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January 2020

Inside...



The Original 78



Speedtalk Driver of the Year

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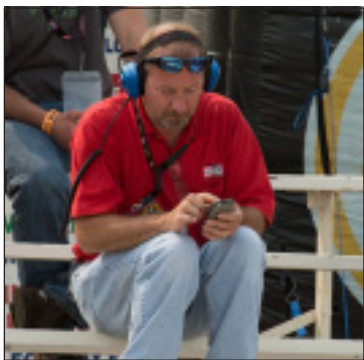


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Publisher's Note

Racing According to Plan



Dan Plan

This winter I made my second visit to the Snowball Derby in Pensacola, and I still haven't seen the main event. My last visit was three years ago, and rained all day Sunday and Monday, pushing the show out until Tuesday. This year it rained once again all day on Sunday with the show being run on Monday. You would think at my age I would have known better than to schedule a non-refundable return flight home on Monday, but I'm a slow learner. If I do go again, I'm scheduling my return flight home on Wednesday just to be safe.

While there seemed to be a lot of complaining going on following the conclusion of this year's Snowball Derby, the final decision seemed pretty cut and dry to me. The rules for the Southern Super Series clearly state no titanium parts. Titanium may not be a performance advantage in certain areas, but it is significantly

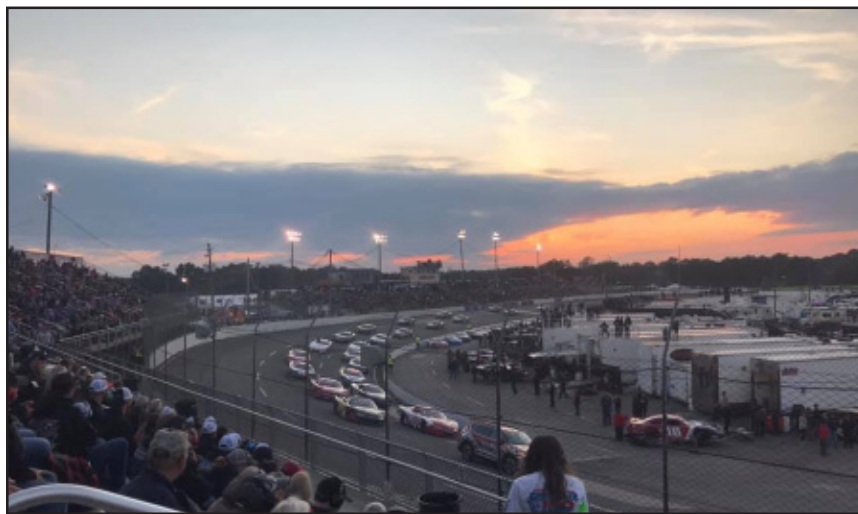
The Snowball Derby

more expensive than steel or aluminum. Same thing goes for Tungsten. They are both extremely expensive. Super Late Model racing is already too expensive for the average guy and there is a rule in place to keep expensive materials out, yet people want to complain when the rules are enforced. It boggles my mind. Travis Brayden was the driver of the first legal car to pass under the checkered flag.

And speaking of being expensive, I can only imagine the tire bill and hotel bill for some of the teams at the Snowball Derby. The number of tires used by some of the Cup affiliated teams prior to qualifying is absolutely astonishing. The number of people on some of these teams is probably more than Alan Kulwicki had employed when he won the championship in 1992. Although a pretty smart guy I know named Bob did point out to me that the number of people and tires doesn't necessarily make them any faster than a 4-man crew and an enclosed hauler.

While I could probably fill this entire paper with things people found time to complain about over the course of the Snowball Derby weekend, there were far more good things that happened over the course of my four days in Pensacola.

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www.theracingconnection.com

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The Midwest Racing Connection is published six times during the summer racing season by The Plan Company, Inc. All material is copyrighted 2020 and may not be reprinted without permission. Subscriptions are \$20 for six issues. Call 651-451-4036.

Cover photos by: Jacy Norgaard, Dan Plan and the Holzhausen Family

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NEW Race Car Reference Manual

Racing According to Plan from page 3

On the bright side, there was a huge crowd every day and there were plenty of cars in all divisions. The headline division that everyone comes to see (Super Late Models) had the most cars. Despite the constant bickering by pavement people about rules being different from track to track, drivers from across the entire United States (North, South, East and West) were on hand trying to make it into the big show. It

really doesn't matter if the rules are identical. If people want to race, they're going to adapt and find a way to race.

I also find the hospitality shown at short track ticket gates and the concession stands, is far better than other sporting events. This is especially true in the South. It seems these days at home here in the frozen tundra, if you call someone "dear" or "honey" you'll end up getting called into a meeting with Human Resources. I don't mind being called "dear" or

"honey" one bit when picking up a hamburger at the concession stand.

The final good thing I'll mention is adding an extra provisional for David Rogers. David has been a part of racing in Florida since I was a wee little lad going to Speedweeks in the late 1970's. He's recently battled through cancer and almost raced his way into the big show. Putting David into the field was a good thing for everyone on hand.

Another rainout at the Snowball Derby (top photo) and David Rogers broke the record held by Red Farmer for number of appearances at the Snowball Derby (bottom photos)



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Dean & Jason Talkin' Racin'



Jason Searcy

Jacob Goede from Carver (MN) has been named the 2019 Minnesota Asphalt driver of the year by Speed Talk on 1360 Radio.

Goede had a record breaking year and was recently recognized nationally as the NASCAR Whelen All-American Series Division I Champion at the NASCAR Hall of Fame in Charlotte (NC). "The banquet was a good time, NASCAR does a good job honoring the Champions and it was really special to have my car (on display) at the Hall of Fame," said Goede.

The 3G race team was awarded a beautiful Championship Trophy to Erica Goede as car owner and another trophy for Jacob as the driver, he also

received a custom painted helmet as the Mobil 1 National driver of the year.

The 2019 statistics for Jacob Goede speak for themselves. In 37 NASCAR sanctioned starts he finished in the top 10 in every race, not one DNF. In 30 of those races he finished in the Top 5 and he won a total of 10 races across his hometrack at Elko (MN) Speedway but also Lacrosse (WI) Fairgrounds Speedway and Madison (WI) International Speedway.

Due to the inversion rules up here Jacob didn't just start up front in these races, he had to fight his way to the front. Maybe the most incredible stat is that Jacob gained 218 positions from where he started the race to where he finished in those 37 events, so he averaged passing nearly 6 cars per feature race while competing against some of the strongest fields of cars in the Nation.

Jacob also excelled at all the big Marquee Races of 2019, he won the prestigious Dwain Behrens memorial event and the Thunderstruck93 Big 8 series race at Elko Speedway and also the Big 8 series race during Oktoberfest in Lacrosse.

This is the second time Jacob Goede has won the Minnesota Asphalt Driver of the year award, he also won back to back in 2014 and 2015.

Speedtalk on 1360 driver of the year



Goede Family photos



Winners of the MN Asphalt Driver of the year:

- 2019- Jacob Goede
- 2018- Baiden Heskett
- 2017- Conrad Jorgenson
- 2016- Tim Brockhouse
- 2015- Jacob Goede
- 2014- Jacob Goede
- 2013- Ricky Martin
- 2012- Jonathan Eilen
- 2011- Chad Walen
- 2010- Brent Kane
- 2009- Adam Royle
- 2004- Dan Fredrickson



Dan Plan photo

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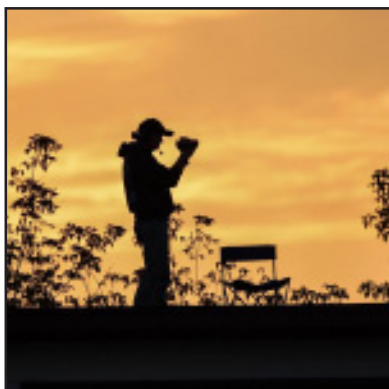
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Dangerous Dan**Dan Margetta**

As I sit to write this month's column, the 2019 racing season is sitting squarely in the rear view mirror while 2020 and a brand new decade looms outside the windshield. For most racers, the time off from the racetrack offers an opportunity to reflect on not only the season gone by but also in this case, the era of the 2010's and I have come up with ten racing events that I have attended in the past ten years that have for some reason or another stood out amongst the others. It's not a list of the best races I've been to since 2010 but rather those that for various aspects have been more memorable as time moved on, so in no particular order, here goes...

February 21, 2016-Daytona 500—This was my first Daytona 500 and after watching the event on television since I was old enough to remember, I was actually there in person so my excitement level was through the roof as it was hard to keep the "race fan" in me as hidden as it normally is while being allowed inside the distinguished NASCAR media world. While the race ended in high drama with Matt Kenseth

getting passed in the final corner before Denny Hamlin edged Martin Truex Jr. in the closest finish in Daytona 500 history, to me this race stands out for what occurred long before the green flag fell. Brian Schmitt and I were allowed to broadcast our LTN radio show live on race day from the Fan Zone complete with our own stage and signage which seemed surreal to me. Then to really ice the cake, our first guests were NASCAR Hall of Famers Leonard Wood and Bobby Allison. I couldn't believe there I was at the World Center of Racing on the 40th anniversary of the great 1976 "500" finish between David Pearson and Richard Petty, which I vividly remember watching at six years old, and re-living it with Leonard Wood, one of the guys that owned the winning car. Bobby Allison was my first NASCAR autograph I got as a kid when he raced in the Miller 200 at the Milwaukee Mile back in 1985 and I hoped I didn't come off as too rambling when I told him how excited I was to be there. After doing five minute interviews with the other stations in the Zone, both spend upwards of twenty minutes with us and their handlers had to pry them away to get them to their other obligations. Before walking away, Bobby came back during our commercial break and told me "make sure you come back now", which is one of the coolest things that I have ever experienced doing the radio deal.

September 27, 2014-Knoxville Late Model Nationals—I attended the Sprint Car Nationals at the famous Knoxville Raceway earlier in the season and loved the place so much, I had to return for the late model event in the Fall. Prior to the event the buzz in the pit area was this was to be popular Iowa driver Brian Birkhofer's final event before taking time off in "retirement" mode. During driver introductions, the ultimate villain Scott

*Bruce Nuttleman photo*

Bloomquist showed his back side to the crowd when he was soundly booed, which promptly brought forth a crescendo of louder cat calls. Birkhofer was the next guy introduced and he grabbed the microphone and proclaimed it was up to him "to put a boot in Bloomquist's ass" which really sent the crowd into a frenzy. During the main event, Bloomquist looked to be on his way to another victory while Birkhofer ran a strong second. On the final lap, Bloomquist had a mechanical issue and suddenly slowed in turn three allowing Birkhofer to rocket around him off turn four to claim the victory and back up his called shot from earlier in the night. The grandstand exploded in cheers as Birkhofer took the checkered flag and the highly partisan Iowa crowd about tore it down. It was so loud it felt like everything was shaking and Birkhofer's emotional victory lane interview as he announced he would be stepping away and going out on top was one of those experiences that validated everything that was right about racing.

December 4, 2011-Snowball Derby—The Snowball Derby was another one of those races I just had to see in person and in 2011 I made the trek to Five Flags Speedway in Pensacola to support local driver Dennis Prunty. I flew in on Friday and met up with the Prunty crew at the track. It was really fascinating to see all that went on in just the pre-race preparation for that event with not only set-ups but also budgetary calculations with tires and fuel all while competing against the very best super late model drivers and teams in the country. The qualifying drama was intense and Dennis made the show with a solid qualifying run of 11th while Ross Kenseth had to get in through the last chance race. On race day, we pitted next to Chase Elliott and I still remember watching Jeff Gordon's NASCAR Cup pit crew showing up to

*Jonathan Ferrey/Getty Images photo**continued on page 9*

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pit for him while we were up to the challenge with our crew of Dusty, Greg, Dale, and Kurly. It was the first time I got to see Derek Thorn from California race and I remember feeling bad for the guy after he went through two engines and then flipped and destroyed his car in the Derby. Dennis had problems during the race and finished 28th while Ross survived to finish third. The finish boiled down to Chase Elliott and D.J. Vanderley and the two took the white flag nearly side by side before Elliott edged ahead off turn four to score the victory.

May 10, 2013-Grundy County Speedway—

The night started out at the LaSalle Speedway for Brian Schmitt, Dan Fritsch, and I as we were looking forward to watching the Lucas Oil Dirt Late Models race there. Although it was just overcast that day, earlier rains had made the LaSalle track super tacky and just before qualifying was about to start, the grounds were deemed too wet to race and the event was postponed. Disappointed, we began to head back to the hotel when we realized that friend Rich Bickle was racing weekly at Grundy County Speedway which we figured out to be close enough to still make it on time. Besides, none of us had ever been there before and it gave us an option to see actually see some racing. We rolled in during the super late model heat races and looked forward to the feature event. Bickle led the majority of the main event but found himself having to fend off Bill Knippenberg on a final restart with a lap to go. Bickle's pink #45 was a bit underpowered and Knippenberg was able to jack him on the restart and muscle his black #01 machine to the inside and take the lead entering turn one.

Knippenberg cleared Bickle off turn two and we all knew what was coming. Sure enough, Bickle sent Knippenberg to the moon entering turn three and both of them spun allowing Chris Cooling to drive by and take the victory. The excitement spilled into the pits afterwards which of course, we had a front row seat for. It was the perfect spur of the moment rainout rescue for us and it saved what would have otherwise been a dull evening.

May 27, 2018-Indianapolis 500—After spending twenty years attending the Coca-Cola 600 in Charlotte on Memorial Day weekend, I decided to cross off a bucket list item and attend the Indianapolis 500 in 2018. There really is nothing like the month of May in Indianapolis and my first "500" experience definitely lived up to the hype. The pre-race moment is literally hair-raising as they sing "Back Home Again in Indiana", release the balloons, start the engines, and then finally race. It was a few degrees of short of being the hottest 500 in history and I took in the moment with hotel towels soaked in a cooler full of ice draped over my head. I had never been a part of something that drew that many people in one place



Bruce Nuttleman photo

and I'll never forget walking in the sea of humanity down Georgetown Road afterwards. It was something every race fan should get to experience at least once in their lifetime.

July 19, 2016-Slinger Nationals—Slinger Speedway's mid-summer crown jewel in 2016 was originally set up to be a battle between Matt Kenseth in the Pathfinder Chassis house car and Chase Elliott who was slated to drive Lefthander's top ride. The typical big time racing red tape prevented Elliott from racing and relegated him to merely an autograph signing role. A surprise last minute entry from an upcoming Erik Jones driving for a top team from Michigan provided a great story from the competition side. There were whispers around the NASCAR scene that Jones was on a path to replace Kenseth in the Cup series although at the time not many took them too seriously. A huge crowd turned out and the NASCAR stars did not disappoint as they engaged in quite a slam bang affair during the final laps with plenty of door leaning and bumper tags going on. Jones led at the white flag but the veteran Kenseth made sure he got in the last shot as he muscled Jones out of the way into turn one and grabbed the lead and the victory. The race results played heavily on the national level as it had been a long time since two NASCAR stars were seen involved in a knock-down, drag-out, short track battle and it added to the prestige of the Slinger Nationals.

June 15, 2013-IRA Sprint Cars Plymouth Dirt Track—A huge crowd was on hand for the IRA Sprint Car show at the Plymouth Dirt Track as Tony Stewart had shown up to race with the IRA regulars. I attended the Indycar race at the Milwaukee Mile



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earlier in the day and had to have Jeff Wesell save a seat just so I had a place to watch. Stewart looked extremely fast during qualifying and the heat races and everyone knew he was the guy to beat in the main event. The A Main turned out to be the best sprint car race I had seen as Bill Balog kept pace with Stewart and the two traded the lead numerous times in the final laps. The two traded slide jobs and I was impressed with Balog who kept his foot on the throttle and really didn't cut Stewart any slack just because of who he was. Stewart held on to win that night and it was the first of several epic IRA Sprint Car battles that would follow between the two at the Plymouth Dirt Track. As soon as the race ended, rain began to fall which allowed Stewart to stick around afterwards to sign autographs and entertain a large crowd at his souvenir trailer. The night ended up being a perfect representation of what short track racing is all about.

April 2, 2016-World of Outlaws Late Model Series Farmer City Raceway—I made my first trip to the Farmer City Raceway for the World of Outlaws Late Models Illini 100 which was made up of a 25-lap feature on Friday evening and a 75-lap main event on Saturday night. A light rain postponed the weekend by a day which meant I couldn't stay for the now Sunday main event but would have to settle for the 25 lap race on Saturday. Saturday was extremely cold all day with highs in the 30's and a bitter wicked wind. By race time, the evening was about the coldest I had ever been at a track. Despite the cold temperatures that had everyone bundled up more like they were snowmobiling than watching a dirt race, the 25-lap feature was spectacular. Ryan Unzicker, Brandon Overton, and Bobby Pierce traded sliders for the lead

in the early going before Josh Richards moved by late to capture the victory. This race was memorable to me because on a night normal people would've stayed home to avoid possible frostbite, we stuck it out at the track and were treated to one of the best races of that year.

July 10, 2015-IRA Sprint Cars Dodge County Fairgrounds—This was another last minute race decision that was made in the late afternoon as I was just getting out of work. Rico Abreu showed up to run the IRA Sprint Car show at the Dodge County Fairgrounds Speedway on his way to Cedar Lake later in the week and it was worth a trip to watch him race. The decision paid off as the night turned out to provide one of the most impressive and interesting performances I had ever seen. In the opening laps of the main event, Abreu became involved in an accident and tumbled over down the backstretch, landing upside down on his wing. He emerged uninjured and the car was towed back to the pit area. During the clean-up Abreu's crew replaced the wing on the car and decided it wasn't bent up too bad. The crowd roared as the car was pushed to the track and Rico rejoined the race in last place with 19 laps remaining. As the race went back to green, Rico put on an amazing display of driving as he stormed through the field and into the top three, although a win did not look possible as Scott Thiel had the field covered. Then, surprisingly, Thiel ran out of fuel during a late caution and Rico lined up Bill Rose on the restart to charge by and into the lead. Rico Abreu's flip and win that night was outstanding to watch and he became an instant crowd favorite. I became a fan that night as well and made sure to purchase a hoodie the next time I saw him

race which has since been supplemented by an official Rico mullet hat.

September 4, 2019—USAC Midget Stoops Pursuit Race Indianapolis Dirt Track—The Stoops Pursuit race highlighted the preliminary program for the BC 39 at the new dirt track inside Indianapolis Motor Speedway for the USAC National Midgets. The BC 39 concept was a huge hit and a large crowd turned out for the prelim night which ended with the novelty pursuit race where cars that got passed in between certain intervals were eliminated. The final segment turned into a duel between Kyle Larson, Michael Pickens, and Justin Grant with all three cars under a blanket. On the final lap, Larson spun in turn three while Pickens flipped over and Grant also tumbled as he tried to go around the other two. Larson kept his foot on the throttle and spun completely around in a circle and kept going to make it to the checkered flag for the win. Even though it is the most recent event on this list, it probably ranks as the most spectacular finish I witnessed over the last ten years.

These ten events were just a fraction of the many memories made at racing events over the last ten years and 2020 opens up opportunities for many more as we head into the next decade. Make sure you make it out to the track this year as each day or night has the potential to end with something great that will be remembered for years to come.

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Racing Nuggets



PJ "Jacklyn" Nuttleman

Having just finished attending Sunday service, young Waldemar William... aka "Bud" hurried to get out of his dress clothes and put on some jeans and a shirt so he could race to the basement of the church and work on his motorcycle.

Upstairs, his father—the pastor of the Lutheran church in Stetsonville, WI—had just begun the second service of the day; this one in German. As the congregation was deeply engaged, listening to their pastor, a motorcycle's throaty roar rose up and rattled the entire church. Repeatedly, each time Bud cracked the throttle.

Needless to say, his father was NOT amused.

Bud would continue to have a deep connection to all things motorized in his life. As a young teenager, he landed a job working for a guy at a used car lot in Stetsonville—and driving a race car for him too!

The number was 77, because his boss's two children

were 7 years old and 7 months old. Eventually, Bud would change the number on the side of the race car to 78, to "be one number better."

And so the legacy of the 78 was born for the Holzhausen family.

It would seem that working on engines was what Bud Holzhausen was born to do. He joined the Air Force, where he became a mechanic, working on airplanes. In 1954, while stationed in Alaska, Bud and some of his buddies discovered a 1937 Dodge Coupe, partially buried in the frozen tundra.

The guys took pick axes and labored until they were able to excavate the car from the icy ground. They hauled it back to the Air Force base, where Bud and crew proceeded to turn it into a race car (#78). The power plant for the resurrected ride was completed by using a confiscated motor from an Air Force welder!

You can't make this stuff up!

Bud was obviously resourceful. He would race that car in Fairbanks and Anchorage—hauling it occasionally to the track in the back of a gravel truck! The resourcefulness trait would end up being passed onto his children in their racing careers as well... but that's another story—and I'm getting ahead of myself.

One of his friends in the Air Force found out that Bud was a racer, so he set him up with a Sprint Car to run at a track near the base in Alaska.

Unfortunately, a terrible accident, where that Sprint car flipped would leave Bud banged up and needing a steel plate in his head, but he would continue to tinker with engines and have a great affinity for racing.

When Bud got out of the Air Force, he returned home with a friend who also wrapped up his time in the service. Together, they came rambling back into Medford, WI in Bud's car. They spotted his pal's sister walking home, so they pulled over to give her a ride.

Bud must've been quite smitten with the young lady—Mary... as she would eventually become his bride in

The Original 78



October of 1956. And their first son, Steve would be born the following year.

Bud worked several different jobs in his life, including selling insurance for Mutual of Omaha, but he would always gravitate back to jobs that involved engines and cars. Along the way, he and Mary added two more boys—Greg and Brian—to their family. His competitive spirit was infused into each of their sons as well, and he thoroughly enjoyed working with them to teach them about going fast.

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*Racing Nuggets continued
from page 12*

He built soapbox derby cars for his sons to race when they lived in Neillsville, WI. His oldest son, Steve showed me a newspaper clipping of the Holzhausen soapbox team win. The photo in the paper had two young boys situated in their vehicles, on a ramp that was about 5 foot tall. It was from there that they would be “released” by the gate and gravity would have them wildly speeding down a hill in the road.

It looked daunting, if I’m being honest. Even more so, when you realize that Steve was not “sitting” in a soapbox car, like the other boy in the photo. Rather, he was splayed out, face down on an iron-cross style of “soapbox” car.

The good news is that Steve had a helmet on—especially important because he would be plunging down the steep ramp and hill HEAD FIRST.


Despite the initial reservations that I had looking at it, that Bud Holzhausen-built soapbox (Iron Cross) repeatedly claimed victories that day, and Steve picked up the Championship in the event. It was a proud moment for the Holzhausen’s that would be the first of many big wins in their family.

Yes, Bud definitely instilled a competitive spirit into each of his boys. And he nurtured their knowledge of mechanical things when he brought to life, “Coulee Ford,” the auto dealership in Bangor, WI. All three sons, Steve, Greg, and Brian would work at the dealership—either as a mechanic, in the parts department, detailing, or sales—whatever was needed.

They all were connected by a desire to work around the automotive field, and the number 78. Steve ran the 78, like his dad, Greg used the same numbers reversed: 87, and Brian ran the number 787 on the side of his ride. Today, Bud’s grandson, Skylar (Steve’s son) still runs the 78 on the side of his super late model.

The characteristics that Bud instilled in his sons have built the foundation that allowed them to taste success in their own rights. They all have a solid work ethic, competitive drive, and are incredibly resourceful with whatever materials they have on hand.

Those same characteristics are what propelled Bud forward in life as well. He made his mark and with his wife, Mary raised three incredible sons. He was the first generation of racers in the Holzhausen clan, and he and Mary have been the backbone of support for many in the racing community over the years, especially their children and grandchildren.

Godspeed to the original 78. 



This was the car that Bud dug out of the frozen tundra in Alaska while in the Air Force and built it into a race car.



Auto Racing Facts,
Observances and
Opinions



Dale P. Danielski

Of note, a few recent deaths of well-known race drivers competing in these parts.

Wisconsin racers that competed at numerous tracks throughout the state John Brevik and Rocky Breezer both passed away, while Randy Sweet of Michigan who took a fair amount of loot back to that State from Wisconsin also died here recently.

Brevik started racing back in the 1960s running in Central Wisconsin. Wisconsin tracks back then you could compete at included Stratford, Black River Falls, Griffith Park, (Wis. Rapids), Wis. Dells, Wausau, and Golden Sands. (Plover) Later you had paved racing at North La Crosse Speedbowl as well as the big, new, 5/8ths mile La Crosse Interstate Speedway of West Salem. Brevik had success, winning at all of them and



won numerous features at the difficult to negotiate North La Crosse track. Racing his famous 7-11 numbered cars, Brevik was partial to the Ford powered cars and was rewarded greatly. The car we liked the best was the Ford Torino he campaigned, where he won a ton of semi-feature races as well as main events. Of course, you had the usual suspects in Trickle, Marzofka, Back, Reffner, but you also had a group that included Sonny Immerfall, Dale Walworth, Pete Mahlum, John Scott, Del Kemetz, Dick Bentley, Larry Sparks, Buck Linhart, and others, that always seemed to be meeting in head to head competition. The battles were second to none, and Brevik found himself on top much of the time. Those years were the Glory years of racing for this writer and John Brevik was able to shine while this era unfolded before our eyes.

Rocky Breezer began racing at a later time, but also through longevity ended up having a good career in racing. Competing into the 2000s, Breezer saw the bulk of his success occur at the Wis. Dells track. With



a father that raced, it was inevitable Rocky would get involved, he did, and made it work. He made it work despite losing his foot in a terrible wreck at La Crosse Interstate Speedway. Not giving up, he went on to perhaps his greatest success on the track after that accident.

Randy Sweet in the mid '70s raced in Wisconsin a fair amount of time, and with a fast race car was one of the few people that could beat the nearly unbeatable Tom Reffner in 1975 and 1976. "Sweet" Randy and his pink race cars looked a bit feminine, but that was the furthest thing from the truth as he set track records and won features while racing in the Badger State. Of course, Sweet raced and won in ASA as well as in his home state of Michigan. Some of the radically designed cars he built are still talked about today.

Looking back in time on Sunday night, July 19th, 1970, John Brevik won the 25 lap semi-main at Golden Sands Speedway, Plover, WI. Following Brevik at the

finish were Sonny Immerfaul, and Fluff Furo. Brevik also won the 2nd heat race. Sunday, August 11th, 1974, it was John Brevik winning the feature race at Golden Sands Speedway, Plover, WI. Following Brevik at the finish were Mike Miller, Jim Hornung, Dave Field, Jim Sauter, and Marv Marzofka...

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650 715-344-9072, 608-518-2478 or at dale@starmakermultimedia.com

Dale's pics...The John Brevik, #7-11 racer he competed with in th 1970's (below left and above left; Rocky Breezer #64 in action at the Dells race track in 2002 (below right) and Sweet Randy showed this side on many occasions racing and winning in Wisconsin (top right)



New Dirt



Jacy Norgaard

As the race season fades further away into the rearview and we trade our race night dinners in for Turkey dinners and evergreen trees, planning must begin for the forthcoming year. My winters are usually spent soul searching and trying to figure out what direction I want to take my abilities in the following season. I spend time reflecting on the year that was and comparing what I managed to accomplish with what I had hoped to accomplish. Most years I am satisfied that I left it all out at the track and that further creativity will have to wait for the first green flag of the spring. This year proved to be different whether by luck or by an unconscious desire to find a way to feed my addiction to shooting speed (not that kind) into the winter months.

While a guy could certainly find races around the country to travel to, I managed to find my next adventure on manmade snow courses. An old friend of mine who happens to also be somewhat of a great motorsport's photographer works for the AMSOIL SNOCROSS SERIES in a creative design role. I approached him with the idea of coming out to Spirit Mountain for the season opening event and getting my feet wet in a new medium of motorsport. I was welcomed with open arms and arrived at Spirit Mountain on Black Friday a bit underdressed for the occasion. Shooting motorsports in the spring and summer time doesn't call for a whole lot of wardrobe other than a racing t-shirt, a light jacket and perhaps one of those fancy neon safety vests. When you sprinkle in the element of snow and cold you must add a few more tools to your war chest. I managed to stay warm except for my toes and despite that I looked like the city kid at the rodeo, I was instantly hooked on shooting professional snocross racing. The speed, the velocity, the unlimited angles

and the thrill of a motorsport I had yet to capture all played into a fun night on Spirit Mountain. Unfortunately, just as in summer time racing, winter racing must deal with the elements of mother nature. A wicked blizzard erupted upon the Duluth area and cancelled racing activates halfway through Saturday



Jacy Norgaard photo

and all of Sunday and left me stranded across the lake in Superior. Can you imagine the thought of a snowmobile race being cancelled due to snow? Laughable but true. As I made my way home Monday afternoon white knuckling the whole way back to Minneapolis, I couldn't shake the feeling of wanting more. I texted my friend at the series and told him I would like to shoot the whole series. From Duluth to New York and every state and city along the way I wanted to be there.

I was fortunate enough to get credentialed for all events and made the trip up to Fargo in the middle of December for what would serve as the Opening Round for the season thanks to mother nature. The delightful Fargo weather treated me to snow on Thursday night on my trip up and zero-degree temperatures on opening night Friday with the knock out punch coming Saturday with -13-degree weather and 30 mile an hour wind. The weather provided near white out conditions from the snow that would linger in the air and made visibility near to impossible. The suspended snow would stick to the back of my camera and quickly freeze. I knew learning a new motorsport would be tough, but I was not prepared for the task of trying to shoot a subject I could not see until the last moment while trying to keep my camera operating in freezing weather. But I'm always up for a challenged and managed to power through with the only loss on the weekend being a camera battery. That's a win for



Jacy Norgaard photo

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me. The tour heads to Canterbury Park the first weekend in January and I'll be there prepared with some brand new FXR boots and snow pants to keep me warm.

While my winter is now booked up with criss-crossing the country covering snocross racing, I've had some time to look ahead at 2020 and some of the exciting events on tap for racing in our area. The USA Nationals at Cedar Lake Speedway is once again on my list of can't miss events, but a few weeks prior to that crown jewel the World Of Outlaws Late Model Series will be making a stop on the iron range at the Grand Rapids Speedway. I made my first ever trip up to Grand Rapids this past summer and was fascinated by the facility. If you've never been, I highly recommend making the trip, especially when the World of Outlaws now featuring the undisputed GOAT in Scott Bloomquist come to town. The track is unique in the fact that it's not located in the center of the compound

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Jacy Norgaard photo



Jacy Norgaard photo

New Dirt continued from page 16

it sits on like most facilities. As you enter the pit gate the track is off to the left side with woods surrounding half of it. These woods make for some interesting shooting locations and add to the allure of thunder in the pines. Keeping on the World of Outlaws train, another marquee event will take place in May at the famed Boone Speedway for the inaugural Hawkeye 100. I've never been to Boone, but that will change when May rolls around! I'm looking forward to seeing the legends of the World of Outlaws Late Model Series tackle the famous and historic quarter mile.

There's still a few more schedule releases I am waiting on before planning out my 2020 season. I managed to shoot at over a dozen tracks this past season and would like to add some new ones to the resume this year as well as sprinkle in some Indy Car and NASCAR for fun. Both series will have a fresh look to them when the green flag falls in the spring for vastly different reasons. NASCAR's move to a new sponsorship tier model will be fascinating to see play out in real time as they work towards a new way of marketing the sport. Indy's introduction of aero screens set to roll out series wide in 2020 will provide a new look for the open wheel titans and perhaps make for some interesting photo opportunities.

If my recent entrance into the SnoCross series has taught me anything, it's that whether you are


Jacy Norgaard photo

racing in an oval or on a snow bank, whether you have skis or tires, it's all exciting and it's all just as thrilling regardless of the medium. So, as we push our way through another winter, another year and into a new

decade, we should constantly remind ourselves that there are better days ahead. And hopefully with the grace of mother nature, the weather will be just right.

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Trickle and Reffner 67 Book Review

By Dan Plan

Late last year I received a copy of Father Dale Grubba's latest work; 67 – Trickle and Reffner. Now that the off-season has arrived, I've finally had time to sit down and read this book from cover to cover.

The book gives race by race accounts of the seasons in which Dick Trickle and Tom Reffner captured 67 feature wins in a single season. The book also includes yearly race recaps for the Central Wisconsin Racing Association circuit and profiles of several other top drivers from Wisconsin in the 1960's, 1970's and 1980's.

One of the drivers featured is Larry Detjens who was lost too soon. Personally, I don't recall the days of Larry's Mopars, but I do remember the Bemco Camaro with the righting on the back stating "I wish I were a Mopar." Larry's career is also covered in the book along with details of the tragic event that lead to his passing in 1981.

This book also includes the travels of the central Wisconsin drivers results when venturing out of state, and results from drivers from visiting states. Personally, I was pleasantly surprised to see Danny Prziborowski's name included in the book for winning the Midwest Championships at Elko in 1970, and several strong runs at LaCrosse, The Dells and Rockford.

The schedule the central Wisconsin guys had in the mid-1970's was simply amazing. At one point, the regular weekly schedule consisted of;

Wednesday – LaCrosse Interstate Speedway

Thursday – State Park Speedway

Friday – Capital Speedway

Saturday – Dells Motor Speedway

Sunday – Golden Sands Speedway

As I read along, there were times that Capital Speedway would rainout their Friday night program and run the following Tuesday night. The central Wisconsin drivers would also occasionally run a

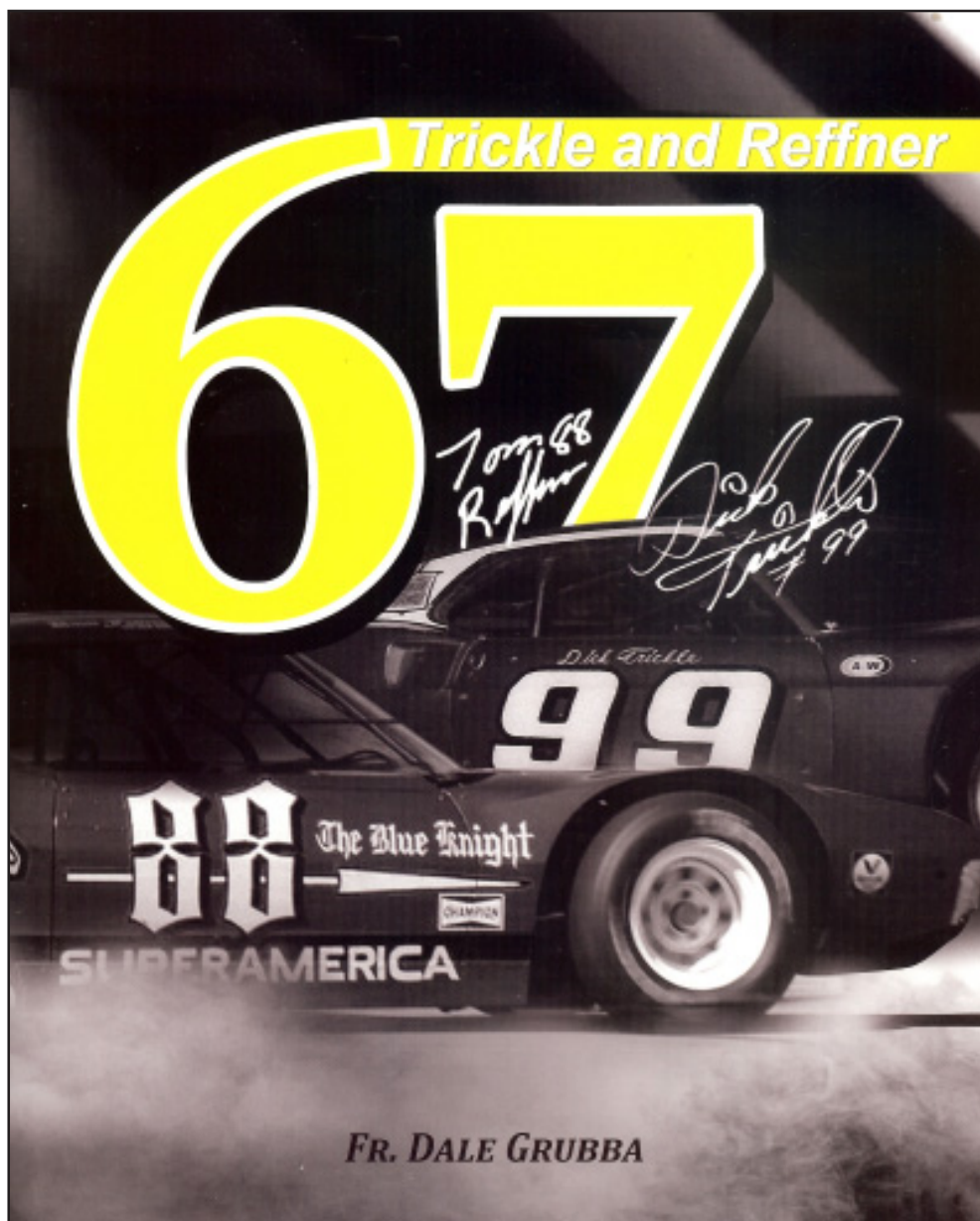
Sunday afternoon special at Columbus 151 or Kaukauna and still make it to Plover for the regular show at Golden Sands. That's seven races in six days.

The book also gives an account of Tom Reffner racing at the Minnesota State Fair on a Saturday afternoon, then hightailing 200 miles down the highway to the Dells for a Saturday night show. The next day they were off to Kaukauna on Sunday morning and then over to Golden Sands on Sunday night, followed by heading back to the Minnesota State Fair on Monday for a 500-lap race.

There was also another weekend during Tom's 67-win season where the weekend schedule included Madison on Friday, I-70 in Missouri on Saturday, back to Columbus 151 on Sunday afternoon and then Golden Sands Sunday night. No toter-homes with stacker trailers, and 3-days of practice weren't needed. These guys were just simply animals when it came to racing.

The holiday season has come and gone, but if you have someone with an upcoming birthday, I

couldn't think of a better gift. Copies of the book are available from the great people at Coastal 181 via their website at www.coastal181.com



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Danny at the Derby



Minnesota's Dan Fredrickson drove 1200 miles (2400 round trip) to compete in the Snowball Derby. After wrapping up the first day of practice near the top of the charts, things did not go as planned in qualifying, missing the cut to be locked into the main event. Fredrickson rebounded with a dominating win in the last chance qualifier on Saturday. Starting near the rear of the field for the 300-lap event, Fredrickson would be the highest finishing Midwest driver with a 9th place finish.

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