

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

June 23, 2011 Vol. 15, No. 5

## Inside...



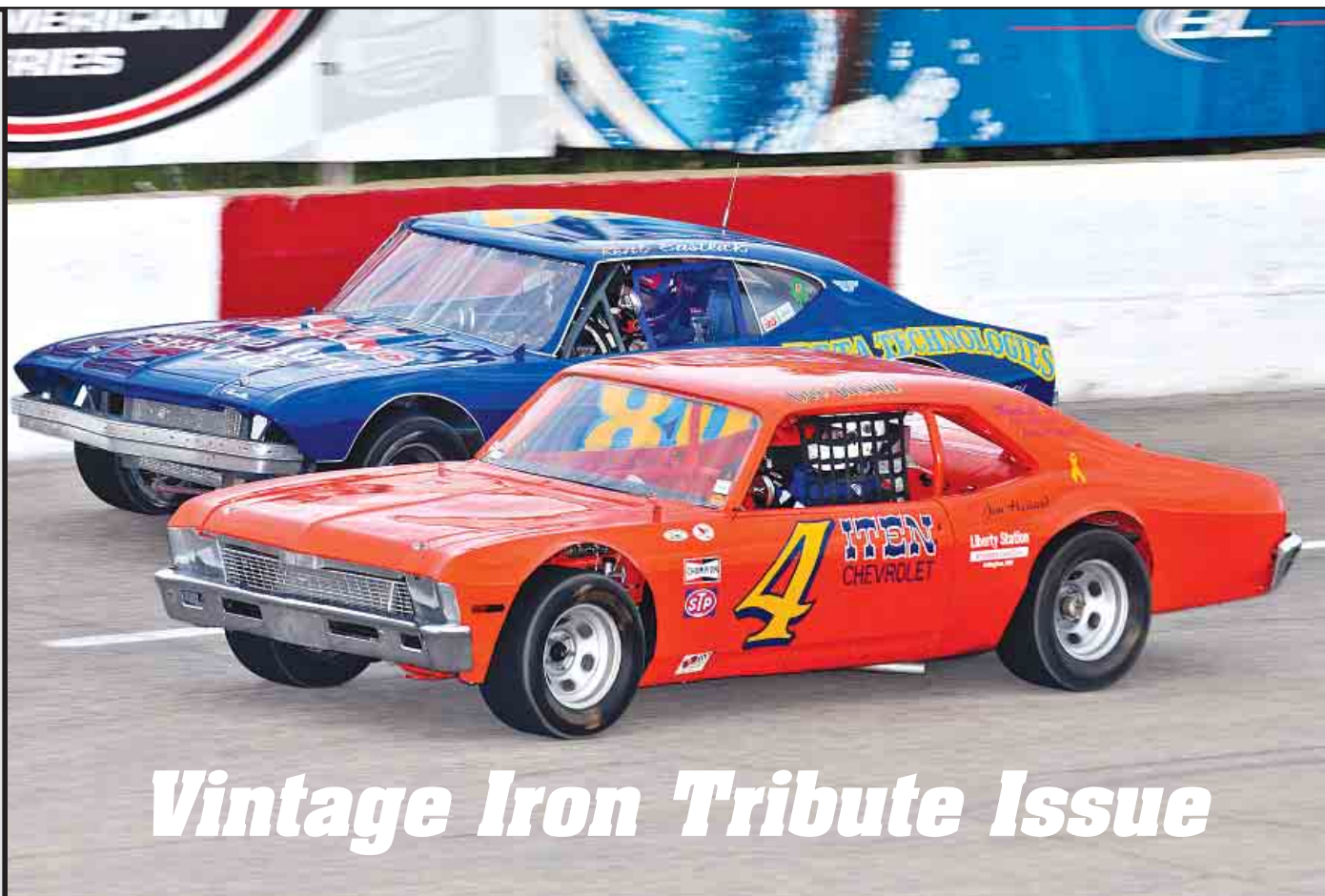
The Racing Geek



Two Sweeps - One Weekend



Back in the Drivers Seat



*Vintage Iron Tribute Issue*



*Masters Highlights*





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## Publisher's Note

### *Racing According to Plan*



**Dan Plan**

As a life-long race fan, I have a soft spot for the vintage cars that race around the area these days. I truly enjoy the photos Dale Danielski sends over for every issue, along with the history columns written by Dale for our on-line version in the winter months. We enjoy these cars so much that we have decided to dedicate a full page in this issue for some of the drivers around this region of the country that race vintage bodies on a weekly basis. While always trying (and is stress trying) to maintain a professional image, and not show favoritism to any particular driver, it's hard not to secretly root for the driver that runs something old-school. In my book, old school is still cool.

While I'm not old enough to remember the coupe's running around the tracks when they were the top class, I've always enjoyed looking at pictures of these types of race cars. I am old enough to remember when Chevelle's, Nova's and other cars from this era were popular in the Late Model division, and enjoy seeing these types of cars whenever the opportunity presents itself.

There are still a few tracks and tours where drivers will run a late 1960's or early 1970's body style on their cars in

## Vintage Racers

Sportsman/Hobby Stock type car. In fact, Wissota made a change to their rules over the winter to allow the different body styles, and some drivers took the opportunity to go with something old, rather than something new. As much grief as Wissota took for some of their other changes implemented over the winter, they should be applauded for this change. As far as I can tell, there is no performance gained, or safety items lost by allowing an older body on a stock frame based race car. It's been a long time since I've seen a '57 Chevy on a race track, let alone a Nomad, but man does it look cool.

While there are a number of drivers that run the old body styles on a weekly basis, there are also several opportunities each year to see various vintage racing associations run in our area of the country. Some of the groups I'm familiar with include the IMCA Old Timers, Northern Vintage Stockcar Racers (NVSr) and the Illinois Vintage Racing group. The two closest to home for me are the IMCA group and NVSR groups. My first opportunity to see vintage cars this year had me thinking back a few years ago when I was lucky enough to drive Mike Wilson's coupe during the Richert Memorial. If I close my eyes, I can still see the Chicone Duce in front of me, thinking I was about to beat Jerry Richert Sr. in a race. When in reality, I was wallowing around at the back of the pack on this night. I still get a smile on my face when I think about that night a few years ago, and it was fun dreaming about being a race



car driver. I even left the clay on my helmet for about two years, but I fully realize I was in over my head when it came to driving Mike's vintage coupe at Cedar Lake. I can only imagine how cool it must have felt for Bob Heine to have his car racing side-by-side with the Bob Jusola Nova at Raceway Park. In this case, Dr. Bob wasn't running around

at the back of the pack. He was battling for the lead, and won by inches. I'm pretty sure I could have done that too, in my dreams.

Misc. News and Notes;  
We made our first trip of the year to Cedar Lake for a regular Saturday night show on June 11. Well, it was actually our second trip, but Mother Nature won on the first trip. The Late Model feature on this night was nothing short of spectacular. Brent Larson and Darrell Nelson fought tooth and nail for the first part of the race. A late race caution had everyone get

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*Martin DeFries photo*

*The Midwest*

**RACING**

*Connection*

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*Coming in the next issue of*  
**THE MIDWEST  
RACING CONNECTION**

*World of  
Outlaws  
Preview*



## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

Success stories in racing are few and far between compared to normal every day occupations and that's why it's nice to be able to report on one now and then. Dan Navrestad of DCA Racing & Fabrication, La Crosse, WI., is one such success story.

Having grown up on a farm in Westby, WI., Navrestad was exposed to the tough farm life early on. He realized to make life easier he'd have to learn how things mechanical worked and how to fix them. "I enjoyed building things and I learned that while working on the farm. You couldn't afford to have someone else doing that maintenance for you so we'd work with what we had and cobble things, as they say together, to keep going." As it turns out that experience really paid off and eventually I became a mechanic in La Crosse."

"I bought tools from George Rodgers, a supplier in the area

who was involved in racing and that's where it all started. It was a great opportunity for me meeting George as he encouraged me to try things knowing I could do it. I did prove to myself I could build and fabricate things and at that time I just took it and ran with it."

After working on Rodgers' racing equipment which consisted of drag and road racing cars for a year and a half Navrestad met stock car driver Mike Belling. "After helping Mike for a couple years and meeting a lot of nice people I decided to give it a try myself, that was in 1984. I had a lot of fun racing and I think I was a decent driver, but still being interested in building things I decided I was a better fabricator than driver so I started my own business. Plus, at that time, which was 1989 I had gotten married and there just wasn't time to do all that racing like I had. That's when DCA Racing & Fabrication was born."

"Having met so many people in racing and driving myself it just made sense that I would conduct business with that crowd. The fact I did drive really helped me to understand the racers needs and without that knowledge there is no way I would have been as successful."

Again, with financially successful longevity in the sport of racing no easy feat, Dan Navrestad maintained. "The big thing is not to go too far in debt. I was fortunate, I already had a lot of tools and equipment before I started in business and that's the key, not going so far in debt you have nothing left to operate off of. That's especially the case in the racing business with margins on parts and labor so small."

Of course with changes in race cars and trends in the sport unpredictable, adapting to what's out there and taking advantage of opportunities are also key elements to remaining solvent. "The sport is getting so expensive it's tough for guys to compete. It's especially tough for the young guys to get interested knowing in some cases just to get on the track with a car is going to cost them \$10,000 or more. I've worked with the stock car group for the most part but I'm seeing an upswing in business in drag racing. I think it's due to consistent rules coast to coast and the fact it's more affordable. Being more diversified and working on road course cars and hot rods has helped keep me going too."

And just where does Dan Navrestad of DCA Racing & Fabrication envision himself a year, 5, or even 10 years down the road? "For 22 years I've been making a living on other people's toys. If you asked me 20 years ago if I'd thought this was possible I'd have said it couldn't happen. I'll keep doing this as long as I'm able. Eventually I'd like to cut back

## Dale's Picture from the past



to 3-4 days a week. I know I'll always be building something though, maybe one of these days I'll be able to build a toy for me instead of for everyone else!"

I've likened success and longevity in racing to farming or being a rock star. It's high risk and the day could come at any time when your career in it is over. That's why its great to see when someone does make it work. Dan Navrestad of DCA Racing & Fabrication is one such success story we can continue to talk about.

Here and there...Brad Powell made his NASCAR Late Model debut June 11 at La Crosse Fairgrounds Speedway, West Salem, WI., and promptly set fast time of 19:727. That's just short of a 100 mile per hour average around the big 5/8 mile paved oval...One more lap. That's what Todd Korish was hoping for as Late Model feature leader Troy Rave nursed his car home with a sick engine. Rave held off Korish for his first ever NASCAR Late Model Feature win at Lax Fairgrounds. Matt Henderson, Powell and J. Herbst followed...Quote of the column. "I could smell oil and all of a sudden I was catching him. I just didn't catch him fast enough!" That from Todd Korish who with 2 laps left in the race was behind Troy Rave's ailing race car by 10 car lengths but closed to within one at the finish of the June 11<sup>th</sup> feature at La Crosse Fairgrounds Speedway. In Racing History, on July 17<sup>th</sup> 1960 the Griffith Park Speedway, the first paved track built in the area of Wisconsin Rapids, WI held its first ever stock car race with Jere O'Day taking the 25 lap feature win. Finishing 2<sup>nd</sup> was Don Ruder with Ken Pancratz placing 3<sup>rd</sup>. other winners were O'Day in the Semi-Feature, John Moquin in the 1<sup>st</sup> heat, Augie Winkleman in the 2<sup>nd</sup>, and Ruder in the 3<sup>rd</sup>. O'Day also set the fast time for the event. The facility in 1960 was reportedly built for \$20,000. Sam Bartus initiated the effort leasing land from John Murgatroyd. Gerald Richter served as Manager of the Speedway...

Photos. Top - The late Rich Somers always had some of the best looking equipment on the race track. This Ford from Rich's earlier days of racing is an example. (Bob Bergeron photo). Left - Troy Rave drove this Brent Kirchner back up car #81 to his first ever NASCAR Late Model Feature win June 11 at La Crosse Fairgrounds Speedway.

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 at [dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com)





## Going in Circles



By Charlie Spry

On Saturday, June 11th I celebrated my birthday at the Jefferson Speedway for their weekly show. The overcast day turned into a quite beautiful night, with a strong field of cars present.

Late model rookie Andy Brinkmann grabbed his first career race wins last weekend here, taking the checkers in both his heat and the consy. Andy came out a couple of times late last year, looking like the proverbial "fish out of water," getting lapped even in heat races. This year, it is a whole different story, as Andy is very racy, and driving well. "I'm just trying to pick it up a little every week. I've had Scott Lindsay and Doug Hahn helping me out and giving advice. Getting help from veterans like that really makes a difference, and I have to give thanks to them," Said Andy. The car is an old Howe chassis that had formerly been raced at Rockford. He went out and won the consy again tonight to make it three wins in two weeks. Not bad at all!

Veteran Noel Ramge is back racing here again in the late models after racing at some other tracks for the past couple of years. While the car has the appearance of being his old car from the past, it really isn't. "This is a new car for me. It's a '94 Howe, which is two years newer than my other car was. I'm moving up!" He laughed. The car has the body on it from his other car, leading to the illusion.

Dylan Schuyler has changed car color from his traditional blue and silver to a purple color this year, the first time the veteran driver has ever changed colors of his racer. "Last year we had so many blue and silver cars that it got confusing trying to find the car on the track when we were racing, especially when taping the races, so we decided to change it up. Some like it, some don't" Said Dad Ron Schuyler.

Tyler Peterson is getting faster in his late model as the season progresses. It is tough to make the feature event here on time, especially on a night like this where 34 late models timed in. Tyler has been very, very close to making the show by time, usually just getting bumped out, making it necessary for him to race his way in through the last chance

race, which he has done. They are just a couple more tweaks away from making it. The team noted that they hope to get to the point where they are disappointed NOT to make the feature by time, rather than be satisfied if they do.

Nice to see Darren Brown get a couple of race wins in the International division. He was elated to get a heat victory, then take the semi-feature (or last chance race... whatever you prefer), admitting that he still had problems with the car that needed attention. "Maybe I'd better not touch it," He noted.

Dan Jung was the victor of the late model feature tonight, which is quite a story, as Dan is coming back from sustaining very serious injuries suffered from a fall from the roof of his residence a couple of years ago. Nice run by Bruce Lee to get second, while the aforementioned Dylan Schuyler had another solid run, taking third.

Jim Taylor gained his first career sportsman feature win in his Ford tonight, a very popular victory. He literally drove the wheels off the car to stay ahead of James Helmer, who was glued to the inside groove, trying to make the pass. He was never able to do so, and Taylor came out on top. Very good and clean race by the pair that was fun to watch.

Cory Jansen took his second career Bandit feature win when the apparent winner was DQ'd. The race itself was very interesting, as it was run clockwise. The rules in this division state that any race can be run in either direction, in order to keep them from putting a setup in the car for left turns only. It was quickly obvious who had that kind of setup in their cars, as a couple made a hasty exit, and some of the other frontrunners struggled.

Dustin Ward took the hobby stock main event, and Kyle Stark swept the International class once again, including a new track record.

On Sunday, I took a drive over to the Dubuque Fairgrounds Speedway for their weekly show on the dirt. Leaving under sunny skies, the closer I got to the track, the cloudier it became, and sure enough, as I crossed the bridge into Iowa, a light rain began. Luckily, it didn't amount to much and the show went on, being completed shortly after 9:00 P.M.

Late model racer Terry Neal suffered some misfortune in his

heat race, so he hopped into Brian Klein's car for the feature, starting at the rear. I thought this would be fun to watch, and it was. Tyler Bruening was very good on restarts, and took the lead this way. Luke Goedert brushed the wall, and Mike Weideman dropped out while running near the front, mixing things up a bit and giving everyone more opportunities to unseat Bruening from the top spot, but it never happened. Bruening took the win over Stephan Kammerer, who had a good run, with Joel Callahan taking third and Neal coming home fourth.

J.D. Auringer took the modified feature, his second in a row here. Jason Schueller couldn't catch him and had to settle for second, while Ron Barker came back from an early spin to take third.

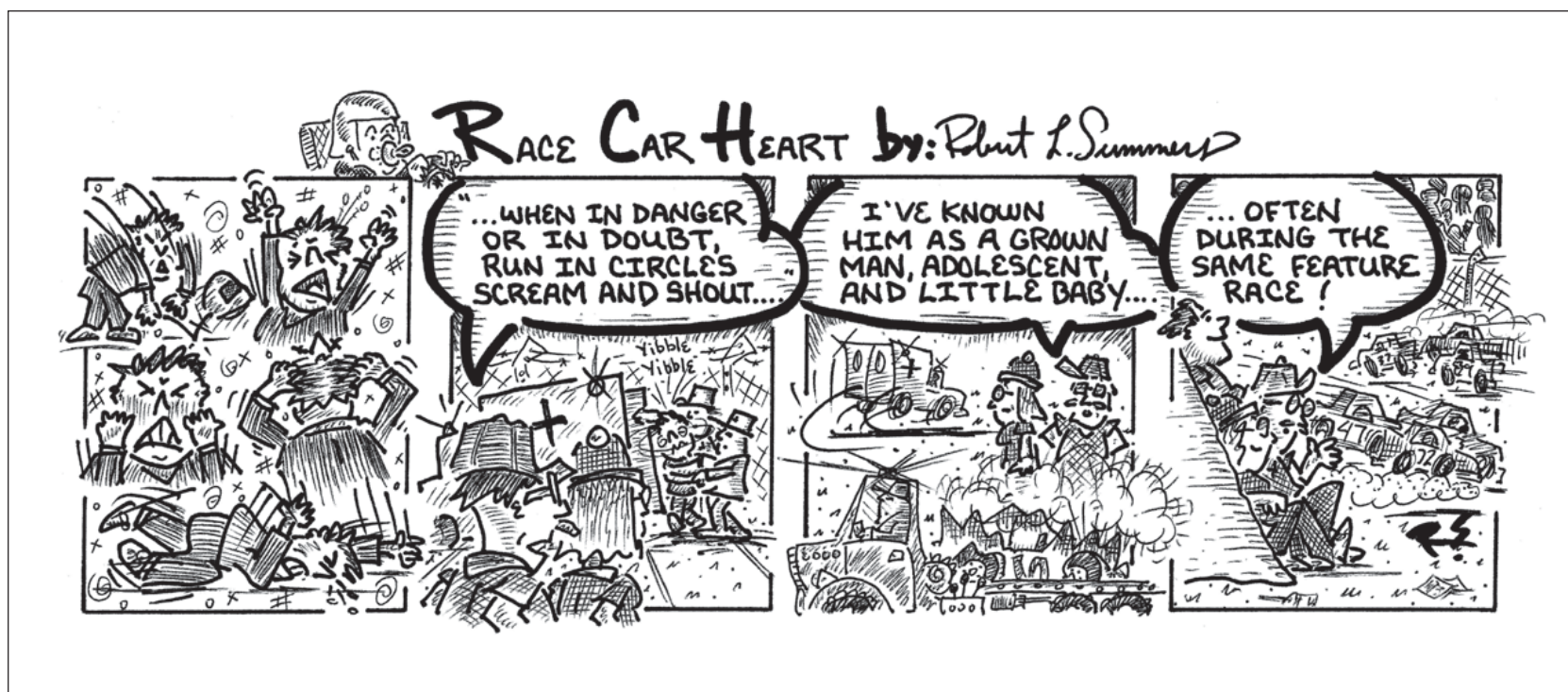
The stock car feature saw Wayne Hora take the win over Jerry Miles. These two are familiar with each other, as one or the other has won a good share of events here and at Farley this season, often with the other taking the runner-up spot. I enjoy Miles' driving style, as he really hangs 'er out on the high side. Back when this track had no wall off the backstretch and turns 3-4, he would literally drive off the track sometimes, but now he has to go just a bit lower on the track with the addition of the wall.

The following Friday we took in the show at Columbus 151 once again. In addition to the regular divisions, the vintage modifieds of the Milwaukee Vintage Modified Stock Car club were on hand. These beautiful machines were a pleasure to look at, let alone watch actually race. Some were the original machines fully restored, while others are replicas of famous rides. Either way, the drivers did race these machines, some quite hard! Dave Waldron took the main event in his Falcon bodied mod.

Nick Wendt moved past Jerry Eckhardt to take the late model feature win. Passing Jerry Eckhardt is never easy, of course! While several cautions brought about chances for others to move up, Wendt was the man!

The hobby stock feature saw many odd things happen, with veteran pilot Duane Deppe seemingly having things under control late in the race as others dived with one another in a pack of cars. The pack was slowly catching Deppe, and then he spun while in the lead, something that a veteran likely would not do unless something happened

*continued on page 7*





## The Racing Geek



by *Jordan Bianchi*

A 55-member voting panel announced the five inductees for the 2012 NASCAR Hall of Fame. The five names included in the Class of 2012 will be picked from a list of 25 nominees who were announced last month. The members inducted were Cale Yarborough, Darrell Waltrip, Dale Inman, Richie Evans and Glen Wood.

There's no need to rehash my thoughts regarding who gets nominated and who ultimately gets voted in. My opinion on the matter hasn't changed since the inaugural list of nominees was made public almost two years ago.

This column is about who I would vote for if I had a ballot. Admittedly, my ballot isn't all that different from most others, as there seems to be a consensus on three names which everyone agrees deserve to have their name called this year. So without further ado, I present to you my ballot for the NASCAR Hall of Fame, Class of 2012.

### Darrell Waltrip

One of the most outspoken and polarizing figures in all of NASCAR should already have a plaque in the Hall of Fame. Sadly though, politics prevented Darrell Waltrip from being enshrined a year ago. Getting into the Hall of Fame should be about one thing and one thing only, and that's your credentials. This isn't supposed to be a referendum on your personality. For better or worse.

If there is one thing the man affectionately known as D.W. has, it's the credentials.

In his 27-plus years competing in NASCAR's top series, Waltrip won three championships (1981, 1982, 1985) and 84 races, including victories in the Daytona and Southern 500s as well as the Coca-Cola 600. Not to mention, like it or not, in his 10 years as an analyst for Fox Sports, he's become the voice of NASCAR. Much like David Pearson headlined this past year's class; expect Waltrip to be the main attraction during the induction ceremony held in January.

### Cale Yarborough

Like Waltrip, Cale Yarborough has his share of critics, many of whom feel he hasn't given back to the sport the way he should have. Honestly though, who cares, as it's much ado about nothing. This is about what the three-time champion did when he was racing and competing against the Petty's and the Pearson's of the NASCAR world.

*Charlotte Motor Speedway Archives*



Yarborough was the first, and until Jimmie Johnson, the only driver to win three consecutive championships. Not to mention he went to victory lane 83 times, and his four wins in the Daytona 500 are second-best, trailing only Richard Petty's seven victories in The Great American Race. Like Waltrip, Yarborough's name will be called this afternoon.

### Dale Inman

Behind every great driver is a great crew chief. There may be no greater crew chief than Dale Inman. Of the 200 races Richard Petty went to victory lane, it was Inman calling the shots in 193 of the 200, as well as all seven championships Petty won. And it's not as if Inman just rode the coattails of The King. He also guided Terry Labonte to the 1984 Sprint Cup title, and all told, his eight championships are three more than any other crew chief in history. And remember, Inman won a title without Petty, but Petty never won a series crown without Inman atop his pit box.

### Raymond Parks

Raymond Parks isn't a name a lot of fans know about. Parks played an instrumental role in the formation of what would eventually become the largest spectator sport in North America. On top of being a championship car owner, it's an open secret Parks frequently bankrolled Bill France Sr. through NASCAR's infancy whenever the founder lacked the funds to pay the purses. Simply put, without Parks there would be no NASCAR as we know it today.

### Red Byron

Selecting the above four names was pretty clear-cut to me. The fifth and final spot was the one I haggled over the most. Among those considered were current car owners Richard Childress and Rick Hendrick; Glenn "Fireball" Roberts, widely regarded as the sport's first true superstar; NASCAR's first series titlist Red Byron; without question the greatest modified driver of all-time Richie Evans; and car owner/builder extraordinaire Cotton Owens.

Ultimately it came down to the fact I believe the Hall of Fame has to honor those who paved the way for those that came afterwards. In this case the honor belongs to Red Byron who not only won the first NASCAR sanctioned race but also claimed the first two series crowns.

**The greatest Modified driver of all time, Richie Evans. Photo taken at the 2011 World Series Richie Evans Memorial race.**

*Bruce Nuttleman photo*





### Going In Circles from page 5

to the car, which is exactly what DID happen. Ben Monday took the lead on the restart, holding off Kale Peterman and a host of others. This division has put on some absolutely outstanding races this season.

The street stock feature was another affair of if's and but's, as at two or three different times the leaders and followers made contact or had some sort of difficulties, dropping them to the back. Through it all, Kevin Anderson emerged with the victory.

The Bandit feature was a slam-bang affair, with plenty of excitement. Mike "Spike" Storkson took the win in that race.

Some drivers made their season debut tonight, as Steve Schlosser was out for the first time this season with his late model. Changes this year include a number change from 46 to 36, with a color change from red to blue as well. "Last year there were too many number 46's," Said Steve. "One night there were four of us. I had to change to something else!" Rob Retallick was also out for the first time, and garnered a heat race win.

A couple of dirt sportmods were present tonight, but encountered bad luck. Attempting to run with the street stock class, veteran pilot Terry Helmbrecht was present, but suffered from a bout with the wall while qualifying, ending his night. Tony Chase also had a mod, but could never get the car to keep running, also ending his night.

2010 Bandit champion Phil Wuesthoff started the year in that same class, but is now racing the former Tiffany Desjarlais street stock, and made his debut. He led the feature for a few laps tonight.

Veteran racer Art Blakely also made an appearance with his new car in the Bandit division, winning a heat race.

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### The Inside Dirt



**Stan Meissner**

*Stan Meissner is on hiatus until the month of July. The Inside Dirt will return in our July 7 issue.*



### *Publishers note from page 3*

in double-file order and then the fun really started. Larson ran away on the restart, but the battle for second was crazy. Nelson, Chad Mahder and Brady Smith all had second place at one point in time over the last 10 laps. All of this, and the show was done just minutes after 9:00pm. I can remember being a kid, and the Late Models might not have even had the heat races by 9:00pm. My how things have changed, and I like it. I like it a lot.

Next up at Cedar Lake was the Thursday night show of the Masters. As I was walking through the pits, I spotted Dan Fredrickson. I thought to myself, what is this skinny looking dude doing at a dirt track. Turns out Dan Fred was on hand to help out 14-year old Dagan Heim with his Midwest Modified. Degan looked good in his heat race, and even passed a few cars. Dagan was solidly in a transfer position in the B-Main until a suspension failure caused him to drop out. Danny told me to keep an eye on this kid, and I think he might be on to something. With less than a dozen races under his belt, I'm thinking the kid might have a chance.

Night two of the Masters lived up to the expectations of the events. The TV show Dirt Knights helped bring a lot of the drivers into the homes of a lot of new fans, and it sure was a treat to meet a lot of them in person for the first time. Ryan "The Reaper" Gustin continued his successful season with a win on Friday night, while Scott James made a late race pass of Dan Schlieper to top the Late Model main event. Schieper led a majority of the event until a late

race caution allowed James to make the pass. The track was one of the best surfaces seen and the cloudy/damp conditions were perfect for a new track record to be set. It sure is something to see a Late Model run wide open for an entire lap, as several drivers did during qualifying.

We were really looking forward to night number 2 of the Masters, but Mother Nature stuck her nose into our fun again, washing out the night. The UMSTS drivers are scheduled to return on Saturday July 16.

### *Dan Fredrickson shows Dagan the proper technique for cleaning up a fuel spill*



*14-year-old Dagan Heim in action at Cedar Lake Speedway*



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# Vintage Iron

*We salute the drivers that have chosen to run vintage body styles on a weekly basis*

*Martin DeFries photo*



*Bill Woodworth in action at Raceway Park*

*Jacy Norgaard photo*



*Brandon Englund at Ogilvie*

*Bruce Nuttleman photo*



*Mike Hansen gets a little sideways at LaCrosse*

*Tom Johnson photo*



*Jerome Suderland in ASA Midwest Tour Sportsman action*

*Jacy Norgaard photo*



*Kris Peterson in his WISSOTA Street Stock at Princeton*

*Jimmy Ambruoso photo*



*Brad Gerke at Rockford Spedway*



# THE MIDWEST RACING CONNECTION

## Photo Gallery



Matt Lundberg parks the family truckster in victory lane at Rockford  
*Jimmy Ambruoso photo*



Thunderstox winner Andy Moore  
*Bruce Nuttleman photo*



Cedar Lake Late Model winner Brent Larson  
*Jerry Zimmer photo*



Raceway Park Late Model winner Adam Royle  
*Martin DeFries photo*



Elko Late Model winner Dan Fredrickson  
*Martin DeFries photo*



Cedar Lake Modified winner Craig Thatcher  
*Jerry Zimmer photo*



# THE MIDWEST RACING CONNECTION

## Photo Gallery



Figure-8 winner Mark Bronstadt  
*Martin DeFries photo*



Midwest Modified winner Josh Bazey  
*Jerry Zimmer photo*



Elko Mini Stock winner Jack Purcell  
*Martin DeFries photo*



Sportsman winner Brian Hesselberg  
*Bruce Nuttleman photo*



Rockford Late Model winner Ryan Carlson  
*Jimmy Ambruoso*



Cool Hand Luke Schmitt won the Hobby Stock main at Raceway Park  
*Martin Defries photo*





Martin DeFries photo

## Back in the Drivers Seat

**Jonathan Eilen is back running a full schedule in 2011, after a crash in 2010 at Hawkeye Downs cut his season short. We recently caught up with Eilen to see how the return to driving has gone.**

**I thought I saw an Eilen and Son's truck with dust and dirt earlier this year. Is this possible, or was I just dreaming?**

You were probably just dreaming. We take a lot of pride in having our trucks clean.

**Now that we have that out of the way, were you anxious to get back behind the wheel after sitting out the last part of the 2010 season?**

Oh yeah, absolutely. I couldn't get back soon enough. It was long road to recovery, and everything has healed up good. I still get some aches and pains, but do about 5 minutes of therapy each day in the morning and then everything is good to go for the rest of the day.

**After the season was over, you were able to make a couple of test laps, correct?**

Last year after the end of the year at Oktoberfest, it was good thing the snow didn't come as fast as other years. We were able to get out and do a little practicing at Raceway Park, just to make sure I could get in the car and not have to worry all winter if I would be able to do it again.

We worked hard over the winter getting a new car built and getting everything so we were ready to go this year.

**Did the crash lead you to adding any additional safety equipment in your car?**

Actually, we learned quite a bit from the crash. I thought I had the latest and greatest seat for short track racing. It wasn't a Cup-style seat, but I figured just a regular seat with two head rests was more than enough for a short

***It's hard enough not racing, but even harder not seeing the people you are used to seeing every week.***

**- Jonathan Eilen -**

track. I found out the wrong way that it really wasn't. We went to the PRI show this winter and talked to the different seat manufactures, and they were surprised at what we had. The way the technology is with the seats these days, you kind of think what you have is good enough. When you have what happened to me, you realize it's not. The better seats are worth every dollar you spend.

**What was the hardest part about not being able to race last year?**

The hardest part was not being able to see the competitors that we race with each and every week. The competitors,

the ASA Midwest Tour staff and the biggest thing is probably the fans. It's hard enough not racing, but even harder not seeing the people you are used to seeing every week.

**How have things gone so far this year?**

It's been a little up and down. We are trying to get the new car working the right way and steered in the right direction. We've just been trying some stuff that maybe we shouldn't have tried. We just have to regroup and go back to basics and work from there. We need to take a piece at a time instead of big bite out of it.

**What are you hoping to accomplish this year?**

Probably the biggest thing would be to get a victory. It's been a long a while, and I'm definitely itching to get back to victory lane. A top-ten in points would be great, a top-five would be even better and a top-three would be phenomenal.

Doug Hornickel photo





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#### **Monday, July 4**

Night of Destruction - Figure 8's, Flagpole  
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Puff Races. Trailer Race & FIREWORKS!  
7:00pm

#### **Upcoming events**

#### **Sunday, July 10**

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#### **Sunday, July 17**

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6:00pm

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## Fastest Fathers Flew at RWP Sunday Night

**By Mick Anderson**

With near perfect weather and a grandstand full of fans the Raceway Park Father's Day NASCAR Whelen All-American Series race program turned out to be a fast, fun and festive one with 90 race teams strutting their stuff.

Figure 8 racer and new father Scott Westphal was Super Dad on Sunday when he won the first Figure 8 feature of the night and followed it up by pedaling his way to victory in The Fastest Father on His Kid's Bike Race which left him breathless and his wife and son proud. Mark Bronstad took the nightcap Figure 8 fray making him one of only three drivers to win two or more Turtle's Bar and Grill Division

features at Raceway Park this season.

The Ventaire Hobby Stocks 25-lap feature was a dandy of a duel between 2009 Hobby Stock Champ Don Whitebear and 2010 Champ Brent Kane with both drivers striving to score their first feature wins of 2011. Don had the early advantage of starting on the pole where he and fellow front row starter Bryan Turtle put on a side by side battle during the first 10 laps of the race. Kane, starting seventh, worked his way around Turtle on the lap eleven and into the lead on lap fifteen. Whitebear hung onto second followed by Jeremy Wolff, Turtle and Mark Hawes.

Doug Schmitz was the master of the Mini Stocks on this Sunday but only after early feature leader Tom Sabila wrecked after tangling up with a lapped car in the late going. Jason Heitz, John Heath, Justin Schelitzche and Todd Tacheney rounded out the top five.

The other first time for the season feature winner was Donny Reuvers in the Super Late Models. Anthony Brewer stole second place after a late race yellow shuffled the field, his best finish of the season. Erica Waibel triumphed in the Coca Cola Short Trackers Division with Shawn Evans doing the same in the Impact Printing Bombers.



*Martin DeFries photo*



*Martin DeFries photo*



*Martin DeFries photo*

## Royle and Stanley roar to Elko wins

**By Jim Burns**

Lonsdale's Adam Royle caught and passed New Germany's Matt Goede following a 15th lap restart enroute to the NASCAR Super Late Model win, while Prior Lake's Travis Stanley powered around Shakopee's Jon Lemke to win the Big 8 feature highlighting the NASCAR Whelen All American Series action at Elko Speedway Saturday June 18, 2011.

The day started off with intermittent showers throughout the afternoon and after a diligent effort by racers, crew members and track officials, the 3/8ths mile speedplant was dried off and deemed race ready. With the "track drying" process taking longer than anticipated, the nightly qualifying session for the Super Late Models and Big 8's was cancelled sending the teams directly into heat action.

In the NASCAR Super Late Models, Matt Goede edged Brian Johnson to win the first 10 lap Semi Feature, before Donny Reuvers took the checkers in round 2 setting the stage for the 40 lap headliner. At the drop of the green, Johnson bolted from the pole to take the early lead over Roach and Royle, with Reuvers and Fredrickson jumping into the top five. As Johnson continued to set the pace,

Royle darted around Roach for second on lap four, with Fredrickson sliding under Reuvers and Roach to join the top three as Royle ducked under Johnson to take the lead on lap seven. With Royle now at the point, Reuvers and Matt Goede worked the high line to bypass Roach on lap 11, before the caution

flew on lap 15 as Fredrickson got into Johnson entering turn one, sending both drivers spinning into the wall.

On the ensuing restart, Goede got the jump on Royle and took the point and looked to pull away, but it was Royle who showed impressive horsepower on lap 18, making a big run off of turn two to pull even with the leader before retaking the point on lap 20. Over the final half of the main, Royle was able to keep Goede at bay, with Jason Schneider, Steve Anderson and Conrad Jorgenson charging home with top fives.

In the Big 8's, pole sitter Doug Brown dropped to the rear of the grid before the green flew with apparent ignition issues and when the green did fly, Jon Lemke put his Dodge on point, with Travis Stanley, Nick Beaver, Jonny Hentges and Darren Wolke in tow, before the caution flew on lap three for an overheating Josh Stanoch. On the restart, Lemke kept a watchful eye on Stanley and Hentges as Wolke, Dylan Moore and Lawrence Berthiaume roared under Beaver, before a spinning Mike Pederson and Blake Mattson brought out the second stoppage at lap eight.

On the second restart, Stanley quickly closed on Lemke and after a five lap pursuit took the lead with a great run off of turn two. The action was slowed a final time on lap 18 when Hentges lost the handle entering the first turn, but in the end it was Stanley roaring to his first win of 2011, with Lemke, Moore, Wolke and Berthiaume rounding out the top five.

The Thunder Cars saw Princeton's Kyle Kirberger pace the early stages of the 25 lap main, with Brent Kane chasing down James Lindgren for second on lap three, before driving around Kirberger for the lead on lap four. As Kane began to stretch out his advantage, Ted Reuvers and Chris Marek quickly continued Lindgrens



*Martin DeFries photo*

slide on lap five, before Adam Wiebusch joined the top five at lap 10. Over the final 15 markers, Reuvers caught Kirberger for second but on this night, the action remained "clean and green" and allowed Kane to charge uncontested to the win.

In the Great North Legends, Buffalo's Pat Zandstra charged to the green, leading the opening five laps before

*continued on page 15*



*Martin DeFries photo*



*Martin DeFries photo*



## Rave Wins with Broken Engine

By: Ashley Iwanski

Troy Rave took the checkered flag in the Kwik Trip NASCAR Late Model feature for the first time. One more lap and it would have been a different story. Last year's Rookie of the Year had engine problems with four laps to go, but he held on for the win.

Rave started on the pole, leading this seasons heavy hitters Todd Korish, Matthew Henderson and J. Herbst. On the first lap Joel Willman spun in turn two bringing out the only caution of the race. After the restart Korish and Henderson were racing door handle to door handle while Rave opened a 10-car-length lead. Back in fourth, points leader Shawn Pfaff was looking high and low to take third from Herbst. At the halfway point Pfaff went flying into the grass on the backstretch. He was able to hold onto the car and pull back out onto the track, but he lost too many positions to make it back into the top five.

Meanwhile the nights fast qualifier Brad Powell was backing his way to the front from the back of the field. With five laps to go, Rave was leading followed by Korish, Henderson and Powell. At that point, something broke on Raves car. "Rolling into (turn) three I could smell something," Korish said. Rave was able to drive it just long enough to cross the finish line in first place.

"About four laps to go I went into (turn) three and (the car) started sputtering," Rave said. "I'm just really glad there wasn't one more lap or I wouldn't be sitting here." One more lap and Korish, Henderson and Powell would have been the top three. Instead they finished second, third and fourth. Herbst followed in fifth.



Mary Schill photo

Brian Hesselberg won his first North Country Contractors Sportsmen feature of the season holding off Greg Scheck. Hesselberg started on the pole and within five laps of getting the green flag Scheck had taken the third position after starting fifth. Two laps later he took second from Joe Rinartz. On the final lap, Scheck was on the back bumper of Hesselberg. As they came out of turn four Scheck dove to the inside of Hesselberg, but he didn't have enough time to pass before Hesselberg crossed the finish line. Scheck finished second followed by Rob Mason, Rinartz and Chad Rosendahl.

Andy Moore came from the back of the field to win the United Auto Supply Thunderstox feature. He was stuck towards the back of the field when luck turned his way. The cars in the front of the field started spinning and piled up causing a caution. When the race restarted Moore took the lead and held on to the end. Kris Heinz, Brad Warthan, Kris Weber, and Chad Oehler round out the top five.

## Gille Triumphs on Trailer Race Night at Rockford

By Jordan Kuehne

On a night of destruction, Jerry Gille admitted he had to survive an encounter with the outside wall to find his way through a narrow hole en route to the winner's circle for the Stanley Steemer NASCAR Late Models main event. With fans packed into the historic Rockford Speedway for the Kar Korner Original Trailer Race of Destruction, Gille wowed the crowd with his aggressive maneuvers amidst heavy traffic before the veteran tracked down Mark Hartline and made a late race pass for his second feature win of the season.

"We really started deep in the field," the two-time champion acknowledged afterwards. "I had to hit the wall at one point just to put it in the hole there and get to the front."



Jimmy Ambruoso photo



Jimmy Ambruoso photo

Matt Berger continued his bounce back with a victory in the Bargain Hunter Sportsman while Rachel Sparkman survived a last gasp move from uncle BJ to claim the checkers for the Budweiser American Short Trackers. The Mtn Dew RoadRunners headliner went to Terry Ciano Jr. while 'Caterpillar' Miller prevailed in the battle of attrition that was the Original Trailer Race of Destruction.

*Elko continued from page 14*

Lakeville's Matt Ostdiek ducked under Zandstra in turn three on lap six to take the point, with Shon Jacobsen, Bryan Syer-Keske and Kyle Hansen joining the top five by lap eight of 20. As Ostdiek continued to lead, Hansen and Syer-Keske thrilled the fans with a great side by side battle for position before Hansen collected Jacobsen in turn two bringing out the caution on lap 14. On the restart, Ostdiek again raced to the point, with Zandstra working around Syer-Keske before the favor was returned on lap 19, but in the end Ostdiek scored the win, with Syer-Keske, Zandstra, Derke Lemke and Jon Lemke in the top five.

The Power Stocks saw Hastings' Paul Hamilton outduel Brandon Hurley for the early lead, with Matt Ryan, Devin Schmidt and Dustin Mann working under Hurley to join the top five before the caution flew on lap three as Chris Sjulstad sent Dan Bohnsack spinning. On the restart, Hamilton was loose on the main straight allowing Ryan to race to the lead. As the crowd began to stir in the humid night air as Ryan continued to set a blazing pace over Hamilton, the battle behind was wild as Mann and Schmidt paired off for third, before Darren Waltermann joined in. The action remained under the green until Ryan suffered heartbreak on lap 17, losing power in his Chevrolet, pulling to the infield handing the lead back to Hamilton who charged to the checkers, with Mann, Waltermann, Schmidt and Rob Schnickels earning top fives.

Topping off the action were the Mini Stocks and Bloomington's Jack Purcell was the class of the field, capturing a clean sweep of the action edging Aaron Hopkins and Zack Schelhaas in the Heat race before tracking down Minneapolis' Brandon Elmer five laps into the 15 lap main, enroute to the win with Schelhaas edging Elmer for runner-up honors in the main event.



## James and Gustin Top The Masters At Cedar Lake

### James Slashes to Cedar Lake Summer Nationals 'Hell Tour' Victory

Scott James made the 450-mile trek to Cedar Lake Speedway worth every mile by capturing the opening night of the Masters Classic on Friday at Cedar Lake Speedway for his first DIRTcar Summer Nationals Hell Tour victory of 2011.

James, of Lawrenceburg, Ind., made the Hell Tour journey from Thursday's event at Kankakee (Ill.) County Speedway to Cedar Lake in northwestern Wisconsin worth it by driving the familiar Scott Riggs-owned #81 around Badger State racer Dan Schlieper on a lap-25 restart. Schlieper, of Oak Creek, Wis., then held off challenges over the final five laps to claim the second event of the 2011 Hell Tour, worth \$5,000. Schlieper, of Oak Creek, Wis., would hang on for second ahead of pole-sitter Shannon Babb, of Moweaqua, Ill. Fellow MB Customs drivers Brian Birkhofer of Muscatine, Iowa, and Jimmy Mars of Menomonie, Wis., rounded out the Top Five.

### Gustin Masters Cedar Lake Speedway

The USMTS Casey's General Stores National Tour powered by Swan Energy last invaded the Cedar Lake Speedway ten years ago when Ryan Gustin was just ten years old.

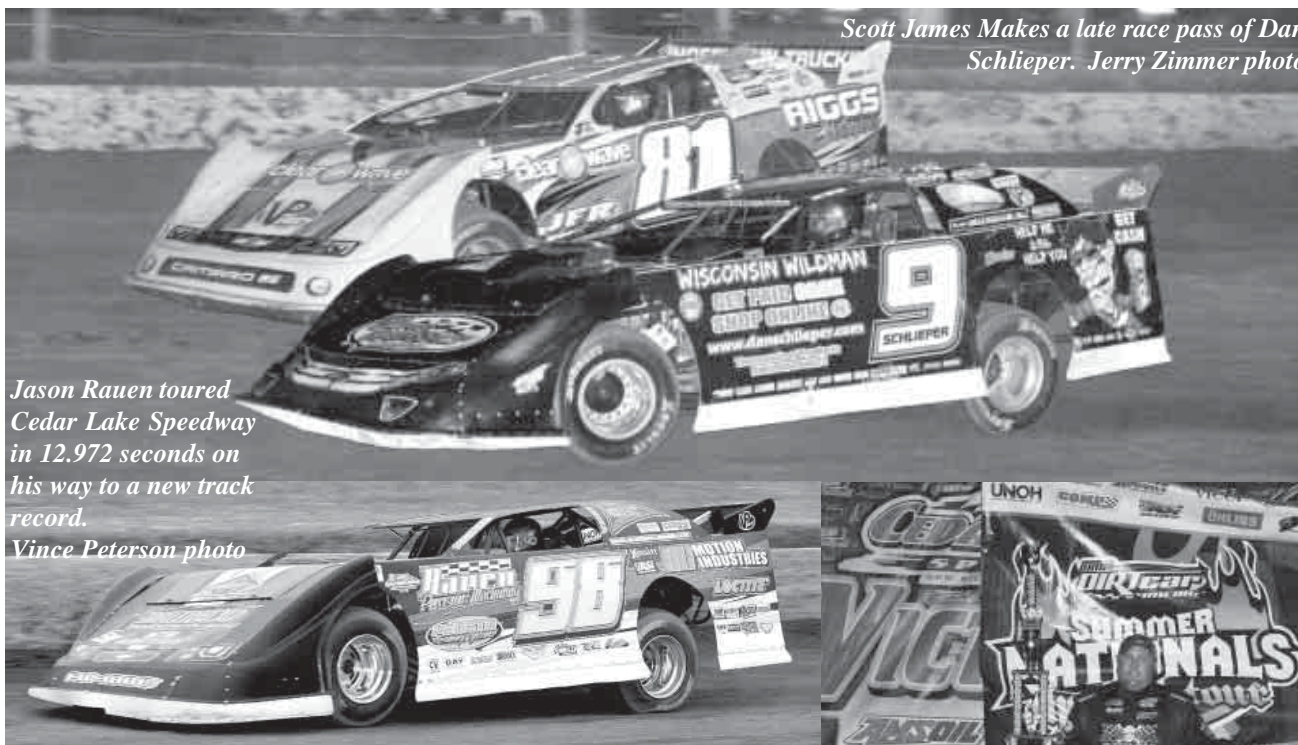
Friday night at the historic high-banked clay oval in New Richmond, Wis., Gustin looked like a seasoned veteran as the rising USMTS star boldly went where no other man would go and sailed into victory lane for the thirteenth time this season.

Gustin's first bold move of the night came in the fourth heat race. He started on the pole and quickly slid up in front of fellow front row starter Kelly Shryock to take command of the fast lane. The pair made contact in the exchange which carried over to an exchange of bumps and hand gestures to each other during a caution period two laps later.

After winning the heat, Gustin drew sixth for the start of the 40-lap WIX Filters "A" Main. When the green flag waved, it was apparent that "The Reaper" was on his way to the front.



Vince Peterson photo



Scott James Makes a late race pass of Dan Schlieper. Jerry Zimmer photo

Jason Rauhen toured Cedar Lake Speedway in 12.972 seconds on his way to a new track record.

Vince Peterson photo

Jason Krohn led the first five laps before Rodney Sanders edged in front to lead the sixth lap. As they entered the first turn the next time around, Gustin powered around the high side of the racing surface and took control.

A caution on lap 10 sent several cars to the pit area following a six-car melee on the back-stretch. The restart saw Zack VanderBeek and Jason Hughes running fourth and fifth after starting twelfth and thirteenth, respectively, and looking like they might be the ones to give Gustin a challenge.

But nobody had anything for the 20-year-old from Marshalltown, Iowa, as he flawlessly churned the clay on the high side of the track and ran away from the field over the final caution-free 30 circuits.

With a \$500 bonus added from a local business and former racer plus an extra \$100 as part of his perfect attendance for the season, Gustin pocketed \$2,600 for his third win in four starts in the tough Yeager Machine Upper Midwest Region campaign. Sanders held on for second while Hughes got by VanderBeek for the third spot and Dave Cain raced from eleventh on the 28-car starting grid to claim the fifth spot.

Mike Steensma scored the sixth-place paycheck, Joey Jensen won the second Real Racing Wheels "B" Main and climbed his way to seventh in the main event, Krohn slipped to eighth at the finish line, Craig Thatcher nabbed the ninth spot and Corey Dripps rounded out the top 10 finishers.



Local drivers like Craig Thatcher and Dave Cain ran well with the USMTS Dirt Knights. Jerry Zimmer photo

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## Swan Snatches Victory By Centimeters Over Prietzel

If a rivalry was rekindled at Rockford Speedway in April between two past Mid-American Stock Car Series Champions, it was set ablaze on Saturday night at Dells Raceway Park. James Swan chased down Bill Prietzel just in time to slip past at the stripe for a thrilling end to Dells Duel Part One.

Prietzel led 39 of the 40 laps in the feature event, and most of the final lap, but Swan eked out a victory by a slim 0.029 seconds. It was a product of determination and pushing

his Chevy Monte Carlo to the limit over the final ten circuits.

"I didn't think I was going to get there," Swan said. The chase was on after Swan cleared Adam Bendzick for the second spot on lap 30 of the 40-lap event. Swan was almost a straightaway behind Prietzel and looked as though he needed a caution to tighten the gap. However, Swan chewed up almost a quarter of a second per lap and had caught Prietzel with just four laps to go.

"I tried for five or six laps to chase Bill down and didn't think I was gaining anything," Swan explained. "But after a couple laps I gained a bunch. I was hoping I was going to get there before the end, and I did."

Once he caught up to Prietzel, passing the three-time MASCS Champion was a different story. Swan tested the inside lane a few times, but with one to go still sat in Prietzel's rear view mirror. Swan said he knew the last lap was a chance for him to do something heroic.

Swan soared to the inside on Prietzel, who was wary of utilizing the new concrete. In fact, on two restart opportunities, Prietzel chose the

outside - which, one year ago, would have been unheard of at Dells Raceway Park.

The two were door-to-door entering turn three and four, and engaged in a drag race to the line that saw Swan gain his first ever victory at Dells Raceway Park.

Going to the new concrete was just fine for Swan. "Once the tires heated up it got a little slippery, there was a little bump that upset the car, but aside from that it was great," he said. "It made for really great racing."

Although he led most of the race, driving out front was no easy task for Prietzel. Prietzel was challenged early on by former DRP winner Mark Pluer and later by Adam Bendzick. Both drivers tested the inside lane on Prietzel, but neither could muster enough of a run to find a way through.

Pluer settled for third, Bendzick was fourth and Tyler Bauknecht rounded out the top five. When asked if Swan and Prietzel would be locked in another battle atop MASCS standings, as they had in 2001, 2007 and 2008, Swan said it would be a good possibility. "I sure hope so - so far so good."



*Jeff Blaser photo*

## Big 8 Late Models Invade Jefferson Speedway

*By Andrew Schaller*

After a short absence, the Big 8 Late Model Series made its return to Jefferson Speedway for Wisconsin's only Tuesday night special event in 2011. Jeremy Miller of Rockton, IL, got to the front of the field late in the 78 lap feature event and claimed the big win. The win marks Miller's second consecutive victory in the series after he picked up the Memorial Day win at Columbus 151 Speedway.

The race got underway with Bobby Wilberg and Jon Reynolds Jr leading the field of 24 competitors to the green flag. Reynolds gained the early advantage down the backstretch on lap one and eventually cleared for the top spot in turn four. Dale Nottestad charged into second with Tim Sargent in tow for third as Wilberg fell back to fourth. Sargent quickly dove under Nottestad looking for second while Reynolds started to slip away from the pack on the point. Sargent claimed the second spot just before the first caution waved on lap seven. Reynolds continued to show the way on the restart as Sargent ran second. The top two began to break away from the pack while Nottestad tried to hold off Steve Rubeck for third.

On lap 15, Rubeck claimed the spot which opened the door for Jefferson Speedway hot shoe, Steve Dobbratz. Dobbratz motored under Nottestad and alongside Rubeck for third. Dobbratz cleared for the position on lap 17 and began to cut into the leader's margin. The second caution waved on lap 24 for a two car melee setting up the restart with Sargent and Dobbratz side by side behind Reynolds. As racing resumed, Sargent reclaimed second and went back to work on the leader, getting a good run entering turn one and pulling even. Sargent moved into sole possession of the lead on lap 27 as Dobbratz followed in his tracks past Reynolds. Dobbratz wasted little time as he immediately began to apply heavy pressure to the new leader.

The duo began to pull away from the rest as Dobbratz continued to look for an opening. On lap 47, the pair of pilots made contact entering turn one which caused Sargent to spin and bring out the third caution period.

Both drivers were forced to the rear of the field for the restart, handing the lead back to Reynolds with Rubeck and Nottestad vying for second behind him.

Reynolds started to stretch his advantage while Rubeck and Nottestad battled door to door until another yellow erased his lead on lap 53. On the restart, Rubeck moved into the second spot and pulled up to the rear bumper of the leader, Reynolds. While Rubeck pressured the leader, Miller was making his way up to third past Nottestad. Rubeck took a look to the low side of Reynolds as the yellow waved once again on lap 58. As the field came out of turn four to see the green on the restart, Rubeck experienced some difficulty as his mount didn't get up to speed. The field checked up behind him as the green flag was waved off. Rubeck dropped to the tail as the field once again came to the green, this time with Miller and Nottestad lined up behind Reynolds.

As racing resumed, Miller claimed the second spot as he set his sights on Reynolds at the point. On lap 60, Miller got a solid run on the inside of the leader as they flew through turns three and four. Miller stole the top spot from Reynolds, bringing Nottestad along for second as Reynolds began to lose the handle. Reynolds got sideways down the backstretch on lap 61, collecting James Swan and bringing out the caution once again. On the restart, Nottestad got loose in turn one, allowing Wilberg to slip past for second. Miller survived one more caution period on lap 69, but stayed strong out front as he drove to the checkers to claim the win. Wilberg came home with second followed by Nottestad in third. Rounding out the top five were Zach Riddle and Kyle Shear.

The Sportsman and Bandit division joined the Big 8 Series on the evening as well. Jay Kalbus of Watertown charged to the front of the field early on to claim the Sportsman 35 lap feature event. Jim Taylor led lap one with Kalbus in tow from his second row starting spot. Kalbus grabbed the second spot on lap two as Mark DePorter followed into third. Kalbus made his move on lap five, moving to the low side of Taylor and pulling even. Kalbus continued to inch

forward, sticking his nose into the lead as they crossed the line to begin lap seven. Kalbus cleared for the top spot on lap eight as DePorter tried to follow in his tracks. DePorter finally claimed the position on lap 14, bringing Jason Thoma along for third as Taylor dropped back to fourth. Thoma began to search for a way past DePorter for second while Kalbus watched in his rear view mirror. Thoma got a run on lap 21 as he pulled alongside DePorter. The duo touched slightly on lap 25, allowing Thoma to shoot into second with James Helmer following into third. But Kalbus continued to show the way as they cruised to the checkers. Kalbus crossed the stripe first to get the win followed by Thoma, Helmer, DePorter and Kurt Kleven.

Rounding out the night's events was the 15 lap Bandit main event. Heather Stark of Waterloo held off Kyle Stark over the final nine circuits to get the win.



*Mark Melchiori photo*



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