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May 2020

Inside...



Looking back in time



The Return of the Flying FIB

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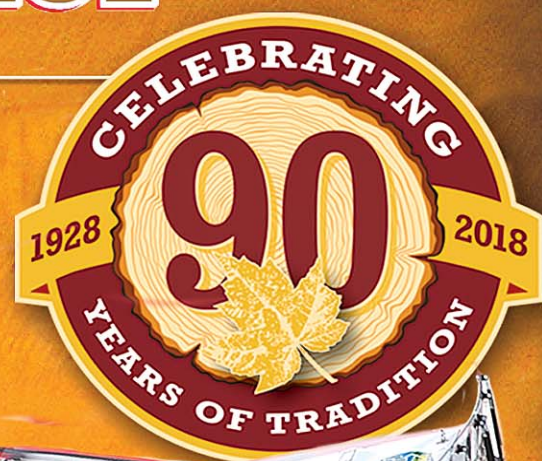
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Publisher's Note

Racing According to Plan



Dan Plan

There have been many times in my life where I went about six months without seeing a race in person. Racing in this area used to wrap up early in October, and the Spring-time weather would keep things shut down until the beginning of May. The last several years, I've been lucky enough to get down to Speedweeks to break up the Winter off-season and only go a few months at a time without racing in person. Even with the few months of no racing in person, there's always been plenty of live racing on TV. This year, not so much and I really can't get into watching the iRacing events. I'm sure they are a blast to participate in but watching them just isn't my cup of

I'm Ready

tea. And on another note, how they can't seem to finish virtual race in the allotted time slot on TV is beyond me.

With that said, I'm amazed to admit I really haven't started to miss racing yet. What I do miss is my friends at the local short tracks. Well, I consider them friends, some of them might say they are just somebody I know. These are the people I only see on weekends during the racing season. I'm definitely ready to walk around the pits for an hour, stand in the infield or sit on a wooden bench for several hours on a Saturday night at a short track.

I've said it before and I'll say it again, the actual on-track action is just one part of the entertainment factor for me at the short tracks. Talking to people before, during and after the races is just as entertaining. The stories you hear or the things you see are just plain entertaining. There have been plenty of times at the races where not much happened on the track, but it was still good. On the other hand, I honestly can't think of a night at a short track where something or somebody didn't make me laugh during the course of the night. Laughing is good, especially these days. I also really miss the sloppy joe's at Cedar Lake Speedway and the hot beef sandwich at LaCrosse Fairgrounds Speedway. I'm ready to watch short track racing, have a good time with my friends and eat some short track food.

And finally, in previous years the May issue of The Midwest Racing Connection has typically been our first print issue of the racing season. Due to the COVID-19 pandemic, we have no distribution points available for the print version. We have our fingers crossed to see racing at some point in the near future and have everyone's lives return to normal. Not the new normal, but the normal we all want to have. Hopefully the first print issue will be available in June of 2020.



May 2020

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Going in Circles



Charlie Spry

Well, by now I would normally have quite a bit of racing to talk about on the local scene. However, due to circumstances beyond any of our control, I don't. So, I guess it will just be a little of this and a little of that.

This just could be the first time since World War II that racing has been halted. I can't ever think of another time since.

Going back a bit, one of my favorite memories growing up was when the Wisconsin state fair would come along. No, I wasn't particularly interested in the rides. Nor the exhibits, or even the many foods available. No, it was the annual Thursday afternoon 150-mile USAC stock car race at the Milwaukee Mile that I got to attend with my Dad. We went every year from 1968 to 1978. It was so much fun in anticipation to stand behind that fence on the front straight and watch those lawn tractors pull the stock cars onto the track for the start. These were the big league USAC drivers, the same ones that went to Indy and other

venues. Drivers such as Gordon Johncock, A.J. Foyt, Al Unser, Bobby Unser, and stock car regulars Butch Hartman, The Bowshers, Don White, Ramo Stott and so many others all did battle. The icing on the cake was when Dick Trickle or local driver Steve Arndt would show up, while later Dave Watson dominated here. I remember the cars being very LOUD, and after leaving the covered grandstand your hearing would be impaired for a bit. Now we know all about hearing protection, but we didn't think about it then. It is a wonder I can still hear today, even though my wife says that I have "selective hearing."

I would not want to be a track promoter at this time. Nobody knows at this point when we can go racing. How can you make plans that way? Everyone is kind of in a holding pattern.

When we do go racing, Rockford Speedway Roadrunner racer Curt Nighswonger will also have a sportsman car this year. He doesn't know too much about the history of the car, saying only that he knows at one point it was raced at Jefferson and had the number 37 on it. He has been working on it all year and is looking forward to turning laps. If the body on the car looks a tad bit familiar, it is the old body off of Howie Ware's car.

Sad to hear of the passing of Rockford car owner Les Wagner. Les had many different people drive the familiar American Short Tracker division car that he owned. This year it will be veteran racer Nick Schneider racing the car in memory of Les. He was a fixture at the track and helped so many people in so many ways. He will be missed greatly.

Rockford Bandit racer Garrett Braden will start out the season racing in the Bandit division again but hopes to have his newly built Cobalt ready to run in the AST division later in the year. Garrett said that finding sponsorships now is pretty difficult, as many people who support racers are small business owners who are really feeling the pinch. Let's all make sure to support these businesses as soon as we can.

Madison International Speedway's Gregg McKarns has cancelled racing events at the track until late May at this point as per mandate in the state of Wisconsin. All we can do is wait for things to improve and go racing. The new High School division of six-cylinder racers looks to be a good thing and fun to watch.

Speaking of the six cylinders, both Rockford and Madison had huge increases in car counts in this division this year. Why not? They are cheap to put together, fun to race, and the cars are all over the place.

Central Wisconsin four-cylinder racer Christine Schmude will have a new car to race this year, as this team has purchased the car raced by rookie Riley Zarda last year. Christine says she plans on racing at Golden Sands and possibly some other tracks this year.

One of the biggest things that I miss about the lack of racing is the people. A good percentage of the people I know are involved in racing, and many I do not see during the off season, so it is always fun to reconnect when the season starts again. Social distancing is a hard thing for racers.

Hawkeye Downs Speedway in Cedar Rapids, Iowa is still planning on running an enduro event there on Saturday, May 9th, followed by their regular season opener the following Friday night, May 15th. Of course, guidelines are constantly changing, and this depends on pending guidelines regarding social distancing and updates from federal, state and local authorities.

Hang in there, racing will hopefully be coming soon.



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Our current situation with the Coronavirus doesn't compare to anything this writer has ever been

through, but I do remember in 1974 when the racing World received a huge scare due to an Oil Embargo which threatened to halt the entire season.

What the embargo created in the US was a shortage of fuel. I personally remember letting my gas loving Chrysler run down to near nothing, (Being young and barely employed, I never knew where the next dollars were coming from to put something in the tank.) and then being shocked into reality of the shortage, as Gas stations were either closed entirely or open, but out of fuel! That particular episode had me parking the car for a couple days before the transport truck brought in fuel to our town. And then of course, you were limited in how much you could purchase, so it was like getting fuel, but having to stay home anyway. That was one of the scariest things growing up we ever had to deal with. Being young and a race fan and you can't get to the show!

Of course, the affect was felt throughout the U.S with the threat of additional fuel rationing, while speed limits were drastically reduced to conserve the precious stuff. It had an effect on racing as you would expect as initially the sport was thought to be non-essential, (Heard that before?) and would be banned. Clearer heads somehow prevailed and racing actually did its part, compared to some, with Series and tracks shortening the length of their races as well as eliminating unnecessary track time including practice and time

trials. Miraculously Washington came to the rescue, and the whole thing blew over rather quickly. Some even thought, as with the Virus today it could all have been a leveraging, political ploy. But of course, we the people know better.

Here and there...On a side note from the fuel shortage in 1974, was the EPA implementing noise regulations. The restrictions to noise were really serious in Illinois, and of course that targeted racing. What the EPA set out to do with the new regulations would have totally eliminated racing from taking place. Enough lobbying occurred, and associations and tracks took it upon themselves to quiet things down. Alas, introduction of the muffler for race car use. I know most of us in this part of the Country were up in arms over the new ruling, but as time went on we became accustomed to the softer, quieter, sound. We found we could actually talk to each other watching the races without shouting as Larry Detjens raced by in his ear piercing, Hemi powered Mopar. We really did think the sound of that race car was great but did eventually come to "Like" less loud race cars...Changing exhaust systems to accommodate the restricting muffler is

*Racing Observances continued
on page 8*

Dale's pictures from the past



Top left - #19, Harold Mueller in the controversial Moose Peterson owned Camaro that was outlawed from Wisconsin pavement racing driven at the time by Ev Fox. Mueller went on to win numerous Features in the car. Top right - 1974, #25, Larry Detjens Dodge Challenger. Detjens, who owned a Body Shop had some of the sharpest looking race cars, year after year. Bottom left - Dick Trickle, #99, poses with his Ford Mustang in 1974. Bottom right - The #91 Camaro, Marv Marzofka raced in 1974.



Racing Observances from page 7

what prompted Howe Racing Enterprises to introduce their up draft, or 180-degree headers. Now that was a game changer...Speaking of game changers in 1974, Rockford, IL., Speedway and Minnesota National (Elko) Speedways made a 60 Series street tire mandatory for their top Divisions of racing. The reasoning was to cut costs, but the ruling left a number of racers taking their show on the road...There were additional ramifications to the fuel situation in 1974, with people expecting fuel prices to go way up and curtail their racing entertainment. According to a popular columnist of the day, "The \$.55 cent/gallon gas price probably curtailed many planned trips during the summer. When it costs \$10.00 in fuel to take the family to a regular night of short track racing, it's not hard to see why there were more empty grandstand seats during the summer." WOW! How did we ever live through 1974? The same way, hopefully that we get through 2020, by standing together, or, maybe alone this time, and persevering...

Looking back in time, on April 25th, 1974, auto racing lost a prominent figure, as Alan "Moose" Peterson, lost his life when the motorcycle he was piloting lost control. Peterson began racing in 1961 before putting his energy into owning race cars. He

owned the famous #19 and 19 cars driven by Everet Fox and Dick Trickle. The following season he got behind the efforts of Fox and Marv Marzofka. Peterson's cars were prolific winners including a stint with Harold Mueller on dirt where he won 78 Features. Peterson was 38 years old at the time of his death. Larry Detjens was the feature winner Thursday, May 9th, 1974 at State Park Speedway, Wausau, WI. Following Detjens to the checkered flag were, Jim Back, Tom Reffner, Marv Marzofka and Neil Callahan. It was Jerry Lewis, (No, not THAT Jerry Lewis.) winning the feature race at Rockford Speedway, Rockford, IL., Saturday, May 11th, 1974. Following Lewis at the stripe were Benny Olson, Wayne Swartout, Don Marmor and Rich Blakely. Phil Stewart, owner/operator of Minnesota National Speedway, Elko, MN., died here unexpectedly, May 15th, 1974. Stewart reportedly suffered a cerebral hemorrhage. He was just 37 years of age. Harold Mueller took first in the feature on May 25th, 1974 at the Black River Country Raceway, of Neillsville, WI., Saturday. Mueller was followed by Tom Steuding, Dan Duellman, Roger Guldán and Mike Knauf. Mark Lamoreaux and Dewey Gustafson each won 25 lap features at Minnesota National Speedway, Monday, May 27th, 1974. Order of finish in the 1st main was Lamoreaux, John Boegeman, Jim Weber, Mike Demars and Gustafson. Gustafson led the way in main

two followed by Ted Kitzman, Boegeman, Demars, and Lamoreaux. Dick Trickle won the 100 lap Lyle Nabbefeldt Memorial Race at Dells Motor Speedway, Wis. Dells, WI., Tuesday night June 4th, 1974. Mike Miller finished behind Trickle in the main. Marv Marzofka won the 25-lap feature at La Crosse Interstate Speedway, West Salem, WI., here Friday night, June 28th, 1974. Marzofka took an early lead and out paced Jim Back, Jim Sauter, Rich Somers, and Pete Mahlum.

In the quote of the Column department, "Everything is still virtually, up in the air due to this Coronavirus. With the May 9th opening CWRA Stars to Legends Tour event at Marshfield Motor Speedway, Marshfield, WI., postponed, we now look with as much optimism as we can muster to opening the 2020 season at Dells Raceway Park, Wis. Dells, WI., May 30th, for the Lyle Nabbefeldt Memorial race. In all my 63 years, I've never seen anything like this, and hope never to again." Dale P. Danielski, Central Wisconsin Racing Association President.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 701 Indiana Avenue, Stevens Point, WI. 54481 715-344-9072 608-518-2478 or at dale@starmakermultimedia.com

Looking back in time



From the year 1975, the #26 of Mark Lamoreaux. From 1975, the #68, Dewey Gustafson having just finished racing at the Minnesota Fair.



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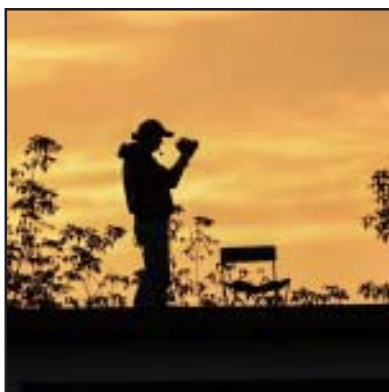
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Dangerous Dan



Dan Margetta

So there I was sitting on the couch staring at a blank computer screen with a deadline looming and approaching like a roaring tornado, struggling to figure out just what I was going to write about for this month's column. The iRacing virtual events that began with such fanfare and enthusiasm had grown stale as irresponsible actions began to seriously damage driver's real-life careers and the sight of guys finishing up front after flipping out of the park a few laps earlier was getting old.

The Kyle Larson situation didn't need to be revisited as it's best left under the mantra of actions have consequences and when they are severe is when one learns the most. It seems everyone has something to say about the coronavirus and the lockdown which has left us so desperate for something to do we're all suddenly obsessed with nutty people with tigers. As a side note, if I ever begin one of these columns with "Hey all you cool cats and kittens" you all have my permission to smash my computer, break my fingers, or just feed me to the tigers.

The debate between public health and opening back up for business is pretty polarizing but it is not feasible to shut down forever and I'm really glad Terry McCarl and the folks at Park Jefferson International Speedway in Jefferson, South Dakota were able to pull off their Open Wheel Nationals race on April 25th. The road back to racing as we know it is going to take paths none of us have ever been down before as promoters and track owners are going to have to worry more about lobbyists and legislators instead of spoilers and weight rules. Being tabbed the first race A.C. (after corona) meant the Park Jefferson gang was going to be up against a lot of opposition driven mostly by the fear of the unknown. Originally allowed to sell tickets to 700 fans under social distancing measures, objections from many in the non-racing crowd forced the event to be held without fans and pay-per-view only coverage provided by Speedshifttv.com. The promoters remained determined to get the race in and the result was a success as 32 410 Sprint cars and 32 IMCA Modifieds put on quite the show for so many online viewers that the Speedshift website actually thought it was under attack with everyone trying to log on. It was very encouraging to see some of those viewers actually contributing to the purse and offering monetary awards to the drivers who courageously showed up to race and congratulations to Brock Zearfoss on winning THE FIRST race back in the virus era.

Many of those opposing the South Dakota event were dumbfounded as to why the racers came to race and alluded to them as reckless and irresponsible. As always, they don't and most likely never will understand racing's allure and they continuously underestimate the determination of the racing crowd. Once that fire is instilled in racers it's hard to let go and it was evidenced in the bombshell announcement of the return of Matt Kenseth to replace Kyle Larson for the remainder of the season in the Chip Ganassi Racing #42 Chevrolet on the NASCAR Cup Series. Suddenly there was plenty to write about this month as the 48-year-old Kenseth decided he wasn't ready for

retirement just yet. Walking away cold turkey from this sport is very hard to do and Kenseth now has the opportunity to do things on his own terms after circumstances kind of forced him out of his Joe Gibbs Racing ride in 2017. He briefly returned to Roush Racing in 2018 in a somewhat rebuilding role before opting not to race at the Cup level in 2019. Kenseth will finish whatever will remain of the 2020 season in what is one of the fastest cars on the circuit according to the central speed analytics ratings. Getting acclimated to the low horsepower high downforce package and crew chief Chad Johnston and spotter Tony Raines may take some time especially with what looks like will be minimal practice during the retooled schedule, but Kenseth seems genuinely excited about getting back behind the wheel. The wheels are in motion for NASCAR to return sometime in May most likely without fans in the stands in the beginning. Local tracks are also going ahead with plans to open their doors albeit with public health restrictions. Pay-per-view options may help to ease the burden of those restrictions as well. There is light at the end of this tunnel and the month of May, normally known for its high profile on track races, may see more off-track action as the process to get back to normal (I dislike the term new-normal) begins to get rolling.



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Racing Nuggets



PJ "Jacklyn" Nuttleman

The race season is still delayed thanks to the coronavirus, but many are hopeful that there will still be a portion of it salvaged for 2020.

We've seen videos of racers doing some practice laps at various tracks, such as Slinger. I've witnessed my husband watch these videos with a stopwatch in his hand. He is incredibly hungry to get to a race track.

So is Steve Rubeck, aka The Flyin' FIB, aka Rubie.

The Return of the Flying FIB

I've known Steve since we were in Kindergarten together. He used to grab my pigtails and act like he was revving a motorcycle. He gave me one of his First Grade class photos... by plopping it into my mashed potatoes at lunch.

We were really the only two kids in our class that were into racing. While we've gone our different directions in life, our paths have continued to cross through motorsports. I can almost always count on seeing him at Oktoberfest Race Weekend, if we don't see each other during the summer at a track.

After this past Fest Weekend at La Crosse, Steve has thrown himself into preparing for the 2020 race season. He has sponsorship and support from K&V Hardwoods, S&H Engines, RCH Chassis (Race Car Help), Brian Bagwell, and FRS Shocks secured. He and his nephew Franc have been working on building TWO Limited Late Models.

Yes—Steve intends to run this season.

Go figure, after a four year hiatus from driving to

focus on helping his nephew Franc and niece Melody get their racing careers off the ground, Steve is finally ready to strap on a helmet again.

And along comes the coronavirus.

I gave him a call to check in with him and find out how things were going during this whole quarantine situation. Turns out he's been incredibly busy. His job at American Precision Supply (a pipe, valve, and fitting company) has him putting in tremendous hours.

All work and no play makes for a very sad Rubie. And anyone who knows anything about Steve knows he doesn't sit still for long.

Perhaps you've seen some of his Barnyard Racing videos on his Facebook page since the Safer-at-Home orders started? They're pretty awesome and if we're being honest—we all want to race there and tear things up.

Racing Nuggets continued on page 14



Racing Nuggets from page 14

Steve tells me the cars are basic Buicks with the headlights removed and the windows down. And everyone practices safe physical distancing during the fun.

I mean, they've got to be at least six feet away from each other, even when Steve gives a tap with the bumper to another Barnyard Racer—right?!

"It's a great way to blow off some steam," he says. "I haven't seen so many smiles in a while."

There's only been one "accident" during the Barnyard events. Nephew Franc Beldowski's wife, Tiffany was behind the wheel racing hard and was so concerned about not going in the creek, she forgot about the ditch.

Steve says that he was kicking sod off of her Buick for quite a while. In the end, it was his niece, Melody who took the checkers in that battle. She surely picked up her knack for focus behind the wheel from her uncle.

The Barnyard Racing has been a great stress reliever for the Rubeck crew but make no mistake—like the rest of us, they can't wait for the race season to get started.

There have been different ideas floated out there for race promoters to be able to get things started. Some tracks might start running different divisions on individual nights to limit crowds. Steve says he is prepared, no matter how racing gets started again.

The Rubeck team has their four-cylinder cars ready to go in case the Limited Late Model schedule doesn't take off right away.

Steve's even pondering participating in Street Drags at the Milwaukee Mile if they get going. He has a 1978 MG that he's stripped. He's putting a short track motor in it and estimates it will weigh about 1400 lbs. It will be street legal too, so it should fit the bill for Street Drags.

One thing is for certain, Steve needs to continue tinkering and keeping his mind active. He's doing a fantastic job of doing that.

But he's definitely dreaming of the 2020 race season getting started, so he can fire up the new Limited Late Models—the one his nephew Franc will drive, and the one he will pilot.

Dells Raceway Park has been circled heavily on their calendar. Rockford, Slinger, and Oktoberfest are on the list as well. He's already put in for a whole week off from work so he can enjoy Fest to the fullest.

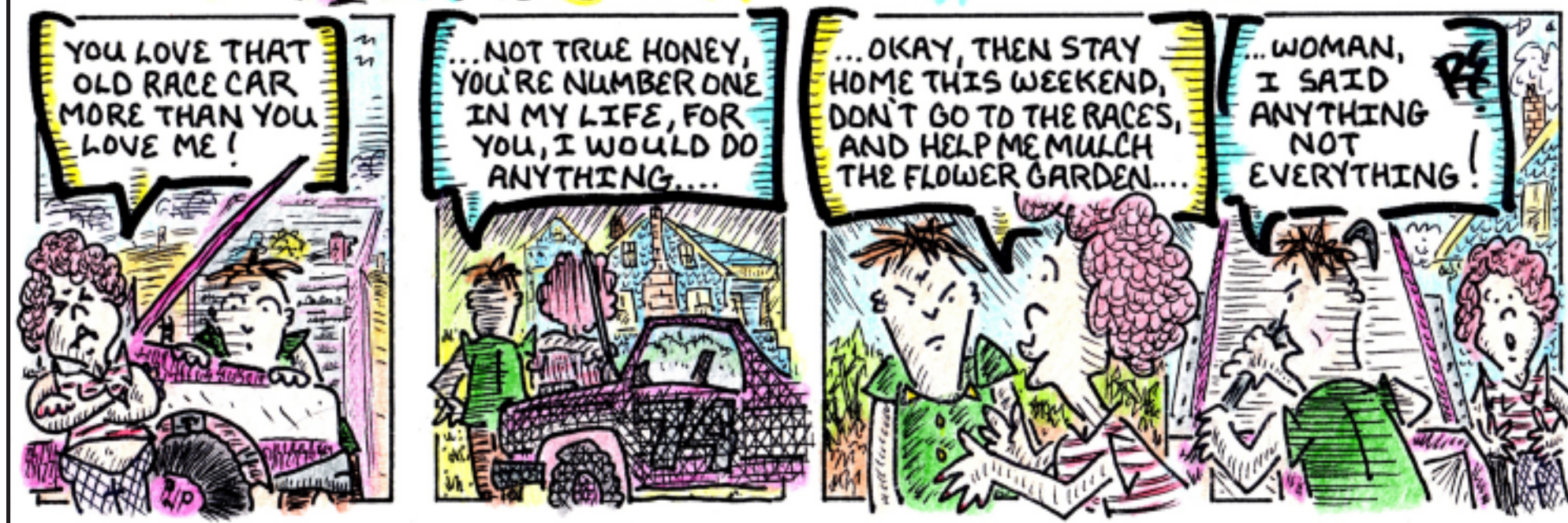
He is filled with cautious optimism for the season. He feels like he'll be competitive and will be a contender. But we need the season to get started first.

For once, we need some luck for Steve Rubeck. He's ready to roll. I'm ready to cheer him onto some wins. How about you?

**2020 EVENT SCHEDULE**

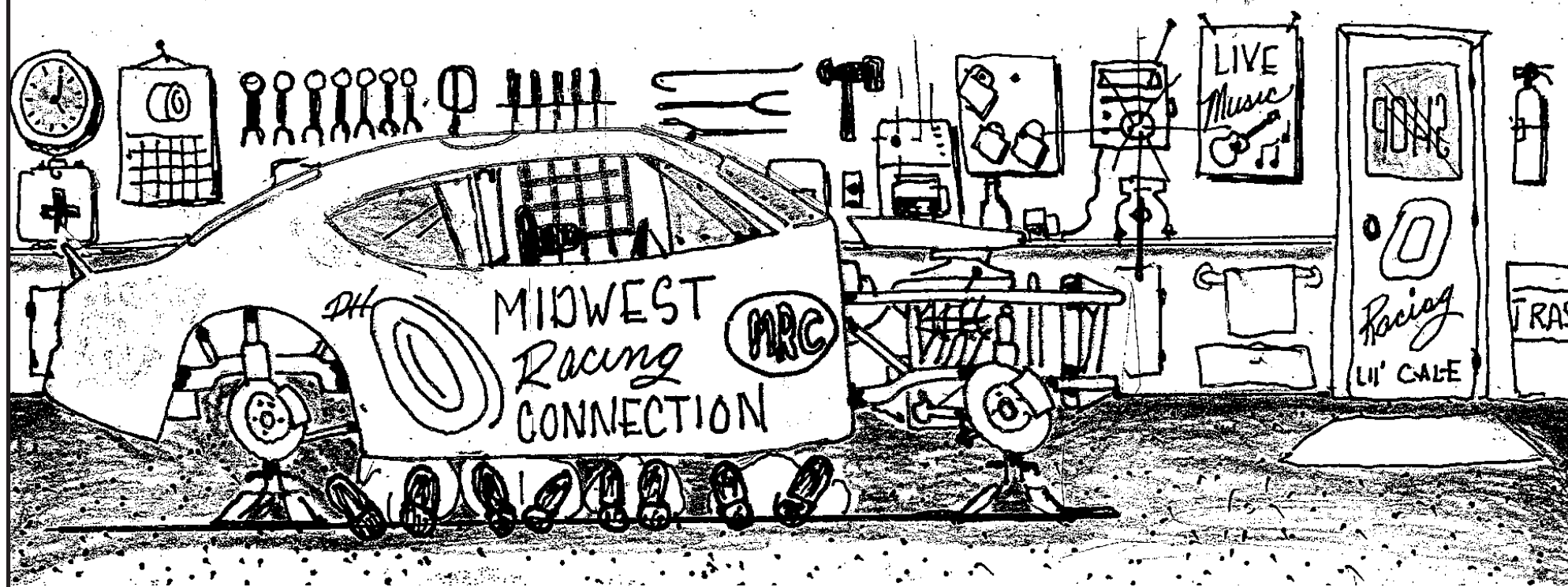

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SAT, MAY 23	(2 PM) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS AND STREET STOCKS.
SAT, MAY 30	(2 PM) ■ LATE MODELS, SPORTSMEN, HOBBIES, HORNETS AND MINI VANS. BUCK NIGHT- ALL CONCESSION ITEMS \$1, BEER \$2.
SAT, JUNE 6	(7:30) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS AND STREET STOCKS.
SAT, JUNE 13	(7:30) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS AND JUNIORS
SAT, JUNE 20	(7:30) ■ TWIN 20 LATE MODEL FEATURES , SPORTSMEN, HOBBY STOCKS, HORNETS, VANS AND FAN PHOTO NIGHT
SAT, JUNE 27	(7:30) ■ SMASH O RAMA FEATURING A ATV AERIAL DISPLAY, BOAT RACE, MONSTER TRUCKS FIREWORKS AND MORE.
THUR, JULY 2	(7:30) ■ STAR SPANGLE SPECTACULAR - TWIN 20 LATE MODELS FEATURES, SPORTSMEN, HOBBY STOCKS JUNIORS AND FIREWORKS
SAT, JULY 11	(7:30) ■ QUARTER MILE MANIA - HORNETS, STREET STOCKS, VANS, CONTACT DRAGS AND DEMO DERBY
WED, JULY 15	???????
THU, JULY 16	FAIR TIME DRIVE IN THEATER (INSIDE THE RACE TRACK).
SAT, JULY 18	(7:30) ■ TWIN 20 LATE MODEL FEATURE , SPORTSMEN, HOBBY STOCKS, MINI VANS AND VINTAGE CARS
SAT, JULY 25	(7:30) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS, AND JUNIORS.
SAT, AUG 1	(7:30) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS AND TRAILER RACE OF DESTRUCTION
SAT, AUG. 8	(7:30) ■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, STREET STOCKS AND JUNIORS. PLUS: BUCK NIGHT CONCESSION ITEMS \$1, BEER \$2
SAT, AUG. 15	(7:30) ■ TWIN 20 LATE MODEL FEATURES , SPORTSMEN, HORNETS AND VANS.
FRI & SAT AUG. 21/ 22—(TBA) CONCERT	
SAT, SEPT. 5	200 LAP ENDURO , MINI VANS, HIGH SCHOOL RACING ASSOCIATION REGION EVENT.
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Fastest growing open wheel series

By Dan Plan

The UMSS traditional sprint car program is less than 10 years old but has grown leaps and bounds since it's inception. The growth can be attributed to offering an economical platform allowing competitors to enter the world of sprint car racing. Series founder Ron Bernhagen recently took time to discuss the growth and the future of the traditional sprint car program.

What year did you start the traditional Sprints?

The PIRTEK UMSS traditional sprint car program started in 2011.

How many cars did you have at the first show?

A whopping 4 cars. Kevin Bradwell won the first ever event at Ogilvie on May, 7th 2011. Jack Clark, Jalen Morris and Travis Jehlicka in Doc Pellersel's car were the other 3 cars. We now have about 125 cars built.

Car counts have gone up each year. How have you accomplished this?

It has and we are humbled by that. In fact, the four series based on our rules will have over 50 new teams in 2020. We have not been afraid to be different from the rest of the industry. We (meaning our Renegades Racing brand) believe the cost of the entry point into sprint car racing is ridiculous so we decided to do something about that. Our engine rules are unlike any in the industry. Our 5.3 LS option out of a 1999 or newer Chevy truck is becoming the "go to" engine for the series. Some have as little as \$1,500 into their LS engine and are competing. Most have \$3,500 to \$8,000 into their LS engines. Compare that to a \$25,000 305,



Vince Peterson photo

\$50,000 360 and \$70,000 for a 410. We allow the average person who has always wanted to race a sprint car to do it sustainably. We also allow a SBC "B" mod engine and a crate 602 option.

In addition, we have always had a home track for the program, controlled shock costs, have a great tire package and have a purse structure that is flatter than most. In other words, teams that finish towards the back are paid almost 40% of what the winner gets.

The average in the industry is 5% to 10% which is not sustainable for those teams.

Basically, our brand is catered to the average person and as more people learn what it costs to put one of our cars on the track and keep it there, they get involved and that continues to help us grow.

What was the largest car count you've had a Traditional Sprint show?

I think it was 32. That will most likely be beat this year. The PIRTEK UMSS and our Renegade Racing brand is developing a unique program to address the growing car counts. It will allow the new or newer team and the lower buck teams to continue to develop and not be sitting in the pits because they did not make the feature.

Your drivers have also fared well when traveling to run with groups like the wingLESS group from Wisconsin. How close are the rules between UMSS Traditional Sprints and wingLESS Sprints?

I wish they were closer. When they devel-

oped that series, we tried to get them to go with our rules, but they decided to not do that. Their engine package is basically the same as the PIRTEK UMSS wing engine package. In addition, their tire and shock rules are different. There are a few other small differences also. We used to allow them to come race with us at certain events in the past with some stipulations, but we have decided not to do that going forward. Some of our teams would not be happy about including them and I do not blame them.

You've also added a few other groups in the last few years running under the UMSS rules, correct?

We now have three other series (and more looking to get involved) based off the PIRTEK UMSS rules and we branded ourselves as the Renegades Racing brand. We are definitely "renegades" when it comes to the industry because we do most everything differently than the rest.

Caley Emerson, who used to race a late model for a living was forced out by cost and did not know if he would ever be involved in racing as a competitor again. He could afford to get involved with the PIRTEK UMSS so he bought a car. Living in Grand Rapids, he traveled a lot to race with us. One night at Ogilvie while the cars were waiting to be pushed off for their feature, I basically crawled into his car and told him he needed to start this program up where he lives. He looked up at me and said he needed to race the feature first and then he would talk to me after the race.

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Dan Plan photo



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We still get a kick out of telling that story.

Anyway, Caley believed in me and the program enough to start the Northern Renegades based out of Grand Rapids where there has never been a sprint car series before. He stuck with it over the last four years and will have about 25 cars racing with him in 2020. Caley helped blaze the trail for other series to be developed and I am humbled by that and cannot thank him enough.

Myles Tomlinson (we call him Moses) announced the Western Renegades in North Dakota last Labor Day weekend. Without turning a wheel, they have thirty new teams and almost thirty events. Myles' series is going to do very well.

PIRTEK UMSS competitor, Eric Becker is starting the Chequamegon Renegades in the Middle of Wisconsin. He has a real nice start with a home track and a number of new teams in his area. Eric will also do very well with his series.

We also have a series being developed in southern Minnesota and one in California for the 2021 season. There will be more to come I am sure.

If a driver wanted to race as much as possible, and we didn't have weather to deal with or a world-wide pandemic, how many shows could a Traditional Sprint team have run in 2020?

If a team wanted to travel and hit as many shows as possible, they could race between 55 and 60 Renegades Racing events in 2020.

Can you tell us of any new drivers that are planning to make their Traditional Sprint debut in 2020?

Well, as I mentioned before, our Renegades Racing brand will have over 50 new teams between the four series in 2020. The PIRTEK UMSS will have at least ten new teams in 2020. Among them are Chris Vogel, Brad Cunningham, Jim Bruggeman, Greg Siem, Zach Widdes and Rick Niemi.



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