

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



*TWO BROTHERS - FOUR TITLES*



*MIDWEST RACING PHOTO GALLERY*

May 3, 2012 Vol. 16, No. 1

## Inside...



Regional Race Coverage



The Inside Dirt



Small Car Corner



### STEEL 4-BLADE FANS

High RPM mechanical fans have a universal bolt pattern with a 5/8" in pilot hole. Riveted reinforcement plate adds strength and high pitch 32° blades increase airflow. Painted black to resist corrosion.

049-ALL30101..... 19" Steel Fan .....\$39.99  
049-ALL30104..... 15" Steel Fan .....\$39.99  
049-ALL30105..... 18" Steel Fan .....\$39.99



### ECONOMY KIRKEY ALUMINUM SEATS

.125 thick 5052 grade aluminum is TIG welded outside and MIG welded inside. Reinforced with unique tubular rolled edge. Vinyl seat covers clip on to the seat and are contoured high density foam bottom for complete leg and inner thigh support.

570-19400..... 10" 15-1/2" Hip Seat\* .....\$109.99  
570-19800..... 10" 17-1/2" Hip Seat\* .....\$109.99  
570-09400..... 20" 15-1/2" Hip Seat\* .....\$109.99  
570-09800..... 20" 17-1/2" Hip Seat\* .....\$109.99

1-800-345-4545 / **JEGS.com**

### LUG WRENCH

1" diameter tube with a shallow 1" socket welded to one end and a rotating piece of plastic pipe attached to the other. The 10" handles are angled with rubber grips and the overall length is 23".

049-ALL10108..... Angle Handle.....\$38.99

### BEAD BREAKER

Makes quick work of breaking down even the most stubborn tire beads. Durable steel construction with rubber hand grips. For use with 15 in wheels.

049-ALL10105..... Bead Breaker.....\$43.99  
049-ALL10106..... with Wide Jaw.....\$46.99

### TIRE SPOONS

Separates the tire from the rim after breaking the bead.

049-ALL10103..... Straight, 24".....\$29.99  
049-ALL10104..... Curved, 16.5".....\$32.99

### HEATED TIRE GROOVER

Insert a blade into the groover, set blade height with a tire depth gauge and set the power level. Place the cutting edge against the tire surface and apply pressure to activate rocker switch, creating instant heat. Includes 1/8", 3/16", 1/4" and 3/8" flat blades.

049-ALL10270..... Tire Groover.....\$389.99

### GAS PEDALS

Made from steel tubing with a black powder coat finish. Five 1/4" holes allow for linkage adjustment. Designed to allow the driver to pull the pedal back up if the throttle sticks.

555-157405..... Firewall Mount.....\$24.99  
555-157406..... Side Mount.....\$19.99

### FLOOR MOUNT PEDALS

Made of lightweight cast aluminum with a black finish. 6:1 ratio and accepts standard master cylinder bolt spacing.

505-52692..... Brake Pedal.....\$79.99  
505-52992..... Clutch Pedal.....\$40.99

### STAGGER GAUGE

Measures tire diameter and automatically converts it to circumference. Provides accurate, consistent stagger measurements every time. Measures in 1/4" increments.

049-ALL10116..... 65" to 115".....\$53.99

### ELECTRIC RIGHT FRONT BRAKE SHUT-OFF KIT

Allows driver to disable the right front brake at the flip of a switch. Kit includes the electronic solenoid valve, brake line fittings, fuse, instruction sheet and moisture resistant toggle switch with protective boot.

555-63004..... Brake Shut-Off Kit.....\$69.99

### MANUAL RIGHT FRONT BRAKE SHUT-OFF VALVE

Includes precision machined brass 2000 PSI valve, 3/8"-24 inverted flare female brake line fitting adapters and instruction sheet.

555-631600..... Shut-Off Valve.....\$43.99

### MODIFIED HEADERS

Headers fit Dirt Works, GRT, Hoffman, Jet, Larry Shaw & BMS chassis. A great compromise of low end torque and high RPM horsepower.

649-1106..... 1-3/4" Primary Tube, 3-1/2" Collector Dia.....\$209.99

### STREET STOCK HEADERS

Cleares side & rear engine mounts. Fit straight or angle plug, standard exhaust port heads. Must use short oil filter.

649-1186..... 1-3/4" Primary, 3-1/2" Collector Dia & 8" Length.....\$209.99

### SPORTS CELLS

Features molded seamless bladder, excellent resistance to race gas, ethanol & methanol. CORR, NASA, SCCA, SCORE, USAC, FIA FT3 approved. Powder coated steel container has TF195 steel fill plate, ATL flap valve, twist cap & neck, (2) #6AN or #8AN outlets, (1) #6AN vent-check roll-over valve, fuel traps & filters, SF-103 foam baffling for slosh & explosion suppression. 5 year warranty.

046-SP112..... 12 Gallon, Red.....\$563.99  
046-SP115..... 15 Gallon, Red.....\$585.99  
046-SP122C..... 22 Gallon, Red.....\$685.99

### STEEL TUBING ENDS

For building custom length suspension tubes. .095 wall DOM & are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.

049-ALL22504..... 3/4"-24 RH, 1-1/2"x.058".....\$5.99  
049-ALL22508..... 1/2"-24 RH, 1-1/2"x.058".....\$5.99  
049-ALL22509..... 3/4"-24 LH, 1-1/2"x.058".....\$5.99  
049-ALL22512..... 1/2"-24 LH, 1-1/2"x.058".....\$5.99  
049-ALL22513..... 3/4"-24 LH, 1-1/2"x.058".....\$5.99  
049-ALL22518..... 1/2"-20 RH, 1-1/2"x.058".....\$5.99  
049-ALL22519..... 3/4"-20 RH, 1-1/2"x.058".....\$5.99  
049-ALL22522..... 1/2"-20 LH, 1-1/2"x.058".....\$5.99  
049-ALL22523..... 3/4"-20 LH, 1-1/2"x.058".....\$5.99  
049-ALL22526..... 1/2"-18 RH, 1-1/2"x.058".....\$5.99  
049-ALL22527..... 3/4"-18 RH, 1-1/2"x.058".....\$5.99  
049-ALL22534..... 3/4"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22535..... 1/2"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22538..... 3/4"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22539..... 1/2"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22542..... 3/4"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22543..... 1/2"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22546..... 3/4"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22547..... 1/2"-18 LH, 1-1/2"x.058".....\$5.99  
049-ALL22550..... 3/4"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22551..... 1/2"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22554..... 3/4"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22555..... 1/2"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22558..... 3/4"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22559..... 1/2"-16 LH, 1-1/2"x.058".....\$5.99

### DIGITAL TIRE DEPTH GAUGE

Measures to 1/1000 of an inch. Features an inch/mm button, on/off button & a zero out button. Digital display.

514-56100..... Digital.....\$21.99

### TIRE DUROMETER

New tires, from the same compound, can vary in hardness. A durometer will quickly & accurately check tire hardness. Large 2" face measures 0-100 in 1-point increments. Includes storage pouch & is ASTM certified.

555-81670..... Tire Durometer.....\$59.99

### FUEL CELLS

Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel cap that is powder coated in red, knurled cap, flapper valve and an internal pickup tube that extracts fuel from the right rear corner of the cell. The inner liner is manufactured with seamless rotomolded and cross-linked polyethylene for strength and durability.

08A a utt and 08A a oor nt

555-15510..... 8 gal, 19"Lx19"Wx8"H.....\$159.99  
555-15511..... 12 gal, 19"Lx19"Wx11"H.....\$169.99  
555-15512..... 16 gal, 19"Lx25"Wx11"H.....\$199.99  
555-15513..... 22 gal, 18"Lx26"Wx15"H.....\$249.99

0A a utt, 08A a oor nt 08A a turn

555-15514..... 22 Gallon Long, 26"L x 18"W x 15"H.....\$229.99  
555-15515..... 32 Gallon GRT, 26"L x 18"W x 18"H.....\$249.99  
555-15516..... 32 gal, 18"Lx26"Wx18"H.....\$249.99  
555-15517..... 32 Gallon Teardrop, 24.5"Lx24.5"Wx18"H.....\$249.99

### SUSPENSION TUBES

Steel tubes are formed using .095 wall DOM & are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.

046-SP112..... 12 Gallon, Red.....\$563.99  
046-SP115..... 15 Gallon, Red.....\$585.99  
046-SP122C..... 22 Gallon, Red.....\$685.99

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049-ALL22554..... 3/4"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22555..... 1/2"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22558..... 3/4"-16 LH, 1-1/2"x.058".....\$5.99  
049-ALL22559..... 1/2"-16 LH, 1-1/2"x.058".....\$5.99

### 15" ALUMINUM STEERING WHEELS

Shot peened, no slip surface is drilled to reduce weight.

514-13535-A..... Flat, Bare.....\$77.99  
514-13535-B..... Flat, Black.....\$79.99  
514-13515-A..... 2-1/2" Dish, Bare.....\$72.99  
514-13515-B..... 2-1/2" Dish, Black.....\$79.99

514-13515-B..... 2-1/2" Dish, Black.....\$79.99

514-13515-B..... 2-1/2" Dish, Black.....\$79.99

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514-13515-B..... 2-1/2" Dish, Black.....\$79.99

514-13515-B..... 2-1/2" Dish, Black.....\$79.99

514-13515-B..... 2-1/2" Dish, Black.....\$79.99

### MUSTANG II SPINDLES

Stock height spindles are a direct replacement for OE. Includes official IMCA stamp of approval.

049-ALL56303..... Left.....\$114.99  
049-ALL56304..... Right.....\$114.99

### GM METRIC SPINDLES

Fit 1980-88 GM mid-size cars & S10/S15 2WD trucks. New replacement OEM style spindles that are manufactured from ductile cast iron. Standard ride height.

555-64015..... Left/Right.....\$189.99  
555-64016..... Left Only.....\$94.99  
555-64017..... Right Only.....\$94.99

### CAST IRON POWER STEERING PUMP

All new, not rebuilt. 13.5cc ultra high volume pumps are ideal for street stocks or open wheel modifieds using a steering quickener. Also used in off-road vehicles.

612-50010000..... PS Pump.....\$181.99

### STEERING QUICKENERS

Meets the requirements of the job with no frills. The alloy steel gears and unique tooth design make it far stronger and more durable than any other small housing quickener on the market.

505-5224..... Basic, 2:1 Ratio.....\$94.99  
505-5225..... Basic, 1.5:1 Ratio.....\$89.99  
505-5221..... Coupler, 735"-36 Spl.....\$11.99  
505-UA102..... U-Joint 3/4", 735"-36 Spl.....\$75.99

### BALL JOINTS

High performance units designed for smooth suspension travel. Some ball joints are available with longer than stock pin length. Hardened pins with stock type housings. Not rebuildable. Legal for classes that require non-take apart ball joints. Off-road only.

049-ALL56010..... Std (Moog K772).....\$45.99  
049-ALL56011..... +1/2" (Moog K772).....\$45.99  
049-ALL56012..... +1" (Moog K772).....\$45.99

049-ALL56014..... Std (Moog K6024).....\$45.99  
049-ALL56015..... +1/2" (Moog K6136).....\$45.99  
049-ALL56018..... Std (Moog K5208).....\$45.99  
049-ALL56019..... +1/2" (Moog K5208).....\$45.99

049-ALL56030..... Std (Moog K727).....\$45.99  
049-ALL56031..... +1/2" (Moog K727).....\$45.99  
049-ALL56034..... Standard GM/Chry.....\$45.99  
049-ALL56035..... +1/2" GM/Chry.....\$45.99

049-ALL56038..... Std (Moog K6141).....\$45.99  
049-ALL56042..... Std (Moog K5103).....\$45.99  
049-ALL56046..... Std (Moog K6145).....\$45.99  
049-ALL56047..... +1/2" (Moog K6145).....\$45.99

### HYDRAULIC THROWOUT BEARINGS

For use with different types of clutches & transmissions. Includes shims and mounting hardware. Use with DOT 3 or equivalent (non-silicone) brake fluid.

505-82870..... Stock Clutch, T-10.....\$149.99  
505-82871..... Remote Bleed Kit.....\$55.99  
505-82872..... O-Ring Service Kit.....\$11.99

505-82873..... Stock Clutch, T-5.....\$159.99

505-82874..... Stock Clutch, T-5.....\$159.99

505-82875..... Stock Clutch, T-5.....\$159.99

505-82876..... Stock Clutch, T-5.....\$159.99

505-82877..... Stock Clutch, T-5.....\$159.99

505-82878..... Stock Clutch, T-5.....\$159.99

505-82879..... Stock Clutch, T-5.....\$159.99

505-82880..... Stock Clutch, T-5.....\$159.99

505-82881..... Stock Clutch, T-5.....\$159.99

505-82882..... Stock Clutch, T-5.....\$159.99

505-82883..... Stock Clutch, T-5.....\$159.99

505-82884..... Stock Clutch, T-5.....\$159.99

505-82885..... Stock Clutch, T-5.....\$159.99

505-82886..... Stock Clutch, T-5.....\$159.99

505-82887..... Stock Clutch, T-5.....\$159.99

505-82888..... Stock Clutch, T-5.....\$159.99

505-82889..... Stock Clutch, T-5.....\$159.99

505-82890..... Stock Clutch, T-5.....\$159.99

505-82891..... Stock Clutch, T-5.....\$159.99

505-82892..... Stock Clutch, T-5.....\$159.99

505-82893..... Stock Clutch, T-5.....\$159.99

### MUSTANG II FRONT CALIPER BRACKETS

For use in racing applications & street rods. Fit 1974-80 Pinto or 1974-78 Mustang II and use GM Metric calipers & Granada style rotors/hubs. This combination converts the brake system to 11" rotors and 5 x 4.5" bolt pattern wheels.

555-630655..... Front Left.....ea.\$18.99  
555-630656..... Front Right.....ea.\$18.99

### BRAKE ROTORS

Provide superior strength & performance. GM models are 2.75 lbs lighter & 25% stronger than OE. Ford models save 2.5 lbs & are 10% extra long wheel studs & bearing races installed.

921-9850-6501..... 5 x 4-1/2" Bolt Circle, 7/16" Wheel Studs.....\$69.99  
921-9851-8500..... Wheel Bearing Kit.....\$19.99  
921-9851-8501..... Dust Cap.....ea.\$8.99

921-9850-6511..... 5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$69.99  
921-9851-8510..... Wheel Bearing Kit.....\$19.99  
921-9851-8502..... Dust Cap.....ea.\$8.99

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## Publisher's Note

### *Racing According to Plan*



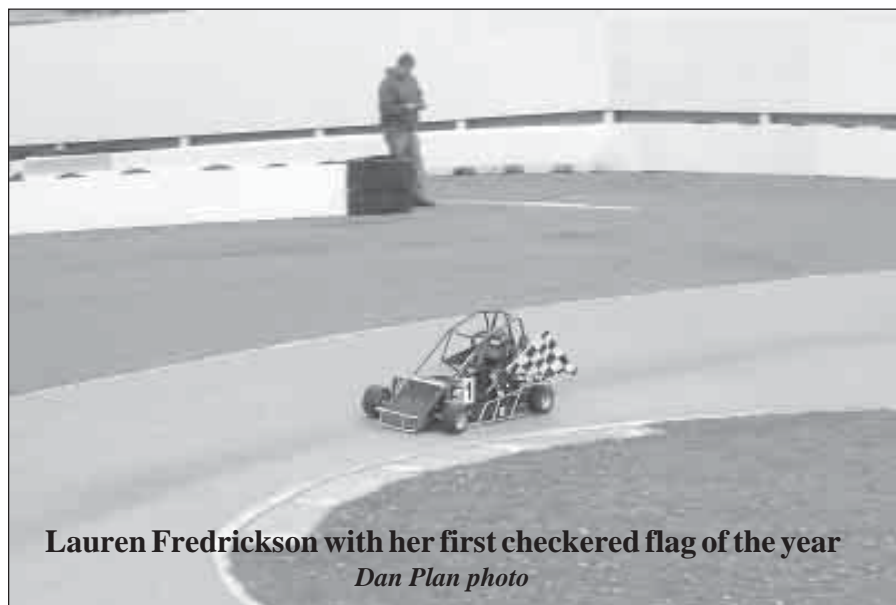
**Dan Plan**

The 2012 season is now upon us. We've seen some good shows thus far, and are looking forward to another great year here at *The Midwest Racing Connection*. In fact, we are at milestone of sorts. This publication is now in its 16<sup>th</sup> year of existence, and we're pretty darn proud of that.

## The Future Looks Good

One of the early season events we were able to watch was season opening Fun Day for the Minnesota Quarter Midget Association at Little Elko Speedway. Over the course of the year, we plan on having a special segment in each issue of *The Midwest Racing Connection* on the various younger drivers in the region that are making their way up through the ranks.

A number of the present day drivers of full-size race cars (both dirt and asphalt) that we are familiar with here at MRC, got their start in the Quarter Midgets. It had been a few years since we watched this group run, and based on what we saw, the future of the sport of short track racing looks good. What I mean by the future of the sport, was the number of "next generation" drivers on hand. One of the races we watched had the following names, all in the same heat race; Fredrickson, Jorgenson and Schnichels. Throw in the names Giles, Marschall, Mundahl and Swanson in the pit area, and five to ten years from now, we'll have a new group of racers to watch on the local short tracks. The Jorgenson kids put on a heck of a battle, swapping spots several times over the course of the race. Watching Jimmie and Julie had me wondering if Conrad and Dan Jorgenson would have been able to race each other like this years ago, without one of them ending up in the fence. Lauren Fredrickson (daughter of Dan Fredrickson) picked up the win for the class.



**Lauren Fredrickson with her first checkered flag of the year**  
*Dan Plan photo*

We definitely plan on making a return trip to the Quarter Midget track in the near future to see the future of the sport taking some laps. We'll also try our best this season to make sure to include many of the other types of racing available for the kids these days.

*Miscellaneous news and notes;* Tony Brockhouse suffered another wild flip in his Legend car recently during the 2012 Dirt Nationals at Elko Speedway. Tony also had a violent flip a few years ago, when a

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*The Midwest*

**RACING**

*Connection*

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## The Inside Dirt



**Stan Meissner**

It's a known fact that sports writers cannot attend all the games that they write about. NFL scribes attend as many games as their budgets allow but most of their information gathering comes from watching televised games. You're probably wondering where I'm going with this. Think of me more as that type of sports writer this season as a combination of factors limits my travel and race attendance. I'm off to a slow start as is normally the case but I'm taking the necessary steps to pick up the pace in the coming weeks.

I did manage to attend one night of Cedar Lake's opening weekend. As a matter of fact it was not only my first race of the season but it was an all time first. Friday April 6 went down in history as the earliest season opener in the history of CLS. The weather actually wasn't too bad considering how early in the year it was. A good field of cars put on a great show for a large opening night crowd and concluded the program by 10pm. At this point some of you might be comparing 2012 to openers of years past that boasted lines of haulers queued out the back gate, stretching down Old Mill Road and around the corner down County CC and the racing extending past midnight. Several factors have converged to change that including a curfew, other tracks opening earlier, increased travel expenses and fewer race cars in the region. The days of 50-60 Pro Stocks, and B Mains in all classes might be a thing of the past at local tracks in today's economy but if you like a conveniently located well run Saturday night program that features great racing and concludes at a reasonable

hour CLS is the place to be. Several tracks took a chance with the weather and booked high paying special events in April experiencing mixed results with both weather and attendance. Early season racing has changed a lot during the past decade with more tracks opening earlier and some promoters taking risks they wouldn't have considered in the past.

One driver that was not on the track opening weekend was Jeff Keeney, driver of the #61 NASCAR Late Model. Jeff's crew chief and brother Dave passed away during the week prior to the Cedar Lake opener and in fact had been busy working on the race car the day of his passing. Saint Croix Valley Speedway announcer Terry Lehnertz made the comment that the Keeney pit was the first place he stopped whenever he came to Cedar Lake. That has always been true of me as well, I made it a point to visit with Dave and Jeff and it was usually the first place I'd stop when I made my rounds. I attended Dave's visitation at the track and watched Jeff take his brother for one final lap around the Cedar Lake Speedway in the CLS pace truck. Dave Keeney will be missed by this writer and many others. Jeff's racing plans were uncertain when I talked to him at the opener but my hope is that he'll find the strength to get back out on the track before the end of the season.

The Cedar Lake opener provided an unexpected family reunion of sorts. I have mentioned before that my mother's cousin Tom Wilke owned Supermodifieds and Sprint Cars and that and my uncle Lloyd Wilke worked on them. Tom came from a family of thirteen on the east side of St. Paul and he and his siblings are my first cousins once removed. My second cousins from their family tree are all younger than me and I only got to know a couple of them during the time the Wilkes were racing. One of those second cousins I knew pretty well was Lynn (Wilke) Shearan, the wife of Davey Heskin crewman and transporter driver (and former Sprint Car driver) Dan Shearen. Tom's car number was 87 and his driver during most of those years he owned race cars was Jerry Lepinski. You might have already guessed that this is the connection to the #87 on Ricci Lepinski's Vintage Cars and the Modifieds that were driven by his son Keith. Herb Mueller's son Mike sports the number 87 on account of Herb having spent time hanging around the Wilke garage when he was a youngster.

Cars with the number 87 still attract my attention so I was checking out the 87

*Cars sporting the number 87 always get my attention and my favorite questions is "why did you pick that number?" It's interesting how many of the car owners sporting the #87 today still attribute their number selection to Tom Wilke's cars. Especially so when one takes note that the Wilkes got out of the sport almost thirty six years ago at the end of the 1976 season. On a side note Wilke's 87 went out in style having scored a Cheater's Day win with Jerry Richert Sr. as their driver. On this night I found out that the driver of the #87 Hornet, Jerry Hansen, is one of my second cousins*



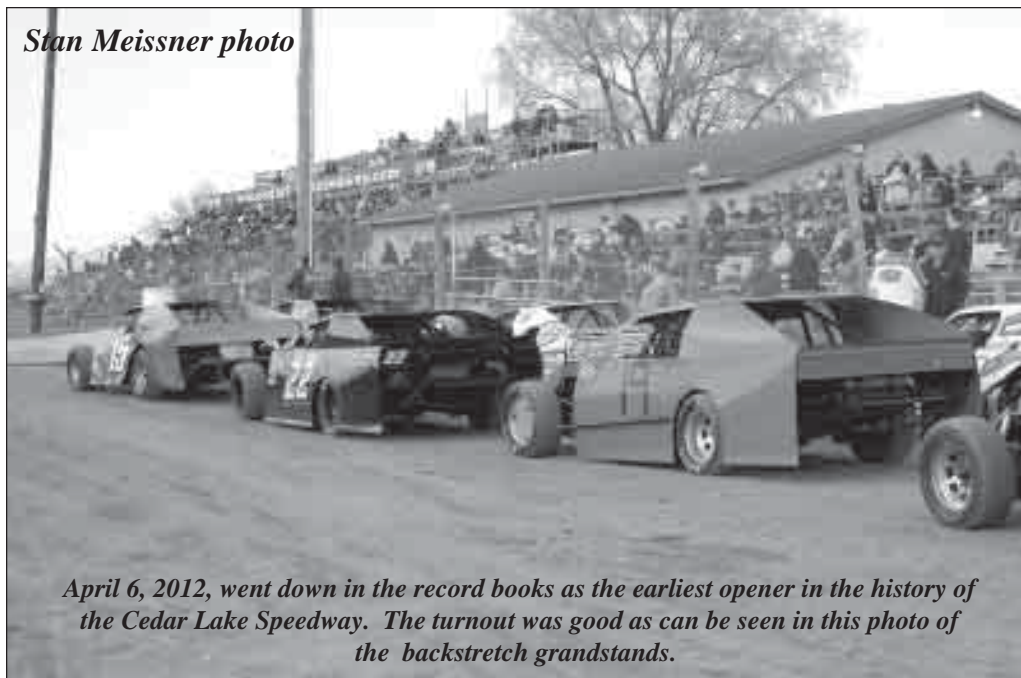
*Stan Meissner photo*

Hornet at the Cedar Lake opener and struck up a conversation with driver Jerry Hansen. One thing led to another and after talking for a few minutes we realized that we're related. Jerry's mother Linda is Tom's youngest sister so that would make us second cousins. Jerry explained that he has been running the car in the CLS Enduro and figured he'd give the Hornet class a try. He said that he spends some of his weekends following Davey Heskin's Knoxville effort and won't be racing at CLS every week. Jerry has had early season success winning a Heat race and he would like to race at CLS enough to have a shot at a Feature win. Good luck to Jerry carrying on the 87 tradition.

Friends tell me that the October 2011 Elko Fall Dirt Nationals Saturday UMSS Feature was one of the best local Sprint Car races in recent memory. I wasn't able to attend the fall race but in true sports writer fashion I was able to watch the race on my UMSS 2011 season highlights video (meeksvideo.com). The success of the fall event had everyone excited about the possibilities for the spring race on April 20-21. The Friday portion of the spring Elko Dirt Nationals took place without a hitch but I was unable to attend and had set my sights on Saturday. Unfortunately bad weather and car problems in the form of a failed heater valve left me "defrosterless" and would have nixed the opportunity even if the rain had stayed away. Online video came to the rescue Saturday morning providing highlights of the Friday show that I missed and it was an action packed Feature event.

The Feature started out with a multi car crash that took out several cars. On the restart Cody Hahn shot out to an early lead followed by Andy Jones and a charging Brooke Tatnell. This is where things get sticky and I hesitate to make a judgment call. I decided to enlist the services of my wife Debbie so that I could get an unbiased opinion without any driver loyalties. I replayed the portion of the video where Tatnell and Jones got together and asked her what she thought. Her reply was "why did that one car drive into the other one? Did he do that on purpose or did he slip?" Regardless of what actually happened down in the trenches my hope is that Mr. Tatnell and Mr. Jones find

*Stan Meissner photo*



*April 6, 2012, went down in the record books as the earliest opener in the history of the Cedar Lake Speedway. The turnout was good as can be seen in this photo of the backstretch grandstands.*

*continued on page 15*



## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

"We should have been racing here in March!" That's been the consensus in these parts as downright balmy weather was the norm during that month whereas now we are struggling to get up to normal temps and the skies are full of precipitation! All that means it's been difficult to catch much racing action here in recent days.

We did get a chance to see some cars go around in circles though as La Crosse Fairgrounds Speedway of West Salem, WI., had their media and practice day April 21<sup>st</sup>. Somewhere in the neighborhood of 45 racing machines were on hand to shake 'em down as they say and in that group in somewhat of a surprise was ASA Midwest Tour regular Nick Murgic. So why did Murgic make the over 2 hour trip to West Salem when he could have traveled 10-15 minutes to the Elko Speedway of Elko, MN? Well, because at the time Elko had its dirt track in place for an early season event and the Murgics' are pretty far removed from

being members of the dirt racing fraternity. And, with a number of changes implemented into their Super Late Model Touring car it was time for a shakedown cruise to see if they were for the better. According to father Steve Murgic, "We've got a lot of new things we're doing with this car so we came here to shake it down and see if we're heading in the right direction before the ASA Tour opener At MIS ( Madison International Speedway, Oregon, WI.,) next week" The team felt good about their car after the practice but even with good early results aren't certain how much they'll race with ASA this year. We'd like to run the whole Series but it's just getting tough for a working man to take the time to do it. There's some dates during the week and even on the weekend where we may not be able to make it. I practically have to shut down my shop to go to these shows so I'm both spending money to go race and losing money because the business is practically closed for those days. It's just tough." Hopefully the team finds a way as they appear to be close to a break through season with the ASA Midwest Tour.

Another driver a bit uncertain of what he will be doing this year is veteran Steve Carlson. I don't know for sure what I'm going to do this year. Probably race some with ASA and also here at La Crosse Fairgrounds." My car owners here, the Johnson brothers are helping Becca Kasten quite a bit, so we'll just have to see." One thing Carlson does know is he will be assisting his son Mike who shares a shop with him in his racing at the Fairgrounds. "He's got a new front and rear stub on the car so it's almost new from last year." Mike Carlson has gone with a mostly white color scheme on the car for this year as well and if it's as fast as it looks good he should be in for a banner year.

## Dale's Picture from the past



*The name Murgic has been familiar in racing for a long time. The #77 is Mike Murgic in 1976 at the Minnesota State Fair race.*

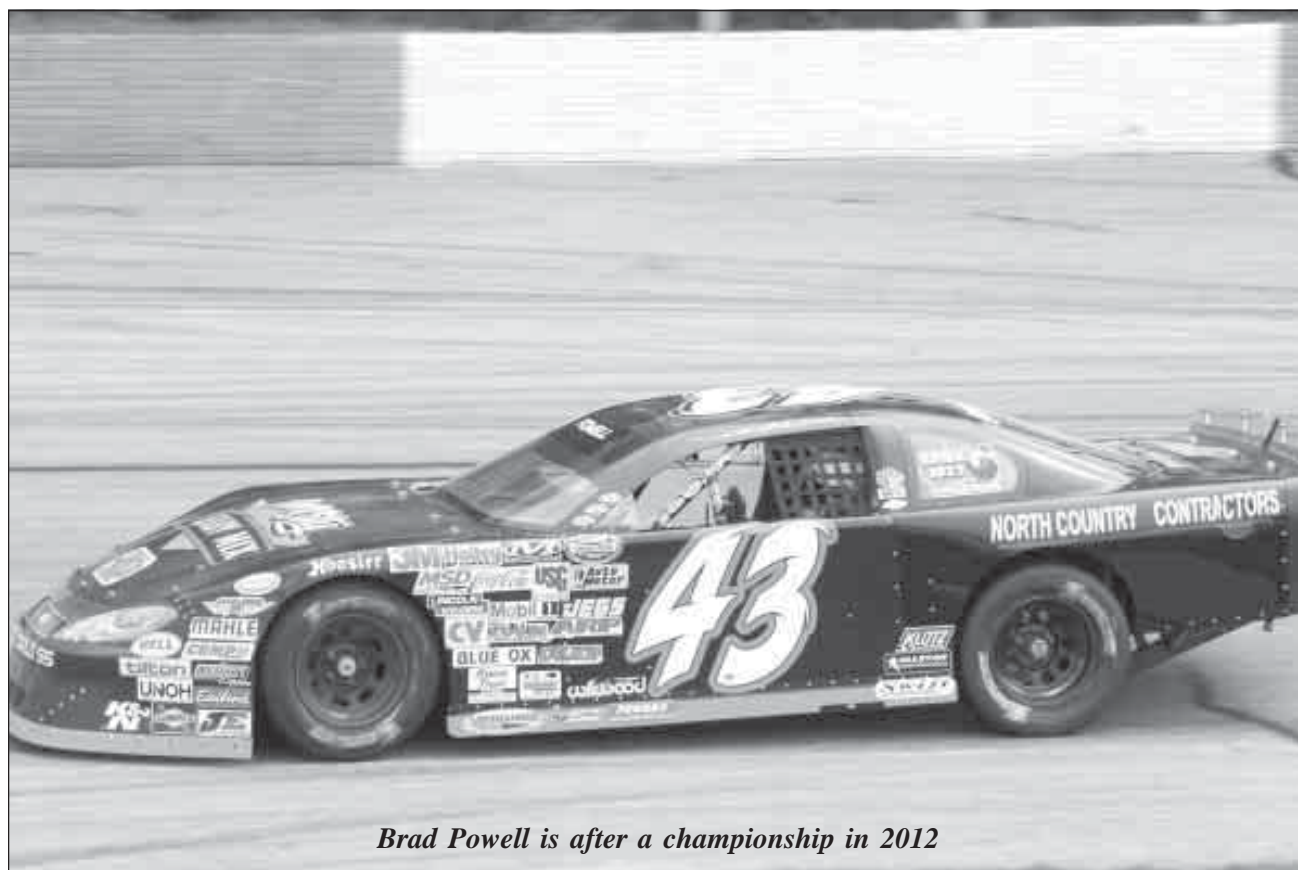
One driver that was on hand today has stated he will be competing full time at La Crosse Fairgrounds Speedway. Former NASCAR Late Model track champion here at Lax Fairgrounds Brad Powell hopes to run the entire year as he's picked up some additional sponsor backing for the 2012 campaign. If it goes according to plan Powell should be a contender for the championship this season.

Shawn Pfaff will again be back full time and he'd like nothing better than to win another championship. After practicing he felt good about his car although he said it can really change from week to week. According to Pfaff, "For a week you can have a perfect car. Then you come back the next week and you think conditions are exactly the same and the car isn't right, you're off by a couple tenths. These cars are so adjustable, you can adjust everything on them, you just have to keep working on them to stay fast!"

Defending Lax Fairgrounds Speedway NASCAR Late Model track champion J. Herbst will be back to defend his title in 2012. Herbst had both his cars at the track for practice and was reasonably satisfied with the results. It's amazing Herbst was even here today as a winter vehicle accident left him in rough shape physically. Numerous injuries were incurred in the one vehicle accident but Herbst has rebounded nicely and expects to be in the thick of things again this year. All in all it would appear another exciting season of paved racing is on tap in 2012 at La Crosse Fairgrounds Speedway. We just, as usual, need a little cooperation from the weather!

Here and there...Speaking of weather the Lax Fairgrounds Speedway opener was postponed April 28<sup>th</sup> and rescheduled for May 5<sup>th</sup>...Other tracks of note suffering the same fate included the Marshfield Motor Speedway, Marshfield, WI., and the Upper Iowa Speedway of Decorah, Iowa. Both of those will try again May 5<sup>th</sup> as well... Don't forget the ASA Midwest Tour opener Saturday and Sunday, May 5-6 at Madison International Speedway, Oregon, WI., where the 4<sup>th</sup> Annual Joe Shear Classic 100 lap feature will be held...One thing the weather

*continued on page 8*



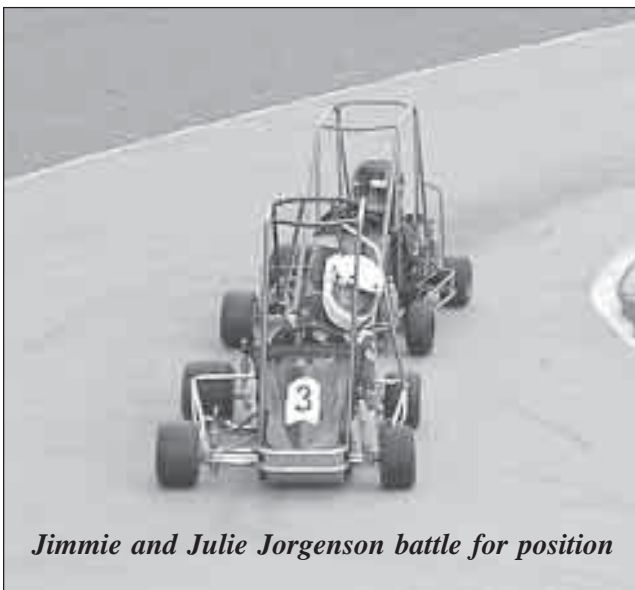
*Brad Powell is after a championship in 2012*



### *Publishers Note from page 3*

wild flip at the Badger State Nationals left him with back injuries. All of us here at MRC wish Tony a speedy recovery.

Eastern Wisconsin standout, hot shoe, started working for Jimmy Mars over the winter, and had an opportunity to race one of Jimmy's cars at Cedar Lake Speedway in April. Diemel used the opportunity to pick up a win at Cedar Lake, with Mars running a close second in the borrowed Gilberts ride.



*Jimmie and Julie Jorgenson battle for position*

*AJ Diemel in victory lane with Jimmy Mars Late Model at Cedar Lake Speedway (Jerry Zimmer photo)*



*Tony Brockhouse in his violent wreck which lead to a helicopter ride to the hospital. Brockhouse was released the day following the wreck and is recovering well as we go to press. (Vince Peterson photo)*



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## Going in Circles



By Charlie Spry

The 2012 season at Jefferson Speedway kicked off on April 14th, with Matt Rowe's ISS (Impact Survival Series) enduro event. These events have a little twist to them, as cars that are disabled on the track are kept on the track as obstacles, after the driver is removed from them. Usually, the other drivers are aware of the obstacles, but sometimes one or two kind of forget or are caught up with one of the disabled cars.

The event today was relatively incident-free, and I would have to say that it was one of, if not THE best enduro that I have ever seen. It came down to a last lap, last turn pass for the win. Anytime that a group of drivers race for 300 laps, and it comes down to the last lap, you know you are seeing a good one. I've been very impressed with any event that Matt runs, as I had attended events at 141 Speedway when he was the promoter there, and always went away feeling as though I had seen a good value. This series is no different, as you can print off free coupons on their website, and simply pay a \$5.00 parking fee for your car. In these difficult times, people are looking for excellent entertainment value, and this really fits the bill.

Frank Calabrese kind of snuck up on the leaders during the race, as he slowly gained on the leaders. Early on, it appeared that Kyle Stark might be the one to beat, but his car made a smoking retreat from the track before the mid-point. Calabrese worked his way through and closed fast on leader Scott Blanke, as I think Blanke was taking it kind of easy on the last few laps, thinking he had it won. Calabrese snuck by for the surprising win, with Dale Chitek having a strong run, finishing third. Chitek has had lots of laps on this track, as he formerly raced in the Road Warrior (street stock) division here quite a few years ago. Early leader Jay Orr also looked as if he might taste victory today, but his car slowed in the later stages, as he was clearly off the pace.

If this series makes a stop near your hometown, definitely check it out!

Next up at Jefferson was the season opener scheduled for April 28th, however, rainy, windy, and cold weather forced this event to be put back a week. We had much too nice of weather in March, with temps into the 80's. Somehow, you just knew that we would pay for this later on. Unfortunately, I may not be able to make it back to Jefferson for a couple of weeks with my work schedule and with the starting of my own business, but we will see.

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### *Racing Observations from page 5*

hasn't affected is the fishing around here. This scribe took the opportunity to wet a line in the Big Lake Onalaska and scored the win by catching a number of sizeable fish. The filets will taste great when we get a chance to fry them up. If you can't be racing, try fishing!...Looking back in history on May 7<sup>th</sup>, 1971 the as it was known then La Crosse Interstate Speedway opened for the season with Jim Sauter #5 taking the 20 lap Feature win in his 1969 Chevelle. He was followed by #91 Marv Marzofka in a 1969 Mercury Cyclone and #15 Rich Somers in a 1969 Ford Torino. The 10 lap Consolation winner was #8 Larry Ravenscroft in his 1957 Chevy while heat race wins went to #92 Curt Iverson, 1963 Ford, #83 Dale Walworth, 1968 Ford Torino, and Marzofka. The Dash on the night went to Sauter...

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

*photo courtesy of LaCrosse Fairgrounds Speedway*



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Jump & Steel Wall Fire Crash of DOOM  
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## Small Car Corner

### Jack Mundahl

Hometown – New Market, MN

Class – Junior Novice

Age – Six

Favorite Part of Racing – Everything

Favorite Candy Bar – Snickers

Favorite TV Shows – Gold Rush and Swamp Loggers



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The Kane Brothers (Brent and Nate) are looking forward to defending their two track titles (Thunder Cars at Elko, and Hobby Stocks at Raceway Park) during the 2012 racing season. The team has won titles back to back at both tracks and have all of the pieces in place to make another run. The Midwest Racing Connection recently sat down with the brothers to discuss their past, present and future racing plans.

#### **Brent Kane**

*When you started out racing, did you ever imagine you would win back-to-back titles at two different race tracks?*

No, I didn't, but it's something I've always wanted to do. All that I've ever wanted to do was win. We try our hardest every week. At least that's what we try to do, and it's just worked out. There's no way I could afford all of this if it wasn't for all of my sponsors.

*Most of your career has been spent at Elko, but more recently you've been a weekly competitor at Raceway Park. What lead you to racing two-nights a week?*

Because I have nothing else to do. Seriously, I have nothing else to do, and we have really good equipment. We have the sponsorship now that I can afford to race at both tracks. That, and my brother bugged me for years to go over there.

*How challenging is it to race both nights on the weekend?*

It just takes sheer determination. The only reason I want to go is to win. It's really hard to maintain the car. That's where Nate, Scott (King) and my neighbors work really hard. Again, this is all we really do, race.



#### **Nate Kane**

*You spent some time behind the wheel early in your career, why aren't you the driver?*

I don't know. I guess never had enough money to drive my own car. I never had the money and never had a shop. Those are probably the biggest reasons.

*How did you convince your brother to race on Sunday nights?*

I told him over and over again, we would win every single race out there. When we finally got him to go there, I think we finished second. Then we started winning. I think we went nine times the first year, and won seven. The next two years, we went every Sunday night.

*What is your favorite track set the car up for?*

Elko has been tougher over the years. Raceway was a lot of fun, because I didn't listen to everybody else. I came up with my own setup. I take that back, I did listen to Dan Ryan.

*continued on page 13*

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## Dirty Talkin'



**Kris McMartin**

"Everyone in life is looking for a certain rush, racing is where I get mine." This quote is the headline of the young lady and sprint car driver, Anna Kouba on her Facebook page. I have had the opportunity to both watch and get to know Anna and her family over the last several years and believe she is not only an asset to the series she races in but a role model for all of the youngsters who love to watch her. She is a lovely and genuine young woman who is a pleasure to know and watch at the track.



*Vince Peterson photo*



*Vince Peterson photo*

## Racing is in the Blood

Anna is a third generation racer in a family that has been going fast and turning left for over 70 years. Anna's grandfather, Earl Kouba, began this racing dynasty in a Midget car in Colorado in 1938. Earl won several championships and is currently inducted into two major racing Hall of Fames. From there, both of Earl's sons (Joe and Jimmy) had full and successful careers in various racing circuits. Now race fans have the pleasure of watching the third generation, as both of Joe's children, Joseph and Anna, race winged sprinters with the Upper Midwest Sprintcar Series (UMSS).

Anna began her racing career in 2000, racing karts at Flying Pines, Superior and Thunder Hill raceways in Wisconsin. She was the Junior 2 King of the Dirt Champion (2004) and the Flying Pines Kart Raceway Junior 2 Track Champion (2005) with over 12 feature wins and 30 Top 5's in Class A feature races. Anna then made her Sprint car debut in 2010, appearing in four UMSS shows and achieving two top 10 finishes. In 2011, Anna was the UMSS Co-Rookie of the Year with eight top 10 finishes in 17 shows and an 11<sup>th</sup> place point finish overall. Anna, one of three female drivers competing with the UMSS this year, will be running a full schedule in 2012 hoping to improve on her 2011 results.

I recently had the pleasure of catching up with Anna at Paddy Ryan's Irish Pub where she works part-time. Paddy Ryan's along with GRP Motorsports and Hippo Golf.net are new sponsors on her #5 Sprint Car. Anna was helping to generate interest in sprint car racing by having her car on display and doing an autograph and photo session. When I asked Anna why she races her answer was simple, "Racing is in my blood". She has been around racing her entire life. She says her dream growing up has always been to be a Sprint Car racer. She is now living that dream. With more races and more opportunities, she is hoping to someday make a name for herself. For now she is looking forward to growing her talent and her passion for the sport. Anna will strive to uphold the long-standing tradition of the Kouba name and legacy while creating her own identity.

Away from the track, Anna is a sophomore (with junior credit) at the University of Wisconsin-River Falls where she is working toward a double major in Marketing Communications and Business Administration. She is also a very talented and successful soccer player for UWRF.

## Two Brothers from page 12

### Other than Brent, who's your favorite short track driver?

Boy, that's a tough one. I have too many. Probably Jeff Martin or Donny Reuvers on the asphalt, or Dave Cain on the dirt. Dave Cain was pretty awesome.

### What has been your greatest accomplishment?

I guess, this whole last year. It's seems like everyone fired back at us a little harder, and now it will be even harder to defend the titles this year. The whole racing year, along with now having a house, Missie, and Wendell. This whole last year has been a pretty good one for me.



In the winter months when there is no racing or soccer she enjoys snowmobiling and snowboarding. She hopes to use her education, racing experience and her passion for the sport to make her future career in the racing world.

The future looks bright both in racing and in life for this young lady racer from Lino Lakes, MN.

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## Tatnell Tops UMSS Opener At Elko Spring Dirt Nationals

*By Greg Parent & Jim Burns*

With a quality 24-car field on hand to compete in the first Upper Midwest Sprintcar Series (UMSS) event of the season, Brooke Tatnell drove the Craft #86 sprinter to victory on Friday night April 20 at the Elko Speedway Spring Dirt Nationals. Tatnell passed early race leader Cody Hahn on lap 7 and drove through lapped traffic to record his tenth career UMSS victory.

Tatnell's victory came with some drama though. On lap two, Tatnell and Andy Jones made contact in turn one with Jones' car spinning. Jennifer Eriksen was unable to avoid the stalled car of Jones and made contact, sending both cars to the pits and out of the race. Tatnell and Jones were battling for second at the time behind race leader Cody Hahn.

The feature race had some problems getting underway, as the first attempt to bring the 24-car starting grid to the green was called off. On the second attempt, contact between Tommy Barber and Sye Anderson entering turn one caused a multi-car crash. Barber and Anderson started in row three, so a good share of the field scattered in an attempt to avoid the melee. Chad Patterson made contact with Barber's car which knocked Barber on his side and brought out the red flag. Several other cars were involved.

The third time was the charm, as 2010 UMSS Champion Cody Hahn bolted into the lead from his pole starting

position on the opening lap. The yellow light blinked on for the incident involving Tatnell and Jones with one lap scored. The race then went 15 laps green until the final yellow flew for a James Broty spin in turn one. During this green flag run, Tatnell drove under Hahn for the lead on lap seven and never looked back while working lapped traffic. Eastern Wisconsin driver Scotty Thiel worked past Hahn on lap 9 for second and challenged Tatnell briefly for the lead over the course of the next couple of laps. Thiel finished a strong performance with a runner-up finish in the feature.

A late-race pass with two laps to go saw 2011 and defending UMSS Champion Jerry Richert, Jr. move by Cody Hahn for third. Hahn finished fourth ahead of Scott Broty. Completing the top ten finishers were 23rd starter Cam Schafer with an incredible drive forward, 22nd starter Tony Norem with a hard charge towards the front, Casey Hesser in his first UMSS race, Austin Johnson also running his first UMSS show, and Billy Johnson who was the inaugural UMSS winner at Elko in July 2010.

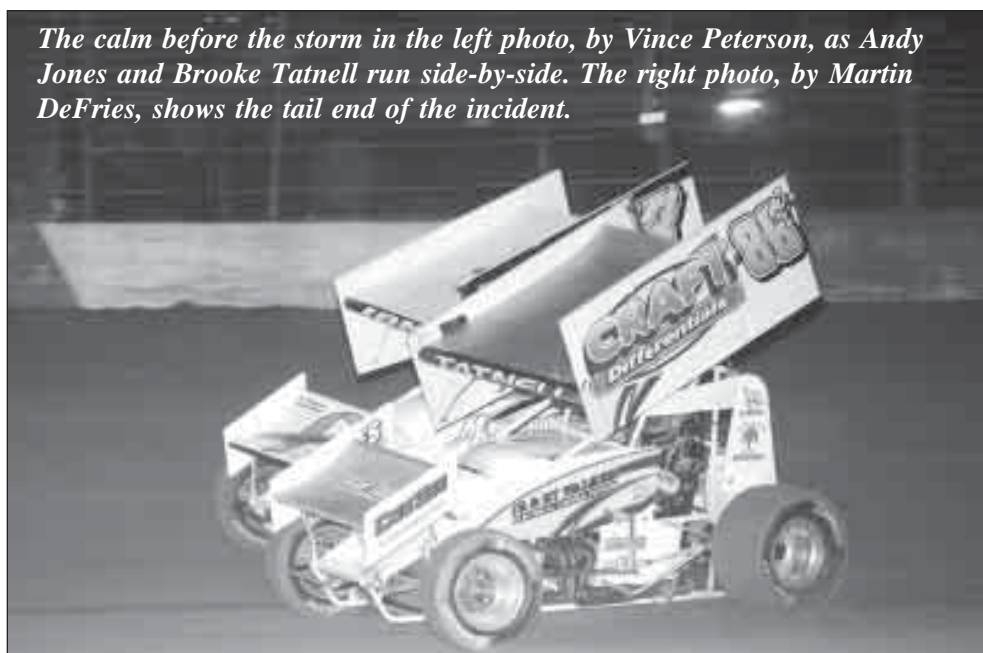
UMSS heat race winners included Brooke Tatnell, Sye Anderson and Cody Hahn.

In other action on the night, two time Elko

Modified Champion Dan Wheeler of Coon Rapids powered his Wagamon Brothers Engine Rebuilders Mod to the front of the field with two laps to go in taking the checkers over a 21 car field in the Elko Modifieds, while Webster's Tim Brockhouse made a similar late race charge to win the National Dirt Qualifying Legends event with Mankato's Nathan Coopman topping the Hornet feature. In early Legends action, Glyndon's Tony Brockhouse silenced the crowd with a wild end over end flip on the main straightaway and Elko Speedway officials are happy to report that Brockhouse was released from the Hospital on Saturday and despite suffering a broken sternum and some cracked spurs on his back is expected to make a full



*Martin DeFries photo*



*The calm before the storm in the left photo, by Vince Peterson, as Andy Jones and Brooke Tatnell run side-by-side. The right photo, by Martin DeFries, shows the tail end of the incident.*





### *The Inside Dirt from page 4*

a way to occupy the same dirt track without making the parts suppliers wealthy. To be fair the initial contact with Brooke left Andy's car sitting on the backstretch so the contact with Brooke did not cause any damage. Andy's stalled Sprinter was impacted by another car that did not appear to slow sufficiently for the yellow. This was a repeat of a racer hitting a stalled car that also occurred in the first lap melee and will surely be addressed in their next driver's meeting. If the second car had not clipped Andy's stalled racer he likely would have been able to restart. Assignment of the white good guy hat and black bad guy hat will depend on which one you're a fan of. I'll stop short of saying that it's becoming a rivalry but I won't be surprised if these two drivers provide more material for this column during the course of the season.

I had hoped to attend UMSS round II at Cedar Lake on April 28 but Ma Nature again had other plans for Saturday racing in the upper Midwest. The UMSS has been rescheduled for the following Saturday May 5 and the show will also include Rutherford and Lake Elmo teacher races along with Late Models, Modifieds, Pro Stocks and Midwest Modifieds.

As typical after last night's cancellation the sun is shining through the window of my main cave as I finish this column and temps are forecast to reach sixty degrees. Cold wet weather be damned, we'll see you at the races!

*Stan Meissner photo*



*Fans shook off their winter doldrums at the earliest Cedar Lake opener in the history of the track on April 6, 2012. The track was in exceptional shape due to a warmer than normal March. Rough track conditions are often an issue for early openers due to lingering frost in the ground but that was not a problem this year.*

## Radiske, Heitz, Wilson, Bronstad and Martin Victorious at Raceway Park

*by Kevin Busse*

Cloudy skies and a chance of rain showers wasn't enough to keep the fans, or the drivers, away from the kickoff of the 2012 motorsports season at Raceway Park in Shakopee. In Thunder V-8 feature action, heavy passing with multiple lead changes made this the highlight of the afternoon. Richfield's Dennis "The Menace" Barta was first to the green flag, but was challenged just 3 laps in by Dusty Mann, who blew a tire after contact while trying to charge around a 4-wide battle, leaving Barta side-by-side with Phil Ramey, as challengers Steve Zimmerman and Adam Radiske ran side by side in a fight for third place. With 14 laps to go, Ramey was able to clear "The Menace" to take the point, and 2 laps later Radiske was able to pass Barta in a move to 2nd. With 6 laps to go as the lead group was about to move into slower traffic, the #29 of Chris Osen spun just ahead of the leaders after making contact with a slower car bringing out the caution. At the restart, Radiske took the lead, as Todd Wilson dove into the turn, moving into 2nd. At the checkers it was Adam Radiske with the

win, followed closely by Wilson, and a side by side finish for 3rd with Ricky Martin just edging out Ramey at the stripe.

The Monster Energy Mini-Stocks gave race fans a taste of what to expect on upcoming Sunday nights as they put on a full-throttle feature event. At the start, newcomer Brandon Plekkenpol of Shakopee pulled away with the lead, followed closely by veteran driver Justin Schelitzche of Lester Prairie in 2nd. With 10 laps to go, and the lead swapping with Schelitzche now in the top spot, caution flew as new driver Ted Doughty of Bloomington spun on the front straight after contact with another Bloomington racer Tyler Christensen. At the restart Jack Purcell of Bloomington took the lead, but was quickly chased down in a 3-way battle with Schelitzche and Chaska's Jay Heitz for the lead. With 4 laps remaining, Heitz took the lead just as the group began mixing with lapped cars. Everything came to halt with 2 laps to go as Paul Griffin of Bloomington drove too high up in turn 2, losing control and sending his car slamming head-on into the back straight barrier exiting the turn, bringing out the caution. Griffin was able to walk back to the pit area unharmed. The restart placed Heitz and Schelitzche side by side for the green-white-checked finish, and at the line it was Heitz with the win,

Purcell passing in the final turn to take 2nd away from Schelitzche, leaving the Lester Prairie driver to settle for a



*Martin DeFries photo*



*Martin DeFries photo*



*Martin DeFries photo*

*continued on page 17*



## Three Thrilling Finishes, McCoy Makes Rockford History!

By: Eric Huenefeld

In one of the great late race charges in recent memory, Belvidere's Brett McCoy thrilled the fans of Rockford Speedway Saturday night as he nabbed the checkered flag in the 25 lap Bargain Hunter Sportsman feature event. McCoy, in only his second race behind the wheel of a Sportsman, advanced from sixth spot to first in the race's final ten laps to secure the victory and make a little history for himself along the way.

Wisconsin driver Kody Hubred and six-time Rockford Speedway champion Scott Lawver would lead the Sportsman field to the green during Tractor Town Night, with Lawver finally clearing Hubred for the lead on lap three. Hubred would hang tough on the bottom side of the speedway for about half of the event, before falling out of the top five. Lawver, meanwhile, would hold the lead somewhat comfortably thru the race's first ten laps.

As the event moved towards halfway, former Rookie of the Year Justin Sellers began to close on Lawver's bumper. With this development, a game of high-speed chess began between the two drivers. Lawver would run his line, yet play defense on Sellers, while Sellers would stay inches off the bumper of the leader, looking to force him into a mistake. Behind the lead duo, a furious battles raged. Much like the week prior, Darrell Garman and Doug Bennett raced hard. However instead of battling for the first place trophy this week, the two former champions were dueling for fourth. Behind them, Hubred and his teammate Kyle Chwala along with McCoy would battle for the fifth spot.

McCoy would make his move on Hubred and Chwala with ten laps remaining and enter the top five. He would close quickly on Bennett and Garman, passing them both within a few laps and sending both drivers into a four-way battle with Hubred and Chwala for fifth. McCoy then quickly pounced on the lead three of Lawver, Sellers and Rob Goodman. As McCoy passed Goodman with three laps remaining, the action at the front got hot. Sellers and Lawver began to battle each other, as well as their respective race cars. This allowed McCoy to quickly close on the top two. McCoy made his move on Sellers with a lap and a half to go and as the white flag flew, slipped inside of Lawver. McCoy would clear Lawver on the last lap and steal his first ever Sportsman feature win.

With the win, McCoy became only the second driver ever to win a feature in a Late Model, Short Tracker, Sportsman and Roadrunner (along with Matt Berger). The win also slipped McCoy into the early season point lead. Lawver settled for second, followed by Sellars, Goodman and Chwala.

In the Stanley Steemer NASCAR Late Models, for the second straight week, it was good to be Jerry Gille. The two-time track champion not only set fast time again but again won the division's 30 lap feature. On this particular Saturday evening, after an early tussle for the top spot, Gille would go on to school his competition, with his closest competitor a straightaway behind him at races end.

The excitement continued in the Rockstar Energy Drink Roadrunners, with a late race battle

between two of the division's best the feature attraction. A 24-car field started the 20 lap feature event, and as the field began lap two, a spin near the front of the field delivered chaos. All cars survived with little damage and the race resumed after a yellow flag. Ricky Nielson assumed the lead from Josh Carter shortly after racing resumed and tried his best to run away from the field. However, as Nielson led, Bobby Frisch was slicing through the competition. Frisch, who was a runner up on opening night, would find second spot before halfway and then find Nielson's back bumper by lap 10.

On lap 12, Frisch stormed to the lead and appeared to be on his way to victory. However, Anthony Lloyd was moving through the pack as well, and with five to go Lloyd caught the leader Frisch and the battle was on. With just under three laps to go, Lloyd moved under Frisch and stole the lead. Lloyd would go unchallenged from there and pick up his first win of the season. Frisch hit the line second, but his car did not pass post race inspection. That would give second place to Dennis Smith Jr, third to Arlyn Roush and fourth to Nielson.

The curtain closed on a chilly Saturday evening with red-hot action in the Figure 8. Josh Theiring held the lead for much of event, but bobbled coming out the second corner on the white flag lap. This allowed reigning Figure 8 "Iceman" Dennis Smith Jr not only a chance to catch Theiring, but to try and steal a win. As the two came out of the final corner, Theiring broke loose again, this time sending both cars spinning only 150 feet from the finish. Smith would gas up his racer and drag race to the win, leaving Theiring literally in his dust. It was a thrilling finish to the first Saturday night Figure 8 race in several years, and a fitting end to another action packed Saturday night.



Jimmy Ambruoso photos





## continued from page 15

3rd place finish. Heitz would also go on to with the special “Kidney Bean” race for the Mini Stocks

In the Flagpole Race feature, Nate Nemitz took the lead at the green, but was quickly chased down by Todd Wilson, who had to power around a 3-wide battle between Maple Plain’s Mark Bronstad, and Richfield’s Dennis Barta. Contact between the 3 drivers left the Barta machine with a hanging rear bumper. With 6 laps to go, Farmington driver Ricky Martin rolled into 2nd, but was unable to catch Wilson who was a full two turns ahead of Martin by the last lap. At the line it was Wilson with the checkers, Martin in 2nd, and Nemitz crossing in 3rd.

In the first Turtle’s Bar & Grill Wild’n’ Crazy Figure 8 feature, Mark Bronstad took the lead early ahead of Danny Johnson, with Todd Wilson and Todd Tacheny battling right behind. With 9 laps to go the field began mixing it up in the “crossroads of doom” and just one lap later, Ricky Martin took advantage of an opening in the “X” to pass Wilson for 2nd. Martin tried to pass for the lead on the last lap, but as the drivers came up to the line Bronstad hung on for the win, with Martin on his bumper and Wilson crossing for 3rd.

The second Figure 8 feature wrapped up the afternoon with some of the wildest action of the day, as just after the start, Adam Radiske and Dennis Barta drove up on each other, just as the two drivers cleared the crossroads, sending the

front of Barta’s car jumping into the air as the two made contact. This set up a rapid exchange of paint and banging cars as both the #33 of Rick Martin and the #89 of Ricky Martin charged in and took advantage of all the contact to blast through into 1st and 2nd place. With 8 laps to go, and the paint still flying with the group of leaders, the “X” was full of close calls as Jerry Ziemiecki narrowly avoided numerous collisions with the lead group in the crossroads for the next few laps. At the checkered flag it was Rick Martin with his first win of the season, Ricky in 2nd, and Dennis “The Menace” Barta finishing in 3rd.

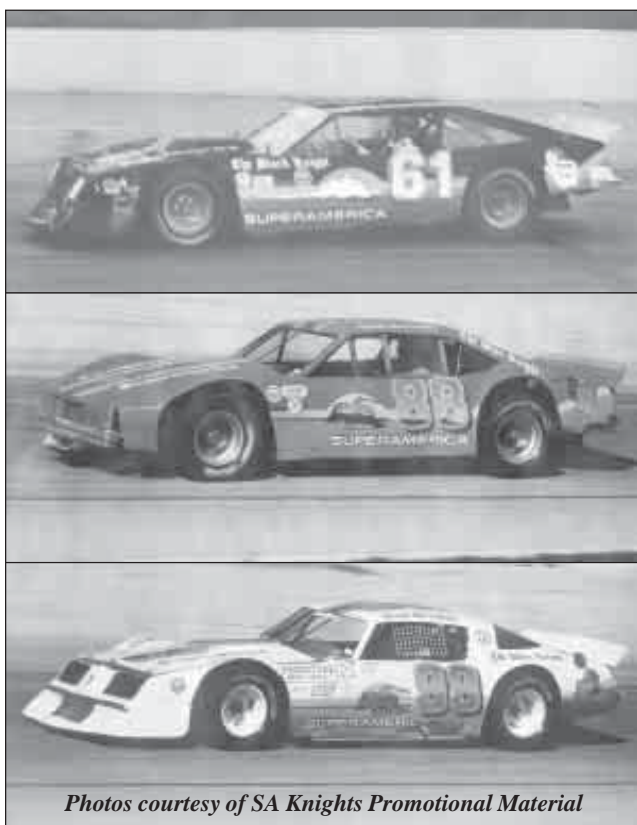
## Elko Hall of Fame Inductees for 2012

The newest inductees into the Hall of Fame will be the members of the Super America Knights racing team of the mid-70’s who included Shakopee’s Johnny Boegeman, Rudolph Wisconsin’s Tom Reffner and Wisconsin Rapids Wisconsin’s Dick Trickle.

Boegeman was originally tabbed by SuperAmerica’s Don Engelbrecht for the sponsorship, before it was expanded to include Reffner and Trickle. Boegeman, who was known as the “Black Knight”, was a long time weekly competitor at Elko Speedway winning numerous feature events and the Track Championship in 1975.

Reffner, the “Blue Knight”, was known throughout the midwest for racing American Motors products such as the Javelin, Hornet and Concord in the 1970’s, picked up several major event wins at Elko Speedway during his career and won 67 feature races during the 1975 racing season.

Trickle originally the “Purple Knight”, but more well known as the “White Knight” is often referred to as America’s Winningest Short Track Driver. Trickle won 67 feature events with his Ford Mustang in 1972, and nearly 20 years later won the NASCAR Winston Cup Rookie of the Year title at the age of 48. Trickle also won numerous major events at Elko Speedway during the 1970’s and early 1980’s in the ARTGO Challenge Series.



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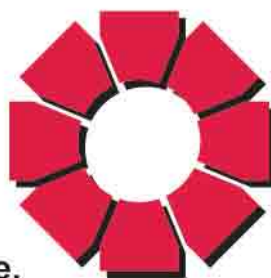
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