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Publisher's Note

Racing According to Plan



Dan Plan

It has been a whirlwind tour the last few weeks since our October issue was published. We made a trip to Rockford for the first time in several years. The racing was top-notch, as it always is during the National Short Track Championships. There is just so much history at a place like Rockford, that every race fan should make a trip to visit the historic facility.

The featured event of NSTC is the main event for Super Late Models on Sunday afternoon. Steve Rubek lead the majority of the event, only to be passed late in the race by Casey Johnson. Unfortunately for Casey, his two –win weekend was cut in half at the tech shed. Rubek was awarded the win, making this his second win in the big event. I still like the term Friendly Illinois Buddy better for Steve, than the other letters often associated with “FIB.”

The Xtreme Sprint Car Series was one of the main factors for our decision to go to Rockford for The



Jimmy Ambruoso photo

All is Good in the World

National Short Track Championships, and man do they haul the mail around this track. The best part about the Sprint Car show (for me) was the two dirt cars that were on hand. Throwin’ the car into the corner and smokin’ the right rear off the corner was pretty cool to see in person. Sure, their tires didn’t last the whole race, but they were pretty fast, and fairly competitive. One of the crew members even told us they made no changes to their dirt cars, other than the tires. Man I miss the days when guys would run both dirt and asphalt with the same car.

The Great Northern Sportsman Series put on a great show Saturday night as well, but the highlight of the weekend had to be the Big 8 main event. If you’ve ever heard the term “use a guy up”, that’s what was going on at the front of the pack, at numerous times. The best part was, they never wrecked each other. As the great Harry Hogge said, “...he rubbed you. And rubbin’ , son, is racin’.” There sure was some racin’ on Saturday night at NSTC.

The trip to Rockford also gave us an opportunity to meet some people in person that we’ve only exchanged emails with, spoken with on the phone, or had previously only met through Facebook. To have track photographer Jimmy Ambruoso Sr. take my picture with Jody Deery in victory lane was just the icing on the cake for the weekend. Make sure to check out Charlie Spry’s Going In Circles column in this issue for a more detailed information from this year’s version of The National Short Track Championships at Rockford.

Oktoberfest this year was one of the coldest in recent years, but doesn’t keep many of us at home. Once the rain cleared out, we were treated to some of the best racing of the year. Along with the great racing, there was the suspense of the ARCA Midwest Tour

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Jimmy Ambruoso photo

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Racing According to Plan from page 3

Championship between Nathan Haseleu and Ty Majeski. Majeski's car was wrecked in the Saturday night qualifying race, leaving many of us to wonder what would transpire on Sunday afternoon. I don't think I'm alone when I wonder why drivers would take any chances in a qualifying race, when they are locked into the Sunday show. On the other hand, that's why they are racers, and we are on the other side of the fence. Ty would ultimately borrow a car for the race from Cardell Potter, who indecently had borrowed this car after wrecking his in practice. This was a strange set of circumstances indeed, stuff that you just can't make up, and definitely things that you can't experience reading updates on social media. You have to really be there in person to get the full experience.

One of the items that stood out for me at Oktoberfest this year was the car counts. Each division on hand had solid car counts, with a few far exceeding expectations. Over the last few years, I've heard numerous people claim there's inconsistency in short track rules that prevent asphalt drivers from traveling, and dirt rules are more consistent. That simply isn't true, and Oktoberfest proves it. First off, I have to state that I'm a fan of all short track racing; dirt or asphalt. The dirt guys "seem" to travel more, but the fact is there are 2-3 times the number of tracks available. Asphalt racers simply don't have the option to travel as often, without driving hundreds or even thousands of miles round trip. Nearly 70 Super Late Models were on hand along with nearly 50 Sportsmen cars on Friday night of 'Fest. Sure, there are pockets of areas in dirt racing that have identical rules packages (i.e. IMCA, USRA, WISSOTA), but each have their own differences that prevent drivers from attending other sanctioning bodies shows. Oktoberfest allows all asphalt cars (which is a much smaller pool to begin with) to come together. I'm not aware of any dirt show for weekly racers in the four state area that had close to 70 Late Models on hand. Despite what some might think, it appears that asphalt stock car racing is pretty darn healthy in this part of the country at the end of 2014. Hopefully it only gets better in 2015.

And finally, congratulations to Gregg McKarns on his new role with the ARCA Midwest Tour. We can remember the days, some 15 years ago, when a proud John McKarns was boasting about his young son taking over the reins at I-44 Speedway in Bolivar, MO. John was one of the first people to really make the Local stars – versus – Touring stars system work. The local/touring aspect was one of the keys to success for ARTGO, and one of the strong suits of the Big 8 Series, formerly run by Gregg. Here is to hoping Gregg can make this concept work once again with the Midwest Tour.

Yep, it has been a pretty eventful few weeks. Dirt cars showing up to run a pavement race (and running well), phenomenal car counts at pavement races, Dale Jr. won a grandfather clock at Martinsville, political ads are about to come to an end and Gregg McKarns found a job. All is good in the world again.



Doug Hornickel photos



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Going in Circles



Charlie Spry

The 49th annual National Short Track Championships got underway this year under probably the best possible weather conditions, as the temps were moderate and there wasn't a hint of rain anywhere to be seen.

Friday night's show saw varied competitors from a wide variety of tracks try for the glory, as three station wagon bodied cars saw duty in the sportsman division. Randy Rahn, Matt Lundberg, and Rick Coppernoll all fielded the memorable body styles, with Rahn's beautiful orange and blue machine drawing plenty of attention.

Ryan Nelson took the lead from Devon Dixon on the last lap of the American Short Tracker feature, with both cars looking to be pretty much out of brakes at the end. Nelson got probably the biggest victory of his racing career, and sets the tone that he will be a force to be reckoned with next year in this division.

Jake Gille won the "Weekend Warrior" feature for the late models, continuing his strong end to the year, while Bobby Frisch won the Roadrunner feature, capping off his stellar season. Dave Schmidt had better luck this year in the Bandit feature. Last year



Mark Melchiori photo

he went on his lid down the main straight, this year he came back to get the win. "Flynn Ryan" Ostenson debuted a new Bandit car, and was pleased with the results in a car that he said was built rather quickly. He is unsure of his racing plans for 2015, but said that racing in the four cylinder division is a very real possibility after staring his career in the division, then moving to the Roadrunner class for a couple of years.

Saturday night saw another wide variety of cars take to the track, with some Roadrunner drivers doing double duty and racing with the more modified "Hobby Stox" class, featuring more highly modified cars from other area tracks. I had a nice chat with hobby stock racer Ricky Sanwick. Rick said that he is out to have fun with his racing, saying, "I'm not overly concerned where I start in a race or how much money I win. If I can have my family here, the Grandkids, and others to watch me race, that makes it for me." Rick got his start in racing by working with former spectator one-on-one and later street stock racer Jim Zachow, then raced hobby stock type cars at various tracks in southern Wisconsin, as well as in the Roadrunner division here at Rockford. He then moved up to Sparta, Wisconsin, and began racing various cars at Lacrosse, then said that he moved back to the Janesville, Wisconsin area, and kind of forgot about racing. He had been out of the sport since the late 1990's, then a couple of years ago he ran in the spectator drags one night and the need for speed came

about once again. The smile on his face and the excitement in his voice tell me that he is succeeding in having fun. Great to see folks like Rick out there getting the job done. I love his attitude. He also noted his desire to win a feature event, saying, "If I were to win a feature, I think I would retire from racing right then and there and call it good." He also noted that his favorite racing memory involves the Bahama Brackets at Rockford, where one year his brother won a feature and he finished second. "The top two guys got to beating and banging on each other, then my brother split the middle on them and I followed. That was a great memory." Here is hoping that Rick gets that feature win, but then keeps on racing.

The Big 8 cars were center stage on Saturday night, with Casey Johnson sneaking through to get the win in a crazy three-wide finish with Dale Nottestad and Austin Nason. All three cars were primarily painted black, so everyone was on their feet at the end to see who would inch out the win amidst the sea of black. Not very often that you see a race end this exciting, and the fans had to be impressed, no matter who you wanted to see win. I have been very impressed with late model rookie Dana Czach in the later stages of this season. He started kind of slowly this season, but you could see him get faster and more comfortable every week, and it showed tonight, as he was not intimidated by anyone. He finished fifth in the feature tonight, after a race where few cars were left untouched. I think he will win at least one if not more features here next season, along with fellow 2014 rookie Justin Sellers. Steve "Dobie" Dobbratz continued to have less than stellar luck here, as during the feature something appeared to break on his car and he impacted the wall. In a nice gesture, as his car was being towed off the track, he sat on the edge of his door and waved to all the fans. A true sportsman.

Going In Circles continued on page 6



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Mark Melchiori photo

Going In Circles continued from page 5

Jason Thoma seems to virtually “own” the Rockford speedway in the sportsman division, as he won both Friday’s main event, then dominated the GNSS race on Saturday to sweep his class for the weekend. Jimmy Robinson might be able to say the same for the hobby stocks, as he won his fifth NSTC title in that division.

The only truck racing was the Chevy pickup raced by Travis Fecht, who races on the dirt at the Lafayette County Speedway in their newly formed truck division. “Up until this year, I hadn’t raced for seventeen years,” Said Travis. “I used to race three nights a week at places such as Dubuque, Farley, Maquoketa, Lancaster, Freeport and Darlington, but then I had kids, and that kind of put a stop to it for awhile. I decided to get back into it this year, but I didn’t get back out until about mid-season.” Travis also noted

where lapped traffic provided much excitement. I was back at Rockford a couple of weeks later for the annual “Bahama Brackets” event, an unusual event in which cars are split into brackets and race against their time and each other. This event brings about a wide variety of cars and trucks, both from asphalt and dirt tracks. You never know what you will see, and that makes it a very enjoyable event.

Raceway, another track that is long gone now. They took the motor out of their late model and dusted the older sportsman/mid-am car off and got it going, which they usually do once a year here. The Peterson name had been synonymous with the Lake Geneva Raceway for many years.

Derek Dobbs was present only a couple of weeks after a hard crash in the Bandit/Hornet challenge with another car put both into the “point” at the entrance to the pit area, with his car ending up on the fence. “I remember the safety guys coming up to me right away, and I didn’t really know what had just happened. You are just kind of in a fog right after a hard crash like that and don’t even know where you are. I know that I will never take safety stuff for granted again.” Derek did a nice job in his feature, finishing fourth in a very hotly contested race between several cars, won by Bobbie Jean Wall for the second year in a row over Rick Wilson, who is another perennial bracket frontrunner. Shaun Wiltjer finished third with another one of their beautiful cars, while Derek was right there at the end to finish fourth. Derek’s Son, Kelsey, did very well in winning one of the four cylinder brackets.

Alex Papini was the victor in the top bracket, racing a car that was driven to victory in this event by his late father back in 1995. Pretty special moment for all.

Chris Woodall won one of the features after a battle with Aaron Stolp, wheeling a dirt car from Plymouth. I don’t recall a dirt car ever winning this event, but Aaron came very close. Adam Cartwright won another bracket feature after he and Robby Robinson swapped leadership duties. Nick Cina Jr. won the top four cylinder bracket over George Sparkman and Phil Malouf.

The long distance award went to Jim Gilbert, who towed all the way from Georgia to race. An award was not given for this, but I’d have to say that the most unusually numbered entrant would have to go to Jeff Schultz, who numbered his car as “I 1/2 2 P.”

Nice to see Sycamore Speedway super late model racer Danny Deutsch make the trip to race once again. After riding the wall last year, he once again suffered some bad luck, with parts breakage, but he still came back to run the “Foo-Foo” race for non-qualifiers. It was nice to finally meet Danny in person. This team has the right spirit of fun.

Mark Melchiori photo



Sunday’s super late model 200 lapper settled into a cat and mouse game, with everyone acting a bit coy, not showing their hand much for the first 100 laps. Steve Rubeck led from the start, as Casey Johnson and Brian Johnson Jr. began pressuring. Johnson made the pass, but had that nullified when the caution came out for a spinning car. Back at it again, Brian Johnson took over second, and it appeared that Casey might be in trouble, but he made the pass for second, then the winning pass very late in the race to take both the Big 8 and super late features, only to later have the super late win nullified when his car failed inspection due to carburetor issues. I thought it was a credit to both drivers who stated later on the internet that it is what it is, and time to move on for Johnson, while Rubeck said that the issues would not have mattered, he had nothing on Johnson. Class act by both drivers and congrats to Rubeck, who gets his second NSTC title.

The sprint cars put on quite a speedy show for the fans, with Jimmy McCune getting the win in a race

some changes to his driving style, noting that “I used to get right up into someone if they were in front of me and I was faster. Now, I am much more patient. I guess I must be getting old.” I really enjoyed talking with Travis and his family about some of the changes we have all seen in racing, mainly the expenditures involved.

Another dirt racer present was Jeff Lillge, who kind of is a man without a track at the moment. “I used to race at Freeport, but since they closed I just had the car sitting there in the garage for four years. I decided it was time to get it out and have a little fun. I started racing oval in 2005 after doing demo derbies before that. My first car was actually an asphalt car that raced right here at Rockford that I got from Bobby Davis. I kept getting more cars and now I have four of them sitting around.”

Tyler Peterson was racing a car that had been raced previously by family members at the old Lake Geneva



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The Inside Dirt



Stan Meissner

My sixty third birthday on September 24 happened to fall on the day that the announcement was made that Tony Stewart would not face criminal charges in connection with the death of Kevin Ward Jr. A couple of columns ago I stated that I would reserve my final opinions about this situation until all of the facts were known. There is always more than meets the eye in these situations but the facts were a bigger surprise than I had expected.

The thing that caught me off guard was the announcement that Ward had marijuana in his system and the assumption that it caused him to charge headlong at moving Sprint Cars. If that were the case Willie Nelson would have been run over by his tour bus decades ago. Shades of reefer madness aside I can't imagine anyone thinking that being stoned would give them any kind of a competitive advantage. I celebrated my eighteenth birthday in the final year of the 60's so let's just say that I had a little experience with this subject in the past and leave it at that.

Law enforcement said that the levels were enough to impair judgment. A marijuana high is said to last 4-6 hours and the accident happened around 10:30pm EST. Knowing how busy drivers and crews are in the pit area at 6pm on race night makes it difficult to wrap my mind around these findings. I should make it clear that I am not advocating using illegal substances or driving a Sprint Car while impaired. On the other hand, we do not know the details of the toxicology report so we have to trust what was stated in the press release. Driving a Sprint Car is not easy and enjoying a measure of local success as Ward did before his passing would have required a lot of hard work and dedication so I don't think we should lose sight of that fact.

We live in confusing times when many states, including Minnesota, allow medical use and two states have made recreational use legal. Regardless of the details I feel bad that it is possible that this indiscretion will tarnish the legacy of Kevin Ward Jr. Meanwhile this revelation will no doubt add fuel to the fire for

those who perceive Sprint Car racing in a negative light based on headlines of the past couple of years. Now we can add "wild eyed stoner" to the laundry list of negative press.

In the aftermath of this report some have advocated drug testing drivers at the local level. In my opinion this opens up a big cost prohibitive can of worms. The World of Outlaws for example could easily keep tabs on their 13-15 full time drivers. What about the approximately 1,000 drivers nationwide that compete with the series when they pull into a town near you? Who would pay for that, the WoO (substitute USMTS or your favorite series), the tracks or the drivers who decide to run one or two shows per season when a traveling series comes to their area? One figure thrown out in a racing podcast I listened to was \$2,500 per night to implement testing based on the number of competitors on an average night of racing. I know of promoters that cannot afford to make improvements to their facility let alone implement and pay for drug testing. Racers and fans balk at cost increases regardless of the justification and expect tracks to cover added expense without raising their prices or cutting the purse. If one track or series every other track and series would have to be doing this or racers might avoid those that do. For most tracks scheduling on race night and the logistics of administering something like this would be a logistical nightmare. My prediction is that only a compelling reason such as insurance requirements would dictate such a thing at the grass roots level and such a requirement would be the straw that broke the camel's back for some tracks.

Meanwhile Tony Stewart can get back to concentrating on racing and hopefully this closure will help him to get his mind off what happened as much as possible. NASCAR owners never took kindly to their drivers participating in Sprint Car races and Stewart has stated publicly that he doesn't know when or if he'll ever get back in a Sprint Car. NASCAR owners and sponsors are having second thoughts about their drivers running Sprints and most are prohibited from doing so. Short track racing does not have the checks and balances of a NASCAR when it comes to matters such as drugs and alcohol. Personally I think that youth, inexperience, adrenaline, and anger were all bigger factors than anything that Ward might have ingested in the days or hours leading up to his death but many would disagree with my assessment.

Sprint Car racing suffered a tragic loss at the Beaver Dam Raceway the Saturday before the Stewart

announcement adding to the week's negative Sprint Car press. This one hit close to home as the race was an Interstate Racing Association event. The accident took place during the second hot lap session when 47 year old racer Scott Semmelmann's car hopped the wheel of another car, flipped end over end several times and made contact with the concrete retaining wall. A friend associated with the IRA called me the next morning and said that he had never seen a winged Sprint Car crash as violently as this one. Beaver Dam is a 3/8 mile track, and Sprint Car fatalities are not normally associated with the smaller tracks but they can and do happen. I understand that the car shed it's wing at the beginning of the first flip which added to the severity of the accident. Semmelmann was a part time veteran racer and this was his first time out this season. The racing program was canceled and fans were offered the option of accepting a refund or donating the cost of their ticket to the Semmelmann family. A memorial site has been setup at giveforward.com for anyone interested in donating. You can donate by accessing giveforward.com and typing Scott Semmelmann into the search field.

In a recent announcement it was revealed that Todd Quiring, owner of Big Game Treestands out of



Craig Dollansky used to push Sprint Cars off at the North Starr Speedway as a teenager and watched Jerry Richert Sr. compete against his father Bill. In spite of his Minnesota roots Craig had never competed in the Jerry Richert Sr. Memorial until the 14th version of the event in 2014. Craig has left the Big Game Treestands team and will be back on the World of Outlaws tour in 2015 with North Dakota based Destiny Motorsports.

Windom, Minnesota, will be starting a Midwest based 410 Sprint Series centered around the Knoxville Raceway. Quiring is, or I should say, was Craig Dollansky's car owner and was also Sammy Swindell's owner until his recent retirement. The Series sounds like it will be well funded and have the support of several tracks. According to the press release this series will not run against Knoxville or any 410 shows within it's area of operation.

I question if we will see any NSL shows at tracks around central Minnesota and western Wisconsin. I

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wouldn't be surprised if 2015 is business as usual for Twin Cities area fans with the majority of our Sprint Car options being the UMSS 360's and a few IRA and WoO shows. Todd has revealed that the NSL will be working with IRA and will have a solid 30 race schedule. Nevertheless, our local IRA shows during the regular season such as the Triple and Eagle Valley race take place on the same night as the Knoxville and Husets weekly shows. If we see the NSL this far north I would guess the Jerry Richert Sr. Memorial which takes place after Knoxville is done for the year would be a good candidate for NSL support. I question whether our area could add more 410 shows than we currently have. We have more Sprint shows (non-wing, 360 and 410) now than ever and I am very satisfied with the amount and quality of racing we have available. If the NSL books some races in our area and it results in larger fields and some 410 specials that would be a bonus. If they don't we haven't really lost anything because we are already enjoying more Sprint Car racing than many of us are able to attend.

On Saturday September 27 I invited my family over for what has morphed into the annual Meissner family cookout and bonfire. Part of the fun was checking out the racing that was taking place that evening. We watched the races on a laptop computer placed on a card table in the back yard as we sat around my fire ring. Streaming races around the fire ring with the kids and grandkids allows me to hang out with the family while keeping an eye on racing.

After tuning into Jackson and seeing only three Sprint Car Heats we opted to check out the Red Clay Classic in Ashland, Wisconsin. We tuned in as the Midwest Modifieds were doing their driver introductions which was the perfect time as we saw Features only. The Late Model Feature was a very good race with Jake Redetzke taking the win. I have been to Ashland twice and it's one of those great little tracks that I wish wasn't so far away.

The costs and commitments required to race competitively have been taking their toll and dictating some changes as to how the sport will look in 2015. Some changes appear to be attributable to drivers and owners taking different paths while others fell victim to the costs of fielding a team.

In the "let's try something different category Craig



Stan Meissner photo



Stan Meissner photo

Stan Meissner photo



Watching the Jackson Nationals around the fire ring. September 27, 2014.

I remember a time when the Jackson Nationals was a Sprint Car only event and attracted some of the biggest names in the sport. The most recent incarnation is now billed as the IMCA Jackson Nationals with the emphasis on IMCA Stock Cars and Modifieds. Sprint Car fields for Jackson's end of year specials used to be enough to lure me south but I haven't been able to get down there in recent years.

This is the car that Jac Haudenschild piloted during the 2014 season with the All Stars. Dollansky will take over the seat for the World Finals in Charlotte and will be bringing along Aggressive Hydraulics as a sponsor. In the meantime Sprint Car racing's version of silly season broke the news that Danny Lasoski and Guy Forbrook would be teaming up in the vacated Big Game Treestands Sprinter for the remainder of the

Brian Birkhofer won the Knoxville Late Model Nationals and subsequently announced that he would be stepping down from fielding his own Late Model team. Birkhofer left his options open if the right deal were to come along but this USA Nationals shot could very well have been from Birky's last CLS visit of his career.

Brady Smith stepped down as a car owner and decided to hang up his helmet at the end of the 2014 season. Brady hasn't ruled out the possibility of driving again at some point in the future but the costs and time of fielding a competitive car proved to be too much.

Dollansky announced that he will be parting ways with Todd Quiring and has accepted a ride with Destiny Motorsports out of North Dakota.

2014 season.

Mark Dobmeier has been keeping a grueling racing schedule that rivals that of an Outlaw team. Mark owns a radiator business in Grand Forks that he tends to during the week. On Friday Dobmeier would race at his home track River Cities Speedway. Saturday he would head down to Knoxville for the weekly show and Sunday he would make a weekly stop at Husets on his way back north. Dobmeier did this week in and week out year after year for eight seasons. On Thursday October 23 a press release was issued

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The Inside Dirt from page 10

stating that Mark Dobmeier and car owner Dave Lundstra would be parting ways. Dobmeier will be limiting his travel and will drive for the newly formed Big Trucks by Jimco team. I'm not as surprised by this announcement as I am over the fact that Dobmeier was able to follow such a grueling schedule as long as he did.

Both Brian Birkhofer and Brady Smith have announced their retirement from Late Model racing. Smith has been a favorite driver of mine since his days driving locally. Both Brady and Brian have left the possibility open that they would consider driving for other car owner at some point in the future if the right deal came along. These two great drivers leaving the sport in their prime underscores the challenges of fielding a competitive traveling team. Both drivers will be missed. They are both class acts and I wish them well in whatever direction their lives take them.

With the exception of the World of Outlaws World Finals and some action in the land down under another racing season has come to a close. I enjoyed writing the Inside Dirt column for the sixteenth season if we can allow my limited contributions of 2014 to count as part of an uninterrupted streak. In the final online issue of 2014 I will take a look back at some of the highlights of my 2014 season and a look ahead to 2015.

See you at the races!



Stan Meissner photos



Top photo - In the last issue of MRC we talked about Sammy Swindell retiring from racing and we added a few more names to that list in this issue. Sammy was one of two teams running under Todd Quiring's Big Game Treestands banner. Sammy retired, Craig Dollansky went in another direction and Todd has decided to start the National Sprint League, a Midwest 410 Sprint Car series. Todd guarantees a solid 30 race schedule and has enlisted the services of Chuck Zitterich and Bill Wright, two well known names in Midwest Sprint Car racing.

Who says that there isn't a silly season in short track racing? The prestige of running with a touring group like the World of Outlaws series can take a toll on drivers, owners and sponsors. So far this fall we have seen Brian Birkhofer, Brady Smith and Sammy Swindell retire from racing. Craig Dollansky has ended his long association with Big Game Treestands and Mark Dobmeier has decided to run locally in the Grand Forks area. Todd Quiring of Big Game Treestands has started a Midwest series called National Sprint League so that regional 410 Sprint Car racers will have more options close to home.



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Well, bad weather finally bit the Oktoberfest Racing weekend here scheduled for October 2-5 at La Crosse Fairgrounds Speedway, West Salem, WI., as the Thursday night program was a total washout. Through the years management has been able to get all the days of racing in but finally in 2014 the event had to be shortened.

It was more like a deluge on Thursday as water from an inch and a half of rain in a short time was running everywhere. There was no way racing was going to take place on this night and that meant a decision to be made on trying to get the night's scheduled events in on another night... or not. Manager Chuck Deery decided or not, sighting other commitments by race teams and drivers for the weekend and a problem making it fair for everyone including those scheduled to race the following three days. It's a tough decision to make especially with numerous divisions of racing championships to be determined with close points

battles on the line, but someone has to do it and I'm just glad it wasn't me having been down that road in my own racing endeavors from years past.

And with this result, Steve Carlson, Greg Scheck, Jason Bolster, Mark Bornitz, and Cole Scholze are the 2014 Speedway champions in their respective divisions. All but the NASCAR Late Model Division which Steve Carlson had all but wrapped up were close but the race season has been completed and we will now look forward to 2015.

Other highlights from this years 'Fest include Dan Fredrickson winning the ever popular Dick Trickle 99 event on Friday. The three 33 lap Feature format to determine a Champion has always made for very exciting racing. Fredrickson eked out the win over Dalton Zehr who made a last ditch effort to catch Fredrickson in the last 33, falling just short at the end.

It was also on this night that Don "Thunder" Turner kept his streak alive of competing in every Oktoberfest weekend of racing, all 45 of them. On this night Turner finished 4th in the C Feature run for Super Late Models.

Drama for Saturday night's 'Fest racing was created by Ty Majeski who was in position to win the ARCA Midwest Tour Championship. After setting fast qualifying time, Majeski racing in the dash was involved in a multi-car wreck, heavily damaging his racing machine. With the car unrepairable, at least in terms of competing the next day work would have to be done to even get Majeski in the race. After much maneuvering with cars and drivers to meet the ARCA Tour rules requirements, Majeski made it out for Sunday's 200 lap finale placing 9th which was enough to secure the Championship. Majeski a rookie on the Tour, was the first to accomplish both in the same season in ARCA Midwest Tour history. Of course Travis Sauter was again the victor in the 200 lap ARCA MT season and 'Fest racing finale holding off Dan Fredrickson for the win, his 4th. With the completion of the racing weekend, plans are already

underway for next years Oktoberfest Racing weekend October 8-11, 2015.

Here and there... John Gilbertson who is heavily involved in the Steve Carlson racing operation did a little driving of his own in the Vintage division on Sunday of 'Fest. He did more than a little driving, he won the Feature event for those cars and drivers. With the huge win rumor has it that Gilbertson will take over the Steve Carlson ride from this year and compete full time in the NASCAR Late Model Division for 2015... Just kidding on that last part... And speaking of 2015 a number of drivers have indicated they are calling it a career racing at the Speedway, the latest being long time competitor Bill Niles. Thursday of 'Fest was supposed to be Bill's last racing but with rain washing out the program he indicated, "That's it" It'll be a shame not to see the #54 on the speedway anymore, especially on the way to a win with police car flashing blue and red lights in his race car, but Bill has said enough is enough. With all the things these racers miss due to their commitment to the sport it is certainly understandable but nonetheless sad to see this day come. Bill was always upbeat and involved in some capacity promoting the sport and hopefully he continues with that even if not competing on a regular basis... And another driver indicating this is the end of the line was Greg Scheck after he competed on Friday at the Speedway. I guess if you are going to call it a career you might as well do it as a Champion which Scheck is after winning this years La Crosse Fairgrounds Sportsman Division Championship... With this years Champions Reunion as part of Oktoberfest racing weekend drawing over 40 drivers from back in the day we look at some past racing results from those at the reunion this year. On June 18th, 1968 it was Tom Reffner winning the Feature at the North La Crosse Speedway, outpacing Marv Marzofka and Jim Back... On July 17th, 1969 it was Marv Marzofka winning the main event at the North La Crosse Speedway followed by Jim Sauter and Jim Back... On August 20th, 1971 it was Ron Waite taking the Feature

continued on page 13



continued from page 12

event at the AF Speedway, of Adams Friendship, WI. At the finish Waite was followed by Bill Wirtz, Tom Jensen, Delmar Kemnetz and Floyd Fairfield...On June 16th, 1972 it was Jim Sauter winning the Feature event at La Crosse Interstate Speedway, West Salem, WI. Sauter finished ahead of Marv Marzofka, Jim Back, Tom Schaller and Lyle Nabbefeldt...On October 11th, 1992 it was Tom Carlson winning

the Oktoberfest 100 main event at La Crosse Fairgrounds Speedway, his 2nd win in a row of the event. Following Carlson were Rick Beebe, Joe Shear, Steve Holzhausen and Jim Weber...

Pictures from the past: Tom Reffner in His AMC Concord. 1991 & 1992 'Fest winner Tom Carlson #51. John Ziegler #93 in one of his "Wild" Mustangs with the pants to match. Ev Fox #19, who attended Champions Reunion this year, is shown here in one of

the Big Moose Little Moose team cars. Marv Marzofka #91 with a beverage sponsor. Jim Sauter #5 racing his cool Camaro in 1972.

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



Dean & Jason Talkin' Racin'



Jason Searcy

The Champions banquet wrapped up the 49th season of racing at Elko Speedway. It was interesting looking at some of the 2014 season ending facts and numbers. We saw nine different winners in the Super Late Model division, Jacob Goede won the point title, the driver of the year and seven races, but Paul Paine had an incredible year finishing second and was very consistent but had no wins. 1976 Elko Point Champion Mark Lamoreaux won a race early in the season and Kyle Hansen finished 9th in points and received the Rookie of the Year award.

Jacob Goede was very emotional in his victory speech and had to pause to gather his emotions at one point. He said "the decision to come back home to Elko was easy, I learned that racing is not as much fun if you're not doing it with people that you love." He mentioned to me many times during the year it was really nice to race against his brother and with his young and expanding family nearby.

Ten different drivers won races in the Big 8 division, proving that the cars were evenly matched and nearly anyone could win on a given night. Chris Marek won the point title and five races, three in a row at the beginning of the season. Jon Lemke closed the gap in the points late in the year finishing second, Michael Beamish was much improved and finished the season third in points in addition to winning the Oktoberfest race. Rookie Cole Anderson turned some heads with his two wins and four "fast times" in qualifying, more than any other driver, he also received the Rookie of the Year award.

Conrad Jorgenson won the Thunder Car title his fourth Championship at Elko Speedway. He has now won in the Thunder Cars in 1995, 2003 and 2014, he also won the Super Truck Championship in 1997. Only 5 different drivers won races this year with Brent Kane getting 8 victories but finishing fourth in points because he missed a race night mid-season to be in a family wedding. Jack Purcell finished 10th in points and won the Rookie of the Year award.

The Great North Legends title was won by Derek Lemke, he scored three wins during the season in the Legends and one in the Super Late Models. Brady Fox-Rhode finished second in points and won the "Most Improved Driver" award, he moved up from 7th in points last year to 2nd in 2014. He also scored a win at Elko Speedway, Hawkeye Downs and the Dells in addition to winning the "race of Champions" in the Asphalt National Championships at the Bull Ring at Las Vegas Motor Speedway. Eight different drivers scored a win this year, Tim Brockhouse lead the way with 4 wins racing part-time and Jared Duda won Rookie of the Year.

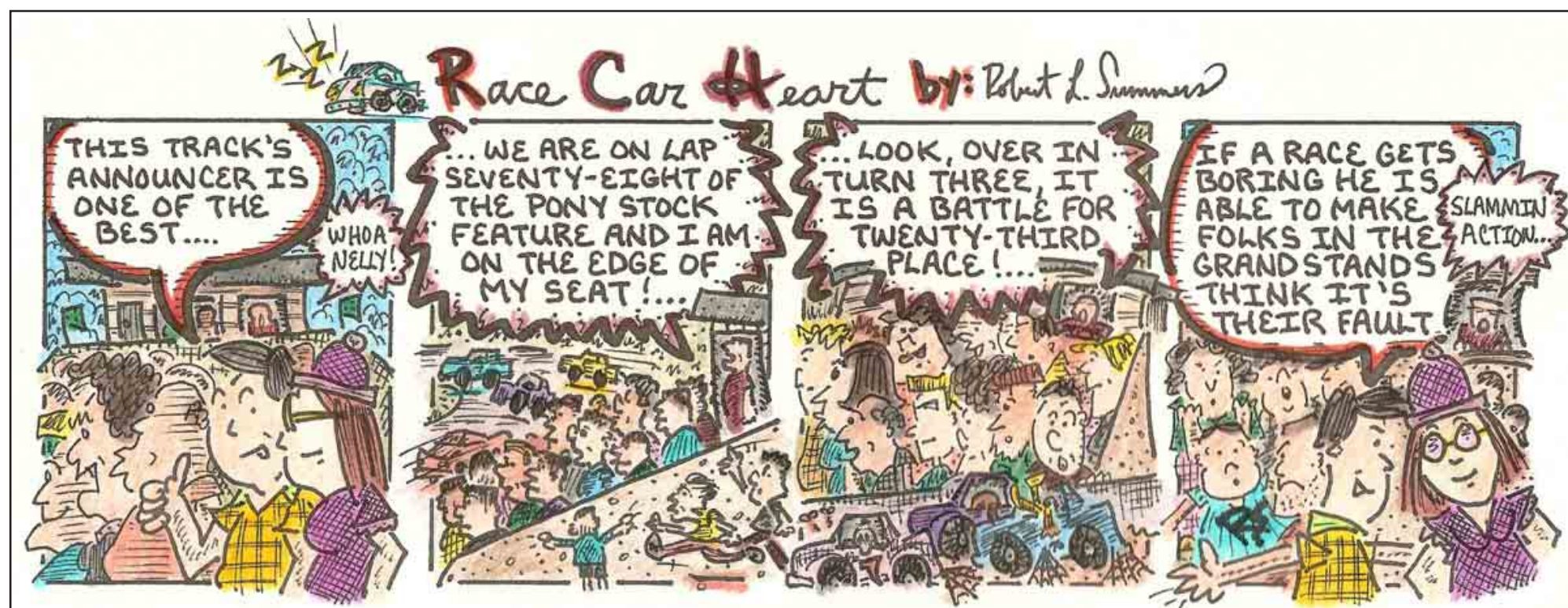
The Power Stock division was arguably the most entertaining division all year long at Elko Speedway. Nick Oxborough won the Championship in his rookie season at the track, he scored three important wins,

very crucial because they were the determining factor when he tied with Grant Brown for the points Championship. Brown finished runner-up in the Championship but he won the UNOH Youth Achievement Award, what he accomplished at the age of 14 was astounding. Ten different drivers won races in the Power Stock division and the 20+ car count every race night was very encouraging for the future of that division.

Brian Adams won the Mini Stock title with six wins, Michael Wachs Jr and Brandon Plekkenpol tied for second with Wachs getting the tie breaker with his two wins. Eight different drivers won in the Mini Stock division and Collin Neisus won Rookie of the Year.

Brody Wulf won in the Bandoleros, he had four wins and Owin Giles had five wins and finished second in points. This division is very important to Elko Speedway to keep talented young drivers here, a good transition from the "little Elko" 1/4 midget track to racing in front of the big crowds at the big track. Power Stock driver Grant Brown won the Bandolero Championship in 2012 and Great North Legend driver Jared Duda won in 2013, they are both moving up the ranks and continuing their racing careers at Elko Speedway.

The Nick Beaver race team won the Elko Speedway Goodwill award for their efforts in helping Rylie, a young autistic girl become their biggest fan. They made her part of the team and gave her the trophy after a big win. Their compassion touched many people in the audience and they got a standing ovation at the conclusion of the program when Rylie and the Beaver team came up to accept the award. Now that 2014 is wrapped up time to recharge our batteries and look ahead to next year, the 50th season of racing at Elko Speedway.





Jim Sauter

June 1, 1943 - October 31, 2014

Originally from the state of Minnesota, Jim Sauter was best known for racing out of Necedah, WI. Jim started the Sauter family tradition of displaying "In God We Trust" on the back of their race cars.

Our condolences to the Sauter family on the passing of Jim.



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Photo Gallery



Dick Trickle 99 top-3: Nick Murgic, Dan Fredrickson and Dahlton Zehr
Doug Hornickel photo



GNSS 'Fest winner Dave Trute chasing down "The Franklin Flyer" Bill Prietzel
Mark Melchiori photo



The finish of the Big 8 Late Model race at Rockford for NSTC14
Bruce Nuttleman photo



Adam Hensel won both nights at Olgilvie's Topless Nationals
Scott Swenson photo



Elko Speedway awarded the drivers with the most feature wins in 2014
Martin DeFries photo



Mark Dobmeier will travel less during the 2015 season
Stan Meissner photo

TOPLLESS IN OLGILVIE

For the past 5 years or so, Ogilvie Raceway has held their season ending, non-points special event called "The Topless Nationals." The event is typically held late in October, which can lead to somewhat cool temps, but this year's event had phenomenal weather for the weekend. The photos below from the weekend show action shots from photographers Jacy Norgaard & Scott Swenson. Additional photos from the weekend can be seen at www.jacynorgaardphoto.com



Scott Swenson photo



Jacy Norgaard photo



Jacy Norgaard photo



Jacy Norgaard photo



Jacy Norgaard photo



Jacy Norgaard photo

Racing Nuggets**Jacklyn Daniels-Nuttleman**

“Have fun,” my brother-in-law’s wife said to him. “It’s work. Serious work going on here,” he replied before they wrapped up their phone conversation.

Of course he was being his typical smart-@ss self, as we were down in Florida several years ago during Speedweeks. He was there to take professional quality photos. I was there to videotape in my pseudo-professional way. I suppose we were technically working. However, at the time of said phone call, it was late in the evening and we all had a beer in front of us. Obviously, he was trying to downplay the fun side of this adventure we all love—post-season racing. His wife was back in snowy Minnesota with their children. He was in Florida—home to Mickey Mouse and a lot of great winter racing.

Well, it’s getting to be that time of year again—when many make their plans to trek in that southern direction with the hopes of securing a major win at a signature event. I’m planning to head to the Snowball Derby in early December to watch another great event. I’m also hopeful that it will be a little warmer than in years past. Of course, I realize how whiney that sounded, but in all seriousness, I always end up packing winter and summer clothes for this trip. I’ve worn both of them down there. The Snowball Derby at Five Flags Speedway, and even Speedweeks in February at New Smyrna Speedway are a lot like Oktoberfest in La Crosse: A mixed bag of weather. I’m hopeful that this year’s event brings good weather and is free of the post-race drama. You surely remember that tungsten-twister after Chase Elliott nabbed the checkers last year. The team had used a block of tungsten, instead of lead for weight in Elliott’s car. (Insert sad trombone here) Head technical inspector, Ricky Brooks disqualified Elliott for that infraction, and it turned the win over to Erik Jones.

I think I could match Chase Elliott’s woes of last year with what I had to endure—JUST TO GET TO THE TRACK!

I opted to avoid Atlanta—a hub that I’ve had nothing but bad luck with late flights—and instead route my trip to Florida via Dallas. BIG mistake. You might

remember last December there was an epic ice storm that essentially shut down Dallas and much of the mid-south. It was one huge ice hole of doom; pure hell for travelers.

That said—I thought I’d share with you my adventures from last year—trying to get to Pensacola—in case you never had a beer with me after that series of unfortunate events and got to hear the whole you-can’t-make-this-stuff-up story.

I ALMOST made it out of Dallas that fateful afternoon, before all hell broke loose. The delay began with a flight attendant that didn’t show up, so we all had to wait for a backup attendant to show up, but by then the merry-go-round of delays had already begun. Long lines of planes, waiting to get de-iced prior to take off, stymied our forward progress. On the second attempt to leave, the push-car that moves the plane back away from the gate had a dead battery, so that caused another delay. Then the government got involved because the de-icing process had a lot of overspray that was landing on some new construction at the airport.

Yes, a government agency was also part of our delay. Actually, many of the delays for the planes to get out of Dallas. They halted the entire de-icing process for ALL planes, until they could figure out where to move the de-icing area for planes. As you might imagine, the government decision-makers didn’t exactly come to a quick resolution on that matter. Imagine that?

Bottom line is, after three separate boarding and deplaning efforts for this flight from Dallas to Pensacola, they ended up pulling the pin on the flight and canceling it shortly after 11pm—six hours past the original take-off time.

A call to the airline customer service department, as soon as I heard we were not going to make it to Pensacola, landed me on the next available flight the following day, with a scheduled departure in the early afternoon. Not exactly ideal, given the race festivities were already underway, but what could I do?

The adjoining hotel to the airport was plumb full. A call to various hotels in close proximity revealed they were full too. I decided to drop the hammer and go to get a rental car and just drive it. I was frustrated.

I waited for the car rental shuttle to come around for about 15 minutes in the icy cold. I ended up being the only passenger on the big shuttle bus and I was lost in my thoughts. Should I be trying to drive this potentially 10-hour trek at midnight, given that I had been up since 3:30am? The frustration of the situation was just spilling over and I was becoming convinced that I could do it, mostly just to get the hell out of Dallas.

It was then that I was jolted out of my thoughts—literally. The shuttle bus had been rear ended by another shuttle bus for a hotel. I can’t make this stuff up; the situation was spiraling out of control.

Post-Season Ice Holes

Sitting helpless on the shuttle bus, while we waited for the police and another shuttle to come and take me to the car rental office was my breaking point. I realized then that I was in absolutely NO condition to drive 10 hours to Pensacola, let alone through a monster ice storm that had engulfed the entire Dallas-Fort Worth area.

I was insane if I thought I could drive 10 hours to Pensacola after being awake for nearly 21 hours already. Upon reaching the car rental counter, I instead requested a phone number for a taxi. One of the slick guys behind said counter, hand wrote the number of his friend, who would “take good care of me.”

I’ll be honest here. That gave me the willies and not in a good way. Cold, tired and desperate, I dialed the number anyway.

“Hello?” he answered in his deep, thick-accented voice.

“Hi, I was given your name as a taxi driver to get a ride to...”

“I’m not working now,” and CLICK, he hung up on me!

All I could do at this point was to laugh like a maniacal idiot. Through the tears of insanity, rolling down my face, I spotted a taxi outside, as if it were waiting for me. I dashed out there to find a man and a woman, headed for a hotel. The two, who were strangers themselves, both on a plane bound for Oklahoma City, were in the middle of the same situation as me. Flight cancelled with few options. Only, they actually attempted to rent a car, but the person behind the counter said they could not take debit cards, only credit cards. And apparently, despite their debit card having the obvious logo of Visa on it—they were refused service. I felt for them. I shared my story of getting rear-ended on the shuttle bus and we all reveled in a kindred spirit of hatred toward the Dallas situation.

The cab ride was harrowing. When we finally arrived at the hotel, we found that it was perched on a steep incline, not suitable for navigating during an ice storm, but our cabbie was a real sport and gave it the “Dukes of Hazzard” try. By God, we made it up the driveway and slid to a stop in front of the entry way, where we piled out and tumbled into the hotel; our bodies about to give out on us.

The clock struck almost 1:15am when the hotel front desk man greeted us. He informed us that he only had one room left and it was the Jacuzzi suite. Lovely! He then announced that it would run us a whopping \$109 for the “night.”

This was the point where I lost my marbles. I have no idea how I remained calm, but I did. I shared a

continued on page 19

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euphemism about several things having been shoved sideways where they didn't belong—repeatedly within the past 8 hours—and pretty much begged him to have mercy on three complete strangers who were willing to share a room—not for a night, but for a mere few hours, before we all had to hightail it back to the airport in the hopes of getting to our final destinations or fork out more money for a rental car that would cost far more than it should.

When I finished my little speech, he stood there slack-jawed and said, "I've never heard a situation described quite like that before. I'll give you guys the room for \$69."

It was a small victory in a day that had quickly developed into the equivalent of any Minnesota Vikings' football season.

I took a shower and put the same clothes back on, as that was all I had with me, because my husband took my suitcase with him in the race car hauler on Monday to Pensacola. (He also drove through a car wash with said suitcase in the open bed of his pickup, before leaving, but in the whole scheme of things, I guess that's pretty minor now.)

I set up a text alert for my new flight to Pensacola before trying to sleep. Slumber was a fruitless effort. It is doubtful that I grabbed more than an hour and a half of actual sleep before I heard my cell phone vibrate with a text at 6am.

It was from American Airlines, letting me know that my new flight for Pensacola had also been cancelled. That was it. I needed to get to the car rental office and get driving NOW.

I asked the front desk if they were able to call a taxi for me. Nope, they don't do that, but they did give me the phone number to call myself, which I tried. I was on hold for 15 minutes and then a couple and another man approached the front desk, and they too inquired about a cab.

I spoke up and asked if they were interested in sharing a cab, as I was in the process of getting one. They all brushed me off and while I'm not a racist, I certainly felt the disdain they directed at me, through their narrowed eyes set in their olive-colored faces. Whatever. Hate on the white girl, just trying to be nice.

I gave up sitting on hold and called the taxi service back, noting the app they had, as being the "fastest way to get a taxi." And they were right. I received a phone call to my cell about 2 minutes after booking it online.

The female taxi driver said she was about 10-minutes away from the hotel. I ventured outside and assessed the situation. I had forgotten about the steep hill access to the joint and I was wearing slick-soled, cowboy boots. Ugh. I ventured back inside and asked

the front desk if I could have a garbage bag. They obliged.

Then my Christian heart turned to black. I spotted one of the rude taxi-seekers in the lobby, on the phone, trying to get through to get a ride. I considered inviting him to share my cab, but that consideration really only lasted approximately three seconds, as I dashed out the front door, leaving him to twist in his own frustration.

I called the cab lady back and discovered she was minutes away, so I told her to wait for me at the foot of the hotel driveway, as it was steep and completely covered in ice. I would come to her.

As I saw her approach, I folded the garbage bag into a big square. I placed it on the ice, sat down and put my backpack on my lap, before shoving off, sliding down the icy hill to the road.

When I climbed into the cab, my driver was laughing so hard, she could hardly speak. She said she had never witnessed anything like that before and it made her day. Because of that, she was only going to charge me a flat \$20 for the ride, as we started toward the airport.

Within a matter of minutes, her in-car service device pinged, letting her know someone else was in need of a ride... from the same hotel. I knew immediately who it was. I asked her if we had to turn around to get the person. She informed me that there was no way she going to do that, after the effort I put forth to get to the rental car place! My smile was far too-pleased as we continued to crawl toward the airport, knowing that Mr. Rude was going to have to sit there and wait for at least another half hour. I gave my cabbie a \$10 tip, trying to make up for my horrible thoughts regarding the other fare she was headed back to get.

It took 45 minutes to get my rental car. Mostly because I was tired of feeling completely screwed over by businesses who wanted to capitalize on all of the displaced travelers. I had a discount code for 15% that I had used when I booked my original reservation for a car in Pensacola. They couldn't just "give me" the discount, as I had to book it myself online to take advantage of it.

So, there I stood at the counter, working on my cell phone, trying to book the rental with the discount. After repeated attempts with failing cell service, I finally just called their corporate offices. It took some serious cajoling and selling on my part, but I convinced the guy to help me book it over the phone, so I could get the discount. Going one-way with a rental car is a losing proposition for any traveler, so I was already getting boned on the deal. No sense adding insult to injury, right?

Finally, by 9:30am, I was prying the ice-clad rental vehicle open to begin the 10 hour drive. It was the last

compact car in their fleet. There were only a handful of vehicles remaining for all of the car rental places from what I saw.

As I handed the lady at the gate my paperwork, she issued a huge warning to me to reconsider driving to Pensacola. I wanted to tell her to shut her pie hole, and that I was from Wisconsin—this is NOTHING, but instead I just smiled sweetly and said, "Bless your heart."

And away I crept—45 miles-per-hour through the city, which resembled a graveyard of smashed vehicles along the road, askew in ditches. All makes and models, including three heavy duty trucks—a Ford, a Dodge and a Chevy. Perhaps NASCAR would've been pleased to see there was parity on the roadside.

One of the trucks had a ripped up front end, due to impact from the guardrail. I said a little prayer that whoever was involved was OK. There were several other cars along the road, spun out and abandoned and even a couple of semi trucks too. I continued to crawl along, praying to get to Pensacola in one piece. It felt like I was in some Hollywood zombie apocalypse movie. I was the ONLY person driving amongst the wreckage along the roads.

It took a total of three hours of driving to get out of the freezing rain. I cheered every time the outside temperature gauge read another degree over 32, as that meant a safer trek. God Bless Texas. They have a speed limit of 75 on the open highway, which was a beautiful thing, once the freezing rain was no longer an issue!

It rained almost the entire trip. I hate driving in the rain, but I hate driving in relentless hours of it worse. Time seemed to fly and surprisingly, despite not having enjoyed much sleep for nearly 48 hours, I was not tired, as I piloted the Toyota to Florida. It had been estimated to be a bit over ten hours for the drive, but I pulled into Five Flags Speedway in Pensacola just around nine and half hours; and that included two stops for fuel!

This year, I did not book my own travel for Pensacola. My good friend Nancy did. I'll be flying down there with her and another friend, Laura. Three women, all planning to have cocktails on the flight down to Pensacola... that combination ALONE should make the prospects of travel MUCH better than my solo disastrous trip from last year!



NASCAR Insight



Shane Carlson

Regardless of whether Jeff Gordon wins his fifth title this year, he has shown that he is still among the top-rate drivers. Sure, he's showing some gray, but at age 43, he is wheeling his No. 24 Hendrick Motorsports Chevrolet like the mustached (and mulleted) young gun he was over 20 years ago. Heck, he might even be better, considering today's competition and his veteran knowledge. His 92 career wins, of which four have come this season (prior to the Texas fall race) are a remarkable feat, but he had to endure some thin years to attain the competitive level he has maintained throughout 2014.

The 2007 season was his last season where he truly battled for the championship, but fell 16 points short to Jimmie Johnson. The COT era was not kind to Jeff, as he was victorious just six times from the span of 2008-2012, including winless 2008 and 2010 campaigns. Fans and media alike began to throw around the 'R' word, wondering if Gordon had reached the finish line of his monumental career. He has put that idea to shame this season.

He absolutely has a shot to get 100 wins, and maybe even reach David Pearson's mark of 105 wins, which



Bruce Nuttleman photo



Getty Images photo

The Revival

is second all-time. Just think about this; Gordon has won a Cup race in three different decades. The cars he drove back in the early '90s are astronomically different than the Gen-6 versions on the track today. He has had to adapt to different cars, points systems, and stiffer competition just to name a few things. Throughout all of it, he has remained loyal to his team and most importantly, his fans.

That's why this season is so rewarding; it's because he and his fans have experienced those tough seasons together. At times, it was hard to watch, but he has never quit on his guys. Sure, fans have their opinions on Jeff. Some throw their beer cans, like they did a few years back at Talladega, and some have been die-hards since day one. It would be a great feel-good story for NASCAR, and I think it would bring back a lot of fans that may have abandoned the sport. Gordon would eclipse former Hendrick teammate, Terry Labonte, as record-holder for the longest period between championships. (Labonte's was 12 years; Gordon's would be 13)

It's not like Jeff just stumbled into the Chase field. He has arguably been the best driver all season, consistently leading laps and battling within the top-5. At every track, he has a legitimate shot to win for the first time in a long time. He is tied with Joey Logano for most top-10s (21) and is the only full-time driver besides Austin Dillon without a DNF. Dillon did not make the Chase.

For Jeff Gordon, this year is shaping up to be one for the books. Yes, he still needs to make it to Homestead,

but I like his chances. He and crew chief Alan Gustafson, who is greatly underrated, finally have the chemistry to get the job done and raise the hardware in Miami. There's no reason to think otherwise.



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Two Champions from Illinois*Jimmy Ambruoso photo*

Typically, when NASCAR Home Tracks crown a state champion at one of their short tracks, the driver was also the track champion. Due to a unique set of circumstances, the state of Illinois ended up with two champions in the state, with only one track (Rockford Speedway) under NASCAR sanction. The state champion title went to Alex Papini and the track champion title went to Driver X – Jon Reynolds Jr.

We recently caught up with the two drivers during the 49th annual National Short Track Championships held at the historic speedway. Rather than ask the standard “what’s it like to win a championship” question, we asked each driver to name another highlight of their season.

Alex Papini

I would probably say it would be our good run that we had a Jefferson Speedway for the Wisconsin State Championships they have up there. We qualified second out of 40-some cars and came from the back in both of the 65-lap features. We were really happy with the performance. That was a big weekend for us there.

Jon Reynolds Jr.

Well, the track championship was a pretty big highlight for me, actually. We’ve been trying for a long time. It’s our first one, and to finally get that done was a pretty big deal. Outside of that, I would say the highlight would be the night we took the challenge in the 76-lapper. We took the challenge (starting in the rear) for the big bucks. I think it ended up being around \$2,100.00. That was a pretty good night, and a good car count also.

*Jimmy Ambruoso photo**Jimmy Ambruoso photo**Dan Plan photo**Dan Plan photo*

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