

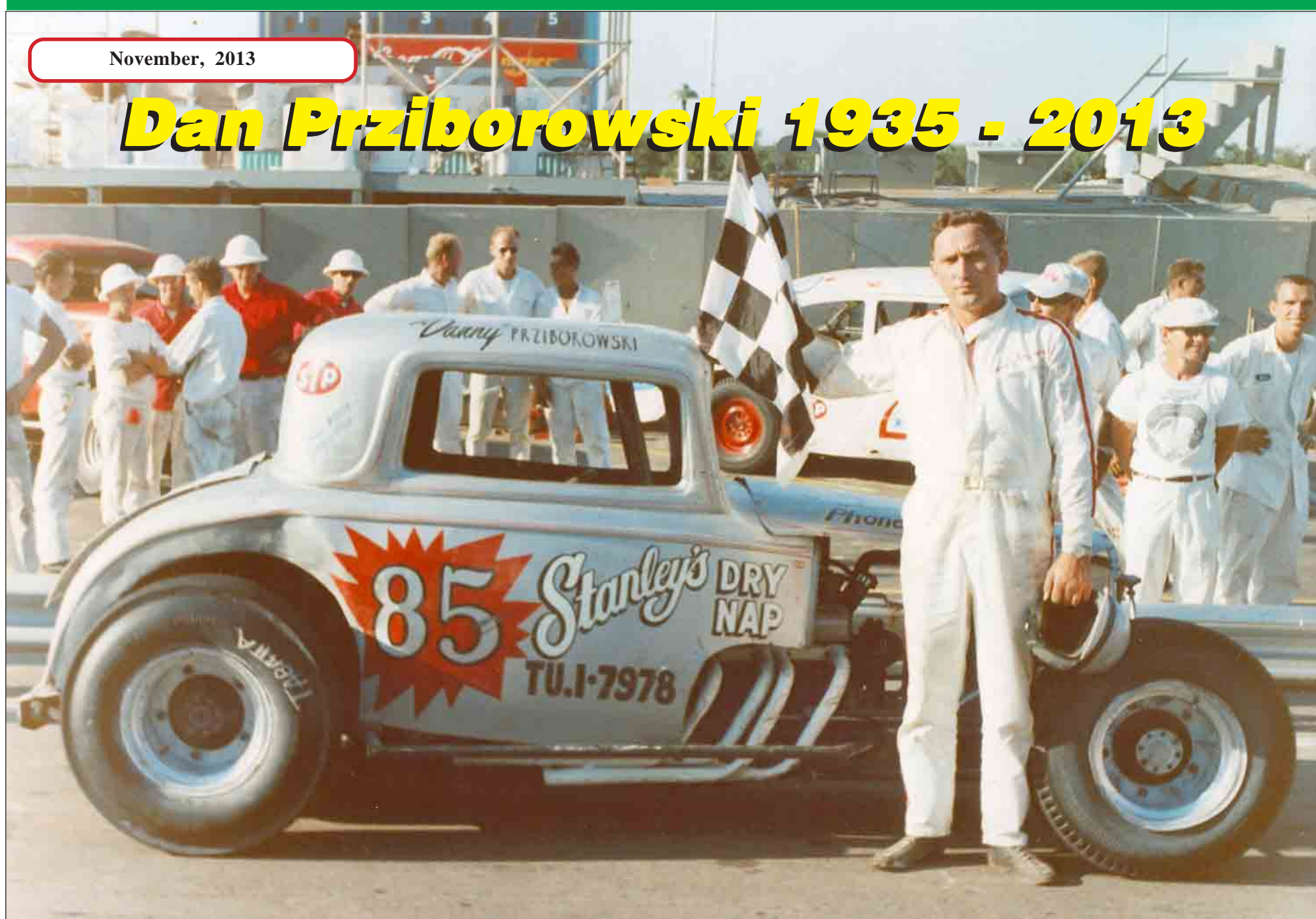
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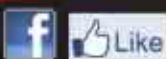
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## Publisher's Note

### *Racing According to Plan*



**Dan Plan**

While I had originally intended to utilize my space in this issue of *The Midwest Racing Connection* to highlight some of the racing events visited in the month of October, the information on the race events can be found a few pages into this issue. This space will be dedicated to one of the greatest drivers the state of Minnesota ever had.

For those of you that know me, you already know that I was a huge fan of Dan Prziborowski. Not sure how or why it happened, but ever since I started going to the races, the #85 was the one I cheered for. Maybe it was because both of our names are Dan P. or maybe because he was the guy that won all of the time when I was in elementary school and junior high. Dan Prziborowski is the sole reason my favorite number is 85, the reason why I sponsored lap 85 of the Thunderstruck race, and why I own a Chevy Nova with a big-block.

I don't remember much about the racing Dan did in the 1960's and early 1970's, I wasn't born at the time or still pretty young in the early 1970's. I have always

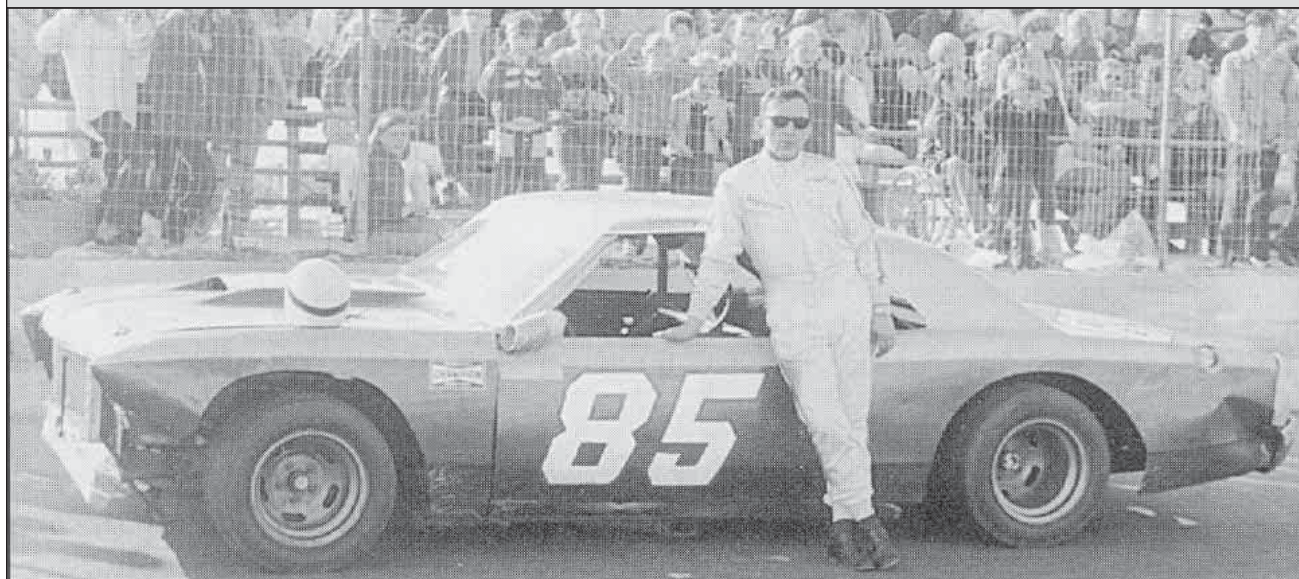
## A Hero Is Gone



enjoyed finding results and photos from the early part of his career. Items like the old Tri-Track Circuit programs I've collected or Marge Elftmann's history book helped capture some of Prziborowski's accomplishments. It's quite an impressive racing career, with wins in Minnesota, Wisconsin and as far away as Tampa, Florida. He drove just about everything around during the early days; Stock Cars, Modifieds, Super Mods and even some Sprint Car starts at the Little 500 at Anderson, Indiana. Yeah, he was a pretty big deal. The part of Danny's career that I remember is the late 1970's through the early 1980's. When you're a kid, your driver can do no wrong. I didn't know Dan on a personal level back then, and he could very well have been a rough-and-tumble kind of driver, but I didn't see it that way. If Dan got in a wreck or pushed somebody sideways to the checkered flag, it was obviously always going to be the other drivers fault. Dan Prziborowski could do no wrong. That's just how I saw it as a kid.

There are three things about Dan that stand out in my memory. The first memory was his last Elko track championship in 1979. From what I can recall there was a tight battle between Dick Stang and Prziborowski for the championship. The title went down to the final night of the year. There was no way I was going to be able to wait a week for the racing paper to show up and find the results. I think I had to beg and plead my dad to hang around in the pits

*Danny Prziborowski won in places as far away as Florida in the early 1970's.*



*The Midwest*

**RACING**

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afterwards to hear who won the title. Prziborowski won the title by just a few points, and the Super Lates didn't race weekly at Elko anymore for over 20 years. It was kind of a bittersweet moment, as my favorite driver won the championship, but I wasn't going to be able to see him race on a weekly basis anymore.

After the championship title at Elko, Dan started racing weekly at Dells Motor Speedway (now known as Dells Raceway Park) for a period of time. As many readers will remember, or as some of you younger kids have heard, we didn't have the Internet back in the 1980's. In order to find out how Prziborowski finished at the Dell's I had to wait for

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*The Midwest Racing Connection Directory Page*



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*continued from page 3*

the racing paper to show up in the mailbox about a week later. All year long, there would be plenty of pictures of my favorite driver picking up wins at a place that seemed so far away. I think that just helped to build the legendary status of Prziborowski in my mind. As I recall it, things went down to the wire at the Dells that year, with Prziborowski and a young Steve Houlzhausen. I think Prziborowski would miss a race towards the end of the year to run at the Minnesota State Fair, and end up second to Houlzhausen in the points at the Dells. I thought the second place points finish was something to be proud of, and still have some of these old clippings from Checkered Flag Racing News in my collection. Shortly after nearly winning the championship at the Dells, Dan retired from racing. I was crushed at the time, and didn't understand why he was stepping away from racing. He sure seemed like he could still wheel a race car with the best of them in the early 1980's. Only much later did I learn from Dan that he was suffering from arthritis at the time. It didn't bother him much when he was racing, but it just became too difficult to get in and out of the car.

My favorite Prziborowski memory was the most recent one, and the first time I remember meeting Dan in person. I probably had a checkered flag signed by him a time or two as a kid, but this was our first adult conversation. During the final year of the racing at the Minnesota State Fair, I had the opportunity to interview Dan for the souvenir program Rob Hahn put together for the race at the Fair. I tell you what, I was like a kid in a candy store. I can still remember Martin DeFries stating it's not every day somebody gets to meet their childhood hero. That's what Dan was in my younger days, one of my heroes. I think I spent all of about 20 minutes recording the interview with Dan, and then proceeded to spend the rest of the afternoon at his house; Just talking about racing, looking at his old trophy collection or the copy of Stock Car Racing Magazine that Hugh Deery mailed to him after racing at Rockford's National Short Track Championships. One of the ironic things about

*continued on page 6*



*Danny Prziborowski at speed during the 1979 version of Oktoberfest (top photo)  
This destroyed Chevelle was leading the National Short Track Championships at Rockford Speedway when Prziborowski was involved in an incident with lapped traffic. The car would return to action (minus most of the body panels) and finish in the top 10 (bottom photo)*



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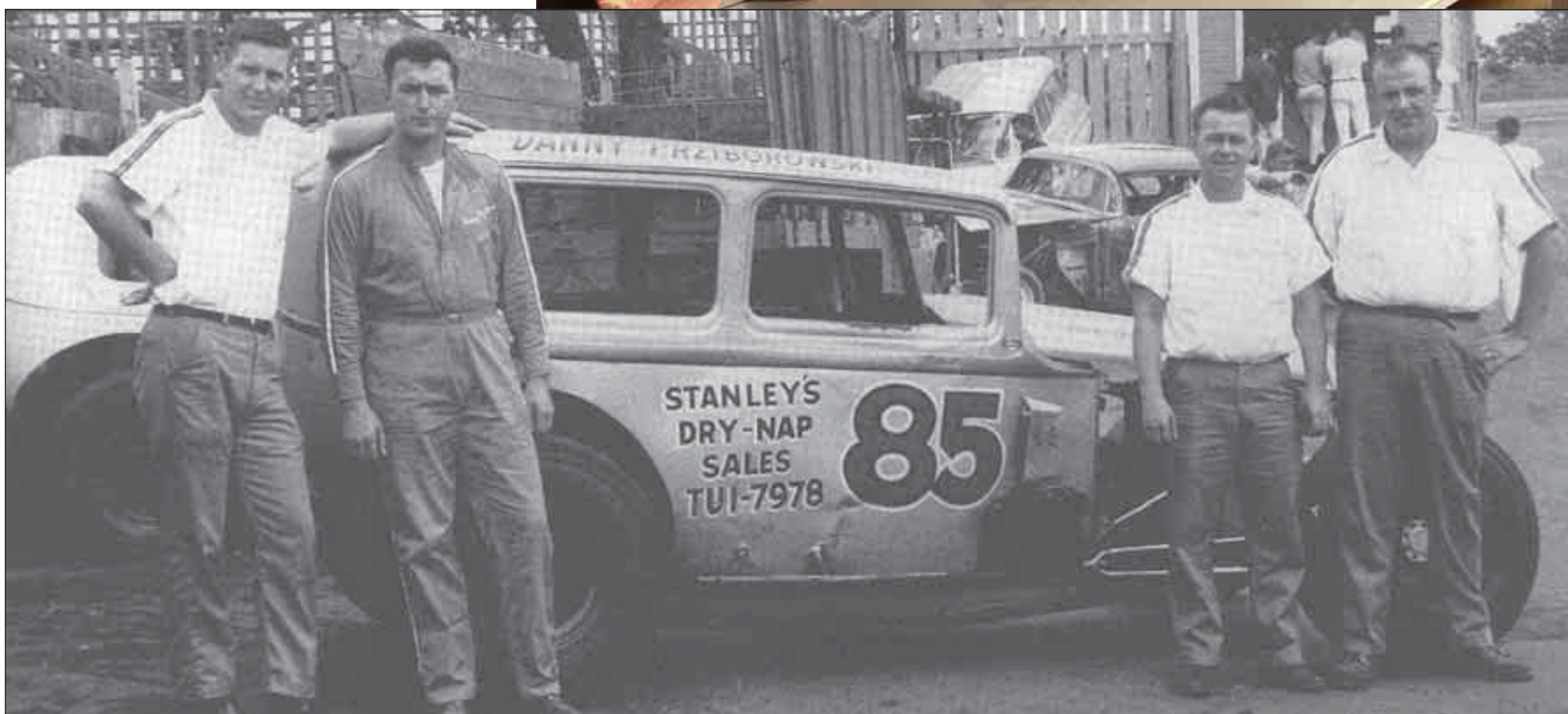


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this day was the date of the interview; August 5<sup>th</sup> or 8/5. I couldn't have planned that one better if I tried. That day spent at the Prziborowski household was a day that I will never forget.

Now I don't usually wear my emotions on my sleeve during my columns, but this one hurt. Most of us have people we look up to when growing up. For me, it was my dad and Danny Prziborowski. I'm glad that I still get the opportunity to sit with my old man in the bleachers at the short tracks many weekends during the summer months. I'm also glad I had the chance to meet Danny Prziborowski in person and give his induction speech to the Elko Speedway Hall of Fame in 2005.

One of my heroes is gone now.





## Going in Circles



### Charlie Spry

The second weekend in October brings us to one of my favorite post-season racing events, the annual Bahama Bracket Nationals at the Rockford Speedway. This is a racing event with a bit of a twist, as the cars are divided into brackets by time, with a rule that turning a lap faster than two-tenths of your timed lap can cause you to “break out” of your bracket, dropping you from that race. (If you get caught!). This year brought us the twenty-second annual running of this show, of which I have attended every one since day one, a record that I am proud of.

Cars from various states were present, with driver ages, driving styles, years of experience, types of cars, gender, and every conceivable differences all coming together to race in this event. Both asphalt and dirt cars are welcome, and it isn't at all unusual to see an open wheeled modified racing a street stock vs. a hobby stock, and so forth. Four cylinder racers can choose to run in their own brackets, or run with the six and eight cylinder cars.

One driver with whom I have seen race many of the years in this event is Grant Park, Illinois driver Ed Hast. “I think I missed the first two of these,” stated Ed. “Brad Carson ran the first ones, and told me how much fun it was, so I decided to come out and race it

Jimmy Ambruoso photo



## The Bahama's!

by the third year. I've been in every one since, but I sold my car three years ago and have had to borrow a car to compete the past three years, but I always find a ride for it. I'm building a new car, but I have been so busy at work lately that I never get time to work on it.” Ed has a shop just a stone's throw away from the old Raceway Park in Blue Island, Illinois, and said that it is the track where he began his racing career. The new car he is building would be for the Turbo Stox division at Illiana. What is the work that keeps him from racing? Well, Ed does special effects for the film industry, and is currently working in this capacity for the TV show “Chicago Fire.” Ed also said that he really enjoys this event, and that it has become an annual ritual for many of the racers in his area. “You get to know other competitors from other places that you only see once a year, here. You even get to know the officials, and it is just a fun event.”

went to enduro racing at Raceway Park, and his current car was originally built with that in mind, and has been improved over the years into a top running bracket car. His racing resume' also includes some road racing in SCCA events as well as oval stuff over the past 40 years of racing. His son and daughter are getting involved in racing now, and Rick said that he will probably be doing more steady racing as they build their careers. He has run weekly events in the past at Grundy and Illiana as well, and has a track championship at Illiana to his credit. Rick has tasted plenty of success in this event, as he is a four time champion, and has had many other top finishes over the years, so this is an event that he naturally enjoys greatly. He also has one of the nicest sounding cars during this show, as his Chevelle has a nice exhaust note to it!

Central Wisconsin four cylinder racer Scott Ciesielski was running in his first ever brackets this weekend. Scott had the center tear out of his RF wheel during the last hot lap session prior to Sunday's show, and had to do some quick repairs to get the machine going, which he and crew did in short order. “I just like trying new tracks and racing new places,” said Scott. He finished fifth in the top bracket for the four cylinder cars on Sunday.

Danny Deutsch brought his dirt super late model to race, and after getting no practice time, started to get the knack of asphalt racing, gaining a bunch of speed in the qualifier on Saturday night, coming from the back of the pack to a transfer spot in the main event, only to have the rear end break in his machine during the final lap, sending him into the wall. In talking with the crew Sunday morning, they noted that they did not



Alex Papini started and finished his year at Rockford Speedway in victory lane (Jimmy Ambruoso photo)

Another veteran driver of many Bahama Bracket shows is Frankfort driver Rick Wilson. “I've missed one of these,” said Rick. “It might have been the first one. We used to run a show called “The Super Shoe” at Kalamazoo, Michigan. I think the car got wrecked in that and we didn't get it fixed in time to race here.” His career started in go-karts, then

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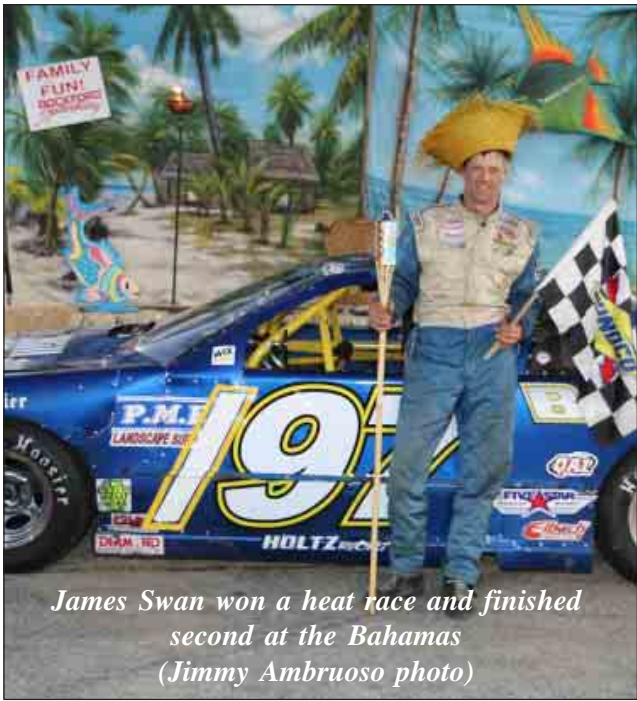
have the needed parts to effect repairs, but that they felt good about the improvements made in such a short time, and hope to come back and try again next year. Danny races at the nearby Sycamore Speedway. This was their first time trying this event.

Some notes about each of the feature races for their respective brackets: In the top timing “A” bracket, 2013 Rockford late model track champion Alex Papini continued his magic at the Rockford oval, positively dominating the 50 lap feature. He, James Swan, and Ed Williams Jr. were the only cars on the lead lap at the end. Alex said that it was his goal to come back every year and win this race, which he called his Dad’s race, and indeed, it was. The late Al Papini dominated this race for many years, and now his son is continuing the tradition.

Ladies had pretty good luck in the brackets, and it also helped if they were teachers by profession. Bobbie Jean Wall won the AAA bracket, as she worked around another female driver, Kandi Floyd to get the win in a one-two finish for the ladies. Bobbie is a Kindergarten teacher during the week, so I guess you could say that she “schooled” the field. The race saw one of the most spectacular crashes before even

a lap was completed, as David Janjanin made contact with the huge tire by the pit entrance, which resulted in his car standing straight up on end for seemingly several seconds, before slamming back down on the wheels. Scary thing, but everyone was okay.

In the four cylinder “BB” bracket, central Wisconsin racer Nikki Coulthurst took the win, and she had to work really hard to get it, too. Devon Dixon had the lead, but broke out of his time, dropping him from the event. Coulthurst was moving up, but had to restart in the back after contact with another car. Then, a sequence of events transpired which made it seem like nobody wanted to win the event, as Michael Richter broke out while leading, then Nick Schmidt had the lead, only to have his car start sputtering. While all of this was happening, Coulthurst had quickly moved through the pack again and grabbed the opportunity to take the lead and ultimate win. Nikki’s profession? Special education teacher. This was her first ever feature win anywhere, and she picked a great time to get it, overcoming obstacles along the way, as she said, “The car kept coming out of gear. I had to hold it in gear, steer, and then battle with the sun in my eyes. I gave a door shot once, and I didn’t mean to, it was just real hard to try to drive doing all of that.” I’d say that she did an excellent job of driving throughout, and it was a most deserved win,



*James Swan won a heat race and finished second at the Bahamas (Jimmy Ambruoso photo)*

as she quite simply passed more cars than anyone in the event. This was her first time ever running this event, too!

Chris Woodall won the “AA” feature for the “big” cars, keeping pace ahead of Dean Patterson in his vintage Torino and Eddie Wolf. No problems to speak of in the race, just good hard driving.

The “AAAA” feature saw several twists and turns, as Charlie Frisch was flagged for breaking out while driving Ryan Ostenson’s car. Robby Robinson took the lead, only to have the same thing happen to him while leading. Jack Williams then took the lead in his modified, seemingly having the field covered, only to break out as well. Adam Petrzelka finally survived to take the win back to Iowa.

The top feature for the “B” bracket was for the fastest of the four cylinder racers, with Kyle Lapier simply running away from the field, only to have his car quit on him. Nick Cina Jr. and Jake Gille then put on quite a display of wheel to wheel racing, running side by side for many laps until track champ Cina finally cleared for the lead and win.

Jim Gross took the win in the “BB” bracket over Alex Gay, who lost his bumper earlier in the event.

Overall, a great weekend of racing with a wide variety of cars from near and far. You just never know what will happen at the brackets. “What happens at the brackets, stays at the brackets!”

A large, vibrant collage of racing-related images. It includes several photos of race cars on tracks, some at night and some during the day. There are also photos of drivers in their suits and helmets, and spectators at the races. The collage is framed by a black border with white text. At the top, it says "Bruce Muttlemann" in a large, stylized font. Below that, it says "Phone/Text: 612.860.6622". At the bottom, it says "Photos Marketing Media" in a large, bold font. In the center, there is a website address: "www.ultimatelapphoto.com".





## Dean & Jason Talkin' Racin'

Dean Reller

### A New Perspective My Season At Raceway Park

Sometimes you just never know where you're going to end up. That about sums up my racing season. Coming into the year, my plan was pretty much going to be similar to the last couple of years, that is cherry pick some of the bigger racing events throughout the area. Then the news of Raceway Park closing came and I placed a bigger emphasis on going to more races there, since it would be the last season ever.

In the past I would typically make two or three trips there, but this year I was thinking maybe six or so would be great. I figured I would start off running on the right foot as I went to the season opening event. The weather wasn't the best, but I figured this would be fun. From the moment I walked in the Pit Gate, everyone there was so great to talk to. I had such a terrific time that the following week I decided to come back. After being away from the weekly racing programs for the last couple of years, it was a real experience to be back at a track every week. Now to anyone not involved in racing, that is a little hard to understand as free time is virtually non-existent when racing season is in full swing and I have a partially painted garage to prove it. The fun racing experience started as I signed into the pits where I was always met by the smiling face of Alexandra Bronstad and it didn't take long for Charity Tuma to learn that my last name can be spelled both forwards AND backwards.

My job on race day was quite simple; interview a driver or two for the radio show. Since that didn't take a lot of time to do and that was always after the feature races, I had plenty of idle time since I always make it a habit to show up way before the racing program even starts. One of those first trips as I was making my rounds in the pits, I stumbled into Raceway Park's "Back 40". For those of you unfamiliar, it was the furthest back you could go and still be in the pits. Actually, it was the area right behind the backstretch wall. Back there I ran into Kari Miller, who was working to get her car ready when I stopped by. Somehow I offered to help with something and she actually let me work on her car. "You just started helping out and then it just turned out to where you were coming out every week", said Miller. That's amazing, since my mechanical abilities

aren't my strong suit. Let's just say there is a reason why I write and announce rather than wrench on or drive a car. That experience gave me the chance to work on a car in addition to talking with the drivers, doing my interviews and the like. I also discovered the great camaraderie of the drivers that pitted in the "Back 40". There were drivers from different divisions back there, but if someone would come back in with a problem, everyone would come over to help or offer parts and tools. I've been to many different tracks over the years and this is something that sounds like the right thing to do, but at many tracks things like this don't happen. It was something that I discovered made Raceway Park something special.

Even though the drivers, fans and everyone involved knew that this was the final season for the track, there was little to no negativity demonstrated. Rather, it was just the opposite as everyone wanted to get at least one more win. This winning attitude was best demonstrated by the Pack the Stands Night on August 4<sup>th</sup>. Although many drivers participated in spreading news of the event, it was Mark Bronstad and Adam Radiske who really jumped on promoting it. The pair used social media, flyers and lots of word of mouth to get people excited about coming out to the track. It was fun to watch these drivers be so supportive, even though they knew that less than a month later, it would be gone.

The summer seemed to fly by as then suddenly it was the end of the season with a Friday/Sunday weekend finale. Friday's crowd was large and it was just a sign of things to come. As I said earlier, this year gave me the opportunity to experience racing from many new angles. Little did I know that following one of the feature races, as I was standing near the cool down hoses used to spray water into radiators of overheating cars, when somehow I ended up holding a hose as a car comes in with its left front brakes on FIRE! So, for the first time and hopefully the last time, I put out a racecar that was on fire.

The final night of racing was that of emotion, sadness and celebration as a huge crowd packed the grandstands. The buzz was capped off by collaboration between Show Car Supply and STB Screenprinting & Embroidery who produced special Final Final T-Shirts that quickly sold out and created a sea of yellow in the stands and in the pits. Emotion ran high as the races were run, champions were crowned and memories were shared one last time.

I will be the first to admit that I truly missed a lot of the great history of Raceway Park over the years. But, I am so thankful that I had a chance to be there during this special season as everyone welcomed me in to experience a part of Minnesota racing history. This was much more than I bargained for when I originally was just going to go there a couple of more times.

## Cedar Lake Speedway Announces Race4life Micro Sprint Car Show on Nov 22 & 23

Cedar Lake Arena is proud to announce the first ever Race4life Indoor event at the 1/6 mile indoor race track. The New Richmond, Wisconsin facility is one of the top racing facilities and offers a unique opportunity for the 8th annual traveling Race4life event. "We couldn't be more excited about this", stated Brad Both, of Cedar Lake Speedway. "This is our first full winter operating the indoor track and after 56 years of successful outdoor races we are thrilled to be running year round".

Cedar Lake Speedway promotes numerous big events each summer on the outdoor track showcasing names such as the World of Outlaws, NASCAR stars, and more. Cedar Lake is committed to now showcasing its indoor facility for years to come to the micro sprint car community. Following this inaugural event, Cedar Lake intends to keep this event on the map for years to come.

Mark your calendars for November 22nd & 23rd as the 8th annual Race4life invades the indoor arena. After racing in the facility last spring and all summer, the racing surface has proven to be awesome and the building is completely heated with seating for over 3,000 spectators. Entries will be limited to the first 100 competitors (50 in each class). Don't wait as this event paying a whopping \$2,000 to win is sure to fill up fast. Outlaw Mini Modifieds will also run that weekend. Registration for the Micro Sprint cars is online now at [www.cedarlakespeedway.com](http://www.cedarlakespeedway.com).





## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

Well, another Oktoberfest racing weekend at La Crosse Fairgrounds Speedway, West Salem, WI, 10/3/13-10/6/13 has come and gone and with this years edition the talk was how track staff was amazingly able to get nearly all the scheduled events in with extremely nasty weather ready to strike at any time.

This years 4 day extravaganza was threatened weather-wise more then most in the last number of years but when all was said and done it was another successful event with great attendance through both participants and fans.

The four days of racing culminate with the Sunday running of the ARCA Midwest Tour 100 lap season finale and this year's feature finish is still being talked about! Normally when Johnny Sauter decides to race at an event you can expect action, excitement, fireworks and usually some controversy thrown in to boot. There was all of that and then some for this years 100 lap main event. The event early on was not

all that memorable but with Johnny Sauter leading and nephew Travis in hot pursuit with very few laps remaining you just knew something was going to happen. And, it did.

Actually with just two laps left in the event a lapped car brought Travis Sauter right up to the bumper of leader Johnny who didn't seem to anticipate getting by the car on the outside quick enough which allowed Travis to get his nose underneath J. Sauter. J. Sauter moving down to close the hole brought slight contact from Travis but it was enough to send Johnny spinning. Of course rules would dictate at this point both drivers be sent to the rear for the restart but that all came to a crashing halt when Johnny decided after righting his car to race around the entire 5/8 mile oval in hot pursuit of the villain in his eyes, Travis and crash him heading into the number 3 corner. With that incident the race was officially over for both drivers as their cars were too badly damaged to continue. Pro or con, the crowd definitely stated their opinion with a loud roar as the two cars were sitting disabled on the backstretch.

Of course the beneficiary of the whole mess was Nathan Haseleu who for the entire event was no match for the Sauters sitting a 1/2 lap behind in 3<sup>rd</sup> position. The 3<sup>rd</sup> spot in the blink of an eye suddenly became the lead and Haseleu held on to take one of the biggest wins of his career. For Johnny Sauter it was another big time disappointment as family patriarch Jim and his racing sons will have to wait another year to try and win this event which has eluded then since its beginning in 1970.

With Haseleu getting the win it was Danny Fredrickson placing 2<sup>nd</sup> which clinched the ARCA Midwest Tour Championship for the Minnesota driver. Fredrickson was definitely deserving of the honor as he for certain had the fastest car all season long. Filling out the top spots in the 100 lap Feature finale were Chris Wimmer, Griffin McGrath, Eric Darnell, Steve Holzhausen, Tim Sauter, Matt Kocurek, Skylar Holzhausen and Ross Kenseth.

Notes from Fest 2013...Eric Darnell captured the Dick Trickle 99 event on Friday of Fest placing 2<sup>nd</sup>, 7<sup>th</sup> and 2<sup>nd</sup> in the three 33 lap main events. Consistency is normally what wins this



*Trickle 99 winner Erik Danell  
(Bruce Nuttleman photo)*

race and Darnell parlayed that into the huge win here in the first running of the event since Dick's passing this past year...For Darnell who has had a taste of success at the top levels of sport in NASCAR is hoping the win again puts him back in the spotlight for future rides at that level...Ty Majeski who is emerging as a fine young talent won the Thursday night NASCAR Late Model feature besting Steve Carlson and J. Herbst. Carlson had already clinched the season points crown as he placed in the top five in every feature race held during the season. He also captured 5 main event wins during the year in dominating the NASCAR division of racing...In looking at the field for the Futures event held on Thursday of Fest some young drivers, the "Future" of the sport could be found pacing the race as Chad Walen, Ryan Hinner, Mike Carlson and Dalton Zehr placed 1-5 in the main. Looking further down the qualifying list we find veteran and even track championship winning drivers like Jim Sauter, Jr., Jamie Wallace, Mike Egan, Jacob Goede, Bryan Roach, Andrew Morrissey, Nick Panitzke among others in the field. Just how do they become eligible for an event that is supposed to showcase the up and coming stars of the sport?...Jake Arneson after years of trying is finally a track champion as he clinched the Sportsman Division crown at Lax with his 4<sup>th</sup> place finish in the feature event Thursday night...Mark Bornitz had a good night of racing Thursday of Fest taking one of the Hornets Division main events along with the novelty race the Double O which utilizes both the big track and 1/4 mile, inner oval...It's usually pretty exciting racing when Rick Schermerhorn and Randy Humfeld are racing in the same event and the Super sportsman feature brought more of the same from the two on Friday night. This time although there was plenty of contact both racers finished the race 2<sup>nd</sup> and 3<sup>rd</sup> to be precise, with Devin Schmidt looking in his mirror at the two on the way to victory...In a rare and almost unheard of decision made by track management the racing action was actually started a 1/2 hour earlier on Friday then advertised. The decision didn't seem to affect attendance and proved the right

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*The always exciting Johnny Sauter #5*



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one as all but two non feature qualifying races were held before the rains hit. The Thursday race program was also altered to get the main events in which the track did before the deluge hit...Local racer Dan Gilster made his large fan following from the area happy as he won the Mid-American Series 40 lap feature event. Gilster was followed by Tyler Bauknecht and Brad Keith. Keith's finish was enough for him to be crowned Mid-Am Champ for 2013...Chris Marek who is carving out a nice racing career won his biggest race to date taking the Big 8 Series 68 lap Feature. Casey Johnson who trailed

the great turnout of former champions at Champions Reunion V at the track on Sunday. Many drivers who had never attended the reunion were on hand and hopefully we will see more of the same in 2014!

Looking back in time on May 7<sup>th</sup>, 1971 it was Jim Sauter, Sr., winning the 20 lap opening day Feature at La Crosse Interstate Speedway, West Salem, WI. in his 1969 Chevelle. 1969 Ford Torino drivers Marv Marzofka and Rich Somers followed. Larry

Ravenscoph, Ed Viner and Ardis Nelson were 1,2,3 in the consolation race with heat race wins going to Curt Iverson, Dale Walworth and Marzofka. The fast dash winner was Sauter.

News, notes and comments welcome to Dale P. Danielski at Starmaker

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*Dan Gilster won the Mid-Am event at 'Fest (Bruce Nuttleman photo)*

Dale Nottestad going into the event finished far enough ahead of him to win the Series season championship...Of course with so much going on and numerous things to do during Fest racing weekend, fun was had by nearly all. Much fun in fact included



*Mark Bornitz #26 took two feature wins on Thursday of "Fest (top photo). Jake Arneson #37 was crowned Sportsman season Champ at Lax Fairgrounds in 2013.*



*Dale's Picture from the Past #99 Dick Trickle still short track racing in 1989. This photo after a win at Golden Sands Speedway, Plover, WI.*



*Good fortune for Nate Haseleu #87 in winning 100 lap Fest Finale.*

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**Dirty Talkin'**

**Kris McMartin**
**Racing thru Winter**

We Dirt Track fans always seem to suffer through the winter months hoping that spring will come quickly so that we can get back out to the track. Thanks to the efforts of Cedar Lake Speedway and the opening of the Cedar Lake Arena there are some who have been able to continue to see the dirt fly, all while the weather outside gets cold and the leaves fall from the trees.

The arena has featured indoor racing events each weekend since the outdoor track has closed

for the season. Each weekend has featured races on the 1/6 mile oval of clay including Micro Sprints, eleven classes of Karts, Slingshots, Quarter Midgets and the Outlaw Mini Mods. There are races on the schedule through to December. Spectator prices are reasonable and allow you to spend time with your racing family for much farther into the winter. I am pretty excited about this and hope that we are able to make this venture a success for the future. There are many opportunities out there for drivers as well with cars being available to rent for these races. It is time to kick winter to the curb and get out and continue to get a little dirty.

Cedar Lake promotes numerous large events on the outdoor track and they are at it again only this time it will be INDOORS in November. There is a large 2-day show coming up on November 22 and 23. This is a Race4Life Micro Sprint Car Show. This show has Race4Life and Cedar Lake Speedway teaming up to benefit The Grace Place in Somerset, Wisconsin. The Grace Place provides safe, temporary housing to the homeless in St Croix County. The Sprints will be accompanied by the Outlaw Mini Mods and the special is sure to bring a lot of cars, racers and fans. Please mark your calendars and get out to spend both days at what looks to be a great event and benefits a worthy cause, Be sure to spread the word to friends and family so that this event can be a success!



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Dan Plan photo

## 'Fest is the Best

We've hit a few more season ending special events since our October on-line issue of MRC and will once again use this space in MRC as a recap of our most recently attended events.

I've never been much of a stick & ball fan due to many years of disappointment with my Minnesota teams. Well, I guess we could cheer for the Minnesota Lynx of the WNBA, they seem to be able to consistently win. I guess that's why I've always enjoyed being a short track race fan, especially when going out of town and being able to root for the home team. While the Minnesota stick and ball teams caused many disappointments in my younger days, the racers from Minnesota have given me a sense of pride when going to season ending specials, especially at events like Oktoberfest. Every win at Oktoberfest is big; heat race win or feature win, it's still a big deal. In recent years we've seen Minnesota names including the likes of Fredrickson, Jorengson and Kane visit victory lane. Going back farther, names like Murgic, Prusak or Tuma scored one for the hometown team at Oktoberfest. And going way back, I can remember seeing the likes of DeMars, Jusola or Partington carry the checkered flag in West Salem in October.

This year's event could almost be considered a dominating performance by the Gopher State drivers. Things started off on Thursday, with the now famous

night of Oktoberfest, I think there may have been more than a few in attendance on Friday night that were anticipating the Kane/Schermerhorn Area

Sportsmen re-match. Unfortunately, the re-match never materialized this year as Kane's had issues with their ride, preventing a charge to the front. Rick Schermerhorn and Randy Humfeld pretty much were in their own zip code after qualifying for the Area Sportsmen. They both made their way to the front in the feature event, but decided to rough each other up a bit, and ran out of time to track down the leader. Young Devin Schmidt from the Gopher State lead from start to finish and held off Schermerhorn and Humfeld for the big win. Win #3 for the Minnesota team.

When Saturday night rolled around, the Big-8 Late Models were the top bill for the evening. This particular race is one of the things that makes a person realize what is so great about Oktoberfest. The Big 8 race had track

champions and regular weekly front-runners from various tracks across the Midwest in the field. Another surprising part was seeing the point leaders from the series (Casey Johnson and Dale Nottestad) struggling to make the main event. In the end, the



Bruce Nuttleman photo

Billy "Maker" Mohn setting fast time for the Futures race. Two-time Raceway Park champion, Chad Walen, would go on to capture the Futures main event on Thursday to start things off. Win #1 for the hometown team.

Next up was the Friday night Midwest Dash for the area 4-cylinder cars on the big track at

LaCrosse. Dave Auringer has been making the annual pilgrimage to West Salem for several years, either with the MidAm car, or more recently with his Raceway Park Short Tracker. Last year Dave came close; this year he picked up the big 'Fest win. Win #2 for my hometown team.

While the Late Models are the top draw every

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Bruce Nuttleman photo



Bruce Nuttleman photo



*Bruce Nuttleman photo*

ARCA Midwest Tour, Dan Fredrickson was crowned the series champion once again. I had heard mentioned several times over the course of the weekend how nervous Dan was about the points. Each time I saw Dan, he was his normal jovial, quick-witted self. I think the “reported” nervousness was just a ploy to let the competition think they had a chance. DanFred ran up front all day on Sunday, with a second place finish more than securing the title. That brought the count up to 6 on the

weekend for the hometown team. It sure was a great year for the Minnesota drivers at Oktoberfest for 2013.

#### *Other ‘Fest Highlights;*

I have to thank the KIX 106.3 Trackside team of Jacklyn Daniels-Nuttleman and Joe Gibbs for letting me fill in on the Thursday night radio show. Not sure if “fill in” is the correct term to use, but maybe more like fumble around and pretend I know what I’m doing. Also thanks go to Brent Kirchner for being my one and only interview before Joe Gibbs made his way to the track and took over his normal spot on the show. Maybe they’ll let me join in again next year?

#### *continued from page 12*

race came down to a three-way battle between Rockford regulars Austin Nason, Driver X – Jon Reynolds Jr. along with Elko track champ Chris “Cruiser” Marek. In the end, Marek would pick up his second Big 8 main event in a row. Win #4 for the Gopher State.

The final home town wins for the weekend went to the young Marek kid again on Sunday afternoon during the JMCK 63 and Dan Fredrickson picking up another ARCA Midwest Tour championship.

Starting on the front row for the first segment, Marek drove off for the win. With an invert of 9 for the second segment, things were going to be tough. I’ve heard in past drivers meetings at Lacrosse the phrase “If you make it three-wide here, you better do it on the outside”. Can’t say that I’ve ever seen a driver go from third to first, three-wide on the outside at LaCrosse, but it happened and Marek picked up the win in segment 2. A second place finish in the final segment gave Marek the overall JMCK 63 win. An impressive weekend for the Marek team, and win #5 for the Minnesota team.

At the conclusion of the wild 100-lapper for the

*Dan Plan photo**Mark Melchioria photo*

Regarding the Futures race on Thursday night, I wonder if next year’s event will be renamed to “Save Your Pit Spot” race. It’s no secret many of the drivers/cars that attempted to compete in this event were doing it solely for the purpose of not having to leave their infield pit spot for the night.

The ARCA Midwest Tour event on Sunday was one that will be talked about for some time to come. Whether you are a fan of Johnny Sauter or not, you have to give him credit for spending his own money, putting together his own ride and racing at events like Oktoberfest. The deal with his nephew Travis at the end of the race is just the way things are these days. If the tables were turned, the outcome probably would have been the same. Well, not probably, but more like most definitely the same. When two guys aren’t

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Bruce Nuttleman photo

*continued from page 13*

racing for points, and are solely interested in the win, things are bound to happen. I grew up in an era when drivers that used the “bump and run” were considered dirty drivers. That’s not the case anymore today; it’s simply accepted by most people in the sport. If you’re in the lead, you better make sure you have your belts tight. Once again, I’m not going to say if pushing the leader out of the way is right or wrong. What I can say is the crowd made a lot of noise, and it does generate a lot of talk about the event. Nathan Haseleu was in the right place at the right time on this day and picked up his first career main event win at Oktoberfest.

It was also nice to see the Reffner family all together once again at Oktoberfest. As I’ve stated before, I’m more of a race fan than a “media” person. I’ve had the pleasure of talking with Tom Reffner several times over the last few years, and as a fan of the

sport, it still brings a smile to my face when childhood icons like Tom walk up with a smile on their face and shake your hand when you see him. The Reffner’s took a different route this year, and built their own chassis for Colin to race this season. The family built ride took Colin to a qualifying race win with the ARCA Midwest Tour on Saturday night and a top-15 on Sunday afternoon. Colin’s uncle Flynn’ Bryan Reffner was on hand in the pits helping for the weekend, but has retired from racing, removing any chance of Colin taking his uncle out of contention for the race win.

And finally, thanks to everyone at LaCrosse Fairgrounds Speedway for getting the entire show in this year. The weather conditions were terrible all weekend, but the schedule was adjusted as needed, things were hurried along, and we all got to see another great event. I wonder if the weather is dry next year, if they’ll pump in water for Lake Deery to host another Splash for Cash event?



Dan Plan photo



Bruce Nuttleman photo

*The Reffner family discussing race stragey (top photo)  
The first ever Splash for Cash at Oktoberfest was a huge hit (bottom photo)*



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