

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Vol. XXV Issue 1 May 2021

Inside...



Pictures from the past



Dangerous Dan Column



WTF: What Toby Figures



Movin' on up





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Publisher's Note

Racing According to Plan



Dan Plan

About 30 years ago in the early 1990's, I had this crazy notion of trying to attend 100 races in a single year. I was much younger and there was plenty of racing going on every weekend. Throw in a few mid-weeks specials around home, a trip to Florida in the Winter and a trip to Phoenix in the Fall and it seemed like a possibility. It was probably a farfetched idea, and I've most likely missed my opportunity of going to that many races in a single year. The closest I came was in 2003 when I was lucky enough to attend 77 shows.

Back then, I had the 3 tracks within an hour's drive of home that ran Friday, Saturday and Sunday. Daytona and Phoenix would run most of the events during the day, allowing fans to check out the short tracks at night. Since then, I've moved to a different town, the Sunday night track no longer exists and NASCAR races at Daytona and Phoenix are mostly

run at night. Most of my attendance these days is limited to Saturday nights and special events that fall any other day of the week. I'm not complaining, it's just a different situation for me these days and the goal of 100 races in a year probably isn't achievable.

This year, I've come up with a new idea for a personal goal; attend racing in every month of the year in a single season. I think this one is achievable, especially this year. This thought came up after I had the opportunity (thanks to Matt Bohl) to attend the World of Outlaws Late Model event at Volusia in January. Prior to this year, I had never been to any racing events with cars in the month of January. Sure, there have been Monster Trucks and Snowmobiles, but not oval track racing. I've had the month of February covered for the past several years by going to Speedweeks. I was able to take a vacation with my wife to Las Vegas in March, and snuck over to Las Vegas Motor Speedway for the NASCAR Truck race prior to returning home. The months of April through October are pretty easy to accomplish in this part of the country. In looking at schedules for various locations, I'll probably have to schedule a trip in November to Charlotte for the World of Outlaws World Finals, and make a return trip to Pensacola for the Snowball Derby in December. It seems like a reasonable goal, and I think I can do this.

And finally, the 2021 short track season has started in the upper-Midwest. Last season, most tracks had a late start, with some not opening at all. This year seems to be starting off on the right foot. I was pleasantly surprised at the crowds on hand for the Cedar Lake Speedway opener to start off the month of April, followed by another outstanding crowd on hand for the Icebreaker at Dells Raceway Park in the middle of April. To take a quote from the good doctor of 20/20 fame; "People are ready to get back to life."

Realistic Goals

The Midwest

RACING

Connection

May 2021

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Fri. 5/14 - NASCAR Season Opener
 Fri. 5/21 - 2 for \$3 Busch Light Night
 Fri. 5/28 - \$10 Admission Night
 Fri. 6/4 - Student Night (ages 12-18 just \$5)
 Thur. 6/10 - Thursday Night Street Drags



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Tues. 5/18 - Winchester Speedway, Indiana
 Sat. 5/29 - Jefferson Speedway, Wisconsin
 Sun. 6/20 - Milwaukee Mile, Wisconsin
 Sat. 7/10 - Grundy County Speedway, Illinois
 Sat. 7/24 - State Park Speedway, Wisconsin



midwesttour.racing

Going in Circles



Charlie Spry

"I'll get that" was the phrase spoken very often by my friend and crew chief Alvin Hammell. "Big Al" passed away on April 13th from complications from surgery, leaving a void in the hearts of those who knew him.

We had been friends for nearly fifty years. Most people do not keep friends that long, so we must have done something right. Back in the day when we were in high school, we both got cars and jobs, with the difference being Al had a job that paid money, and had a way cooler car. He had a primed '66 Chevelle two door, and I had a '64 Rambler four door. Who is cooler? He would sometimes pick me up and we would go cruise the "circuit" in Janesville, Wi. in 1975-6. He would stop somewhere and buy snacks, and I would say that I didn't have any money for that. "I'll get that," would reply Al, paying for it all. If he wanted to stop at a fast food place to eat, once again, "I'll get that."

In 1978 or 1979 Al had a '69 Chevelle SS 396, and thought it would be a good idea to try the popular

spectator drags at Capital Speedway. We were naive, knew nothing about tires and gearing for racing, and thought that he would be competitive. Well, he ended up in the weeds off turn two one night and had little success. We didn't know what we were getting into!

Al also had a '68 Dodge Charger in the 1980's that he tried spectator racing with again at Rockford Speedway. This time he would get past several elimination rounds and do pretty well.

As time went by, he kind of got out of the racing scene, until he started helping out Dave Wickstrum with his Bandit cars in the early 2000's at Columbus 151. We had kind of been out of touch for awhile, but started hanging out again at that point. If Dave needed something, Al was there, "I'll get that."

One-day Al got the chance to race Dave's car in the mechanic races at Columbus, which was kind of an eye opener to him, as he got rubbed about on both sides, and you know how it is, every scrape sounds louder inside the car. Still, he had fun, and I think it made him want to race more.

In 2008 both my wife and I lost good paying jobs and kind of went through a bit of time where we really had to watch our finances. Al knew of our difficulties, and once again if we went somewhere, "I'll get that," Would be the reply.

After Wickstrum quit racing, I asked Al to help me out with my Bandit car. He was right there to help when needed, and when I started racing the six-cylinder cars, he was with me as well. Financially, I was able to pay his way, but still, if something went wrong or I needed something, it would be "I'll get that."

Not only did he help with the car in the pits, he would often haul the car with his own truck, saying,

I'll get that

"The tools and stuff are already in my truck, we will just take that."

In the pits, if another competitor needed help of any kind, Al was right there to lend a hand. Once again, "I'll get that."

Any friend or relative had something that needed fixing on a car or the house, usually Al was the one they would call. He was that kind of person, giving completely of himself and pretty much anything he had. You needed it and he had it, you got it.

He had a love for all animals, and had quite the menagerie of cats roaming around his house, which he fed religiously. He told me the story of getting up in the middle of the night to let one in, opening the door wide until realizing that the animal outside looking to get in was not a cat, but a raccoon!

I particularly enjoyed sitting on his porch and chatting for hours, until realizing that the sun had set, it was getting chilly, and it was late at night! He was well versed on many subjects, so there was always something to talk about. He was a true "people person" and quick with a handshake and a cup of coffee or soda if needed. He was a whole three days older than me, and had to endure my yearly teasing him, saying, "what is it like to be some much older than me?"

Racing and life in general will not be the same without him. I miss him already. He needs a little memoir written up, so now it is my turn to say to Al, "I'll get that."

R & R

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**THE MIDWEST
RACING CONNECTION**

Dangerous Dan



Dan Margetta

My racing travels for the month of April spanned both the dirt and asphalt racing genres and while the disciplines are different, full grandstands were a common denominator proving people in the Upper Midwest are ready to go racing.

First up was the World of Outlaws Morton Buildings Late Models and the Illini 100 at the Farmer City Raceway where for once the early April weather cooperated and rain wasn't an issue. Friday night was cool but bearable while Saturday evening was much better. The Illini 100 was a two day show where Friday night's 25-lap feature paid \$6,000 to win and Saturday's 75-lap main event awarded \$20,000 to the

winner. We left Wisconsin on Friday morning and made it to Farmer City in plenty of time to check into the hotel, sign in at the track, and stroll through the pits to see who was all there. The car count for both nights was spectacular with 46 late models competing Friday night and 43 returning for Saturday's action. Friday night's action made up for the cool temperatures as right off the bat our local guy, Taylor Scheffler, turned heads by setting the fastest overall time despite being the last driver to qualify. The qualifying effort put Scheffler on the pole for his heat race which ended up being the most stacked heat event of the night with Darrell Lanigan, Brandon Sheppard, Devin Moran, and Chris Madden all in the field. Impressively, Scheffler wasn't intimidated by the heavy hitters and he drove to a popular heat race victory holding off Lanigan for the win. The feature Friday night showcased the great racing Farmer City is known for as the Illinois contingent once again put the hurt on the Outlaw regulars. Mike Spatola picked up the win despite serious challenges from Ryan Unzicker and Bobby Pierce much to the delight of the partisan crowd.

With Easter Sunday looming, we decided drive back immediately after the conclusion of Saturday night's event so as to not miss family holiday plans. That meant we had to be out of the hotel before noon which left a lot of time to kill. Of course we had to stop at Dewey's Drive-In (a Farmer City tradition) for burgers and a shake and it proved to be a popular place as many of the WOO late model competitors were there also. With not much else to do, we headed for the track early and spent the afternoon wandering through the pits. The time went by fast as everyone

else was essentially in the same boat and all were more than willing to chat for a few minutes, answer questions, or tell stories. Those that stood out included Shannon Babb explaining the wavy ride every driver was experiencing off turn two and into turn three, catching up with Jimmy Mars, and a long candid conversation with Scott James about the good old days. By the time the racing started, a large crowd had filed in with just about every inch of the Farmer City Raceway occupied by fans. Everybody seemed to just be happy to be there and it was enjoyable meeting new friends. Saturday's racing did not disappoint either as Ricky Thornton Jr. put on a display trying to track down leader Bobby Pierce before eventually breaking with five laps to go. The late caution allowed Cade Dillard to sneak around Pierce for



Dan Margetta photo

the lead but he couldn't stop a dive bomb slide job by Pierce coming to the white flag with the crowd on their feet. The highly partisan crowd erupted when Pierce took the checkered flag for his first World of Outlaws feature victory.

A few weeks later it was on to Dells Raceway Park for the season-opening Ice Breaker 100 for the super late models. Once again the weather worked out and a total of 46 super late models participated in the practice day with 42 of them taking time for Sunday's main event. It was refreshing to see so many teams have their cars ready to race so early in the season and it solidified the notion that the super late model scene up here is one of the toughest in the nation. The fans up here must feel that way too as once again a large crowd came out to take it all in. It was good to see Jeff Storm running good as he blistered everyone in qualifying to set fast time.

The main event featured great action throughout the 100 lap race as Dalton Zehr and Casey Johnson swapped the lead before getting together on a restart

Dangerous Dan continued on page 7



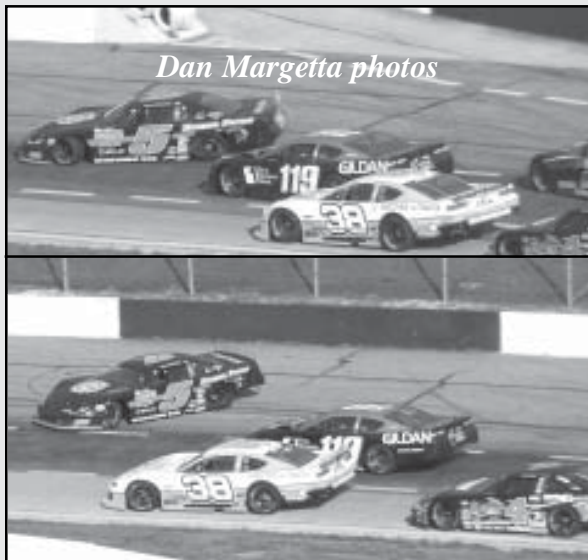
Jacy Norgaard photos



Dan Plan photo

Dangerous Dan continued from page 6

following an early race caution. Jordan DeVoy spent some time at the front of the field before Luke Fenhaus worked his way around to take the point. Fenhaus would not be denied from there and he made a statement in his quest for the



Dan Margetta photos

Kulwicki Driver Development Program crown with his first victory of the season. The future is bright for Fenhaus and it is going to be fun to watch him all summer in the many prestigious super late model events in the state as well as Sunday nights at the Slinger Speedway. James Swan topped a strong field of 26 trucks to win the Midwest Truck Series season opening race and Greg Bowers bested a field of 20 cars to win the UMA 602 late model feature.

As this month closes out and May begins, I'll be ready to begin my 31st season at the Slinger Speedway and there are many exciting things on the horizon for that facility. The TUNDRA Super Late Model Series and the ARCA Midwest Tour also have their season opening events in May while the Interstate Racing Association Sprint Cars begin their season on the dirt tracks. My plan is to make as many of these events as I can and as always, I look forward to seeing you at the track!

**LATE MODELS
UMA ASPHALT MODS
SPORTSMAN**

**BANDITS
LEGENDS
CWRA SUPER LATES**

FRIDAY SEPT. 24

**LEGENDS
HOBBY STOCKS
CWRA SUPER LATES**

**LATE MODELS
UMA ASPHALT MODS
BANDITS**

SATURDAY SEPT. 25

**TUNDRA
SUPER LATE MODELS**

**TUNDRA SLM 75 CHAMPIONSHIP
SPORTSMAN
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SUNDAY SEPT. 26

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RACING RETURNS!!

SUNDAY, JUNE 20
Qualifying 11:00 AM
RACING 1:00 PM

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

You pretty much know the result in advance when Nick Anvelink starts on the pole of a race at Shawano Speedway, Shawano, WI. He is going to win! That's exactly what happened here Saturday, April 17th, as Anvelink led start to finish in the Dirt Kings Late Model feature at the 1/2 mile clay oval.

For Anvelink, it was his 15th overall Dirt Kings win and it came in front of a huge, near standing room only crowd, in the opening race of the season here.

Was great to get out and witness some action so early in 2021, as you all know of how things started in the racing World in 2020. They didn't. At least, until much later.

It was a first for this scribe in seeing the Dirt King Late Model group and it is a good-looking field of racers. They came out 27 strong and competitive racing was seen all night long. Following Anvelink to the win in the main on the night were Justin Ritchie, Troy Springborn, Ron Berna and Mike Mullen.

Of course, other racing occurred during the evening as the opener featured 5 divisions of racing and being partial to the Modified division, since we ran a Tour for those folks for 5 years, enjoyed watching Mike Mullen capture the win in that feature race. I like the looks of the cars that make up the division, but it definitely looks like they are getting a bit carried away with the bodies on them. Rather than go into detail we'll call them Late Model race car Jr.

One of my all-time favorite divisions of racing, the Stock Cars, were also on the nights card. These racers always seem to put on a great show, although tonight they were a bit crash and spin happy, nonetheless competitively racing to the end of the race. A familiar name in these parts, Jeremy Christens took that win.

More on the entry level of things are the Sport Mods and the Mighty 4's. The Sport Mods look like the top ranked Modifieds I had racing on my National Tour years ago, as evolution has definitely taken place! The Mighty 4's appear to give those wanting to test the racing water a good chance to, as they are restricted enough to allow for getting some laps in to see how you fare.

All in all, a good way to open the 2021 racing season here at Shawano Speedway. There's a good chance we will sneak back over there for another race this year.

Here and there...Well, all things at some point must come to an end. As most of you probably know, I have served in the role of president of CWRA, now being the 3rd year. I have assisted the group in various capacities the past 5 years, shortly after they decided to reform after a long hiatus. It's probably another 30 years of involvement you can add on, helping out in some shape or form, dating back decades. Unfortunately, due to major philosophical differences, and much internal strife, I have resigned from that position as of April 12th, 2021. The situation has caused numerous strained relations with people I have worked with for over 30 years and that is unacceptable. Therefore, the decision was made to move on...On another note, I'm very seriously considering backing off on my contributions to MRC. Maybe go with a special features column now and then, if Dan "The Man" Plan allows, possibly like the late great Paul Harvey used to do. Pick a topic and fill you in on, "The Rest of the Story." With my race attendance down these days, after all, I am officially retired, time to wind down a bit right, and not one very often to give blow by blow race descriptions and results, there just isn't that much for me to report on. The state of the sport in my eyes, especially pavement racing, is in need of repair and that doesn't help my outlook, or writing creativity to report on it, either. We'll see, a bit

more thought is needed here. I guess if you don't see anything in the next issue or two from me, you'll know the answer...

Looking back to June 26th, 1971, it was Roger Paul winning the 20-lap feature at the Shawano Speedway, Shawano, WI. Following Paul at the stripe were M.J. McBride, Dave Conger, Roger Perret, Dan Ambrose and Jerry Smith. On June 22nd, 1971, it was Dave Conger winning the feature race at Leo's Speedway, Oshkosh, WI. Following Conger were Russ Kleinschmidt, Bryce Spoehr, Wilmer Shoppenhorst, Ron Van Roy and Ernie Rathke. Dave Conger won the 25-lap feature race at Brown County Fairgrounds Speedway, Depere, WI., on June 27th, 1971, in front of a record crowd of 4,200. Following Conger were Jerry Smith, Roger Paul, Russ Peterson Bob Kleinschmidt and Red Issacson. July 2nd, 1971, it was Tom Jensen winning the Late Model feature at the AF Speedway, Friendship, WI. Following Jensen at the finish were Gordie Platt, Bob Hofschild, and Bob Zynda. On June 24th, 1972, it was Don Schmidt winning the feature at Rangeline Speedway, Rozelville, WI. Following Schmidt were John Bell and Roger Guldán. On June 21st, 1972, at Central State Speedway, Colby, WI., it was Don Churdimsky winning the feature over Don Schmidt and Bob White. Fred Bender won the 50-lap feature on July 15th, 1973 at the Columbus 151 Speedway, Columbus, WI. Following Bender were Roy Shackelford, Deb Langsdorf, Jerry Eckhardt, Conrad Morgan and Fritz Bishofberger. On July 11th, 1973 it was Wes Eckert winning the feature at the Cedarburg Speedway, Cedarburg, WI. Following Eckert were Harry Wittman, Tom Klippel, John Reiser, Frank Smith and

continued on page 13



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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 \$25 • STUDENT \$12 • 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)

FRIDAY, AUGUST 27

COMPLETE RACE PROGRAM FOR TRADITIONAL SPRINT CARS, UMSS WINGED SPRINT CARS, MIDWEST MODIFERS, MICRO SPRINTS, & VINCE CARS!
ADULT \$15 • STUDENT \$7 • PITS \$30

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 AND 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. HORNETS, CHAMPIONSHIP TICKETS AND OR RESERVED SEATS MAY BE AVAILABLE ONLINE FOR SOME EVENTS.



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Legendary Opener at Cedar Lake Speedway



Vince Peterson photo

Cedar Lake Speedway hosted an event during the middle of April following the format utilized at the Legendary 100. A time trial and feature race format brought out 160+ race cars both nights. The Saturday nights Late Model winner Jimmy Mars took home the win after a battle for much of the race with “The Sheriff” John Kaanta.



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Icebreaker at Dells Raceway Park



Bruce Nuttleman photo

After a 1-year-hiatus, the Icebreaker kicked off the racing season at Dells Raceway Park. After qualifying second, Luke Fenhaus started the main event in 12th position, due to the invert. Fenhaus took the lead just prior to the halfway point and picked up the win. Forty-six Super Late Models were on hand for this year's Icebreaker.



Sun. 5/23 – Season Opener
 Sun. 6/6 – All Star Circuit of Champions / IRA Sprints
 Sun. 6/13 – Kevin Doty Classic
 Sun. 6/27 – IRA Sprints / Norm Nelson Classic
 Sun. 7/4 – Sun Prairie Fireworks Celebration

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In our next issue - 2021 Joe Shear Classic

Martin DeFries photo

Coming up in the June 2021 issue will be photos and highlights from the ARCA Midwest Tour season opening event; The Joe Shear Classic at Madison International Speedway. The photo above shows Joe in ARTGO action from 1983 at Raceway Park in Shakopee, MN.

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*Racing Facts, Observances and Opinions
from page 8*

Jack Brewer. And, if you were wondering the theme here, all these tracks are closed and for the most part gone except for Shawano Speedway.

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. #95, Roger Paul.
#56 Freddy Bender leads Jim Pierson, Tom Reffner and Joe Shear at
WIR. #20 Dave Conger's cool Chevelle.*



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UMSS Traditional Sweep



The Upper Midwest Sprintcar Series (UMSS) Traditional Sprints were part of the Legendary Opener at Cedar Lake Speedway. Two drivers swept the action for the weekend. Scott "The Iceman" Brandt (left photo) used his years of qualifying experience on pavement to set fast time both nights. Cam Schafer (right photo) had the upper hand when it came to the main events, sweeping both shows over the course of the weekend.

Racing Nuggets



PJ "Jacklyn" Nuttleman

I don't want to overstate the obvious, but if you were at Dells Raceway Park for the Icebreaker, you were witness to a royal fiasco that my husband, Toby, wishes he could have a "do-over" on. His newly built car for Ty Majeski severely underperformed. I'm in shock myself, but he actually agreed to let me interview him about the painful experience.

PJ Nuttleman: So, your new car at the Dells... it was interesting.

Toby Nuttleman: We sucked!

PJN: Your words. I mean, you ALMOST got a top 10 with it.

TN: It should've been better. Something was

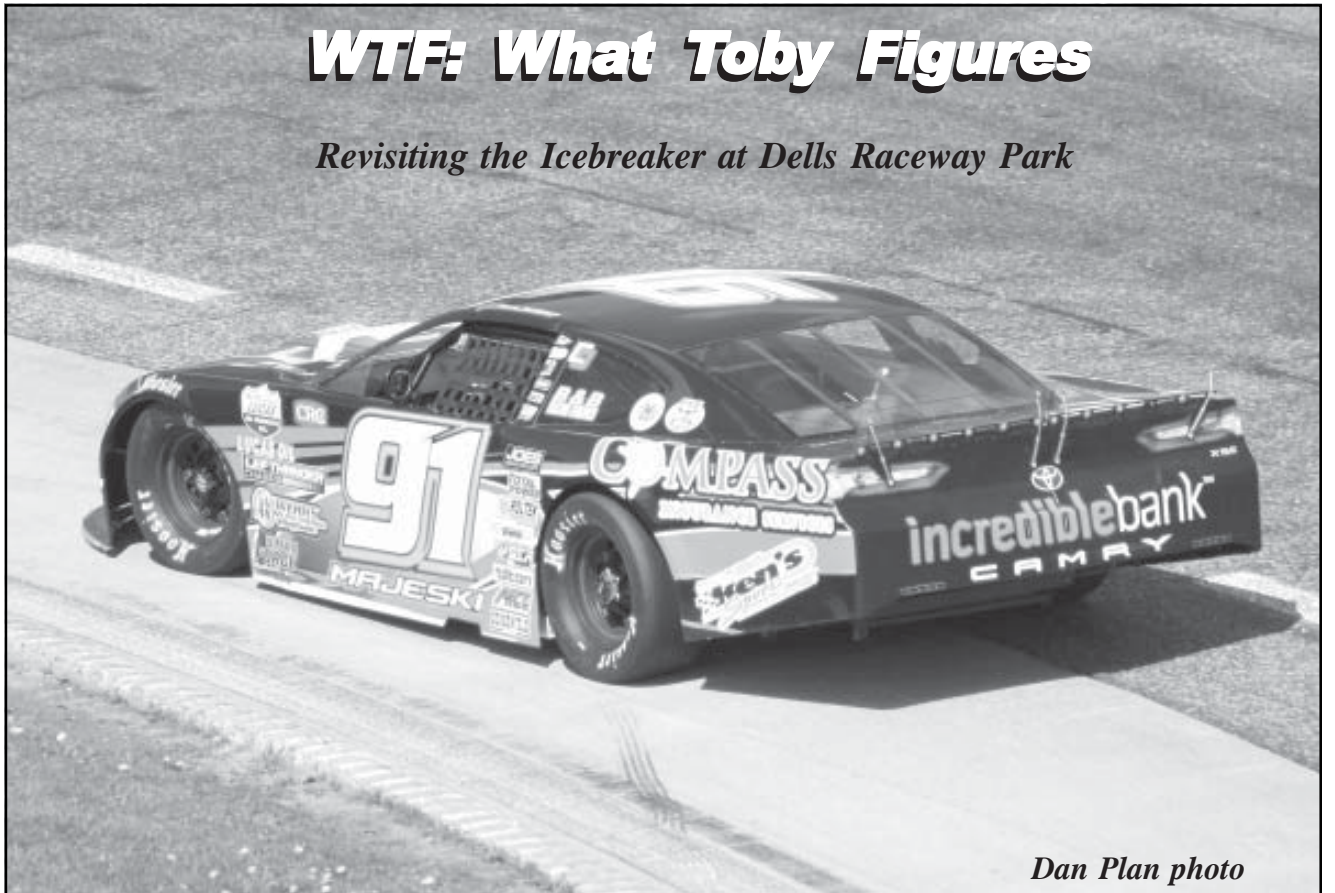
wrong with it. It was just wicked and wouldn't turn.

PJN: That car wasn't even supposed to be a Super Late Model when you started building it. I thought it was going to be a Pro Late Model? What happened?

TN: Well, Wes Coon reached out and he wanted to build a Pro Late to run with Ty and go to some big

WTF: What Toby Figures

Revisiting the Icebreaker at Dells Raceway Park



Dan Plan photo

Pro Late Races, like the Oxford 250 out east, the big money race at Jukasa Speedway in Canada, and other big races. It was going to be cool.

PJN: So, what happened?

TN: Well, we already had a McGunegill Ford Crate engine for the car, but then the sanctioning bodies, CRA and PASS all wanted to have everyone run the 604 crate motor, which is a Chevy. If we stuck with what we already had, we'd have to run a restrictor plate and add 25 pounds.

PJN: You don't deal with change very well.

TN: That wasn't the issue. It was because of COVID, parts for the 604 became tough to come by, I guess. And now the price of that 604 went up \$2,000 because of that. So the sanctioning body was trying to "save" money for everyone, but in the end it's more expensive to run what they were trying to push everyone into doing. We'd save more money just sticking with the McGunegill crate, but we'd be penalized for doing that.

PJN: Is a restrictor plate and 25-pounds such a terrible penalty to take?

TN: *(stares at me with a piercing look)*

PJN: Never mind. I retract that question.

TN: It's just stupid. And then the big Canadian race at Jukasa says it's going to happen, but they had to postpone it last year because of COVID, and the track's co-founder, Ken Hill passed away earlier this year, so there aren't a lot of details released yet for this year. Who knows what's going to happen?

PJN: COVID has certainly ruined so many things. So you just threw the towel in on trying mess around with a Pro Late?



PJ Nuttleman photo

Racing Nuggets continued on page 15

Racing Nuggets from page 14

TN: Well, we had the chassis already started to build a Pro Late, but with all of the uncertainty and ridiculous engine stuff—we just decided to turn the chassis into a new Super Late.

PJN: Are there big differences between a Pro and Super chassis?

TN: When it comes to East Coast and Canada races, their Pro Late rules call for a longer wheelbase, different engine setback, and the way they measure the frame height out there is all different.

PJN: But you pushed forward to make it into a Super Late despite all of that being different?

TN: Well, yeah. I didn't want to waste what we had done already.

PJN: You didn't shake down the car like you normally do after a new build.

TN: Nope. I guess I got too cocky and figured we'd be just fine with Ty practicing it the day before the Icebreaker at the Dells.

PJN: Didn't work out too well, did it.

TN: Ouch. No love here. I mean, admittedly it was a rough showing and I'm really embarrassed by

that. There is definitely something wrong with the balance of the car. We should've shook it down before the Icebreaker—absolutely.

PJN: You were not too bad in the practice session before qualifying.

TN: I know! We didn't even change the car between then and qualifying—other than bolting on tires—and we lost three-tenths!

PJN: So you're saying you had a bad set of tires?

TN: I don't like to blame tires. There was something more fundamentally wrong with the car's balance. Every car has a personality. You just gotta figure out what it wants. Every driver has his or her own style. It's a big jigsaw puzzle and all of the pieces need to fit together right.

PJN: Including the nut who builds the car.

TN: Well, I already got that (s)ucker torn apart.

PJN: I saw that. You wasted no time doing that.

TN: I was pissed. And I found several things that I had wrong on the car and it's being fixed.

PJN: Like what?

TN: I'm not saying.

PJN: So much for being open during this interview.

TN: (laughs)

PJN: So, are you going to be testing it with Ty before you take it to race again?

TN: I don't know. It costs so much to test. If Ty's not here, it doesn't make any sense to test. I'm going to get it put back together—right—and see how schedules work to test with him.

PJN: When do you plan to run it again?

TN: We're planning to do the full Alive for Five series at the Dells, so we'll be there again with it for that next race. That's the plan.

PJN: And will it be better?

TN: It better be!

DELLS RACEWAY PARK – ALIVE FOR FIVE SERIES

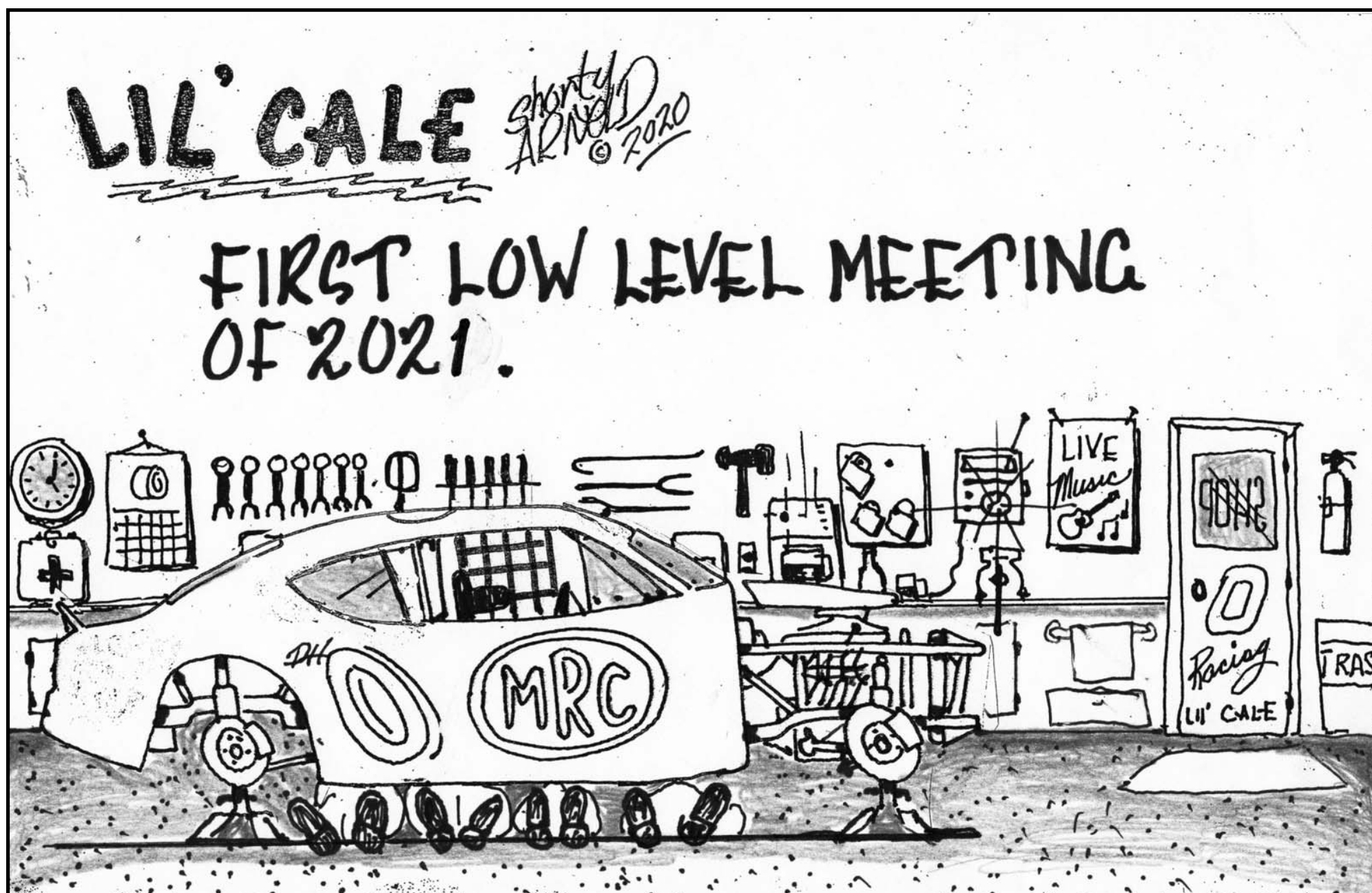
Sunday, April 19th – Icebreaker 100 Alive for Five #1

Saturday, June 5th – Dairyland 100 Alive for Five #2

Saturday, June 26th – Trickle 99 Alive for Five #3

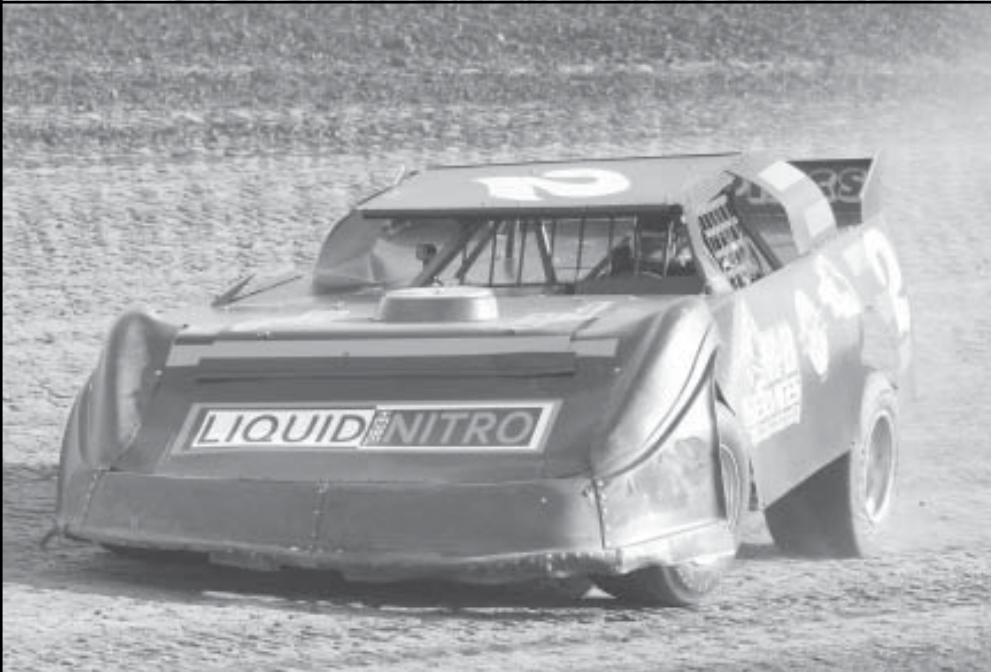
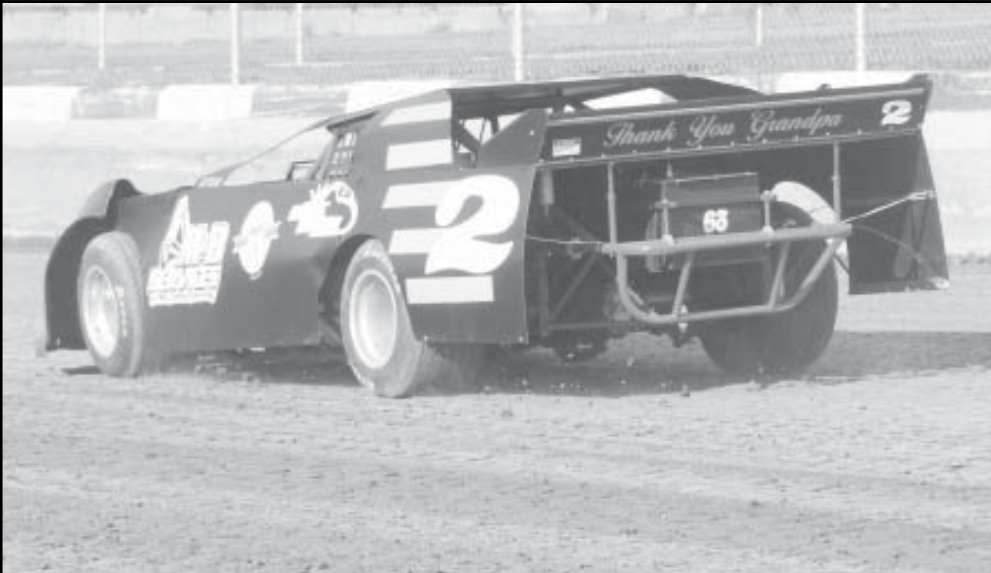
Saturday, August 14th – Badger State 125 Alive for Five #4

Saturday, October 23rd – Falloween 150 Alive for Five #5



Movin' on up

with Pat Kelley and Tristan Swanson



Two drivers with a long family racing history are continuing the racing progression in the 2021 season. Pat Kelley made his debut in the USRA Late Models and Tristan Swanson made his Midwest Truck Series debut. We recently caught up with both Pat and Tristan following their first weekend of competition.

Pat Kelley

What made you decide to move up to the USRA Late Model?
Honestly, I found a good deal. It was too good of a deal to pass up. I already had a motor and tranny so I put it together.

With just a few laps, how has it gone?
It's been fun and a learning experience. Knowledge-wise, I feel like it's a huge step up. Driving-wise, everything seems to be about the same pace on the race track. The way the car reacts is totally different than a Modified.

What is story behind the lettering on the car?
That was the paint scheme my grandpa had back in the 1970's with his Cuda that Kenny Mann and a few other people drove for him. Since this will probably be the only fendered car I race, I wanted to do a cool throwback to grandpa.

Tristan Swanson

How did the opportunity to drive a Midwest Truck come about?
It was about mid-season last year when Nick Pistone and Aaron Marthaler texted and asked if I wanted to come drive for them. I had to take the opportunity because they're such great people. It's been a dream come true and I can't wait for the rest of the season.

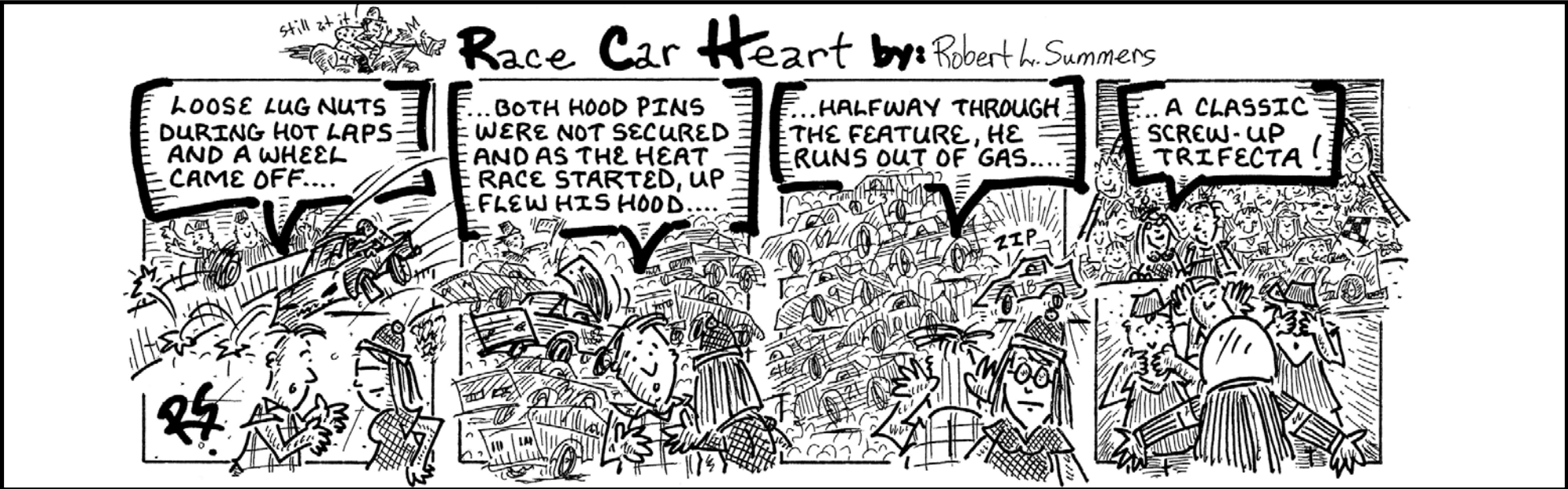
Prior to the Icebreaker at the Dells, had you been in a full-bodied car before?
Nope, this is actually my first time in a full-bodied car. It's a lot of fun so far, but a little different than car, for sure.

What are your plans for the 2021 season?
Our plan is to race as much as we can and run every weekend. Whenever we aren't racing with the Midwest Trucks, we'll be racing the Legends car. We've had the Legend car down to Florida and Arizona and have a pretty good streak so far.

A Full House For The Win



Cedar Lake Speedway and Dells Raceway Park kicked off the 2021 racing season in the month of April. Both facilities had fantastic weather and phenomenal crowds to get the year started on the right foot.



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