

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

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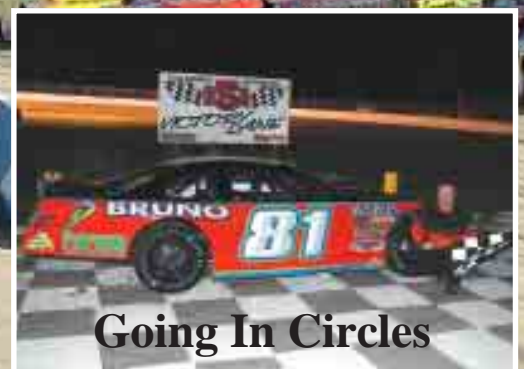
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## Publisher's Note

### *Racing According to Plan*



### Dan Plan

I've been fortunate enough to attend several of the bigger short track events in our area of the country over the past 40 years. One that I've always read about, but never had the chance to see in person, is the IMCA Super Nationals at Boone Speedway in Boone, IA. That all changed this year. With an extra day off from my "real job" already scheduled for the Tuesday following Labor Day, the intent was to go to bed early on the evening of Labor Day, and catch up on my rest. Well, that never seems to happen.

The wheels started turning on Labor Day morning about heading out to the races on Monday night. Unfortunately, most tracks that had planned on running within a few hours of home had received a lot of rain overnight, and were forced to cancel their Labor Day shows. Then the idea hit

## It's Boone Baby!

me of going to Boone. While it was a long drive to see one night of racing, having a kid old enough to share the driving duties made the decision that much easier.

If you haven't heard of the Super Nationals before, it's a marathon event. Our own Stan Meissner refers to the event as a "Modified and Stock Car orgy." Seems fitting. There were over 800 cars at the track. The program starts each day at 2:00pm and runs well into the evening for six days straight. You heard me right, six consecutive days. Now I consider myself a die hard race fan, but I'm not sure if I could make it through every race, every day for almost an entire week, but there are many that do. I just recently sat through 2 nights of 6-7 hour shows, and that was too much for me. I can only imagine how tired the people that work at the track are by the end of the week. Just think of the flag man. Even if they went all week without a caution, he (or she) had to wave the flag about a thousand times.

While the event lasts six days, we were only to make it to the opening day, and only half of the program at that. Although we had to leave before the party started in the campground, the portion of the show we witnessed was well worth seven-hour, round trip drive. Of the three divisions that raced on Labor Day (Late Models, Sport Mods and Hobby Stocks) the Late Models had the lowest car count with "only" 41 cars on hand. The Sport Mods checked in right around 170 and Hobby Stocks at 150. Simply amazing car counts. The main event for the night was the Late Model feature and we were able to see Jeff Aikey win his 4<sup>th</sup> title, tying Gary Webb's record.

Now if the car counts from Monday were impressive, later in the week, 277 Modifieds and 176 Stock Cars showed up to race. Man, that's a lot of racing.

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*It's a sea of campers, haulers and people at Boone*



*The Midwest*

**RACING**

*Connection*

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## Going in Circles



### Charlie Spry

State Park Speedway tried to run their season championship race event on their traditional Thursday night slot just before Labor Day, however, rains washed the event out, so it was decided to run on Sunday evening, which was a much nicer evening.

The super late model division would come down to a points battle between M.G. Gajewski, who won the 2006 title here, and Mark Mackesy, who won titles in 2013, 2011, 2009, 2008. Going into the final feature event, Gajewski held a slim lead, working out so that even if Mackesy won, Gajewski could finish second and still get the title. If there was a car finishing between the pair, the title would go to Mackesy. Mackesy actually passed Gajewski during the feature, but Gajewski finished second to grab the title. Tucker Miller was chasing the duo down, but ran out of laps, finishing third. Tucker also announced that this would be his last race in a super late model, stating that the cost is just too much for him. I am hoping that he races something in some division, which I think he will. He is a talented driver and has a great personality to go along with it. Seems he always has a big smile on his face. That is how it should be. He did grab one feature win this year. Gajewski won only one feature, but was very consistent, whereas Mackesy had a couple of nights of bad luck, but still won three features.

Likewise, in the Mini-Mods, the points came down to the final night, where Michael Heidemann had to finish with one car between him and leader Brad Conant to win the title. Again, Heidemann won, but Conant finished a close second to gain the title. Conant won only one feature, but again, was consistent throughout.

The title in the pure stocks was settled early, with Tim Nawrocki clinching the title basically by being there. Tim won only one feature this season here, but was near the front every week to gain the title, which is his ninth overall between here and Tomahawk. Five here, and four at Tomahawk.

The mini-stocks title was clinched by Dillon Mackesy, who also had it won beforehand. Dominant this season, he won the first two features of the season to build up a point lead, and never let it escape his grasp.

Natalie Decker dominated the limited late models, to win the title. She won five features on her way to winning the title. She joins mini-stock racer Mariah Gajewski as the only two ladies to win titles here, if I am not mistaken.

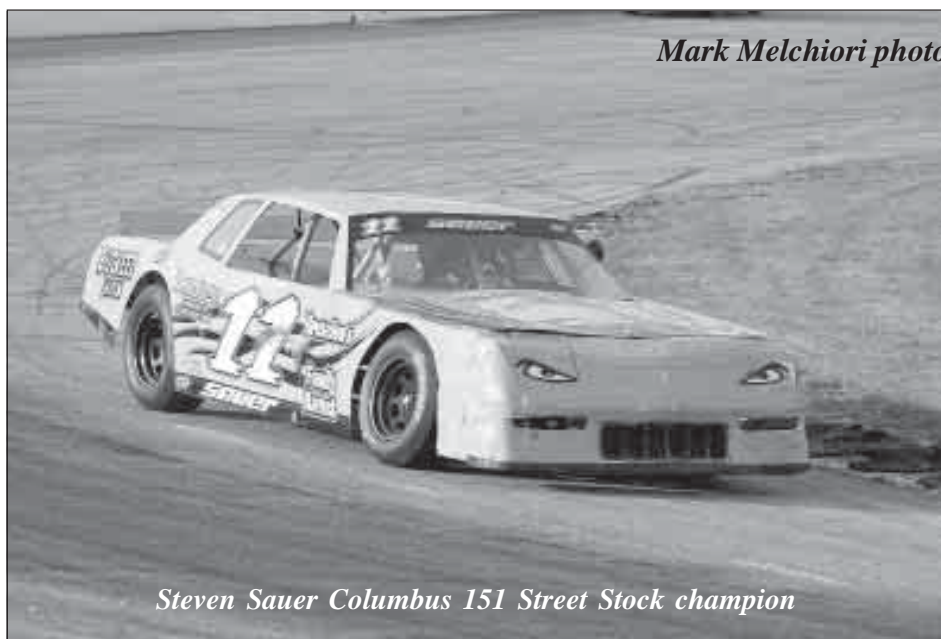
The Bandolero title was on by Derek Kraus, who won three features this year. He was also the 2013 champion here.

Nice to see limited late model driver Putch Bentley make the

trip down from Iron River, Michigan. Putch usually likes to travel a bit to race. He said that his work has kept him from getting to race much this year, having only raced at Marquette, Mich. a couple of times prior to tonight.

The points battle for the late model division at the Columbus 151 Speedway came down to two veterans, Don Gaserude and Ron Bishofberger. Not really a surprise, as these two have exchanged championships in each of the last four years. Gaserude had a decent point lead going into the night, and while Bishofberger won, Gaserude also had a strong run to insure him of the track title in 2014.

Steven Sauer simply dominated the street stock division, winning five features during the year, which included three clean sweeps. He also set fast time on all but about two occasions, proving that he was just as fast at qualifying as racing.



Steven Sauer Columbus 151 Street Stock champion

Chester Williams had the hobby stock track title sewed up after setting fast time during qualifying on the final night, albeit with a little drama, as his car erupted in smoke after his first timed lap. He borrowed the car of fellow competitor Jim Wolf to run the feature.

Keith Erickson had a great season in the Bandit division, leading the points from the get-go this year. He won four features during the year and was always up near the front when the checkers waved. He had stiff competition from Jeremy Bredeson and two-time defending track champ Jamie Kohn, but Keith got it done.

Andy Ward backed his way to the backup division track championship, winning four feature events by driving faster in reverse than his fellow reverse racers.

On the final night of the season, it was good to see the aforementioned Putch Bentley once again make the trip down to race at Columbus, something he usually does at



Columbus Late Model champion Don Gaserude

least once a year. This is an old school thing, seems people don't travel far like that any more for weekly shows. Also nice to see 2003 Bandit track champion Brian Paulson back once again in that division.

At the Rockford Speedway, champions were crowned for all Saturday divisions on September 6th. In the late model division, Jon Reynolds Jr. edged out defending champion Alex Papini to win the 2014 crown. Dana Czach took home the Rookie-Of-The-Year honors. Reynolds alluded to the fact that it is pretty neat to find all the continuation of the

generations racing here, as Reynolds, Papini, Czach, Ricky Bilderback and many more are following in their father's footsteps in racing at the track.

Brett McCoy won the championship in the Grand National Sportsman division, and he had an interesting chat with announcer Eric Huenefeld afterward, saying, "I appreciate all of the fans coming out to watch us race, whether you love me or boo me, I still appreciate you." Of course, someone had to loudly boo him in jest, to which he pointed to the "heckler" and said, "Hey, I love you, too!" Nick Letsinger took home the ROY honors for the division.

Kelly Evink had a decent point lead over defending champion Nick Cina Jr. in the American Short Tracker division, and took home the feature win over Cina on championship night to seal the deal. Kelly said that he thought it was about seven years since he had raced weekly, so he came back strongly! Jason Halbrader was named ROY.

Bobby Frisch needed to basically stay out of trouble in the Roadrunner feature to win the title over Wednesday night champ Dennis Smith Jr. Smith was the one who had troubles, dropping out of the event early, so Bobby had a little breathing room. This was his third championship and it also came about on his birthday! Trevor Robinson took home the challenge series title, where a different "challenge" event is run each week, including the outhouse race, hare-n-hound race, plywood race and more. Trevor plans to race a sportsman car in 2015.

*Going In Circles continued on page 17*

## The Inside Dirt



**Stan Meissner**

Retirement has been a hot topic in Sprint Car racing this season. Steve Kinser's "Salute to the King" tour has been at the forefront with presentations and ceremonies at every stop on the tour. Kinser left Cedar Lake with an 8x10 of his 2010 Bass Pro Shops ride motoring down the CLS backstretch. I walked away from the encounter with an autographed duplicate. It didn't quite measure up to a gold watch but I think that the King liked the shot.

Retirement has been a hot topic for me personally as well. My contemporaries with the required years of service are already three years in my rear view mirror and my own retirement is an equal distance in the future. Yes, I can relate on a small scale to what it might be like to follow the Outlaw tour as a card carrying AARP member. The heat, humidity, grueling schedule, travel, they would all take a bigger toll as one ages. My first four years with MRC were spent as a writer who took photos during hot laps. The subsequent twelve seasons have been spent in the infield toting a camera. The past couple of seasons if my knee and back could talk they'd be saying "what were you thinking when you decided to become a racing photographer?" Yes, I can relate to the effects of age.

In his typical quiet unassuming fashion Sammy Swindell abruptly retired from racing Sprint Cars on August 25. Sammy said that he would continue to race in the Chili Bowl indoor Midget race. Steve said in an interview that he would continue to race on weekends out of his Bloomington, Indiana, base. Swindell stated

*Anna Kouba leads Joseph Kouba (outside), Jimmy Kouba (middle) and Jake Kouba (inside) during the Earl Kouba Memorial*

that this was his final decision and he would only be racing the one event as long as he is still competitive and enjoys doing it. Kinser indicated that he would still be showing up at some of the big races without making the eastern and western swings that the WoO is famous for.

No doubt that these were two big retirements in the racing world but there were two others that caught my attention as well. I had a chat with IRA flagman Jim Barr at the Jerry Richert Sr. Memorial and Jim told me that he is winding his flagging schedule down. It's hard to pin Jim down on exactly when his flagging career will be over but what I got out of our conversation is that he's easing himself out of the flag stand. Jim bought a camper and has been hitting some of the camping spots in northern Wisconsin. Jim and I are the same age and I have always enjoyed visiting with him and wish him well as his racing schedule winds down.

Another racing retirement, and this is probably not a household name for most racing fans, is writer, historian and media member Tom Savage. Tom hails from the Sioux Falls area and has pretty much done it all in racing media. Savage has announced races, published papers, hosted television shows and most recently been a contributor to Flat Out magazine. Tom's favorite style of writing is to describe a personal experience with a racing personality without revealing the name of the individual until the closing paragraph. Savage wrote that 2014 is the first year he has not attended a race since 1946 and that the next issue of Flat

*Stan Meissner photo*

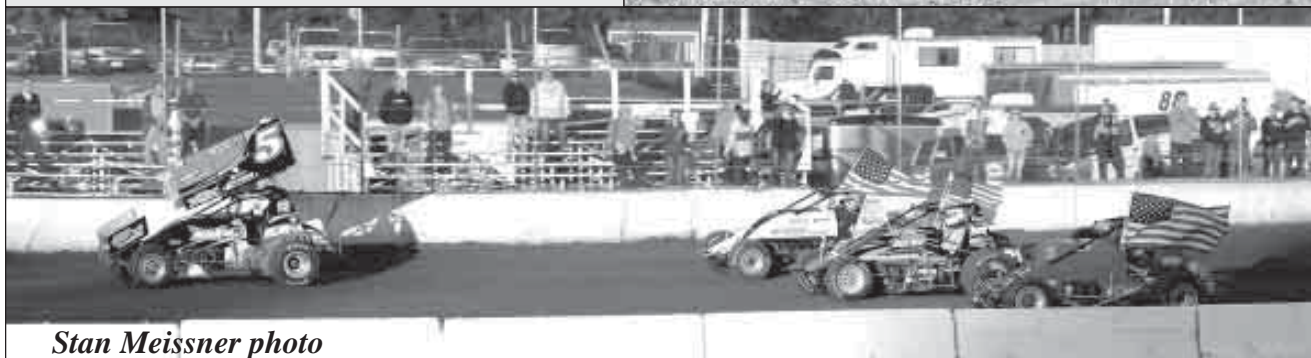


*Johnny Gibsion interviewing Sammy Swindell at the May 1st 2010 Jackson WoO race.*

*Chase Viebrock finished out Saint Croix Valley Raceway's UMSS Traditional Sprint Car season with a win on Earl Kouba Memorial night. Viebrock won three Features on the season in the non-wing cars.*



*Stan Meissner photo*



*Stan Meissner photo*

Out will carry his final column. People like Tom Savage have been my inspiration and I will miss his contributions to the sport.

This wouldn't be much of a racing column if I did not include some racing. My final racing weekend of the season consisted of the rescheduled Earl Kouba Memorial at the

*The Inside Dirt continued on page 17*

## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

You can't help but admire veteran drivers that you can see "Still have it". Two that I recently saw get wins are Steve Carlson and Steve Holzhausen a couple veterans that have received many accolades in racing and have been at it for more years than they'd probably like to admit.

Steve Carlson is Oh! so close to another Championship at La Crosse Fairgrounds Speedway of West Salem, WI, and it really isn't that difficult to see why. He stays out of trouble, finishes races and often is first across the line. If you keep your eyes on Carlson throughout a race you can see how far ahead he is looking. So many drivers look as far as the hood of their car as they are literally hanging on in trying to obtain maximum speed. Carlson has his move planned out at least a lap ahead. You'd think with so many variables and intangibles on the track potentially occurring within a lap of racing that would be impossible to do. Not for the good ones it isn't. Sitting in the stands at Lax this year I pointed out to folks what Carlson was going to do before he did it. Upon looking further these folks were amazed at how accurate I was. I'm not bragging, and I'm not the smart one

here, it's Carlson and the consistency with how and when he makes his moves to the front of the pack on the racetrack that is. And if you've seen him in action as much as I have you see it unfold before your eyes. It isn't that Carlson hasn't had quality competition going after him; it's just that time and time again he's a step ahead of their every move. While the group he's racing with is thinking about their next move, Carlson's taken the spot! It's almost uncanny how often it happens. Of course nothing beats laps at different size and different configured racetracks and Carlson has a ton of those. Turning those laps into knowledge and experience get's the job done and that's why Carlson, "who still has it" continues to win and is poised to grab another Championship here in 2014.

That other Steve, Holzhausen, still has it as well and he through the years has accomplished much the same in the way of accomplishments in racing as Carlson but in a more methodical way. If you watch Steve Holzhausen on the racetrack especially while at his forte of a longer length feature, he may just put you to sleep. While others are racing out to huge leads in an event, Holzhausen bides his time racing mid-pack-ish waiting for the right moment to strike. Just when the drivers racing up front think they have something for him, maybe even see him up ahead and think they'll lap him, he puts it in another gear. It's the Holzhausen gear and the one almost nobody else has! I was able recently to catch Steve H in action at Marshfield Motor Speedway, Marshfield, WI, in a 100 lap race and it really looked like he

## A Tale of Two Steve's



*Steve Carlson Trop Arctic 66 sponsored car (top photo)  
Steve Holzhausen #78 at Oktoberfest 2000 (bottom photo)*

was going nowhere. Most folks could have made that same assumption watching the first 50 laps of the race. But after a break, it was time to go and before you could say that was a nice nap, Holzhausen was up to 3<sup>rd</sup> place. With the early leaders having little or nothing left at this point Holzhausen swooped into the lead stretching his margin to whatever he wanted it to be when the checkered flag waved after 100 laps. Not a one time occurrence, Holzhausen has made a career of racing and winning in this fashion and consequently after witnessing this action you can say "He still has it".

Of course speaking of Championship drivers Champions Reunion VI is being held as part of Oktoberfest racing weekend October 2-5, 2014 at the La Crosse Fairgrounds Speedway of West Salem, Wisconsin. The reunion portion of the program will be held Sunday October 5<sup>th</sup>, from 11am-2pm in the Hospitality Chalet which is east of the main grandstands in turn 1. Already even with the event a little ways off, a great line up of drivers has indicated they will be on hand. Tom Steuding who raced both on pavement and dirt is one who will be in attendance. Steuding showed a bit more prowess on dirt surfaces having won championships

## Dale's Pictures from the past



*The Lyle Nabbefeldt driven Chicken Coupe race car, which for the first time ever will be at Champions Reunion VI as part of Oktoberfest, seen here in race trim in the 1960's. Another car for one of the first stars of Wisconsin racing, Lyle Nabbefeldt, the Tire Town X car (right photo)*

*Racing Facts, Observances and Opinions  
continued on page 7*

## Dean & Jason Talkin' Racin'



### Jason Searcy

The Power Stock division this year provided excitement and action on a weekly basis at Elko Speedway. The finale of the Power Stock season on September 13th also brought us race fans drama as two rookies battled for the Points Championship.

Coming into the final night, Nick Oxborough was the leader, he won two races in May and lead points most of the season, he ended up with three wins at Elko Speedway. He lead Grant Brown by 4pts, Grant is the son of four time Sportsman/Big 8 Champion Doug Brown. Before the races I talked to Doug about Grant, he said he was proud no matter what happens, he also said his advice to his 14 yr old son would be, "drive it like you stole it."

The heat race saw the two competitors race in the same heat with Brown finishing just ahead of Oxborough and knocking the points margin down to two.

A huge field of 24 cars started the feature event, the winner of the race gets 51 points, 2nd place 49 and then it goes down by one point per position after that.

Nick Oxborough started third row outside and Grant Brown began the race directly behind him knowing not only he would have to pass his rival but either he would have to win or finish more than one position ahead because Oxborough held the tie breaker with those three wins.

Veteran racer Tom Quade held the early lead then Dusty Mann driving the Ricky Martin car that won all those figure



*Martin DeFries photo*

8 championships at Raceway Park stuck to the bottom and took over on lap 6 of the 20 lap shootout, he would later win the race. The racing up front was exciting but the drama was the battle for the Championship as Oxborough was in 5th and Brown got pushed back to 8th.

Both drivers narrowly avoided disaster during the race, the action was wild just in front of Oxborough as Taylor Goldman had contact and spun coming into corner number four then on the restart Shawn Prins was bumped and did a 360 right in front of the entire field. Brown then took advantage on the next restart, he darted inside and passed Oxborough for the third position but time was running out, he needed help and got it from Paul Hamilton who passed Oxborough dropping him back to fifth meaning the two rookies were tied for the points lead on the white flag lap. Brown was two car lengths behind Cole Neisius for second, Neisius slipped coming out of turn four and Brown got to his back bumper right as they crossed the Checkers, one more lap and things could've been different.

Oxborough held on to finish fifth in the race, two positions and two points behind Brown, securing the Points

Championship by the narrowest of margins. After a full year of racing both drivers tied with 922 points, Oxborough won the Championship on a tie-breaker due to his 3 wins during the season.

Oxborough was thrilled to win the Championship in his rookie year, he thanked his family and crew and vowed to come back next year to defend his title.

Brown went on Facebook after the races and posted this.. "Well, I had a lot of fun this year. My guys did a great job giving me the best car I have ever had. Ended up tying for championship win, but I lost the tiebreaker due to my amount of feature wins. But I still had a great time, and to me that is worth a lot more than a trophy."- Grant Brown

Well said for anyone, let alone a 14 yr old. Brown surpassed the expectations of everyone in his rookie season, he was super strong and consistent he finished 2nd five times, well make that five runner-ups and one tie for a Championship. From beginning to end racing in the 2014 Power Stocks division was one we shouldn't soon forget.

### *Racing Facts, Observances and Opinions from page 6*

at Wisconsin tracks in Marshfield, Menomonie, Neilsville and Eau Claire. Jim Hendricks who won Championships at Beaver Dam, Cedarburg, Hales Corners, Lake Geneva and Slinger, WI, venues will be in attendance. John Bell is coming, he who is a champion at Tomah Sparta Speedway. Steve Scholze who won Championships at Tomah-Sparta Speedway as well as part of the Oktoberfest racing weekend will also be at the Reunion. The legendary Tom Reffner winner of the Old Style 200 race at Elko Speedway, World Cup 400 winner at I-70 Speedway of Odeesa, MO., and many time track champion will be in attendance. Marv Marzofka 1973 Oktoberfest Champion will be in attendance. Jim Sauter (John McKarns ARTGO Series and La Crosse Speedway Champion) will also be there. Even an ice racing champion in the person of Geno Broesch who also raced paved and dirt

track race cars will be in attendance this year. This is just a sampling of whose coming and any other drivers interested in being a part of it, still can by contacting this scribe at the addresses listed below. The event is a lot of fun for fans as well as the stories told bench racing are priceless and best of all it's free for those holding a Sunday ticket. At the risk of sounding like a talking advertisement, if you haven't been to this reunion, you need to as it's a great time for all.

Looking back in time at some racing results in 1999 at Oktoberfest during Friday action, it was Wayne Breitenfeldt winning the feature. He was followed by Jason Weinkauff, Gary Back, Mark Eswein and Chris Weinkauff... Going back to 10/5/01 at Oktoberfest it was Dan Fredrickson winning the CWRA Feature event over Bobby Wilberg, Kirby Kurth, Chris Weinkauff and Clint Sillars... In 2003, day 3 of Oktoberfest it was Tim Schendal and Charlie Menard winning the even/odd feature events in the Wisconsin Late

Model Division. Following Schendel were Eddie Hoffman, Ron Breese, Jr., Steve Carlson and Jason Weinkauff. Behind Menard were Dean Cornelius, Andy Burgess, Mike Belling and Loren Kurth...

The quote of the column this time around comes from Tom Reffner. "He looks like he might get lapped but he saves his car. He saves the tires. He's a good racer, a smart racer." Reffner commenting on the Steve Holzhausen style of racing.

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

## "Hammer Down"



### Eric Huenefeld

The years have come and gone. But since 1966, one thing remains true: if you can win the National Short Track Championship (NSTC) at Rockford Speedway, you'll go down in history as one of the best.

When the race began in 1966, the event was a gathering of the top Late Model racers from Wisconsin and the hottest racers in the Chicagoland area. As the years went by, drivers from across the country ventured to Rockford Speedway each fall, to test their skills against the very best while also testing one of the trickiest short tracks in America.

## National Short Track Championship Has Stood the Test of Time

Racers from 24 states and Canada have made the trip to Rockford through the years, from as far west as California and Washington and as far east as Rhode Island. From points south like Texas and Florida to points north & west like Colorado and Ontario, racers have all ventured to northern Illinois looking for that piece of short track racing glory. Junior Hanley won the 1981 version of 'One Great Racing Weekend,' taking the lead from fellow Canadian Randy Slack and holding off Rockford Speedway ace Joe Shear for the win. In 1989, Garrett Evans nearly made the 27 hour trip from Washington pay off, finishing second in the 300 lap race to Tim Fedewa.

Fedewa's win in '89 was a breakthrough win for the Michigan racer, much like 1977 was a breakthrough year for Mark Martin. Just 18 years old in 1977, the Batesville Arkansas native captured what was his biggest win to date on Rockford's 'high banks' 37 years ago. The win put Martin on the map and if you talk to Martin today, he still happily reflects on his big win at Rockford.

It takes a special driver to win multiple National Short Track Championships. Legendary racers Joe Shear and Steve Carlson share the record for most NSTC victories, with eight a piece. Only four other drivers have won the event more than once. Eddie Hoffman won his fourth NSTC just last season. Dick Trickle won the event three times, including the first NSTC in 1966. Rich Bickle claimed his second NSTC win in 2012, twenty-two years after his first, while Jeremy Lepak won back-to-back NSTC's in 2006 and 2007.

Equally impressive are the drivers who have conquered Rockford just once. Ramo Stott, a two time ARCA Series and USAC champion, won the 1969 version of the event. Mike Miller, the Wisconsin transplant and Minnesota

native, won his only NSTC in 1973. Jim Sauter, the two-time ARTGO champion and former All American 400 winner, tasted victory at Rockford in

1980. Mike Alexander, a former NASCAR National Champion, took the trophy back to Tennessee in 1986. Drivers like Wayne Stallworth, Bill Retallick, Tim Fedewa and Josh Nelms have all claimed their biggest wins of their careers at NSTC.



Will a driver like Hoffman continue to add to his legacy this year? Can Steve Rubeck, the 2002 NSTC winner, become just the seventh repeat winner of the 200 lap event? Will 2014 be the year Michael Bilderback wins his first NSTC and becomes just the fifth driver (joining Shear, Trickle, Hoffman and Al Schill) to win Rockford's 'Late Model Triple Crown'? Or will Slinger Speedway champion Steve Apel, Big 8 Series kingpin Casey Johnson, four-time Mid American champion James Swan, three-time Slinger Speedway champion Brad "JJ" Mueller or seven-time Rockford champion Ricky Bilderback break through and win their first NSTC? Can a surprise winner slip into victory lane? The drama and intrigue of National Short Track Championships never gets old and continues to make the race one-of-a-kind.

### Publishers note from page 3

Miscellaneous news and notes:

This years version of the Jerry Richert Memorial race saw the largest purse of the season for the IRA Sprints, and the drivers earned their keep on this night. Ian Madson and Billy Balog swapped the lead no less than three times on the final lap. Not during the race, but the final lap. Madson went on to pick up the \$7,000.00 pay day. If you missed this show you missed a good one. I like to compare the IRA Sprints to a "Nationwide" series of sorts. These series (IRA & Nationwide) don't get the recognition that their big brothers do (World of Outlaws Sprints or Sprint Cup), but put on far better racing, at a fraction of the cost to the fans.

Cedar Lake Speedway Hornet driver Buddy Hanestad had a season for the record books. Buddy went undefeated in weekly feature racing action at the track during the 2014 season. The only feature race loss came at the hands of Nate Coopman during opening night of the Legendary 100. Hanestad swapped the lead back and forth with Coopman, but came up just short. Coopman went home to race at his regular weekly track, and Hanestad went on to win the final two events at CLS. Thirteen feature wins out of 14 attempts ain't bad. Other champions crowned during the Legendary



100 included; Brady Smith (Late Models), Craig Thatcher (Modifieds), Shane Sabraski (Midwest Modified and Pro Stock), Jim Gullickson (Street Stock) and Bruce Havel (Pure Stock). Over the course of the weekend, I learned some new driver nick names like "The Show Stopper" and "Ashtray Anderson." I won't mention the person that came up with the nicknames, but will say I owe you one.

In this issue of The Midwest Racing Connection is a column by Jason Searcy on Elko Power Stock drivers Nick Oxborough and Grant Brown, and their battle for the point championship. Make sure to check this column out. It's another example of you can't make this stuff up. Other 2014 champions at Elko

Speedway included; Jacob Goede (Super Lates), Chris Marek (Big 8), Conrad Joregenson (Thunder Car). Legend,

*continued on page 12*



## SHORTTRACKS.US LAUNCHES FUNDMYRACING.COM, A SHORT TRACK CROWDSOURCING SITE FOR DRIVERS, TRACKS AND SERIES

NAUGURAL FUNDING CAMPAIGNS INCLUDE 45TH ANNUAL OKTOBERFEST RACE WEEKEND AT LACROSSE SPEEDWAY

ShortTracks.us, a company dedicated to the promotion of short track racing in the United States, has launched FundMyRacing.com, a tool for tracks, drivers and series to crowdsource event sponsorship.

Much like other crowdsourcing sites, FundMyRacing.com campaigns allow for different levels of support, setup by the track or driver. Campaign creators can choose how much, or little, they want to receive per donation and assign rewards based on the levels they set.

We have simplified the process, allowing tracks to continue to work on promoting their event and not get bogged down collecting donations or keeping track of lap awards. We do all of the work, providing a complete list and money at the end of the campaign.

"Our experience and know-how, combined with the need for new avenues of sponsorship revenue, has created an opportunity for us to help short track racing in a way we haven't been able to before," stated ShortTracks.us

Founder, Scott Lofquist. "We give fans an easy, direct way to support their favorite events, through lap awards and driver sponsorships."

Campaigns launching with FundMyRacing.com are lap awards for the 'Trickle 99' and ARCA Midwest Tour 'Oktoberfest 200' during the 45th Annual Oktoberfest Race Weekend at LaCrosse Speedway in West Salem, Wisconsin.

"This is a great program that allows everyone in the industry to give back to the teams," stated Oktoberfest Race Weekend Promoter, Gregg McKarns.

ShortTracks.us known industry wide as a leader in short track marketing and design, will continue to unveil new short track related

websites into the Fall of 2014. A slate of additional site launches will be announced in the coming weeks.

Further information on Fund My Racing will be released at fundmyracing.com, facebook.com/fundmyracing and twitter.com/fundmyracing



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## Photo Gallery



The crew of Kelly Evink prior to his evening of racing  
*Jimmy Ambruoso photo*



Three-wide Pro Stock action at The Legendary 100  
*Vince Peterson photo*



Power Stock restart action on championship night at Elko Speedway  
*Martin DeFries photo*



The cat walk at Boone was packed on a Monday night  
*Dan Plan photo*



Ryan Bowers in action at St. Croix Valley Speedway  
*Stan Meissner photo*



Casey Johnson in his Dan Chesmore themed ride at Jefferson  
*Mark Melchiori photo*



## Photo Gallery



2014 Jerry Richert Sr. Memorial winner Ian Madson  
*Stan Meissner photo*



Jon Reynolds Jr. and Alex Papini at the Wisconsin State Championships  
*Mark Melchiori photo*



GNSS action will return to Rockford during NSTC14  
*Mark Melchiori photo*



Paul Harelstad having fun in the infield at the Legendary 100  
*Jerry Zimmer photo*



Michael Beamish picked up his first career main event win at Elko  
*Martin DeFries photo*



Roadrunner action on championship night at Rockford Speedway  
*Jimmy Ambruoso photo*

# Two Great Racing Weekends

By Dan Plan

Any race fan that has grown up in the upper Midwest, more specifically, asphalt fans have enjoyed the tradition of ending their racing season at Rockford Speedway or LaCrosse Fairgrounds Speedway for many years. It's rite of passage for many of us.

These two weekends are typically the last blast of the year, with fans and drivers from many tracks across region getting together one last time before winter settles in. Some years the weather is perfect, other times not so much. Regardless of the weather, it's always a good time at The National Short Track Championships and Oktoberfest.

Each year legends are made and stories are told. Whether it's due to the action on the track or post race parties, there are always stories to be told over the long off-season.

I've only been lucky enough to attend The National Short Track Championships a handful times over the years, but have always followed the results. Reading stories in my younger years of great names like Hanley, Shear or Trickle always made me wish I could see this race in person. Reading about a home state racer at the time (1973 winner, Mike Miller) made this even a must see destination. Watching the NASCAR Northern Series events in the early 1990's was my first time to see NSTC in person, and root for the home team. More recently, we've made the trip down to see another home state driver wear the NSTC wreath (Josh Vadnais in 2008) and Steve Carlson tie Joe Shear's record with his 8<sup>th</sup> NSTC title in 2013.

Oktoberfest is an event that I've probably been attending for 40 years or so now. What started out as a Sunday afternoon family trip as a kid, turned into a weekend getaway with friends at the track, and has now turned into a

five day vacation in the Oktoberfest camper village of God's country in West Salem.

The track in West Salem was always the biggest track we would see over the course of the year, and once again it was always entertaining to see how the local cars would stack up against the drivers from Wisconsin, Illinois, Michigan, etc. The Minnesota drivers always seemed to perform well, but didn't get the big win until Dan Fredrickson won the main event in 2007.

Both NSTC and Oktoberfest showcase Super Late Models as the main attraction, but many other divisions also take part during the course of each weekend. The awesome part of this deal is seeing drivers try to learn a new track, or various track champions battle each other on neutral turf. Throw in the occasional spectacular wreck or two, and it always makes for an unforgettable weekend.

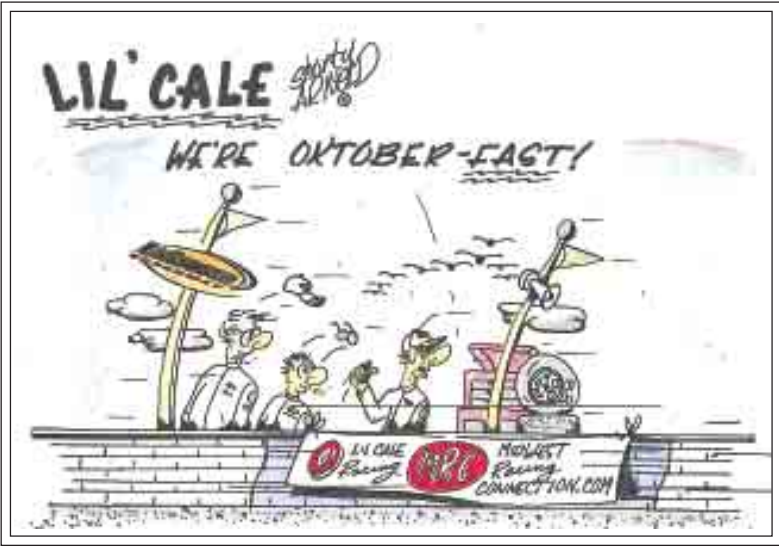


## Publishers note from page 8

Mini Stock and Bandolero champs will be crowned at the end of September.

The final event we attended before this issue went to press was the 6<sup>th</sup> Annual Thunderstruck 93 at Elko. The ARCA Midwest Tour and Big 8 Series came to town to take on the local drivers. With car counts struggling at a few of the recent Midwest Tour shows, the drivers came out in full force for this show, with 32 on hand. What seems to have been happening all too frequently this year, the weather played a factor in the show. The main event wrapped up

shortly before 1:00am, but it was worth the wait. Dan Fredrickson picked up yet another win in the event, holding off a hard charging Ty Majeski. One other big part of this show is the Thunder Car Nationals. After a strong runnerup finish to Brent Kane on championship night, young Dillon Sellner picked up a big win. Tina Davis also had a phenomenal run to an oh-so-close second place finish. Other main event winners for the night were; Austin Nason (Big 8), Lyle Nowak (Mid Am) Tim Brockhouse (Legends) and Ridge Oien (Mini's). Now that things have wrapped around home, its time to hit the road for Two Great Racing Weekends



# Past Champions of Two Great Racing Weekends

## Rockford Speedway National Short Track Championships

2013 - Eddie Hoffman  
 2012 - Rich Bickle  
 2011 - Steve Carlson  
 2010 - Brett Sontag  
 2009 - Josh Nelms  
 2008 - Josh Vadnais  
 2007 - Jeremy Lepak  
 2006 - Jeremy Lepak  
 2005 - Eddie Hoffman  
 2004 - Eddie Hoffman  
 2003 - Ron Breese Jr.  
 2002 - Steve Rubeck  
 2001 - Eddie Hoffman  
 2000 - Steve Carlson  
 1999 - Steve Carlson  
 1998 - Steve Carlson  
 1997 - Joe Shear  
 1996 - Steve Carlson  
 1995 - Steve Carlson  
 1994 - Scott Hansen  
 1993 - Steve Carlson  
 1992 - Steve Carlson  
 1991 - Butch Miller  
 1990 - Rich Bickle  
 1989 - Tim Fedewa  
 1988 - John Ziegler  
 1987 - Joe Shear  
 1986 - Mike Alexander  
 1985 - Joe Shear  
 1984 - Al Schill, Sr.  
 1983 - Joe Shear  
 1982 - Joe Shear  
 1981 - Junior Hanley  
 1980 - Jim Sauter  
 1979 - Dick Trickle  
 1978 - Dick Trickle  
 1977 - Mark Martin  
 1976 - Dave Watson  
 1975 - Joe Shear  
 1974 - Joe Shear  
 1973 - Mike Miller  
 1972 - Joe Shear  
 1971 - Bill Retallick  
 1970 - Wayne Stallsworth  
 1969 - Ramo Stott  
 1968 - William "Whitey" Gerken  
 1967 - Marlin "Shoes" Walbeck  
 1966 - Dick Trickle



*Top photos - Eddie Hoffman (left) and Nathan Haseleu (right) defending NSTC and Fest champs. Middle and bottom photos - the Brothers Carlson swept NSTC and Fest in 1992*

## LaCrosse Fairgrounds Speedway Oktoberfest

2013 - Nathan Haseleu  
 2012 - Travis Sauter  
 2011 - Travis Sauter  
 2010 - Dan Fredrickson  
 2009 - Travis Sauter  
 2008 - Dan Fredrickson  
 2007 - Dan Fredrickson  
 2006 - Steve Holzhausen  
 2005 - Tim Schendel  
 2004 - Brian Hoppe  
 2003 - Tim Schendel  
 2002 - Brian Hoppe  
 2001 - Eddie Hoffman  
 2000 - Steve Carlson  
 1999 - Eddie Hoffman  
 1998 - Eddie Hoffman  
 1997 - Terry Baldry  
 1996 - Joe Shear  
 1995 - Joe Shear  
 1994 - Joe Shear  
 1993 - Matt Kenseth  
 1992 - Tom Carlson  
 1991 - Tom Carlson  
 1990 - Scott Hansen  
 1989 - Joe Shear  
 1988 - Ted Musgrave  
 1987 - Dick Trickle  
 1986 - Rich Bickle, Jr.  
 1985 - John Ziegler  
 1984 - Bryan Reffner  
 1983 - Tom Reffner  
 1982 - Jim Back  
 1981 - Junior Hanley  
 1980 - Mark Martin  
 1979 - Butch Miller  
 1978 - Dave Watson  
 1977 - Larry Detjens  
 1976 - Larry Detjens  
 1975 - Tom Reffner  
 1974 - Jerry Makara  
 1973 - Marv Marzofka  
 1972 - Joe Shear  
 1971 - Dick Trickle  
 1970 - Tom Reffner



*3-time Oktoberfest champion Tom Reffner*

## Racing Nuggets



### Jacklyn Daniels-Nuttleman

Danny Fredrickson dominated the day at Elko Speedway for the annual Thunderstruck 93, which celebrates the life of his good friend, Dan Ryan, Sr., who succumbed to the effects of ALS, also known as Lou Gehrig's disease in early 2009. Fredrickson was first to qualify out of the thirty-plus ARCA Midwest Tour cars on hand, all hoping to make the race. He laid down a blistering lap—setting the bar high for all who would follow.

The series only got a handful of drivers qualified before the sky ripped open and severe storms forced everyone into a holding pattern for a couple of hours. I was sitting in the trailer of Ty Majeski's team when an official with the Midwest Tour finally came around to let everyone know what the plan was going to be for finishing the qualifying efforts. Majeski had not yet qualified and was excited to be able to have a shot at the top spot yet. We all felt kind of sorry for the official having to make the rounds, as he mentioned not many people were not as polite or happy about the situation. It sucks to be the messenger on a deal like that. It's not like it was his fault that the rain came when it did.

Majeski was able to post the fourth fastest qualifying lap, it wasn't what the team was hoping for, but in the big picture, it was still a solid effort. Full disclosure here, in case you didn't know—I'm married to Majeski's crew chief—that's Toby Nuttleman. I'd be lying if I said that I don't secretly root for Majeski at the races. Hell, sometimes I can't mask the delight when he does well. I admit it; I have a personal interest in his success, being that Toby is the ring leader of that team. However, I can assure you that like many others, I enjoy a great on-track battle—regardless of where Majeski finishes, and everyone who was in attendance at Elko Speedway for the Thunderstruck 93 weekend knows we all were treated to just that.

## Meet the New Boss - Same as the Old Boss

I had found a spot to sit in the uppermost row of that fantastic grandstand at Elko to videotape the races that night. There isn't a bad seat at the entire joint, but for videotaping, one obviously wants to find a perch as high as possible. Elko truly is one of the best venues for racing: incredible seating/view, a wide selection of delicious and affordable concession items, beer bucket specials, a night-club-esque venue under the grandstands—a perfect setting for say, a wedding, right Scott & Tracy King? (The racer and his beautiful fiancée tied the knot during the Thunderstruck 93 event). Probably the biggest plus at Elko Speedway is not only the Victory Lane celebration area along side of the grandstands, but the easy access for fans of all ages to get into the pits after the races. Overall, I'd call that a five-star facility and experience.

But back to that epic on-track battle; Fredrickson deftly moved his way through a constipated contingent of cars, taking over the point well before the halfway mark of the 125 lap feature. That guy makes it look so easy, doesn't he? And Fredrickson's hard not to like, because he's such an affable guy, with a quick wit. He's always a threat to win when he's on the track, which explains the swagger he has about him, as he moves through the pits or holds court at any gathering. Fredrickson backs it up with his on-track performance, so you really can't knock him for his comfortable confidence. To do so would signify your jealousy, but I digress.

At any rate, there was Fredrickson setting sail in the lead, while Majeski was bobbing from the inside to the outside, trying to carve a path to the front, but just finding himself pulled deeper into the field. Eventually, traffic shook out enough to allow him to begin picking cars off and climbing his way toward Fredrickson.

Majeski's car was tight in the center and loose off the turns, as he tried to hang with Fredrickson, before settling back in behind the veteran. A few laps later, the engine blew on the car of Darrin Giles, quite dramatically I might add, erupting into a ball of fire with fluids spewing all over the racing surface. Giles was OK, his car—not so much, and it set up another restart between Fredrickson and Majeski.

Very few in the stands were sitting. Most of us forgot how chilled we felt from the damp air and the wind. This was going to be an incredible finish between Fredrickson and Majeski; everyone knew it. I don't think I was breathing much as I trained the video camera on the pair heading down the backstretch. Like a powerful locomotive, Fredrickson and Majeski pulled the long field of cars around the turns of three and four, powering past the cheering crowd in the stands.

Majeski held his own for about a lap on the inside of Fredrickson, before having to settle in behind him, but he didn't give up the fight. He continued to keep pace with the savvy veteran and even managed to get under him and make one final bid for the lead in the waning laps. The crowd was going insane—it was rolling thunder through the grandstands.

In the end, Fredrickson nabbed the checkers and Majeski would have to settle for the runner-up position. But man—what a race that was! It's hard not to be happy for Fredrickson to take the title again at the event that bears the namesake of his good friend, Dan Ryan. I can say this was by far, the best Thunderstruck 93 weekend to date for entertainment and competition. I may be biased, but the crowd excitement doesn't lie. I think they loved the show too.

The next event for the ARCA Midwest Tour will be Oktoberfest Race Weekend at La Crosse Fairgrounds Speedway. Unfortunately, we won't likely be able to see a rematch between Fredrickson and Majeski there, as Fredrickson and his wife are expecting their fifth child during that time. "The last one came in about twenty minutes," Fredrickson told me, "and we live about 12 minutes from the hospital."

I don't think we could have scripted a better storyline for the night. When the break came, Majeski had made it to second place, behind Fredrickson. The decisions made by the teams as to what to do to their cars would certainly play a role in the outcome. It was a game of chess, as adjustments were made for the final laps.

Fredrickson selected the outside lane for each restart, which played well to the momentum he built up off of the turns.



Doug Hornickel photo

Bruce Nuttleman photo

*Racing Nuggets continued on page 15*

## Dirty Talkin'



### Kris Peterson

Outdoor dirt track racing is winding down but Indoor dirt track racing is gearing up for a fabulous October of racing. Looking for some family dirt track fun, there are two upcoming two day events to be held at the Cedar Lake Speedway Indoor Arena.

The St. Croix Valley Quarter Midget Association will be hosting their first annual Thunder in the Valley Fall Quarter Midget Dirt Classic October 17-19, 2014. The race weekend will feature kids from 5-16 years old racing in all classes of quarter midget race cars and will have families from at least 5 different states. Quarter Midget racing is fun for the entire family and spectator admission is always free. The arena

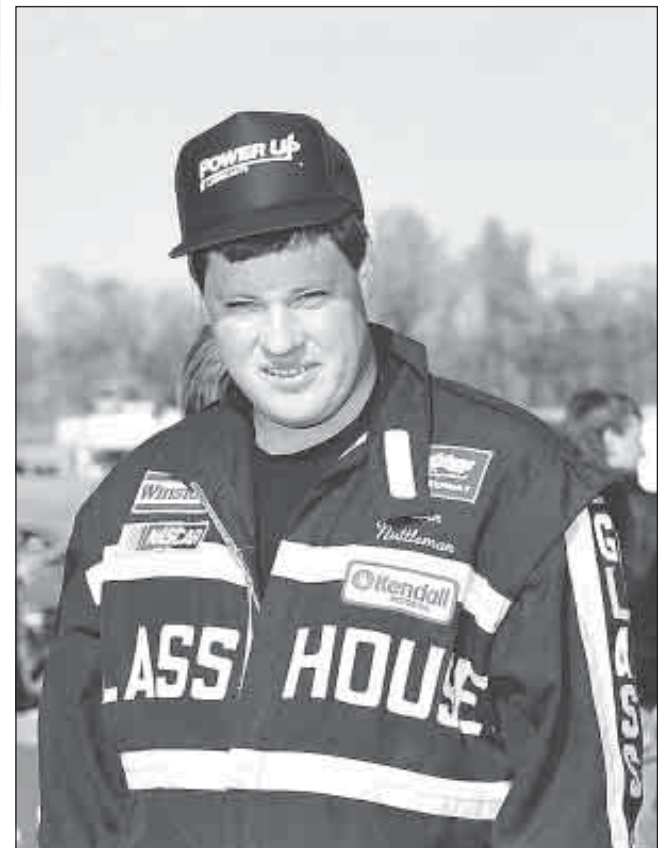
## Dirt Track Racing in October



will offer full concessions and camping at the track is free providing any family a last fun racing get-away before winter. Festivities will include a Saturday night family party with a bon fire and a DJ for entertainment.

The second event is the Race4Life October 24 & 25, 2014. This is a micro sprint event and will feature both the winged and non-winged micro sprint cars. Cedar Lake and Race4Life have teamed up with Alexis Rhoads to make this a \$5000 to win event for the wings and \$2000 to win for non-wings and will also feature Outlaw Mini Mods. This race will draw cars from many states as well. Alexis Rhoads is a young Military wife and mother of 3 who is battling cancer.

The Cedar Lake Arena is a large indoor facility that has proven to have an awesome racing surface, is heated and has a comfortable grandstand with seating for more than 3000 spectators. If you and your family are not quite ready for the racing season to be over these two events are a must add to your calendar.



*Martin DeFries located this photo while searching through his archive of film negatives for another photo in this issue of **The Midwest Racing Connection**. Kevin Nuttleman had a sponsor in the early 1990's named Glass House. A few letters ended up missing in this photo taken by Martin at Oktoberfest.*

## THE MIDWEST RACING CONNECTION



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### Racing Nuggets continued from page 14

Needless to say, despite my suggestion that one of my husband's brothers is a doctor and could assist in a delivery at La Crosse Speedway; I'm pretty sure that the Fredrickson family will be staying put in their nest during Oktoberfest.

But wouldn't it be cool to have a baby born at 'Fest? Heck, if they can hold a wedding at Elko Speedway, during the Thunderstruck 93 celebration, I think it would be awesome to have a baby born on the grounds at Oktoberfest Race Weekend! Take some time to think about it Mr. and Mrs. Fredrickson, we'll wait.

## NASCAR Insight



**Shane Carlson**

Brad Keselowski: *Contender*. He is bound and determined to avenge last season's debacle. If any driver expects to win the title this year, they will need to figure out a way to beat the deuce. The Penske Fords are far and away better than the Roush Fenway Fords, it's not even a comparison. He knows how to win in the Chase.

Jeff Gordon: *Contender*. What a bookend to a surefire hall-of-fame career it would be for Gordon to capture a fifth title. He seems reenergized as he has a legitimate chance to win every week. Consistency has been the key for the 24 this season, with a series-leading 18 top-10s.

Dale Earnhardt Jr.: *Contender*. I can only imagine if Jr. wins it all this year. Actually, I can't imagine what it would be like. It would surpass most fans' dreams. It would be the most popular win in history. Employers might be wondering where their workers are that week.

Jimmie Johnson: *Contender*. I have learned never to count out the 48. He's a six-time champ, arguably the best driver of all-time, and has never finished worse than fifth in the final

## 2014 Chase for the Championship Preview: Who's a contender, Who's a pretender

standings. Yes, I think he's more vulnerable this year than in the past, but you'd be a fool to count him out.

Joey Logano: *Contender*. He's having the best season of his career and is possibly the biggest threat to unseating his Team Penske teammate as the favorite to win the title. He can win anywhere. The scary thing is the kid's a veteran. At age 24.

Kevin Harvick: *Contender*. He's been 'Freaky Fast' all season, and seems to have the mechanical issues worked out, but can Harvick capitalize on the best opportunity in his career to win a title? I think he can if he doesn't self-destruct. He needs to turn those second-place finishes into wins.

Carl Edwards: *Pretender*. This team simply has too much going on right now. Edwards is gone at the end of the year, as is crew chief Jimmy Fennig. They have been wildly inconsistent and don't have that championship-caliber air around them.

Kyle Busch: *Pretender*. I don't understand this team at all. At times, he's the fastest thing on the planet, but other times he's just in the way. With just one win so far, I don't see the No. 18 team making much noise. It seems like it's the same story with these guys every year.

Denny Hamlin: *Pretender*. He's had a bizarre season. Sat out a race early for medical reasons, won a race, and had his crew chief Darian Grubb suspended. They haven't done enough for me to put them into serious consideration. I'm also not sold that Toyota has the horsepower to outduel both Chevrolet and Ford.

Kurt Busch: *Pretender*. There was once a time during the season, where, even with his early win at Martinsville, there was some doubt whether he would stay in the top-30 in points to remain Chase-eligible. He's in, and he might make

it to the second round, but I really don't see this team outperforming Hendrick or Penske.

Kasey Kahne: *Pretender*. His performance has been nowhere close to that of his Hendrick tablemates, and though he could pop off a win, this team is not battle-tested. He hasn't run up front enough to put himself in a position to win. He nearly let the lone win he has slip away in Atlanta. The Kahne Train is running out of steam in my opinion. HMS will have a decision to make with him shortly.

Aric Almirola: *Pretender*. It's really good to see the fabled No. 43 have some sort of success, and with Almirola's epic win at Daytona, it will be one of the bigger highlights of the season. And I do believe the 43 has run well enough to win in a handful of races, but they're not going to win the championship, as much as I want to say they could.

AJ Allmendinger: *Pretender*. I like AJ and his newfound outlook, but this team is too inexperienced to know anything about what it takes to contend for a championship. I hope to see them win more races in the near future, and the alliance with RCR and Chevrolet has absolutely stepped up the performance of the No. 47 bunch.

Matt Kenseth: *Pretender*. I'm shocked that he's not a contender, after winning a series-leading seven times in 2013 and in his first season at JGR. His sophomore season has been utterly disappointing, as he remains winless through Chicagoland. I have him in my final eight drivers, but he's not making the final four.

Greg Biffle: *Pretender*. He made the Chase? Seriously?

Ryan Newman: *Pretender*. I could see him snagging a win at New Hampshire, but other than that, he's been just status quo this season. Need to be better than status quo to bring home the hardware.

## A Pair of 3's

It was two drivers with the #3 picking up titles at Elko Speedway this year. Thunder Car champion Conrad Jorgenson (left) and Chris Marek (right) in the Big 8 division. (Martin DeFries photos)



## Going In Circles from page 5

Had a nice chat with late model racer Joe Darnell. Joe has been racing for quite awhile, as he said "I've been doing this for thirty years.... I started when I was 19, and I'm 49 now." Joe has raced in the Roadrunner division for many years, and has done some late model racing in the past as well, and also raced on the dirt at the now closed Freeport track for one year, so he has done a lot of different things. "I didn't get out this year until June, and I'm 11th in points, so I'm happy with the way things have went."

Took in the first day of the Fall Shootout at the Marshfield Motor Speedway. Arguably the best race of the afternoon was the AES truck series race, where John Beale came from the back of the pack to take the win, with tight racing going on throughout the pack the whole race.

Really have to admire the dedication of some of the four cylinder racers here. Point in case, Steve and Derk Hauser both ended up with bent up race cars the prior week, with one of the Hauser cars requiring a solid week of hard work to get back out for this race, but they got it done. Also, Christine Schmude had a power steering hose blow on her car on Saturday, and they worked early the next morning to get it repaired with help from Turner Motorsports to make it back out the following day. I'd have probably called it quits for the year, but not these folks!

Next up for me is a couple of great racing weekends at the Rockford Speedway, the National Short Track Championships and the Bahama Bracket Nationals. Both are can't miss events!

## The Inside Dirt from page 5

Saint Croix Valley Raceway on September 5 and the Jerry Richert Sr. Memorial on September 6. At this point some readers might point out that there were several post season specials remaining and that I could have extended my season further. I did watch some of the Legendary 100 on XSAN but more on that later in this column.

Earl Kouba was a Colorado rancher who began his Midget racing career at Merchant's Park, a converted baseball park in Denver back in 1938. Earl recorded his first championship in 1939 and scored numerous wins and championships in a career that spanned several decades. Earl and his wife Ethel relocated to Onamia, Minnesota, in 1966 and raised a family that included children Judy, Joe, and Jimmy.

Earl passed away in 1992 and his wife Ethel passed away in 2005. Over the years the Earl Kouba Memorial has been hosted at the Jackson Speedway, the Cedar Lake Speedway, the Princeton Speedway, the North Central Speedway and most recently the Saint Croix Valley Raceway. 2014 marked the twenty second running of the Earl Kouba Memorial. Donny Schatz, Brooke Tatnell, Jerry Richert Jr., Bill Balog and Roger Rager are a few of the drivers that have won this event. Jimmy Kouba has had the honor of winning two of his father's Memorial races. This year Brooke Tatnell, a good friend of the Kouba family, took home the Earl Kouba Memorial trophy. Today Judy works with NASCAR, Joe is crewing for his daughter Anna in her UMSS winged Sprint Car effort, Jimmy and his son Jake and Joe's son Joseph all drive UMSS Traditional (non-wing) Sprints.

The Jerry Richert Sr. Memorial took place the following night at the Cedar Lake Speedway. Sprint Car fans were treated to IRA 410 Sprints, UMSS 360 Sprints and NVSR Vintage cars. IRA competitors included Craig Dollansky, Terry McCarl, Mark Dobmeier, Bill Rose, Bill Balog, Ian Madsen, Brooke Tatnell, Dusty Zomer and Davey Heskin. No doubt about it, this was an Outlaw caliber field with the talent level we saw on this night. The A Main was won by Ian Madsen with Bill Balog in second and Brooke Tatnell taking third.

One of the highlights of the evening was finding out that Tom Wilke attended his first race in quite a few years. My mother was Tom's cousin so I guess that would make him a



Stan Meissner photo

first cousin once removed. Wilke owned Supermodifieds and Sprint Cars through the 1960's up until 1976. One of Wilke Racing's biggest wins was the 1976 Cheater's Day race with Jerry Richert Sr. behind the wheel. I had been up in the Wilke's 87 area in the tiered parking prior to the races but Tom didn't show up there until after I had gone to the infield. Jerry Richert Jr. told me that Tom stopped by his pit area and they had a nice conversation. I understand they were looking for me in the pits after the races but I missed them.

I mentioned that I watched some of the Legendary 100 on XSAN. XSAN is doing a great job with their coverage with several camera angles and an interesting feature called Randy Cam. In addition to the 100, I watched some of the IMCA Boone Supnationals on XSAN the previous week. If you haven't checked out their race coverage I give it two thumbs up. Great coverage, great resolution with no issues.

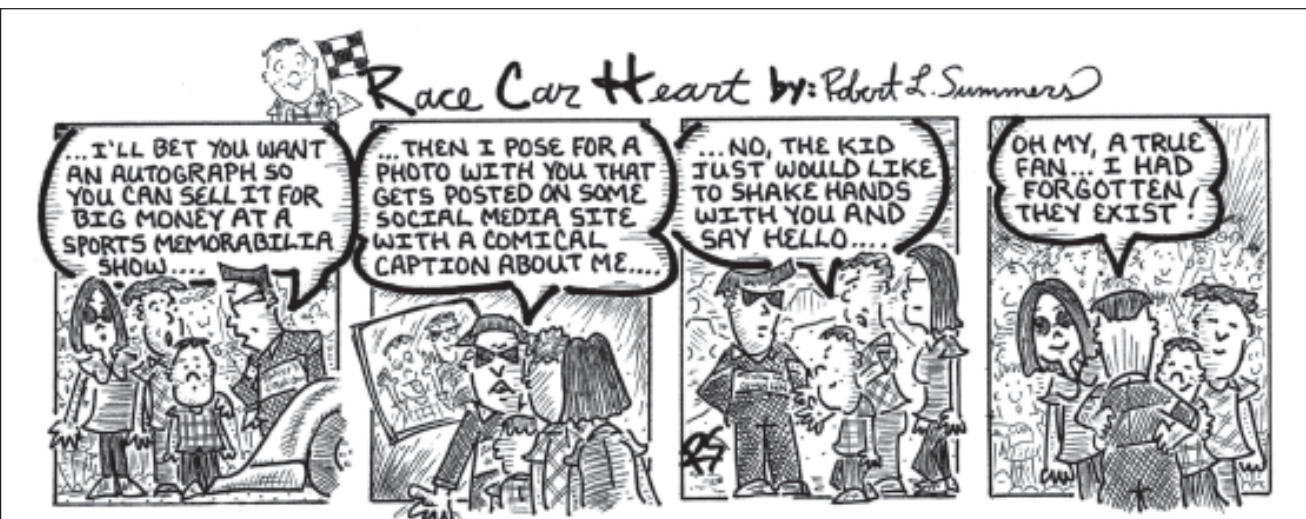
Congratulations to both Leigh Thomas and Chad Patterson on their UMSS Challenge race wins. These are two drivers that work their tails off just to get to the track and it's great to see them have a good night.

The UMSS Championship came down to the wire between veteran Jerry Richert Jr. and rookie driver Ryan Bowers. Bowers made an exciting late race pass of Richert to win the UMSS 360 feature at the Jerry Richert Sr. Memorial. It was a shame to see Jerry Richert Jr. get passed but it was equally exciting to see Bowers have such a great rookie year. Bowers followed up his Memorial race win with a Sprint Invaders victory at Farley, Iowa, on September 11. Congratulations to Jerry Richert Jr. on winning the 2014 UMSS Championship.

Former MRC photographer Mark Strausser was spotted at the Jerry Richert Sr. Memorial. Mark looked great and says that he is doing well.

See you at the races!

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