

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

October 2015 Vol. 19, No. 6

2015 Home Track Champions



Photo Gallery



Oktoberfest Preview Issue



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Publisher's Note *Racing According to Plan*



Dan Plan

I think I share the same thought as many race fans that this time of year is the best part of the racing season. Sure, we all get spring fever when we've been away from racing for many months, but the fall specials typically bring out the best (and sometimes the worst) the sport has to offer in the upper Midwest.

Once Labor Day hits, most short tracks wrap up the season points and it's time for the annual special event season. As fans, we get the opportunity to see different tracks each weekend, different drivers, larger fields of cars, bigger purses and more prestige for the win. There's also the

My Favorite Time of The Year

opportunity for some drivers to take chances they wouldn't normally take when points are on the line, and there's also the occasional payback for something that may have happened earlier in the year.

These days, there are so many options, it's hard for a fan to choose which event to go to. I typically go to the event closest to home, but have been known to drive five hours or more to see an event. I almost feel as if I don't go, I'll be the one person that missed the greatest short track event to ever happen. I simply can't let that happen.

For many years, the final event in the upper Midwest was Oktoberfest Race Weekend. There were occasional events here or there, following Oktoberfest, but often they didn't continue. One event that has continued is the Bahama Brackets. The brackets take place immediately following 'Fest weekend. Closer to home, race fans in Minnesota have events that run at Granite City Speedway and Ogilvie Raceway through the end of October. The Dells has also scheduled an event that will run the weekend before Halloween. Maybe there is something to this whole global warming thing?

With so many options available in October these days, and the thought of having to wait until next year for a race, every fan should use the opportunity to get out there and see a show. If you don't go, you might be the one person that misses the greatest short track event to ever happen.

Miscellaneous News & Notes:

We saw our first show at Golden Sands Speedway in about 15 years over Labor Day weekend this year. What I want to say about this event is how nice the facility is in Plover, and how impressive the charge through the field was by Nathan Haseleu in the Tundra race. Nate announced he is getting

Overflow pit areas like this one at the Legendary 100 are the norm for Midwest season end specials



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The Midwest

RACING

Connection

October 2015

Vol. 19, No. 6

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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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Going in Circles



Charlie Spry

Madison International Speedway has concluded their season as you read this, and without a doubt, it was a success for Gregg and Angie McKarns and their family, as nice crowds were on hand most nights, even in iffy weather, and talk of more and more cars to come is prevalent.

Third generation driver Zack Riddle drove off with the NASCAR late model track championship, his first ever. Zack won two features throughout the season here, but perhaps more importantly, avoided misfortune, and showed strong consistency. He also set fast time twice and won two dash events.

The sportsman division was dominated by Ryan Goldade. Ryan won six features during the season, set fast time on seven occasions, and won six dash events. He also scored a couple of clean sweeps to cap off a truly amazing season.



MIS Sportsman champion Ryan Goldade

TJ Harron photo

The Bandit division championship went to Dan Snyder, his second in a row. Dan won four features in the face of some pretty tough competition, and also set fast time on six occasions, all while showing great patience in his drive to the front.



MIS Bandit champion Dan Snyder

TJ Harron photo

Madison & Rockford Championships

Some of the rookie drivers did very well this season in all of the divisions. I talked with late model rookie John Beale before the final night of the season, telling him that he was in a good position to win his first feature here on this night. "Not with this car, tonight," Said John. "It's way too tight. We are going to see what we can do but it doesn't look good." So, John promptly goes out and wins that feature! He said that he was very happy with his season, one in which he hardly put a dent in a fender all season long. "I'm real happy with the way things went," Said John. "This is the first time I've run a full season in anything. I was leading the Bandit points a couple of years ago, and then quit. Last year with the trucks I didn't race at the Dells, so we did well and it was fun."

Tim Wondrash made a couple of shows late in the season, planning ahead for a more full time venture next season in the sportsman division. If you notice his car, the number 84 has a similar style to a famous ASA racer of the past, namely Bob Senneker. "Yes, that is by design," said Tim. "He was always one of my racing heroes, so I took his number and had it designed the same style. My other hero is on the car as well, and that is Mighty Mouse!"

At the Rockford Speedway, it came right down to the wire between Jake Gille and Michael Bilderback in the late model division, with Gille getting the nod after Bilderback had a bit of

misfortune befall him on the final night. Gille was very consistent throughout the season, while Bilderback was at times dominant, but had more bad luck. Gille won four features throughout the season, while Bilderback won six, but the superb consistency did it for Gille. Daryl Gerke was the Rookie-Of-The-Year, and won one feature.

In the sportsman division, it was Brett McCoy outdistancing his competitors, winning three features, but again, consistent throughout. Young Kodee Busekros was the ROY titleist.

The American Short Tracker division was seemingly dominated at the end by 2014 champ Kelly Evink, but Zach Rodriguez took home the title. Although he didn't win a feature event in 2015, he was steady throughout, and that did the deed. Todd Snow was named ROY.

In the Roadrunner division, it was Dennis Smith Jr. all the way. Dennis won seven features in 2015 on the Saturday night programs to distance himself from the others. He also added a Wednesday night figure-8 feature to his tally.

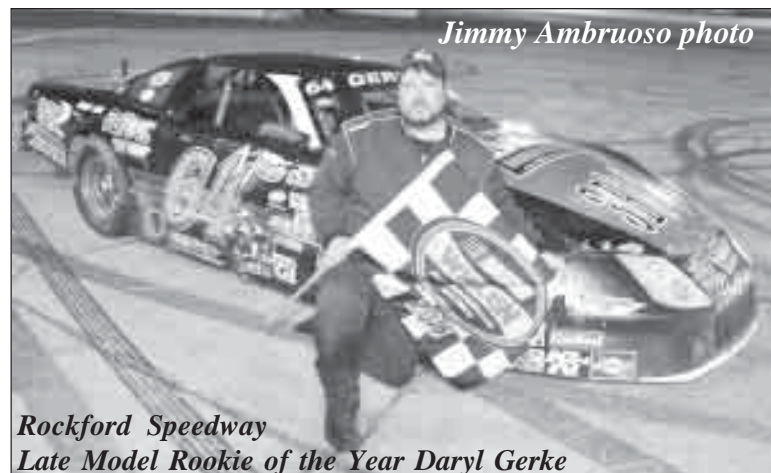
Deanna Chandler continued to impress this season in the sportsman

division. When she started racing, you could tell that she could be intimidated when someone ran wheel to wheel with her. Not now! She may have raced side by side with more other drivers for more laps than anyone. She would race the whole feature inches away from another competitor is that is what it took!

It was nice to see youngster Tyler Hromadka race here in his late model late in the year. Tyler raced at Slinger, Kaukauna and also at Madison International Speedway at different times this year, but gave Rockford a shot for several weeks late in the year. The team said that they were trying to get him some more experience on some of the tougher tracks, and they did just that!

In mid-September we started off our first post-season special with a trip to the Marshfield Motor Speedway for their annual Fall Spectacular. We have always enjoyed this show, having written it on our schedules early in the season. I think we have been to every one of them.

We didn't go on Friday night, but heard of a major crash in the X-Treme four division that took out several top cars. Therefore, the field was a bit smaller on Saturday night than



Rockford Speedway Late Model Rookie of the Year Daryl Gerke

Jimmy Ambruoso photo

it could have been, but it was still a loaded field. Former late model racer Tim Hintz won the event over Adam Krzykowski, who is always strong wherever he goes. It was good to see the Father/Son team of Steve and Derk Hauser running strong. Derk beat his Dad by finishing third, while Steve took fifth. Derk has had to limit his racing in the latter stages of the season, as he teaches sixth grade in the New Auburn school district. If that doesn't keep him busy

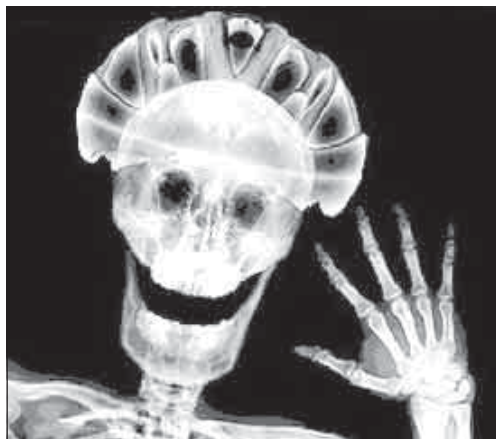
Going In Circles continued on page 14



Rockford Speedway Roadrunner champion Dennis Smith

Jimmy Ambruoso photo

Racing Nuggets



Jacklyn Daniels-Nuttleman

This year's Thunderstruck 93 at Elko Speedway reminded me of one of Aesop's Fables brought to life, with Dan Fredrickson, Jacob Goede, and Ty Majeski all assuming roles in the tale.

In the story of "The Lion, The Bear and The Fox," a lion and a bear attack a fawn simultaneously, and proceed to fight over it until they both collapse from fatigue. Then the fox that had been watching the whole event unfold, snatches their prey (victory) and takes off with it.

That—in a nutshell—is how the Thunderstruck 93 panned out this year at Elko Speedway, with Fredrickson and Goede playing the roles of the Lion and the Bear (you can decide who is who there), and Majeski as the Fox.

Last year, I wrote about the battle royal for the win between Fredrickson and Majeski that had everybody on their feet screaming at the top of their lungs. This year however, was bigger and more dramatic, mostly because it was a three-way race, which added a whole new fold to the finish.



Martin DeFries photo

Fables, Slobberknockers and a Race Worth Winning

Fredrickson, Goede and Majeski put on one hell of a show for all in attendance at Elko. I had more conversations post-race in the pits with fans who were suffering from strained vocal cords, due to getting lost in the competitiveness of the final laps.

For the better part of the last half of the Thunderstruck 93, Fredrickson and Goede were making heavy contact through the turns, but because both are hard-knuckled drivers, they were able to continue to wheel their machines, despite getting sideways at times. To say there is a significant rivalry between the pair is an understatement. Needless to say, that bone of contention spreads to their supporters as well, as heard by the deafening cheers and jeers from their respective fan bases, as they reacted when the pair swapped the lead back and forth each circuit around the 1/3-mile track.

The two were clashing so heavily that many, perhaps including Fredrickson and Goede, failed to notice that Majeski had climbed his way back to third place, after being put to the rear, when he got caught up with Paul Paine, who broke loose between turns three and four, early in the 125-lap event.

So there was Majeski, having raced his way back into contention; waiting and watching the brawl between Goede and Fredrickson develop. This battle also aided him in closing the gap on the pair. Eventually, Goede pulled ahead of Fredrickson to firmly take over the point position. Majeski took advantage of the single-file development by sliding underneath top-groove preferring Fredrickson to claim second.

Racing Nuggets continued on page 14



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Observances and
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Dale P. Danielski

We’ve been on the racing reunion tour here of late having been to a couple in recent weeks with one more to go.

The great thing about these reunions is that drivers, teams, promoters, officials, etc, are at least getting some recognition for their toils of past years. It’s always fun to bench race with everyone and keep the already tall tales alive and well...and probably substantially bigger and taller! The bad thing about reunions is you realize you will never see these stars of years past back in competition even though some look like they could hop back into a car at anytime, and worse yet is that so many have passed on. At least for now and today we can appreciate the past to some extent with the many that were involved in the sport.

September 18th found us at Elmer Duellman’s Auto and Toy Museum which just happened to have a racer reunion to go along with it. Even without the reunion if you haven’t yet you must get to Fountain City to see just what all Elmer has for collectibles. It is unbelievable all that he has accumulated and has on display. Elmer told me to set aside

at least a couple hours for a tour of everything. I think by the time I left I’d spent 8 there! From autos, to race cars, to farm equipment, to pedal cars, to dolls you just have to see it all to believe it. Elmer had a number of old race cars on display and numerous racers from back in the day were on hand and of course we spent a fair amount of time in that area. One of the racers we talked to there was Phil Prusak who had a great career racing on dirt in Western Wisconsin and Minnesota. From the Eau Claire area Phil raced and won regularly at the track there. According to Phil, “I bought a shop ¼ mile from the race track. We were always running late so if we didn’t have time to load the car on the hauler I’d just get in the race car and drive it over! I’d be driving 100 mph on the road and people would just look at me and I’m sure be wondering, What was that?” I think back in the day law enforcement would be a bit easier on a person. Today, you’d more than likely be behind bars. Of course we were also talking about racing back in the day and today’s racing and making comparisons. “The cars now are easy to drive. They fit the seat just perfect to the driver and it’s easy to drive. When we were racing we’d be falling out of the seat! I remember putting my foot under the clutch pedal to steady myself so I could drive the race car.” Ah yes, Reunions also bring out the coolest racing stories you’ll ever hear. Outrageous sounding, but 9 times out of 10 true stories!

Saturday September 26th also found us at a Reunion, the Central Wisconsin Racing Association Reunion held at Dells Raceway Park of Wis. Dells, WI. This event was held in collaboration with the running of the Jim Back Memorial race. Jim was one of the top running drivers of the 1960s, ‘70s and ‘80s and it was nice to finally after many years be able to honor him with a Memorial race. Jim passed away in 2010 but the event here today brought back many great memories of his racing career. And as reunions go stories abound, all true of course, and with Jim there were more such stories than with most other drivers. One told was of Back racing at the La Crosse Interstate Speedway years ago. The track had an opening on the front stretch where drivers would enter the pit area. There was a substantial gap there and if you weren’t aware you could hook a portion of the wall coming out of the 4th turn. Fellow racer Steve Moll was following Back through there in a race and noticed how much closer Back was running to the wall than he was. Thinking maybe he needed to run up there to be faster he watched Back the next lap. Back was definitely running

closer to the wall and this time he hit the opening and rode up it putting he car nearly perpendicular to it. After the race a concerned Moll went over to Back and before he could say anything, Jimbo piped in, “Did you see that? I scared that wall into moving back where it was supposed to be! What did I say about the great racing stories at reunions? Again, all true of course!

We mentioned Phil Prusak driving his car to the racetrack. Another racer back in the day, La Vern Grandal was faced with having to get a race car from Wis. Dells back to the La Crosse area, over 70 miles away after the races because the fellow that hauled it over decided to head home early without telling anyone! So the plan to get home involved another vehicle and a chain hooked up to the race car. According to La Vern after much bumper banging and a hitch mangled to where it was lucky it held the chain to even pull the car, our crew actually did get the car back within 7 miles of their destination where the owner of it decided to drive it the rest of the way home. Early am hours, pitch black out, no lights, he lived through it to be able to tell everyone the next day! Racing reunions and all the stories we hear told of days gone by. It’s amazing anyone survived let alone went on to have long careers in the sport.

And with that we look forward to the next Reunion, The seventh Annual Champions Reunion at La Crosse Fairgrounds Speedway as part of the 46th Annual Oktoberfest racing weekend. The event is going to be held Sunday October 11th starting at 11 am and will feature a number of stars from racings past. Restored race cars will be on hand as well and a special treat will be the Ernie Tuff NASCAR Modified Division 1961 Ford that set the all time speed record of 170.470 mph with Fireball Roberts driving it back in 1964 at Daytona International Speedway. As an added bonus the car will pace the Vintage car race field with 1960s racer Nelson Drinkwine behind the wheel. That event will be held as part of Sunday afternoon’s race program at the track. Anyone with a Sunday ticket for ‘Fest will be able to attend the reunion which always provides a great opportunity for fans to get autographs, take a few pictures and of course partake in that bench racing thing we’ve been talking about. Before the Tuff Ford hits the track the car will be on display so fans will be able to get an up close look at it and hear it run. 40-50 Champion drivers are expected to

continued on page 14

Dale's Pictures from the past



(Left) One of the many Jim Back creations this one ready to race at La Crosse Interstate Speedway. (Center) Jim Back with crew racing his Ford Fairlane which he had much success with. (Right)Mike Miller drove this Mustang in 1976.

Dean & Jason Talkin' Racin'



Jason Searcy

The 2015 NASCAR Home tracks final point standings were released on Friday September 25th, it was an anxious week for several drivers who compete weekly at Elko Speedway.

NASCAR points work a bit differently than Elko Speedway track points. NASCAR only counts feature events and they take your top 14 finishes (division 1 takes your top 18). To win a National title you need to have very high and consistent car counts, in order to score maximum points you

need a minimum of 18 licensed NASCAR drivers in the race, if you only have 17 drivers, that means the BEST you can do in NASCAR points is finish second, even if you win. You also receive a bonus point for starting the feature 10th or worse.

Fifteen year old Grant Brown from Prior Lake (MN) received a phone call during Biology class, the call he was hoping to get. It was a call from NASCAR telling him that he was the National Point Champion in Division 4. Luckily his teacher was understanding and he got to hear the news first hand, it's a memory he might not treasure as a teenager but one that will stick with him throughout his life.

Brown came back the next day and did what he needed to do to win his first Elko Speedway Pepsi Power Stock title. Pretty good week for him and his family. Listening back to my interviews with him, I sound like the teenager and he sounds like the 40 something year old. Not only does he have the talent but also the perfect calm but intense driver mentality it takes to win Championships.

Two other drivers came oh-so close to the National title. Brent Kane from Lonsdale (MN) had a season full of hills and valleys. He scored 9 wins in three different cars. Due to a crash that he fully admits was his own fault in late June, he had to race cars borrowed from both Scott King and Conrad Jorgenson, the amazing thing was that he WON in both of them. Even though all of that he finished 2nd in the Nation in NASCAR Home Tracks division 3. Kane also won his fourth Elko Speedway title, doing just enough to stay ahead of Jeremy Wolff on Championship night.

Wolff has quickly become a crowd favorite though, I can't remember ever hearing a crowd cheer as loud as they did when Wolff came from the back in his heat race to win, taking cars three wide not only once but twice and passing for the lead on the last lap. The crowd was on their feet, for a heat race, proving that people will respond if you give them a great story and a great race. Even if it is a heat race.

Justin Schelitzche from Lester Prairie (MN) also finished 2nd in his division, NASCAR Home Tracks division 5. He is a true racer, he will race anywhere anytime, and on any surface. He also has a big point lead in the Hornets division coming into the final night of racing at Elko Speedway.

Jacob Goede finished 6th in the premier Division 1 and Chris Marek finished 6th in Division 2.

The #Thunderstruck93 event at Elko Speedway was the big UP that makes the ups and downs of a long race season all worth it. The 125 lap

Midwest Tour race thrilled the crowd watching Jacob Goede and Danny Fredrickson race so hard for the top spot, it was hard nosed and clean racing for over 100 laps as they battled for the lead. Ty Majeski showed off his talent by coming from the back of the field and making all the right moves the final three laps to pass both Fredrickson and Goede! Midwest tour announcer Eric Huenefeld said it was the best Super Late Model race he has ever seen, and even more amazingly, that he was speechless.

Props to Ty Majeski for the recovery and win but also to Goede and Fredrickson for putting on a show that will be remembered for a long time, and for handling the entire situation with true class.

I was very happy to see the tradition of the on-track autograph session continue at Thunderstruck93, over 100 drivers participated and considering it's early 3pm start time, I thought the fan count was very good. Everyone I talked to thought it went well. It also was nice to be done at 9:30pm, an awesome day like we had at #Thunderstruck93 was a great way to wrap up a fantastic Minnesota race season.

Martin DeFries photo



Martin DeFries photos

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Past Champions of NSTC and Oktoberfest

Rockford Speedway National Short Track Championships

- 2014 - Steve Rubeck
- 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



Jimmy Ambruoso photo



Doug Hornickel photo

Top photo - Steve Rubeck was awarded the win in the 2014 version of the National Short Track Championships.

Bottom photo - The top 3 from Oktoberfest in 2014, Griffin McGrath, Travis Sauter and Dan Fredrickson



Doug Hornickel photo

The battle for the Big 8 win during NSTC in 2014 with Nottestad, Johnson and Nason was one that fans won't soon forget

LaCrosse Fairgrounds Speedway Oktoberfest

- 2014 - Travis Sauter
- 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

Why I Think Fest Is Best

By Dan Plan

For the 2014 version of Oktoberfest, the management team at LaCrosse Fairgrounds Speedway came up with the hashtag of #FestIsBest for fans following the event along via social media. It has a catchy ring to it, and led me to wonder why I think Fest is Best. Well, here is why.

Oktoberfest for our family started as a one-day pilgrimage to God’s Country of West Salem, WI. We would load up the family truckster, and head south down Highway 61. The scenery along the river was always enjoyable during early October, and we would occasionally stop for a picnic at the park area by Lock and Dam 7 in LaCrescent, MN.

As the years went by, I would see the advertisements for Oktoberfest or read the results in Checkered Flag Racing News, I soon realized it was more than just a Sunday event. I also began to notice the campers at the fairgrounds as we were pulling into the lot. Not near as many campers as today, but it seemed like a lot for somebody still in elementary school. All these years I wondered what it would

be like to see the preliminary races on Saturday night.

During this time, and still to this day, it was great to see how our local home town drivers would stack up against the Wisconsin drivers, along with other drivers across the region. Along the way, divisions such as Hobby Stocks and Sportsmen were added to the program. Again, another opportunity for me to see how the Minnesota drivers stacked up when crossing state lines.

As the years went by, Oktoberfest grew to a 3-day event with the addition of



Marv Marzofka's championship winning ride from the year my uncle took me to Oktoberfest
Dave Deneen photo

Friday night racing. This really made me want to head out earlier in the weekend. Once I was old enough to make the trip without my parents, I was finally able to see the entire weekend, and haven’t missed the entire show since. These days, the event is now a 4-day show with the addition of the Thursday night program.

In addition to 4 days of racing, we all get the opportunity to visit friends in the camper village, visit the memorabilia show, watch things such as the pet costume parade, see the racers reunion on Sunday or venture to downtown West Salem on Saturday. That reminds me, there was that one year that I took my mom to downtown West Salem to

let her experience Krome’s & The Silverado. She hasn’t been the same person since.

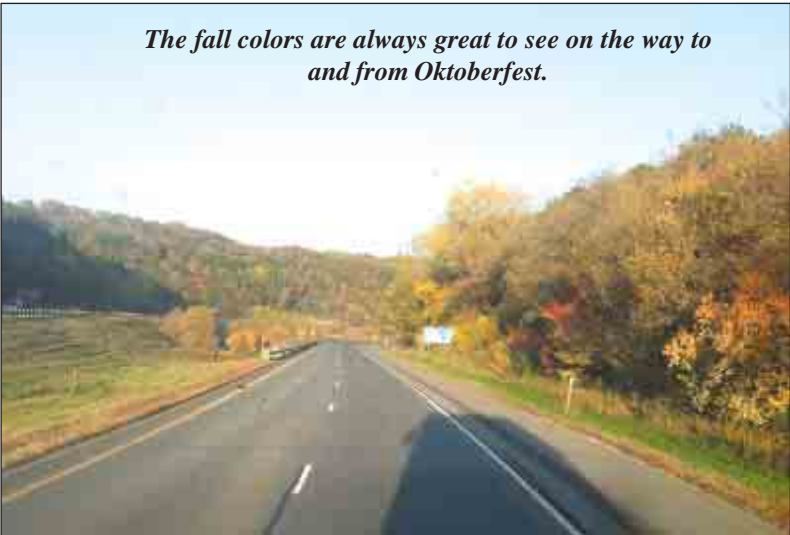
Seventeen divisions of racing, late night campfires, queens apples, fresh carmel corn and just about everything a race fan could ask for all rolled into one weekend. In my book, Fest Is Best.

I was 12-years-old when I took this photo of the fence with Jim Weber in the background now photographers take shots like this on purpose.



Dan Plan photo

The fall colors are always great to see on the way to and from Oktoberfest.



2015 TUNDRA CHAMPION AND ROOKIES

Dalton Zehr (left photo) dominated a caution-free 75-lap feature at Jefferson, propelling him to a five-point win in the Championship over Ty Majeski. In a unique aspect of the TUNDRA Series, the team of Bryan Syer- Keske and Cole Anderson (right photo) finished fourth in series standings and picked up Rookie of the Year honors.



Eamon Bauman photo



Eamon Bauman photo



Photo Gallery



Phil Prusak vintage car in action St. Croix Valley Raceway
Stan Meissner photo



Phil Prusak drove this #57 Chevelle during his very successful racing career
Dale P. Danielski photo



4-wide bandit action at Madison International Speedway
TJ Harron photo



David Swearingen held on for a qualifying spot at the Legendary 100
Jerry Zimmer photo



Three-wide Thunder Car action at Elko
Martin DeFries photo



Friday night Street Drags have become quite popular at LaCrosse Speedway
Bruce Nuttleman photo



Photo Gallery



Joey Garofalo and Derek Lemke in Late Model action at Elko
Martin DeFries photo



Justin Henderson picked up the Kouba and Richert Memorial wins this year
Stan Meissner photo



The 3-wide Kouba salute
Stan Meissner photo



Rockford fast qualifiers awaiting instruction from Jeff Stringer
Jimmy Ambruoso photo



Ty Majeski and the Ryan family in victory lane at Elko
Doug Hornickel photo



A large group of die hard fans during the Legendary 100
Dan Plan photo

Legendary Rollover

Kyle Matuska took this wild ride during the rain delayed Legendary 100 Friday show, run on Saturday afternoon. Matuska was OK. The same could not be said for his car.
Jerry Zimmer photos



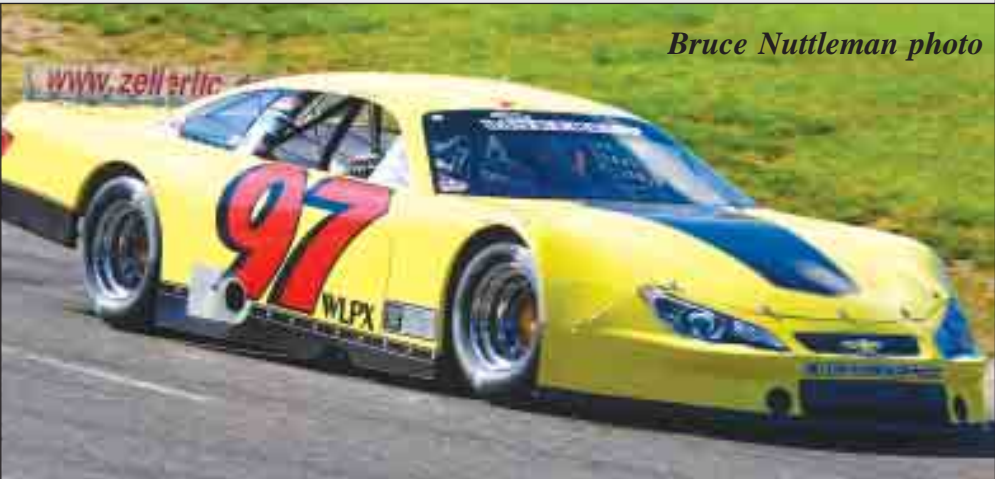
Throwback Paint Schemes

Many of the NASCAR teams at Darlington featured throwback paint schemes on their cars at the Southern 500. Here in the upper Midwest two drivers had awesome tribute cars on the track this year. Jordon Thiel with his Rich Somers tribute (left) and Steve Apel with the Alan Kulwicki tribute (right)

Mark Melchiori photo



Bruce Nuttleman photo



Full Throttle



Shane Carlson NASCAR Chase for the Championship

It's playoff time for the NASCAR Sprint Cup Series, and as of press time, it's already started. I'll provide some commentary on each Chase team based off of their seed, and then where they'll finish at the end of the season.

1. Jimmie Johnson, 4 wins JJ has never missed the Chase, and his track record proves he can win at any racetrack. 6 titles and counting, he's going to make the final four in Homestead. HMS has to get better as a company, but they can turn it on in the Chase.
2. Kyle Busch, 4 wins This season's biggest storyline has been Kyle Busch and this 18 team, missing the early portion of the season due to injury. Busch has had a strong regular season, but he has never been able to put a Chase run together. This year could be different.
3. Matt Kenseth, 4 wins Matt has had a quietly good season, and consistently puts himself in a position to contend for wins late in the race. Good strategy calls, and good speed from the JGR Toyotas has proved a good combination.
4. Joey Logano, 3 wins The Daytona 500 champion is enjoying his best season, and has put himself in a position to win his first title. Last year's heartbreak in Homestead has prepared the 22 team to win it all this year.
5. Kevin Harvick, 2 wins Harvick has been the most consistent team all year, and though he hasn't won since May, there is no driver who performs better under pressure.
6. Dale Earnhardt Jr., 2 wins A solid first season with Greg Ives calling the shots, Jr has circled Talladega as a race he feels he can win at, as he has reclaimed his restrictor plate glory.
7. Kurt Busch, 2 wins He's a dark horse, which is odd since he's coming into the Chase with two wins, but he

does have a championship to his name, and crew chief Tony Gibson has captained this team to a weekly contender.

8. Carl Edwards, 2 wins Carl has come on strong the second half of this season, and at points, the 19 team has looked like the best team on the track. His stiffest competition will be the other three JGR cars.

9. Brad Keselowski, 1 win In my opinion, this team has underperformed, especially compared to Team Penske teammate, Joey Logano. He's going to have to turn it up a notch or two if he wants to rekindle that 2012 title run magic.

10. Martin Truex Jr., 1 win One of the season's best stories has to be this Furniture Row Racing team taking charge and leading laps. Lots of people are high on this team, but with little Chase experience, they will have to face the pressure each and every week. We'll see if the little team that could, does.

11. Denny Hamlin, 2 wins Hamlin is a streaky driver, and that's a dangerous thing in the Chase. If he catches fire, it spells trouble for the field.

12. Jamie McMurray, 0 wins Big Mac made the Chase for the first time, and is having one of the better seasons of his career. I can see him breaking into the top-12 in points.

13. Jeff Gordon, 0 wins NASCAR's ironman has flat struggled this season. He just has not led that many laps, and restarts have plagued the 24. I'm not ready to say he won't win in '15, but time is running out.

14. Ryan Newman, 0 wins Don't sleep on Newman. We saw last year that it is possible to point your way to the Championship 4, but that is not the preferred way to go. With two of the three RCR cars making the Chase, they're flying under the radar. I don't think they mind.

15. Paul Menard, 0 wins Menard is making his first Chase appearance, and though I don't think he will go out and win a Chase race, he can carry this momentum into next season.

16. Clint Bowyer, 0 wins The penalty from Chicagoland has buried this team, and unless they win, they're dead in the water. A really up and down season, (mostly down) for MWR and Clint Bowyer, he is looking for work for 2016.

Championship 4

Kyle Busch
Kevin Harvick
Jimmie Johnson
Joey Logano

Champion Prediction

Joey Logano



Publishers note from page 3

ready to step away from racing to spend time with the family. This was a pretty good way to wind down your career. It was also the first pavement Late Model race on Labor Day I've seen since 2002, and looks like it would be a great new tradition to start.

We just recently attended the 2015 version of the Legendary 100 at Cedar Lake Speedway. This year's event was plagued by poor weather on Thursday & Friday, forcing a complete cancellation of the Thursday program and rescheduling of the Friday program. This made for a really long day on Saturday, but surprisingly good afternoon dirt track racing. Definitely some dedicated race fans at this show, sitting through two complete shows in one day. I can honestly say I've never spent 13 hours in the grandstands before, and hopefully won't have to do it again anytime soon.

Now, what might come as a surprise to the readers that think I'm an upper-division only snob, one of the best races I witnessed during the month of September took place over Labor Day weekend. The race was the Bandolero division feature race at Elko Speedway. Luke Allen, Owin Giles and Lennon Watkins battled 3-wide for the lead on the last lap. Giles took the lead on the back stretch, only to have a car spin in front of him in turn 4. Giles hit the curb, never lifted off the gas and went airborne towards the checkered flag. You just can't make this stuff up.

And finally, I have to thank Dan Fredrickson, Jacob Goede and Ty Majeski for the race they put on during the ARCA Midwest Tour Thunderstruck 93 race at Elko. That was a race for the record books. If you missed that one, you missed a good one.

Below - Nathan Haseleu and family in victory lane following his TUNDRA win at Golden Sands Speedway on Labor Day



Bruce Nuttleman photo



www.speedtalkon1360.com

Racing Nuggets continued from page 5

At this point, there were two laps left in the race. Majeski continued to press the pedal to the floorboards and pulled alongside Goede. The crowd roared. I held my breath and tried to keep the video camera steady on the new fight at the front, as the white flag began to wave.

Majeski kept on the throttle, and despite not having the outside groove, where momentum seems to be king, he managed to pull ahead of Goede and beat him to the checkered flag by .054 seconds.

Another epic finish at Elko Speedway for the Thunderstruck 93; and a first-time winner of the event as well. Majeski says the way the whole race unfolded made this win one of the best of his career.

“Having to go to the rear of the field at a track that is hard to pass on, and work my way back to the front made it more rewarding.”

While winning the Thunderstruck 93 memorial race that honors Dan Ryan, means a lot to Majeski, there’s a deeper connection for him with this race. Not just because it was a hard-fought win, but because of the significance of the cause behind the race. The fact that the race helps raise money and awareness for ALS (amyotrophic lateral sclerosis), holds a special personal connection for Majeski.

Several years ago, he helped and mentored a young boy named Lewis Jepson, at the Gold Star Raceway go-kart track in Clintonville, WI. Jepson’s father Lonnie suffered from the effects of ALS. It was tough to know his young friend had such serious health battles going on at his house, and Majeski felt good about helping share knowledge and set-ups, which created a great outlet for Lewis, and gave Lonnie great enjoyment watching his son.

Lonnie has since succumbed to the effects of the horrible disease, making this Thunderstruck 93 victory for Majeski a tip of the hat to Jepson’s father as well. Despite the hard-nosed racing that takes place annually at the Thunderstruck 93, it’s obvious that while the combatants on the track at Elko all want to lay claim on that elusive checkered flag, they are still all truly united to win the ultimate race—a cure for ALS.

Going In Circles continued from page 4

enough, he is also a varsity football coach at the district!

The super late model feature had more twists and turns than you could believe possible in one race, including the apparent winner being disqualified. When all was said and done, it was Ben Pettis taking the win. Ben always runs real strong here at Marshfield, and while he may not be a household name yet, he might be getting there. Derek Kraus made a classy move, when he “tapped out” after apparently getting into another car. This rule lets the car that got spun get their spot back on a restart if the other driver taps his roof. Some tracks utilize this rule and the drivers don’t even know it! Anyhow, Derek admitted what looked to be a very minor bump, and took his spot at the back. After it was all over, he got back up to fourth at the finish. It was nice to see veterans Monte Gress and Jack Greenwood racing here. Both have been in this business for a long time.

Brian Weinfurter dominated the super stock division, just as he has all season here. Brian won the feature both nights, looking very strong in doing so. Mike “Louie” Merriam won the pure stock feature in his flamed Chevelle. I love flames on race cars!

The Bandit feature was won by Keith Wosick. Nice to see Christine Schmude racing here. I’ve raced with her in the past, and it was always a good time. This team does not believe in spending huge amounts of cash to race, just in having fun. Just as it should be at this level.

The vintage cars were on hand as well. It was nice to see Matt McLaughlin with his ’58 Edsel. When was the last time you saw an Edsel race? I don’t think that I had before this. I know that there were a couple of them racing in the late 1960’s in southern Wisconsin, but I was too young to have seen them, and if I did, I don’t remember it. Enjoyed seeing Butch Mierendorf and Tom Collins, as well as Bill Lindner, who was racing with a dirt late model that ran at Marshfield back when it was dirt. Rex Rossier won the feature on this night. Rex has also turned a lot of laps on the area tracks.

Now it is on to more specials excitement!

Racing Facts, Observances and Opinions from page 9

attend the Reunion and included in that group will be 1970s, ‘80s and ‘90s racing star Mike Miller. Miller while racing in Wisconsin and beyond racked up a number of huge wins and track Championships. With that, his appearance, his first ever here for a Reunion, will be a truly special one.

Here and there... It was definitely fitting for Mark Eswein to win the Jim Back Memorial Feature race Saturday September 26th at Dells Raceway Park. Eswein piloted his Bac-Kar chassis, (The chassis building business Jim Back started) to the 61 lap, (61 being Jim Backs racing number) main event win, passing Dennis Prunty early in the going and never looking back. Prunty held on for 2nd at the finish and was followed by Tim Schendel, Alex Prunty and Dan Lensing. With his 3rd place finish Schendel clinched the two race Back Memorial title as well as the season CWRA points Championship. Schendel had earlier clinched the Dells track point’s championship... Oktoberfest racing weekend is October 8-11 at La Crosse Fairgrounds Speedway with 4 days of racing and numerous other activities to keep your interest up. If you’ve never been to one of these 2015 would be a good year to start... Be sure to check out the NASCAR Hub program on FS1 October 21st as it will feature a segment on Dick Trickle. I know Marv Marzofka, Tom Reffner and Mike Miller among others were interviewed for the program and it should be very interesting getting that perspective from the folks that raced with Trickle all those years. Check your local listings for the time of the shows airing...

Looking back, on August 28th, 1970 Jim Back won the 30 lap Feature at La Crosse Interstate Speedway, West Salem, WI. Back drove to the win over Tom Reffner and Jim Sauter... On August 13th, 1980 Mike Miller drove his Olds Cutlass to the 50 lap Feature win at La Crosse Interstate Speedway...

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

Bettenhausen Classic at Illiana

*A fantastic crowd turned out for the 51st Annual Tony Bettenhausen Classic at Illiana Speedway (left), Scott Tomasik picked up the prestigious win(right)
Bruce Nuttleman photos*



Dirty Talkin'



Kris Peterson

It is that time of year again and Fall is bringing cooler temperatures and rain to the Upper Midwest where the local race season at area dirt tracks is wrapping up. If you are a little sad to see the racing season end and want to add a bit more racing into your schedule, Cedar Lake Arena offers two big weekends of racing in mid to late October.

The Arena at Cedar Lake Speedway is a premier indoor track where weather is never a factor and currently has a 1/6 mile banked clay oval as well as a smaller banked clay oval Quarter Midget track.

The Quarter Midget Club is hosting its 2nd annual Thunder in the Valley Quarter Midget Fall Classic October 16 – 18. This big weekend will end the 2015 Quarter Midget season for the St. Croix Valley Quarter Midget Association and will feature racing for kids aged 5 to 16 in 9 different classes. This race is expected to draw cars and racers from MN, KS and MO and is an exciting family friendly event. As is always the case with the quarter midget group there is no charge and is completely free to spectators. Bring the kids out to watch and meet the younger generation of racers.

The following weekend October 23 -24 the Arena is hosting the First

Indoor Racing in October



Vince Peterson photo

Annual Big Cheese Nationals Micro Sprint Car Event. The outlaw 600 Micro Sprints will be rocking the arena for two full shows culminating in a main event paying a whopping \$5000 to win. The weekend will also have the Outlaw Mini Mods racing a full program both nights. Spectators will pay \$15 for adults and \$7 for kids 6 – 16 each day. The event is expected to draw a stellar field of cars and provide great racing entertainment.

If you are looking for a way to fill a weekend in October with racing these will be two great events. For more information on these events visit www.cedarlakespeedway.com or www.scvqma.com.



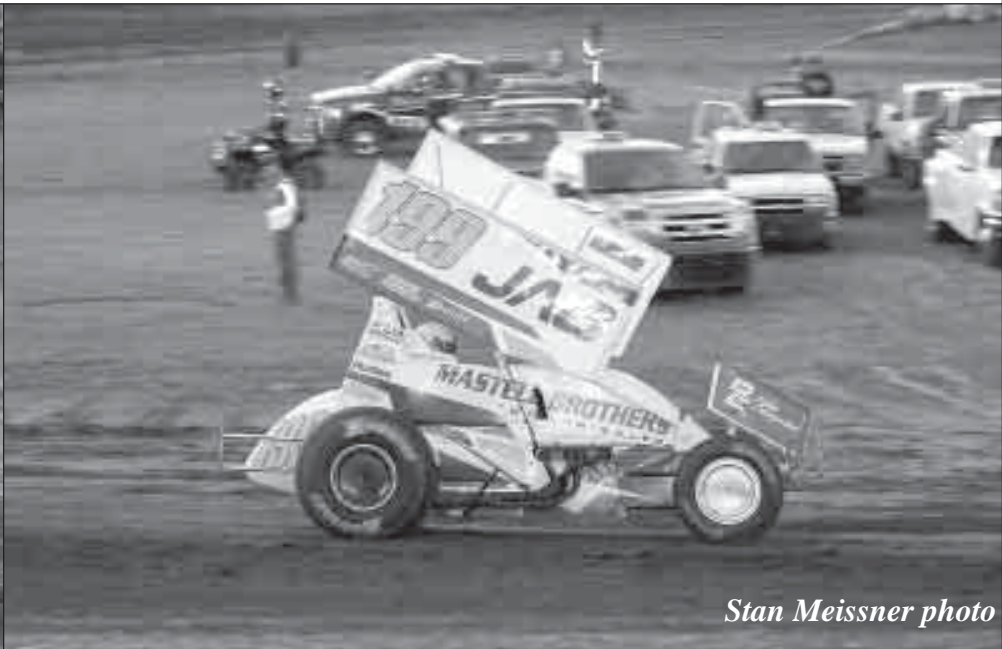
Vince Peterson photo

UMSS 2015 CHAMPIONS

The Upper Midwest SprintCar Series (UMSS) wrapped up their Traditional and Winged Sprint season in September. Champions were Rob Caho Jr. (left photo) and Ryan Bowers (right photo)



Stan Meissner photo



Stan Meissner photo

Home Track Champion Spotlight

The NASCAR Whelen All American Series recently wrapped up their point season for their home tracks. Pictured below are NASCAR Home Track champions from Illinois, Minnesota and Wisconsin.



TJ Harron photo

Jimmy Ambruoso photo

(Left photo) Zack Riddle picked up the Late Model championship at Madison International Speedway.
(Right photo) Jake Gille was crowned the Late Model champion at Rockford Speedway



Bruce Nuttleman photo

Vince Peterson photo

(Left photo) "The King of Short Tracks" Steve Carlson picked up another LaCrosse Speedway crown.
(Right photo) Pat Doar topped the Cedar Lake Speedway Late Model Division



Martin DeFries photo

Two in a row for Jacob Goede in the Late Model division at Elko Speedway



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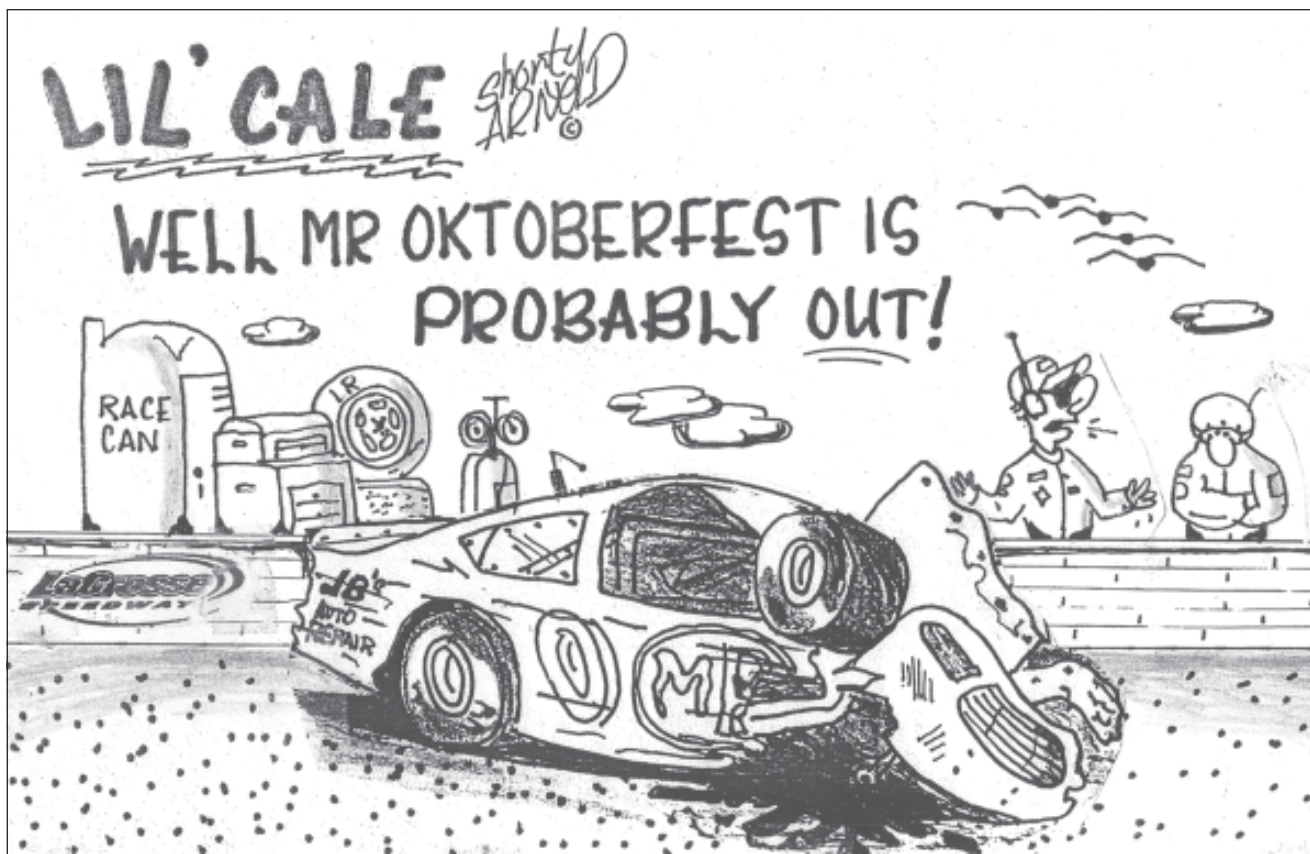


2002

Volume One

2013

For race fans that were lucky enough to pick up a copy of the first version of Racing Down Memory Lane, there's good news. Marge Elftmann has put together another book of photos and newspaper articles listing the history of Raceway Park in Shakopee, MN. The second issue covers 2002 through the final season in 2013. To obtain copies of this 2-volume set, contact Marge via email at debrons2011@yahoo.com or via phone at 952-303-5105.



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Upcoming Events

October 18th, 1pm - Memorabilia and Album Meeting
 October 23rd, 6pm - Annual Banquet
 November 22nd, 1pm - Year End Wrap up and Next
 year Planning Membership Meeting
 All events at the Savage Legion

www.IMCAoldtimers.com

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