

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

April 2021

Inside...



Covered in Dirt and
Soaked in Rain



Way Back Machine



It's Bristol Baby!



2021 Preview



Back In The Day



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Publisher's Note

Racing According to Plan



Dan Plan

When I first met Rob Hahn (the guy who started this racing paper) many years ago, one of the things he said has stuck with me all of these years. I don't recall

Act like you belong

what we were talking about, but the phrase he said was "Act like you belong."

It was something I've taken seriously after hearing it. There have been several times in the last 20 years (racing related and not racing related) where not wearing my best Dale Earnhardt shirt and a baseball hat have gotten me access to places that might not have normally happened.

The most recent situation occurred at the beginning of March for the Truck race at Las Vegas Motor Speedway. With COVID restrictions still in place, the track was not given permission by the state of Nevada to allow fans or media members until a week or so prior to the event. I submitted an application for a media credential, but as a backup, I also purchased 2 tickets for the grandstand. Ultimately, the state granted the track permission to host fans (in a limited capacity) and I ended up with a credential and 2 tickets. I have a friend I've known for about 30 years that lives in Nevada these days, so I offered the grandstand tickets to him and his son, and I would use the credential.

Publisher's Note continued on page 4



The Midwest

RACING

Connection

April 2021

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CEDAR VIEW ELECTRIC, INC.

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New Construction - Remodel - Service Work

Lakeville, MN

Publishers note from page 3

Here’s where the part of acting like you belong comes in. When we arrived at the track, my buddy Todd and his son went into the grandstand. I went to the customer service window to find out where to go for credentials. With constantly changing restrictions from state to state, the NASCAR tracks are doing their best to fly by the seat of their pants. The staff at the customer service window wasn’t sure what I should do, but suggested I drive around the track to the credential office in the infield. The only issue was, I didn’t drive, but I’m still OK with a long walk. I walked about a mile from the front stretch to the infield tunnel in turn 1-2. For this event at LVMS, no one was allowed in the infield other than NASCAR officials and the Truck teams. I explained to the security guard at the tunnel what I was looking for, and they let me into the infield.

Once I was in the emptiness of the infield was when it dawned on me that I probably wasn’t supposed to be here. I trekked along down pit road and made it to the media center. To make a long story short, the folks in the media center arranged to have a golf-cart take me to the screening station outside of turn 2 and then back around the front stretch to access the press box.

Throughout the ordeal, everybody did their best to help me out, and nobody (including me) got upset. It’s a different world we live these days. Everyone at LVMS did their best to help me out under circumstances that were probably different from the last race in September and drastically different than anything



they’ve dealt with before.

At the end of the day, I made it back to the press box before the race started. It’s a pretty cool view from up top at LVMS and I even had a table

with my name on it. I didn’t stay long though, as I prefer the sounds and smells of racing outside and joined Todd and his son in the bleachers once the race started.



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The Midwest Racing Connection Directory Page



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Talkin' Racin'
with Jason



Jason D. Searcy

For obvious reasons, many of us race fans found the 2020 race season challenging, so we are looking forward to the 2021 season even more than usual. Of course, I want to encourage you to support your local short track but if you are looking for something new and want to travel some here is a list of some of the more interesting Motorsports events highlighted on my calendar.

The Elko Speedway (MN) opener is Memorial weekend Saturday May 29th, it's always fun to see which of our local stars are back and who is switching divisions.

June starts off with the popular Bandit Big Rig series coming into Elko Speedway on Saturday June 5th, the Big Rigs also plan on stops at Wisconsin International Raceway in Kaukauna (WI) June 12th and possibly Hawkeye Downs Speedway in Cedar



The Trans Am series will make appearances at Brainerd International Raceway and Road America in 2021
(Brainerd Dispatch photo)

2021 Preview

Rapids (IA) in July, the final details have not been released at this time, additional races might be added. This series reaches a wide fan base and has good exposure to an audience not always reached at a local track.

The World of Outlaws superstars will be returning to Granite City Speedway in Sauk Rapids (MN) on Saturday June 5th, this track has some new management and has plans to increase their special events moving forward. The World of Outlaws Sprint cars also are scheduled to appear at Jackson (MN)

way for 250 laps on Saturday July 10th, many of the local divisions will also be included, the ARCA on-track autograph session will be from 7:45-8:30pm and the LIVE MavTv broadcast will begin at 9pm.

The ERX Off Road Nationals at ERX Motorpark in Elk River (MN) is Friday and Saturday the 9th and 10th of July.

Trans Am also returns to Brainerd (MN) International Raceway for the Jed Copham memorial on Sunday July 18th. The TA2 division will race at 11:20am and TA division at 2:40pm on Sunday each



The World of Outlaws will have several events in the MN/WI area in 2021
(Dan Plan photo)

Motorplex June 24-26th, Cedar Lake (WI) Speedway July 2-3 and Huset's Speedway near Sioux Falls (SD) Sunday August 22nd.

The action really ramps up for race fans here in the North in July.

The Trans Am series makes a stop at Road America in Elkhart Lake (WI) as a support division with NASCAR on July 3rd and 4th with the TA2 race Saturday at 4:15pm after the Xfinity series race at 1:30pm and TA will race on Sunday at 11:05am before the NASCAR Cup series race at 1:30pm. This will bring Wisconsin a lot of new exposure to casual NASCAR Cup race fans worldwide.

The National ARCA Menards series returns to Elko Speed-

for either 40 laps or 70 minutes. The Trans Am series is on the rise again and it's some of the best road racing that can be found.

ARCA returns to Iowa Speedway in Newton (IA) on Saturday July 24th as the only event scheduled at Iowa Speedway in 2021, the race should begin at 8pm.

In August ARCA returns to the famed Milwaukee Mile in West Allis (WI) on Sunday the 29th, the Big 8 series race will be at 12:30pm and ARCA at 2pm.

The can't miss Oktoberfest race weekend at La Crosse Speedway in West Salem (WI) will be October 7th-10th with the Big 8 series on Saturday and ARCA Midwest series on Sunday.

The new Nitro Rallycross series with Travis Pastrana and MN veteran racer Steve Arpin is also holding an event at ERX Motorsports park in Elk River (MN) on Saturday and Sunday October 9th and 10th.

Other events might be added if the attendance restrictions in Minnesota are lifted, we can only hope things keep trending in the right direction. It's nice to be able to look ahead this year to some awesome motorsports events on the schedule at both our local tracks and all across the North.

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

I honestly think racing will get started on time on our level in 2021, but it hasn't yet for this scribe, so nothing to report, and that means, ONE MORE TIME for our Back in the Day Feature!

Dick Trickle opened the Capital Super Speedway, Oregon, WI., on April 6th, 1975, winning the 30 lap late Model feature. Following Trickle at the finish were Johnny Reimer, Mike Miller, John Ziegler, and Tom Reffner. Reffner finally debuted his new AMC Javelin after a year of waiting, by setting fast time, which was just the beginning of his setting the short track racing World on fire for the year. Hobby Stock victor on the day was Bob Ford. Tom Reffner won both 50 lap features and set fast time on May 10th, 1975 at Dells Motor Speedway, Wis. Dells, WI. Following Reffner in the first 50 were, Bob Gunn, Dick Trickle, Dave Watson, Joe Shear and Mike Miller. 2nd 50 found Reffner 1st followed by Marv Marzofka, Miller, John Ziegler, Larry Detjens and Bruce Sparrman. Sportsman feature was won by Geno Brosch with the Hobby Stock main going to John Bender...Sunday, May 11th, 1975 it was Bill Ratallick winning the Late Model feature at Columbus Speedway, Columbus, WI. Following Ratallick were John Ziegler, Paul Smith, John Knaus, Howie Weiss, and Jerry Eckhardt...Neil Callahan drove his 1974 Bemco Nova to the main event win at Tomahawk Speedway, Tomahawk, WI., Saturday, May 10th. Following Callahan were Chuck Abraham, Jim Bartelt, Jim Hornung, and Larry Abraham. Sport stock feature went to Don Petta...Russ Peterson won the 25 lap Late Model feature at the Hales Corners Speedway, Hales Corners, WI., Saturday, May 10th. Following Peterson were Wally Jors, Mike Melius, Jim Boehles, and Frank Smith. Sportsman feature winner was Jim Hendricks. 5,700 fans witnessed the season opening race...On May 9th, 1975, it was

Ed Howe in his H lettered Camaro race car winning the AMC 100 feature at the Fort Wayne Speedway, Fort Wayne, IN. Following Howe were Earl Ross, Randy Sweet, Bob Senneker, Tony Diano, Rick Knotts, Larry Detjens, Dick Crup, Tom Reffner and Moose Myers...Phil Prusak won the feature, Sunday, May 11th, 1975 at the Stillwater Speedway, Stillwater, MN. Following Prusak were Red Steffen, Rich Olson, Bob Lawrence and Jack Harder...On June 6th, 1975, it was Harold Mueller winning the feature at the Black River Country Raceway, Neillsville, WI. Following Mueller were Leon Plank, Tom Merkel, Roger Ress, and Tom Loos...Larry Moore won the 100 lap USAC stock car race at Salem Speedway, Salem, IN., June 8th, 1975. Following Moore were Jeff Bloom, Butch Hartman, Ralph Latham, Bay Darnell and Terry Ryan...Tom Reffner drove to his 18th feature win Thursday, June 5th, 1975 at Wausau, Wisconsin's State Park Speedway. Following Reffner in the feature were Mike Miller, Marv Marzofka, Larry Detjens and Larry Schuler. Sportsman feature winner was Ivan Fraaza...Dan Prziborowski won the feature, Saturday, June 7th, 1975, at Elko Speedway, Elko, MN. Following Prziborowski were Mark Lamoreaux, Bill Oas, John Boegeman, Mike De Mars and Don James. Hobby Stock feature winner was Dick Collins. The MSA Sprint Car feature went to Jerry Richert...Tom Nesbitt won the Feature June 6th, 1975, at the North Star Speedway, Blaine, MN. Jerry Legatt placed 2nd followed by Myron Erickson, Kenny Mann, and Mike Kirk...Saturday, June 28th, 1975, Tom Steuding, driving the former Jim Back Camaro, won the 20 lap feature at Shawano Speedway, Shawano, WI. Following Steuding were M.J. Mc Bride, Cork Surprise, Dave Conger, J.J. Smith, and Marcus Brei...Red Steffen captured his 3rd feature win at River Raceways, Fountain City, WI., Friday, June 29th, 1975. Following Steffen were Phil Prusak, Harold Mueller, Jim Schell, Dick Sorenson and John Foegen...Ken Biertzer won the Modified Feature at Raceway Park, Beaver Dam, WI.,



Neil Callahan's Bemco Nova

Back in the day

Tuesday, June 24th, 1975. Following Biertzer were Jim Hedges, Bill Johnson, III, Ralph Stern and Bill Johnson, II. The Sportsman feature went to Teeter Fehling...Larry O'Brien won the 30 lap feature, Saturday, June 28th, 1975, at Rockford Speedway, Rockford, IL. Following O'Brien were Willie Reints, Dana Czach, Jim Kersten and Danny Bellard...Tom Reffner won feature number 31 at Golden Sands Speedway, Plover, WI., Sunday, June 29th, 1975. Following Reffner were Marv Marzofka, Larry Detjens, Dave Boodle and Jim Back. Sportsman feature winner was Vic Getzloff...Fuzzy Fassbender won the 30 lap Modified feature at Plymouth Fairgrounds Speedway, Plymouth, WI., Saturday, July 12th, 1975. Following Fassbender were Etchie Biertzer, Bill Johnson, II, Bob Robel and Gib Wiser...Dick Trickle won the 50 lap feature at the Marathon County Fairgrounds, Wausau, WI., Sunday, August 10th, 1975. Following in a cloud of dust behind Trickle was Tom Steuding...Tom Jones won both Late Model features, Saturday, Sunday, August, 9th, 10th, 1975, at the Waukegan Speedway, Waukegan, IL...Scott Hansen won the 30 lap feature Sunday, May 6th, 1984, at Slinger Super Speedway, Slinger, WI. Following Hansen were Dave Klein, Joel Laufer, Jim Weber, and Conrad Morgan. The Sportsman Feature went to Jim Rogers, Jr...Tom Kamish won the late Model feature at Elko Speedway, Elko, MN., May 19th, 1984. Following Kamish at the finish were Craig Peterson and Dave Schmitt...Kevin Stepan won the Late Model feature at the State Park Speedway, Wausau, WI., Thursday, May 17th, 1984. Following Stepan were Tom Reffner, Wayne Lodholz, Jim Back and Lyle Nowak. Heat race winners were Les Stankowski, Bob Mackesy, and Lodholz. The semi-feature went to Rollin' Royce Rossier, while the dash was won by Ted Musgrave. Fast time honors went to Reffner at 14:473 seconds. Hobby Stock feature winner was Marv Zuidema...Fritz Scharf won the Street Stock feature at Crandon Speedway, Crandon, WI., in July of 1984. Duane Dunbar won the Late Model feature and was followed by Pat Zdroik, Putch Bentley, Beetle Baily and Steve Crawford...On July 4th, 1984, Richard Petty won his 200th NASCAR Grand National race in the Firecracker 400 at Daytona International Speedway, Daytona Beach, FL...Ted Musgrave won the CWRA Late Model Feature, July 7th, 1984 at Dells Motor Speedway, Wis. Dells, WI. Following Musgrave were Don Turner, Tom Reffner, Bob Gunn and Rick Wateski. Scott Sutherland won the Sportsman feature...On July 8th, 1984, at Slinger Super Speedway, Slinger, WI., it was Mike Reichenberger winning his first career Late Model feature. Following Reichenberger were Rich Bickle, Jr., Lowell Bennett, Al Schill and Conrad Morgan...Leon Plank won the Bud 1000 Feature at Red Cedar Speedway, Menomonie, WI., July 6th, 1984. Following Plank

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*Racing Facts, Observances and Opinions
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were Ron Schreiner, Les Duellman, Tom Nesbitt and Pete Parker...Greg Holzhausen won the 20 lap feature, Wednesday, May 21st, 1986, at La Crosse Interstate Speedway, West Salem, WI. Following Holzhausen at the stripe were, Tom Reffner, Don Turner, Rick Wateski, Steve Holzhausen and Kevin Cywinski. The semi-feature went to Grant Wilson, who sadly passed away the next day from a brain aneurysm. The Sportsman feature was won by Jim Schell...Don Turner won the CWRA Feature at Dells Motor Speedway, Wis. Dells, WI., May 24th, 1986. Following Turner in the 50 lap race were Bob Gunn, Rick Wateski, Greg Holzhausen, Tom Reffner and Tom Musgrave. Bob Lee won the Sportsman feature, while Shawn Pfaff won the Street Stock main...Kerry Hansen won the Late Model feature at Marshfield Super Speedway, Marshfield, WI., July 5th, 1986. Following Hansen were Ron Schreiner and Steve Haas...After 10 years

of trying, Curt Tillman won his first career Late Model feature at Rockford Speedway, Rockford, IL, July 3rd, 1986. Following Tillman were Randy Sargent and Bobby Hacker...Bryan Reffner won the Late Model feature at State Park Speedway, Wausau, WI., on June 6th, 1991. Following Reffner were Bobby Stolze, Wayne Breitenfeldt, Wayne Lodholz, Joe Krzykowski and Bobby Weiss. The Sportsman feature went to Mike Havel...Mike Miller won the Nestle Beverages 150 NASCAR Winston All-Pro Feature here May 25th, 1991, at the Lanier Raceway, Flowery Branch, Ga. It was Miller's first win in over 8 years... Well, we almost made it as far as we thought we would in the latest of our Back in the Day features, which means we may, just have to do it again! I can hear the applause all the way over this way in Wisconsin... Questions, comments, opinions and other information welcome at Starmaker Multimedia 701 Indiana Avenue, Stevens Point, WI. 54481 715-344-9072 608-518-2478 or at dale@starmakermultimedia.com



Dale's pictures from the past



More of Dale's pics from the past 62 years. One of the many #99 Dick Trickle Mustangs. #1 Bill Retallick. #87 Bryan Reffner. #36 Joe Shear Thunderbird. #27 Kevin Stepan. #97 Ron Schreiner.

Celebrating 64 Years!

CEDAR LAKE

Speedway

2021 EVENT SCHEDULE



FRIDAY, APRIL 2

OPEN PRACTICE (6:00-9:00 PM)
\$30 PER CAR & DRIVER. ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

SATURDAY, APRIL 3

CLS DASH RACE #1
UMSS TRADITIONAL SPRINT CARS, LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$15 • STUDENT \$7 • PITS \$30

FRIDAY, APRIL 9

OPEN PRACTICE (6:00-9:00 PM)
\$30 PER CAR & DRIVER. ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

SATURDAY, APRIL 10

CLS DASH RACE #2
UMSS TRADITIONAL SPRINT CARS, LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$15 • STUDENT \$7 • PITS \$30

THE LEGENDARY OPENER!

(APR 10TH - 17TH)

WEDNESDAY, APR 14

OPEN PRACTICE (6:00-9:00 PM)
\$30 PER CAR & DRIVER. ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

THURSDAY, APRIL 15

PRELIMINARY FEATURE NIGHT 1 FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
TIME TRIALS AT 5:00. RACING BEGINS AT 7:00
ADULT \$20 • STUDENT \$10 • PITS \$35

FRIDAY, APRIL 16

PRELIMINARY FEATURE NIGHT 2 FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
TIME TRIALS AT 5:00. RACING BEGINS AT 7:00
ADULT \$20 • STUDENT \$10 • PITS \$35

SATURDAY, APRIL 17

MAIN EVENTS (8 MAINS AND A MAINS) FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
RACING BEGINS AT 5:00
ADULT \$30 • STUDENT \$15 • PITS \$35

THURSDAY, APRIL 22

OPEN PRACTICE (6:00-9:00 PM)
\$30 PER CAR & DRIVER. ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

SATURDAY, APRIL 24

CLS DASH RACE #3
UMSS TRADITIONAL SPRINT CARS, LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, MAY 1

CLS DASH RACE #4:
UMSS TRADITIONAL SPRINT CARS, LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, MAY 8

SPRING SPRINT CAR SPECIAL
UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MICRO SPRINTS, AND PW OUTLAW 400 SPRINTS!
ADULT \$25 • STUDENT \$12 • PITS \$35

SATURDAY, MAY 15

SCHOOL BUS SPECIAL
UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, & SCHOOL BUS RACER (5/22 RAIN DATE)
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, MAY 22

CLS DASH RACE #5
UMSS TRADITIONAL SPRINT CARS (5000 AND CHAMPION), LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS (RAIN DATE FOR BUS RACES)
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, MAY 29

PACK THE TRACK NIGHT AND COOK MEMORIAL FREE GRANDSTAND ADMISSION!
FULL RACE OF MICRO SPRINTS, HORNETS, LIMITED LATE MODELS, & PRO STOCKS
ADULT FREE • STUDENT FREE • PITS \$30

SATURDAY, JUNE 5

CLS DASH RACE #6
MW MODS, UMSS TRADITIONAL SPRINTS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, JUNE 12

CLS DASH RACE #7 & KIDS NIGHT (16 & UNDER FREE)!
UMSS WINGED SPRINT CARS, MIDWEST MODIFERS, PRO STOCKS, & MODIFERS
ADULT \$15 • STUDENT FREE • PITS \$30

22ND ANNUAL MASTERS (JUNE 17TH - 19TH)

UMSS MODIFERS & LATE MODELS!
COMPLETE SHOW EACH NIGHT 7:00 START TIME.

THURSDAY, JUNE 17

MASTERS DAY 1
\$3,000 TO WIN UMSS MODIFERS, \$3,000 TO WIN LATE MODELS, & USRA LIMITED LATE MODELS
ADULT \$25 • STUDENT \$12 • PITS \$35

FRIDAY, JUNE 18

MASTERS DAY 2
\$3,000 TO WIN UMSS MODIFERS, \$3,000 TO WIN LATE MODELS, & USRA LIMITED LATE MODELS
ADULT \$30 • STUDENT \$15 • PITS \$40

SATURDAY, JUNE 19

MASTERS DAY 3
\$3,000 TO WIN UMSS MODIFERS, \$3,000 TO WIN LATE MODELS, & USRA LIMITED LATE MODELS
ADULT \$35 • STUDENT \$17 • PITS \$45

SATURDAY, JUNE 26

CLS DASH RACE #8 & FIRECRACKER SPECIAL!
UMSS TRADITIONAL SPRINT CARS (5000 AND CHAMPION), LIMITED LATE MODELS, MW MODS, PRO STOCKS, & MODIFERS
ADULT \$20 • STUDENT \$10 • PITS \$30

7TH ANNUAL WORLD OF OUTLAW SHOWDOWN

LATE 2ND - 3RD - 7:00 START TIME
COMPLETE SHOW EACH NIGHT!

FRIDAY, JULY 2-DAY 1

COMPLETE WORLD OF OUTLAW 400 SPRINT CAR SHOW AND A FULL PROGRAM OF UMSS TRADITIONAL SPRINT CARS!
ADULT \$35 • STUDENT \$17 • PITS \$40

SATURDAY, JULY 3-DAY 2

COMPLETE WORLD OF OUTLAW 400 SPRINT CAR SHOW AND A FULL PROGRAM OF UMSS WINGED SPRINT CARS!
ADULT \$40 • STUDENT \$20 • PITS \$40

MONTH OF MONEY

4 RACES EACH PAYING \$5K TO WIN FOR MW MODS, PRO STOCKS, MODIFERS, AND LATE MODELS.

SATURDAY, JULY 10

CLS DASH RACE #9 AND RACE 1 OF THE MONTH OF MONEY!
LIMITED LATES, MW MODIFERS, PRO STOCKS, LATE MODELS, & \$5K TO WIN MODIFERS!
ADULT \$20 • STUDENT \$10 • PITS \$35

SATURDAY, JULY 17

CLS DASH RACE #10 AND RACE 2 OF THE MONTH OF MONEY!
UMSS TRADITIONAL SPRINTS, LIMITED LATE MODELS, OUTLAW MINI MODIFERS, & \$5K TO WIN PRO STOCKS!
ADULT \$20 • STUDENT \$10 • PITS \$35

SUNDAY, JULY 18

2ND ANNUAL TRUCK AND TRACTOR PULL
12:00 NOON START
ADULT \$15 • STUDENT \$7 • PITS \$15

SATURDAY, JULY 24

CLS DASH RACE #11 AND RACE 3 OF THE MONTH OF MONEY!
UMSS TRADITIONAL SPRINTS (5000 & PLATINUM), MW MODIFERS, PRO STOCKS, MODIFERS, AND \$5K TO WIN LATE MODELS!
ADULT \$20 • STUDENT \$10 • PITS \$35

SATURDAY, JULY 31

CLS DASH RACE #12 AND RACE 4 OF THE MONTH OF MONEY!
LIMITED LATE MODELS, PRO STOCKS, MODIFERS, STEPPED STREET STOCK TOUR, AND \$5K TO WIN MIDWEST MODIFERS!
ADULT \$20 • STUDENT \$10 • PITS \$35

34TH ANNUAL USA NATIONALS!

(AUG 5TH - 7TH)
\$50,000 TO WIN LATE MODELS!
7:00 START TIME EACH NIGHT

THURSDAY, AUGUST 5

FULL PROGRAM OF WORLD OF OUTLAW LATE MODELS AND COMPLETE PROGRAM OF UMSS SERIES LATE MODELS AND USRA LATE MODELS!
ADULT \$30 • STUDENT \$15 • PITS \$35

FRIDAY, AUGUST 6

NATIONALS DAY 1
WORLD OF OUTLAW LATE MODEL QUALIFYING, HEATS, & DASH FOR \$5K TO WIN EVENT & COMPLETE SHOW OF LOCAL LATE MODELS
ADULT \$30 • STUDENT \$15 • PITS \$40

SATURDAY, AUGUST 7

NATIONALS DAY 2
WORLD OF OUTLAW LATE MODEL SEMIS, LIDS & 100 LAP \$5K TO WIN EVENT & COMPLETE SHOW OF LOCAL LATE MODELS
ADULT \$40 • STUDENT \$20 • PITS \$45

SATURDAY, AUGUST 14

CLS DASH RACE #13 AND HEROES NIGHT!
FREE ADMISSION FOR ALL FIRE, POLICE, FIRST RESPONDERS, MEDICAL AND DISPATCHERS.
RACE PROGRAM FEATURES LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, & MODIFERS
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, AUGUST 21

CLS DASH RACE #14, SEASON CHAMPIONSHIP & FAN APPRECIATION NIGHT!
FREE T-SHIRTS TO THE FIRST 1,000 GUESTS AND FREE CORN ON THE COB FOR ALL!
RACE PROGRAM FEATURES UMSS TRADITIONAL SPRINTS CARS, LIMITED LATE MODELS, MIDWEST MODIFERS, PRO STOCKS, MODIFERS, & LATE MODELS
ADULT \$20 • STUDENT \$10 • PITS \$30

4TH ANNUAL TRADITIONAL SPRINT CAR CHALLENGE!

(AUGUST 27-28)
COMPLETE RACE PROGRAM FOR TRADITIONAL SPRINT CARS, UMSS WINGED SPRINT CARS, MIDWEST MODIFERS, MICRO SPRINTS, & VINCE CARS!
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FRIDAY, AUGUST 27

COMPLETE RACE PROGRAM FOR TRADITIONAL SPRINT CARS, UMSS WINGED SPRINT CARS, MIDWEST MODIFERS, MICRO SPRINTS, & VINCE CARS!
ADULT \$20 • STUDENT \$10 • PITS \$35

SATURDAY, AUG 28

COMPLETE RACE PROGRAM FOR TRADITIONAL SPRINT CARS, UMSS WINGED SPRINT CARS, PRO STOCKS, MICRO SPRINTS, & VINCE CARS!
ADULT \$20 • STUDENT \$10 • PITS \$35

SATURDAY, SEPTEMBER 4

LABR DAY WEEKEND - NO RACING

SATURDAY, SEPTEMBER 11

21ST ANNUAL JERRY RICKERT MEMORIAL FEATURING 800 400 OUTLAW SPRINT CARS, 300 SPRINT CARS, & UMSS TRADITIONAL SPRINT CARS
ADULT \$25 • STUDENT \$12 • PITS \$30

16TH ANNUAL LEGENDARY 100!

(SEPTEMBER 15TH - 16TH)
WEDNESDAY, SEPTEMBER 15
OPEN PRACTICE (6:00-9:00 PM) - \$30 PER CAR & DRIVER. ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

THURSDAY, SEPTEMBER 16

PRELIMINARY FEATURE NIGHT 1 FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
TIME TRIALS AT 5:00. RACING BEGINS AT 7:00
ADULT \$20 • STUDENT \$10 • PITS \$35

FRIDAY, SEPTEMBER 17

PRELIMINARY FEATURE NIGHT 2 FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
TIME TRIALS AT 5:00. RACING BEGINS AT 7:00
ADULT \$25 • STUDENT \$12 • PITS \$35

SATURDAY, SEPTEMBER 18

MAIN EVENTS (8 MAINS AND A MAINS) FOR 10 CLASSES
PURE STOCKS, STREET STOCKS, HORNETS, LIMITED LATE MODELS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, MW MODIFERS, PRO STOCKS, MODIFERS, AND LATE MODELS!
ADULT \$30 • STUDENT \$15 • PITS \$35

SATURDAY, SEPTEMBER 25

13TH ANNUAL \$10,000 TO-WIN ENDURO!
ADULT \$15 • STUDENT \$7 • PITS \$30

SATURDAY, OCTOBER 2

UMSS ARRIVE AND DRIVE / TEST AND TUNE (\$30 PER CAR) - ALL CARS WELCOME.
ADULT \$15 • STUDENT \$7 • PITS \$10

NOTES: (1) UNLESS OTHERWISE NOTED, RACES START AT 5PM. CHAMPIONSHIPS OPEN AT 5PM. PITS OPEN AT 5PM. CROWN CUT OFF IS 5:30PM. (2) STUDENTS ARE AGE 6-15. (3) MODS & 100 UNDER ARE FREE. (4) PRIZES NOTED ARE AT THE GATE. DAY OF EVENT. HONORARILY CROWN CUT OFFS AND OR RESERVED SEATS MAY BE AVAILABLE ONLINE FOR SOME EVENTS.



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Going in Circles



Charlie Spry

This month we will set the way back machine to a very interesting year of local racing history, namely 1980.

In 1980 we lost John Lennon, eight track players were still around, Rupert Holmes was singing about Pina Colada's, and Mt. St. Helens was erupting. The U.S. hockey team also defeated the Soviet Union in the Olympics, the "Miracle on ice."

Your columnist had a full-time job paying decent wages, and was fully getting into the racing on the local scene. I bought a rusted and dented 1969 Chevelle two door hardtop for the princely sum of \$150, put some bolt-ons onto it, Cragar mags and wide tires, and in addition to driving it daily, entered my first foray into racing, by running a few times in spectator drags at Rockford Speedway, and even won overall on one of the Wednesday night shows. I think to this day, that car remains my favorite of all time.

After a 1979 season which saw the gates shuttered for most of the season, Fred Nielsen purchased the Capital Super Speedway (Now Madison International), hired ARTGO's John McKarns to manage and promote it, and we were back in business for 1980.

Things started off a bit slowly, as the opener on May 25th brought a decent field of cars, but nothing too spectacular. Steve Burgess won the late model main event over Mike Miller and Jim Derhaag. Cars came from various locales to compete, but not in droves.

For the regular Friday night opener the following week, Dave Watson took the feature win over Al Schill, and John Speer. The spectator drags were run weekly and were a fan favorite here, and this week it was "General Lee" Laverne Paulson playing Dixie on his way to taking the overall win.

Soon, a few rules were tweaked, which made it feasible for some of the area limited late models from Jefferson, Columbus and Rockford to come and compete. Everyone ran in one division, no plethora of divisions in those days.

The first week with the new rules in place brought out a field of 39 late models, and the stage was set for the rest of the season. The car counts would grow and grow, and the programs would become much more competitive.

Involving McKarns in this venture was a wise move, as he had a way with the racers, the media, and the fans. He was one of those people that could wear many hats and did his best to reasonably please everyone.

On July 6th, ARTGO came to town for the Pepsi 100, with two 50 lap contests being run. Joe Shear won the first event over Bob Senneker and Dick Trickle, while

Senneker turned the tables and won the second race over Rusty Wallace and Jim Sauter. Some may remember the crash in one of the features where Mark Martin spun and was hit by another car right in the foot well area of his car, breaking his left ankle in five places, his left leg, and right ankle. This was what brought about more foot and leg protection for the drivers in these cars in the future.

Joe Shear then became a dominant force at the track, winning most of the features in July and August, and becoming the track champion for 1980.

The August 15th show saw a couple of serious crashes take place, with Greg Neumann sailing into and riding the wall, and Morie Delmore and others crashing on the front straight, with Delmore's car erupting in flames. All drivers escaped harm.

It is hard to believe now, but all of the cars ran in harmony in one division. Don't think you could do that now. The Rockford, Jefferson and Lake Geneva cars and drivers made a good account of themselves. Keith Selvog had a limited late model car at the time, and started competing there. "I could do a few tweaks here and there, and run pretty good with the hot dogs. I could maybe lead for a few laps and then Shear and Trickle and those guys would go by, but they had to work for it and it was fun. I wasn't that far off with a limited late

Way back machine



model," Said Keith.

Spectator drags were the only other event run on most nights, with Paulson, Jim Zachow, and Jeff Schmidt winning most.

This was an important season here, as it set the stage for the track to keep racing, and it still does today. Would the track have faded into oblivion if these people had not stepped to the plate and done something? Quite likely.

And, in another bit of fate, now John's son Gregg McKarns owns the track and runs it with his wife and family. Pretty cool memories.

Things change, but not my racing habits. I still love going to this track on Friday nights some forty-one years later, but the Chevelle is long gone.



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Dangerous Dan**Dan Margetta**

The plan was to sit down tonight and write this column offering up some insightful analysis of the first NASCAR Cup Series race on a dirt track in over 50 years. But Mother Nature had other plans and flooding rains postponed the race a day leaving no time to write anything that would actually be worth reading. I feel sorry for NASCAR to have an event that was so well hyped and anticipated be dashed by something out of their control. I'm glad they at least tried it and am hopeful when the race actually runs it turns out to be everything they asked for. Even if it turns out to be a complete you-know-what show it was still refreshing to see the hype and excitement leading up to it. Cup cars on dirt is something I have only seen through old video highlights and pictures and to actually see it happen was something I was looking forward to. The practice coverage was fun to watch and it seemed everyone from the drivers to the crews really embraced the dirt experience. I never really got the whole dirt vs asphalt thing as I fit into both groups (even though I still get razed in the sprint car pits as being the fender tar racing guy) and it was neat to see the NASCAR guys make a concerted effort to give the "slideways" type racing a shot. Of course, the weather brought out the usual detractors especially

with the whole mud on the windshield issues and there were the usual complaints of it being too dusty on the dry days. To me, the dust builds character and there's something to be said about watching a classic dirt track bottom to top battle with slide jobs and cross-overs and then shaking the dirt out of your hair and turning all your white wash cloths the color of the racetrack afterwards. I know I'm strange but it does feel like you really are part of the show. On a side note, I grew up doing just that nearly every weekend at the now defunct Hales Corners Speedway where the weekly diet of dust included \$2 pit burgers made on a grill that was lit with gasoline. I'm pretty sure it's one of the reasons I rarely get sick although I can't scientifically prove it. Anyways, I hope we see more NASCAR Cup Series dirt races in the future and I'll get to my first dirt track races of 2021 next weekend as the World of Outlaws Late Models invade the Farmer City Raceway for the Ilini 100.

Speaking of excitement and anticipation, I have to admit that after not being able to travel to the NASCAR races in nearly a year, it felt great to get back into the swing of things when I went to the Las Vegas and Phoenix races this month. Thankfully Wisconsin tracks like the Slinger Speedway, Dells Raceway Park, La Crosse Fairgrounds Speedway, and others were able to open last year and Road America held their major events with fans, otherwise I'm not sure I would have survived the lock downs but I felt like a kid again heading to the Vegas track for that first race back. It took me back to how excited I was attending my first NASCAR race at the 1984 Talladega 500 as a 14-year-old and I remembered running up the grandstand concourse steps to actually see the track and cars in person. I had that same feeling walking up the steps to the track in Vegas and it was refreshing to actually be able to experience it again. All three Vegas races, Trucks, Xfinity, and Cup, were good races to watch and of course the excitement level does go up when you have money on the guys that won. I cashed in on bets on A.J. Allmendinger in the Xfinity race and Kyle Larson in the Cup race (I didn't bet the farm on them and no, I can't retire) which paid for dinner and drinks afterwards each day. One of those drinks was some

Japanese concoction they lit on fire and we only had one because at \$25 a pop that's probably about all you need, but what the hell, we won so we tried it anyway. From Vegas, it was off to Phoenix where after some Milwaukee Brewers Spring Training games I went to the NASCAR Cup race. The limited fans restrictions meant I could only go on Sunday and had to watch the race from the infield behind pit road but it was neat to be there. It was cool watching green flag pit stops up close and the big screen monitor enabled everyone to stay informed on how the race progressed. All in all, the back to back race weekend trip was a success as I was able to catch up with old friends and meet some new ones along the way. It was a great way to get ready for the Midwest racing season which begins in April.

I mentioned before the WOO Late Models are at Farmer City Raceway and I'll be there for the Ilini 100 to kick off the month on April 2nd and 3rd. Golden Sands Speedway has The Thaw to open their season on April 10th and Rockford Speedway opens with their Spring Big 8 race on April 17th. I plan to be at the Dells Raceway Park season-opening Ice Breaker race on April 18th and will follow that up with Slinger Speedway's Big 8 Late Model Series Season Opener on April 25th. From what I've been hearing and reading on social media, a lot of you are like me and ready to go racing too as the anticipation level is high heading into this month. April offers numerous opportunities to get to the racetracks to kick off this season and you should take advantage of them when you can. As always, I'll be at as many of them as I can fit into the schedule and I hope to see you there as well.

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New Dirt



Jacy Norgaard

Since I last wrote this column my 2021 racing season has become the most ambitious one to date. After the DIRTcar Nationals in Florida, I officially signed on to be the series photographer for the World of Outlaws Morton Buildings Late Model Series.

There are less than a half dozen photographers in the dirt track industry that get paid to shoot regularly, I am now one. I'm beyond grateful for the opportunity and excited to contribute on the national stage on a regular basis. This new role has been a long time coming and a testament to the work put in by all of us. I may operate the camera and create the images, but you bring them life. Regardless of the role you hold in this industry from driver to fan, you played a part in this journey. You purchased photos, you shared my work, you inspired me to be better. Because of you I have arrived at this exciting yet challenging point in my career. Despite what my new position is, I'm not going anywhere in this industry. I still very much care about the local scene and will continue to regularly write about the happenings of the area.

My racing adventures in the month of March looked good on paper. Plenty of exciting racing and unique opportunities. Mother nature unfortunately had other plans. It all started the first weekend in March

Covered in dirt and soaked in rain



Jacy Norgaard photo

when rain took out one of the two scheduled World of Outlaws Late Model races in Tennessee. We were able to race our Saturday show at Smoky Mountain Speedway in Tennessee. I woke up around 10AM to a message from another photographer advising me that I should get to the track early. Fans were already lined up to get into the facility and if I wanted a good parking spot, I better act fast. I left my hotel and headed to the track arriving more than 6 hours before the show was slated to start. Probably the earliest I have ever been to a track for a one-day show. It was delightful to sit around and talk shop with fellow photographers and Outlaw officials without having to run around and start working right away. Smoky Mountain ended up being a good track, but the weather turned a little cold. Our series announcer Ruben Mireles had to break out hand warmers and gloves, something us Midwestern folks on tour teased him for.

I had made the decision to drive to Tennessee for the weekends races and was dreading the 16-hour drive back after just one race. As luck would have it the series had a test day scheduled for that coming Monday at Bristol Motor Speedway. I made the decision to extend my stay and check out the last colosseum now covered in temporary dirt. A few of us bummed around Gatlinburg on Sunday before heading over to Bristol on Monday. When I arrived at the track and walked through the tunnel under turn 3 into the infield, I was astounded at the sheer size of Bristol. I had always seen Bristol on television or raced around it on video games, but never realized how big it really was. NASCAR tracks are not

your typical short track and I realize that. But I've been slinging photos at half-miles for nearly a decade and a half, so I just assumed this would feel like any other half mile, with just a few more seats. Bristol is absolutely massive and spectacular to see. It was even more incredible to be one of the very first photographers to capture cars on the freshly laid dirt surface. The speed was breathtaking and the track challenging. I roamed around going to as many places as I could in advance of our April show at the world's fastest half mile. I didn't always take photos from each location I visited. I more so wanted to figure out where the best places to shoot would be and what sort of shots I would be able to get. I had a vision in my head of a cool panning shot from the front stretch stands of cars on the back stretch. I made the long climb up the stands and found a good location. I messed around and found several different shot types that I liked. With a mental note of good shooting locations in hand I descended down the stands and walked towards the first two corners. Stopping at a photo hole in between the turns, I simply observed as two drivers made their way around the track. I couldn't believe the speed they were at. They were turning out laps averaging a speed of 125MPH. I didn't realize how fast that was until I was standing at another photo hole just off of turn 2. I had quality ear plugs in and even they weren't enough to minimize the sound of the most powerful late models on the planet at full speed.

I left Bristol that night and headed the 16 hours back home. The entire drive back from Tennessee I kept thinking about how I would love to shoot Bristol again before the Outlaws made their appearance. There were a couple shows ahead of ours and plenty of time for me to shoot. I decided to seek media



Jacy Norgaard photo

New Dirt continued on page 15

New Dirt continued from page 14

credentials for the NASCAR weekend at Bristol fully expecting to be denied. I had heard from others in the industry that NASCAR was very strict with credentials again this year due to COVID-19. Much to my surprise I was approved to shoot. My first NASCAR race and it just so happened to be taking place on dirt.

I flew into Charlotte on Thursday ahead of a weekend double header for the World of Outlaws in South Carolina at Cherokee Speedway. The forecast for Sunday's NASCAR race was looking grim. My flight home was scheduled for Monday morning at 5am. I knew that if NASCAR didn't race on Sunday, there was no way that I could stay until Monday or Tuesday to cover the event. I have a regular remote day job and couldn't possibly work on Monday and shoot the race. We were supposed to receive rain on Friday night for our race but never did. We headed to the track on Saturday and the forecast only showed a 30% chance of rain. 20 minutes out from the track my friend Nick Graziano, PR Manager for all of World of Outlaws received notification from out Late Model PR person that it had started to rain at the track. We arrived at Cherokee and met up with everyone in the command center in the pits. It had rained too much, and more was forecasted. Our race got cancelled and we headed back to Concord. Along the way I was texting everyone I could think of that was at Bristol to see how things were going. Turns out it was raining there, and they had cancelled the activities for the day. Sunday did not look very promising at all. I decided I would wait until Sunday morning before deciding whether to drive the 3 hours to the track. NASCAR beat me to it and sent an e-mail out to all media members advising they would be postponing the races until Monday. I was disappointed but not surprised. I changed my flight and headed to the airport several hours later.

As the plane took off and we settled into cruising altitude I thought about how disappointing not shooting the NASCAR race was and how disappointing the weather has been so far this season. We have yet to get a complete weekend of Late Model racing in without rain cancelling at least one night. As I sat there thinking about the perceived bad hand, I felt had been dealt the past few months, I thought back to a year ago. Last March I was also on a plane coming home from Michigan. The Sno Cross event had been cancelled due to COVID-19 and the world was about

*Jacy Norgaard photo*

to turn upside down. I was disappointed then and a little uncertain of what would happen. In the year since we may still be dealing with the pandemic, but at least there is hope. There is racing and there are cancellations. As strange as it sounds the recent string of weather cancellations was the most normal thing to happen in quite a long time. I'm off to another race this coming weekend and will be back at Bristol the weekend after that. There are uncontrollable forces in this world and sometimes they ruin our plans. I may have had to watch the NASCAR race on dirt from my home office, but at least there was still a race.

We may not be out of the woods quiet yet, but the trees are getting smaller and the only cloud hanging over us will be those pesky ones on some race days.

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*Jacy Norgaard photo*

Racing Nuggets



PJ "Jacklyn" Nuttleman

I really didn't want to get political in here. Honestly, I didn't. Racing is supposed to be our escape from all of the politics, worldly drama, and life stress in general. Except now politics are creeping—quite dramatically—into our beloved sport.

The Environmental Protection Agency has affixed a target onto motorsports. Among their goals are to make it so that street vehicles—including cars, trucks, and motorcycles cannot be converted into racecars. Additionally, the EPA has announced that it will be a top priority for them to enforce against high performance parts, including superchargers, tuners, and exhaust systems.

What that means specifically for grassroots racing is that the entry level divisions will be taking a major blow that will effectively destroy their existence. Without these entry divisions, how are new drivers going to cut their teeth in an affordable starting division?!

Short answer is—they're not.

That is—IF the EPA gets their way.

Together, Specialty Equipment Market Association (SEMA) and Performance Racing Industry (PRI) have been on the frontlines working to block these specific plans of the EPA. In their efforts with government officials, they have developed what has been dubbed the RPM Act.

The RPM Act is described as “common-sense, bi-partisan legislation to protect Americans’ right to convert street vehicles (cars, trucks, and motorcycles) into dedicated racecars and the motorsports-parts industry’s ability to sell products that enable racers to compete,” according to SEMA’s website.

Additionally, the bill “clarifies that it is legal to make emissions-related changes to a street vehicle for the purpose of converting it into a racecar used exclusively in competition,” as well as confirming that “it is legal to produce, market, and install racing equipment.”

I talked with Gregg McKarns, who along with his wife, Angie own and operate Madison International

If You Snooze—You WILL Lose

Speedway in Oregon, WI, the ARCA Midwest Tour Super Late Model Series—and now the historic Angell Park Speedway in Sun Prairie. As you might imagine, this potential move by the EPA has him concerned.

“Obviously, this could have a significant impact on our industry as a whole. Luckily, we have incredibly intelligent people at SEMA and PRI who are working on a proper solution. We will keep racing on track while they address this government overreach,” he said.

As if the McKarns’ family hasn’t had enough challenges with state regulations basically shutting down their ability to run their operations in Dane County over the past year, due to COVID-19—now they’re facing another major punch to their industry if the EPA is able to enact their goals.

Will the McKarns’ devote a lot of energy to be prepared for this next potential blow to their livelihood and passion?

“I think that is premature at this point,” to plan for what we may have to do differently, if the EPA gets their way. “But we are obviously paying attention,” he said.

Despite the fact that Republican and Democrat members of Congress are seemingly trying to have racers’ backs to protect their ability to race and the motorsports parts industry as a whole—there is A LOT that needs to be done before the RPM Act becomes law.

SEMA and PRI are encouraging everyone to message your Senators and Representatives to ask them to support the RPM Act. If you head to <https://www.sema.org/epa-news>, you can click a link there and use their Action Center to help send a message to your government officials in your state and region to specifically ask them to support the RPM Act.

It’s been documented over the years that we are all one big racing family. Now more than ever, we need to be plugged into what’s happening in Washington, DC. No matter how much you detest politics—this is a matter you cannot ignore if you’re a real



Bruce Nuttleman photo

racer, fan, or supporter. If you love racing and want to see the sport kept alive, you MUST become more engaged on this issue.

McKarns says it best. “We will ALL need to do our part as an industry, whether as fans, tracks, drivers, sanctions, and teams when PRI and SEMA issue various calls to action.”

SEMA has a digital tool kit available on their website and they’re encouraging the use of the hashtag #SaveOurRacecars on social media.

So we all need to make some noise. This time, instead of by cracking the throttle wide open, you need to do it with your keyboards, pen and paper, and even your voice. Don’t ignore this issue. Grassroots racing is depending upon us ALL to get involved.

PRI



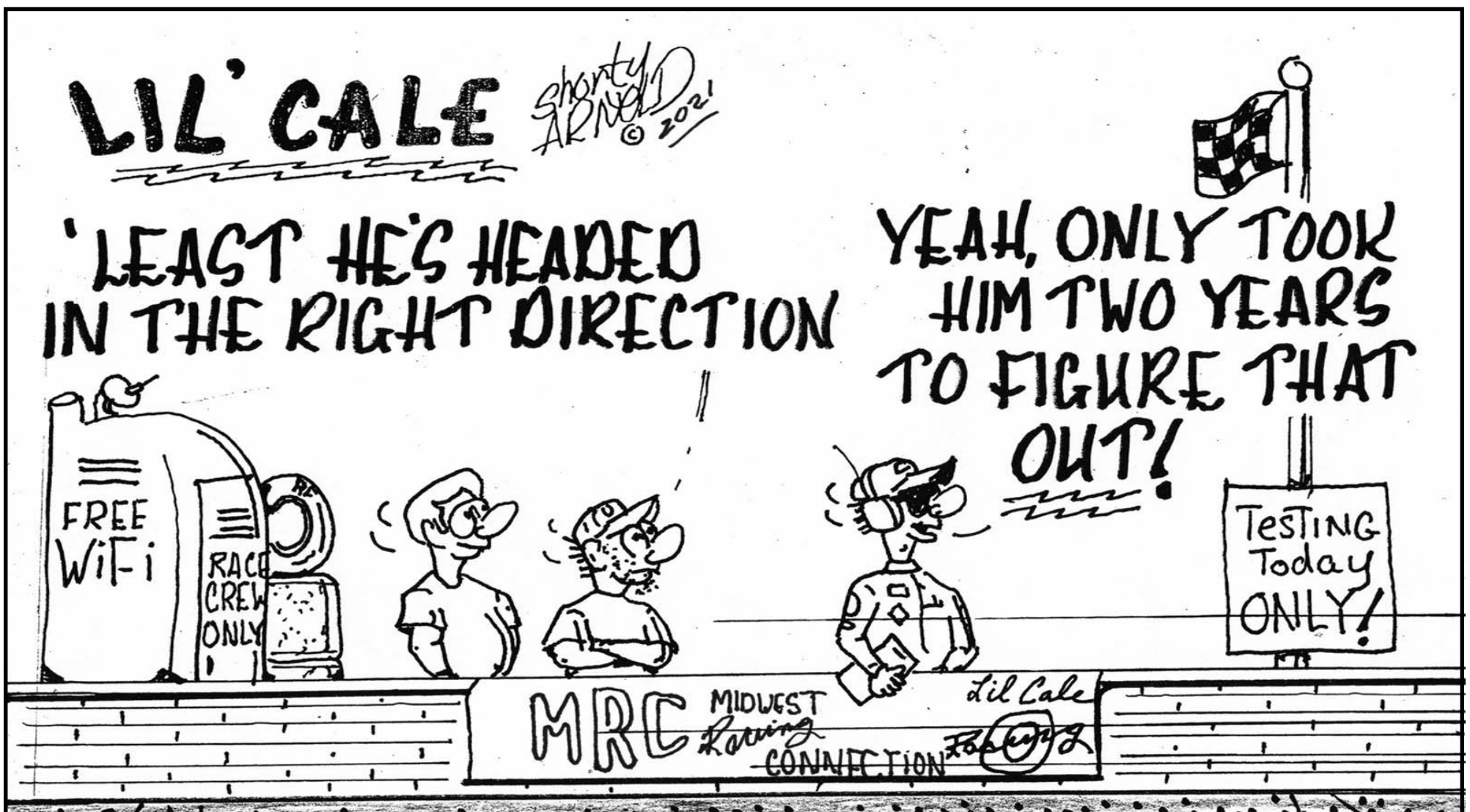


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It's Bristol Baby!

Minnesota IMCA Stock Car Racer Jason Goddard has been on the sidelines for a few years. After the announcement of the Bristol Dirt Nationals, Goddard decided it was time to get back behind the wheel. *The Midwest Racing Connection* recently caught up with Jason after returning home from the week-long trip to Bristol, TN.

How long had it been since your last time in the car?

It had been two years since I had been in a race car.

What intrigued you most about going to Bristol?

It's Bristol Baby! Just being the fact that it was a NASCAR track and something different. Although they did the dirt thing about 20 years ago, it was the first time us (grassroots racers) to do it. Being it was the inaugural event and being one of the first guys to race an IMCA Stock Car at the event.

Who helped you put the car together and at the track?

Quite a few friends helped put the car together in 2 weeks. The guys that came with the track were actually a couple of Elko guys; Michael Arends and Mike Stoer.

What was it like running at The Last Great Coliseum?

Coolerest thing that I've ever been a part of. I wish that track was in my back yard and I could race it every week. That track was amazing. It made it all worth it. Even though we had a rainout and didn't quite race as much as we could have, it was all worth it.

While this was a big event, only pit passes were sold the first part of the week. When you were out on the track in the early part of the week, did you notice there were no fans?

I noticed when we were in the infield waiting before we raced. It wasn't the first thing on my mind. On Saturday when we raced, I was surprised at how many fans were there. We actually had a red flag in

my race due to a rollover and I was able to stop and take a look around. I thought this was pretty cool.

What issues did you have early in the week?

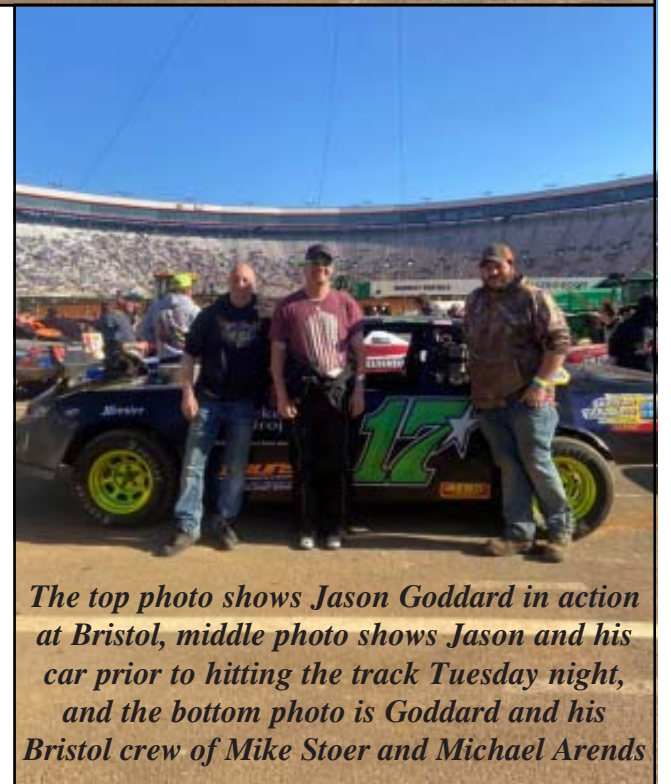
Being we put the car together in about 10 days, and we were late getting there and we didn't get any practice. My first time back in the car after 2 years was the first race on Tuesday. When I got in the gas the first time, it pegged the rev limiter. I assumed it the used clutch I put in it was a little more worn than I thought. When got to investigating on it, it turned to be the rear end. We went from a mini-spool gear to a full-spool gear and you have to add bolt to shim the rear end. That was my fault for not paying attention to that. The axle slid out and I ended up with one-wheel-drive on the left rear. Once we figured that out, we put a bolt in there and started last (29th) in our qualifier and was able to get it up to 14th. It was the first time I was really able to drive the car. It wasn't perfect, but pretty good.

You were able to get things corrected and nearly made the show on Saturday, correct?

We adjusted the car a little bit more, but I didn't go far enough. I was afraid to go too far and overdo it. I should have kept turning on it, but I didn't. I started 8th in the LCQ and they took the top 3. I made it up to 5th. I was very pleased with how the week turned out. I didn't even expect to be that close to making it after not being in the car and not knowing what the car was going to do.

Obviously, it's not cheap to put a Stock Car together, travel 3,400 miles round trip and take a week off work. When it was all said and done, was it worth it?

Absolutely, it was most fun I've ever had racing. It was really cool. In the last 2 months, including putting



The top photo shows Jason Goddard in action at Bristol, middle photo shows Jason and his car prior to hitting the track Tuesday night, and the bottom photo is Goddard and his Bristol crew of Mike Stoer and Michael Arends

the car together and the trip it was about \$9,000.00. The trip alone was probably close to \$3,000.00. It was pretty close to a season's worth of expenses to do this deal, but it's Bristol Baby!

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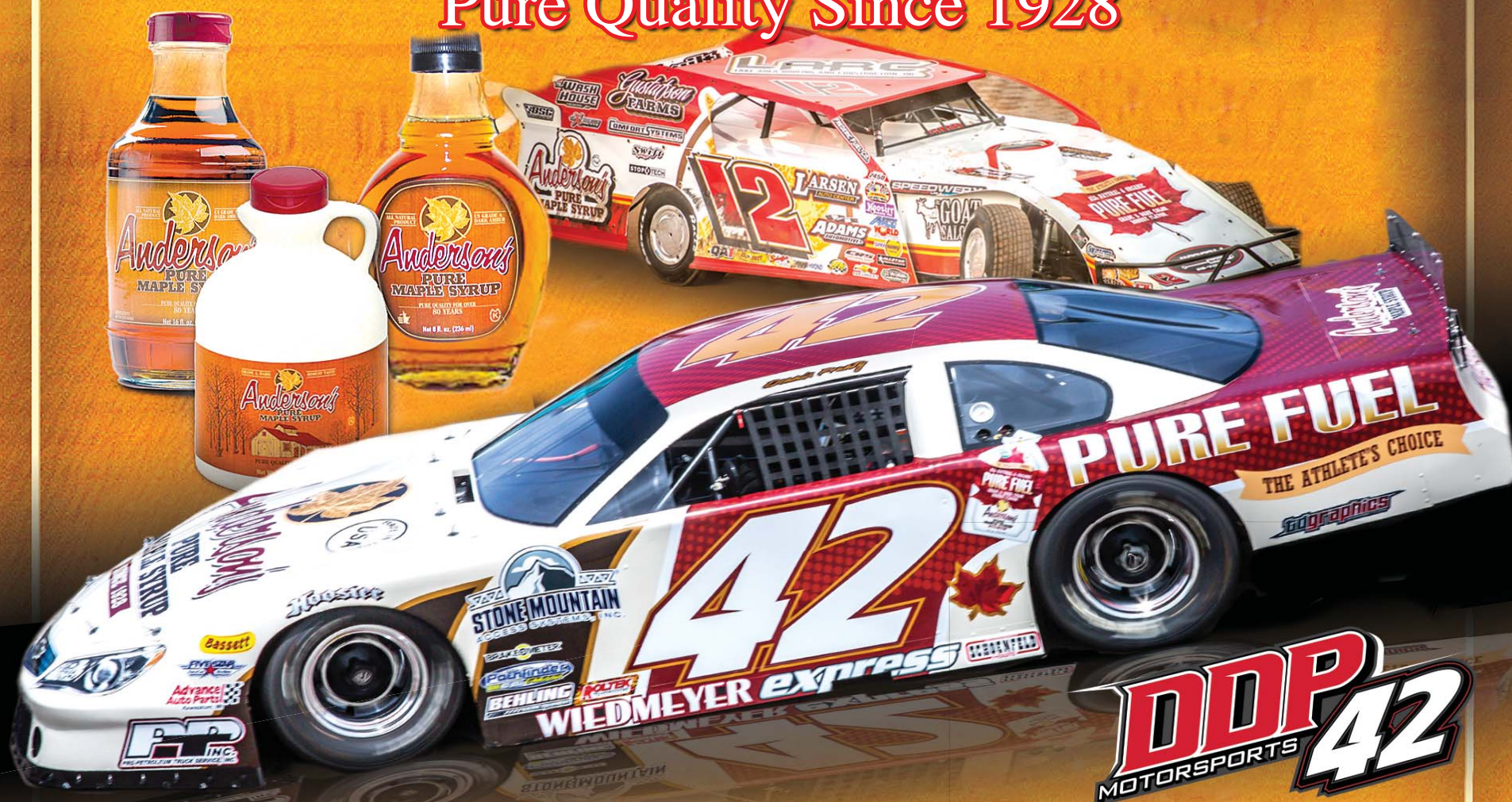
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