

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2015 Vol. 19, No. 4



USA Nationals Preview



Four-Cylinder Frenzy



50 Years at Elko Speedway



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Publisher's Note

Racing According to Plan



Dan Plan

With Elko Speedway celebrating its 50th racing season this year, I figured I would utilize my space in this issue to list my top 10 memories at Elko.

1. I haven't been around quite as long as the track has, but I figured I've spent about 48 years at the track. Now I don't know if this is true, but my mom swears that I used to purposely throw my baby bottle through the bleachers just to make my dad miss the racing action. If it is true, it might explain why my dad still gets mad at me to this day.

2. During my elementary school years, the memories would be of the late Dick Trickle making trips to Elko Speedway. It seems that every race fan in the upper-Midwest has this same memory, no matter what track they were at. The vision of Trickle arriving late. I can still picture sitting in the bleachers and seeing the Trickle hauler rolling down County Road 2, about 5 minutes before start time.

3. As I was approaching my teenage years, the highlight was seeing my

favorite driver (Danny Prziborowski) pick up his final track championship in 1979. The championship went down to the final night, and was won by the slimmest of margins.



4. I really started going back to Elko on a regular basis after graduating high school. Around the same, the NASCAR Northern Series started up. Those years (late 1980's to early 1990's) were some of the best. Seeing the local guys travel to Wisconsin, Illinois and Iowa was definitely fun. Seeing the guys from the other tracks come to Elko made for some interesting racing indeed.

5. Around this time is also when I first started getting involved on the other side of the fence at the track. My first experience was being on former racer Bob Snyder's pit crew.

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The Midwest

RACING

Connection

August 2015

Vol. 19, No. 4

P.O. Box 22111

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The Midwest Racing Connection is published six times during the summer racing season by

The Plan Company, Inc.

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Cover photos by: TJ Harron and Bruce Nuttleman



Upcoming Events

Annual Picnic and Exhibition Race at Cedar Lake Speedway on August 8th

Dakota County Fair display in Dakota City during the fair Aug. 10th -16th



Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

Everyone likes the Fair, right? Maybe even more so when there is some racing action as part of it. Fair racing has been a popular venue since probably the very beginning of the sport involving autos. Annual Fairs throughout the Country featuring various forms of auto racing have been hugely popular. These annual events at venues that in many cases only hold such events once a year have created anticipation for competitors and fans alike that is unrivaled. It has always been very prestigious to win a Fair race, wherever it may be held. Some of that prestige has probably diminished a bit today but it's still a pretty big deal to win one of these events.

La Crosse Fairgrounds Speedway at its present location in West Salem, WI., has been holding events as part of the La

Crosse Interstate Fair nearly every year since 1957, when the Fair moved there from its previous location in the city of La Crosse, Wis. I can't count the number of Fair events I've attended at various locales but there always seems to be a certain aura surrounding these events. Drivers are a bit more pumped up to go racing and fans still expect a better show than normal. Maybe for the drivers it's because of those that have previously raced and won at these events. If you go back to the beginning of racing at LaCrosse, Fairgrounds you see names like Johnny Beauchamp, Dick Hutcherson, Ed Kosiske, Ernie Derr, Don White, Ramo Stott just to name some and it's pretty impressive as all those guys went on to great careers in racing. Entering the modern era of racing drivers like Dick Trickle, Mike Miller, Joe Shear, Kevin Nuttleman, Rick Wateski, Paul Proksch, Mark Lamoreaux, and the hundreds of others that raced here just add to that substantial list of Fair racers.

This year's edition featured names like Steve Carlson, Brad Powell, Adam Degenhardt, Cole Howland and numerous others and they raced like they very badly wanted to win at the Fair! So badly did they want to win, that knowing going in there would be two 20 lap main events for the top division, the NASCAR Late Models, they couldn't even get in a lap in the first 20 without cautions waving for accidents TWICE, before the race could get started. When a lap was finally completed at least 10 cars were already showing damage and quite a few eliminated themselves from victory consideration. All in all though, once racing got going the competition was good and when it was said and done it was the two top point's getters on the season, Steve Carlson and Brad Powell taking the Feature event wins. Following Carlson in the first 20 was Howland, Jerimy Wagner, Degenhardt and Jack Litscheim. Feature number two had Powell first, followed by Degenhardt, Harley Jankowski, Wagner and Carlson.

Powell appeared to be the driver to beat on the night as he built a big lead in the first Feature only to suffer a flat tire which relegated him to 7th at the finish. That opened the door for Carlson to have a big night but he was involved in an accident in the second 20 which forced him to restart the

race at the back of the field. He made the most of it though and roared back up to 5th at the end of 20 laps.

Of course it isn't only the top division that enjoys racing at the Fair and Sportsman, Thunderstox, and Street Stocks all competed on the night. In the Sportsman division it was "Bad" Brad Warthan who had a bit of a skirmish with track promoter Chuck Deery a couple weeks earlier getting his first feature win of the year here. "Bad" Brad was reinstated for this week's racing and made the most of it by taking the 15 lap Sportsman Feature over Rick Schermerhorn who was making his first appearance of the year here. Nick Clements who had an interesting night wound up 3rd but was moved up to 2nd when Schermerhorn was disqualified for a mechanical infraction. Clements earlier had his time trial disallowed for a ride height infraction and consequently was forced to start in the back of a heat race instead of the dash where he would have been. Clements promptly put on the show of the night by passing every car in the race by the 2nd lap on his way to the win!

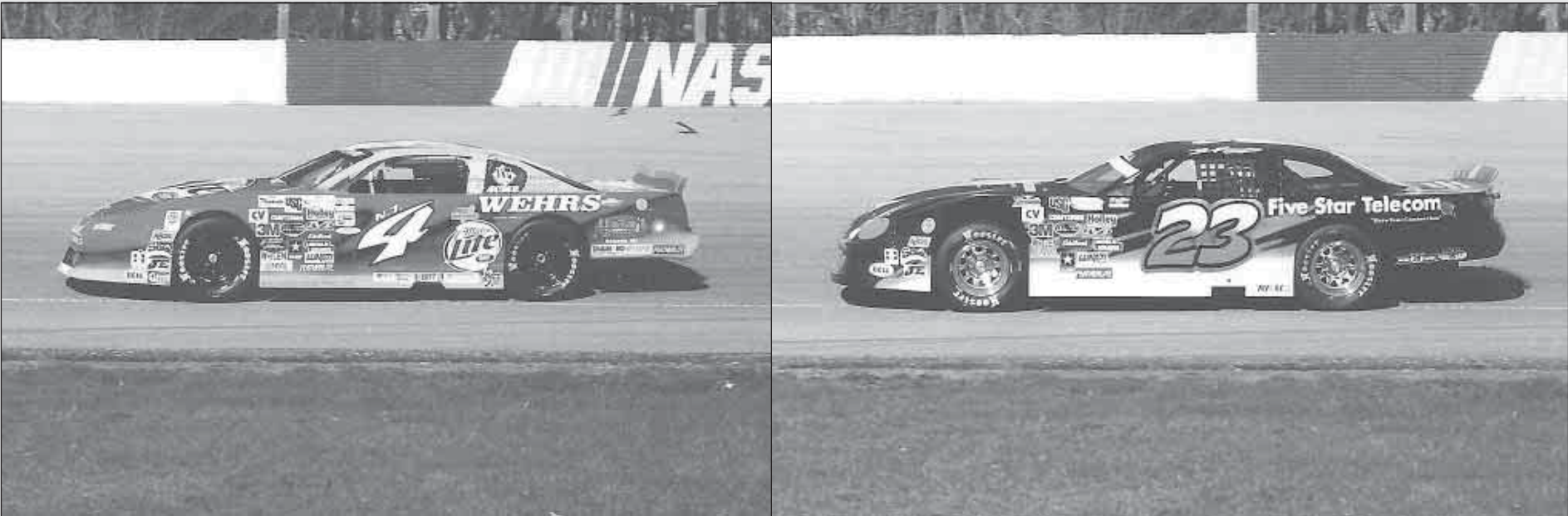
Jacinda Pfaff got her night started on a high note in the Thunderstox Division as she won both the dash and her heat race by passing the leader on the last corner of the last lap in each! Could she get a sweep on the night by winning the Feature? Ah, No. After getting bogged down early in traffic she ended up 11th in the main but what an exciting to watch effort on her part in that division of racing.

But as we mentioned earlier, it's racing at the Fair which always in one shape or form brings added excitement. This year's edition was certainly no different.

Here and there...Jack Litscheim won the NASCAR Late Model 2nd heat but was DQ'd for a rules infraction. That gave the win to Curt Eckleberg who has sadly announced

*Racing Facts, Observances and Opinions
continued on page 16*

Dale's Pictures from the past



The year 2003: The track: La Crosse Fairgrounds Speedway. All-time Feature win leader Kevin Nuttleman #4 and former track Champion #23 Brad Powell put their Late Models through their paces.

Going in Circles



Charlie Spry

Many race fans enjoy seeing older race cars doing battle on the track. You know, the kinds of cars that you don't see on the road very often anymore. One of those cars is the Ford Pinto. Once a staple of four cylinder racing everywhere, only a few diehards still race these cars, and it is nice to see.

One who keeps the faith is Rockford Speedway American Short Tracker division racer Aaron Rude. Aaron has raced this type of car since his first race at Jefferson Speedway in 1996. He became very competitive soon, and won the track championship at his home track of Jefferson Speedway in 2002. Not long after that, Jefferson Speedway went to a front wheel drive only car in that division, leaving Aaron and a few others looking for a place to race. They found a home at the Rockford Speedway, where both FWD and RWD cars are allowed. While others that made the transition have moved on to other divisions, Aaron still races the same car in the division. In all of his years of racing, there have been other Pinto's as well. "This would be either Pinto number four or number three, depending on how you look at it," Said Aaron. "We built a new one, raced it awhile, then went back to the older one for awhile. I still have my championship car as well as this one."

While finding parts for a car that has been out of production for a long time might seem like a problem, it isn't for them. "We have so many parts around from years of racing them, we have many duplicates of just about everything. Still have a couple of parts cars around as well," Said Aaron.

Ofentimes, Aaron's only help in the pits is from his Dad, Mike, who raced for many years in the hobby stock and late model divisions at area tracks, and helps a great deal in keeping the Pinto rolling. However, he was quick to give Aaron the credit, stating, "He (Aaron) really studies things.



*Aaron Rude in his American Short Tracker Ford Pinto
(Jimmy Ambruoso photo)*

He is very smart about setups and doesn't forget anything." Mike also has a very nicely restored '76 Pinto street car. A true family effort brought on with the help of a car that was derided for a long time, now getting some respect both on the street and on the track! It truly is the "Fabulous Ford Pinto" as announcer Eric Huenefeld likes to say.

Nice to see Jason Dull grab a feature win in the "misfit" division at Rockford on a "Wild Wednesday" show. Jason always treats the fans to something exciting, as on the night he won, he not only climbed the fence, he also made a "snow angel" on the track at the start/finish line, and kissed the track! Not to be outdone, fendered division winner Dwight Dunlap also made his own "snow angel," and he is considerably larger than Jason. Just some of the fun these racers provide!

Took a trip up to the State Park Speedway for a rare Saturday night race at the facility, which runs a very strong Thursday night show traditionally. Thursday night races this far away are a rarity with my work schedule, so when a weekend show comes up, we've got to attend. Never a disappointment with a racing show at this track. Plenty of action at all times. Perhaps the most exciting was in the limited late model feature, with Dave Cabelka making a last lap pass on Justin Mondeik to get the win. Dave is racing with a car he purchased from Jerry Auby, who raced the car at the Columbus 151 Speedway, a track that is very similar to State Park Speedway. "This car has been really good for me," Said Dave. "Jerry is a real good guy, and I'm very happy with the car. We had some brake issues tonight early on, so I didn't get to qualify, but we've got that taken care of." Indeed, they did, as he looked very strong. We talked about the fact that the car likely feels at "home" here, as it worked good for Jerry at Columbus. Perhaps the car is in its comfort zone. I know that Dave looks very comfortable in the car, and when a driver is happy with the way a car is working, it's not good news for the others. Nice job, Dave!

For Mondeik, he was a busy guy, as he raced in three different divisions tonight, including the limited late, his Mini-Mod (modified four cyl.), and also rented a truck to race in the Midwest Truck series which were guests here tonight. How did he do? Well, he finished seventh in the four cyl. feature, second in the limited late, and fifth in the truck. He also set fast time in the limited late, and won a heat with the four cylinder ride.

The Mid-American cars were here tonight, and pretty much everyone would expect Lyle Nowak to be the man to beat, and they would be correct, as he took the win. Lyle probably has turned more laps here than the rest of the field, combined. He has won features here in super late models, limited late models, super stocks, and Legends cars, plus probably others that I am not aware of. He has won many championships in super lates, limited lates, and Legends cars. With all of this, you never hear Lyle brag in the least little bit. A true champion!

The Midwest Truck series took to the track tonight as well, with



*Jason Dull takes the checkered flag on Wild Wednesday
in the Misfits at Rockford Speedway
(Jimmy Ambruoso photo)*

Camden Murphy taking the win over local favorite Jeremy Lepak, behind the wheel of the Devine Racing truck. Derek Kraus has already turned a ton of laps here at his young age, and took home third place.

Dave Lashua took the win in the street stocks after a spirited three car battle. Dave said in the interview that "I've raced with the big guns before for a couple of years in the super late models, but this is old school racing here and I enjoy it much more."

Mike Heidmann took the win in the mini-mod division, after an early hard fought battle for the lead with Jim Lietz. Lietz took home second and has had an outstanding season so far. Zach Onson took the win in the mini-stock class, which he stated was his first ever feature win on asphalt, having raced and won previously on the dirt. Luke Fenhaus won the Bandolero main event, his fourth in a row here, as well as winning one at the Dells.

Took in the Hall Of Fame night at the Madison International Speedway. Dick Trickle, Joe Shear, Tom Reffner Johnny Ziegler, and Sam Bartus were the initial inductees. Nice to see recognition given to these folks who have contributed so much to racing at this track and so many others. Reffner noted that his wins in the October Nationals in the early 1980's were amongst his best memories here, while Ziegler said that just racing with so many talented drivers were among his best memories. It has to be hard to come up with any single accomplishment for them, as they have done so much.

NASCAR Late Model driver Shawn Gunsolus always fields one of the brightest lettered cars at the Madison International Speedway, as the cars really grab your attention. Shawn started out here in the Bandit division a few years ago with a tiny Ford Festiva that was dubbed the "shrinky dink" because of its tiny size. The car was painted bright purple, and while the late model is not quite as distinctive, it still draws attention, something this team enjoys. The current late model is the second car he has raced, and is a former Steve Dobbratz racer.

Going In Circles continued on page 7

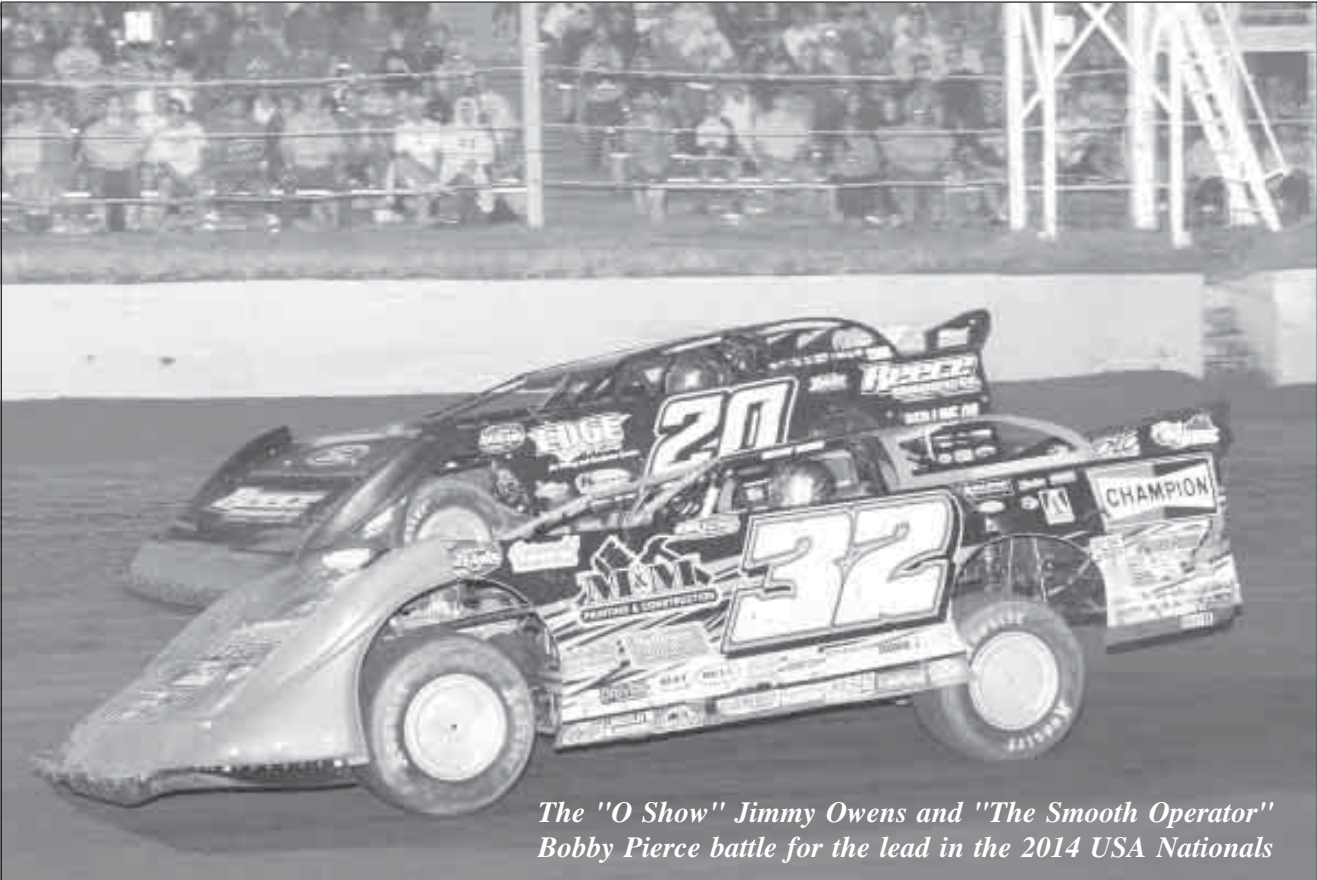
2015 USA Nationals Preview

Bruce Nuttleman photos

Each year, many fans leave the USA Nationals on Saturday night wondering if things could possibly get any better. Sometimes it's the new events the track comes up with, and other times the action on the track is more than enough to satisfy even the most hard-core race fans. The 2014 version of the USA Nationals at Cedar Lake Speedway was no exception. This event had the action on the track making fans wonder if it can get any better.

Last year's event saw Jimmy Owens take home over \$50,000.00, and pick up his first win in this Dirt Late Model Crown Jewel event. Owens gave up the lead three times during the course of the 100-lap event, only to battle back each time. The final 20 laps were the highlight, as "The Smooth Operator" Bobby Pierce battled back and forth for the top spot. Pierce stated after last year's race that he was just happy to make the show, and make the show he did. This year, Pierce took the Mitler Brothers NASCAR Truck to its first top-5 finish in over twenty years.

Along with 3-days of racing action, there are many other items that take place over the course of the weekend. The number of entertainment options that take place during the day are second to none with items such as; the FansFund luncheon, Apple River Tubing, Trout Fishing, and golf outings. There's enough going on over the course of the weekend to make for non-stop entertainment.



The "O Show" Jimmy Owens and "The Smooth Operator" Bobby Pierce battle for the lead in the 2014 USA Nationals



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 McCreadie
2014 Jimmy Owens



Left photo - Bob Cook and "Black Sunshine" Scott Bloomquist discuss the finer points of track preparation prior to the start of the 100-lap main event last year. Right photo - Local star Jimmy "The Iceman" Mars has fun with the WoO announcer and some young fans during the 2014 version of Cedar Lake Speedway's USA Nationals

The Tour, Triple & Tundra

Super Late Model driver and fans in the upper Midwest have a plethora of Super Late Model special events to choose from this year. On nearly every weekend during the summer of 2015, a Super Late Model special event is scheduled to take place between these three groups, with no schedule conflicts.

Doug Hornickel photo



ARCA Midwest Tour action at Grundy County Speedway with Andrew Morrissey and Steady Eddie Hoffman

TJ Harron photo



Top drivers such as Bobby Wilberg, Rich Bickle and Paul Shafer Jr. compete in the MIS Triple Crown.

Jeff Blaser photo



Cole Anderson and Dalton Zehr pace the TUNDRA field at Dells Raceway Park

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Going In Circles continued from page 5

Something that some might not be aware of, is that this family has a tradition of racing at this track, where they say they have always been treated well. They raced modifieds on the pavement here when this division was in its heyday. The cars were always homebuilt, something that they are proud of. Shawn's Mom even raced quite often. The late model cars are the first cars that anyone in the family has raced that were not homebuilt. Nice to see the vintage modifieds run a race here. It is always a pleasure to talk to veteran racer Butch Mierendorf, who has raced many, many types of cars in his fifty years of racing.

On some racing notes from other places, it should be noted that Travis Fecht raced at the Grant County fair with his truck, suffered from transmission failure early in the night, then procured a tranny from another racer and made the switch in time to run the feature race, which he won. Also of note, Shawano area four cylinder racer Jasper Dregler made the long trip down to Darlington (Wi.) to the Lafayette County Speedway to race, and really made a weekend of it, as he went much further to compete in two other states.

Jasper had originally planned to race in the World Racing League enduro in Ohio on this particular weekend, but that event got cancelled, so after working a half-day, took off for Lafayette County. He won the heat race and as he slowed, he was hit by two other cars. Missing his bumper cover, he started the feature up front, lead most of the race, but was passed late in the event and had to settle for a second place finish. He noted that he thought the announcer was great and the staff was very friendly.

After staying in Iowa overnight, he and his girlfriend Abby and dog Asia checked the weather for likely places to race, and decided on racing the next night at the Valley Raceway in Missouri. He was told in pre-race tech that he would not be allowed to finish in the top three unless he used different tires, so he rented some from another competitor. He proceeded to win his heat, then started on the pole for the feature, and won this event, lapping many cars, including the car of the driver who he got the tires from! They then spent another night in Iowa, then crossed over into South Dakota, where the next night they raced at the Park Jefferson Speedway. Jasper noted that every class here was kind of a demo, and the Sport Compacts were the first ones up, racing on a soupy track. He finished near the back of his heat, and started the feature in the back, but then

waited as cars slid into one another and wrecked, then made some passes, ultimately finishing about mid-pack.

Overall, Jasper was happy with the weekend, saying he got a chance to get a little closer to his ultimate goal, which is to race at every track in Wisconsin, as well as race at least once in every state! Quite the goals, indeed!





Long time racer and race fan, Bruce "Out of Control" Moore recently passed away. Bruce was one of the top Figure 8 drivers during his career, along with racing Hobby Stocks and Late Models. Bruce was always a fixture at Elko Speedway and Raceway Park, along with season ending specials out of state. God Speed Bruce



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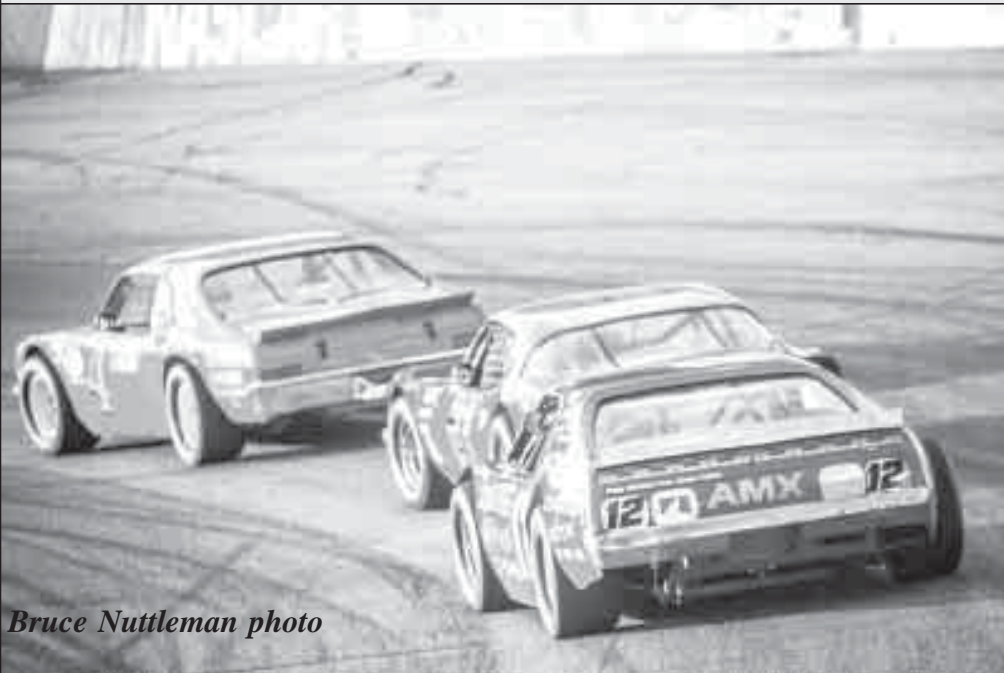
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2015

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Vintage Cars and Vintage Drivers

The vintage cars always put on a good show at LaCrosse Speedway (left photo) and Rockford Speedway's oldest driver, Gene Marocco (right photo), could be considered a vintage driver after picking up the RoadRunner win at the age of 75.



Bruce Nuttleman photo



Jimmy Ambruoso photo

Four Cylinder Frenzy



Martin DeFries photo



TJ Harron photo



Martin DeFries photo



TJ Harron photo

Two of the more popular four cylinder divisions in the region are the Legends and Hornet/Bandit divisions. As you can tell from the photos above from Madison International Speedway and Elko Speedway, these divisions put on racing just as good as their V-8 counterparts.

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Photo Gallery



3-wide action in the Dash Series at Madison International Speedway
TJ Harron photo



Donny Schatz picked up a World of Outlaws win at Cedar Lake
Stan Meissner photo



Shaun Jacobson in the middle of a Lemke sandwich
Martin DeFries photo



Joe "Bundy" Prusak is really starting to get the hang of dirt track racing
Vince Peterson photo



LaCrosse Great Northern Sportsmen Series winner Tony Leis
Dale P. Danielski photo



UMSS Traditional Sprints racing in front of a packed house at Cedar Lake
Bruce Nuttleman photo



Photo Gallery



Heather Stark picked up a Bandit win at Rockford Speedway
Jimmy Ambruoso photo



It's great to see Tom Nesbitt still at the track helping the Koski boys
Brewster Baker photo



Race Car Alley is always a big hit at Pan-O-Prog days in Lakeville
Bruce Nuttleman photo



A vintage Modified on the gas at Madison
TJ Harron photo



Conrad Jorgenson with an old school victory lap
Martin DeFries photo



Lucky race fans in the Pisckhe Motors pace truck at LaCrosse Speedway
Bruce Nuttleman photo

Minnesota Summer Heat Outlaw Sprint Car Tour

The Upper Midwest Sprintcar Series (UMSS) has their upcoming Minnesota Summer Heat Outlaw Sprint Car Tour August 20, 21 and 22 at three different tracks in three days. KRA, Princeton and Ogilvie are hosting and the first two nights are \$2,300 to win and the last night is \$5,000 to win. Inquiries have come in from teams as far away as Oklahoma.



Vince Peterson photo

Madison Speedway 2015 Hall of Fame Inductees

Madison International Speedway inducted the inaugural class into their Hall of Fame during the month of July. Inductees included from left to right; Joe Shear (Connie Shear accepting), Tom Reffner with wife Deedee, Sam Bartus (accepted by his daughters), Dick Trickle (accepted by Marv Marzofka) and Johnny Ziegler with his wife Sandy.



TJ Harron photo

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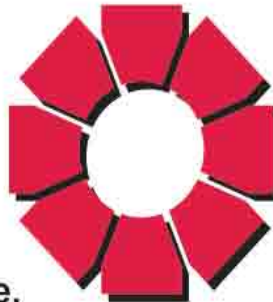
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Shane Carlson

In the NASCAR Camping World Truck Series' crown jewel event of the season, it was young hot shoe Christopher Bell celebrating the first NASCAR win of his career after taking the checkers at Eldora Speedway in the 1-800-Car-Cash MudSummer Classic. It was just Bell's third career start in the NCWTS.

Bobby Pierce, a dirt late model ace in his own right, started from the pole and became just the fifth driver ever to win the pole in their first career start.

Bell and Pierce were by far the stories of the night, with Bell scoring the second consecutive win for the Kyle Busch Motorsports No. 54 Toyota Tundra entry. Bubba Wallace scored the win in the No. 54 truck last year.

Pierce was entered in the No. 63 MB Motorsports Chevrolet. MB Motorsports has been fielding trucks since the series' inception in 1995, but has yet to score a win.

The 150-lap, 75-mile race was slowed 13 times via caution. The action started to pick up with about 15 laps remaining, when Bobby Pierce slapped the wall trying to run down leader Christopher Bell. Pierce tore the rear deck lid free, but it didn't halt his march to the front.



Sean Gardner/NASCAR via Getty Images

Christopher Bell on his way to winning the Mud Summer Classic at Eldora Speedway

A caution with 11 laps remaining set up a restart after Timothy Peters tagged the wall off of Turn 2. Bell maintained his lead until another caution flew with two to go, setting up a green-white-checked finish.

Pierce was able to get close to Bell, but couldn't complete the pass, and Christopher Bell went on to collect his first checkered flag in a NASCAR national touring series race.

Title-hopeful Tyler Reddick finished third and cut the deficit to points leader Matt Crafton to 14 points.

Erik Jones was fourth, and Daniel Hemric rounded out the top-5. Sixth was Austin Dillon, John Hunter Nemechek was seventh, Cameron Hayley was eighth, two-time champion Matt Crafton was ninth, and Ty Dillon finished 10th.



"Smooth Operator" Bobby Pierce after winning the pole for the Mud Summer Classic



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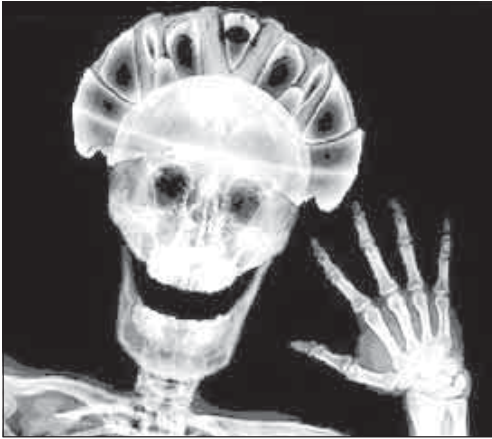
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Jacklyn Daniels-Nuttleman

Jealousy is when hard work and opportunity meet... for someone other than yourself.

Jealousy is alive and well in auto racing. As a matter of fact, racing MIGHT be the very birth place of jealousy. As far back into history as one can go, a man has coveted another man's wheels—or the singular wheel, as the case may have been in Mesopotamia, when the very first one was invented.

But like in racing—someone always finds a way to develop someone else's ideas into something bigger and better. I mean the wheel was fine and all, but things didn't GET REAL, until somebody figured out how to attach an axle to TWO wheels. Two wheels are better than one. Four wheels will make you go faster. Eight wheels will help you turn in the corner... but I digress.

We all want MORE. I'm pretty sure that we've all heard someone say, "If I had their funding—I'd be a front-runner too!"

This statement is particularly amusing when the one uttering it is notorious for driving down the middle of the track, oblivious to the fact that there are indeed two grooves for racing; or when that individual actually already has a bigger budget to work with, than the object of their ire. (You'd be surprised at what you don't really know—despite what you've heard about the financial status of some teams.)

Yes, if we ALL had an unlimited budget, imagine the heads WE could turn on the track! Perhaps we need to look into a wealth redistribution plan for auto racing. Maybe we could get some lobbyist to convince our nation's politicians to begin to argue about a sure-fire plan to get some legislation in place for that. Lord knows our elected officials don't have nearly enough "meat and potato" issues to sink their teeth into these days.

This could be the REAL legacy for President Obama, should he choose to go down this path. Imagine how he could unite everyone! He could finally win the support of those racist white southerners, who cherish their rebel flags—if he were able to bring that darned Jimmie Johnson down a few pegs in the financial column—by transferring some of the wealth enjoyed by his team owner, Rick Hendrick to poor Brian Scott, who drives for Richard Childress.

I know what you're thinking. Richard Childress SEEMS to be rich and all, but let's be honest, he hasn't had much success at all lately, probably because he bought into a winery, and now he doesn't have as much money. Wineries are the new swampland of investments—at least that is what I've heard.

Yes, the only real success that Childress can count on these days is that of his grandson, Austin Dillon, who drives for him. But that's just plain nepotism. I mean, how valid can THAT success be? Austin never worked for it. He was BORN into it. If only ALL drivers had THAT kind of opportunity, right?! You're probably thinking as you read this—that if only YOU had sprung forth from the loins of his mother, Tina Dillon—YOU would be winning races and signing autographs on the national stage of auto racing.

Jealousy is also the mid-wife at the birth of rumors.

Oh, sure. It's great fun to sit and prattle on about what we heard so-and-so said about this and that guy. I mean, if we heard it at the track—it MUST be true. People in racing NEVER stretch the truth, fabricate stories—or even dapple in the grey area of the rules. That just wouldn't be right—even if it helps us to justify our jealousy that is bubbling inside of us.

Case in point—I just found out my husband is making \$200,000 this year to do his job in racing.

I mean, that's what someone told me at the track recently, so it must be true.

You can't imagine my joy at hearing this! I can finally get rid of my 2005 Ford Explorer—the one that the windows no longer go down, with pesky rust developing in the wheel wells, and it smells like a black lab that just rolled around in a dead animal.

Only, my husband isn't making that kind of scratch; at least he said he wasn't, and our banking statement doesn't seem to reflect that either. Maybe my husband is lying and using all of that unaccounted for money to support his driver's racing habit?

No—that couldn't be. His driver already has an unlimited budget, according to what I've heard.

Let's be honest. Money doesn't necessarily translate to success on the track. Does it help? For some, perhaps. The formula for success in racing is—and always will be—the desire to win. And it works best if the ENTIRE TEAM shares that desire.

You can have the best crew chief in the world, but if the nut behind the wheel doesn't have that drive and desire to get the car to the front—squeezing every ounce of performance out of it to secure a victory, then you're missing a large part of the equation.

I like to listen to scanner chatter at races. It's interesting to hear about an ill-handling car for one driver, and you can watch him physically give up on getting the best finish possible. His car just begins to drop like a rock—and often times, he will permanently duck into the pits before the race even ends.

Jealous Again

Then there are legendary drivers, who will bend the car to their will, and manage to grind out a top five finish, despite having a crappy handling machine. The team missed the set up—but the driver poured his heart and soul into MAKING a better finish than the car was willing to give.

Alan Kulwicki won a Winston Cup Championship without the kind of funding other teams had. Steve Holzhausen and Steve Carlson have both racked up countless wins and championships with their respective teams during their long careers—neither of which ever really had sizeable budgets.

You can make the choice to either whine about what you THINK another driver has for funding—or you can shut up and drive. Team passion and desire outweigh money every time in racing.

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The Lense Doctor

By Dan Plan

When Martin DeFries started shooting photos at Elko Speedway back in the late 1980's, former Elko announcer Jim Burns coined the phrase "the lens doctor." Through the years (although he probably wouldn't admit it) I've become pretty good friends with Martin. Not only do I consider Martin a friend, and a great contributor to this publication since its inception, he's allowed me to broaden my horizons through the years. He took me on my first road trip to see the Milwaukee Mile and Slinger Super Speedway over 20 years ago. When we lived near to each other in South Saint Paul, MN some 15 years ago, he used to love to play in the sandbox with my kid. The racing road trips have fallen by the wayside and the kid is now driving his own car, but I know I can always walk away from a conversation with Martin with a smile.

The Lens Doctor has been the track photographer at Elko for almost 30 years now. With Elko Speedway celebrating their 50th anniversary, Marty has been one of the things you can always count on seeing on Saturday nights. This guy has been there every Saturday night through thick and thin. It didn't matter if he had the cold or the flu, broken bones, or other events that might have made him more money. This guy has supported the track every Saturday night. There have been several changes through the years with the track ownership and different racing divisions, but one of the consistent things at the track for the last 30 years has always been the photographer. Nice job Marty!



Photos: Left - Marty with the Mullet and porn star mustache that was oh so popular in the early 1990's at Slinger Super Speedway (Dan Plan photo). Above - present day Lens Doctor in his perch above turn one at Elko Speedway (Bruce Nuttleman photo).



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Racing Facts, Observances and Opinions from page 4

this will be his last year racing... Tom Farra took the Thunderstox Feature win over Kayla Lockington who is another female competitor making waves in racing... Street stock racer Dan Osthoff took that Divisions feature win as numbers competing continue to increase for the Streeters... Was disappointed that no NASCAR Late Models came out to offer kids rides which were a featured part of the nights program. Supposedly they aren't allowed to, and to me, that's sad as once I got my first ride in a Late Model race car way back when, I was hooked on the sport for life! We could use some new fans in racing and I have to believe a ride in one of these cars would certainly encourage that... Caught some Tundra Series racing here July 3rd at LaCrosse Fairgrounds Speedway and found Skylar Holzhausen taking the 40 lap Feature win. After falling back early on, Holzhausen apparently had something in reserve for the field as he came back strong and won going away. A couple members of the Sauter family, which is still well represented in racing, followed with Jim Sauter Jr., 2nd and Michael Sauter 3rd. Greg Oliver's Grand National Sportsman Series was also on the night's card and local driver Tony Leis got the win in that 25 lap main event. Nick Clements was 2nd and followed by Conrad Jorgenson, Jason Thoma and Bill Prietzel. The Outlawz Division filled out the program on the night with Jason "The Shark" Stark winning the Feature. Interesting to note that Cole Scholze who won the Championship for this Division in 2014 captured the title by just one point. That's the same margin his Dad Steve won his first Championship by at the track near Tomah, WI., some 30 years ago!

And in the quote of the column it's Brad Warthan commenting after his front stretch victory interview which included a number of folks booing. "I love the haters!" Brad didn't get his nickname for nothing, but hey, that's what makes this sport fun, a little controversy now and then...

And looking back, on August 10th, 1959 it was Bob Kosiske winning the 100 lap Lacrosse Interstate Fair race as part of that years Fair at its present location in West Salem, WI. Kosiske's win came in the nightcap event while Ernie Derr captured the Feature win in the afternoon race...

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827, 608-518-2478, or at dale@starmakermultimedia.com, www.starmakermultimedia.com

Publishers note from page 3

There were a great group of drivers in his division back then. I cherish the nights hanging out with Bob and the other drivers such as; Steve Anderson, Bob Barfkenecht, Burt Boisevert, Kent Eastlick, Rob Host, Shane Huth, Darren Klegstad, The Moeller Brothers, Mike Mohn, Mark Neshiem, Dan Ryan, Loren Sirek, Bill Rhode, Randy Waibel, Jeff Williams and many more.

6. My last years on a pit crew were with Rob Host and Mike Host, when they had their Late Model in the late 1990's and early 2000's. Setting fast time a bunch of times, winning a half dozen features during the season and topping it off with a win at the Fall Festival in 1999 was something pretty spectacular to experience at the time.

7. After most of my friends quit racing, I had the chance to start writing a column for Rob Hahn with this publication. Not sure if that qualifies as a highlight, but I figured I would throw it out there anyway.

8. In 2005 I was lucky enough to be on the 40th Anniversary Committee with some really cool people. Some of them I had met before, and some I had only heard of. I sure am glad I had the chance to meet Dick Martin before he passed away. That guy was something else and always made me laugh. Getting to meet Bobby Allison and Ned Jarret was also pretty darn cool during the first year of the Elko Hall of Fame.

9. I always enjoyed the days of seeing the SuperAmerica Knights race at Elko. I'm glad I was able to play a part in getting these three guys (Boegeman, Reffner and Trickle) back together one more time at Elko during the 2012 season.

10. And the final item on our top-ten list is seeing Elko Speedway make it to its 50th season. Here's hoping there's another 50 in store for the next generation.

Miscellaneous news & notes: We had the chance to check out the first version of Cedar Lake Speedway's 3-day Sprint Car show early in July. It was the first time the World of Outlaws raced two nights in a row at Cedar Lake and was quite the show. Looks like plans are already in place to make the show even bigger and better next year.

We also attended a local county fair enduro race for the second year in a row. While some might not consider the track a "real" race track, or enduros "real" racing, the entertainment factor was definitely up there. Sure, it wasn't how racing at the county fairs used to be, but it was still a



Martin DeFries photo



Rice County Fair enduro action

good time. I think of it this way; I was sitting in a covered grandstand, eating fair food, cars were beating & banging on each other while going in circles, and people were yelling and screaming for their favorite driver. One of the best parts I noticed was the open trailers far outnumbered the enclosed trailers. Sure seemed like old-time oval track racing to me and was definitely a good way to spend a Wednesday night outside on a nice summer night.

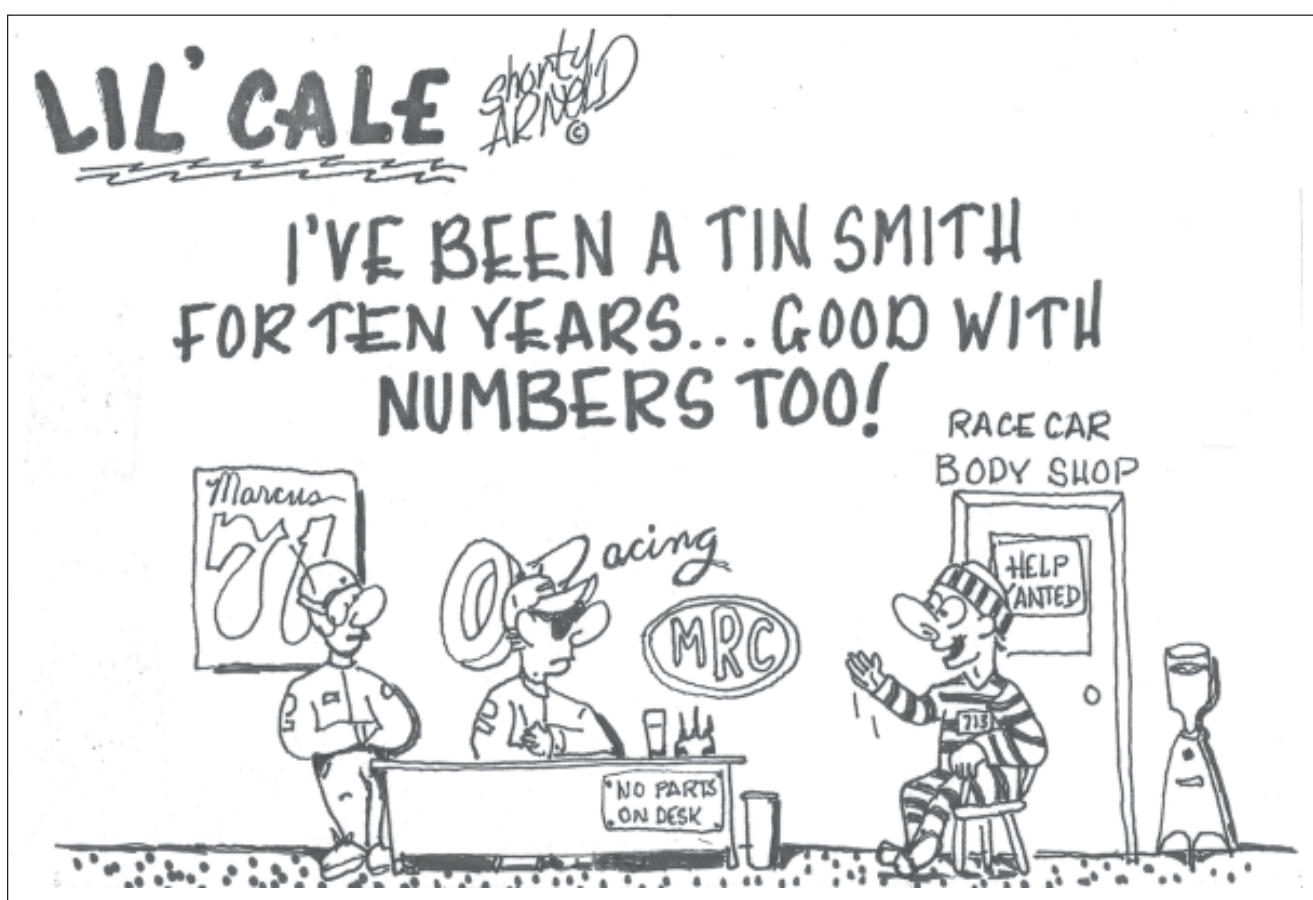
And finally, the quote of the month goes to Dennis Prunty following his win at the Slinger Nationals. Prunty was quoted as saying, "I always wanted a big check and I don't know what to do; the girlfriend wants a ring, the kids want to go to Disney, but I want to go the Snowball Derby, so we're going to the Snowball Derby baby!" Now that's a racer.



Doug Hornickel photo



Martin DeFries photo


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.700 BATTING AVERAGE

At the middle of July, Jacob Goede (left) and Chris Marek (right) had both won 7 of 10 features at Elko Speedway. If they were playing baseball that would be a pretty decent batting average



Martin DeFries photo



Martin DeFries photo



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