

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

October, 2012



Fall Special Review Part 1



Inside...

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Dirty Talkin'



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The softer rubber insert in this bushing allows more suspension travel for improved handling, traction, and hook-up. Use with stock OEM trailing arms. Meets most track rules that require a "rubber only". Fits GM metric mid-size G-Body vehicles. 1/pkg.
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049-ALL22512...3/8"-24 RH, 3/4"x.058"...\$6.99
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049-ALL22558...3/4"-16 RH, 1-3/8"x.095"...\$14.99
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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

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Stock height spindles are a direct replacement for OE. Includes official IMCA stamp of approval.
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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.
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505-5221.....Coupler .735"-36 Spl.....\$11.99
505-UA102.....U-Joint 3/4", .735"-36 Spl.....\$76.99

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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.
Stoc St ute on Sa ina, T O, unci, rico, and t rs
Inner dia is 1.379". Compressed length 1.688", extended 2.375" for .688" of travel.
505-82870.....Stock Clutch, T-10 ...\$149.99
505-8287.....Remote Bleed Kit.....\$55.99
505-82871.....O-Ring Service Kit.....\$11.99
Stoc St ute on T Trans
Inner dia is 1.379". Compressed length 1.513", extended 2.048" for .536" of travel. Does not fit Ford with 1.441"OD bearing retainer.
505-82876.....Stock Clutch, T-5.....\$161.99

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. Note: Does not fit 1971-73 Pinto spindles.
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555-630656.....Front Right.....ea.\$18.99

BRAKE ROTORS

Vaned 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.
tric 8 8 ont aro ai u, 8 ut ass a
921-9850-6501...5 x 4-3/4" Bolt Circle, 7/16" Wheel Studs.....\$68.99
921-9851-8500...Wheel Bearing Kit.ea.\$21.99
921-9851-8501...Dust Cap.....ea.\$10.99
ord 80 Pinto ustan
921-9850-6511...5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$76.99
921-9851-8510...Wheel Bearing Kit.ea.\$21.99
921-9851-8502...Dust Cap.....ea.\$10.99

CIRCLE TRACK WHEELS

A Ho " 8" Bassett
CNC spun-form rim shell offers lower run-out than competitors. Specially-designed safety bead locks tire on rim, but makes tire mounting easier. Provides 10 additional square inches of brake cooling area. Includes IMCA decal and weigh 19 lbs.
125-58DXXI.....15X8 Black.....\$113.99
125-58DXXIS.....15X8 Silver.....\$56.99
A Ho " 8" ad oc
Beadlock wheels are a standard 8-spoke in a silver or black powder coat or a chrome finish. Include outer rings & 1/2" head high grade bolts. Integrated mud cover dzus tabs formed into beadlock ring for 360° support & flush fit. Weigh 22.5 lbs.
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id s it Armor d
Unique Armor Edge is an outer bead flange lip that adds extra strength to crate a strong crush zone. Spun formed Wide 5 wheel uses a proprietary welding technique to increase strength.
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Sin Sid d " H u uts
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555-65173.....5/8"-11, Steel.....\$4.99
555-65174.....5/8"-18, Steel.....\$4.99
555-65180.....5/8"-11, Aluminum.....\$9.99
555-65181.....5/8"-18, Aluminum.....\$11.99
ou Sid d " H u uts
555-65175.....5/8"-11, Steel.....\$6.99
555-65185.....5/8"-11, Aluminum.....\$9.99
s" acin Studs
Larger than stock wheel studs for racing applications. 0.690" knurl (use with 43/64" hole in axle flange or hub). 5 per pkg.
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555-65151.....11, 2.75"L, .750" Knurl...\$19.99
555-65152.....11, 3.75"L, .750" Knurl...\$19.99
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LUG WRENCH

1" diameter tube with a shallow 1" socket welded to one end and 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

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049-ALL10105.....Bead Breaker.....\$43.99
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Steel brackets include grade 5 fasteners and 2 spacers. The spacer is pre-welded to one side of the bracket and the other spacer fits on the bolt and slides through the other side of the bracket. Work with most HP and racing coil-over shocks with 1/2" mounting bolts. Left and right versions have a spacer welded on one side or the other.
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555-64851...Universal, Narrow.....ea.\$6.99
555-64852...Tube Mt, Short.....ea.\$6.99
555-64854...Tube Mt, Long.....ea.\$9.99

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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

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

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Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel can 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.
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555-15510...8 gal, 19"Lx19"Wx8"H.....\$159.99
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555-15512...16 gal, 19"Lx25"Wx11"H.....\$199.99
555-15513...22 gal, 18"Lx26"Wx15"H.....\$249.99
0A a ut t, 08A a o o r 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

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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.
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921-36186...16"x 7/8" OD, 5/8" Heim...\$12.99
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921-19513...13"x 1" OD, 3/4" Heim...\$12.99
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921-19518...18"x 1" OD, 3/4" Heim...\$13.99
on S a d A uminum Tu in
921-36079...9"x 7/8" OD, 5/8" Heim...\$9.99
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921-36081...11"x 7/8" OD, 5/8" Heim...\$10.99
921-36082...12"x 7/8" OD, 5/8" Heim...\$10.99
921-36083...13"x 7/8" OD, 5/8" Heim...\$10.99
921-36084...14"x 7/8" OD, 5/8" Heim...\$11.99
921-36085...15"x 7/8" OD, 5/8" Heim...\$11.99
921-36086...16"x 7/8" OD, 5/8" Heim...\$11.99

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.....\$74.99
514-13515-B...2-1/2" Dish, Black.....\$79.99
St rin Pad
Protect your head/face from the steering wheels during a hard crash.
514-13650.....Pad.....\$34.99

Publisher's Note

Racing According to Plan



Dan Plan

Now that the season is winding down again, we'll use this issue to focus on some of the event highlights we've seen in the last month.

The month of September kicked off with our annual trip to Cedar Lake for the Jerry Richert Sr. Memorial event. This was our first time to see the IRA 410 Sprints this year, and were lucky enough to see the track record tied during qualifying. Any time a race



Vintage cars at the Richert Memorial
Dan Plan photo



Ron Hanestad's late race pace of
Corey Hansen at the Legendary 100
Bruce Nuttleman photo

car gets around Cedar Lake in about 12 seconds, you know they were hauling the mail, and Brooke Tatnell did just that. The combination of cars for the event (410 Sprints, 360 Sprints and two classes of Vintage Cars) makes for a great night of racing.

Next up was night #1 of the Legendary 100 at CLS. We were only able to attend opening night this year, and with the new format for the 2012 event, Thursday nights show was done right around 10:30pm. This was a good example of hustling over 100 cars through heats, B-features and main events in a timely fashion. The Street Stocks made their return to CLS for the first time in a few years, and put on a great race. Ron Hanestad made a last lap pass Cory Hansen to capture the qualifying feature for the Streeters. Not to be out done, the Midwest Mods had the top-three exchange the lead amongst themselves several times on the last two laps. Probably the best race I've seen in some time, maybe ever. Jeremy Houle came out on top over Jason Vandekamp and Flyin' Ryan Olson. The Hornets were also part of the Thursday show this year, with 2012 track champion, Eric Shultz, taking the qualifying feature win.

Unfortunately, we missed the final two nights of the Legendary 100 to make our first ever trip to Iowa Speedway in Newton, IA. Once again, all of the people that predict doom and gloom for the sport will have to find something else to complain about.

Continued on page 5

The Midwest

RACING

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P.O. Box 22111
St. Paul MN, 55122
651-451-4036
www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers

Dale P. Danielski
KrisMcMartin
Stan Meissner
Jason Searcy
Dean Reller
Charlie Spry

Photographers

Jim Ambruoso (815-623-3200)
Rick Blewett (507-398-9483)
D's Racing Imagery (608-448-2288)
Martin DeFries (651-457-7719)
Joe Gibbs (612-860-6622)
Doug Hornickel (920-563-0993)
Tom Johnson (612-309-7142)
Mark Melchiori (414-463-0131)
Stan Meissner (651-428-4717)
Mary Schill/Forte Design (608-792-1317)
Jerry Zimmer (715-792-2174)

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continued from page 3

Despite a poor economy and \$4/gallon for gas, both the Legendary 100 and WISSOTA 100 had great car counts .

Now on to our first trip to Newton. Even though Iowa is one of the bordering states to my home state of Minnesota, I've only been to one other track in Iowa, Hawkeye Downs in Cedar Rapids. The track in Newton is one of the newest race tracks in the United States, and a beautiful facility. Seeing the ASA Midwest Tour cars out on the big track was something pretty cool to see in person. Watching

Wimmer and Kirchner play mind games on the final restart, was just the icing on the cake for our first night at the track. Part of the draw for the ASA MT is to have the touring stars battle the local heroes. Wimmer is one of the touring stars, and Kirchner is a regular weekly competitor at Lacrosse. You couldn't have scripted it any better. I also had a chance to visit the infield media center on Saturday morning, as

Dean Reller and Jason Searcy were broadcasting their radio show (Speedtalk On 1360) live from the track. As long as I've been doing this gig with the paper, I've never been in a "big time" media center. I would have to say it is a pretty cool deal. Watching Dean and Jason continue to work during the commercial breaks, made me realize just how much work goes into making a 1 hour radio show move along smoothly. Thanks again Dean and Jason for letting me be on the show.

The NASCAR Truckers were also on the card at the track later that night. We were lucky enough to be on hand for a history

Chris Wimmer and Brent Kirchner made the last restart entertaining at Iowa Speedway
(Doug Hornickel photo)



Dean and Jason take a moment to pose for a picture in the media center at Iowa Speedway



making event when Ryan Blaney became the youngest winner in NASCAR Truck Series history. While the sights and sounds of the race track are part of the weekend experience, these types of weekends typically have more time away from the track. The campground at Newton is located right outside of turn four and provides a shuttle service throughout the day if you don't feel like walking. The Tiki Bar in the campground was a nice addition as well. Although I don't think the track necessarily provide the Tiki Bar service, it looked like this camping group was very

continued on page 6

RESTORE POWER PERFORMANCE AND IMPROVE GAS MILEAGE



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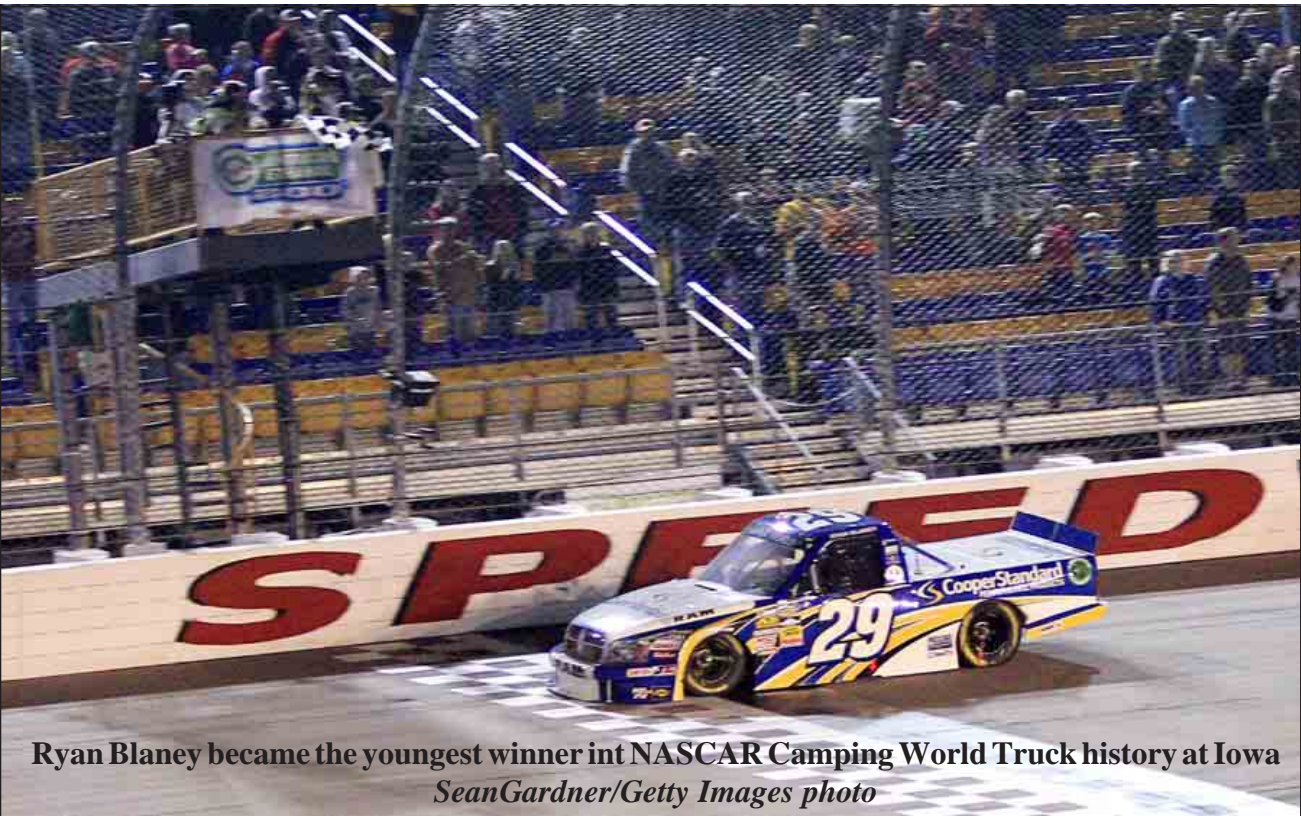
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Ryan Blaney became the youngest winner int NASCAR Camping World Truck history at Iowa
SeanGardner/Getty Images photo

continued from page 5

popular during the weekend.

Next up was the 4th Annual Thunderstruck Memorial at Elko Speedway. Over the course of this weekend, we even had time to catch the final event at Raceway Park during the afternoon on Saturday, prior to the final events at Elko. This year’s trailer race at Raceway Park had 23 competitors. The place looked like an atomic bomb had gone off at the end of the day. By far the best and trailer race I’ve ever seen, and the auto-ball bash of the RFL (Raceway Football League) was pretty darn good too. The RFL didn’t have replacement refs, and scored a fair game.

This year’s Thunderstruck event was expanded into a two-day show, with the ASA Midwest Tour Late Models & Trucks, The Big 8 Late Models, Mid Am Stock Cars and the local Thunder Car Nationals. Thunderstruck main event winners over the weekend were; Jerry Wood (Trucks), Lyle Nowak (MidAm), Doug Brown (Thunder Cars), Dylan Moore (Big 8)

and Dan Frederickson (ASA Midwest Tour).

At the end of the Thundersruck two night special, I

came to the conclusion there are basically two types of race fans; those that like close, side-by-side racing and those that like the bump and run (or dare I say “dirty” driving). My thoughts on this topic? Guys like Dick Trickle or Richard Petty didn’t build their huge fan bases by pushing drivers out of their way. On the flip side, the popularity of Dale Sr. wasn’t based on how many times he made a clean pass. Both types of fans are quite vocal on their opinions regarding how they prefer to see a race play out. The topic is almost as opinionated as the Democrats versus Republicans. Thankfully most of the political banter will be over in a few months. Each side of the fence got their fair share of racing over the two nights. Fans of a close race, left on the final night feeling cheated of a good finish. Fans of the bump and run thought it was great finish. So who’s right? That’s not for me to decide.

To try and put a positive twist on the final outcome of the main event, I do have to admit there was a lot of noise coming from the grandstand following the final checkered flag. The sport can’t be all milk and cookies every weekend. A big part of this sport has always been about the good guys against the bad guys. Lately, there haven’t been many bad guys. It looks like somebody has stepped up to the plate and offered to take the role of the villain.



Jacob Goede is asked to wait his turn before giving Dan Fredrickson a congratulatory handshake following the Thunderstruck race at Elko.
(Dan Kranz photo)

After the Thunderstruck event, we made a return visit to Arlington Raceway. It had been several years since we’ve been to an event at Arlington. This was their final event of the season and had every type of motorsports one could imagine. In addition to several oval track classes like Sprints, Modifieds and Stock Cars, they had Karts, Autocross and a Demo Derby. There’s just something about race tracks at fairgrounds that remind me of years ago. You just can’t beat the atmosphere of a covered grandstand at a county fairground.

Now it’s time to get ready for Oktoberfest!



Dylan Moore battled throughout the Big 8 main event at Elko with Jon Lemke. Moore would take the win.
Mark Melchiori photo



Doug Brown won the main event for the Thunder Car Nationals and Summer Thunder Series
Martin DeFries photo

Dirty Talkin'



Kris McMartin

While Mother Nature was being completely wishy washy, there was no stopping the Badger State Championship weekend at St. Croix Valley Raceway. On the ticket for both Friday and Saturday nights were Future Fours, Pure Stocks, Winged Micro Sprints, Vintage, UMSS Traditional Sprints and Midwest Modifieds.

Even battling the bitter cold, and sometimes wet weather, the track was prepared perfectly and we were treated to some really great racing all weekend long. Both nights the Traditional Sprint Cards and the Midwest Mod's had feature races that were some of the closest and most exciting racing I have seen all year.

The Midwest Mod feature Friday night had Jason Vandekamp and Ryan Olson in a heated but, clean battle for the front throughout the feature and Vandekamp coming home with the win. On Saturday these two drivers started mid pack but were quickly up front and battling for the win yet again, and this time it was Olson bringing home the win.

The true story of the weekend however was in the Traditional Sprint Car class, as this weekend would

close out the season and a champion for the series would be crowned. Coming into the weekend, the reigning champion, Kevin Bradwell, was trailing Rob Caho Jr by one point with Johnny Parsons III right in the mix, just a few points behind them. Caho, Bradwell and Parsons would start the feature on Friday night in positions 2, 3 and 4 after the redraw. On the opening laps, Parsons made a run on the bottom going from third to first; Caho overtook Parsons for the lead on lap 9 and after a caution Bradwell shot to the bottom to overtake Caho for the win.

On Saturday Bradwell and Caho entered the night tied for points. This made for some interesting events throughout the night. Bradwell won his heat race while Caho in an attempt to pass a car for the lead in his heat got himself upside down and went off on the hook. While the UMSS does not count heat races for points it was still a tie but Caho's car was destroyed. I have seen the generosity of race teams before, but nothing like what happened on this cold evening. A young driver, Lucas Milz, made a decision to scratch his car from the feature giving up several parts to the 78 team of Caho. In a tremendous effort by several competing race teams, Caho was able to piece a car together to race in the feature.

At feature time, the 20 lap race was highly entertaining and had some wild twists and turns with the championship hanging in the balance. While running solidly in the second spot with Caho behind him Bradwell, in an attempt to avoid a collision on the track, vaulted over an infield tire and landed on his lid.

Amazingly crews were able to get the car turned over and re-fired allowing Bradwell to restart the race with only 5 laps to go. Bradwell made a solid attempt and got himself rapidly back into the second spot, but after both cars being upside down it would be Rob Caho winning the race and taking the championship by just one point.

Both of these race teams overcame adversity in order to give us a fantastic night of sprint

A Wild Weekend



car racing. From those involved with the race teams to those lucky enough to be on hand to watch the events of the evening will be talking about this night for years as there could not have been a more entertaining final night of racing at the St. Croix Valley Raceway.

Vince Peterson photos



Vince Peterson photo



Going in Circles



By Charlie Spry

The final regular show at the Columbus 151 Speedway fell victim to the weather on their traditional Friday night slot, and while most of the points battles were pretty much settled, the decision was made to run on Sunday afternoon. Going directly against a Packers game in the cheesehead state may make some quiver, but the show went on. It was much too nice of a day to sit inside and watch TV anyhow!

Don Gaserude already had the track championship wrapped up in the late models, as did Kevin Anderson in the street stocks and Dave Trute in the hobby stocks. Jamie Kohn had a large lead in the Bandits, but was still pretty nervous before hand, as second-in-points Seth Reamer set fast time. However, Jamie came back strong in winning both his heat and the feature to leave little doubt. The real drama was in the Backup division, where Andy Ward Jr. held on and finished just high enough in the last race to secure the title by one point over Matt Wachuta. Congrats to all!

The first of many post-season shows that we look forward to came up on the weekend of September 14th and 15th, with the annual "Wisconsin State Championships" at the Jefferson Speedway. I've been attending this event almost since its inception in the early 1980's, and it is always a good time.

Forty-five late models timed in, which is about the usual count for this show. Seemed like more of the Jefferson regulars ran the race this year than in the past, which was good to see. It was a show dominated by my MIS champion Dale Nottestad, as he won the preview feature on Friday night, the race of champions, then won the first feature on Saturday, then finished third in the finale in order to be named the "Wisconsin State Champion" for his class.

An interesting story in the late model field involved Jefferson regular Dylan Schuyler. Dylan failed to make the show by time, struggled in the last chance races, and finally made it in on his last effort in the LC race on Saturday. Through all the bad luck and adversity, he won the second feature, with an exciting battle with Jason Erickson, who is a past winner of this event and a former track champion. The pair had the fans on the edge of their seats with their side-by-side racing, with Schuyler hanging tough for the win. A great job by both drivers to race clean.

With the Dells switching weekends for their specials, the Mid-Am cars had been previously scheduled to run there this week, but now had no race to attend. Jefferson accommodated them, adding them to the show here. Only a few drivers had any previous experience racing here, with Scott Null and Butch Mierendorf having previously raced here weekly. Lyle Nowak also had raced here during this event several years ago when he was running a limited late up at Tomahawk, which is now dirt. Other than that, not many had much time in on the track. James Swan has been dominant all year wherever he goes with this series, and again won tonight. He still has a chance at winning the Mid-Am point title, but would have to win both of the remaining events in the series in order to do so. He has a good shot!

I enjoyed talking with the "Racing Chaplain" Todd Christopherson. Todd helped me out with some of the names of the Mid-Am drivers, as he definitely gets around to many tracks and various series events. He is very knowledgeable about racing, and the word of God, which he does not push on anyone, but rather, is there to talk to anyone who wants to. He does a great service to the racing community!

Usually, a strong contingent of central

Wisconsin racers show up to run this event in the sportsman and International divisions, as well as occasionally the hobby stocks. This year, only Jeff Nowak ran in the sportsman class with his brightly colored #79. Marshfield had suffered many rainouts this year and ran their season a little longer, so many opted to race closer to home this year, especially those who were in tight point battles such as Phil Malouf. Several cars from Rockford Speedway showed up to race, and while usually very strong in the sportsman class, most of them struggled this year.



Mark Melchiori photos

Tory Bagley had a great weekend in the sportsman class, winning the preview feature on Friday, then the opener on Saturday, but the overall title went to Jason Thoma, who was very consistent all weekend.

The Bandit class had their share of excitement, with one driver leading the first feature, but during a caution it was discovered that he had a flat tire. Being forced from the event did not sit well with him, and he showed his displeasure, which never works. Phil Wuesthoff and Scott Dixon split the features, with Kyle Stark gaining the overall title, the first driver to win two WSC titles in the same year, as he also won the International division feature and title.

Bobby Selsing Jr. won the single hobby stock feature, and also set fast time, while Bill Sweeney set fast time, won the preview feature, then came back to win the big show on Saturday in the Road Warrior class, which is slowly building in car counts.



A packed house on hand for the Wisconsin State Championships at Jefferson Speedway
Mark Melchiori photo

continued on page 8

continued from page 7

The following weekend I took in the fall special at the Madison International Speedway. I still remember attending this track for the first time, which coincidentally, was the second ever race on the new half-mile in 1969. As a ten year old kid, I was very impressed with the size and speeds at the track, and vividly remember Bert Knutson flying over the sand banks in turn 3-4, as a concrete wall had yet to be constructed.

Times have changed a bit, as have the cars, but it still remains a very fast track, with the half-mile being virtually unchanged from its original configuration. It was even changed to a dirt track for a couple of years, which did not work out.

Travis Sauter won both super late model features, which makes him the winner of the last five in a row here. Previous to that, Nathan Haseleu had won

three, as this pair were the only drivers to win super late features here this year, other than the ASAMT race. Haseleu was the overall winner of the Triple Crown challenge series, as Sauter missed the first race of the series.

Although Sauter appeared to have the dominant car, Andrew Morrissey and Haseleu were right in the thick of things, with Haseleu having troubles in qualifying, still working his way patiently through the pack in the first feature, which seems to be his trademark driving style. You never notice him until the end, and then suddenly he is right up front. Bobby Wilberg suffered engine troubles in the first feature, dropping the perennial frontrunner from the day's events. Matt Kocourek looked very strong in the second feature, taking home the second spot.



Scott Null (62) was one of the few MidAm competitors with prior experience at Jefferson
Mark Melchiori photo

definitely accomplishing a feat! Scott has really stepped it up a notch or three this year!

Aaron Moyer took the win in a very exciting Legends feature, while Brody Hays won his first ever feature event in the Super Cups.

I liked the format for this show. They ran a simple, four division show which was accomplished in one day, in a quick manner. Beautiful weather definitely helped as well.



Wisconsin State Championship Mid Am winner James Swan
Mark Melchiori photo

Scott Ciesielski had never raced at this track before, but dropped the hammer down on the competition in the four cylinder International division feature, taking the lead early, then running away from the pack. Kyle Stark tried to chase him down, but couldn't catch Ciesielski, who has plenty of experience at tracks such as Marshfield, Golden Sands, and Wausau. Anytime you beat a Stark at MIS in the four cylinders, you are



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Auto Racing Facts,
Observances and
Opinions



By Dale P. Danielski

It was off to the Iowa Speedway of Newton Iowa here September 14th for ASA Midwest Tour action. Anyone who has not seen a race at this facility should plan for it in the future as it is top notch through and through. In our first ever visit to the facility we were to say the least impressed!!

And expanding on impressive with the \$5,000 question is, how many of you readers out there predicted Brent Kirchner would win the 150 lap race at the 7/8 mile paved oval? Kirchner, although running only a few races with the Tour in 2012, was confident and Chris Wimmer is probably wishing he didn't think Kirchner could win, as he was beaten by the La Crosse, WI., driver in a car Wimmer sold him and won this event with last year! After battling side by side for the last half dozen laps, Kirchner edged Wimmer for the win, taking the \$5,000 top prize in the process. The two were going over set up notes for the race during the day, and it just had to be painful for Wimmer, knowing that the help he provided was probably a bit much, and provided Kirchner the necessary edge to win. In

Brent Kirchner winning the ASA Midwest Tour event at Iowa Speedway



addition, the extra points Wimmer may have gotten to win the race most certainly would have put him in a better position heading into the last two Tour races to perhaps catch Jon Eilen, who had problems during the day for Championship laurels. As it stands now just 20 points separate the top four in the ASA Championship hunt.

But hold on a minute. With the event at Elko Speedway, 9/22/12 in the books it's down to the last event, Oktoberfest October 7th to determine the ASA Midwest Tour Champion. Jon Eilen rebounded nicely from his poor finish in Iowa to place 3rd and expanded his lead a bit, to 22 points over Nate Haseleu. Chris Wimmer fell out of the 100 lap race early and is now 29 points behind, with Chris Weinkauff next, 30 out of the top spot. The four still have a shot at the title and again it will all be decided at the Annual Oktoberfest racing weekend October 4-7. After an entire season of racing, four drivers still legitimately in contention for a championship. That's what the fans want to see, and they have definitely gotten there money's worth this year!

Speaking of Championships, Ben Pettis who had led the Super Late Model Standings at Marshfield Motor Speedway, Marshfield, WI., for much of the year needed a decent finish in the 40 lap Feature to win it here 9/15/12. He didn't get it, and as a result of his 2nd place finish in the main, Jim Sauter Jr., is the 2012 Champion at the track. What a way to lose a

championship; on the last regular night of racing, but what a way to win a championship coming from behind in the final feature event! Mark Eswein won the 40 lap race with Sauter Jr., Steve Holzhausen, Ryan Hinner and Paige Decker following.

Here and there...To say the finish of the 100 lap Thunderstruck 93

ASA Feature race at Elko Speedway ended in controversial fashion would be the understatement of the year! Jacob Goede led most of the way but the aggressive, apparently needing to win worse Dan Fredrickson got into him in the last corner of the last lap which allowed just enough space along the sideways Goede for Fredrickson to eke out a two foot win as the checkered flag waved. The win was not a very popular one with fans as the booing heard from the speedway after the race has only been rivaled by fans this year showing their displeasure with NFL officials! It definitely created excitement and more than likely will put some more fans in the stands for the next event as everyone ponders what will happen next!...Final order of finish after 150 laps in the ASA event at Iowa Speedway found Brent Kirchner first followed by Chris Wimmer, Chris Weinkauff, Jeff Choquette, and Jeff Storm. After 100 laps of ASA racing at Elko Speedway it was Dan Fredrickson, Jacob Goede, Jon Eilen, Skylar Holzhausen, and Nate Haseleu.

Bob Kosiski, who won at La Crosse Interstate Speedway when it was a dirt track in 1959, will be in attendance at the Champions Reunion. The Champions Reunion is once again part of the Oktoberfest Racing weekend at La Crosse Fairgrounds Speedway, October 4-7. Steve Kosiski, his son and a great racer in his own right, will be on hand as well...Interesting to note, with all the advance on Excalibur Speedway of Tomah, WI., re-opening recently it now actually has! Mike Inglett is heading things up there and the track will race on Saturday nights while the weather holds out this fall.

As a prelude to Champions Reunion IV at La Crosse Fairgrounds Speedway Sunday October 7th from 11am – 2pm we look back to August 10th 1959 where it was Bob Kosiski winning the 100 lap Late Model Feature at La Crosse Interstate Speedway, West Salem, WI. The event held during the Interstate Fair was witnessed by 3,400 fans. Kosiski drove a 1959 Ford Thunderbird #35 to the win...On August 10th, 1960 it was Ramo Stott driving a 1960 Ford convertible to the 25 lap Feature win in front of 2,000

continued on page 11

Dale's Photos from the Past

Ramo Stott Drove this car in USAC competition in 1972 at Wisconsin International Raceway, Kaukauna, WI. (left photo) Don "Thunder" Turner has competed in all the Oktoberfest Racing Weekends. This photo from the Jim Mussoni collection from 1971.



continued from page 10

fans at La Crosse Interstate Speedway... August 5th, 1963 found Dick Hutcherson winning both the afternoon and evening Feature races at the 7th Annual La Crosse Interstate Fair races. Hutcherson drove a 1963 Ford #3 to the wins... On August 8th, 1966 it was Ernie Derr racing a 1966 Dodge #1 to the 100 lap victory at La Crosse Interstate Speedway. Derr collected \$490 for his efforts during the race program...

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at dale@starmakermultimedia.com, www.starmakermultimedia.com

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The Inside Dirt



Stan Meissner

My 2012 racing season consisted of 18 events that included 16 nights in the infield, the Back to the 50's car show and one race night spent in the grandstand with family. The first race of the year was coincidentally the earliest opener in Cedar Lake's history. April 6, 2012, was a beautiful evening and

nice early spring weather had us convinced that May would provide a great month of racing. Wrong! After the CLS opener I did not attend another race until their annual school bus night on May 12. Rain, cold and a newly reopened and remodeled track not being ready for their scheduled opening date all contributed to the month long absence from racing. Determined fans who were willing to travel found a few races during that time but my approach is to stay put and let the racing come to me. When I'm not at a race there are more things to keep me busy than I have time to do.

The following week on May 19 the UMSS was rained out at Cedar Lake following their Heat races. Two more rain outs on consecutive nights (UMSS at SCVR May 25 and CLS May 26) whittled down my schedule even further. The season picked up again with the Cedar Lake Triple on June 2 and two nights of the Masters on June 15 and 16. I even surprised myself on June 22 when I spent the day walking around the Fairgrounds at Back to the 50's and the evening at the Saint Croix Valley Raceway.

On June 29 SCVR hosted their first Kouba Memorial Open Wheel Spectacular and the following week the World of Outlaws visited Cedar Lake on July 5. This

year's WoO show had to be some of the hottest weather this tenderfoot has ever done his reporting thing in. I even resorted to sitting in the van for a while with the AC turned up so I could cool down. That weekend was the beginning of a stretch of hot weather that took some of the wind of these 61 year old sails. I rebounded on July 27 with the SCVR IRA show followed by the UMSS at CLS the following night. August 4 found me at the final night of the USA Nationals (a can't miss night of racing) and the following Friday night I was in the grandstand at SCVR with both of my grandsons spectating. I finished out my season with the UMSS at SCVR on August 24, the Jerry Richert Sr. Memorial at CLS on September 8 and the final night of the Legendary 100 at CLS on September 15. At that point my racing funds were depleted for the season so I hung up my camera and note pad to regroup for next year.

The following photo essay will give you my view of some of the events I attended this past season along with some opinions and observations.

continued on page 13



Midwest Modified Heat race action at the earliest opener in the history of the track. As you can see this was a beautiful evening but the nice weather was only teasing us and I would not see another race for a month.



May 12 was Cedar Lake's annual school bus night and this shot shows part of the packed house. The track typically gives a couple of the top divisions the night off which raises the ire of some of the more vocal hard core fans. Fact is they pack the place for this event every year. If it ain't broke why fix it?

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Dean & Jason Talkin' Racin'

By Dean Reller

I've been asked hundreds of times, why do you like racing? Well, there is really no short answer to that; however my most common answer is you get to meet a lot of different people that all enjoy the same thing. These people all have a hidden passion for the sport, whether they race a touring Super Late Model or a Figure 8 car, everyone that straps on a helmet and gets behind the wheel is bound by the thrills and excitement of the sport.

The finish at the ASA Midwest Tour race at Elko Speedway reminded me why I love racing. As the top three finishers stopped on the front stretch following the race, I witnessed the most incredible display of emotions that I have ever seen. First off I saw anger and frustration from a driver that dominated nearly the entire race only to have the thrill of victory snatched from him just feet from the finish line. Secondly, I saw a winner who did

what he needed to do to win, very humbled by it as the win held a very personal meaning. Then, I saw the third place finisher, who appeared happiest of all. No, he didn't win the race, in fact he struggled throughout, but the third place finish meant more in the big picture as it was one step closer to a Championship. Finally, I saw race fans lining the fence along the track some were cheering, but most were booing as they offered their opinion of the finish.

I'm not going to take sides as to who was right or who was wrong, that's not for me to decide. However, in all my years of racing I never before saw such different emotions in one place at one time. The symbol for the theatre is two masks, one happy and one sad, representing the Comedy and the Tragedy. That also is a what entertainment is supposed to be. Racing is not only a sport, but it is entertainment. Ask any successful racing promoter and they will tell that. However, racing is much more than other sports, where one team wins and another loses. Only one person can cross the finish line first, where everyone else is relegated to being a non-winner, not necessarily losers. Sometimes it's the driver who has never won before, scoring a second or

third place finish that brings out more emotion and excitement than the driver who seems to win nearly all the time. As race fans, we have come to like close finishes, with people battling for the win down to the final turn. There's nothing really exciting about watching one driver dominate an entire race and drive unchallenged for a win. If that happened, grandstands would be pretty empty.

The thrill that gets me the most is watching someone get that first win. I've seen many a driver brought to tears as they got out of their car in Victory Lane. No matter how many times I've seen it, that's something that never gets old. I always like the saying that "The most exciting victories are when the driver overcomes adversity to get there." As much as I enjoy other sports like football and hockey, they do not have the emotion and passion that racers and race fans have. The finish at Elko hit home the answer to why I like racing. Where else can you get that much range of emotion? You can't get that range of emotions at a movie theatre.

continued from page 12



May 19, the UMSS was at Cedar Lake on this night but racing was stopped by showers after their Heats. This night of racing fell short of expectations which mirrors Andy Jones' 2012 Sprint Car season (car pictured in this shot). Losing a beloved supporter and crewman and his Grandfather during the season took the team's focus off racing. A few incidents on track and disputes with UMSS officials sealed the deal and the team would park after the Mighty Axe. Andy showed up in a Mod at the Legendary 100 and said that he would like to do some Sprint and Modified racing next season.

The IRA used to be a part of the Masters but relinquished that two-day spot to the USMTS. Cedar Lake added a new event called the Triple with the IRA as one of three headliners, net loss one night of CLS 410 Sprint Car racing for this writer. After attending the inaugural Triple (the first attempt in 2011 fell to weather) it became obvious that this new event looks to have a lot of promise. In this shot Steve Wetzstein blasts some clay over Cedar Lake's turn one wall.

continued on page 14

continued from page 13



What’s different about this shot of the USMTS four abreast salute to the crowd on night two of Cedar Lake’s Masters? If you answered that they’re not carrying the American Flag as they customarily do you would be correct. The USMTS did their traditional flag salute on Friday but Saturday night the spotlight was on the Late Models.



June 22, Minnesota State Fairgrounds Back to the 50’s car show. They say you never forget your first time. I’m talking about my first time behind the wheel of my first car. Mine was a ’58 Chevy, but it had a little bit more rust and primer than this piece. True story, my fenders rusted so bad I had to stuff rags around the headlights. One time on the way home from CLS in the summer of 1968 I drove through heavy rain and the rags got soaked. The headlights fell out and were hanging by the wires so I got out of the car in the downpour, stuffed them back in and was back underway. What did you think I meant by “first time?”



Saint Croix Valley Raceway June 29, packed grandstand for the Kouba Memorial. I have to admit to being surprised when this event drew more cars and more fans than the IRA show that took place a month later. I think the Kouba Memorial with the Mods is a good fit for SCVR. It was exciting to see the speed of the IRA cars and I’m looking forward to that event catching on and generating more fan interest. Rumor has it that the Late Model/Modified show later in the season was a good one too.



The World of Outlaws Sprint Cars made their annual stop at the Cedar Lake Speedway on July 6. In this shot Sammy Swindell (#1) leads eventual Feature winner California’s Tim Kaeding (#83) during Heat race action. I’m a little concerned about dwindling 410 numbers in our region but that’s a topic for another day.

Royle Looking Forward to Daytona

Martin DeFries photos

Adam Royle recently wrapped up the Minnesota state championship in the NASCAR Whelen All American Series. Along with the state championship, Royle finished ninth overall in the nation. This year NASCAR will schedule a special event during Speedweeks utilizing a temporary oval on the back stretch of Daytona International Speedway to showcase the short track super stars. The Midwest Racing Connection recently caught up with Royle to discuss his championship season and his thoughts on going to Daytona in February.

You ended up third in points at Elko this year. Does winning the state championship and ninth in the nation make up for not winning the track championship?



Probably finishing ninth in the nation does, but I still really want an Elko championship.

Do you think you would have had a better chance at the track title if there would have been more heat races instead of double features with the way the track points work?

I don't qualify well enough. That's my biggest downfall. If you qualify tenth three times in a row, and Donny (Reuvers) sets fast time, that's 30 points right there.

You only raced one night per week this year. Do you think that helped your program at Elko, or helped out your schedule at home more?

It helped out at home more by spending more time with the family. My boys are getting older and I don't want to miss too much more.

What are your plans for Speedweeks this winter?

We would really like to go. We could sure use some extra sponsorship, and *The Midwest Racing Connection* sure would look good on the hood of this car. Seriously, we want to go. They say our car will be legal to run and my boys sure would like to go.



What are your plans for next year?

I'm not sure yet, it's too early to tell. We'll see what happens over the winter.

Decker Ready for Diversity Challenge

Doug Hornickel photos

NASCAR recently announced the drivers that will be eligible to make the Drive for Diversity program for the 2013 season. One of the drivers to make the first round is Eagle River, Wisc. resident, Paige Decker. For those of you that might pay attention to the snowmobile racing in the winter months, the name Decker may sound familiar. Paige is the niece of 1987 Eagle River World Championship Snowmobile Derby winner Chuck Decker.

How did you go about getting your name onto the list for the Drive for Diversity?

We aren't quite part of the Drive for Diversity program yet. We actually made what is known as the combine list. We had heard about the program, and we were desperate for additional funding, so we had to put together all of our racing history. That was a

learning experience, as we had to document things like start position, finishing position, qualifying results, tracks and all of those items. I also had to write a resume, and then we submitted all of this information to NASCAR. It took about a month and a half for them to get back to us and let us know we made the cut for the 17 eligible for the combine.

After the combine, what are the next steps?

They will pick six drivers from the combine. The top six are eligible for a full ride and they pay for everything.

Does the program require that you race in the Carolina's, or can you race back here at home?

We would have to move down there and would race in the K&N Series. They provide the crew and I would be racing for them and working in the shop.

What are the steps you'll have to take to make the final cut for the top six?

Day one, they do a physical assessment. Things like running, but they also using a racing simulator with things hooked up to measure heart rate and stress levels. The



next two days are on track testing, telling them what you want in the car and those types of items.



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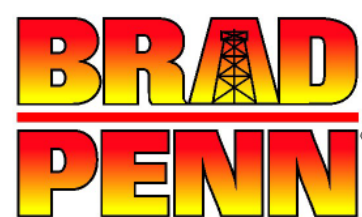
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