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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

The Best from The 'Fest



November, 2010

Inside...



Topless Racing



In The Drivers Seat



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Publisher's Note

Racing According to Plan



Dan Plan



Martin DeFries photo

The Thunder Car Nationals took place just after our October on-line issue was released. Brent Kane put an exclamation mark on his season at Elko, topping the 40-lap main event for the group. Chris Marek also used the event to wrap up the inaugural season championship for the ASA Sportsman Midwest tour. Also on the schedule this particular evening was the re-scheduled Thunderstruck 93 race held in memory of Dan Ryan. Dan Fredrickson made the most of the weekend by setting a new track record and winning the main event.

Each year, the Thunder Car Nationals is one of my favorite shows. It's not often this type of car is the headline



Martin DeFries photo

Fall Specials - Part 2

division, but this type of car puts on great racing and truly deserve an event such as this. The last two years, the Late Models have been part of the show due to rainouts earlier in the year, but the Thunder Car guys still have the title to the show. For this years event, I was looking forward to round two of the Kalbus-Kane battle, but the event never took place, as Jay Kalbus decided to not bring a car to the show. The long tow award of the night has to go out to Sportsman competitor Scott Null. Scott hails from Lake Mills, Wisc. Scott practiced his Mid Am car in Rockford, IL on Friday in preparation for the National Short Track Championships, drove to Elko for Saturday night's race, and then returned to Rockford for Sunday's Mid Am race. I thought Chris Clark would have clinched the long-tow award for the weekend, but Scotty put on just a few more miles during the weekend. Other winners for the weekend at the Thunder Car National were; Brian Keske and Matt Ostdiek in double Legend Car features, while Jason Schmitt and Eric Campbell took the two Power Stock features.

Next up was the 41st version of the Oktoberfest race weekend. I've been going to this show since the mid-1970's with my parents, and although they don't stay up as late as I do this weekend, my parents were there for the show again this year. My mom even had the opportunity to experience the excitement of downtown West Salem during the afternoon. You have to appreciate the effort Larry Wehrs put in to starting this event, and the effort the Deery's and McKarn's continue to put forth. The tribute to the McKarn's family held on Saturday evening was something I'll never forget. I know I wasn't fooling Gregg when I mentioned I had a piece of lint end up in my eye during his speech. John and Sue did a lot for the sport, and it was fitting to have 80 degree weather from Florida on a Saturday night to say goodbye to them.

The event brings in track champions in all divisions throughout the weekend and crowns the weekly LaCrosse divisions to start out the weekend. Shawn Pfaff, Rick Schermerhorn, Adam Moore, John Olson and Jack Litsheim picked up the LaCrosse weekly division titles.

As we went through the weekend, I was able to see several drivers that won championships at their home tracks race together. While some folks may say there are too many variables from track-to-track in asphalt racing, the 'Fest allows these guys to race against each other. Elko Big-8 track champion Doug Brown was in a heat race with Dells Limited Late Model champ Corey Jankowski. Multi-time winner of the prestigious National Short Track Championships, Steve Rubek, came out on top of the Big-8 main event, with Jeremy Miller picking up his third season championship for the Big-8 group.

Brent Kane and Rick Schermerhorn went toe-to-toe in the Area Sportsman division, with Kane picking a heat win over Rick, followed by Schermerhorn topping Kane in the main event. Just the thought that track champions have the opportunity to race against each other in this day an age of asphalt racing is pretty darn cool.

The driver that ended up with the title of 2010 Oktoberfest Champion was Dan Fredrickson. Fresh off his Thunderstruck win, Dan Fred had a memorable 'Fest weekend by also winning

The Midwest

RACING

Connection

November, 2010

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The Midwest Racing Connection is published ten times during the summer racing season by The Plan Company, Inc. All material is copyrighted 2010 and may not be reprinted without permission. Subscriptions are \$20 for ten issues and are mailed out first class. Call 651-451-4036.

Cover photos by: Martin DeFries, Jacy Norgaard and Bruce Nuttleman

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Dan Plan photo

the Dick Trickle 99 on Friday evening. Nick "The Hammer" Murgic was originally scored the winner of Friday nights race, but came up just a little bit light at the scales. It was a tough break for the Murgic's, but they rebounded with a strong run on Sunday. Jacobe Goede and their family team also had a difficult Friday night after destroying their car.

Publishers Note continued on page 4

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The Goede's loaded up, went back home to New Germany, MN and went to work on brother Matt's car. The Goede's returned Saturday morning to qualify for the Sunday show. Goede would go on to finish second, with Murgic's third place finish completing the Minnesota Sweep of Oktoberfest in 2010. Nick Panitzke made it four of the top-5 for Minnesota based teams, and Panitzke also picked up a win in the Future's race on Thursday evening. Steve Carlson added yet another title to his racing career, wrapping up the 2010 ASA Midwest Tour Championship. Ross Kenseth continued his path to stardom by picking up the Rookie of the Year title with the ASA Midwest Tour.



Topless Street Stock action at Ogilvie Raceway
Jacy Norgaard photo

The only downside of the weekend was the news between the two groups that want to use the ASA acronym. I don't have a horse in the show, but it seems to me that something isn't going right when a court order is involved in the proceedings at a race track. The whole deal is unfortunate, and it's too bad both parties couldn't have found another way to handle the situation. There are many things that lead up to the situation, and many of us will probably never know all of the details. Sometimes when you have people with similar likes, and goals in life, there's going to be conflict. It's just the way things go. All we can do is hope for the best for both groups and see what happens over the winter.

As much as I had my heart set on going to the Bahamas this year, it just didn't pan out. Luckily, columnist Charlie Spry has highlights in his column. As for me, I wasn't about to let the final racing weekend slip by without seeing a race, so the #1 son was taken to his first topless show. Now before you get all carried away, it wasn't that type of show. Ogilvie Raceway held a show called the Topless Nationals, meaning the race cars would run without roofs. You know,



Ron Varney addresses the group during the drivers meeting at Oktoberfest
Dan Plan photo

kind of like the convertibles that used to race back in the day. I have to say, the Street Stocks probably looked the



Chris Marek loses his beard following the Thunder Car Nationals at Elko Speedway
Dan Plan photo

best sans-roof. The other cars looked cool, but the Streeters reminded me of the pictures I've seen of the old Late Models without roofs.

Ogilvie is in just its second year of operation and is also home to the Minnesota

Modified Hall of Fame where Mark Noble and Ron Jones were the inaugural inductee's this year. While Ogilvie Raceway may be a new track, they seem to have all of their ducks in a row. The Saturday night portion of the show was run off in quick succession and the racing some of the best we've seen all year. I haven't seen the Wisconsin Mod-4 compete in several years, but these guys probably put on the best show of the evening. The battle between Tom Silver and Rod Vanmil for the win went back and forth throughout their main event, with Silver

picking up the win. The event was also the final event for the new RaceMN Modified Series held at Ogilvie and North Central Speedway. Scott Danzeisen topped Jason Miller and Dave Cain in their main event. Cain would pick up the overall RaceMN title over Danzeisen by just three points. Other winners for the evening included Dan Gullickson over Tim Johnson in the Super Stocks, Tim Johnson over Danny Richards in the Street Stocks, Austin Anderson over Jason Vandekamp in the Midwest Mods and Travis Schulte over Ashley Mehrwerth in the Hornets.

That will put a wrap on our live racing season for 2010. We'll have one more on-line issue in December before taking the month of January off. If you have ideas for topics, or drivers you would like to see featured in coming issues, please drop us an email at info@theracingconnection.com.



Dan Plan photo

Jay Sauter takes a break from working the Wehrs Machine booth to look at a copy of *The Midwest Racing Connection* during the Oktoberfest Trade Show (top photo), Chris Clark interviews "The Futures" winner Nick Panitzke (bottom photo)



Bruce Nuttleman photo

The top three from the Topless Nationals at Ogilvie - Dave Cain(left), Scot Danziesen (middle) and Jason Miller (right)
Jacy Norgaard photo



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The Inside Dirt



Stan Meissner

in the Feature and the track reminded me of a mini Eldora. Ogilvie has good banking and slicked over but still managed to produce multiple grooves with a thin cushion up against the outside retaining wall. I watched the action from between turns one and two as Norem repeatedly bounced off what remained of the cushion making contact with the wall several times. The slick conditions were a handful for some of the drivers who didn't have many laps on a slick high banked surface but veteran drivers had no problem



Stan Meissner photo

riding the rim. Whenever a caution would bunch up the field Norem and second place finisher Brad Barickman would trade banzai slide jobs that would culminate inches from the wall with Jerry Richert Jr. following close behind in third position waiting for them to get crossed up. If you have ever seen the "Wild Child" Jac Haudenschild run the high side at Eldora you know what I'm talking about because Norem's

series. I don't expect the local racing masses who are enamored by Late Models and Modifieds to understand why I would do that but it made perfect sense to me. If it weren't for family involvement in open wheel racing I might have never been introduced to dirt track racing so there is some degree of a debt of gratitude involved. Some would argue that Modifieds are open wheel cars and should therefore satisfy my needs but in my eyes any race car weighing 1,000# more than a Sprint Car that has open wheels in front and fenders over the rear wheels is a car in search of an identity. Mods are fun to watch and I have enjoyed them many times but with their heavy wide construction and low center of gravity based on passenger car frames where the driver sits alongside the drive shaft they're closer to a Late Model without front fenders than an open wheel car. My opinion of Modifieds has always been that they should allow them run a wider right rear tire like a Late Model enabling them



Stan Meissner photo

The final event on my 2010 schedule was also the final UMSS race of the 2010 season at the Ogilvie Raceway on October 2. This was my third visit to Ogilvie with the first two shows canceled by weather after I had arrived at the track so I was already familiar with the facility. Up to this point I had only witnessed Hot Laps and a couple of Heat races but had not seen a Feature race there. This third visit proved to be the charm and the racing action did not disappoint. Tony Norem put on a driving clinic

run looked as if it could have been taken from of Haud's Eldora play book. The race might have been one for the ages if it weren't for the high attrition and number of restarts but it turned out to be a very entertaining race nonetheless. All the

classes were fun to watch at Ogilvie and I came out of there with a very positive impression of the second year track. I plan on returning in 2011 to continue to watch the two new kids on the block, Ogilvie Raceway and the UMSS, come of age together.

I concentrated on the UMSS during the 2010 season and some people have questioned me as to why I would pass up some of the bigger events and more established tracks to follow a fledgling



Stan Meissner photo



Stan Meissner photo

to hook up to the track and show the fans what they're really capable of. It has to be frustrating for the drivers to have to run an 8" wheel and not be able to take advantage of all that horsepower as opposed to Sprint Cars which utilize a chassis specifically fabricated for racing with the driver straddling the drive shaft and an 18" wide right rear wheel. Sprint Cars run fuel injection as opposed to the four barrel carburetors used on other dirt track machines and have the highest power to weight

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The Inside Dirt from page 5

ratio of any car running on dirt. These basic differences are what makes Sprint Cars stand out from the rest of the dirt track hierarchy.

The UMSS hopes to attain the level of success enjoyed by the Midwest Sprint Association that ran at area tracks during the 1970's. The MSA advisory board included Pat Willis, Lynn Franklin, John Bethke, and the late Barry Kettering. Most of you are familiar with Pat Willis as the owner of Hoosier Tire North. Lynn Franklin made a few UMSS starts in the Ron Wuiff 1h in 2009 and would like to put his own deal together to run with the UMSS. John "Butch" Bethke fielded cars driven by John Stevenson and continues his involvement in racing with the Northern Vintage Stockcar Racers. Barry Kettering was a business man and had the reputation of being able to communicate with promoters and sponsors in a way that convinced them of the value that MSA could bring to their facilities. In my estimation, the UMSS has the right mix of people and is proceeding in such a way so as to exceed the success of the MSA. In only it's second year the UMSS is seeing new drivers as well as Sprint Car veterans joining the series. It is an extreme pleasure to be able to make a contribution to the revival of Sprint Car racing in our area. In a sense that has been my hope since I began my career in racing media though I'll admit that up until two years ago it was more of a dream than a reality. Judging by the first two years of the UMSS the time was right to introduce this type of racing to a new generation of fans. Sprint Car racing is the most extreme and exciting form of motorsports on the planet and young people love extreme sports. It is also my opinion that the same old lineup that races at early track in our area is becoming a bit stale. I don't expect the Stock Car and Modified fans to ever fully understand why I would take the road less traveled when I had so many other opportunities but I believe in what the UMSS is trying to accomplish and that is my motivation.

To illustrate the progress enjoyed by the UMSS so far the



1974 MSA program lists 73 drivers participating in their events during the 1973 season. There were drivers from six states and one Canadian Province scoring MSA points, the furthest being two from California and over 50 of the participants were from Minnesota. A few names that you might recognize included Bill Dollansky (father of Craig), Jerry Richert Sr., Dave Heskin (Davey's grandfather), Dick Forbrook (Guy's father), Danny Schatz (Donny's father), and Leonard McCarl (Terry's father). The MSA scheduled 47 events in 1973 that included 17 races at North Starr (Blaine, MN), 17 events at Princeton, 3 at Rice Lake and 3 at Elko on the asphalt as well as single shows at several other tracks. In comparison the UMSS boasted 62 competitors in their second season hailing from five states and three drivers from two other countries. Unlike the MSA where the only driver not from the United States came from just across the border in Thunder Bay the UMSS set a long haul record with two drivers from Australia and one driver from New Zealand competing with the club during the 2010 season. One of those Australian drivers, Brooke Tatnell, scored two UMSS wins on the season. The high car count for the UMSS in 2010 was 29 at Elko and the low was 14 which was an improvement over their first season. As series President Ron Bernhagen explained, the UMSS is here to stay and confidence in the longevity of the series will continue to attract new competitors and sponsors.

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News and Notes:

Former NASCAR driver Shane Hmiel was seriously injured in a Silver Crown crash at the Terre Haute action track. Shane faces a long recovery from a broken neck and back and has endured several surgeries. You can keep track of Shane's progress on the Facebook page "Shane Hmiel – Road to Recovery".

When the IRA season concluded Bill Balog traveled all the way down to Lawrenceburg, Indiana, to race with the All Star Circuit of Champions. Bill had a great third place run but was DQ'd for not scaling. Unlike the All Stars the IRA typically scales after the Victory Lane ceremony. This small difference in post race protocol caught Bill off guard. One would think that All Star officials might have pointed the visitor to the scales and jarred his memory instead of discouraging B Squared Motorsports from racing with the All Stars in the future. I realize that a rule is a rule but I don't think the rulebook would prohibit a sweeping gesture in the direction of the scales.

That's all for now. We'll see you at the races!



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**THE MIDWEST
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A Race Worth Winning Update

By Nichole Fredrickson

A Race Worth Winning – ALS (ARWW-ALS) wraps up a fantastic year! 2010 brought new events, new supporters and fun with old friends. For 5 years, our mission has been to raise awareness for Amyotrophic Lateral Sclerosis (A.L.S.), more commonly known as Lou Gehrig's disease. Our small group hosts different events to raise money to help Minnesotans with A.L.S.

In May, ARWW-ALS hosted a golf tournament at TPC in Blaine. The event was a sell out with amazing success. Many new faces were introduced to A Race Worth Winning – ALS and our cause. With a morning and an afternoon round of golf, it was a full day of fun! Over 40 volunteers braved the cold windy day, and all golfers, over 275 of them, had giant smiles despite the chilly weather.

July brought the Annual 5k A.L.S. Walk in Elko New Market. With a new route, we saw more families with strollers and pets. The weather was fantastic and the company even better. Watch for a new location for the 2011 5k Walk/Run.

Thunderstruck 93, honoring the late Dan Ryan, Sr, was run on October 2nd, in conjunction with Thunder Car Nationals at Elko Speedway. Lap board sponsorship from fans added over \$2000 to the purse for the drivers and ARWW-ALS. Dan Fredrickson took home the coveted Thunderstruck Guitar Trophy.

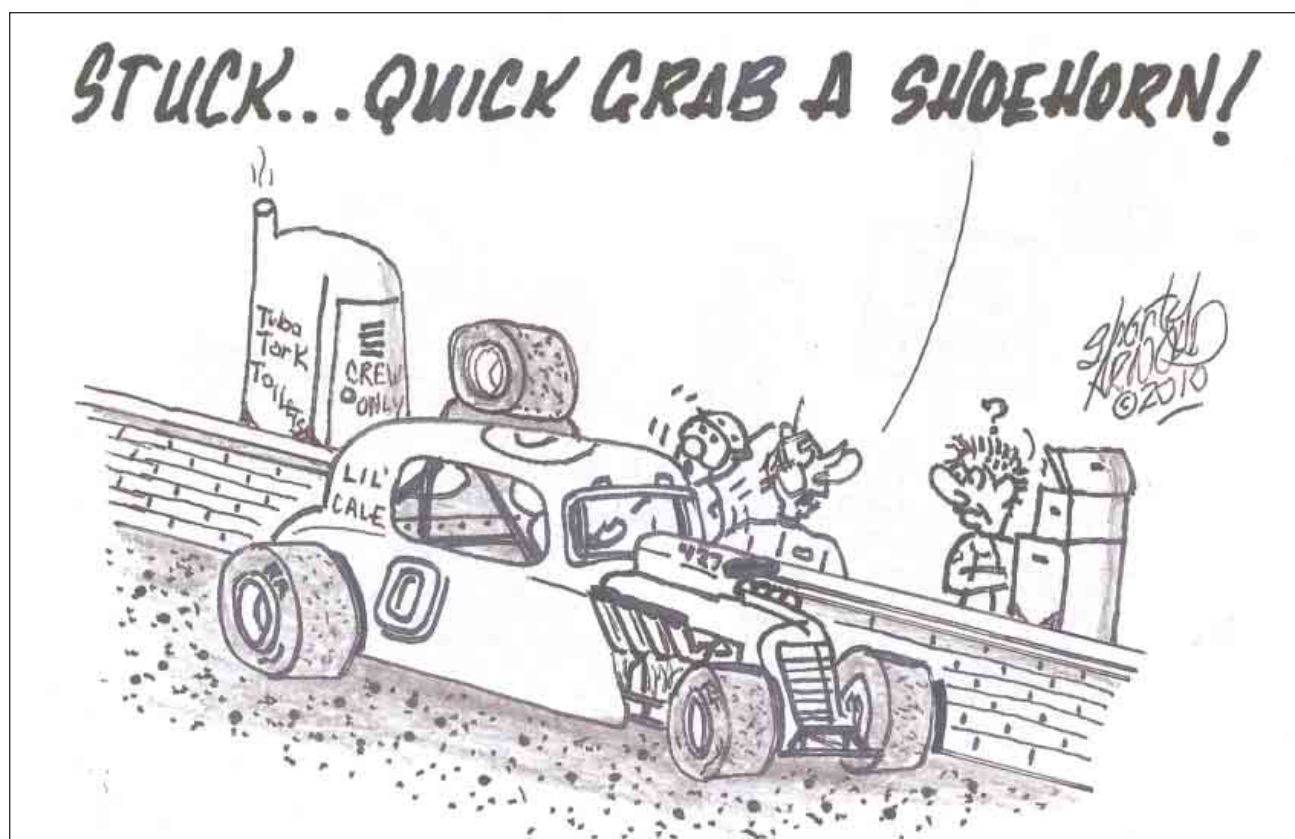
November brings even more excitement. This year, A Race Worth Winning – ALS is being honored by the ALS Association, Minnesota Chapter during their Dinner of Champions Gala coming up November 11th. ARWW-ALS will be presenting their yearly check to the MN Chapter at the Gala, with this year's donation total of \$65,000! This brings the grand total of funds raised for research, and local programs assisting those afflicted with A.L.S. to over \$230,000!

Once again, our loyal stock car racing community of supporters has come through for us. Over the last few months, ARWW-ALS has collected the best recipes from our friends at the track. These recipes have been compiled

into the perfect cookbook of "favorites" and will be available the first week of December. Make sure to email info@araceworthwinning.org to order your copy for \$10. Don't forget to get a few extras for your favorite race fans.

The members of A Race Worth Winning – ALS would like to thank the race fans, drivers, crews and sponsors for an incredible year! We know that without your support, we would not be able to make a difference in the lives of Minnesotans suffering with A.L.S.

We would like to invite each and every one of you to the Sweetheart Ball on February 12th, 2011 held at Turtle's Bar and Grill in Shakopee, MN. (Tickets will be available at Turtle's Bar and Grill as well as online at www.araceworthwinning.org) Help us make 2011 as amazing and hopeful as 2010!



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Photo Gallery



Rick Schermerhorn and Brent Kane at Oktoberfest
Bruce Nuttleman photo



Chris Stepan interviews Dave Cain at Ogilvie Raceway
Jacy Norgaard photo



Nick Murgic and Dick Trickle at Oktoberfest
Tom Johnson photo



Brett Sontag captured the National Short Track Championships
Doug Hornickel photo



Mid-Am winner at Rockford James Swan
Doug Hornickel photo



LaCrosse Late Model winner Brad Powell
Bruce Nuttleman photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Dan Fredrickson joined an elite group of multiple-time 'Fest winners
Bruce Nuttleman photo



Steve Carlson picked up the ASA Midwest Tour Championship
Bruce Nuttleman photo



Big-8 drivers with the missing man formation
Mark Melchiori photo



Ron Jones and Mark Noble in the Minnesota Modified Hall of Fame
Matthew Plan photo



Ross Kenseth, ASA Midwest Tour Rookie of the Year
Tom Johnson photo



Scott Danziesen on his way to winning the Topless Nationals
Jacy Norgaard photo

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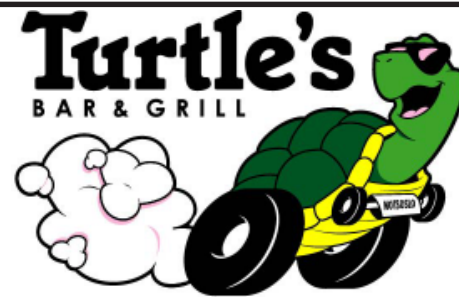
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In The Drivers Seat



Martin DeFries photo

How many years have you been racing?

Well, I'll have to do some quick math in my head. I first started racing Enduros when I was 16, which would mean it was about 20-years-ago. I took a few years off, and I in 2001, I started again in the Short Trackers. We ended up winning the championship in 2003 for the Short Trackers. That was a fun division and a fun car. That car is still winning today, so I must have done something right.

I believe you had your motor claimed, but still were able to win.

Yep, the best part about that deal was we went out and lapped the guys that claimed the motor. I lapped my own engine, so it wasn't horsepower that made the car work.

How did you get involved in the sport?

I got involved in racing through my dad. He used to be on the pit crew for Dewey Gustafson. That was a long time ago, back in the late 70's and early 80's. I also grew up right down the street from the Murgic's and became really good friends with Steve's brother Chris. I started hanging out with him and then hanging out with the race cars. Like any other disease, I got it and that was it.

Did you set out to run for the NASCAR state rookie of the year?

Actually, I started out racing with the Big-8's at Elko. We had some success the first couple weeks and then sold the car. We decided to by a Super Late Model and then I realized there weren't many guys eligible for the rookie deal, so I decided to go for it. We ended up winning it. Sometimes you're dealt a good hand.

Are looking forward to the NASCAR banquet in Charlotte?

Yes, I am. It will be nice to hang out with Donny Reuvers, Brent and Nate Kane and all of the other people that are going down. It will be nice to see the NASCAR Hall of Fame. It should be an exciting weekend and I'm sure we'll have a lot of fun. It's kind of nice to celebrate at a nice formal event and feel like all of your hard work is appreciated.

You also spend time on Nick Murgic's ASA Midwest Tour team. How did that season go?

The season started off a little rough, but the last two-thirds of the season were really good. The car started responding and that's why I missed quite a few weekends at Elko and Raceway, traveling around with Nick. We would call this year a big success. Hopefully we can carry that over into next year.

Do you feel like part of the Murgic family after spending so much time with them during the summer?

Yes, actually. It's a long story, but actually Nick's sister Katie was really sad at Christmas one year. She was upset that I wasn't coming over that year. I had to tell her that I wasn't really her uncle. I had to make a guest appearance because "Uncle Joe" wasn't there.

Any political aspirations after gaining the notoriety of being a NASCAR rookie of the year?

No, I'm going to leave the politics to my brother (Minnesota State Representative Pat Garofalo). He seems to be doing a pretty good job with that. I'll stick with the race car and he can stick with the politics. If he agrees to not drive a race car, I'll agree to stay out of politics.

Along these same lines, do you have any plans on singing the national anthem before the races next year?

Again, that's my sister's forte' right there. She has the singing talent, and I'm going to say she got all of it. I've seen her drive, so I won't make the same deal that I would make with my brother.

What are your plans for next year?

I think we're going to do more of the same. The plan is to travel around with Nick. Whenever we don't have a schedule conflict, we'll run Raceway Park and Elko a few times. It also depends on the schedule at home with the family.



Dan Plan photo

Going in Circles



By Charlie Spry

With the beautiful fall weather holding steady, I took in the annual Bahama Bracket Nationals at the Rockford Speedway on October 16-17. The weather was balmy all weekend once again, and probably the most Bahama-like weather ever for this annual event.

This show is one of my annual favorites, as this brings together a wide range of cars from various places, one of the few year end specials that has a strong variety of cars and many visitors. Many of the specials have gotten into kind of a rut, but this show always excites me. There is something pretty special about seeing dirt modifieds racing with asphalt sportsman cars and late models, amongst many other types of cars. Imaginations can kind of run wild here, as there were even a couple of street stock type cars with the exhaust sticking up through the hoods, ala demo derby cars. No cookie-cutter cars at this show!

Nice to see Dubs Anderson back here once again. Dubs raced this event pretty much annually for many years, but then kind of disappeared from the scene for awhile, and now is back behind the wheel once again in what looks to be Ed Hast's old car. There are certain drivers that you just kind of associate with this show, and these two always seem to run this event when they have a race car at hand. Mike Tobuch, Rick Wilson, Ed Serviss, and the Wiltjer's, Shaun and Billy Bob, always show up each year as well. The Wiltjer's usually have some interesting rides, and this year Billy Bob had a '67 or '68 Galaxie, immaculately prepared as usual.

Former late model racer Terry Helmbrecht made a return to racing this weekend after many years off. Terry formerly raced asphalt super lates at Slinger and other area tracks, and now was behind the wheel of a modified.

As for the racing, many suffered from the fate of "breaking out." No, they don't need acne cream, they were just timed racing more than two-tenths faster than their

qualifying times. Dirt late model racer Ed Williams Jr. broke out while leading the "A" feature, which is for the fastest cars. John Paul Odegaard and Mark Puer had their race end with a crash, with Puer getting upside down in the process. Through it all, Nick Shutkas took the win, holding off James Swan.

The "AA" feature had plenty of problems, as this group was the most crash-prone. Scott Lawver broke out while leading, with Billy Rud taking the win over Landry Potter and Bobby Frisch, who was in Joe Darnell's late model.

The "AAA" feature had lots of drama, as Craig Mertes lost a wheel while leading the event, and Dana Czach broke out while running near the top at about the same time. The aforementioned Rick Wilson, Gary Kasparek and former Lake Geneva Raceway driver Bob Moeller all had an intense battle up front, with Wilson prevailing over Kasparek. Gary is another of the drivers who has raced in most, if not all of these events throughout the years.

The "AAAA" bracket also had lots of drama, as Jimmy Robinson broke out while running second late in the race, and apparent winner Brad Norgard broke out on the very last lap, surrendering the win to second running Bill Bush, who was racing one of Roger Stephenson's cars. Bill noted that he had never raced at this track before, but you would have never guessed, as he did a nice job.

Not too long ago, the four cylinder racers were put into their own bracket, and this type of racing had grown so much, that this year they had two brackets for these cars. The "B" bracket was for the fastest cars, and 2010 Rockford AST champion Kyle Lapier took the win over Phil Malouf, who has put more miles on than anyone this fall racing at all of the specials. It is quite a haul for he and his family, as they hail from extreme northern Wisconsin, and will travel anywhere to race.

The "BB" bracket for the slower four cylinders also had much excitement, as Robby Robinson was flagged out while leading, paving the way for Devin Dixon and Bryce Bailey to battle for the lead, while Dave Harvath slowly reeled them in. While the lead pair were bouncing off walls and each other, Harvath got caught in the fray and suffered RF damage, still coming back to take third. Bailey won for the second time in a row, as last year he won this event his first time racing here, and now two in a row. The winners are given the opportunity to take the cash prize winnings or a trip to the Bahama's, and throughout history most take the money, just like Bryce did last year. This year he took the trip, so he will now have the tough decision on who to take with him.

The following weekend saw the weather catch up with us, as Saturday brought light and steady rain for the

Badger Bandit Bash at Columbus. The 100 lap feature would pay an incredible \$1,000 to win, with a good payout all the way down for the four cylinder cars. Although the weather report called for rain most of the day, there was supposed to be a window of several hours sans precipitation in which to get the show in. This actually did happen, and the show went on as scheduled, and sure enough, later in the evening the rains came again.

Some 54 cars took qualifying laps, with another three being sidelined prior to time trials. Kyle Stark set fast time and looked to dominate, and he did for awhile, but this was one of those races where it was a matter of attrition, and a race in which you must first finish in order to finish first. Several drivers, including Stark, had trouble finishing the event. Dale Robinson was leading early but failed to negotiate lapped traffic and was soon sidelined. Devon Dixon was leading thereafter, but dropped out. Dustin Ward dropped out while running third, then Stark had tire issues and had to pit at about lap 80, then Derek Childs dropped out on lap 92 while running second. Adam Johnson was leading, but his lead seemed tentative, as his car was cutting out on him, allowing Mike Storkson to catch up rapidly. Storkson had driven a nice, patient race until the end, when he charged to the inside of Johnson, who was having issues, and a lapped car. Johnson held on for the win in a very exciting finish. Who would have thought that a 100 lap Bandit race would come down to the last lap and last turn to decide a winner? Nice job by all and a good show.

Some of the regulars of the area tracks voiced their thoughts that the cars from visiting tracks would clean house because of slightly different rules, but it didn't happen. While an "outside" car did win, the Jefferson/Columbus drivers all had their chances, and appeared able to dominate at some points. If this race gets run next year, I wouldn't change much other than to try to get more cars from some other tracks that weren't represented well today. Whatever it was, it worked. Very exciting show that was seen by few people, as the iffy weather kept many away. It usually seems that the best races are run when there are few people present to see them. Those that stayed away missed a great show.

Long haul drivers included Barrett Hammond from Prescott, WI. and Phil Malouf from Manitowish Waters. While I know Barrett has ties to southern Wisconsin, Phil and crew make the long haul back each weekend, as they have made it to every special event possible this year. Phil Sr. told me they thought that they had raced 44 events this season.

This will pretty much wrap up my racing season, with only a couple of enduros left to see. This weekend I saw my 59th event for the season.



Mark Puer took this wild ride during the Bahama Brackets at Rockford Speedway
Jimmy Ambruoso photos

Auto Racing Facts, Observances and Opinions



By Dale P. Danielski

I think if I planned on racing at the Annual Oktoberfest event at La Crosse Fairgrounds Speedway I'd make my car number 36. Why? Joe Shear was #36 and is the only 5 time winner. Dan Fredrickson is a three time winner having taken the last 3 out of four top billed events and guess what his number is? Number 36!

Maybe there is nothing to it but that number has sure had great success through the years at 'Fest. In this years race it was practically a run away as Fredrickson took the lead early in the 100 lap feature and cruised to a pretty easy win. Even a caution on lap 75 failed to tighten things up as Fredrickson went about his business and crossed under the checkered flag with a comfortable margin.

For others it's championship winning time at Oktoberfest as numerous of those are determined at the event every year. Steve Carlson added another to his long list as he became the 2010 ASA Midwest Tour Champion holding off Chris Wimmer in the final standings. The NASCAR Late Model track Championship was also settled during the weekend with Shawn Pfaff claiming the title by a scant one point over defending titlist J. Herbst. A late race pass for position in the feature by Kevin Nuttleman, the cagey veteran Champion himself, over J. Herbst ended up being the determining factor. That along with Pfaff's 4th place finish in the 40 lapper was just enough to give the Sparta, WI., driver the title. For Pfaff who was bound and determined to win it this year after a late 2009 season car flipping wreck it was a great relief. For Herbst it was where did I lose that one point!

With all the great racing that goes on at this event you might be surprised to know that some folks don't even head into the grandstands to watch! For those people it's one big party in the Camping City which is the Fairgrounds for a week in October. Of course much goes on besides the racing and having had the chance to witness some of it this year I dare say it was almost as entertaining as the racing. Of particular interest was the pet costume parade. Meant for the pets which range from dogs to cats to ferrets to who knows what all, it's the pet owners and how they dress that really steals the show. A Wizard of Oz characters depiction, a bee costume worn by an owner with her dog as the hive. Those were the two big winners by the way but all the

others in the show deserve credit also. It had the large gathering witnessing it, yours truly included laughing most of the time. Of course it doesn't hurt to have a guy with the name of Dick Trickle on hand to help with the judging either.

So much to do so much to see, that is the Annual Oktoberfest Racing weekend. The 2011 version is set for October 6-9. You really should make plans to attend. With weather conditions October 30 almost balmy we decided to make the trip over to Columbus 151 Speedway for Matt Rowe's Impact Survival Series season finale 300 lap Enduro. Competitors apparently thought the same as 92 strong arrived to start the event on the 1/4 mile paved oval. To participate in ISS you need a mostly stock 4 cylinder car. According to long time Late Model competitor Kirby Kurth who was racing today a roll cage for \$300 and another couple hundred bucks and you can be on the race track. With a \$500 investment the winners share for the 300 of \$1,200 looked pretty darned good too! Matt Rowe definitely lays down the law in a very colorful way as to how he wants things to go in the Series. It's entertainment for the fans first before a racing event for drivers and you better listen or find yourself on the trailer and headed home early if you don't. One aspect of the show is if your car stalls on the track and sits for two laps the red flag comes out and you are allowed to get out. The car however stays right where you left it or crashed it in most cases. "Where they die they lie" is the rule according to Rowe. This definitely makes for drivers taking some interesting lines around the race track as an oval now becomes an obstacle course. All in all things went quite smooth on this day and after 300 rounds of the Columbus oval it was Frank Calabrese taking the win and as it turned out the 2010 season championship. Of the 92 cars starting 39 managed to make it to the finish many of course much worse for wear. In talking to some of the teams the approach to this type of competition is very different than your normal short track fare. The majority really are out here just to have fun. And what is the key to winning. Keeping the car running. It's not about speed it's about having fewer problems than the others



ISS Weekend Warriors ready to race at Columbus 151 Speedway

and finishing...Some well known racers were on hand for this event including Jerry and Eddie Muenster, Davey Pennel and Harley Jankowski...Kirby Kurth was on the scene with a two car team his and one that his wife Cheri drove. Both finished in the top 20 on the day...The great Pumpkin driven car didn't fare too well. After "Dying" on the race track and having to "Lie" the car was finally able to be moved at the 1/2 way break. Upon heading to the pits with it he drove smack into a head on collision with a car that was heading out on to the track! Frustrated at that point Punky drove the car off in the woods behind the pit area and walked...or sort of rolled away... We've witnessed some tardy racers in our day but the participant that showed up at 3:30 for a 2pm start race to compete today takes the Halloween candy. He was allowed

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Dale's Picture from the past

Dick Trickle in his Pabst powered race car, 1985. Trickle won both the ASA and ARTGO titles that year.



THRILLS AND SPILLS - VINTAGE RACE AT OKTOBERFEST



George Shields took this wild ride during the Vintage car race Oktoberfest weekend at LaCrosse Fairgrounds Speedway.
Tom Johnshon photos



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Tomorrow's Vision and Yesterday's Headlines

Let's see: How to start this column? How about; Once upon a time there existed a few wise men who were not afraid to take chances and risk their reputations and standing in the community in an effort to try and make something better. Back then, things were tough and times were hard. Of course, they didn't have the internet and texting and everything that goes with instant now days. Things had a chance to work themselves out. If you forgot something at the shop, you did without or found a way to work around it or borrowed it for the night. There were no cell phones or shopping malls in every town. Something else they didn't have though, were excuses. What they did have were balls. The balls to recognize the need for something and then do something about it.

Jump forward to today's way of thinking. Excuses are the norm. The economy is bad so we can't afford this and can't do that. So and so just texted and said that Joe Schmuck is racing at Nowhereville tonight, let's go there instead. I checked the phone and it looks like it might rain, so instead of trying the race, let's go to the mall. If many of you remember back to the beginning of this season, the reason I even considered taking this gig for Dan was the fact that he did have the balls to actually go against what is considered the norm now and, God forbid (I can still say that – it is still a free country for now), PRINT A RACING PAPER. Many of you who know me know that when the internet came along, I was right there leading the way and I really do appreciate the support I got along the way. The problem is that it all allows anyone with an opinion to write something and, whether it is good or not, someone is gonna agree with it out there and think that it is the greatest thing since peanut butter and jelly sandwiches, (remember those?). Andy Warhol captured it best when he stated that everyone gets their fifteen minutes of fame. The problem then becomes who is able to recognize that for what it is and step back out of the spotlight. Honestly, it's

not for me. The politics. The backstabbing. The inconsiderate nature of jealousy. Screw all that. I'm much happier watching my kids smile then I ever was watching my wife have to deal with uncomfortable situations that I put her in order to provide the best show I could to the fans. It stopped being worth it when I lost my granddaughter on a race night. It just took a while to settle in.

Over the past few seasons, I have had a chance to reflect on those things and take some time and think about where I am in my life. In the process, I have taken some time to look back on the sport I love so much and over time, made me realize that we owe so much to those who actually had the balls to start things that we all honestly take for granted now. For instance; where was racing BEFORE the World of Outlaws? Back in the early 70s, an outlaw was just that: An Outlaw! Someone who didn't give a shit about points or where they would be eating lunch tomorrow, as long as the car was running and they could make it to whatever race they intended to be at next. Now, Outlaw has become synonymous with winged 410 sprint car racing. Hell that IS the definition now. Go back even further. Before there was NASCAR, all you had doing the national thing (or close to it) was IMCA and USAC. Now I am not a big fan of NAPCAR, but give the devil his due. My hats off and I have all the respect in the world for MR. France. He had the vision to put an idea together and the coconuts to try it! Nowadays, the concept of trying something new is maybe putting a bar in the concession stand area. Honestly, that's not even new anymore. IT'S BEEN DONE. Move on!

Racing has become business and in doing so, naturally seeks to hinder anything that might take away from the bottom line. If fans may go elsewhere, then they try to match that offer to get them back. Race teams put on their best faces in order to attract sponsors. So do racing clubs. Even race teams do it. Every year I keep hearing the same shit. I'm not racing there because they did this or they did that. Still, sooner or later, they are back, for one reason or another. What if, at some point in time, someone actually TRIED to do something different to make a difference? Instead, anything that could pose competition is frowned upon and quickly discarded as unacceptable. It won't work, so why try it. Hmm; it's a good thing for them that a few visionaries in the past didn't have that same attitude.

By the way, consider this. Right now, we've got an election going on and with the current economical condition; many are looking conservative at the polls. Personally, I don't care. What I am looking at is what I believe to be right! Morally and Ethically. Hey, there are two words you do not hear much of anymore. For those who don't think your voice makes a difference, don't bother, BUT, when your local track closes down because taxes are too high, or the noise is too loud, or the economy can't support it, remember that YOU did not care enough to take the time to see where the candidates stand on the issues that matter so you have no one to make those blogging complaints to online. No one to text your sorry ass rants to. No one to look at but yourself. Now, if you will excuse me, I need to go wash my hands. Thinking about all this has made me feel quite dirty for some reason.

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to start but the rest of the field had 235 laps on him by that time! Making the story wilder, after about 5 laps he pulled into the pits for lengthy repairs... Pretty cool to see a car with a sponsor listed from Brantwood, Wisconsin. Brantwood is the town (population of about 3 according to some) where the driver resided that gave me my first ever fast ride in a stock car. That was in 1968 or so and we're still involved in the sport today... Matt Rowe is shooting for 5-7 ISS events in 2011. Hopefully the Series is endorsed by large fields of cars as was the case today. Seems like a great way to have fun racing without all the huge expense.

Here and there... The Oktoberfest Racing weekend is mostly attended by in the know fans rather than casual observers. Therefore they understand much of the racing lingo. But for those that don't can you imagine what they think with verbiage used such as... She's too tight going in... It's really loose coming out... Adjust the bar a little... We're a bit better on the high side... Side bite is OK but we need more forward bite... With a slide job I can get around... I don't think we have enough stagger... it's pushing in the center probably need to get up on the cushion... My lord, who and what are we describing here!!! No wonder folks new to the sport get that bewildered look on their face, at least initially. Hopefully they begin to understand if we can keep them around long enough... 32 Champions were in attendance for the Champions Reunion at 'Fest on Sunday. With that turnout it's been decided to do it again in 2011. If you are a Champion of any kind any series any division any track and haven't raced in three years you are invited... Sparta, WI., Late Model driver Davey Pennel finished 3rd in the final vote among 12 drivers having a shot at an ARCA race ride this past year at Rockingham North Carolina Speedway through the Richard Petty Driver Search program. Top honors went to Ryan Wilson of nearby Randleman, NC, but according to Davey's dad Dean, the \$15,000 investment and experience were worth it. "We learned so much while we were down there. It really helped us as when we came back we were able to qualify 3rd at Oktoberfest in the Big 8 Division". As for 2011 plans Pennel is going for the Dells Raceway Park Championship which they came so close to winning this year... The Sauter jinx at Oktoberfest returned after taking a year off as defending ASA Tour winner Travis Sauter blew an engine while practicing and backed into the wall ending his racing weekend prematurely... Looks like we will have

Continued on page 16**The Racing Geek****by Jordan Bianchi**

Check out The Racing Geek's weekly blog at;
www.theracinggeek.com

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another young driver trying to make his mark in Super Late Model Racing in 2011. Gary Kawleski a racer in Central Wisconsin awhile back has purchased a car and will be putting Colin Reffner in it. The team plans to race in a number of special events including with the ASA Midwest Tour if things go well. Reffner of course did some Super Late Model racing this year but a more full time effort will take place in 2011. And that arrangement leads us to the quote of the column by Gary Kawleski. "Dick Trickle and Tom Reffner will serve as mentors for Colin and the team so I think we'll run pretty good"...Looks like the ASA Midwest Tour will be expanding a bit in 2011. Newton, Iowa is back on the schedule and it appears the Milwaukee Mile, State Park Speedway in Wausau and the Grundy County Speedway of Morris, IL., will be in the fold this year as well...So just what was the significance of the date 10/10/10

which occurred during Oktoberfest racing weekend? Absolutely nothing near as we can tell as our computer is still operating, the date on our VCR changed, (Yes, still have one of those) and the sun is still coming up in the east in the morning!

Questions, comments, opinions and other information welcome at StarmakerMultimedia96710th Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com



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