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November, 2012



## *Fall Special Review Part 2*



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## Publisher's Note

### *Racing According to Plan*



**Dan Plan**

We are nearing the end of another year, and the racing in this area has officially wrapped up for the season. For a guy that spends the majority of his weekends at the short tracks, and had never been to a drag strip before, I found myself at three different drag races this year. I enjoy just about every type of motorized event, with oval track racing being a whole lot more convenient for me personally. In the Twin Cities area, we are pretty fortunate to have about a half-dozen oval tracks within an hour or so. I know if there were a drag strip closer to home, I would go more often based on what I saw this year.

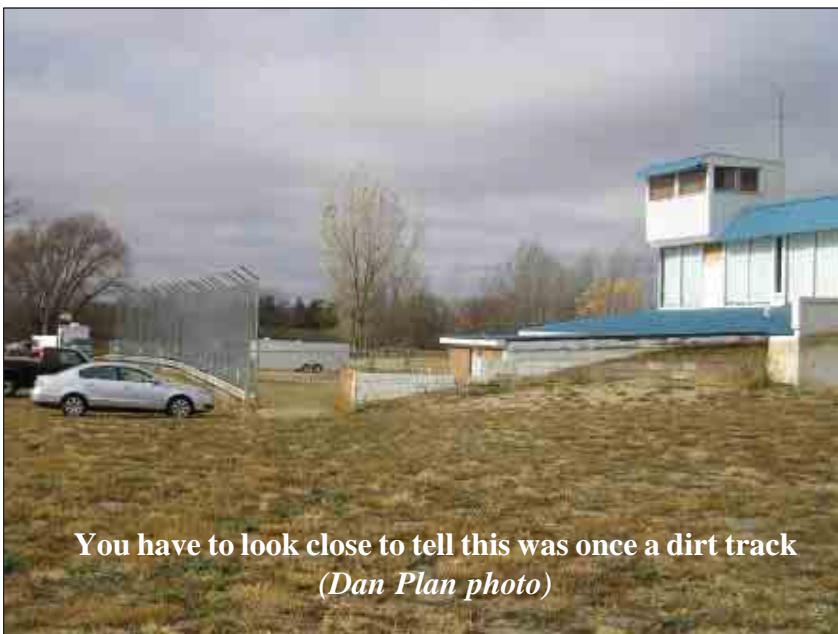
On a family visit to Vegas earlier this year, they just happened to have an event going on at the drag strip, and we decided to check things out. We also made our first visit to Brainerd International Raceway this year for the annual NHRA event. As the 2012 season was coming to an end, I made a trip to a local drag strip that I had never been to before. Grove Creek Raceway is about an hour west of the Twin Cities, and runs a 1/8<sup>th</sup> mile drag strip. While the NHRA event at BIR compares to going to a NASCAR Sprint Cup

(Dan Plan photo)



event, the Vegas and Grove Creek events were more similar to short track events.

The main reason I made the trip to Grove Creek was to see a hometown friend compete in the Super Bike class. The other reason I went was to check out what remains of the old dirt track they had on the same grounds as the drag strip. Unfortunately, not much remains of the old dirt track. Most of the retaining walls have been removed and most of the banking in the turns has been bulldozed to make a parking lot for the drag strip. It's actually pretty sad to imagine what could have been. Just another reminder to be thankful for the tracks we still have. As much as people talk about "back gate promotion", the demise of the Grove Creek dirt track sounds like a case where an oval track wasn't able to survive solely on income from the back gate. It looks like drag racing can, but not an oval track. The information I was able to gather from some of the folks at Grove Creek



**You have to look close to tell this was once a dirt track**  
(Dan Plan photo)



(Dan Plan photo)

*The Midwest*

**RACING**  
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November, 2012

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

Publisher  
Dan Plan

Contributing Writers

Dale P. Danielski  
Kris McMartin  
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)

*The Midwest Racing Connection* is published ten times during the summer racing season by The Plan Company, Inc. All material is copyrighted 2012 and may not be reprinted without permission. Subscriptions are \$20 for ten issues. Call 651-451-4036.

Cover photos by: Doug Hornickel, Dan Plan and Jerry Zimmer.

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regarding the demise of the oval track wasn't based on low car counts. They indicated there were plenty of race cars, just not enough fans in the stands to keep things going. On the other hand, the drag strip still keeps running, but there weren't many fans on hand to watch for our visit. We noticed the same thing in Vegas, a ton of cars, but relatively few spectators. I guess when you are racing for a trophy, and no prize money to pay out, you don't need fans to keep the show going. I've often wondered why there isn't a "trickle down" effect with NASCAR racing and the crowds at the local short tracks. It looks like the same holds true for NHRA drag racing at the grass roots level. If a person could get half of the

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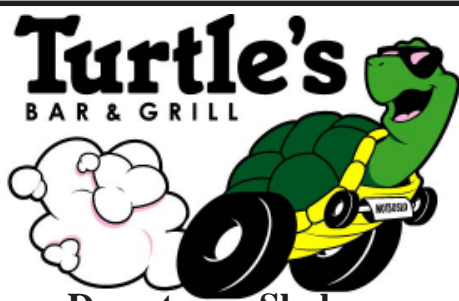
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crowd at a Cup race or NHRA national event to go to a local event, I'm willing to bet they would see something they would enjoy, at a fraction of the cost.

On a more upbeat note, my buddy Jon Erickson picked up the final round win in the Super Bike class, so I was still able to go home with a smile on my face.



Grove Creek Super Bike winner Jon Erickson  
(Dan Plan photo)

#### 2012 Oktoberfest Notes

One of the events I spent a little more time at this year during Oktoberfest was Dale Danielski's annual Racers Reunion. If you haven't had a chance to make your way over towards turn one on Sunday morning of Oktoberfest, I would highly recommend making a trip down this way next year. Lots of pictures, videos, retired racers, old race cars and more. Dale obviously puts a lot of time and effort into this event, and it shows by the number of former racers that show up for the event.

This year, I picked up a couple of programs from past racers reunions that made for some quite enjoyable reading the last few weeks. Reading Dale's interviews of some of the legendary drivers from the area, along with interviews with legendary promoters (like Sam Bartus), gave me a little more insight to how things used to be at the short tracks and what might have lead to some of the changes we see today.

Things might have been a little rougher around the edges back then, but the general concept is still the same for short track racing. Put on a good show, keep the prices affordable



2012 Racers Reunion  
(Dan Plan photo)

and keep the fans entertained. These are the items that bring me back to most short tracks every weekend. I think some weekly shows have lost track of this concept, while others are doing well at embracing this concept.

One item that might get overlooked from the 2012 Oktoberfest event was the number of track records set. The cool temperatures this year made for more horsepower, and several divisions had their existing track records broken. The item that caused these accomplishments to be overlooked was the number of wrecks over the weekend.

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*continued from page 5*

While Rockford Speedway has been mistakenly referred to as Wreckford many times, I don't think is a fair representation of the track. Wrecks aren't typically caused by the race track. They are typically caused by the part failures, or in some cases, the drivers. Rockford's weekly show isn't known for tearing up cars, nor is the weekly show at LaCrosse. While Rockford had several spectacular incidents during the 2012 National Short Track Championships, they weren't caused by the track. The 2012 version of Oktoberfest saw an unusually large number of torn up race cars and spectacular crashes, again, not caused by the track.

When you run specials at the end of the year, things tend to happen, regardless of what track you are at. Motors are tired, temperatures can be cold, tempers can be short, and some people take extra chances

knowing they don't have to worry about fixing their car for the next weekend. Wrecking is always a possibility when cars are on the track, and possibilities go up as the end of the year approaches. This year we had more than our fair share of wrecks at 'Fest.

Travis Sauter won on Sunday by crossing the line first, and making it through inspection. He became the first repeat winner in four years, and added his name to the list of winners with three or more Fest titles such as; Dan Fredrickson, Eddie Hoffman, Joe Shear and Tom Reffner. Jonathan Eilen picked up his first ASA Midwest Touring series championship at the end of the day. I'll spend the rest of the column highlighting some of my personal favorite events during this year's Oktoberfest event. For full results of the entire weekend, make sure to check out the results section at [www.lacrossespeedway.com](http://www.lacrossespeedway.com).

The events known as the Dick Trickle 99 and the

JMcK 63, have quickly become two of my favorite events of the year. As a lifelong race fan, I had always read stories about the "Milk Bowl" event in Vermont. The short segments and the inverted fields used in these races, make everybody have to go from the drop of the green. There's no saving tires and no pit stops during the race. They just get the green, and go to the front as fast as they can. The teams can make changes following each segment, but that gives everyone a chance to see if they can get faster in the next segment. Skylar Holzhausen added his name to the short list of winners for the Trickle 99 this year. The final point tally at the end of Friday night had Holzhausen winning by just two points over Jacob Goede, with Dan Fredrickson taking third overall. Zach Riddle topped the Big 8 Late Models on Sunday afternoon to get the JMcK 63 title.

The Area Sportsmen battle with Brent Kane and Rick Schermerhorn came down to the last lap again this year. The same two drivers have now battled for the lead for three years in a row. There was also contact in the 2010 version, but both drivers made it back to the finish line, with Schermerhorn getting the win. The same two drivers crossed the line first and second in the 2011 version, with Kane getting the win after technical inspection. This year, neither driver made it past turn four on the last lap. As the old saying goes, if you mess with the bull, you get the horn. 2012 LaCrosse Sportsmen track champion, Randy Humfeld, was in the right place at the right time. After climbing the wall down the back stretch on the last lap, he kept going, passed the wrecked cars of Kane and Schermerhorn and picked up the win. The last lap action was crazy to say the least. As a fairly popular guy once told me, you just can't make this stuff up.

Each year, something new is new added to Oktoberfest. Sometimes it is off-track activity, and sometimes it's something on the track. This year, three items stood out

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**Wild action during the National Short Track Championships that wasn't exactly caused by the track.**

**Top photos by Jimmy Ambruoso ([www.myfinishlinephotos.com](http://www.myfinishlinephotos.com))**

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for me; the Mid Am shoot out on Saturday night, the Late Model challenge on Sunday afternoon, and adding the American Short Trackers to the big track.

The Mid Am guys were lined up for a \$1,000.00 “winner take all” event. The Late Model Challenge had drivers running on the big track and the small track. Brad Keith borrowed a car to take the lead late in this six lap Mid Am shootout, while Matt Berger picked up the win in the Late Model challenge event. The Short Tracker race on the big track had drivers from tracks like Raceway Park, Rockford, Jefferson, Marshfield and other area tracks. This made for a division with 30+ cars during their ‘Fest debut. While the rules may vary from track to track, these guys put on a heck of a show. Some cars were far more competitive than others, but that’s the way racing used to be. It was also neat to watch drivers like Nick Cina Jr. (Rockford) and Dave Auringer (Raceway Park) battling for win. Two guys that live hundreds of miles apart, but finished inches apart in their main event. I’m looking forward to seeing the Short Trackers at Oktoberfest again in 2013.

And one final note from Oktoberfest. If I could give out an award for the coolest car of the weekend, Chris Wimmer would have won, hands down. The replica paint job of the Late Larry Detjens Mopar was a treat to see.



Chris Wimmer's Oktoberfest ride  
(Dan Plan photo)



Nick Cina Jr. and Dave Auringer  
(Bruce Nuttleman photo)



One of the many wrecks during 2012 at Oktoberfest  
(Doug Hornickel photo)



Randy Humfeld races past the crashing cars of Rick Schermerhorn and Brent Kane during 'Fest 2012  
(Dan Plan photo)



The 2010 version of Schermerhorn versus Kane  
(Bruce Nuttleman photo)



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## Going in Circles



### Charlie Spry

October brings us colder weather, and of course... Oktoberfest! The weekend brought traditional 'Fest weather, cold! However, the rainy stuff stayed away and I got a chance to witness some great racing.

Thursday night's show brought out plenty of drama, as the LaCrosse weekly racers still had some intense points battles to finalize. The NASCAR late models

featured a down-to-the wire scenario, with the points battle coming down to the final feature between Shawn Pfaff and Todd Korish. During a long season, many unfortunate things can happen along the way to derail a drivers' championship hopes, and tonight it came down to a first lap wreck which took out many cars, also taking Pfaff out of action. Korish knew right then and there that he had the title wrapped up if Pfaff did not return to action, and he cruised in the race, seemingly just wanting to finish up and collect the hardware. One would have liked to see what the outcome would have been had the pair both raced in the feature, but that does nothing to take credit away from Korish, who ultimately got it done. Veteran Steve Carlson then started on the front row, and checked out, collecting the win.

The Thunderstox provided their own form of drama, as the points battle came down to Dakota Miller and Tom Luethe. The pair got together while battling in the feature, with Miller sustaining a flat tire on his racer, with Luethe restarting in the rear. Just by finishing, Luethe gained the title over Miller, who could not return. Mark Challet drove to the win throughout all of the chaos, after a last lap pass of front running Jordan Myers and Adam Moore, who spun at the finish line.

Matt Tift won the super late model "futures" event, with Bobby Kendall working hard to make the pass on the inside, but wisely sticking back rather than make contact as he tried repeatedly to work inside of Tift. Nice race by both. Jim



(Mary Schill photo)

Barnesley won the "Hooligan" race for those who failed to qualify for the futures. Greg VanGool raced the car the following night in the Dick Trickle 99's, and the pair had to be the "long distance" drivers of the weekend, coming all the way from Saskatchewan, Canada.

Matt Inglett drove to the win in the LaCrosse sportsman division, winning out in a side-by-side battle with Steve Bachman, while Jason Lindvig took the win in the Hornet feature, and Kyle Stark survived the Double-O race to take the win.

Friday brought colder temps, as the super lates were in action for the Dick Trickle 99's, with three segments being run to determine an overall champion, all 33 laps, which added together, arrive at Dick's famous number 99.

Skylar Holzhausen has been on a roll lately, as he recently won the Marshfield Fall Spectacular, and this week took the overall win in the DT99, winning the overall title. Dan Fredrickson ran off with the win in the first segment, while Holzhausen placed second.

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(Mary Schill photo)



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Casey Johnson was fresh off a second place finish at the Rockford NSTC, and looked strong here, taking the second segment. The two-time Jefferson Speedway late model champ has recently moved up to a super late, and is showing his stuff. However, Johnson was involved in a hard crash during the early part of the third and final segment, taking him out of

the hunt, while Holzhausen won the event to record the overall title over Jacob Goede. The area sportsman feature event showcased the talents of weekly warriors from various tracks, while many LaCrosse regulars also ran in the division. Brent Kane powered into the lead and appeared to be prepared to run away with the event. However, some late race fireworks set the stage for a surprise ending, as Rick Schermerhorn quickly made his way through the pack. Randy Humfeld struck the backstretch wall, getting up on two wheels and nearly

(Bruce Nuttleman photo)



(Doug Hornickel photo)



(Bruce Nuttleman photo)

launching off the track, but slammed back down and continued, while Schermerhorn caught Kane on the last turn, with the pair making contact and Kane striking the wall, Humfeld cleared the mess and limped the car home to a surprising victory.

James Swan continued his late season mastery of the specials, and took the win in the truck feature event, while Erik Darnell took the "Stubby" feature for those not qualified for the main SLM event.

Unfortunately, I had to leave after Friday's show, as I had to work at my "real" job during the weekend, so I didn't get to see the rest of the show. At any rate, it was good to tour the campgrounds and make contact with many old friends, as well as be a part of this fantastic show.

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## Dean & Jason Talkin' Racin'

### Jason Searcy

The activity at our local short tracks has cooled down with the onset of the winter season so, many race fans attention shifts to the Metrodome where tens of thousands of fans stream inside to witness the awesome power, agility and aggression on display. Once every year the finest rivalry in all of sports is renewed under the Teflon roof at the Metrodome..... no, no not the Vikings and Packers.

I'm talking about Dennis Anderson and Grave Digger vs Tom Meents in Maximum Destruction at Monster Jam. These two have been at the top of their game for the past decade and they will renew their yearly battle at the Dome on December 1st for the Speed TV show, giving all the drivers a bit more incentive. Monster Jam returns again on Jan 19th, the Grave Digger truck will be in attendance but most likely with a different driver behind the wheel. These shows are a great break from the winter depression, they are well run, entertaining and the 1,400 horse power Monster Trucks are damn cool rigs.

The modern day dare devils of the AMA Supercross will return to the Metrodome on Saturday April 13th of 2013 after being absent since 2008. This series is some of the most intense racing you will find, they have had a nice talent surge the last few years, which is partly a product of their superstars getting injured on a regular basis and opening the door for new guys.



Our local fans can be proud of a home grown talent Ryan Dungey from Belle Plaine MN who has had the opportunity to race at the Dome only once since turning pro in 2006, he finished second in 2008 behind Joshua R Hill. Dungey had a dream season winning the title and had six Supercross wins in 2010, he finished third in points both in 2011 and 2012. Last year he scored KTM their first ever Supercross win and fought through injuries that saw him miss five races. Now Dungey seems to be back at the top of his game, he finished second in the Monster Energy Cup at Sam Boyd Stadium a few weeks ago to kick off the new winter season.

I remember another Minnesota rider who raced at the Dome for many years, Heath Voss from Prior Lake who was a pro from 1995-2010, he had a career best

Supercross finish of 5th six different times and best overall finish of sixth in points in 2003. Fifteen years is a long career in a rough sport. What does a Supercross rider do for a living after a career flying over triple jumps, well he becomes a Helicopter pilot of course, at least that is what Heath is doing now. He lives in Mico Texas with his wife Sarah and his two kids Ryker and Ellie. He does sightseeing tours near San Antonio, has a repair shop and does crop dusting.

Heath had some good memories of racing at the Dome, "Racing at the Metrodome was fun because I got to see all the people I knew from racing in the Midwest growing up. Which was an awesome experience" said Voss. And he has some high praise for Minnesota's newest star in the sport "Dungey is an awesome rider & it's nice to see good people like him do well in life," said Voss.

The AMA Supercross has a great history at the Dome, racing from 1994-2004 in front of great crowds, in 1997 a record 60,049 fans packed the place. The series was absent from 05-07, then returned in 08 and then was off the schedule again until this Spring. Jeremy McGrath dominated early, winning the first six years at the Dome, David Vuillemin won in 2000, then RC Ricky Carmichael won the next three years, Kevin Windham won in 2004 and Joshua Hill had his first career win in 2008.

Our Minnesota Motorsports Mecca in the cold weather is the Metrodome, and I guess the Vikings get to use the facility too, between the Motorsports shows, that is.



Jacy Norgaard file photo





## Auto Racing Facts, Observances and Opinions



### Dale P. Danielski

With all the hype and the pending drama and excitement that was certain to go with it to determine the NASCAR Late Model track champion heading into Oktoberfest racing weekend at La Crosse Fairgrounds Speedway 10/4-7/12 it's almost fitting that it ended with a resounding thud before the race cars and drivers could even get through the first corner of the first lap of the final Feature race.

Shawn Pfaff and Todd Korish were supposed to battle it out tooth and nail for 40 laps in the main event to determine the 2012 Champion, but only one of them survived the "Big One" and the championship was over before the race even started. Only two points separated the two going into the night's main event with Pfaff holding the edge. At the drop of the green Mark Lamoreaux and Bill Niles got together heading into turn one which send both spinning. With nearly

nowhere to go at least half the field piled into the two disabled cars and one of them was Pfaff. With front end damage too severe to continue, the Championship was Korish's, if he could complete a few laps and finish a few spots in front of Pfaff. Although a couple close calls nearly prevented that once the race restarted, Korish did avoid further trouble and the result was his first ever NASCAR Late Model track Championship. The 40 lap Feature race was to say the least ho-hum with Steve Carlson running away with the win but for Korish and his 6<sup>th</sup> place finish it was the best that could have happened. And of course this event which opened the Annual Oktoberfest racing festivities set the tone for what again proved to be a very exciting four days of racing.

The ASA Midwest Tour was anything but ho-hum in determining its season Champion, as Jon Eilen did just about everything he could to try and lose the title! With constant trouble Eilen eventually had to settle for a provisional start in the 100 lap Feature finale. From there things finally turned around for the Minnesota racer as he place a sold 5<sup>th</sup> and won the title by 17 points over Nathan Haseleu. It was Eilen's first ASA Championship and certainly his biggest in racing through the years.

Looking at other action during 'Fest it was Matt Inglett winning the final Sportsman Feature and Randy Humfeld with a 6<sup>th</sup> place finish taking that Division title. Futures Super Late Model action found Matt Tifft holding off a late race bid by Bobby Kendall for the win. Not to be upstaged by the NASCAR Late Models this race also featured a huge crash to start the race. Close to half the field was involved but order was restored and action continued. Mark Chalet won the Thunderstox main but it was Tom Luethe taking the Division Championship. It wasn't without controversy however as Luethe and closest challenger Dakota Miller tangled with Miller done for the night and Luethe having to start in the back with only a couple laps left. A 9<sup>th</sup> place finish was just enough though for Luethe to take the title by a scant three points over Miller!

The top attraction for day two of 'Fest was the Dick Trickle 99 event. Skylar Holzhausen was the most consistent in the three Features that make up the event and took home the "Big Cheese" overall win trophy. Holzhausen capped off the event by winning the third 33 lap segment which clinched the crown. Dan Fredrickson and Casey Johnson won the other two segments but couldn't parlay their winning performances into an overall win.

The Area Sportsman race definitely provided the most exciting finish of the night. Randy Humfeld who got nudged into the backstretch wall on the last lap of the race was running 3<sup>rd</sup> with about 1,000 feet of racing left, but then Rick Schermerhorn who was the nudger and in 2<sup>nd</sup>, got into leader Brent Kane in turn three. Kane wasn't about to settle for that so heading out of turn four got into the back of Schermerhorn which sent both drivers into the turn four wall. Lo and behold 3<sup>rd</sup> place suddenly became first and Humfeld with a severely bent car crossed under the checkered flag 1<sup>st</sup>!

Night three of 'Fest found Zack Riddle setting a new track record in qualifying and following it up with the 68 lap Big 8 Series Feature win. But the big news of the night was the Outlawz Division undefeated season coming to an end for Jerry Aylsworth. Brett Wenzel picked up tonight's feature win with Aylsworth who had not lost a race all year placing 7<sup>th</sup>.

The final day of racing for this the 43<sup>rd</sup> edition of the Oktoberfest event found Travis Sauter capturing the 100 lap ASA Midwest Tour feature race. There were no disqualifications to elevate Sauter to the position as was the case last year and Sauter's win was deemed official. Skylar Holzhausen made the race close at the end but came up a couple car lengths short at the finish. Dan Fredrickson, Griffin McGrath and ASA 2012 Champion Jon Eilen rounded out the top 5. Big 8 Series racing was featured on the day in the form of three 21 lap main events. Local NASCAR racer J. Herbst won one of the mains to cap off a solid weekend of racing. Bobby Wilberg and Kyle Shear

took the other two 21 lappers. Zack Riddle parlayed consistent finishes in all three mains and was declared the overall JMCK Champion. The event is named in honor of the late promoter John McKarns. In a unique format race, the Late Model Challenge was held which featured drivers racing on both the 5/8 mile track and also the 1/4 oval in the infield. Matt Berger was the most consistent finisher in the two segments and declared the overall winner.

Here and there... Todd Korish became the first NASCAR Late Model Champion at La Crosse to go Feature race winless throughout the year...

### Dale's Photos from the Past

*#55 Homer Spink (left photo) who raced throughout Wisconsin in the 1960s and into the '70s, racing this Ford Mustang in 1974. Lyle Nabbefeldt (right photo) drove this Coupe bodied race car in 1966. Photo courtesy of Bob Bergeron*



*continued on page 12*



*continued from page 11*

Matt Tifft capped off a fine year of racing by winning the Futures Feature as part of 'Fest and also taking Rookie of the Year honors on the ASA Midwest Tour...Jeff Storm Toured the 5/8 mile oval in 18:527 seconds to top ASA Midwest Tour qualifying. In case you are wondering that's an average speed of 105.980 Miles per hour and a new track record...Skylar Holzhausen ended the season on a high note as in addition to his Oktoberfest success he also was the overall winner of the Marshfield Shootout at Marshfield Motor Speedway, Marshfield, WI., September 29<sup>th</sup>. Skylar captured one of the 50 lap features as part of the event while Father Steve took the other...It appears long time pavement and dirt competitor Mark Kraus may have run his last race at Oktoberfest. Leasing Super Late Model race cars to the Decker clan this past year and also nurturing a young son along in racing has Kraus looking at other ventures come 2013 and beyond...The four day crowd total for this years Oktoberfest was estimated in the 15,000 range. After a number of years of warm, actual balmy temperatures this year found 40s and 50s for day time highs and in the upper 20s at night...Speaking of crowds there was a very nice turn out of Champion drivers from past years of racing at the Champions Reunion Sunday as part of 'Fest. Bob Kosiski who won here at the track when it was a dirt half mile was on hand and had plenty of good racing history information to offer...Start planning now for Oktoberfest 2013 which will be held October 3-6.

Looking back in time on August 12, 1961 the Black River Falls Speedway opened and held there first ever event. #X Lyle Nabbefeldt in a 1955 Studebaker



*Todd Korish #32 2012 NASCAR Late Model Champion at La Crosse*

was the Feature winner and was followed by #64 Augie Winkleman, '56 Chevy, #30 Marlin Walbeck, '56 Chevy, #65 Vic Kopacz, '56 Chevy and #46 Bud Barfnecht in a 1947 Hudson. The Semi-Feature winner was #74 John Smith while heat race wins went to #45 Sonny Drake and #37 Don Bernander. Attendance was reported to be 2,800 with a \$1,000 purse paid out. A total of 44 race cars participated.

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10<sup>th</sup> Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at [dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com), [www.starmakermultimedia.com](http://www.starmakermultimedia.com)

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*Skylar Holzhausen Trickle 99 victor at Oktoberfest 2012*

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## Small Car Corner



**HUNTER DAYMOND**

**AGE:** 11  
**HOMETOWN:** RIVER FALLS, WISC.  
**CLASS:** MKA ROOKIE  
**FAVORITE CANDY BAR:** TWIX  
**FAVORITE NASCAR DRIVER:**  
 JEFF GORDON  
**FAVORITE PART OF RACING:**  
 BATTLING AND PASSING OTHER  
 KARTS. ALSO ROUGHING UP  
 BOB SNYDER ON THE OVAL RACES

## The Inside Dirt



**Stan Meissner**

&

## Dirty Talkin'



**Kris McMartin**

*will return in the  
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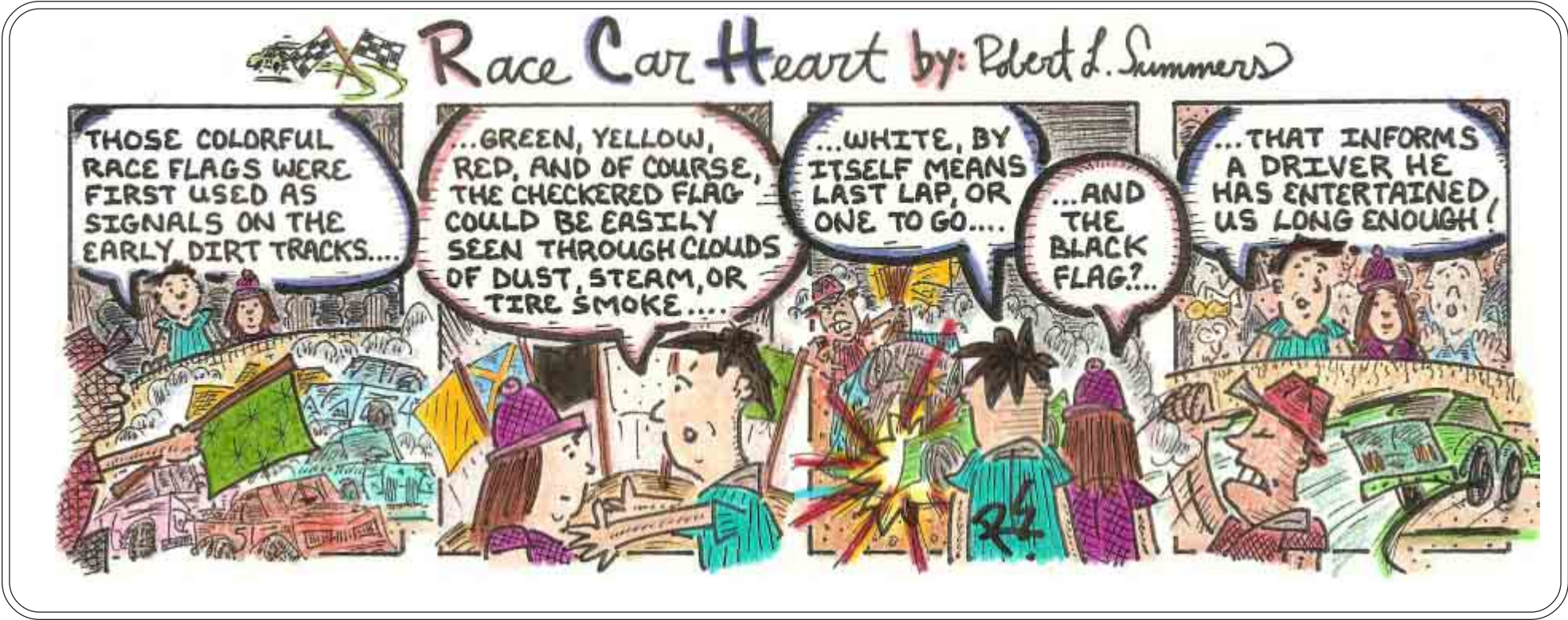
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## A DAY AT THE BAHAMAS

Jimmy Ambruoso Photos



*"Bahamas" Theme contest was won by Nick Shuckes and friends.*



*Crew members work hard to make repairs.*



*Racing action coming out of turn two saw numerous times 3 and 4 wide racing.*



*Alex Papini and Tom Gille put on a heck of a battle for the lead as seen in this photo*



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Insert a blade into the groover, set blade height with a tire depth gauge and set the power level. Place the cutting edge against the tire surface and apply pressure to activate rocker switch, creating instant heat. Includes 4/32", 6/32", 8/32" and 10/32" flat blades.

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

649-1106...1-3/4" Primary Tube, 3-1/2" Collector Dia.....\$211.99

**Schoenfeld Headers** fit BMS, Dirt Works, Hot, Hoffman, Jet, KMOD, Pierce, Pro, Quick, Sardeson, Smiley's & Victory chassis. Provides more torque & horsepower with longer primary tubes.

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**Schoenfeld Headers** clear side & rear engine mounts. Fit straight or angle plug, standard exhaust port headers. Must use short oil filter.

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649-186...1-3/4" Primary, 3-1/2" Collector Dia and 8" Length.....\$179.99

## G-BODY TRAILING ARM BUSHING

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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For building custom length suspension tubes.

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049-ALL22513...3/8"-24 LH, 3/4"x.058".....\$6.99

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049-ALL22519...1/2"-20 LH, 1"x.058".....\$7.29

049-ALL22522...1/2"-20 RH, 1"x.058".....\$9.99

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049-ALL56030.....Std (Moog K727).....\$46.99

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049-ALL56034.....Standard GM/Chry.....\$46.99

049-ALL56035...+1/2" GM/Chry.....\$46.99

049-ALL56038.....Std (Moog K6141).....\$46.99

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

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Inner dia is 1.379". Compressed length 1.688", extended 2.375" for .688" of travel.

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505-82871.....Remote Bleed Kit.....\$55.99

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Stoc St ute on T Trans

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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.

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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".

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

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