

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2014 Vol. 18, No. 4



2014 USA Nationals Review/Preview



Photo Gallery



*Pictures from
the past*



Highlights from Newton



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Publisher's Note

Racing According to Plan



Dan Plan

Throughout my entire life as a race fan, there have always been strange happenings that occur during race nights that happen to fall under a full moon. In past years, I've seen cars rollover, cars start on fire, tracks suffer power outages and a whole list of strange things that all seem to happen when there is a full moon. There's really no rhyme or reason

Full moon racing

to it. Crazy things just seem to happen when there's a full moon.

This year was no different. July 12th was one of the full moons for 2014, and boy did things get crazy. I read reports of a nearby dirt track that had a few on track & off track altercations, drivers escorted from the facility, phenomenal side-by-side racing and some calls from the tower that weren't received well at the track. The show I went to on the night of the "Supermoon" had some of the craziest crashes witnessed all year, phenomenal battles on the track and also had a call from the tower that caused a chorus of boos from the stands. I can honestly say I've never heard that many boos from a crowd that were directed towards the officials; a few drivers over the years, but not the officials.

Despite what you may, or may not believe, there really are no black & white rules when it comes to officiating most on track incidents. In the overwhelming majority of the cases these days, it's not the flagman that makes the call. He's just the messenger. Please don't shoot the messenger. There has always been, and always be, judgment calls in short track racing. It's just the way it is. Sometimes they're right, and sometimes they're wrong. All we can ask for is consistency. Consistently right or consistently wrong.

Either way is fine with me, as long as we know what to expect.

When crazy things like this take place, it gets people talking; some good talk and some bad talk. There's a phrase that P.T. Barnum is often credited with saying; "There's no such thing as bad publicity." Some may disagree, but bottom line; there were a lot of people were talking about short track racing the first few days following the July 2014 full moon.

Bad publicity aside, the one item that stood out for me this past

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Stan Meissner photo



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NASCAR Insight



Shane Carlson

I recently had the opportunity of a lifetime to attend the NASCAR Camping World Truck Series and Verizon IndyCar Series races when they shared a weekend at Iowa Speedway on July 11th and 12th, and it only confirmed that covering racing is what I want to continue to pursue as a career.

Thanks to this paper (*The Midwest Racing Connection*), Iowa Speedway granted me credentials to go down to Iowa and see what it's really like to cover big-time racing series. It was a totally different vantage point to watch a race from, as I was shoulder-to-shoulder with team members from both series behind pit wall, observing the action on the track.

Though I had been to Iowa Speedway before for various NASCAR Nationwide Series and Truck races, I had never witnessed an IndyCar race in person. I'm now an IndyCar fan. The raw speed they carry is mind-numbing.

Now, this may surprise some people, but I thought the coolest part about the whole weekend wasn't the racing,

Reflections From a Wide-Eyed Race Fan



The view seen by Shane Carlson from high above Iowa Speedway during the NASCAR Truck/Indy Car weekend

rather, the preparation in the lead-up to each respective race. The trucks raced on Friday, with IndyCar the following night, and it was fun to observe the careful adjustments being made to racecars and trucks in the garage area.

The truck garage seemed like a laid-back environment while the trucks made their way through tech inspection, but teams were all business once the green flag dropped.

The Kyle Busch Motorsports team trucks of Eric Jones and Bubba Wallace were out front most of the night, with Ryan Blaney making a late charge to finish second in his Brad Keselowski Racing Ford.

In the Indy race the next night, 2014 Indy 500 champion Ryan Hunter-Reay stole a win from fan-favorite Tony Kanaan, who had the best car all night. Hunter-Reay pitted for four fresh Firestones under caution with three laps to go and drove through the field to get the win. The thrilling finish is something no one expected, but it sure got people out of their seats. (As if race fans use seats anyway).

I also spent Saturday afternoon, before the IndyCar race started at the National Sprint Car Hall of Fame and Museum at Knoxville Raceway. Any race fan needs to make the trip there. It is well worth your time, and though I only spent an

afternoon there, I could spend several more there soaking in open wheel dirt racing's rich history.

I can't wait to go back to Iowa Speedway for the Nationwide and K&N races in early August, and report back. It was a great experience to be down in the trenches of those two series, and hopefully that will be my career one day. Racing has been my biggest lifelong passion, (an addiction some people may say) and it probably seems cliché but that weekend in Iowa is one I will never forget.



www.speedtalkon1360.com

Rainier Ehrhardt/NASCAR via Getty Images





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Racing Nuggets



Jacklyn Daniels-Nuttleman

It's the unexpected in life that brings out the best or the worst in people. No one goes to the race track intending to haul their car home on a flatbed, looking like a mangled mess. Some racers act like lunatics when that happens, and lash out at anyone within a six-foot radius. Others become more withdrawn, pulling a big gulp from a can of beer at the end of the night, eyeing their car and making a mental list of what it's going to take to fix their machine.

The old saying, "You can't control what happens to you, but you CAN control how you react to it," applies to racing and to life in general. How we respond in the face of an unpleasant or tenuous situation speaks volumes about us. It's incredibly hard to make a conscious effort to always put your best foot forward, but it's worthwhile to try. You never know who could be watching—a potential sponsor, a co-worker or boss, your kids, or someone else who may hold you in high esteem. You don't want to ruin your reputation with a childish outburst triggered by an emotionally charged situation.

My husband is more of the quiet guy, who internalizes things that irritate him. Case in point: that dreaded health scare and upcoming colonoscopy that I wrote about last month. He didn't care that I wrote about it. He has finally come to the realization that it is important for everyone to have that vital check-up, and if his story will encourage others to take that step—well, he's in favor of that. Quiet guys will surprise you that way from time to time.

However, he really surprised me when we were in the waiting room.

"You'll want to empty your pockets of any valuables, Mr. Nuttleman, and let your wife hold them," said the nurse who was about to take my husband for his colonoscopy.

Toby obliged by stuffing his thick mitts into his jeans, then handing me a large stack of shock packers and a little shock tool. I married a motorhead, what can I say?

Attitude is Everything

Admittedly, it wasn't so much what he handed me that struck me, as it was the look in his eyes. I saw fear in his gaze, as he gave me a quick peck on the lips and shuffled off behind the nurse. I wasn't accustomed to seeing that in his steely blue peepers. My heart sank and I prayed that he would be one of the many patients that wakes up from the procedure with no recollection of anything—except having to drink that God-awful gallon of GoLytely that I mixed with Crystal Light Lemonade last night.

I waited. And waited, listening half-heartedly to the conversations of others who had loved ones there for the same screening. Surprisingly, it wasn't all just "older" folks who were in for the "backend-look-see." The ages varied and they weren't all men either.

About an hour later, the same nurse appeared and smiled sweetly as she called my name to come back with her. I was led to a little room, where Toby was laying on his side, wrapped up in a blanket, with an IV plugged into his hand. There were monitoring wires hooked up to him as well; very reminiscent of the emergency room heart scare we experienced in June. He appeared to be sleeping, but assured me that he was "just resting his eyes." The nurse giggled and told him that he could get dressed now, if he wanted to, and informed us that it's recommended that he pass some gas before leaving after this procedure.

Toby's eyes fluttered open upon that directive and immediately, released another one of his epic bursts of flatulence. His eyes were twinkling and the corners of his mouth turned upward with delight. Some things never get old for him, I suppose. The nurse cheered for his musical abilities. I buried my face in my hands in utter embarrassment.

It wasn't much longer and the doctor came into the room, closing the door behind him. He informed us that he had found two polyps and removed them, which is fairly commonplace during a colonoscopy. I was both surprised and pleased that Toby only had two. But it was the doctor's next sentence that sent my mind reeling.

"We also found a tumor." What?! I looked over at Toby, who was nodding his head with his eyes closed, like he was jamming out to a song. Was he still THAT drugged up and not hearing what I thought I heard? I whipped my head back over to the doctor and frowned. He repeated the words again, as it was painfully obvious that I was in denial and perhaps Toby was too.

"We found a tumor. It's about an inch in size."

A ringing started in my ears, as the doctor continued to fill us in on the nature of the tumor. In his experience, and based upon the appearance of the tumor, he believed it was malignant. They planned to perform a biopsy, which would

give us a definitive answer. By the next day we would know if we were about to embark on a new journey—battling cancer.

Waiting for the phone to ring with news from a doctor is grueling torture. It is astounding the crazy scenarios that a worried mind can concoct. The call finally came late that next afternoon. The tumor is malignant. Toby has cancer.

It hadn't even been a full week since the initial find and already we were scheduled for a slew of appointments to gather information and insight so doctors could formulate a plan of attack. The next step was to have a CT scan done, to see if there was cancer in other areas, or if it was localized to this one tumor. Have I mentioned how much waiting sucks? Things were running behind at the hospital, so we got the scan done a half hour later than scheduled, a trend which continued to snowball as the morning melted into afternoon.

It's hard to get overly angry when appointments of this nature run late. I refer you to the earlier part of this story, where how one responds to adversity speaks volumes. For all we knew, doctors either needed more time to consult other patients and their families who were facing a horrible prognosis, or perhaps more time was required to read test results to ensure proper actions were taken in someone's treatment. Hell, for all we knew they were pouring over Toby's scan longer than anticipated to be certain of what it revealed. I'd rather not hurry them along on that endeavor, so it's best to zip one's frustrated mouth, and find something to busy the mind.

For me, that meant grabbing reading material in the exam room where we were waiting. The selections are apparently quite specialized and limited in the colorectal department. I learned more about the treatment and prevention of hemorrhoids than I care to admit.

The exam room door opened, breaking up the reading of the hemorrhoid booklet. It was the doctor who will be performing the surgery on Toby's cancer. He was tall and slim, a snappy dresser with glasses, who reminded me of a character from a 60s James Bond movie; only he was sporting a white medical coat.

He was engaging as he spoke and explained the findings. The good news was that the CT scan did not reveal any other cancer inside of Toby. I literally felt the huge weight of worry lift from my chest, as Toby and I exchanged relieved looks. The doctor went on to say they couldn't even see the tumor on the scan, which he explained was good news too, as that indicated just how small it is. Of

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The Inside Dirt



Stan Meissner

My attention was diverted from racing to some extent during the month of July due to other obligations. A remodeling project that my wife and I started last August needed my attention. In addition to the home project I've got a two month old grandson that I hadn't seen for a month. We've all been there so I'm sure most of you can relate.

I spent the Fourth of July weekend taking in Forest Lake's legendary celebration at the Legion, visiting with relatives and doing some work on the house. The following weekend I traveled with VIA, my daughter's partner's band, to a venue called the Red Carpet in St. Cloud. No motel rooms were trashed and no televisions were thrown out of the windows. I'm too old for that and probably too old for the after gig party but I toughed it out until 4:30 am. Aside from giving a local DJ an earful when three Twin Cities bands lost the battle of the bands to the lone St. Cloud entry I behaved myself. I did my best impression of a sports dad and got in the "ref's" face when our team didn't win. Somebody forgot to tell me that all of these band members are friends who frequently appear on the same card and they don't battle each other in the mud and the blood and the beer after a setback like wronged racers.

On Saturday morning we left the motel around 10:30 am and headed back to Forest Lake. My plan was to attend night two of Saint Croix Valley Raceway's Open Wheel Nationals but I wasn't sure it would happen as we drove home through persistent light rain most of the way home. After saying my goodbyes to my son and VIA's singer/songwriter I tied up a few loose ends around the house then

rounded up the camera equipment and headed to the track.

The radar looked threatening and nobody would have blamed me if I had held back to see what was going to happen before heading to SCVR. People like to rip on social media posts and suggest that Facebook flaming is responsible for track closures. I beg to differ. As a kid I heard plenty of things in the garage and under the grandstand that would make today's internet flammers blush. I don't think it's a good idea for people to bash tracks, drivers and officials on social media but we've all had our moments of weakness so I won't cast the first stone. I believe that if a track offers a fast moving entertaining show, has good food, clean concessions and restrooms and treats fans and competitors with respect they will succeed. A track has to be located in an area where the local economy can support the average working man or woman who wants to field a race car so location is a factor.

If one or two complainers criticize a track on social media I consider the source and blow it off as the complaints of a few malcontents. If I'm constantly reading about one gaff after another, bad calls, slow running shows, etc., then I surmise that there might be something to the complaints and maybe the promoter should take a look in the mirror before



Open Wheel Nationals Advantage RV Modified Feature top three Saturday July 12. Andy Jones (left), Jesse Glenz (center) and Mike "Superman" Stearns (right).

pointing the finger at social media. After all, no sport takes more negative heat on social media than our Vikings but if social media could have put them out of business they'd have been gone a long time ago.

A persistent light shower hit SCVR around 5 pm and continued (In my estimate) for about an hour. The car count looked pretty light at 5pm, Rice Lake and Cedar Lake had already canceled and fans in the stands and tiered parking had plenty of elbow room. In the pit area people could be seen checking radar and calling friends and family updating them on the prospect of getting the race in. A late arriving caravan of race cars and fans saved the night thanks to our modern means of communication, specifically social media. Yes, I truly believe that social media helped to make this night a success. When the system finally blew past us skies cleared to a brilliant blue and the humidity dropped. It was a beautiful night for racing.

There was an incident in the pits on Friday night that resulted in at least one driver being suspended and a bystander who tried to break it up dinging his shoulder. The racing was tight and furious on the bullring and a few tempers flared but nobody got out of hand on night two. Racing was great in all divisions, especially the UMSS Traditional Sprints. The drivers put on a heck of a show with a last lap last straightaway pass that gave Rob Caho Jr. the win. The Advantage RV Modified tour brought a few travelers to SCVR, most notably Mike "Superman" Stearns who races out of Hecla, South Dakota. I had met Mike some years back on one of my outstate excursions so it was fun to catch back



Scotty Thiel took advantage of a Rice Lake IRA rainout to swap engines and go 360 racing on night two of the Open Wheel Nationals. The change of destination paid off.

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continued on page 7*

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up with him. Jesse Glenz took the win with Andy Jones taking second place and Mike Stearns finishing third. It was good to see Andy and his father Dennis again. Dennis said they haven't been getting out much with the car so they were happy with their performance. Dennis has been going through some health issues so it was good to see him helping out with the car. Racing is great therapy.

I've read some comments from people who are concerned with the UMSS (w) car counts this season. Generally the two-day events would draw mid twenties to thirty cars but we haven't been seeing that this season. Friday of the Open Wheel Nationals saw 18 cars with Knoxville racers Brooke Tatnell, Carson McCarl and Davey Heskin in attendance. We lost those three drivers to the Knoxville Raceway where they ended up joining the rainout list along with CLS and RLS. The IRA had been scheduled to run at Rice Lake on July 12 and Scotty Thiel took the opportunity to drop a 360 in the #64 and head over to SCVR. The trip paid off as Thiel continued his mastery of the SCVR bullring. The UMSS (w) car count dropped off to 14 on night two but the racing was excellent. Hopefully what we're seeing is simply a momentary late summer lull and we'll see the counts on the upswing for the remaining shows.

On July 19 I decided to hit the home project again and spent the day putting oak stairs and risers in our split level entryway. At the end of the day I paused for a few well deserved barley pops and decided to order the Knoxville PPV. I couldn't recall how the site was designed from the first and only time I had used their service. After a considerable amount of pain I finally found an obscure text line that led me to the page where I had to enter my credit card info. I wish that I could report that all went well from that point on but that was not the case. The Cushion lost audio for seven minutes during the 410 B Main and half of the 305 A Main. The video locked up again at the start of the 410 A Main and at one point the audio was lost for an extended time. The cost of the broadcast was only \$15 so the money wasn't an issue but the 410 A Main is the big show and the reason I made the purchase. In their defense they did offer a replay after the conclusion of the races. On Monday I got an email offer of 50% off the July 26 broadcast or a 50% discount if I would not be available to watch on the 25th. I chose the 50% refund as I didn't expect to be home the following Saturday. I love racing but the next time I'm home bound I might decide to opt for Netflix and avoid the frustration. Probably time will heal my hard feelings but it was a rather frustrating experience. I'm sure the beer was a factor in my login difficulties but it had nothing to do with the technical problems later that evening.

On Friday it was back to live racing at the Saint Croix Valley Raceway where the UMSS winged cars appeared in what was billed as the Dan Grams Memorial. Grams was an Arlington IMCA racer who passed away several years ago in a highway accident. Dan had been venturing out and doing some UMSS racing before his passing so there are two annual memorials in his memory, one at the Arlington Raceway and the other at Saint Croix Valley.

The night produced another exciting UMSS Traditional Sprint Car Feature with Cam Schafer besting the field at SCVR and Brooke Tatnell starting on the pole and taking the winged Feature. Ryan Olson debuted a new car and won the WISSOTA Midwest Modified Feature. SCVR dodged

the threatening weather and managed to get their show in despite some occasional drizzle.

Saturday July 26 dawned as a beautiful sunny day for the Cedar Lake Speedway's annual Summer Sprint Spectacular. The Pro Stocks and Hornets were given the night off to make way for UMSS winged and non-wing Sprints. Cam Schafer managed to sweep the weekend in the UMSS Traditional Sprints and Rick Kobs scored his first ever UMSS win in the winged Sprints. Jason Gross won a Modified Feature that somehow managed to produce two flips on the first lap, something that took the Sprints an entire night of racing in two divisions to accomplish. A J Diemel won the NASCAR Late Model Feature and in the "what else is new" category Jason Vandecamp won the NASCAR Midwest Modified Feature.

I mentioned that Saturday July 26 dawned as a beautiful sunny day but that was not the case everywhere in our region. Cedar Lake fans watched an awe inspiring thunderhead to the north and east of the track. The storm we were watching passed over the Rice Lake Speedway where track officials were forced to evacuate the stands after the completion of only one feature.

Next up on my racing schedule will be night two of the USA Nationals (night one gives way to a 45th class reunion). I also plan on attending the Kouba Memorial at the Saint Croix Valley Raceway on Saturday August 16 which will be the final "Thunder in the Valley" appearance of the UMSS winged Sprint Cars at the facility. Some yet to be determined weekly shows will be added to the equation as well.

See you at the races!

Stan Meissner photo



Jason Vandecamp picked up the Midwest Modified win during the St. Croix Valley Raceway Open Wheel Nationals



Rob Cahoon Jr. won the Traditional Sprint Car Feature with a thrilling last lap pass on Saturday at the Open Wheel Nationals

Stan Meissner photo



Stan Meissner photo

Keith Tourville got caught up in an incident through no fault of his own during his heat race on night two of the Open Wheel Nationals.

Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

Some things never change and in this case that's a good thing. Shawano Speedway, Shawano, WI., has been running virtually the same race program at the 1/2 mile clay, Fairgrounds oval for probably 25 years now which appears to be the main contributor to their success and longevity.

I don't get to the speedway as often as I would like but when I do I'm always impressed with the race program. The show featuring Late Models, Modifieds, Stock Cars, Sport Mods and Mighty 4's started at it's advertised time of 6pm and ran smooth and efficiently from there on. Racing was competitive in all divisions and even produced a photo finish in the headlining division, the Late Models. Paul Parker, son of the famed Pete Parker led nearly the entire

race but a late closing Nick Anvelink, the son of long time racer Terry made things extremely close at the end of 20 laps. With the two racing side by side the last lap upon crossing the stripe it was almost too close to call. Almost. After a lengthy review it was determined that Parker was the winner by about an inch over Anvelink with Dough Blashe, Troy Springborn and Justin Hirt rounding out the top 5 finishers. Maybe the fact that generation after generation of race driver appears at the speedway year after year is the reason for the track's success all this time. You're looking at 2nd, 3rd and even four generations of driver having and currently competing at the track which has created a great fan identity with the participants. Helping in that capacity is the fact fans can be practically hands on with many of the drivers as numerous race teams are pitted right behind the main grandstands. It's common to see drivers conversing with these fans throughout the evening. With what I saw this would be a great idea for other tracks to pick up on as there is no better way for new fans to get interested in the sport than with an up close and personal conversation.

Something else worth considering for other tracks is Shawano runs their headlining event, in this case the Late Model Division feature, earlier in the program rather than last as too many other dirt tracks do. The result tonight was a great feature finish due in large part to there still being a track surface left to race in multi-grooves.

All in all a fun night at the Speedway and heading back home having seen an entire race program before 10pm. That's another thing more tracks should concentrate on, getting their programs over with at a

Some Things Never Change

reasonable hour. Shawano does it well and it shows as a great crowd was on hand for the event. With that in mind we'll look forward to attending another event there in the near future.

Speaking of dirt racing it was off to the Mississippi Thunder Speedway, Fountain City, WI., for a show there on a recent Friday. An extremely racy surface held up well and on this night the big winner was Brad Waits who won the Modified Feature. Josh Angst put up a good fight, as the two raced side by side for numerous laps, but had to settle for 2nd at the stripe.

La Crosse Fairgrounds Speedway, West Salem, WI., has gotten some shows in here this month with NASCAR Late Model Feature winners being Brad Powell, (2) Todd Korish and Steve Carlson. Carlson again the most consistent of the LM drivers is leading the track point standings by a relatively comfortable margin over Powell and Mike

*Racing Facts, Observances and Opinions
continued on page 9*



*Consistency has kept Steve Carlson atop the points
at LaCrosse Speedway*

Dale's Pictures from the past



Pete Parker doing some racing at the Deer Creek Speedway, Racine, MN., in 2002. Steve Laursen racing his wing thing #19 at what was then the Monster Hall Raceway of Unity, WI., July 23rd, 2002. Laursen won the Open comp race and took home 4 Grand in the process.

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Koeneke. Both Powell and Koenecke had feature races they didn't finish and that is the difference in the standings as Carlson has finished them all.

Here and there... 26 NASCAR Late Models raced during the Fair here at

La Crosse Fairgrounds July 19th which is the high water mark for the year... Other winners at Shawano Speedway, July 5th were Travis Van Straten, Stock Cars, Lucas Lamberies, Sport Mods, Matt Oreskovich, Modifieds and Joshua Slowinski in the Mighty 4's Division roaring all the way from last to the lead in just 12 laps!... Winners at Mississippi Thunder July 18th besides Waits included Bobby Fort Jr., in Pure Stocks, Ben Anderson in B-Mods, Curt Myers in Super Stocks, Shaun Mann in Street Stocks and John Severtson in the Hornet Division ... In TUNDRA Series Super Late Model action at La Crosse Fairgrounds it was Reagan May taking the 40 lap feature win. For May it was the first time ever at the Speedway and that probably helped the driver in not knowing the things you aren't supposed to be able to do at the track.

One being racing most of the event in the outside groove. Adam Royle had ample opportunity to pass May on the inside but just couldn't pull it off placing 2nd. Donny Reuvers, Ty Majeski and Dalton Zehr rounded out the top 5. And for those who aren't in the know and with a name like Reagan not very revealing, May is a female competitor... A regular race program was held along with the TUNDRA Series and it was Majeski taking his La Crosse car to the 25 lap NASCAR late Model win. Majeski won a duel with leader Cole Howland to take the win while Steve Carlson sneaked into 2nd with a lap to go. Howland ended up a disappointing 3rd with Matt Henderson and Brad Powell the top 5... Brian Hesselberg after struggling most of the year finally won a race at Lax and it was the one that counts the most, the 15 lap Sportsman Feature. Jamie Dummer was a

close 2nd with Justin Millikin 3rd... Black flags and other infractions seem to be behind Jason Bolster as he won the 15 lap Thunderstox Feature. With the win Bolster has also taken the lead in that Division's point standings... Ty Majeski at 19 years of age, Reagan May just 20, Claire Decker and her sister Natalie, who have won Super Late Model main events this year appear to currently be the new wave of young drivers making their mark in the sport.



Reagan May picked up a TUNDRA win at LaCrosse Speedway

Hopefully they enjoy the success they are having at this level and don't think it is an automatic ticket to big league racing which we know is of course bringing huge dollars to the table for a chance to compete... Johnny Gilbertson offered up a sizeable reward for the winner of the TUNDRA Series Feature at Lax. Sizeable in the form of a 6' 10" trophy to the victor of the event Reagan May.

In the quote of the column department, "It hasn't hit me yet, maybe this is just a dream I won this race." Reagan May's reply after being asked how she felt after winning the Tundra Series Feature at La Crosse, July 26th.

Looking back at racing at the Dells Motor Speedway, Wis. Dells, WI., on July 17th, 1971 it was Marv Marzofka winning the Late Model feature event followed by Bill Retallick, Marlin Walbeck, Jim Back and Dave Field. The semi-feature went to Norm Bartnick with consolation race honors going to Larry Ravenscoph. Heat race victors were Ron Backburg, Dick Bentley, Pete Mahlum and Jim Back. The Trophy Dash was won by Dick Trickle with fast time honors going to Trickle at 14:52 seconds around the 1/3 mile paved oval. That was a new track record which eclipsed the old mark set by Trickle two weeks earlier at 14:74. July 16th, 1971 found Marv Marzofka winning the 20 lap Feature at La Crosse Interstate Speedway, West Salem, WI. Marzofka bested Larry Behrens and Larry Anderson for the win. Semi-feature honors went to Don Grant, while heat race victors were Fred Beckler, Lyle Nabbefeldt and Anderson. The Trophy Dash was won by Rich Somers.

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 at dale@starmakermultimedia.com, www.starmakermultimedia.com

Bonus picture from the past



Marv Marzofka #91 racing his Ford Torino at Dells Motor Speedway in 1971.

600 Mod Touring Series Driver Profile: Cole Denner

By Shane Carlson



The Liquid Nitro 600 Mod Touring Series is a brand-new, affordable, dirt racing series in 2014. Comparable to micro-sprints, the 600 mods use technology based off of 600cc Suzuki motorcycle engines. The chain-driven machines are equipped with an aluminum body, modeled after the Northeast Big Block and Small Block Modifieds, and are capable of running over 80 mph.

Prior to racing in the LNTS, did you have any racing experience?

Before 600 mods, I raced go-karts for a few years, and then I hopped into the 600 mod. It's a good transition and the cars are really fun to drive overall.

What's the upfront cost of running in the series, and what are the week-to-week costs?

Usually, you can pick up a used car anywhere from \$5,500 to \$7,500, and then weekly maintenance is just your basic stuff like oil, air filter, and then just go through the car and check it over. Really, as long as you don't beat it up and wreck stuff, it's not much at all.

What tracks do the series visit, and how many races make up the schedule?

We run at Fayette County Speedway, Upper Iowa Speedway, Cresco Speedway, and Mississippi Thunder Speedway for the touring races. The touring schedule consists of 16 races, but including open races, we've got about 40 on the calendar this year, and had opportunities to run even more.

What has been the highlight of your season thus far?

First night out, we had a feature win, and then followed it up with a couple top-fives, so we've had a lot of fun so far, and I really can't complain."

Do you plan to use this series as a stepping stone, or where would you like to go with your racing career?

We use the 600 mods as a stepping stone. We didn't want to go from a go-kart straight to a B-mod or an A-mod. It's been good because I can get used to the open-wheel racing and the speeds. I want to run a B-mod, which we plan to do full-time next year, and then we'll go from there."

Dean & Jason
Talkin' Racin'



Dean Reller

Thousands of years ago, man invented fire. It's said that later that day, he invented barbecue. Fire, while feared at the racetrack, is a valuable tool that we overlook its value. We cook, build, manufacture and control with it to make nearly everything we have. Conversely, we destroy, dismantle, burn or injure things with it as well. Controlled, it is one of the greatest tools that mankind has. Uncontrolled, it can be one of the most destructive things we've ever discovered.

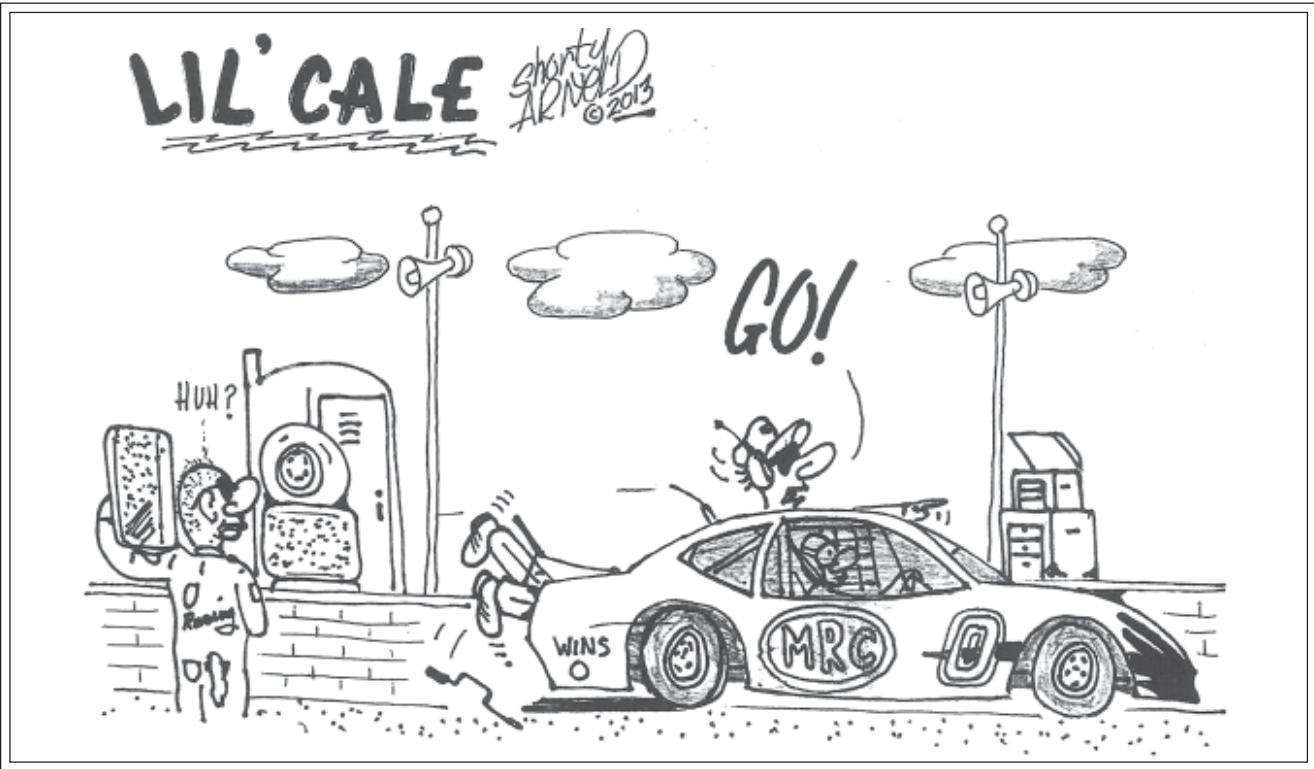
A Powerful Tool That Isn't In
Your Toolbox

Flash forward in time and we have something not quite as spectacular, but a very similar type of tool that mankind has created. It's called Social Media. That comes in several different forms, but can be used to create as well as destroy. The only problem with this tool is the successes or failures aren't as immediately visible. As a race promoter, that being a track, driver or fan, it is one of the greatest things to come along in years. The ability to interact is immediate. A person can find out not only who won, but can see pictures and videos just seconds after it happens. People can congratulate, thank and celebrate great moments in a person's life very freely. Racetracks and teams can use this positive engagement to promote races and race teams can generate excitement and build fan bases. Not really thought of as a tool, like a wrench or a screwdriver, it's very important for racing and its value is literally, virtually un-measurable.

However, the flip side of the coin and like that of fire, social media has the ability to destroy and dismantle. Negative thoughts and comments on social media can be very destructive causing damage that could also be virtually un-measurable. Recently, it was reported that negative fallout due to social media, partially contributed to a racetrack's failure. Although there was more than one factor that was to blame, it was certainly an eye opening moment that some

thoughts and comments posted through social media could do that. A bad night at the racetrack happens. Things break, stupid things happen and once in a while it seems that everyone is out to get you. As a race official and media member over the years, I can personally attest that you sometimes have one of those nights where you wished it rained and you could just go home. Fortunately, those days are few and far between and the good days always outnumber the bad.

I'm not advocating people to just post positive only comments, but I caution everyone to consider choosing their words carefully. Comments posted are virtual, but the people who read them are human. One character flaw to humans is that we make mistakes. In retrospect, a split second decision that happens during a race happens all the time. There are no do-overs or replays, it happens and it happens quickly. Comments and reactions are equally as quick and social media magnifies them. So I caution people to take a breath before posting critical comments. Much like that other tool (fire), let's use social media to light the way and not get burned.



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Natalie Bartyzal waves the checkered flag for the annual Cedar View Electric match race at Elko Speedway. Martin DeFries photo



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<p>AUG 4-10 AUG 9 SEP 13</p>	<p>Dakota County Fair Display Wisconsin International Raceway Marshfield Super Speedway</p>
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Photo Gallery



Paul Paine lead the points from opening night through mid-season at Elko
Martin DeFries photo



Steve & Mike Carlson carry the American flag at LaCrosse
Bruce Nuttleman photo



Three-wide Pro Stock action at Cedar Lake Speedway
Cal Naughton Jr. photo



The flaming pool jump at Rockford Speedway
Jimmy Ambruoso photo



Jimmy Kouba battles for position with Rob Caho Jr. at St. Croix Valley Raceway
Stan Meissner photo



Bandolero's ready for race action at Elko Speedway
Martin DeFries photo



Photo Gallery



Keith Tourville in action at St. Croix Valley Raceway
Stan Meissner photo



The world's oldest teenager (Jerry Eckhardt) races with J. Herbst at Slinger
Mark Melchiori photo



Rockford Sportsman drivers pose for a photo prior to their main event
Jimmy Ambruoso photo



Race Fans enjoying the July issue of MRC at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo



Thumbs up from "Wildman" Clay Gallagher at Cedar Lake Speedway
Cal Naughton Jr. photo



The Outlawz getting ready to role at LaCrosse
Bruce Nuttleman photo

2014 USA Nationals Review/Preview

With driver nicknames such as The Real Deal, The Kentucky Colnoel, The Moweaqua Missile, Chubzilla, Smooth Operator, Mr. Smooth, Newport Nightmare, or Black Sunshine, what’s not to like about Dirt Late Model racing in this day & age?

The 2013 version of the USA Nationals at Cedar Lake Speedway saw Tim McCreddie take home over \$50,000.00, and pick up the most prestigious Dirt Late Model win to date in his career. Local driver A.J. Diemel led the first half of the event, before retiring near the half-way point with engine trouble.

With the recent announcement by the NDRL indicating they have ceased operations, the opportunity for several top guns in the Dirt Late Model racing world now presents itself with an open weekend on their schedule. Many of these drivers now hope to add their name to the list of drivers that make it into the Saturday night show.

Along with 3-days of racing action, there are many other items that take place over the course of the weekend.

Items such as the FansFund luncheon with the drivers that are trying to make their way into the USA Nationals at Cedar Lake Speedway, Apple River Tubing, Trout Fishing, or golf, there’s enough going on over the course of the weekend to make it a memorable weekend yet again for everyone in attendance.

USA Nationals Past Winners

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



Vince Peterson photo

McCreddie on his way to the win in the 2013 version of the USA Nationals



Bruce Nuttleman photo



Jerry Zimmer photo

The fans fill the stands each year in anticipation of the pre-race activites (left photo), McCreddie hoists the coveted USA Nationals trophy high into the air (right photo)

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Publishers note from page 3

month on full moon night was seeing a few drivers charge from the back of the pack to the front of the pack. I've seen this several times through the years of watching racing. Drivers somehow just seem to find that little extra incentive when they know they have extra work cut out for them. Sometimes they're just angry, and other times their just hungrier for the win. During this year's Scott Kingery Memorial race, several drivers had to charge from the back of the pack; Conrad Jorgenson had to start in the back due to a wreck in the heat race, Jeff Partington elected to start in the back for additional prize money, Ted Reuvers suffered a flat tire while battling for the lead and had to restart at the rear of the field, and Jeremy Wolff, well let's just say Jeremy was leading and sent to the back of the field with 8 laps to go and leave it at that.

Watching all of these drivers work their way to the front of the field is what short track racing is all about; passing cars. In the end, it was Conrad Jorgenson getting the win after a hard fought battle with Michael Gilomen, with Reuvers

waiting for the slightest mistake and Wolff charging back through the field. Jorgenson and Gilomen went side-by-side, banging doors, tires smoking, sparks flying and the whole nine yards, with none of it being intentional. It was just too guys fighting for every inch of the track. This was the type of stuff you typically only see in the movies. To me, the finish in this race overshadowed anything else that may have happened over the course of the night.

Now, if you're a casual race fan, and simply can't make it to the track every weekend, here is one piece of advice. Find the dates on your calendar of any full moons for the rest of this year, and while you're at it, look for dates of full moons for all of next year. Circle those dates on your calendar and then find a short track to attend. You'll be amazed at

what you see, and you will not be disappointed.

Miscellaneous news and notes:

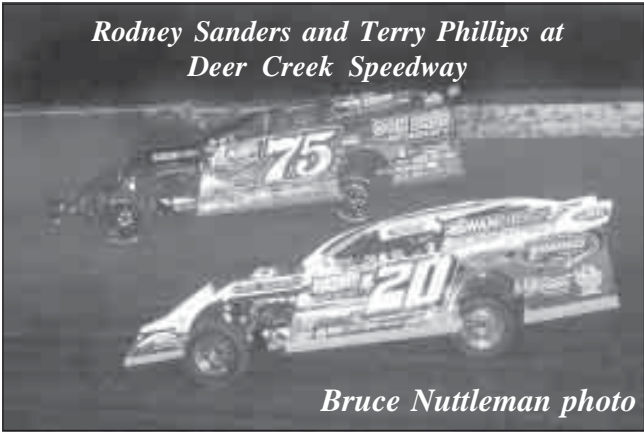
We made our second ever visit to the World Modified Dirt Track Championships at Deer Creek Speedway recently. With \$17,000.00 on the line, the USMTS drivers definitely turn up the heat when trying to make the show. We were only able to attend the opening night show of the three-day



Bruce Nuttleman photo

USRA Iron Man Stock Cars at Deer Creek Speedway

event, but may need to look further into spending a few more days on site for 2015. Rodney Sanders was the opening night qualifying feature winner, after battling through lapped traffic with Terry Phillips. While most in attendance were on hand to watch the 75 USMTS cars on hand, we really enjoy seeing the USRA Iron Man Stock Cars. These cars look like they have too much motor, too little tire and stock suspension and put on a heck of a show.



Rodney Sanders and Terry Phillips at Deer Creek Speedway

Bruce Nuttleman photo



The finish of the Scott Kingery Memorial race at Elko Speedway with Jorgenson narrowly beating Gilomen to the stripe, with Reuvers just behind



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Greetings from “The Voice of Raceway Park”



Bruce Nuttleman photo

Raceway Park fans and supporters:

As we reach the mid-point of the 2014 racing season, I would like to take the opportunity to thank all of the drivers and crew members, my co-workers at Raceway Park, and all the race fans who have sent me e-mails and phone calls asking how I'm doing and showing surprising amounts of support and encouragement regarding my announcing. I had no idea that I had such a positive influence on so many people as Raceway Park's event announcer, and I am honored to call all of you my friends.

The last time I saw most of you was at the Raceway championship banquet. I was not at my best at that get together, having lost my mother to her multi-year fight with Alzheimer's just one day before the banquet, which became apparent when I broke down during my closing comments that night. My dad's passing less than a year earlier, and the closing of Raceway Park only added to the exhaustive stress I was going through. Having the support of that “second family” of Raceway Park drivers and fans is one of the things that helped me get through that time, and I'm happy to say that I am now back at the top of my game. At that final banquet I told you that I was not finished with announcing, and I am holding true to those words. I can guarantee that you will hear me back behind the microphone in the near future at several area events.

The comments I've received from so many people since Raceway Park closed have been very encouraging. I didn't

know I was so recognizable. I was recently at an event at the Summit Brewery in St. Paul, where a gentleman came up to me with a big smile on his face and said “I know you! You're the big announcer from that race track in Shakopee that was on the news!” We talked local racing for over 15 minutes, and the guy was genuinely thrilled to be talking to me. He asked for an autograph, and then took out his Smartphone to ask for a photo. The same thing happened several weeks later when I was at a show at the Medina Ballroom, where I was spotted by another Raceway Park fan. I was asked to sign several more times at the recent ARCA race at Elko. To be honest, in the last year I've signed more autographs and have been in more selfies than I ever was back when I was a radio DJ, and have learned that if I go someplace I need to have a black Sharpie in my pocket.

The show of support I've received from local race fans has been amazing, to say the least, and with that I say thank you, and it's great to hear from and see so many Raceway Park friends. As I said earlier, I had no idea that I had so much positive influence on so many people as Raceway Park's Event Announcer.

Thanks again, and I'll see you at the races!

— Kevin Busse
“The Voice of Raceway Park”

Racing Nuggets from page 5

course, for me that had a bad side too. What if there are other tumors, just too small to be seen on the scan? I kept my fear to myself. No need to rain on the positive parade of news here.

The good doctor pulled up pictures of the tumor, which were photographed during the colonoscopy. Toby had a giant grin on his face, as I turned several shades of grey. I'm squeamish, and he was enjoying this. I swallowed hard and looked at the screen; the tumor looked like a big squishy skin tag. A wave of nausea washed over me as proceeded to swallow hard in an effort to keep lunch contained in my stomach. Toby laughed and the doctor must have noticed the blood had drained out of my face, so he moved the pictures off of the screen. Toby was entitled to enjoying someone else's discomfort at this point, so I just squeezed his hand to acknowledge his delight.

We're not out of the woods yet, as there will still be another exploratory exam with ultrasound, which will determine if it will be a quick and fairly easy surgery, or a more involved one that will have Toby laid up for a while. Nonetheless, we have what seems to be the best-case-scenario for the outlook to eradicate the cancer, as the words, “very curable” passed the doctor's lips during the conversation. It's another reason to breathe easier.

It's also another reason to continue to beat the drum of early detection through colonoscopy exams. I cannot stress enough to all of the racing family reading this just how important that particular check-up is. Toby may not say it, but he knows damn well that if his brother, Kevin and I had not pressed him to have the exam, he would likely be battling for his life in a matter of a few years.

Now more than ever, given the string of health concerns he's experienced, Toby knows the value and importance of listening to his body and his wife. (He won't admit to that last one, if you ask him.) Think about it—would you rather avoid what you perceive to be embarrassing, or have your life cut short because you can't get past the awkward thought of the exam? Be brave. Male or female—this exam is important. You can't control what happens to you, but you CAN control how you react to it. And sometimes, being PROACTIVE instead of reactive is the best medicine...literally.

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Going in Circles



Charlie Spry

In racing circles, it is not at all unusual to see second generation drivers on the track, even some third generation drivers. However, it is unusual to find fourth generation drivers. One such family that can claim this is the Adams family, who race at Columbus 151 Speedway on Friday nights.

Youngest of the group and a true fourth-generation driver is thirteen year old Mckayla Adams, who is now in her second year of racing in the Bandit class (four cylinder) cars at the track. Her proudest achievement thus far is in winning some heat races, but it goes beyond that, as she has made great strides in improving her driving over her rookie year in 2013. She is a force to be reckoned with in every race, and is becoming a much smoother driver. She has also raced with both her Mother and Father in the same division on occasion, and noted, “It’s kind of nerve wracking racing with Dad, I get a little nervous. I don’t want to mess up when I am alongside him or anything. What is really cool is that my Great Grandfather raced, my Grandfather races, my Dad races, and now it is me that carries the tradition on.”

Dad is none other than late model racer Tory. Tory began racing back in 1991 in the International (four cylinder, rear drive) cars here at Columbus. He moved onto late model racing in 2002, and his favorite memory is winning a 50 lap feature here at Columbus, to go along with several other features that he has won at the track. As far as racing his Daughter, he pulls no punches, saying, “I race her as hard as anyone. There is only one checkered flag and I want it as bad as anyone.”

Grandfather is Bobby Adams, who raced late model in the 1970’s at many tracks. Bobby was not afraid to travel to central Wisconsin to race as well, as you might find him at Wausau, ‘Sands, Dells or anywhere else in the area. He was

the 1976 CWRA Rookie-Of-The-Year, and was proud of his opportunity to race against some of the greatest to come out of Wisconsin. “Dick Trickle used to give me gas money. I didn’t have the money, and he was good to us,” Said Bobby. Bobby also had unique sponsorship from singer Freddy Fender at one time. “I don’t know how much longer I will be going to the tracks,” Said Bobby, “But it is fun right now watching everyone.”

Great-Grandfather would be Kenny Adams. Kenny got the ball rolling, racing back in the 1950’s at tracks in the area. “He used to race for Connie Bambrough,” Said Bobby. “He was doing a stunt one day at the old Verona (Wis.) Raceway. After racing that day, he took an old car and was supposed to run it off a cliff, jumping out at the last moment. He couldn’t get the door open and he went down with the car, losing his life. I was just a little kid, and I wanted to run to my Dad, but they wouldn’t let me.”

Even though there are sad memories connected to racing, this family chose to honor each past generation by continuing doing the sport that they all love. That is what it is all about, and the great thing about our sport. Best wishes to all of the Adams’ as they continue on!

Most local racers spend most of their careers racing a certain type of car, usually never deviating from asphalt to dirt or from dirt to asphalt. Someone may start out in Bandits or hobby stocks and progress to sportsman to limited late to super late, and some may run strictly open wheeled racing machines their whole careers. What is unusual, is to see someone compete in both open wheel and fendered racers, and go from asphalt to dirt and back and forth. One such versatile driver is Machesney Park, Illinois driver Jason Dull.

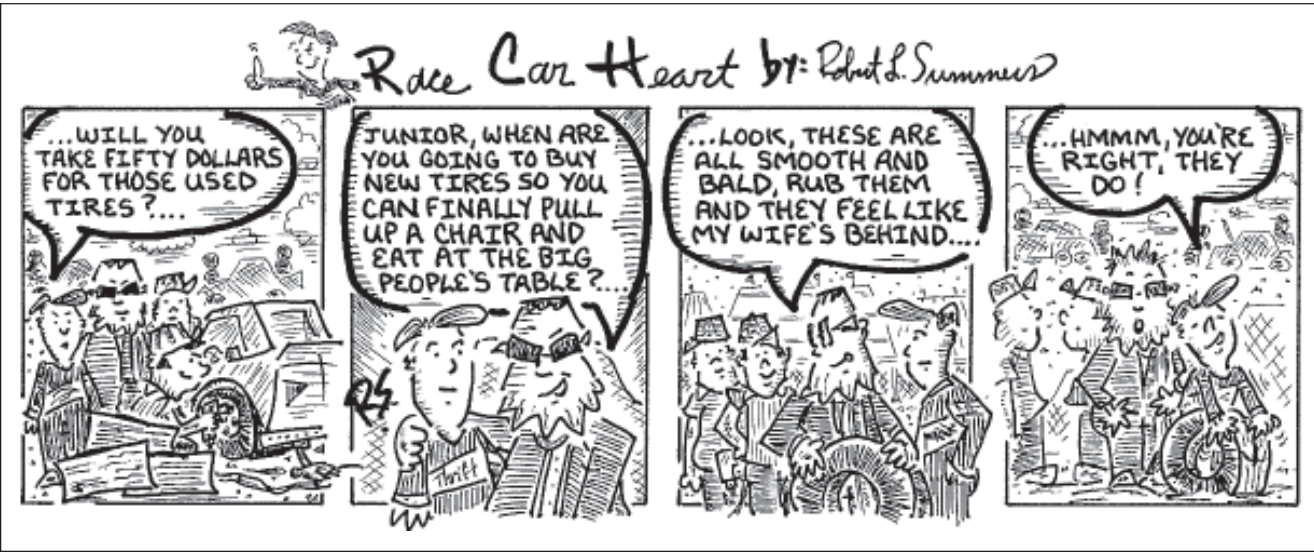
Jason is currently competing in the Bandit class at the Rockford Speedway on Wednesday nights, but also does some open wheel stuff when funding allows. He began his racing career at the age of 16 in the former “Jammin’ Slammer” class at Rockford. “I got my permit to go racing just as soon as I could,” Said Jason. “I turned 16 in December, and I didn’t want to wait at all, but my Mom thought better of it and I ended up waiting until May of that year before I could get it.” The Slammer cars were big old four door sedans without even having roll cages in them. I spent two years racing in that class, won four features in my second year, and finished second in points.”

After this, Jason got into the four cylinder Hornet class at Rockford when that started in 1999. His Dad, Ken, was racing midgets at that time, and Jason also did some racing

in them, mostly at Sun Prairie. The team had the misfortune of having their garage burn down in 1999, which was a huge setback. Jason then bought a mini-indy car in 2000, and began doing more open wheel racing. “I had trouble keeping the Polaris motors together, but it was always fun. I still always had a Hornet car around to race, and would do that as often as I could.” Jason was a busy guy, as he still would race midgets wherever and whenever he could, and was the rookie-of-the year in the Badger Midget Racing Association in 2004. One year he ran in 39 races throughout the season, and has raced many, many tracks, and has competed in the prestigious Chili Bowl in the past. He still enjoys the grassroots type of race car, and has done many four cylinder enduros, raced with the Illini Midget group, Badger Midgets, micro-sprints, mini- indys, Hornets, Bandits, and now also in the American Short Tracker division, which is the premier four cylinder division at Rockford. He has seen success in every car and surface he has driven, all at countless tracks.

What is his favorite victory of all time you may ask? “The next one.” Said Jason. How does he go from racing a Hornet car to a midget in perhaps little turnaround time to prepare for the vast differences? “I try to compartmentalize, focus strictly on whatever my next race is going to be in whatever type of car. “I try to think only of the next event and be prepared for that, then move on after. Some of the changes he has seen in racing include the big differences now in the Bandit class. “The differences are huge. It used to be a car that was stock with safety improvements, and now everyone knows exactly what to do to get the most out of

Going In Circles continued on page 19



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Going In Circles continued from page 18

the cars. The times are much faster and the cars are different.”

Some other things that Jason feels proud of, include winning at least one preliminary event each year since 2005, winning a feature in his Hornet/Bandit car at Columbus one year, winning at least one feature each year that he has raced in the Illini Midgets, and coming back from a highway accident in 2012 and winning his very first race after coming back from injury.

It is fun to watch Jason race in whatever car he may be in. He is smooth in any type of racing vehicle, and has the “can do” attitude, also having fun with his racing, which is what everyone should be doing. Watch for Jason, you just may see him racing someplace when you least expect it. He will race any type of car on any surface. Quote of the month from Jim Tate Jr., who also feels the same way. “I’d race a lawn mower on Jell-O!”

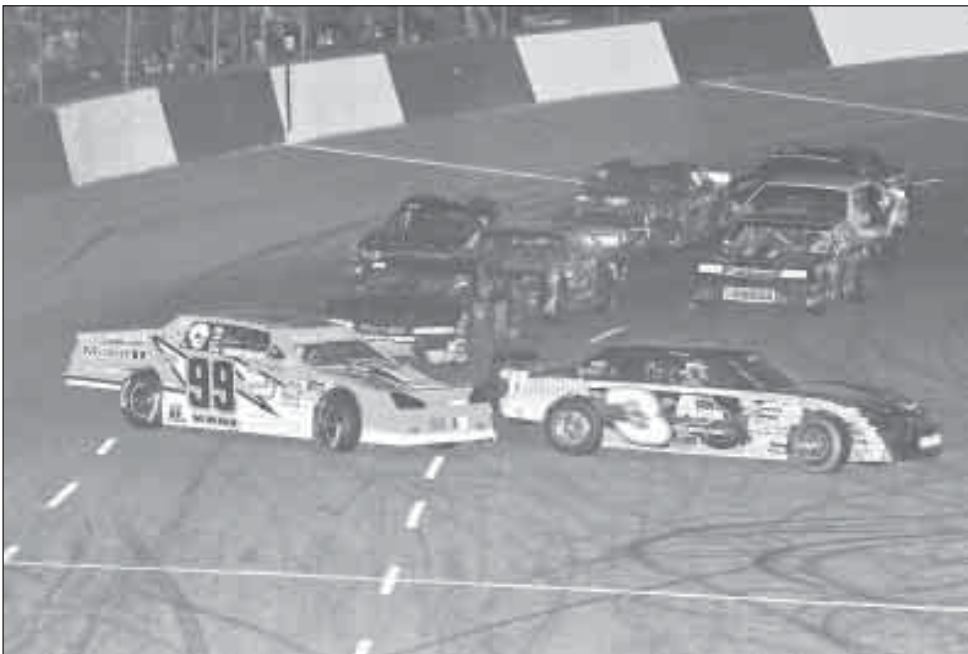
ABC Raceway Hall of Fame Inductions



Skip Hunter photo

ABC Raceway in Ashland Wisconsin recently inducted their inaugural class to the speedway's Hall of Fame. One of the recipients was former USAC and ARCA competitor Bob Brevak, shown here with track president Kurt Beeksma presenting

The Right Place at the Right Time



Just one week after being sent to the back of the pack while leading, Jeremy Wolff found himself in the right place, at the right time. Wolff was running just behind the battle between Brent Kane and Conrad Jorgenson (left photo) when contact sent the two leaders spinning. Wolff capitalized on the situation and took the win. Wolff followed up his first Elko win with his second in a row the following week.
(Martin DeFries photos)

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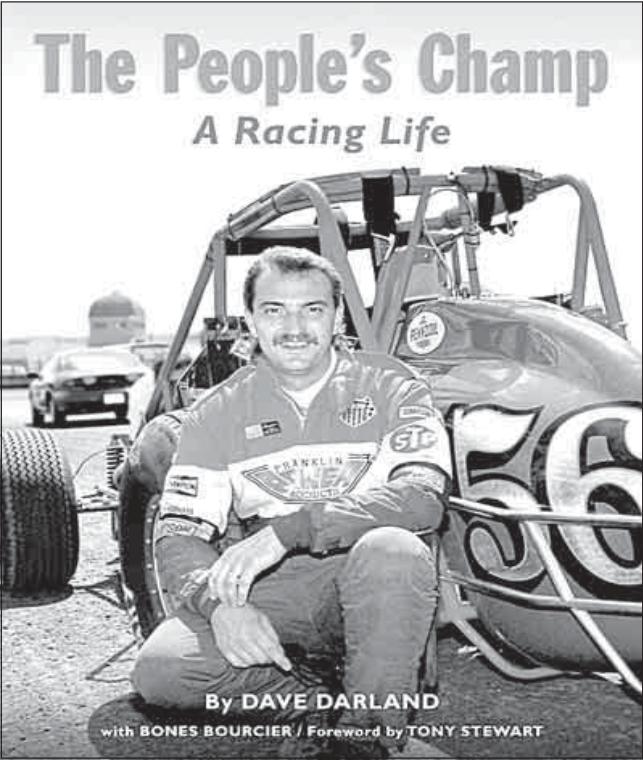
COASTAL 181 ANNOUNCES RELEASE OF DAVE DARLAND AUTOBIOGRAPHY

Motorsports publisher Coastal 181 announced today the wide release of its latest title, “The People’s Champ: A Racing Life,” by Dave Darland. The autobiography of one of open-wheel racing’s most successful and popular racers was written with well-known journalist Bones Bourcier. The book charts the course of Darland’s racing life, from Quarter-Midgets and local Sprint Cars through his remarkable and ongoing professional career, including championships in all three of USAC’s national divisions – Silver Crown, Sprint Cars, and Midgets.

No mere chronological retelling of a great driver’s climb, Darland discusses the rivalries that helped shape his career, the code of conduct he races by, the magic of his sport’s biggest events, and the joys and stresses of being a husband and father in a sport that requires frequent travel and intense focus. The book is annotated with reflections from “eyewitnesses” who have known Dave through their own personal and professional relationships, whether as car owner, mechanic, rival driver, or family member. Darland’s story is illustrated by dozens of color and black and white photographs and includes a foreword by another champion and longtime friend, Tony Stewart.

And Dave Darland is not done yet. Darland celebrated the launch of the book on July 12th at Kokomo Speedway by winning that night’s Indiana Sprint Week feature and setting a new track record.

“The People’s Champ” is available online at www.coastal181.com or by calling Coastal 181 at 877-907-8181 toll free.



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Two Weeks of Hard Work and Determination



*Jerry Gille suffered this spectacular crash at Rockford Speedway early in the month of July and walked away uninjured. After just a few weeks of hard work and determination, the Gille team returned to competition with the car looking all shiny and new.
(Jimmy Ambruoso photos)*

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