)

thought I had a shot at catching him. About five laps later when he just totally drove away I was like it’s dark now, we’re good.”

Johnny Sauter couldn’t understand why his car was so loose all day long. “At the beginning of the race I was really, really loose,” said Johnny. “I was loose qualifying and that was when I put the tires on that we had bought here and I got extremely loose. I hadn’t had that all weekend. I thought it was just the racetrack. When I started the race I was sideways loose and when the first caution came out the tires cooled off. Next thing you know my car was Jack The Bear and I was driving by everybody. Next thing you know I am in second and all over Kyle for about five laps and he was just really working the outside groove and had a lot of momentum. I thought I could get underneath him and get close to him but momentum just pulled him down the straightaway.” Jacob Goede, and Wimmer rounded out the top five.

For Busch it was a win that makes running the Super Late Model all that much more worthwhile. “The starting back in 14th was kind of fun,” said Busch. “It

Shop Now & Save at

RaceTeamGear.comSM

OFFICIALLY LICENSED MERCHANDISE

For a limited time get **15% off**
our entire selection of officially licensed NASCAR® merchandise.
But don't wait to order, this offer **ends 9/30/13.**

To receive the discount enter promo code **MRCF13** at checkout.

Cannot be combined with any other offers or promotions.

Discount amount is applied to value of merchandise and not to shipping, processing and tax (if applicable).

**PAYMENTS AS LOW AS \$10 A MONTH
WITH RACETEAMGEAR CREDIT PLAN!**

For more information about RTG Credit please see RaceTeamGear.com for details



Girl Power!

Katrina McMartin (left photo) and Trinity Kelley (right photo) recently picked up wins in the Quarter Midget class, adding to the list of girls that know how to get it done on the short tracks

Vince Peterson photos



CEDAR VIEW ELECTRIC

Driver of the Week
Jason Schneider

*Hometown - Elko New Market, MN
Division - Elko Super Late Model*



www.cedarviewelectric.com

Dean & Jason Talkin' Racin'

Dean Reller

Drivers Step Up To Help Pack the Stands at Raceway Park

It's common for a race track to have a promotion to get fans to fill the stands. However, it's not common for Drivers to become the promoters of such an event. That's exactly what's happening at Raceway Park in Shakopee. August 4th will be Pack the Stands Night and it's rapidly becoming the talk of the town. It all started when track announcer Kevin Busse suggested if sometime this year the all-time attendance record of approximately 3200 could be broken. That number dates back to June of 1971. Driver Matt Stanley and members of his family made a few posts on facebook about it and then things began to take off from there.

"Once I saw the posting, I felt like I would get the thing rolling," said Mark Bronstad, a driver, about how he got involved. Bronstad and Adam Radiske, another driver, talked about what they could do. Radiske created a flyer for the event, which Raceway Park helped out by printing

1,000 copies and he and Bronstad began distributing them. The use of social media helped make word of the event to grow even more. "I created a facebook event, so it pops up on everybody's calendars," said Radiske. "As a racing group a lot of our friends seem to be racing people. So it keeps branching out, getting bigger and better." At last count there have been over 3000 people invited, nearly the amount needed to break the attendance record. "It's shared by many people on a daily basis," said Radiske. "It's very cool to see the racers and fans just as much involved."

Beside facebook, Bronstad has made postings on Craig's List and City Pages hoping to get the word out about the Pack the Stands Night. Despite the noise of the cars and the action on the track, drivers do notice when the stands are packed and making noise of their own on a race night. "It's huge," said Bronstad with enthusiasm. "That's awesome to hear the crowd when you are in the car." Bronstad has arranged for the band Singers on Barstools to perform following the races. This was by no means an easy task as the band regularly performs at McCracken's on Sunday nights. Not only did McCracken's allow the band to perform, they rented the Party Deck at the race track for the evening.

The buzz of getting fans to come out isn't just limited to Pack the Stands on August 4th. "I'm seeing everyone posting on facebook to come to the races, not just for this event, but to any event. That's nice to see," said Bronstad. What started out as an idea to break a record, has quickly turned into something that isn't normally seen in the racing business, racers reaching out to the fans directly. With so many entertainment options for people to choose from, the concept and support of events like Pack the Stands is a lesson for others to learn from.



Dirty Talkin'



Kris McMartin

You've Just Been Passed by a Girl

Cedar Lake Arena features racing on several Saturday afternoons this race season. The different classes showcase many up and coming young drivers who we hope to see move up and move on as they grow and learn the talent, competitive edge and confidence it takes to become a good race car driver.

I have a particular interest in the Quarter Midget class as my daughter, after seeing them run early in the season decided that she too wanted to be a race car driver. After testing a car and hanging around with the parents and kids that are involved with this group it seemed to be a good place for her to start.

This weekend both Quarter Midget Classes would prove pretty exciting and entertaining and in my daughter's words would be the weekend where girls ruled and the boys drooled.

Katrina McMartin 12, on her third weekend out, earned her first ever feature race win and grabbed the trophy in the 120 B class. After a couple of very poor heat race showings and a minor mishap at the beginning of the feature, causing her to restart at the rear of the field, she was able to work her way through traffic and take the lead. With her first win in the books she is ready to remove her restrictor plate and move up a class for the next race. I must say that I am a pretty proud Mom!

Making it an all girl sweep for the weekend Trinity Kelley 11, would out run all the boys in the Quarter Midget 120 class. I have been watching Trinity grow as a young driver and I love her get out of my way or I will help you out of my way driving style. I also admire her pleasant and sociable spirit and smile when she is out of the car in the infield with the other drivers.

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

facebook

You Tube

1:1 With Mike Nutzmann

Mike Nutzmann has been a regular competitor at Cedar Lake Speedway on Saturday nights for over 30 years. Mike ran a partial schedule last year, but plans on running the full schedule in 2013. *The Midwest Racing Connection* recently caught up with Nutzmann to discuss his start in racing and future plans.

How did you get your start in racing?

That's a tough one. I don't know, I guess I always loved watching my dad when he raced years ago. Then we built my first race car out of a Mach 1 Mustang.

How long have you been racing Late Models?

I think I've been racing Late Models for probably 22 years now, and 34 years total.

What different types of cars have you raced?

I started out in the Street Stocks. Then we raced the Mods and the Winged Mods here and now we're racing the Late Models.

What was it like racing against your dad?

It was alright and a lot of fun, until he tried pushing me into the wall one night. Up until then it was alright.

Who was better?

I'm not going to go there.

Is there any truth to the rumor the local track provisional is known as the Nutzmann provisional for open Late Model races at Cedar Lake Speedway?

Nope, that is not true. I'll tell you for a fact that they do it by points. It's how many points you have, and Keeney almost got me that one time last year, but I had one more point on him in passing points. Who told you that?

We can't reveal our sources. What do you enjoy most about racing?

Just the sport itself. I don't know how to explain it. It's just a feeling you get when you run. The other great part is visiting with the fans, spectators and everybody that comes down after the races are over. That's the best part. Especially when the little kids come down and you give them a picture, some candy and let them sit in the car. I think a little kid getting his picture taken in the car means a lot to them.

You took some time off last year, what lead you to come back out this year?

Yeah, we took a little bit of time off to fall back, regroup and figure out what we were going to do. We just had too much into it to quit.

How long do you plan on racing?

Until the money runs out.



Mike with his 2013 ride above. Vintage Nutzmann photos below from the MRC Archives. The top photo shows father and son racing at Centuria Speedway (now known as St. Croix Valley Raceway), bottom photo shows Mike "three wheelin" at CLS ten years ago in 2003.



(Jerry Zimmer photo)



Dan Plan photo



✓Yes



✓Yes



xNo



✓Yes

✓Reliably Low Prices
✓Huge Selection



ALL THE PARTS YOUR CAR WILL EVER NEED

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

✓Easy To Use Website
✓Fast Shipping

THE MIDWEST RACING CONNECTION

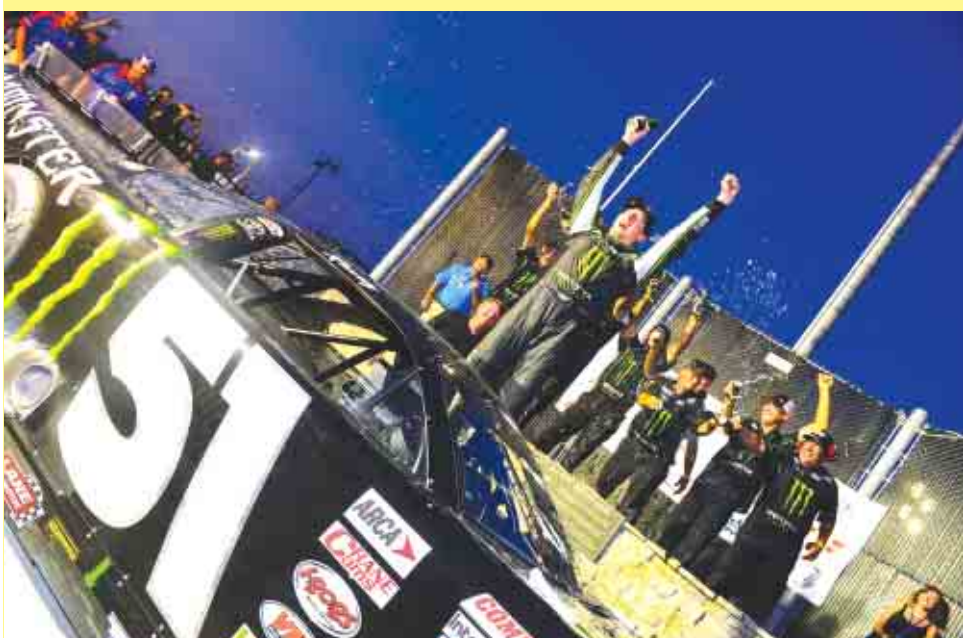
Photo Gallery



LaCrosse Late Model winner Brad Powell
Bruce Nuttleman photo



Rockford Sportsmen winner Doug Bennett
Jimmy Ambruoso photo



Rowdy in victory lane at The Milwaukee Mile
Bruce Nuttleman photo



Racin' Ryan Varner won the Bomber feature at Raceway Park
Martin DeFries photo



St. Croix Valley Raceway Midwest Mod winner Jason VandeKamp
Vince Peterson photo



LaCrosse Thunderstox winner Andy Moore
LaCrosse Speedway photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Traditional Sprint winner Rob Caho Jr.
Vince Peterson photo



Rockford Legends winner Aaron Moyer
Jimmy Ambruoso photo



LaCrosse Sportsmen winner Greg Scheck
Bruce Nuttleman photo



A full house in victory lane for Elko Legends winner Michael Ostdiek
Martin DeFries photo



Ricky Martin won both Figure 8 features at Raceway Park
Martin DeFries photo



Jon Lemke picked up the Big 8 Late Model win at Elko Speedway
Martin DeFries photo



AIRPORT SERVICE - CALL 24 HOURS

Time Calls - Appointments

DISCOUNT TAXI
FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com



**“One Great
Racing Weekend”**
14 Divisions
www.rockfordspeedway.com

**Tough Drivers.
40 Laps. 1 Winner.**
JULY 20, 2013
LaCrosse Speedway
West Salem, WI

LaCrosse FAIRGROUNDS *Speedway*

- **Saturday, July 20**
40 Lap Late Model Feature
- **Saturday, Aug. 3**
Trailer Race of Destruction
- **Saturday, Aug. 31**
Late Model Match Racing
- **Saturday, Sept. 7**
Eve of Destruction

LaCrosse Speedway
**STREET
DRAGS**
MONSTER ENERGY

Friday Nights - July 12 •
July 19 • Aug. 9 • Sept. 13
• Plus: Sat. October 12

**THE Short Track
Racing Event**
of the 2013 Season

**CAMPER
VILLAGE**

**Oktoberfest
Race Weekend**

Legendary After-Race Parties
With LIVE Entertainment!

Over 15 Divisions • Including: • The ARCA Midwest Tour
• The Dick Trickle 99 & The Futures Super Late Model Races
• Big -8 Late Models • Mid-Am Stock Car Series & Much More!

OCT. 3-4-5-6, 2013
oktoberfestraceweekend.com
PLAN To Be THERE!

West Salem, WI • 608-786-1525
lacrossespeedway.com

Diemel Dominates, Follmer Returns To Victory Lane At CLS (Borgeson, Olson and Hanestad Also Earn Feature Wins)

By Greg Parent

For the first time in over a month, all five weekly NASCAR divisions were in action at the Cedar Lake Speedway on July 13. Although he was one of the last cars to pull through the pit gate, Elk Mound driver A. J. Diemel drove to a convincing first place finish in the 30 lap NASCAR Late Model feature. Trent Follmer from Princeton, MN returned to Victory Lane at the fast 3/8 mile oval for the first time since September of 2005 in the NASCAR Modified division. Tim Borgeson of New Richmond also earned his first NASCAR Pro Stock feature win since August 2010 and 20th of his career at the track. Ryan Olson from Strum made it two in a row when he defeated Josh Bazey by a matter of inches in the NASCAR Midwest Modified caution-plagued feature. Picking up his first career feature win in the NASCAR Hornet division was young Buddy Hanestad of Boyceville, son of late model competitor Rick Hanestad.

Following a quick run through the ten heat races with only two cautions, the NASCAR Hornet feature was up first. Wasting little time from his third starting spot, Buddy Hanestad grabbed the lead and never looked back. Hanestad led all 12 laps in the caution-free event for his first Cedar Lake feature victory. Barret Hammond, Samantha Yarusso, Jay Schimke and Jerry Hanson completed the top five. Hanestad also won the heat race.

Making up for the relative lack of cautions up to this point in the evening, the NASCAR Midwest Modified feature was plagued with seven yellows and ended up being reduced to 15 laps. Despite all the problems, the race up front was very good. Starting 24 of the 27 cars on hand, the Midwest mods saw the yellow flag fly seven times in the first eleven laps. The race for the top three spots was hotly contested right from the initial green with Josh Bazey showing the way. Jason Vandekamp quickly moved from 10th to 2nd while 12th starter Ryan Olson worked his way forward. During the final four lap dash to the checkers in the 15 lap feature, Olson improved to second and set his sights on Bazey. Flyin' Ryan led lap 13, but Bazey regained the lead at the white flag. In a photo finish at the line, Olson edged by Bazey by a matter of inches to claim his second straight victory. A disappointed Bazey had to settle for second ahead of Vandekamp, Jason Schill and Eric Herbison. Rounding out the top ten finishers were David Swearingen, Douglas Toepper, Dean Grube, Justin Tanner, and Patrick Kelly. Attrition was extremely high, as only ten cars finished. Bazey, Vandekamp and A. J. Roschen topped



the heats. Current point leader Vince Corbin was scratched after hot laps with a broken transmission.

The NASCAR Pro Stocks lined up 20 cars strong for 20 racing laps. Queen Creek, Arizona driver Tyler Mecl brought the field to the green, but it was outside front row starter and multi-time track champion Tim Borgeson blasting to the early lead. Another former multi-time track champion Cory Davis was quickly up to second from his sixth starting spot. With a couple of cautions slowing the pace at the lap 11 mark, Borgeson was able to keep the field behind him during the final nine lap green flag run to the checkers. For Borgeson, it was his 20th career pro stock win at CLS. Current track point leader Mike Loomis, who already has five feature wins this season at CLS, advanced from tenth to finish second when he got by Davis late in the race. Davis rode home third in front of Adam Ayotte and Marcus Simonson. Completing the top ten finishers were Cody Campeau, Tyler Mecl, Lyle Archambeau, Ryan Wiome and Mike Hesselink. Borgeson and Ben Hanke won the heats.

It had been a while since Trent Follmer won a modified feature at the Cedar Lake Speedway, but on this night the little guy with a heavy right foot really had his 31T NASCAR Modified hooked up and hauling in the 20 lap feature. Follmer started on the pole and was under pressure in the first part of the race from Cory Williams and Darrell Nelson. Changing lines a bit near the midway point, Follmer gradually began to edge away from the field. After 20 nonstop laps, Follmer took the checkers for the first time in a modified in nearly eight years. Nelson, Williams, Jeremy Houle and Scott Splittstoesser rounded out the top five. Jason Gross, Jared Loos in a rare CLS appearance, Shaun Kelley, Adam Ayotte and Terry Hanson completed the top ten. Splittstoesser and Loos were heat race winners.

The rumble of the mighty NASCAR Late Models filled the damp evening air for the final race of the night. Seventeen

super late models came to life for their 30 lap feature. Racing from the back of his heat race into a top five redraw position, late arriver A. J. Diemel found himself on the outside of the front row for the feature. Diemel immediately drove into the lead while 8th starter John Kaanta moved up to third in just a couple of laps behind Brent Larson. Kaanta and Larson would have a good battle for the runner-up spot during the race, but Diemel had the field covered on his way to leading all 30 laps. Only one caution slowed the fast pace when Mike Nutzmann coasted to a stop on the front stretch at lap 13. Larson was able to finally settle into second with Kaanta running third at the finish. Adam Hensel and Steve Laursen swapped the fourth spot on several occasion with Hensel winning out in the end. Laursen finished fifth. Chad Mahder, Darrell Nelson, Greg Nippoldt, Pat Doar and Jeff Keeney completed the top ten. World of Outlaw late model driver Shane Clanton stopped off at CLS to put some laps on his car prior to the USA Nationals. Clanton crossed the finish line in eighth but was light. He accomplished his primary goal of putting in some laps before the big event. Larson and Laursen topped the heats.



Traditional 40 Title Goes to Pellersels

By Terry Lehnertz and Greg Parent

Nerves of steel were required of 2013 Traditional 40 champion Jeff Pellersels, as the journeyman sprinter narrowly held off a pair of seasoned veteran racers in a marathon battle during the second annual event and St. Croix Valley Raceway. Other winners on Polk-Burnett Electric Cooperative and Polk-Burnett Propane night included Tim Baxter in the Pure Stocks, Damon Roberts in the Future Four division, Allison Berger in the UMSS Micro Sprints, and Justin Oestreich in the WISSOTA Midwest Modifieds.

The night's penultimate race had the crowd in awe at the multi-car, multi-groove display put on by the AMSOIL WISSOTA Midwest Modifieds. John Remington and Kevin Marlett paced the field to green with Remington grabbing the early lead. Remington, it seemed, was trying to out run the entire starting grid. From the moment the green light blinked on, the racers fanned out into three, four, and sometimes even five different racing grooves. Fourth starting Tony Schill used a good start to jump to second, while Marlett, Mitch Weiss, second heat race winner Ryan Bowers, Ryan Olson, Josh Bazey and first heat race winner Justin Oestreich gobbled up every square inch of available clay in pursuit of Remington. By lap three, Marlett had edged a bumper in front Schill with Bowers in tow and Oestreich – who started eighth – cracked the top five by lap four. At the halfway point, Bowers claimed the lead, but only for a lap as Remington charged back to the point on lap eleven. By then Oestreich had clawed his way through the swarm of racers enough to sneak a front bumper into third place. Remington continued his charge at the point, scant inches in front of battle for position between Bowers, Oestreich and Marlett. On the seventeenth circuit, the duo of Oestreich and Olson catapulted to the front leaving Remington and Bowers to battle for third. On the race's final lap, Remington and Bowers both got back around Olson, but no one could catch Oestreich on this night as he picked up another Valley sticker in the caution-free affair. Remington, Bowers, Olson and Marlett rounded out the top five. It was a memorable night for Woodbury, Minnesota driver Jeff "Race Doc" Pellersels, as he led all the way in the Traditional 40 with a hearty car count record of seventeen non-winged sprints in the pits for the second annual event.

Pellersels grabbed the early lead from his outside front row starting spot over pole sitter Cam Schafer. There was really only one fast way around the little 1/4 mile oval on this breezy night, as the cushion up top provided the best avenue. Pellersels' victory did not come without some drama though, as the race was only slowed twice under caution and on two occasions Pellersels found himself in a

bit of trouble on the cushion. The first yellow waved when rookie Jake Kouba had a cooling hose blow off his car, dumping water on the track. On the restart, rookie racer Brian VanMeveren spun in turn two and collected Katrina Sautbine and Doug Taubert. All three cars were out of the race, as Tom Porter also pulled off under the caution. The race would then run 26 laps nonstop to the finish.

Pellersels maintained his lead throughout the race, but twice he bobbled on the cushion and momentarily lost the lead to Rob Caho, Jr. each time. Caho ran third in line until lap 25 when he got by Schafer for the runner-up spot. In the final 10 laps, Caho twice ducked under Pellersels exiting turn four only to see Race Doc return the favor on each occasion to lead at the line by a narrow margin. With a right front tire beginning to lose some air pressure in the final few laps, Pellersels was able to hold off Caho for the win. Caho, Schafer, rookie Mike Mueller and Johnny Parsons III completed the top five. Kevin Bradwell, Lucas Milz, Wes Hendrickson, in his series debut and Denny Stordahl finished the race. Jack Clark rounded out the top ten, although he did not finish. Sautbine, Taubert, Van Meveren, Porter and Kouba were the other DNFs. Joe Jesmore experienced engine issues in his heat race and did not start the feature while Ryan Olson had a radiator break in hot laps and ended up being scratched for the evening.

Allison Berger took over the top spot from Bryan Patrick with less than two laps remaining and went on the record her first ever UMSS micro sprint feature win and her first at the St. Croix Valley Raceway. Berger defeated Ty Sampair, Patrick, Steve Polhill and Grant McIntosh. Sandy Traaseth finished sixth while Tony Duran and Collin Olson dropped out of the race.

Ty Sampair led the first two laps before being involved in an incident in turn two with Tony Duran. Duran's car was pushed back to the pits while Sampair was sent to the tail on the restart. Patrick led laps 3-10 up front with Berger in second. Sampair steadily worked his way forward in the final 10 lap green flag run to the checkers. Coming out of turn 4 to take the white flag, Berger ducked under Patrick for the lead. Sampair did



Vince Peterson photo

likewise coming to the checkers to place second.

For the first time all season, a driver not named Jason Havel won the Pure Stock feature, with the honor going to Tim Baxter. Baxter shared the front row with pole-starting Jake Silbernagel and Baxter immediately jumped to the point. Silbernagel gave chase for the first five laps while Ben Kaphing and Krysta Swearingen followed in the next two spots. Just prior to the midpoint, Swearingen powered past Silbernagel into second. At the twelve lap mark, Havel had worked around Silbernagel, but took his Thunderbird pit side just a lap later. At the final double checkers, it was Baxter picking up the win over Swearingen, Silbernagel, Jon Wigchers and Kaphing.

Damon Roberts won his heat race and redrew the pole for the Future Fours. Starting the main event alongside Bob Carver Jr., Roberts assumed control at the drop of the green and never looked back. Carver was runner-up the first few laps before being overtaken by Derek Reding. Once in second, Reding made some headway reeling in Roberts for a few laps, but eventually Roberts pulled away winning by a comfortable margin over Reding, Nicki DuBois, Carver and Samantha Yarusso.



Vince Peterson photo



Vince Peterson photo

Walen Tops Wild Late Model Feature at Elko Speedway

By Jason Searcy

Chad Walen from Prior Lake (MN) won his second feature of the year in the NASCAR Whelen All American series Super Late Model division at on Saturday night. Walen has not won since opening night at Elko Speedway, "It's been a while," said Walen "we've been a little off and kept dialing our self out, tonight we got it right."

Walen ran out to a huge lead early in the race but then a couple cautions near the end of the 40 lap feature bunched up the field. "You look back at my wins and none have come easy," said Walen "so I was waiting for a caution."

Walen lost a race a couple weeks ago by taking the low side on lane choice. This time he chose the high side and held off the hard charges of Matt Ostdiek, Dan Fredrickson and Adam Royle for the win. "I wanted to go low," said Walen "but, because of last time I went high."

Point leader Royle finished 14th after a crash but still holds onto a 7 point lead over Donny Reuvers who finished 6th. Chad Walen closed to within 26 points of the lead with the win.

Dylan Moore from Northfield (MN) came from the third row outside to win the 25 lap Big 8 feature event. Moore finished just .214 seconds ahead of Kyle Kirberger who lead most of the race. Moore now has a slim one point lead over Chris Marek in the season point standings at Elko Speedway.

Michael Ostdiek from Lakeville (MN) won the Great North Legends 20 lap main event, he started 10th in the field of 19 cars. "The key to the race was patience," said Ostdiek "you have to see how everything turns out and execute on



Martin DeFries photo

things." Ostdiek picked the high side on lane choice to seal the victory "I prefer the outside lane," said Ostdiek "I like to drive it in hard and get on it quick." This was the second straight win for Ostdiek at Elko Speedway, he extended his point lead to 15 points over Shon Jacobsen.

Brent Kane from Lonsdale (MN) won an entertaining Thunder Car 25 lap main event. Dustin Mann had a good lead until a couple late cautions forced a shootout for the top spot. After numerous laps of side by side racing Kane slipped past Mann for his fourth win of the year at Elko Speedway. Kane now leads Daryl Blohm by 16 points in the standings.

Paul Hamilton from Hastings (MN) won his third feature of the year in the 20 lap Power Stock main event. John Lebens finished second and now leads Hamilton in the point standings by only 7 points.

Jared Duda of St Michael (MN) won the Bandoleros main event, he now leads Cole Klein by nine points in the standings.



Martin DeFries photo



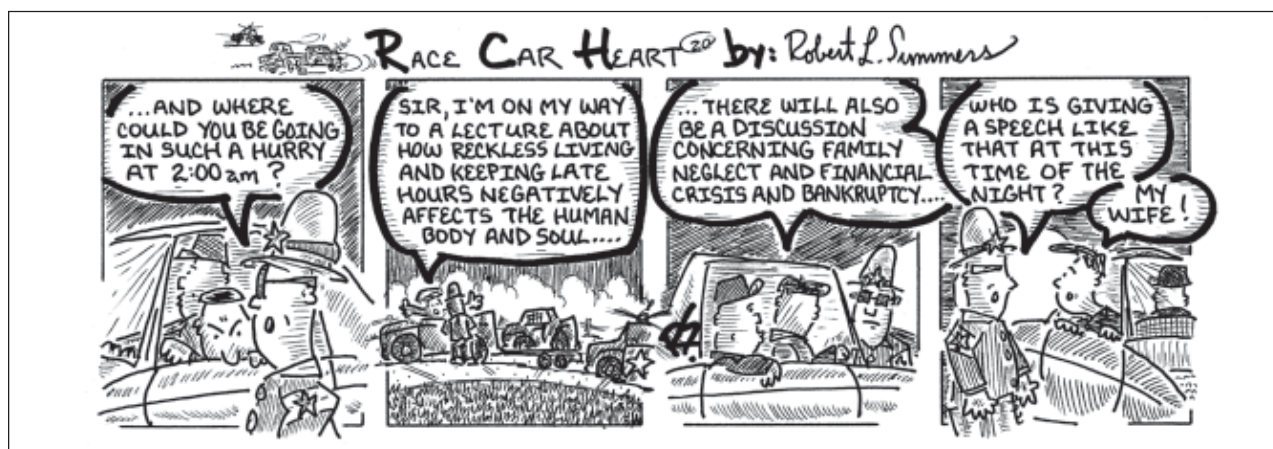
Martin DeFries photo



Martin DeFries photo



Martin DeFries photo



Side-by-side to the finish line!

By Kevin Busse

Side-by-side to the finish line! That scene was repeated over and over this past Sunday night at Raceway Park in Shakopee with the local NASCAR Whelen All-American Series drivers battling it out in every division of racing.

It began earlier in evening during the heat races for the Monster Energy American Short Trackers, when Justin Schelitzche of Lester Prairie crossed the line just inches ahead of Plymouth driver Dave Reed, and by the feature run the battle was on once again. The action started with Keith Paulsrud of Rogers taking the early lead after starting along side Prior Lake's Grant Brown, and then holding off an early race challenge from Matt Schaar of Hastings. With 10 laps to go, Schelitzche was on the move to pass Schaar for second, and 4 laps later Prior Lake driver Charile Pehrson worked through Schaar and Reed in the move to third. With 3 laps remaining Paulsrud's machine slid sideways exiting turn 4, which opened the door for the Lester Prairie driver, who passed for the lead one lap later. It was Schelitzche for the win, Paulsrud in second, and Pehrson crossing third.

The largest group of drivers this season came out for the Turtle's Bar & Grill Wild'n' Crazy Figure-8 features. Over the past several weeks the action in the Crossroads Of Doom has been nothing short of intense with all the continual near misses, and the fans know its only a matter of time before one mistake leads to a massive wreck in the "X." In the first feature, 2012 Champion Ricky Martin of Farmington started next to Bloomington's Mike Dickey. Martin, coming off a back-to-back winning sweep last weekend, immediately took to the lead. With 12 laps to go, caution waved as Prior Lake's Steve Dehler tangled with Shakopee driver Matt Dickey in the highway turns, resulting in the Dickey machine spinning into traffic. At the restart Martin immediately returned to the point, being cautious with other cars constantly crossing in the "X" for the final 6 laps of racing. Martin once again added to his win record, with Mike Dickey in second, and Shakopee's John Lebens with a third place finish.

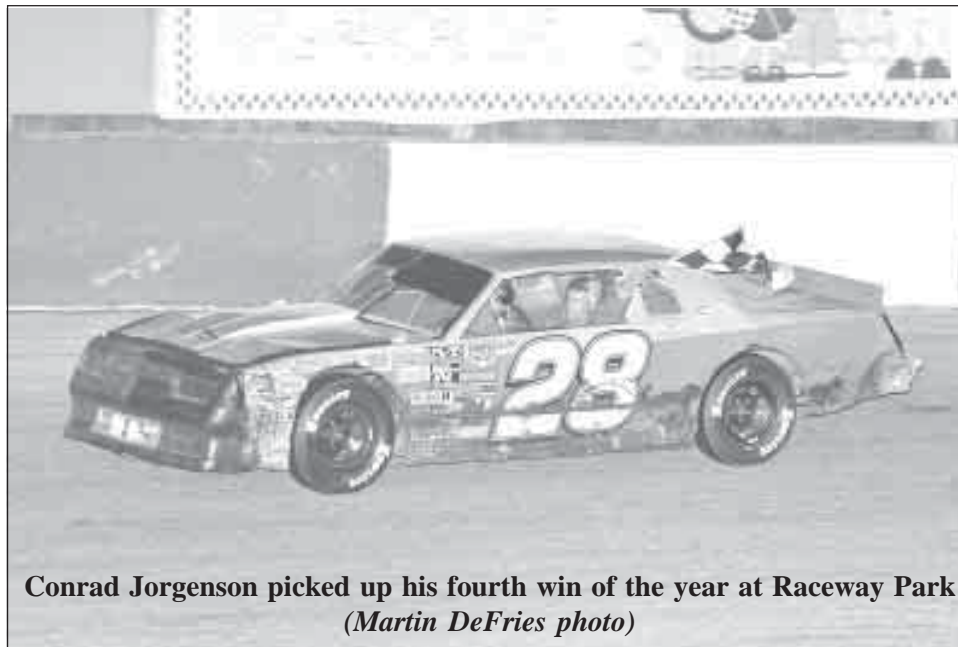
The second feature was a showcase for past Figure-8 National Champion Danny Johnson of Lakeville, who started along side Minneapolis driver Adam Radiske. The two battled back and forth for the opening laps before Johnson moved to the lead, just as Mark Bronstad of Maple Plain powered to second with 11 laps to go. 2 laps later the big group was once again mixing it up in the crossroads, where a move by Corcoran's Jerry Ziemiecki charging through the "X" in a space between two oncoming cars had only inches to spare, and fans jumping to their feet feeling a crash that amazingly didn't happen between the 3 drivers. The scene repeated itself for the next 4 laps, as the front of the pack began to extend their

lead heading towards the checkers. It was Johnson for the win, Bronstad crossing a close second, and Mankato's Todd Tacheny third.

In other racing action, the Prestige Plumbing Bandolero's returned to Raceway Park for a feature run that showed these younger drivers can be just as aggressive as their more experienced counterparts in the bigger cars. Cole Klein of Rogers started next to St. Michael's Jared Duda, with Duda taking the lead for much of the run. With 4 laps to go, the St. Michael driver was challenged by Lakeville's Brody Wulf, who appeared to bump-pass the leader in the closing laps to move for the top spot, and the win. With Wulf first at the line, Duda settled for second, with Klein just behind finishing third.

A similar scene took place not once, but twice, during the Cheerio's Great North Legends feature. After an opening lap caution led to a complete restart following a multi-car incident in turn 4, leader Kyle Hansen of New Prague found himself on the receiving end of what appeared to be a bump-pass courtesy of Shakopee driver Derek Lemke, who used the move to take the lead with 11 laps to go. Lakeville's Michael Ostdiek worked through the traffic to second place 2 laps later, and with 4 laps to go Ostdiek tapped the back of Lemke just as the group started down the front straight. Lemke went high as the Lakeville driver shot through to the lead and then the victory, with Webster's Tim Brockhouse taking advantage of the opening to move to second, with Kyle Hansen settling for third place.

There was more side-by-side action during the start of the Leo's South / C.F. Moto NASCAR Hobby Stock feature, as Burnsville's Drew Skaja raced for the point along side Prior Lake's Greg Borchardt, until Skaja was able to lock in the lead with 24 laps to go. Conrad Jorgenson of Lakeville was quick to move in on Borchardt to take second, followed by Chaka's Jeremy Woff to third with 20 laps remaining. 2 laps later Jorgenson took the lead, extending it over the next 3 laps until caution flew with 13 to go when a battle for position between Wolff, Skaja, and Carver's Jacob Goede sent Skaja spinning in turn 3 after Skaja and Goede made contact as Goede tried to squeeze 3-wide into the corner.



Conrad Jorgenson picked up his fourth win of the year at Raceway Park
(Martin DeFries photo)

It was Jorgenson and Wolff next to each other with lane choice, and when racing resumed it was Jorgenson to the point, with Wolff being chased down quickly by Lonsdale's Brent Kane, who took second for the final 9 laps. Kane was unable to move on Jorgenson for the win, settling for second, and Wolff crossing for a third place finish.

Prior Lake's Nate Borchardt narrowly beat out Donovan Michaud of Maple Grove to take the win during the Impact Printing Bomber feature. The Prior Lake driver was able to use slower traffic ahead of the leaders to his advantage in his move to the front during the final 6 laps, working around both Michaud and Shakopee's Dave Montour who ran second for most of the race. It was Borchardt for the win, Machaud second by less than a wheel length, and Montour right behind top two for third in one of the closest races of the night.

The Showcar Supply Mini Stock drivers have made an art of how to pass multiple cars over the course of just one lap. Montgomery's Blake Dorweiler and Jack Purcell of Bloomington thrilled the crowd in recent weeks with their ability to move through traffic, starting in the middle of the field and then picking past the competition to race to the front. Dorweiler was able to take the lead in front of Michael Wachs Jr. of Carver and Brian Adams of Norwood Young America with 10 laps to go, and was quickly followed by Purcell who moved to second just 3 laps later. Dorweiler built a big lead by the checkers for the victory, Purcell crossed in second, with Adams finishing third.



Martin DeFries photos



Carlson makes fourth trip to Victory Lane in 2013

By Ashley Iwanski
LaCrosse Speedway Photos

Steve Carlson is no stranger to Victory Lane. Carlson made his fourth trip of the season to the winners circle after taking the top spot in the Kwik Trip NASCAR Late Model feature on Festival Foods night at La Crosse Fairgrounds Speedway.

Carlson held a steady pace on his way to the front of the pack after starting in the ninth spot. He knocked off one car at a time including pole-sitter Matt Inglett, who for the first three laps was in a heated side-by-side battle with Branden Berg. Inglett and Berg were trading the lead back and forth, each unable to shake the other. Until Shawn Pfaff popped up. When Inglett was finally able to grab the point Pfaff and Nick Clements pounced on Berg and grabbed the second and third spots, respectively.

After that Pfaff didn't waste any time taking the lead from Inglett, but he never got a chance to put space between himself and the rest of the field before Carlson showed up in his rearview mirror. Carlson was on the back bumper of Pfaff and within two laps was able to overtake him for first place around the halfway point. Carlson was able to build a lead between him and the rest of the field, but the race wasn't over. Carlson had to be on the lookout for Brad Powell, who was weaving through the field from a tenth place starting spot.

Powell seemed to be stuck around the seventh position for the first half of the feature, but was full throttle when Carlson took the lead.

With 11 laps to go Powell grabbed the fourth spot from Clements, then took third from Degenhardt three laps later. From there he had to overtake Pfaff, which was no easy feat. With five laps to go Powell was on the bumper of Pfaff. It took a couple of laps, but with two to go Powell was door-handle to door-handle with Pfaff. When the white flag waved Powell was able to slide into the second spot around Pfaff, but there was no time left to battle for the lead.

Degenhardt was also able to get around Pfaff to finish third, while Pfaff took home fourth and J. Herbst fifth. Carlson maintained a strong lead in the points standings (559) over second-place Herbst (473). Powell is in third with 416 points.

Bill Martin capitalized on a couple of double-file restarts to capture a feature win in the Exhaust Plus Sportsmen division. Martin was running second behind Jason Dummer until a caution at the halfway point. On the double-file restart Martin held onto the second spot, but a car spun out causing a second double-file restart. At that point Martin was able to jump out and take charge of the field. Dummer finished second, Steve Bachman third, Jimmy Gilster fourth and Greg Scheck rounded out the top five.

Fast-time qualifier Jake Arneson still has a 24 point lead over Scheck in the points standings. Arneson finished sixth.



Adam Moore was also able to notch four feature wins for 2013 in the United Auto Supply Thunderstox division. Moore fought his way through the field and held off Jordan Myers to grab the checkered flag. He also was able to collect a Heat race win, widening his lead in the points standings over Myers. Only eight points separate Moore from third place Jason Bolster in the standings.

Brandon LeMoine and Nate Towner each held on through wild feature races to snag wins in the ANTS Complete Pest Control division.



**RACING
ONLINE.COM**

THANK YOU!
FOR SUPPORTING SHORT TRACK RACING

Short track racing survives because of the continued support of it's great fans. Spending your hard earned money at the racetrack each week!

#GETYOURFIX #INTHEBLOOD

Speed X Design

PAPINI SURVIVES FOR WIN NUMBER FIVE!

By Eric Huenefeld

It had been almost two months since Stanley Steemer NASCAR Late Model point leader Alex Papini had visited victory lane on a Saturday night at Rockford Speedway.

Papini, who began the season with four wins in five races, had not smelled victory at Rockford Speedway since May 18. Sure Papini has been very consistent, finishing in the top three in every race this year, yet a return to victory lane has been elusive.

Saturday night, Papini powered forward from his fifth starting position and survived a rash of yellow flags to capture his fifth feature win of the year.

Joel Clossey and Mark Hartline led the field to green for the 30 lap main event, with Clossey jumping to the early lead. Behind Clossey, Hartline fell into the clutches of a multi car battle for second, which included Papini. By lap seven, Papini made his way to second and would be able to pull to the bumper of Clossey thanks to a yellow flag.

As the field raced into turn one, an accordion of cars would send Jerry Gille into the drivers side window of Mark Hartline. Gille would drive away, while Hartline was sidelined for the night. Both drivers were ok. Gille's troubles would continue a few laps later, as on lap ten his Chevrolet would climb the turn one wall after a tire issue on the right front. The three time champion's night would end after the wicked contact with the turn one wall.

Meanwhile, Papini moved past Clossey on the lap ten restart and would never be seriously challenged again. Papini did have to hold off the advances of Jon Reynolds Jr, Mitch Garfield and Jake Gille through two more restarts during the final 20 laps. Reynolds ended the race in second with Jake Gille third. Garfield pocketed fourth while Tim Slater finished fifth, his first Rockford Speedway top five. Doug Bennett continued his winning ways in the Bargain Hunter Sportsman division. Bennett, winner of three of the



Jimmy Ambruoso photo

last four features in the division, moved past Rob Goodman just past the halfway point of the 25 lap race en route to the triumph. Brett McCoy had another solid run, taking runner up honors behind Bennett. Goodman settled for third, with former champion Darrell Garman taking fourth. Bobby Frisch, the evenings fast qualifier, came home fifth.

After a rough start to his night, former Miller Lite American Short Tracker champion Kyle Lapier ended the night in far better fashion, winning the divisions 25 lap main event. Lapier, who suffer engine issues in qualifying, would have to start the main event in tenth. With sixth laps to go, Lapier finally completed the long trek there the front, muscling past Zach Rodriguez for the top spot. The win was Lapier's third of the year, and second in three races. Rodriguez was credited with second with point leader Nick Cina Jr coming home in third.

It was a good week for Kyle McQuality. McQuality, who won his first ever Rockstar Energy Drink Roadrunner feature on 'Wild Wednesday' earlier in the week, topped that by winning another feature, this time under the Saturday Night Lights. McQuality stormed to the lead on lap five, moving past early leader Josh DiGvonni in turn three. McQuality was able to stay ahead of leading feature winner Arlyn Roush and the ever consistent Terrance Robinson en route to the checkered flag. Roush would take second, with Robinson in third. Dennis Smith Jr captured fourth with Joey Thomas in fifth.

Earlier in the evening, Daniel Opsahl was the winner of the Sam's Drive In Roadrunner Challenge "Forward/Backward Race."



Jimmy Ambruoso photo



Jimmy Ambruoso photo

JOHNSON SECOND TO NONE IN MILWAUKEE!

By Eric Huenefeld

One year after falling one spot short of victory at the Milwaukee Mile, Casey Johnson would not be denied in 2013.

Johnson, the two-time Jefferson Speedway track champion, quickly sliced through the record setting field of Big 8 Late Models Tuesday evening at the Milwaukee Mile en route to the biggest victory of his career.

46 Big 8 Late Models would start the 38 lap main event. The amount of starters, the second most ever for a stock car race on the Milwaukee Mile, was determined thanks to Mother Nature. Mid-afternoon showers put a wrench into the entire racing program, forcing the cancellation of Big 8 Series Time Trials. The decision was made by event and series officials to let all 46 Late Models start the 38 lap event. The field was lined up according to their best practice times, with an invert of 16. The invert would put Steve Dobbratz and Travis Rodewald on the front row of the main event, with Johnson starting thirteenth.

The massive pack of Late Models took the green and immediately began to battle with each other. Dobbratz and Rodewald wrestled for the lead for the first three laps of the event, with Dobbratz finally breaking free from Rodewald on lap four. Very quickly, Johnson worked his way into the conversation. By lap seven, Johnson was already in second spot, stalking Dobbratz for the lead. When the field crossed the line on lap nine, Johnson was at the head of the class. Johnson stretched his lead on the pack over the next nine laps before the only yellow flag of the race would the field down.

On lap 18, Shantytown, Wisconsin driver Jimmy Ganski spun his Toyota in turn one, bringing out the caution and slowing down the field. The yellow was good news for everyone except Johnson, who would see his large lead erased. Johnson was not alone in his early run through the field. Youngster Austin Nason, who started seventh, along with former Rockford Speedway track champion Tim Sargent and two time La Crosse Speedway champion J Herbst, all had made progress through the pack and were waiting to pounce on Johnson.

On the restart, Johnson would not be seriously challenged, but the action behind him would continue. Nason moved to second spot, with Sargent and Herbst battling for fifth. Sargent got by Herbst and set his sights on Rodewald in fourth. After a lengthy fight, Sargent downed Rodewald. Moments later, Kyle Shear entered the picture. Shear, who



Mark Melchiori photo

started fifteenth, would wrestle with Rodewald for position. Shear won the battle, sending Rodewald into a battle with Herbst for fifth.

As the race neared its conclusion, Johnson stepped away from the pack, with Nason and Sargent a distant second and third. Johnson hit the line first, nabbing his third career Big 8 win. Nason captured a career best second place finish, with Sargent bringing his Chevrolet home in third. Kyle Shear, in his first Late Model start of the year finished fourth. J Herbst ended the race in fifth.

Rodewald was regulated to sixth, with Dan Lensing scored seventh. Lensing, the 2012 Dells Raceway



Mark Melchiori photo



2013 IMCA Old Timers Schedule

AUGUST 15 Wisconsin International Raceway
AUGUST 16 Golden Sands Speedway (Tentative)

AUGUST 16 To 18 18th Annual Vintage Race Car Reunion
Hamilton County Speedway Webster City, IA

AUGUST 22 to SEPTEMBER 2 Minnesota State Fair

SEPTEMBER 14 Marshfield Super Speedway

OCTOBER 6 Oktoberfest Weekend LaCrosse Speedway

Check out www.IMCAOldtimers.com for full schedule

The Midwest Racing Connection Directory Page



521 Industrial Drive NE • Blooming Prairie, MN 55917



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



Downtown Shakopee
952-445-9668



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



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



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



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



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



952-461-3300
WWW.BROTHERSIJORGENSENRACING.COM



www.aRaceWorthWinning.org



651-489-0803
WWW.IMPACTPRINTINGINK.COM



JEFF KEENEY
President, Auto-Physics LLC
jkeene@auto-physics.com
314 Towns Valley Road
Rice Lake, WI 54022
(715) 426-5457
WWW.AUTO-PHYSICS.COM

Products MOTORSPORTS MARKETING TOOLS



www.starmakermultimedia.com

Sponsorship Packages
DVD Marketing Packages
Star Cards • Consulting

Dale P. Danielski
dale@starmakermultimedia.com
608.783.5827

Services



Appleton, WI
920-739-1550
www.B&BRacingEngines.com



RACE CAR PARTS & ACCESSORIES
Rosemount, MN 651-423-5800



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

CLAMP	WHEEL	CLAMP	WHEEL
CLAMP	WHEEL	CLAMP	WHEEL
CLAMP	WHEEL	CLAMP	WHEEL
CLAMP	WHEEL	CLAMP	WHEEL

www.wehrsmachine.com



Saturday, August 3

EVE OF DESTRUCTION

Drifters! & MORE!



Big Dawg Monster Truck

**Plus - School Bus Races, Spectator Drags,
Flag Pole Race, Vertical Mischief,
Freestyle Motocross, Rich Wieber
& Much More!**



**FREE Mechanical Bull Rides
& Carnival Rides!**

FREE Live Music!

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

DECARBONIZATION.

For Performance Like the Pro's.



Why Decarbonization?

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



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

- Increases fuel economy
- Increases performance



JUSTICE BROTHERS
Car Care Products

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

"GO WITH THE WINNER"
GILLUND
ENTERPRISES
QUALITY CAR CARE PRODUCTS

MPLS/ST. PAUL

(651) 641-1414

2161 University Avenue
St. Paul, MN 55114

www.pirtekusa.com/fwp/midway/

PLYMOUTH

(763) 475-0475

11350 Highway 55
Plymouth, MN 55441

www.pirtekusa.com/fwp/plymouth/



PIRTEK

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

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



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

PROUD SPONSORS OF:
ADAM ROYLE, JONNY HENTGES & VINCE CORBIN

PIRTEK HAS AUTOMOTIVE SOLUTIONS