

THE MIDWEST RACING CONNECTION

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Midwest Tour



USA Nationals



New Dirt



Mods back at Elko

September 2019 Vol. 23, No. 5

Inside...



First Time Winner



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Publisher's Note *Racing According to Plan*



Dan Plan

County fair racing has always been a big part of short track racing, especially on the dirt side of things. I can still remember going to one race sometime in the 1970's as a kid. My dad and I went to the races while my mom and sister spent the afternoon checking out the fair. I don't remember much about the race itself, other than it was an afternoon dirt-track race, Larry Behrens was in the field and it was really dusty.

The County Fair

Later in my adult life, I went to several mid-week specials at some of the county fair tracks near my home. Either I'm getting too old, or more impatient, but I almost ashamed to admit I had all but given up on dirt track mid-week specials. I have a really hard time with the 5 to 6-hour long marathon race programs. Especially when the event takes place on a week night and almost all of us have to get up and go to work the next day.

About 3 years ago, on a whim I decided to attend the Sibley County Fair race at Arlington Raceway. I had the next day off anyway to head out of town for the USA Nationals. This event at Arlington has restored my faith in short track mid-week specials.

I've mentioned before, there's just something special about a race that takes place under a covered grandstand during the county fair. Lots of cars, lots of people and fair food to boot. To top things off, the most recent Sibley County Fair Stock Car Special wrapped up at 9:40pm. In the three years I've gone to this event, this was the latest it has finished.

The Sibley County Fair race has just 3-divisions of cars on the schedule, a no spin rule in the heat races (meaning if you spin on your own and cause a caution, you're done) and they hustle things right along. This year they also used sheep for the re-draw for the top finishers in the heat races. I really can't think of a better way to spend a Wednesday night in August.



The Midwest

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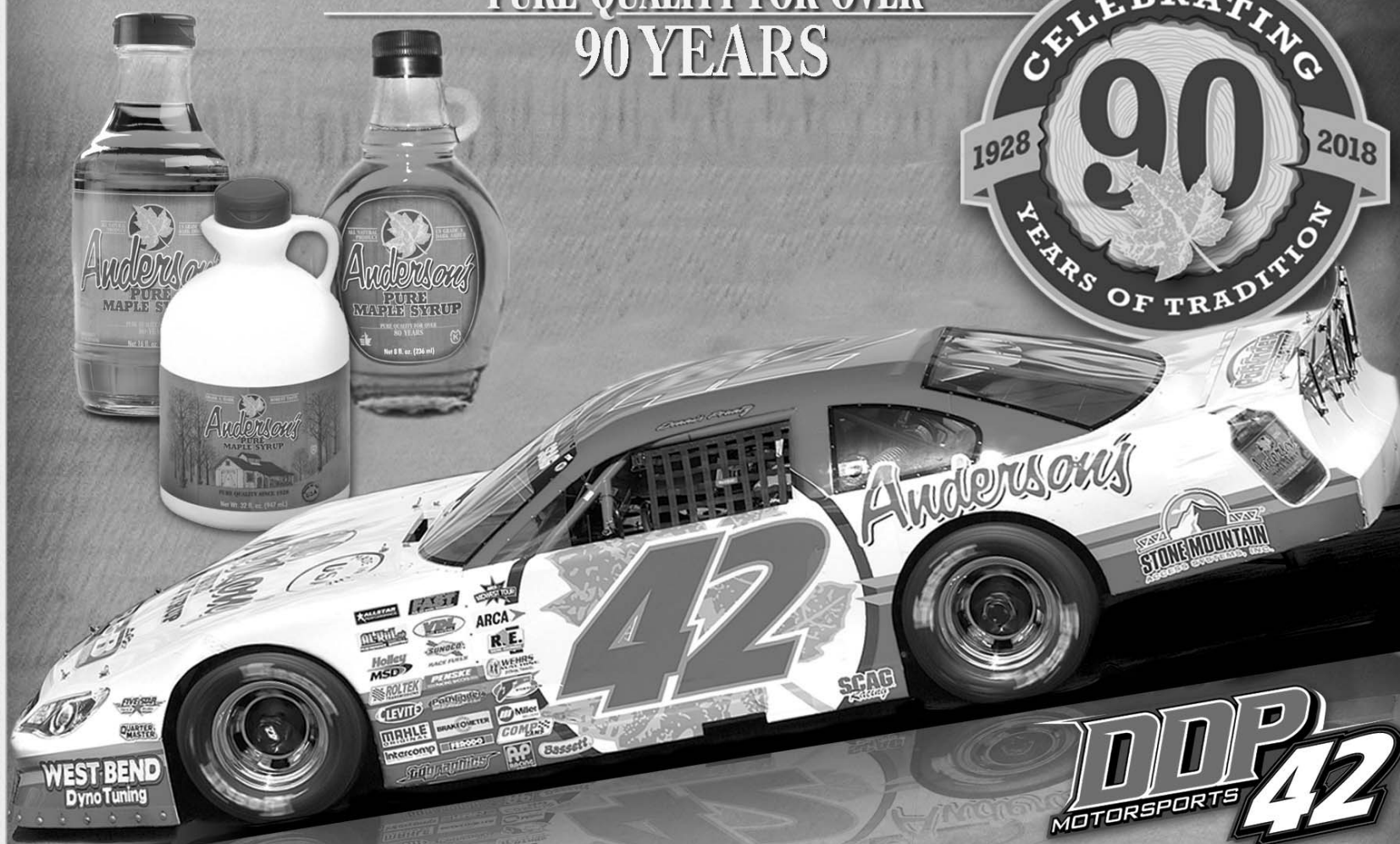
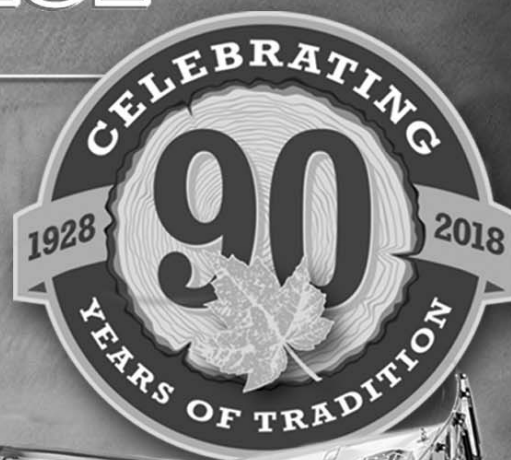
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Going in Circles



Charlie Spry

The local season is winding down. It is also the time of the year when I like to take some trips to some different tracks that I don't get to all that often, both to watch and write about, and to race at.

We took in a Thursday night show at the State Park Speedway, with the CWRA late models on hand. I really enjoy the CWRA shows. This is racing with costs in mind, and they always have a good field of cars.

Jeff Weinfurter is always a contender at any of these shows, and so he was on this night, as he placed second to Neil Knoblock in the first feature. Knoblock has been a top driver here for many years and is always a threat as well. Weinfurter then won the second feature. Jeff seems to live, eat, and breathe

racing, and it shows, as he is always so prepared to race.

The Midwest Truck series was also on hand, with many of the drivers in this series having spent quite a bit of time on this track. Jerry Brickner, Danielle Behn, Levon Vandergeest, A.J. Kraeger, Brad Gajewski, and Rock and Ross

Christiansen have all turned many laps here, quite a few of them coming from the Bandolero division. Wily veteran James Swan took the win over all of the challengers.

The Mini-Mod class has come down to many battles between Greg Blount, Garrett Strachota, and George Seliger. Blount got the win on this night. It is always great to see Dale Louze race. With fifty years of racing behind him, he has seen it all and done it all. And he isn't done, yet.

Todd Handrick guest drove the car of Jeff Spatz tonight in the Pure Stocks, setting fast time. However, it was visiting driver Jason Stark taking the win in the Caprice with a beautiful "Star Wars" wrap.

The stock four cylinders also do a great job here. Kole Ferge has been the man to beat here and at other central Wisconsin tracks, but Evan Pingel took the win tonight, driving a great race.

I have only taken in a couple of shows at Rockford, but I never miss a race night where the "Original Sixer" class is racing. I had a chance to talk to a real veteran driver tonight, that being Mike Shipman. "I started racing in 1972 at Sycamore Speedway, then started racing here in the Roadrunner class in 1987.," Said Mike. "I've raced just about every division, except for late models, but I did race at Sycamore in a division called "Low Buck Late Model." That was only for about half of a season, however."

Mike's six-cylinder racer is a bit out of the norm, a four door Chrysler product, painted two different shades



Wausau Midwest Truck winner - James Swan
(Jess Riedner photo)

of purple. "The kids really like the colors," Said Mike.

Mike also carried with him a large envelope full of pictures of his previous race cars, and some of the wrecks they were involved in. I really enjoy old racing photos, and Mike was very happy to show them and tell the stories. It really tells a story of a different time.

As the regular season winds down, the American Short Tracker division looks to have a real tight point battle going down to the wire. Aaron Rude has held the lead most of the season, but Steven Erickson Jr. has come on very strong later in the season, and Kelly Evink is right there as well.

Haven't been to Madison International Speedway much the past month, as I've had racing obligations and other things going on. However, I did get to race there in the Six Shooter division one more time for the season on the tight "Ring Of Fire." About twenty-five cars is now the normal car count for this division, with Ken Morris fielding up to ten of them, giving various drivers a chance to race.

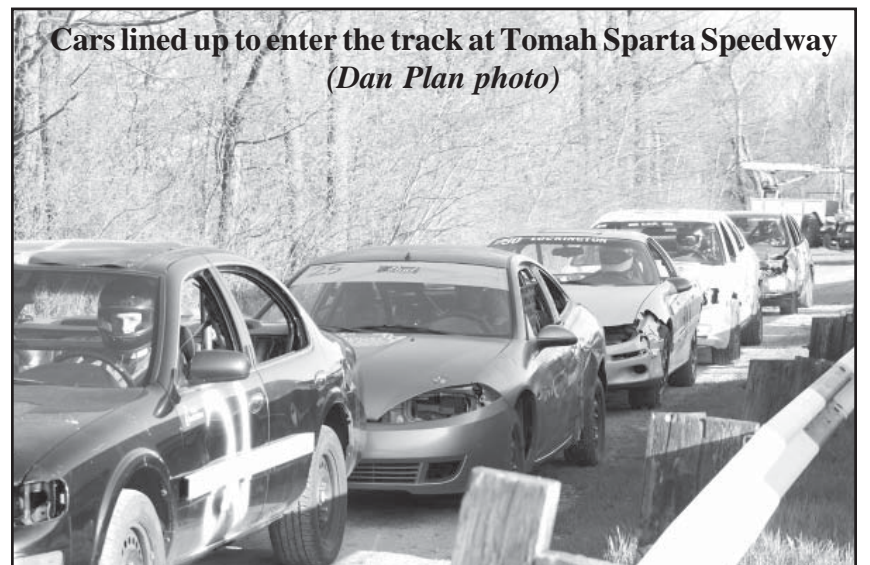
I've done a bit of "Barnstorming" lately while racing my FWD six-cylinder racer. In addition to

Going In Circles continued on page 6

Jess Riedner photo



Cars lined up to enter the track at Tomah Sparta Speedway
(Dan Plan photo)



Going In Circles continued from page 5

Madison, I ran at Rockford one night, which was quite exciting and enjoyable. I am hoping to race more here in the future, as it is close by, and the track is just plain fun to race on.

I also took a trip to a new track that I had never raced on before, the Tomah-Sparta Speedway. I had been here to watch one time back when it was "Wild Bill's Track and Trail," And one other time a couple of years ago but had never raced on it. To say that I was intrigued, would be an understatement.

The track has tight corners and long straights, and I was told that it is a "Drivers track," And it really is. I was treated very well by all of the staff, and the drivers as well. This track reminded me much of the old Columbus 151 Speedway, as it is quite laid-back. This is exactly what I like. All in all, it was a very enjoyable night, and I hope to race here quite a bit more next season.

After that, I took a trip north once again to race at the Marshfield Motor Speedway. The show was run off very quickly, and everyone seemed to line up for their races in timely fashion. Once again, the staff was great, and the drivers were as well. I scored a second place feature finish behind winner Gary Haarklau. Gary is a long time veteran racer who knows his way around a race car and race track, so no shame to finish second to him. The four cylinders and six cylinders race together on the big track, but are scored separately, and it works well.

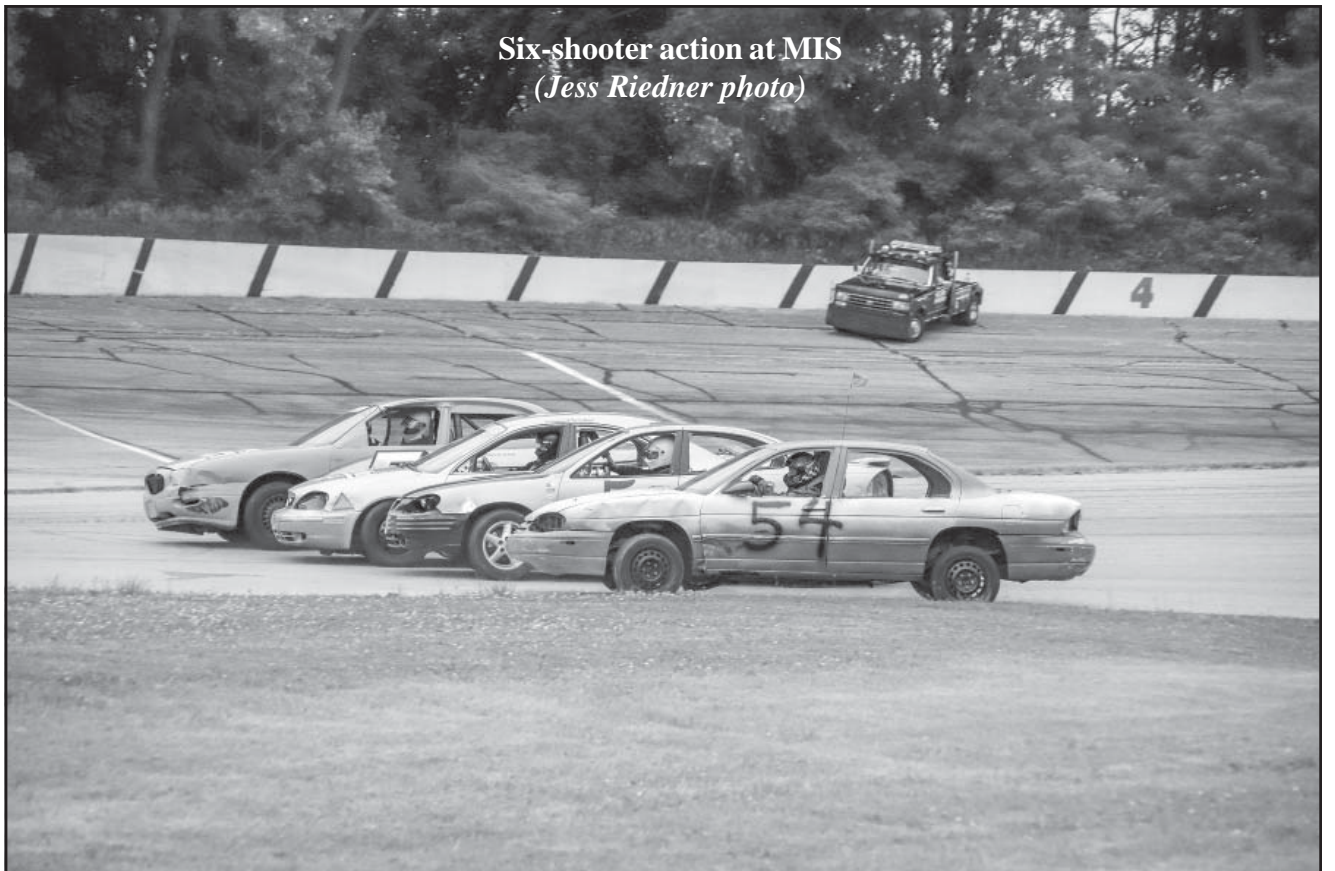
The pit food was excellent. Of course, behind the grill here is veteran racer Jack Greenwood, who really knows how to cook up tasty food. When not at the race track, he runs a mobile food truck, so you know he knows his stuff.

It was a pleasure to share a race track with Christine Schmude. Christine and her husband/crew, Jerry, race on both asphalt and dirt, and do this racing thing on a budget. They admit to being in it just for the fun factor, and they are doing that without breaking into the bank account. Christine does a great job on the track, too.

The pay here was way more than expected, and my biggest single payday of my racing career. Brandon Aschenbrenner not only does the announcing, but also runs the payoff, sells tickets, you name it. Hats off to Brandon, who does a great job of all of it.

As you read this, the regular season at most tracks will be finished or close to it. Time for all of the post-season specials. Bring it on.

Six-shooter action at MIS
(Jess Riedner photo)



Midwest Truck fast qualifier at State Park Speedway - Levon Vandergeest
(Jess Riedner photo)



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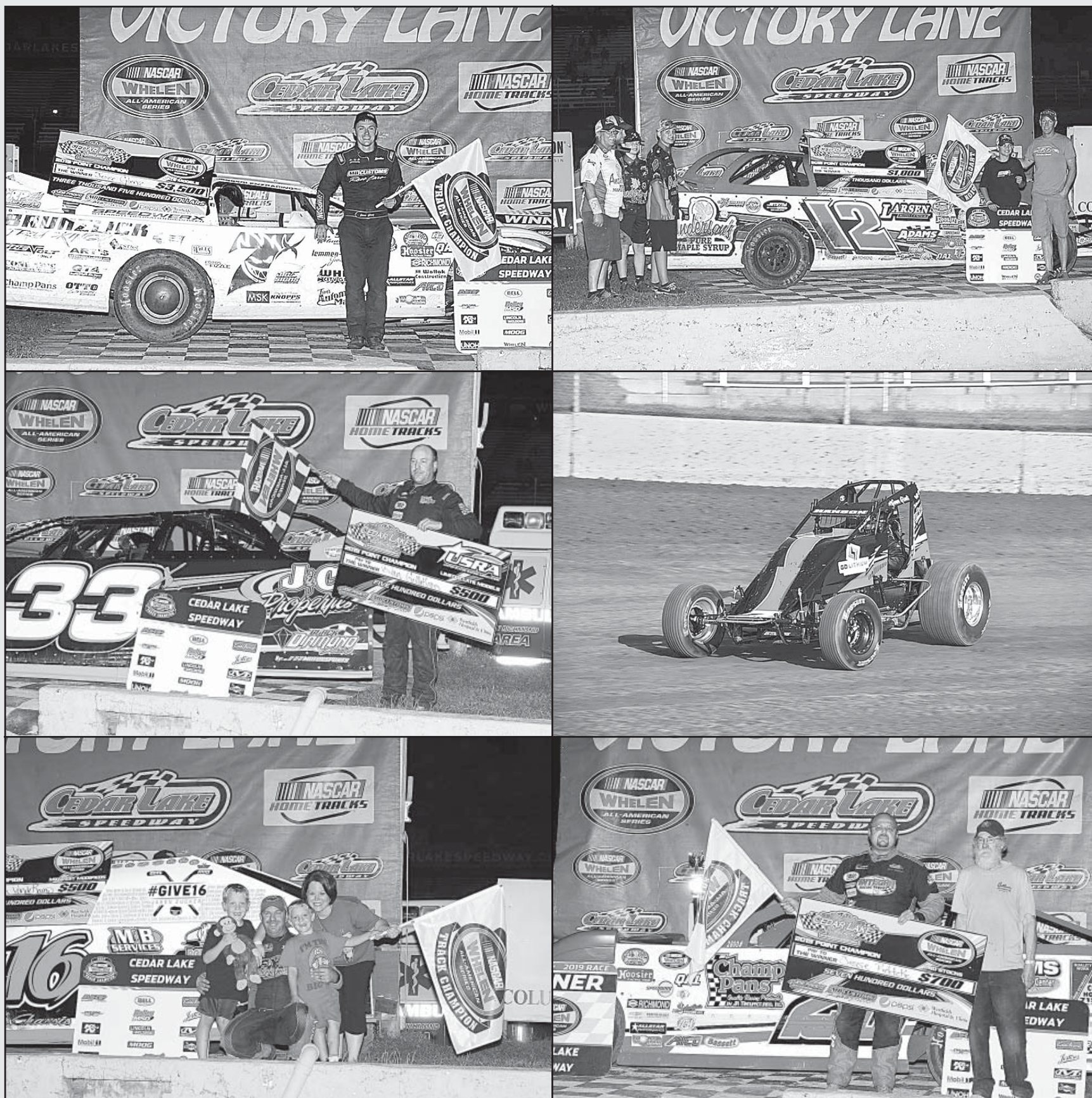


You Tube

NASCAR Dash Champions

Cedar Lake Speedway wrapped up their 2019 NASCAR Dash series for weekly competitors in August. Champions for this year included; Jesse Glenz (Late Model), Jason Gross (Modified), Dan Gullikson (Limited Late Model), Harry Hanson (Traditional and Winged Sprint), Jason Vandekamp (Midwest Modified) and Jesse Redetzke (Pro Stock)

Vince Peterson photos



Dean & Jason Talkin' Racin'



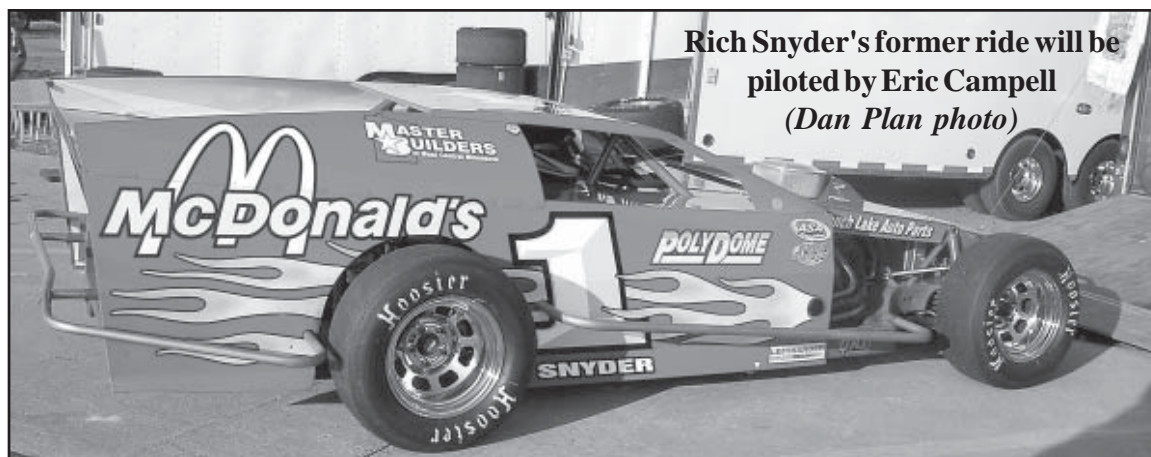
Jason D. Searcy

Elko Speedway announced that they will be adding the WISSOTA Midwest Mods as a full-time racing division for their 2020 season. It's been quite some time since we have seen these open wheeled cars race around ELKO. In 1987 John Elder was the point champion and Christian Elder, who went on to win two Goody's Dash series races (Daytona and Charlotte) and eventually race in the NASCAR Busch series for two years, won the Elko Speedway Modified Championship in 1988. Paul Neisius, who is currently racing at ELKO and won a Thunder Car feature race on August 3rd, won the Mod Championship in 2001 and Jack Paulson who now crews on the #86 Brandon Petersen Thunder Car won the Championship in 2002. Modifieds also ran at ELKO when they put a temporary dirt surface over the asphalt for numerous events from 2010-2013, current Thunder Car driver Johnny Magnum won the first Dirt

Nationals driving a Modified at ELKO.

These open-wheel cars have been a crowd favorite in the Midwest for quite some time, it has always been my favorite division to watch from my many years at I-94 Raceway in Sauk Centre (MN) where three-wide was common and the drivers seemed to be more aggressive than their counterparts in the Late Model division. Drivers would tell me that their sight was so much better in a Mod and they felt more encouraged to take chances and make bold moves.

Racing under the WISSOTA banner is interest-

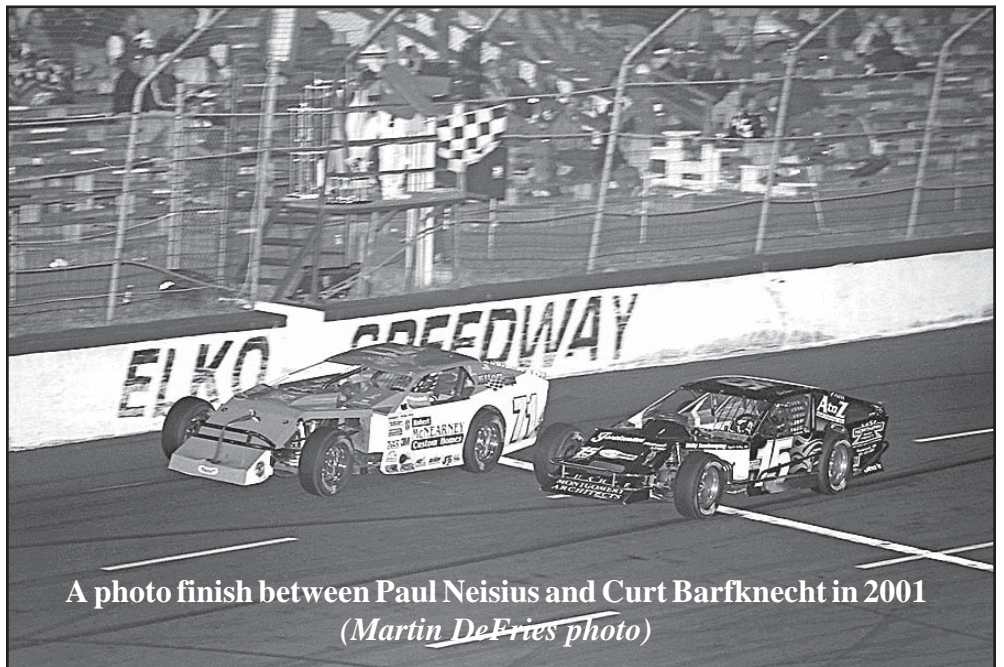


Rich Snyder's former ride will be piloted by Eric Campell
(Dan Plan photo)

ing because this will open up the option of dirt drivers racing for National Points at ELKO. The WISSOTA rules package on asphalt will remain the same at this time but officials from the sanctioning body and the track will continue to monitor the program and its success. They will race on a Hoosier #850 tire, a tire that has been raced at ELKO in the past.

This news has caused quite a stir from some current drivers like Eric Campbell #25 in the Thunder Car division, "I purchased an asphalt Mod over the offseason in hopes that this would become a reality and it finally has, a lot of patience and flexibility will be needed to blend asphalt and dirt mods together but I'm very excited and will support it any way possible," said Campbell.

Elko Speedway Late Model driver #19 Michael Hagggar also races a WISSOTA Mod 4 on the



A photo finish between Paul Neisius and Curt Barfknecht in 2001
(Martin DeFries photo)

dirt at Princeton Speedway, "I know this announcement has gotten both racing communities talking," said Hagggar "the unique challenge should bring new drivers and spectators to the track, it will be fun to see the Modified in action."

"I already have one," said 5-time ELKO Champion Conrad Jorgenson "I wish the Modified would've never went away back in the early 2000's, I think it will be great class, they put them on the right tire, and they have the right class, I think it will be awesome."

Conrad also added that he is more than willing to help any dirt guys get their cars ready to compete at the first Midwest Modified

event at Elko Speedway, which will be at Thunderstruck93 on September 21st of this year.

I expect this division will continue to grow over the upcoming years and provide more opportunities for drivers and even more racing entertainment for race fans in MN.



Former dirt and asphalt Modified competitor John Paul Odegard
(Dan Plan photo)



Krysta Doughty is scheduled to make her Modified asphalt debut this September.
(Doughty Racing photo)

New Dirt



Jacy Norgaard

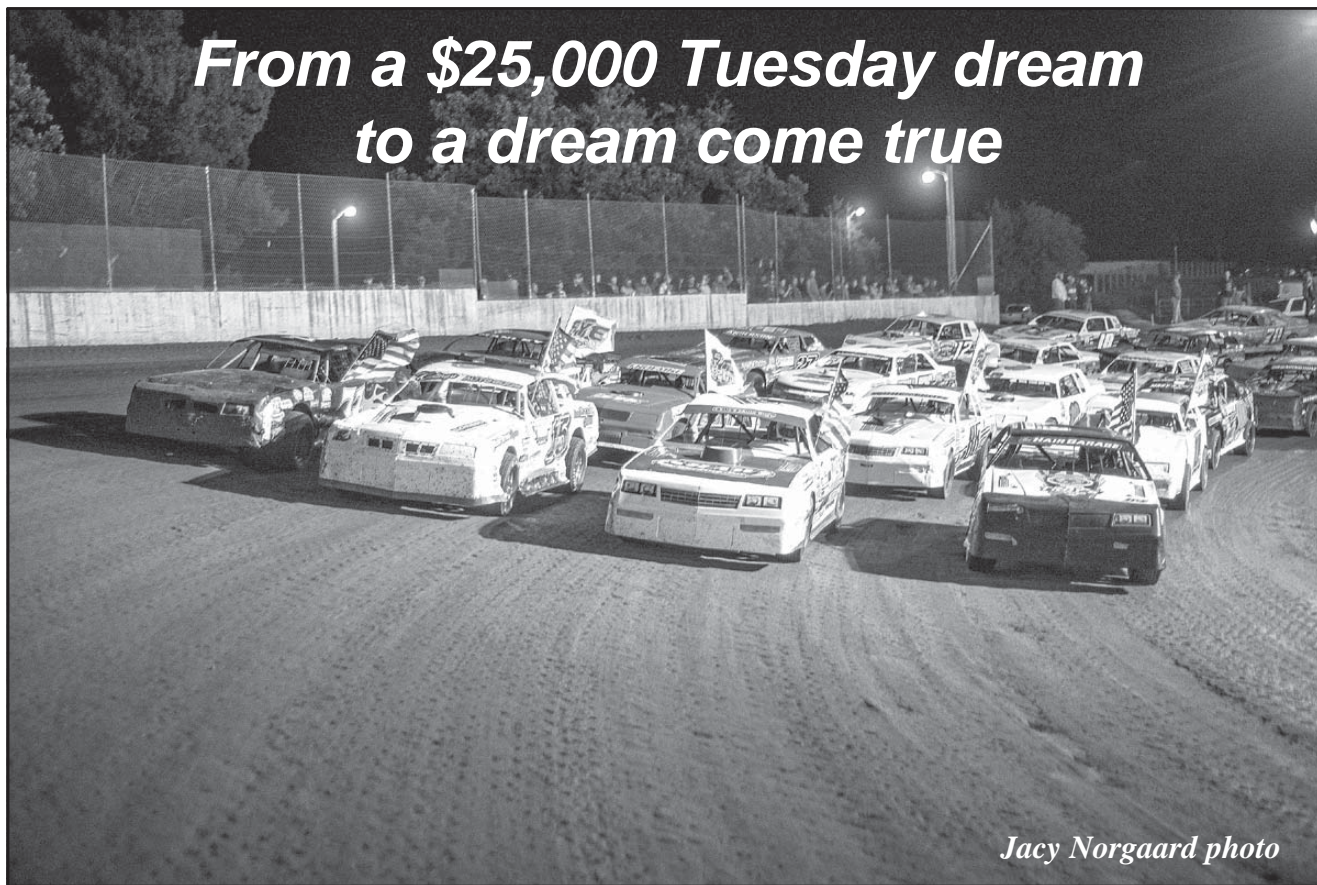
The best part about the beginning of the end of a race season is the invitational races. As we head into the final turns of this year, I've been fortunate to be in attendance and shooting some great events. Although I grew up in Minnesota and live-in North-east Minneapolis, my travel to start this month would show a clear bias for Wisconsin. I ended July by attending the Street Stock Little Dream in Rice Lake, Wisconsin. If you have never been to this race or heard about it, it's a Street Stock class only invitational where the fans and sponsors contribute to the purse up until showtime. The 2018 edition saw the winner take home just over \$16,000.00. So, you can imagine the anticipation surrounding this year's race which was only amplified by the fact that it was the 25th running of the Little Dream. A packed house full of fans and sponsors (many who weren't even in attendance) made the 25th edition of the Little Dream iconic.

Chris Stepan whose company FYE Motorsports has promoted the Little Dream for some time now

called me early that Tuesday. He wanted to make sure I got a really cool four wide shot of the parade lap. I was in the back of the pace truck holding my camera with one hand and the Ford with my other when the announcement came over the loud speaker. \$25,000 was the payout. Not the payout for the whole race or the feature, but the winner's portion. There was a collective shock that could be felt around the facility. After all we were 4 days away from another Wisconsin track paying out \$50,000 to a professional dirt late model racing team and here we were giving half of that amount to a driver in a historic entry level class. Perhaps racing fans are crazy? Or perhaps the Little Dream is a perfect example of how committed and passionate racing fans are. Jim Randall held off hard charges from Danny Richards and Dave Mass to claim the \$25,000 prize just after midnight on Wednesday morning. To say he was speechless would be an understatement.

My week travels continued that Thursday to the place where my photography career was born, Cedar Lake Speedway. I haven't shot there in over 10 years and I was greatly looking forward to capturing all the shots I could for the World of Outlaws Late Model Series. My Kansas photography friend, Todd Boyd made his annual journey up to the event to work for *Dirt on Dirt.com* so it was nice to see a familiar

From a \$25,000 Tuesday dream to a dream come true



Jacy Norgaard photo

face right away. I started the night off shooting from some places I thought would produce interesting shots, and while the images turned out okay, I found myself regretting one thing. I had forgot to bring ear plugs. The decade since I've been to Cedar Lake caused me to forget just how loud it can get down in that infield. I've been to dozens of race tracks and have photographed cars that go much faster than a dirt late model, but for whatever reason I have yet to experience the sound level you encounter at Cedar Lake. It's not so bad on the front stretch but go stand on the yellow wall down the backstretch and you will need to see an Otorhinolaryngologic doctor. If you found that difficult to pronounce, you'll understand the difficulties of not having ear plugs at Cedar Lake! That issue aside, the racing on Thursday was spectacular with Superman Jonathan Davenport taking the World of Outlaw Late Model Series victory.

Being that I was shooting for the World of Outlaws, I had to get photos into them right away. Cedar Lake is notorious for having cell phone reception that is as inconsistent as my golf game, so I had to make a mad dash from victory lane to my car. From there I drove a few miles up the road to the gas station. Once there I was able to get my hot spot to work and send photos in. It sure is funny going from a state-of-the-art media center at Iowa Speedway with Wi-Fi and refreshments to a BP gas station in Somerset with an iPhone hotspot to get your work in. Thursday's excitement continued into Friday which rolled into Saturday and soon enough I found myself on the back stretch again with the lights out waiting for the coolest driver introductions in all of motorsports. I asked Todd Boyd and I asked Charlie Weber (Fotos by Fizzle) how one would shoot the driver introduc-



Jacy Norgaard photo

New Dirt continued on page 10

New Dirt continued from page 9

tions. Both advised to throw in the ultimate setup in photography, winging it. I calculated quickly how I thought best to shoot the driver introductions and began firing away, making small adjustments as I went. The best part of racing photography is that you can change your setup relatively easy, drivers aren't so lucky. Driver introductions cleared the track and the race was on. Bobby Pierce who raced his way into the A main in thrilling fashion seemed to be on the move from the start. I was chatting with a friend after Bobby's b main and commented about how Bobby made the show. My friend corrected me and told me that Bobby was the show. And he was certainly driving like it on Saturday night. I would have loved to see him win, unfortunately he ran into issues with a flat tire and exited with around 30 laps to go. Brandon Sheppard and Chris Madden battled it out for the victory, and Sheppard appeared to be on his way to defending the USA Nationals title. Chris Madden had other plans and slid past him with a handful of laps to go and held on to win the biggest race of his career. I got some victory lane shots and some confetti on the car type stuff and headed for my car. I edited a few of my favorites quickly and tried to connect to the free WI-FI to send my stuff in, unfortunately I couldn't get a signal so back to the gas station I went.

USA Nationals was an incredible experience and capped off an eventful and rich week of dirt track racing. Just when I didn't think things could get better, the United States Modified Touring Series (USMTS) rolled into our neck of the woods at I-94 Speedway and Ogilvie Raceway. One of my very good best friends, Landon Atkinson who also wheels a Modified drew the pole for the USMTS feature in Fergus Falls. He would go on to lead every single lap and win the biggest race of his career. I was sad to have missed it, but very proud of his accomplishment. The next night at Ogilvie Raceway, another good friend of mine and great supporter of my work, Dan Ebert would pull an Atkinson card himself. Dan out dueled one of the best modified drivers in Rodney Sanders to win the USMTS feature in exciting fashion. What makes their victories extra sweet was an unforgettable social media post from USMTS that stated that "sure, our racers are the Best of the Best, but they promise not to hurt anything more than your feelings." Dan and Landon combined to lead 77 of 80 laps and win both features that weekend, so the only thing hurt was perhaps the pride of the professionals. But the lesson in all of this from the twenty-five thousand to the hurt feelings is that in racing, especially at a localized level anything is possible. Hard work and crafting your talent will bring you many riches. Just ask Jim, Chris, Landon and Dan.

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9/21 Sat-Sept Showdown Racing 4pm
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Another generation of the Mars family

Young Sammy Mars (son of Dirt Late Model Hall of Fame driver Jimmy Mars) picked up his first career Limited Late Model main event win during the running of the 3rd Annual Duane Mahder 55 at Red Cedar Speedway. Starting on the front row of the event, Mars took the initial lead and never looked back.

Vince Peterson photo



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USA Nationals - Cedar Lake Speedway



Chamber of commerce weather for the fans at the USA Nationals (left) and the legendary driver intros (right) were captured by Jacy Norgaard

Classic Iron



The IMCA Oldtimers had another fantastic display at the Dakota County Fair



Mike Miller working on his 1979 championship winning Cutlass



The late Rollie Foot's vintage car in action at Cedar Lake Speedway



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Tribute night at Elko



Martin DeFries photo

Martin DeFries photo

Elko Speedway hosted their annual Tribute night in the month of August. This event highlights drivers in the Late Model and Thunder Car divisions. Drivers in each division have points tallied up from qualifying and the two main events to crown an overall champion. Late Model feature winners were Joe Neisius and Nick Murgic, with Jacob Goede gaining the most points to pick up the Behrens Memorial award. Thunder Car feature winners were Eric Campbell and Paul Neisius with Jeremy Wolff being crowned the Kingery Memorial champion.

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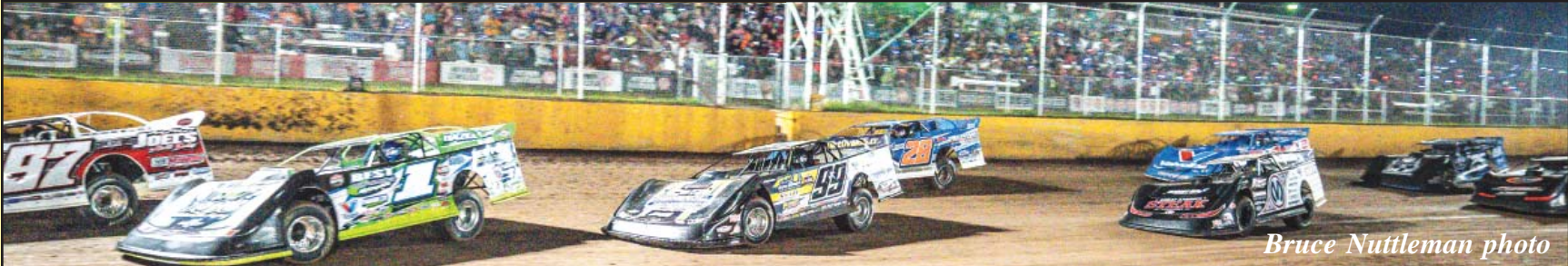
USA Nationals - Cedar Lake Speedway



Jacy Norgaard photo



Bruce Nuttleman photo



Bruce Nuttleman photo

With just six laps to go, Chris “Smokey” Madden made his way by defending USA Nationals champion Brandon Sheppard. Madden would go on to pick up the biggest win in his career, along with a \$50K payday. Madden was also joined in victory lane by car owner Scott Bloomquist.

Dixieland 250 - Wisconsin International Raceway



Bruce Nuttleman photo



Bruce Nuttleman photo



Bruce Nuttleman photo

The annual Dixieland 250 at Wisconsin International Raceway featured a large contingent of top competitors from across the Midwest. Four-time ARCA Midwest Tour champion Ty Majeski captured the win in front of a huge Tuesday night crowd.

The Secret to Success

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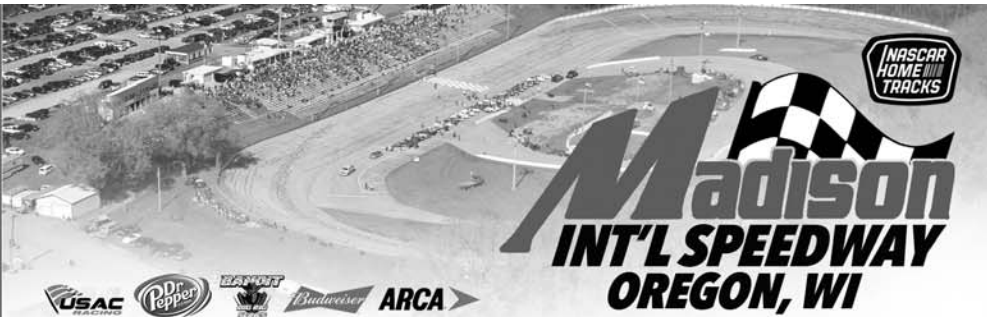
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SATURDAY 25-MAY / JEFFERSON SPEEDWAY
MONDAY 27-MAY / WISCONSIN INT'L RACEWAY
SUNDAY 16-JUNE / THE MILWAUKEE MILE
SATURDAY 29-JUNE / ROCKFORD SPEEDWAY
SATURDAY 27-JULY / STATE PARK SPEEDWAY
TUESDAY 6-AUGUST / WISCONSIN INT'L RACEWAY
FRIDAY 16-AUGUST / MADISON INT'L SPEEDWAY
SATURDAY 31-AUGUST / DELLS RACEWAY PARK
SAT/SUN 5-6 OCTOBER / LACROSSE SPEEDWAY



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FRIDAY 2-AUG 7:30PM / NASCAR WHELEN ALL-AMERICAN RACING
THURSDAY 8-AUG 7:30PM / THURSDAY NIGHT STREET DRAGS
FRIDAY 9-AUG 7:30PM / UNION 464 KID'S NIGHT (11 AND UNDER FREE)

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FRIDAY 30-AUG 7:30PM / WHELEN ENGINEERING NASCAR CHAMPIONSHIP NIGHT
THURSDAY 12-SEP 7:30PM / THURSDAY NIGHT STREET DRAGS

STREET DRAGS

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It was time for some dirt track racing here July 27th, 2019, as we made our semi-annual trek over to the Shawano, Speedway, Shawano, WI. No shortage of cars here on the night in any of the 5 divisions of racing, and all put on a good show for the nice crowd on hand.

Of course, we are partial to the Late Model racers and they were on hand 18 strong. Nick Anvelink is definitely the guy to beat here as I have seen him win on numerous occasions. He did it again here tonight in the feature event. Troy Springborn, Ron Berna, Justin Ritchie and Adam Tanke gave chase but finished behind Anvelink in that order. Always enjoyable, the IMCA stock cars put on their usual action-packed night of racing and at the finish of that Division's main, it was Dan Michoski first. There just seems to be something about this division where it's always very well balanced. Balanced as in competitive night in and night out. Of course, the IMCA Mods have some tight racing of their own, and Mark Weisnecht, who has definitely been around awhile, came out the victor in that division's main. Brock Saunders took the Sport Mod main, a Division you could call IMCA Mod Jr. Seems when one division begins to get a bit pricey, another comes along to fill the void. This one does that, and the racing overall is quite good.

I can't help but notice every time I take in a show at Shawano, how into the racing and their favorite drivers, the fans are. They really get into the action and root for their favorite racer. They are proud to wear their favorites' apparel too. It gets pretty loud in the Shawano covered grandstand, but that's a really neat thing about the racing and the fans here. You just don't seem to see as much of that with the pavement set.



Jeff Weinfurter #3 just keeps winning

Another dirt track appearance for this scribe was at the SK Speedway, of Unity, WI. Last time I visited this track it was still the Monster Hall Raceway. Back then if you lost it in turn 3 and 4 and ended up in the field, the weeds would gobble you up and it would take days to get you out of there. That's all cleaned up now, and the program here overall tonight went quite smoothly. Of course, we favor the Modified division at these events, and 11 of them ran in their feature race. Chris Oertel was in the field and I was pretty sure he would have a relatively easy time of it. Not so, as Mike Truscott got out front early and led the rest of the way on his way to the win. Oertel did manage a second place finish however.

Then it was time to bring Mike Miller back to the State Park Speedway, Wausau, WI., Thursday night, August 8th, for some CWRA Stars to Legends Tour racing. Of course, Mike spent a lot of time in victory lane here back in the 1970s and '80s when he was racing in Wisconsin, and it was fun doing a show like this in his honor. Mike certainly had fun with it all, and a good-sized crowd that attended did as well. The CWRA 40 lap feature race wins went to Neil Knoblock and Jeff Weinfurter. A field of 21 cars participated in the division, and tight racing was the norm all night.

Dells Raceway Park, Wis. Dells, WI., held there second CWRA Stars to Legends Tour event of the year, August 10th, as the Marlin Walbeck Classic was held. Two 30 lap features were scheduled, and one was completed. Mike Lichtfeld with a very fast car, and an extremely favorable starting position, (outside front row) ran away with the main, winning by a 1/4 lap at the conclusion of 30 laps. Rain moved in before

the 2nd feature could be run, and attempts at drying the speedway before the track curfew was up were for naught.

Marshfield Motor Speedway, Marshfield, WI., held a CWRA Stars to Legends Tour as presented by Smiley's Old Time Diner event, Saturday, August 17th, and a great field of 24 cars was on hand to do battle in two 30 lap features. In what turned out to be some very exciting racing, Jeff Weinfurter showed why he is atop the Tour point standings as he won both Main events.

Here and there...Enjoyed watching Beetle Bailey racing on the dirt at Shawano Speedway. Beetle's night didn't go that well, but he hung tough and placed in each of his races. Beetle is quite the character and has raced for a long time, so we can compare war stories at our advanced ages having been there and done that....They sure Love their Sundrop soda Pop in Shawano. It's in just about everyone's hands on race day there...A 4 car dash was run at the Mike Miller race with cars you would have seen back in his racing days in the race. A Mike Miller Camaro, a Tom Reffner Javelin, a Dick Trickle Camaro and a Larry Detjens Dodge Challenger participated. In an almost unbelievable turn of events, the Mike Miller Camaro won the race. The winning streak didn't last however, as the Reffner Javelin won the 2nd dash race...Hard to believe, but Champions Reunion XI is coming to Oktoberfest as part of the Annual Oktoberfest Racing weekend at La Crosse Fairgrounds Speedway, October 3-6. The Reunion is on Sunday the 6th, and

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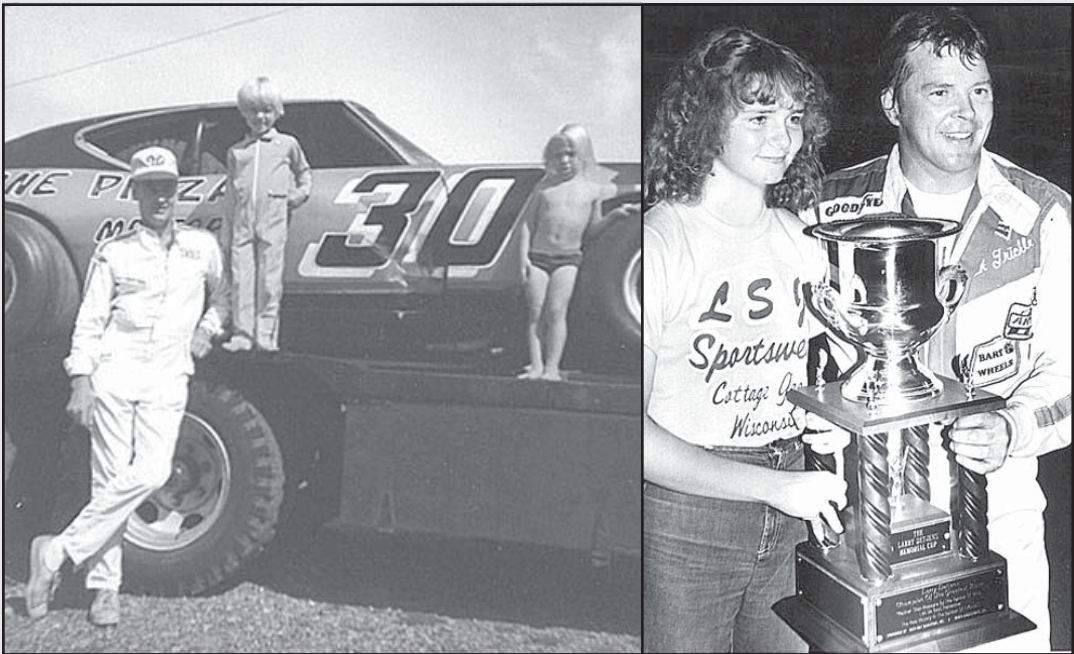
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from page 17*

with this being the year to celebrate 50 years of Oktoberfest racing, all kinds of neat stuff will be going on. A number of old-time race cars will be on hand representing all 50 years of racing, along with drivers that drove them. Reunion goes from 11am-2pm, Sunday, and fans with a Sunday ticket to the races will get into the show free. Any Champion caliber drivers that would like to attend should contact yours truly at 715-344-9072 or at dale@starmakermultimedia.com so we can get you in the show. A page on FACEBOOK has been created as well for folks to get signed up. It is at Champions Reunion XI. You will be wined and dined at this show, and also be able to catch some great racing action...Speaking of Lax, we see the NASCAR Late Model points have really tightened up between Steve Carlson and Nick Panitzke. The champion will be determined on Thursday night of 'Fest...So how many years of your life have you spent at a race track? I'm thinking of trying to calculate that on events attended and the average time spent at each. Once I know this, it will probably kill me!

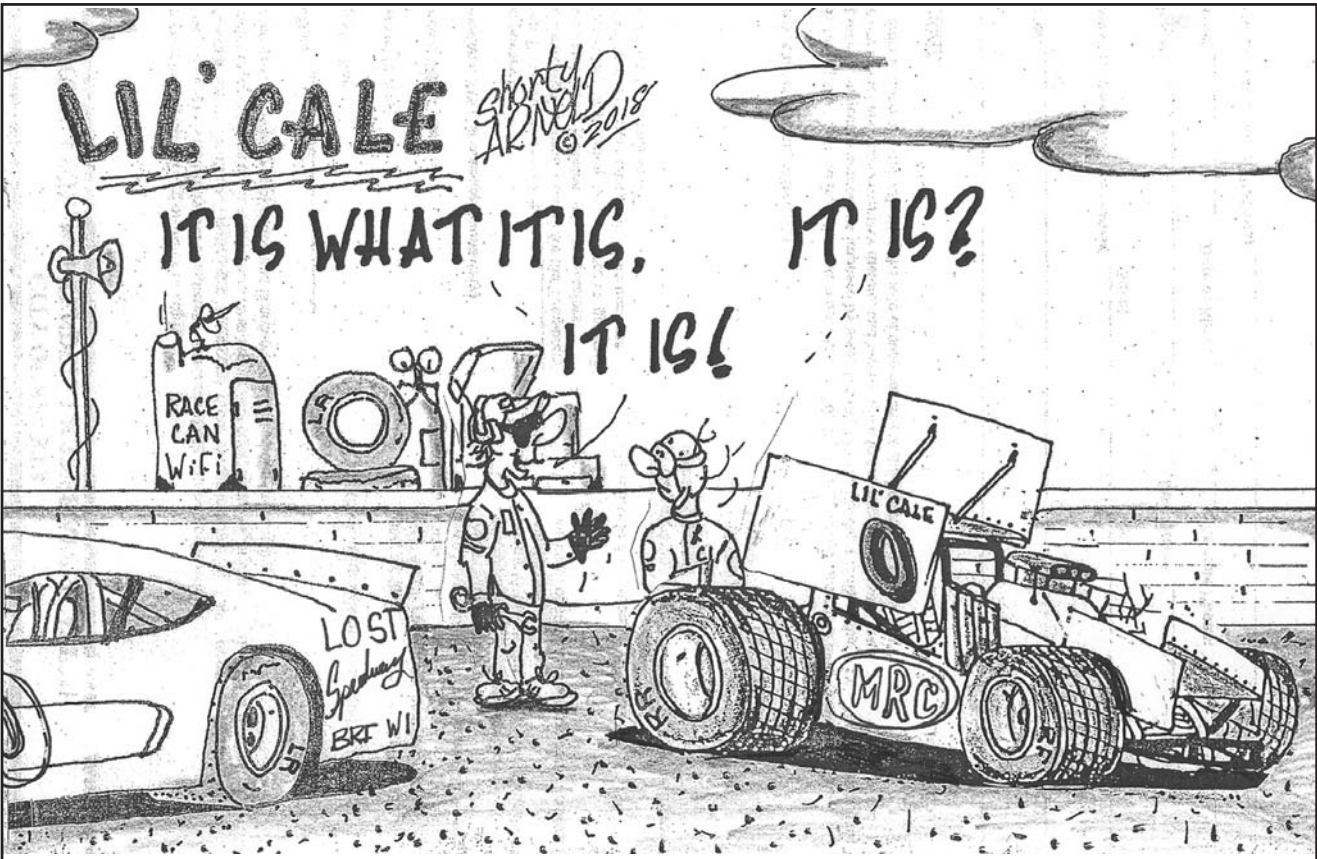
Looking back in time, September 16th, 1967, it was Dick Trickle winning the 100 lap State Championship feature at Golden Sands Speedway. Following Trickle in the main were, Dave Field and Jim Back. Trickle made \$1,195.00 for his efforts on the night. The 50 lap semi-feature went to Nelson Drinkwine. The 25-lap consolation race was won by Wayne Kittelson. The 15 lap on-qualifier race went to Tom Schaller. Trickle set the fastest time on the night with a 13:95 second lap. A total of 90 cars raced in the event. Looking back on September 14th, 1968, it was Marlin Walbeck winning the State Championship, 100- lap feature at Golden Sands Speedway. Following Walbeck at the finish were Jim Back, Tom Reffner, Ron Beyer, Fritz, Bishofberger and Jere Bredl. The 40 lap semi-feature went to Don Swangstu. The consolation race was won by Kato Theisson. Trophy Dash honors went to Reffner, with Fast time honors going to Walbeck at 13.76 seconds.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com

Dale's pictures from the past



Marlin Walbeck # 30. Marg/Farrar photo. Dick Trickle with the winning trophy and Margo Detjens. Marg/Farrar photo.



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Racing Nuggets



PJ "Jacklyn" Nuttleman

Can I get an "Amen" to the fall-like temperatures we've been enjoying lately here in the Midwest?! I love autumn! You can wear a sweatshirt on cool nights and not worry about your gut giving away that you inhaled a few too many Peanut Butter Rice Crispy Treats from Kwik Trip when they were on sale for a buck. I wish it could be Fall more than a few months out of the year, but then EVERYBODY would want to live here in the Midwest and I'm not much on huge crowds these days.

Although, I do make an exception for Oktoberfest Race Weekend; THAT is one crowd that I will always march into without hesitation. I anticipate that said crowd will be even larger this year for a number of reasons.

The first is according to the Old Farmer's Almanac; there will be warmer than normal temperatures and less than normal precipitation in October. Don't laugh. That publication has been on the money with their predictions WAY more than the talking head on your television who tries to illuminate all of us about the weather each day.

The second reason I anticipate an even larger crowd this year at Oktoberfest is because I've heard some names tossed around who are seriously considering coming this year. That will add some spice to the

competition that is already going to be stacked wide and high across the board, which feeds into the third reason...

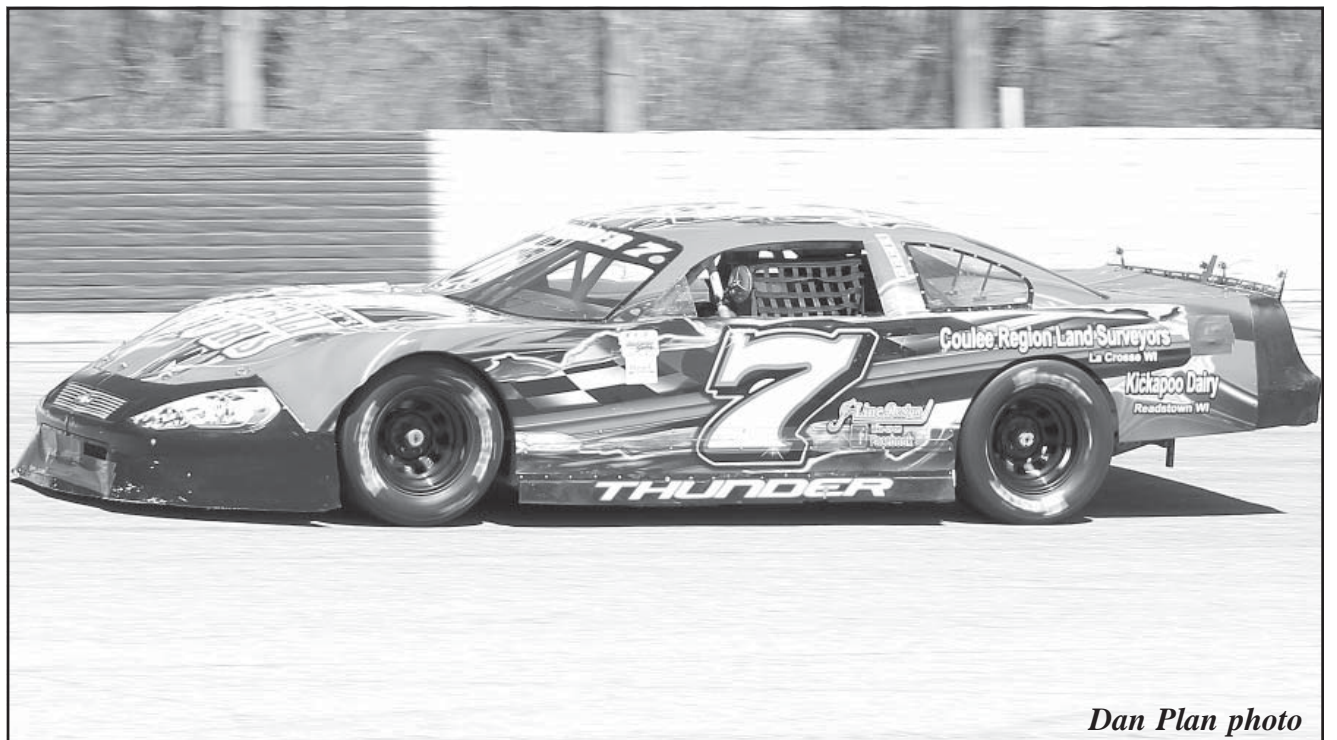
It's going to be the 50th anniversary of Oktoberfest Race Weekend. Fifty years of competitive racing and reunions of friends and families! It's an historic milestone. Who WOULDN'T want to be a part of history—and score a major win during such a celebrated weekend?!

You can't discuss Oktoberfest without someone throwing out there that Don "Thunder" Turner... or Frank Thornton, as his actual drivers license reads—has raced at every. Single. Oktoberfest. No one else holds that title, so I'd imagine there will be some sort of award presented to him this year. It IS pretty amazing.

The Big Five-Oh

they've traded the title now the past couple of years. The fans of both drivers are incredibly passionate about "their" driver too—and that helps to ramp up the excitement. I can't put into words effectively how much I enjoy watching and listening to it all unfold where I videotape from on top of the control tower. Pick your driver and grab a seat. Thursday at Fest is going to be a barnburner!

Without a doubt, Friday at Fest will be filled with an incredible list of entries for the "Dick Trickle 99." That race has always been a prestigious one to win, because... well, Dick Trickle. But with this being the 50th anniversary of Oktoberfest Race Weekend, I think that juices things up a bit more. I'm predicting we'll have more superlate models coming out of the wood work for a shot at the coveted Trickle 99 trophy.



Dan Plan photo

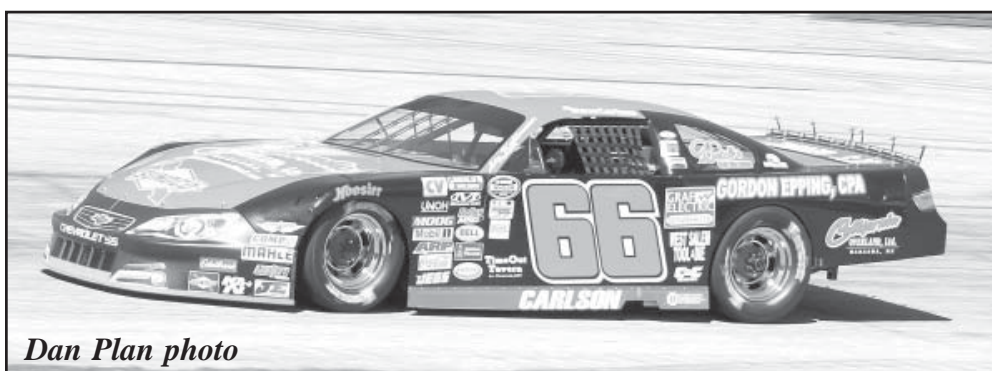
"Thunder" will be roaring around the track in the NASCAR Late Models again on Thursday during Fest. That race ought to be epic, because the points battle is super tight, which always makes for exciting racing. A mere five points separate leader, Steve Carlson from Nick Pantizke for the title this year.

At the start of the season, both drivers referenced this one as the "Rubber Match," being that

Speaking of wood...

With it being the 50th anniversary, EVERYBODY's going to want to snag fast time in all of the divisions that provide one of Doug Oliver's hand-crafted "Speeding Bullets." Those things are pretty awesome and Doug puts a lot of time and effort

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Dan Plan photo



Dan Plan photo

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into making them. The fact that he's been involved in racing for decades in many capacities makes them even more special, as they've been made BY a racer FOR racers. He makes the Trickle 99 trophy too. The guy's amazingly talented.

As per usual, camping at Oktoberfest is much like snagging season tickets to the Packers. There's a waiting list—at least for the reserved spots. You can get on that list by contacting the La Crosse Speedway office at lacrossespeedway@yahoo.com or calling (608)786-1525. But they do have open camping on a first-come-first-serve basis near the old, empty Ford dealership. The good news is that area is near the beloved "Pink Flamingo," a perennial favorite haunt for many who enjoy a dance floor and the occasional flash of flesh—accidentally or otherwise. Either way, it's always a raucous good time out there.

I'm putting my faith in the Old Farmer's Almanac so the Pink Flamingo isn't Mud Fest this year.

I'm not sure how many races Conrad Jorgenson and company will be 100% alert for as we get deeper into the weekend, but I suspect that whole crew involved with the Pink Flamingo will make you feel very welcomed if you venture back to their mobile party this year.

Of course they could prove me wrong and be looking alive for all 19 divisions of racing at Fest this year, which will include over 600 laps of feature racing—and five divisions of Late Models running. They are a hearty breed. I'm fairly confident that crew will be among the many who will be carving out some time to pile into the Redneck Express bus that provides FREE rides into downtown West Salem from the campground to experience the flavor of local watering holes in a responsible manner.

One of the best parts of Oktoberfest Race Weekend is the homespun "team" shirts. These are often for race teams, but more often than not they're for drinking teams. The latter are generally hilarious and abundant in the campground.

T-shirts and sweatshirts are going to be selling like gangbusters for Oktoberfest Race Weekend to commemorate the 50th anniversary. A little birdie told me that I may FINALLY get my wish for a splash of glitter on a sweatshirt design this year, in honor of the milestone.

Racing, family & friends, the Pink Flamingo, and glitter— #FestIsBest!

Oh, and be sure to eat a few Pork Chop sandwiches during Oktoberfest Race Weekend. Support your local pork producers. Don't leave it all to my husband, Toby to do... although, he would probably welcome the challenge.

Hug a farmer. Buy a ticket to Fest. Bring a friend.

See you there!



Marshfield Motor Speedway (Marshfield, WI)
Golden Sands Speedway (Plover, WI)
Dells Raceway Park (Wisconsin Dells, WI)
Marshfield Motor Speedway (Marshfield, WI)
Golden Sands Speedway (Plover, WI)
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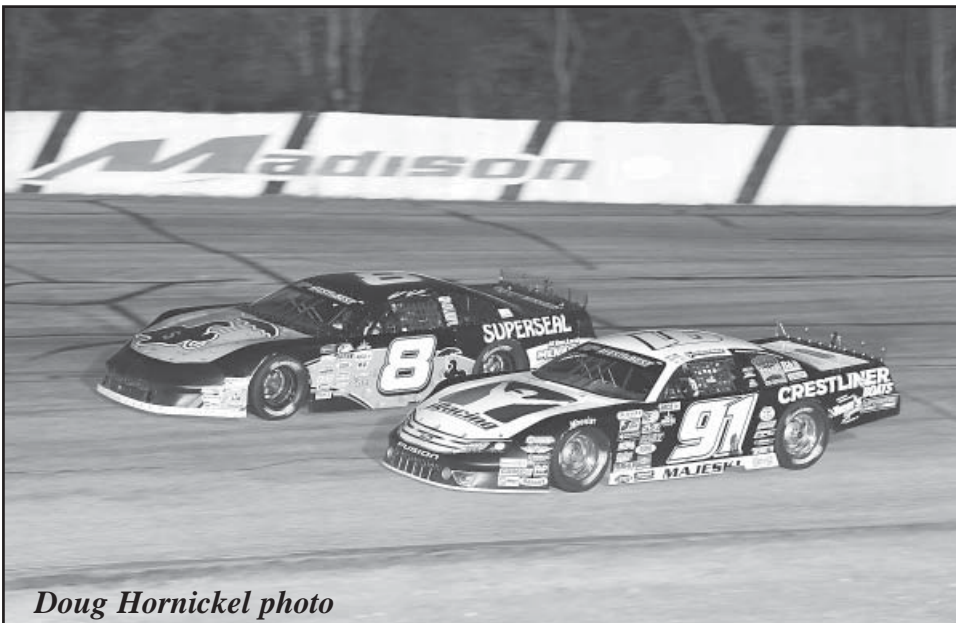
Saturday May 4th (Afternoon Race)
Friday May 17th (Marv Marzofka Race)
Saturday May 25th (Nabbefeldt Memorial)
Saturday June 1st (Dairyfest 60)
Friday June 14th (Albert Getzliff Race)
Thursday June 27th
Thursday July 18th (Trickle, Reffner Honor)
Thursday August 8th (Mike Miller Race)
Saturday August 10th (Walbeck Classic)
Saturday August 17th
Friday August 23rd (Championship Race)

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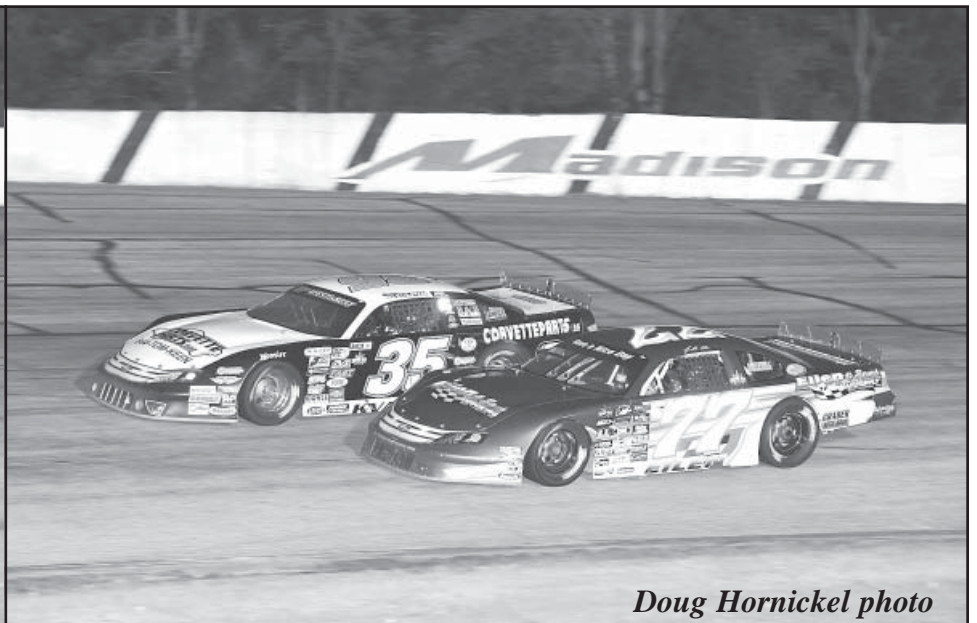
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Howie Lettow Classic at Madison



Doug Hornickel photo



Doug Hornickel photo



Doug Hornickel photo



Doug Hornickel photo

Madison International Speedway hosted the annual Howie Lettow Classic in the middle of August. 8 Matt Kenseth battling eventual winner 91 Ty Majeski, 35 Carson Kvapil & 77 Jonathan Eilen, 14 Austin Nason & 39 Andrew Morrissey and winner Ty Majeski & Crew

Traditional Sprint Challenge



Vince Peterson photo



Liquid Nitro Racing photo

The Upper Midwest Sprintcar Series hosted their 2nd Annual Traditional Challenge at Cedar Lake Speedway. Over 30 Traditional Sprints were on hand for the event. Night one winners were Rob Caho Jr. in the Traditional Sprints (left photo) and Gunner Cummings in the Winged Sprints (right photo)

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